

Triangle Mobility Hub (TC002-N): Locally Preferred Alternative Information Packet for CAMPO TCC Meeting 5/14/2026

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Attachments: TMH Proposed Locally Preferred Alternative Map; TMH Concurrence Points 1-3
Information Package

Executive Summary:

In order to enhance regional connectivity through the relocation of the existing Regional Transit Center (RTC), GoTriangle has identified an assemblage of undeveloped parcels located at 4135 NC 54 Hwy E in Research Triangle Park (REID 157814 and 157830) as the proposed Locally Preferred Alternative (LPA) for the Triangle Mobility Hub (see attached Proposed LPA Map). GoTriangle has evaluated conceptual layouts to validate that the proposed location can accommodate bus and on-demand transit service, park-and-ride, rideshare, and bicycle/pedestrian facilities, and that it can support future connections to planned Bus Rapid Transit (BRT) service, the future Triangle Bikeway, and future passenger rail service.

Project Background:

The Regional Transit Center (RTC) is the primary hub for regional bus services connecting Wake, Durham, and Orange Counties. GoTriangle has leased and operated the current RTC at 4600 Emperor Boulevard in Durham since 2008, but it was always envisioned that GoTriangle would relocate operations to a site more easily accessible from major highways and adjacent to future investments in rail service. The RTC presents several challenges to current and future service provision, including insufficient platform space, lack of signalized entrance, minimal separation between passengers and transit vehicles, and distance from I-40 and NC 147. These operational, access, and safety challenges contribute to the late arrival of buses at the RTC and cause issues for transit riders accessing bus routes. The current site is limited in its capacity to address these challenges and to accommodate the service growth envisioned in the County Transit Plans.

GoTriangle initiated the [RTC Relocation Study](#) in 2019 to conduct a needs assessment and evaluate opportunities for relocating the RTC. Goals for the new facility include improving safety and accessibility for all users and vehicles, increasing transit access to regional destinations and multimodal connections, improving operational efficiency, and providing a better experience for all users. Based on a comprehensive site assessment and evaluation of project viability, a 19.3-acre site at the southwest corner of NC 54 and the North Carolina Railroad emerged as the preferred location for the relocated RTC.

In 2024, GoTriangle was awarded a \$25M federal RAISE grant for the Triangle Mobility Hub project. Funding requested in the FY27 Wake Transit Work Plan shows the anticipated County

Transit Plan allocation is \$17.9 Million¹ through FY 2029 for planning, design, land acquisition, construction and implementation of the Triangle Mobility Hub. Additional funding for the project will come from the Durham County and Orange County Transit Plans, federal FY26 Community Project Funding, and federal Surface Transportation Block Grant (STBG) funds from the Triangle West TPO Regional Flexible Funding Program.

Project Purpose and Need:

The purpose of the Triangle Mobility Hub is to enhance regional connectivity and mobility. By creating a hub for fixed-route bus service, on-demand microtransit, and future bus rapid transit and rail service, passengers can connect more easily to jobs, education, healthcare, shopping & recreation throughout the Triangle region.

The need for the Triangle Mobility Hub is to support transit plan-funded expansion of service and to address operational constraints of the current RTC, including location, access, layout, and safety. Relocating the RTC will enable faster, more frequent, and more reliable transit service and more connections for riders.

Alternatives Analysis:

Potential sites for a relocated Regional Transit Center were identified and evaluated through the [RTC Relocation Study](#). GoTriangle completed an existing conditions assessment of the RTC, identified operational and location criteria for a new site, engaged stakeholders and the public, conducted a parcel search that yielded an initial 113 sites, and performed a weighted evaluation of six final candidate sites. Three sites scored the highest among final candidates:

- “HUB RTP,” located at the northwest corner of Davis Drive and NC 54
- “Park Point,” located at the northwest corner of the existing railroad tracks and NC 54
- “Triangle Metro Center,” located at the southwest corner of the existing railroad tracks and NC 54

These three sites (plus the current RTC as a no-build scenario) were then evaluated based on access to the freeway network, proximity to existing or future retail & services, ease of site acquisition and construction, access to employment, and proximity to future investments in BRT and rail service. The study team engaged with the landowners of each site and coordinated with NCDOT, RTP, and Durham County Transportation and Planning staff to assess the capacity of the final three sites to meet the site evaluation criteria and support the components of the conceptual program. The site that scored the highest in the evaluation was the “Triangle Metro Center,” a 19.3-acre assemblage of undeveloped parcels that was a planned station location from the legacy regional rail project in the early 2000s.

¹ This \$17.9M figure is the value of Project TC002-N, which includes \$312,500 for planning/feasibility work, with the balance funding design, construction, right of way acquisition, and other implementation costs. This figure does not include funding for vehicles (Project TC001-D).

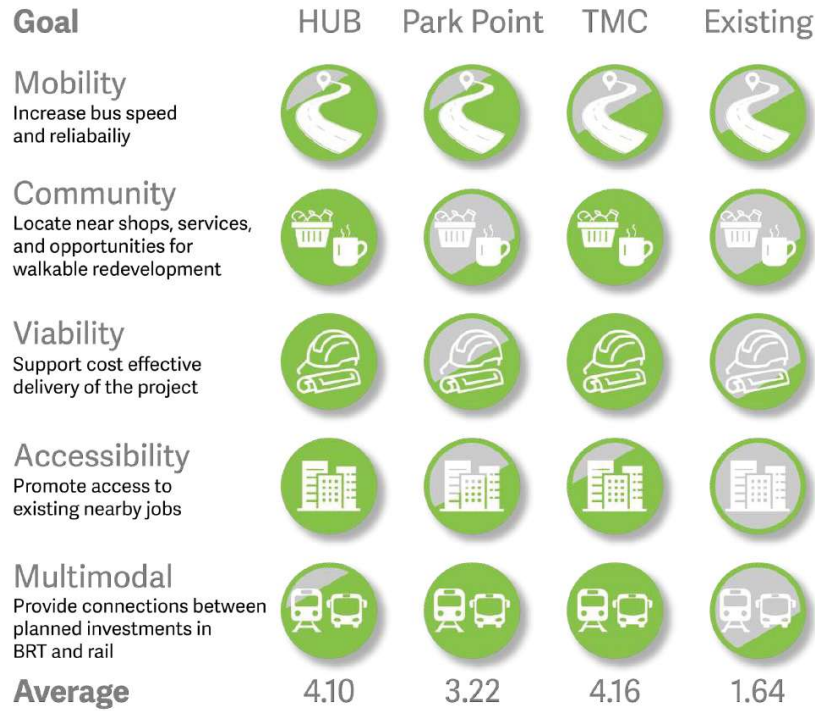


Figure 1: Site Evaluation Scorecard Results

The identification and analysis of alternatives was presented to relevant regulatory agencies in April 2025 as part of the Wake Transit Concurrence Process. See attached Concurrence Points 1-3 Information Package for more details on the alternatives analysis presented to the project's Concurrence Team.

Locally Preferred Alternative:

Consideration of a locally preferred alternative (LPA) for a regionally significant multi-modal center involves three characteristics of a proposed project: location/site, modes accommodated, and adequate capacity to support the future program requirements of the modes to be accommodated. In concert with these considerations, these requirements were identified for the relocated RTC, now known as the Triangle Mobility Hub:

1. **Location/site:** proximity to I-40 and to planned investments in Bus Rapid Transit (BRT), Triangle Bikeway, and future passenger rail (planned by others), consistent with the [2050 Metropolitan Transportation Plan](#)
2. **Modes accommodated:** bus and on-demand transit service, park-and-ride, and first- and last-mile connections via rideshare and bike/pedestrian paths
3. **Adequate capacity for program requirements:** large enough to accommodate the conceptual program for the transit facility and future privately-funded transit-oriented development

Given these criteria, GoTriangle identified the "Triangle Metro Center" site located at 4135 NC 54 Hwy E in Research Triangle Park (REID 157814 and 157830) as the preferred site for the relocated RTC, which is being proposed as the LPA for the facility (see attached Proposed LPA

Map and Figure 2 below). GoTriangle conducted public engagement in February-March 2026 to inform the public about the proposed site, and the LPA was approved by the GoTriangle Board of Trustees on April 15th, 2026. The LPA will now be considered by relevant regulatory agencies through the Wake Transit Concurrence Process as well as by the MPOs. The LPA will be submitted to the FTA as part of the NEPA environmental review process.



*Figure 2: Proposed Locally Preferred Alternative
Street address: 4135 NC 54 Hwy E, Research Triangle Park, Durham, NC, Durham County*

The LPA site is currently owned by the Research Triangle Foundation (RTF), which passed a resolution in August 2023 approving the siting of the Triangle Mobility Hub on the property. In October 2025, GoTriangle and RTF executed a Cooperation Agreement that outlined the terms of the partnership, including RTF's commitment to negotiate exclusively with GoTriangle to develop the Triangle Mobility Hub facility on the site.

Through a competitive RFQ/RFP process, GoTriangle selected a developer team in 2025 to manage the design and delivery of the project. The team has conducted on-site due diligence and evaluated multiple conceptual layouts to validate that the LPA site can accommodate the desired program for the facility, which includes:

- 12 active and 2 layover bus bays to support current and future bus service
- Loading zone for paratransit, microtransit, ride share, and private vehicles
- Enhanced passenger amenities, including covered & conditioned waiting area and seating, public restrooms and water fountains, phone charging and Wi-Fi
- Operator amenities, including breakroom and restrooms
- Customer service area, including ticketing window

- Park-and-Ride parking spaces
- Roadway network improvements, including signalized intersection with transit priority
- Pedestrian and bicycle pathways and bicycle storage

GoTriangle is currently wrapping up conceptual (15%) design, including finalizing access and roadway improvement requirements in coordination with NCDOT, and we will finalize the facility layout as we advance schematic (30%) design plans this summer.

Agencies may adopt an LPA that includes facility layout options, as long as those options are located within the same defined NEPA study area, serve the same purpose & need, and would produce similar impacts. The LPA map (Figure 2) captures the environmental clearance study area, which extends to Select Drive and along NC 54 to account for any access requirements or other transportation improvements that NCDOT may require; otherwise, the scope of the project will remain within the LPA site.

Next Steps:

GoTriangle will seek Concurrence on the LPA through the Wake Transit Concurrence Process in May 2026. The LPA will then be considered by the CAMPO TCC and Executive Board in May 2026 (information only), with action taken in June 2026, which will include a public hearing at the June 17th Executive Board meeting. The Triangle West TPO TCC and Board will also consider the LPA in June 2026. GoTriangle will conduct additional public engagement in Fall 2026 to share project updates, including the proposed facility layout.

Target Project Schedule:

- Q4 FY26: Federal NEPA Categorical Exclusion (CE) documentation submitted to FTA
- Q1 FY27: Schematic (30%) Design complete; Final (60%+) Design begins
- Q2 FY28: Construction begins
- Q3 FY30: Construction completion and facility open for revenue service