

| 9/14/10 | | Mobility | | Socioeconomic | | | | Land Use | | Financial | | |
|--|----------------------|----------------------------------|-----------------|--------------------|--------------------|-------------------------------|-----------------------------|---------------------------------------|-----------------------|-----------------------|---------------------------------------|--|
| Study Corridor | Corridor Length (mi) | Total In Corridor Trips per Mile | Rail Trips/Mile | Population Density | Employment Density | Low Income Population Density | Minority Population Density | Supports Transit Oriented Development | Development Potential | Capital Cost per Mile | Capital Cost per Weekday Transit Trip | Operating & Maintenance Cost/ Weekday Transit Trip |
| Wake Alternative 1 UNC Hospitals to Wake Forest | 59 | | | | | | | | | | | |
| Wake Alternative 2 Triangle Metro Center to Wake Forest | 33 | | | | | | | | | | | |
| Wake Alternative 3 Veridea to Wake Forest | 33 | | | | | | | | | | | |
| Wake Alternative 4 Downtown Cary to Wake Forest | 25 | | | | | | | | | | | |
| Wake Alternative 5 State Fairgrounds to Wake Forest | 20 | | | | | | | | | | | |
| Wake Alternative 6 Downtown Raleigh to Wake Forest | 17 | | | | | | | | | | | |
| Wake Alternative 7 Triangle Metro Center to NERC | 24 | | | | | | | | | | | |
| Wake Alternative 8 Northwest Cary to NERC | 18 | | | | | | | | | | | |
| Wake Alternative 9 Downtown Cary to NERC | 16 | | | | | | | | | | | |
| Wake Alternative 10 State Fairgrounds to NERC | 11 | | | | | | | | | | | |
| Wake Alternative 11 Downtown Raleigh to NERC | 8 | | | | | | | | | | | |

| Summary of Evaluation Criteria and Rankings | | | | | | | | | | | | | |
|---|---|--|----------------------------|------------------------|---------------------------|-----------------------|--------------------------|--------------------------|----------------------|----------------------|------------------------|------------------|-----------------|
| High Performer | = | | >22,060 Trips/Mile | >363.5 Trips/Mile | > 3.9 Households/Acre | >13.3 Jobs/Acre | >0.61 Persons/Acre | >1.61 Persons/Acre | High & High/Moderate | High & High/Moderate | <\$62.0 M/Mile | <\$56.9/Trip | <\$9.9/Trip |
| Average Performer | = | | 18,452 - 22,060 Trips/Mile | 311.3-363.5 Trips/Mile | 2.9 - 3.9 Households/Acre | 10.3 - 13.3 Jobs/Acre | 0.38 - 0.61 Persons/Acre | 1.04 - 1.61 Persons/Acre | Moderate | Moderate | \$62.0 - \$66.3 M/Mile | \$56.9-66.4/Trip | \$9.9-12.1/Trip |
| Low Performer | = | | <18,452 Trips/Mile | <311.3 Trips/Mile | <2.9 Households/Acre | <10.3 Jobs/Acre | <0.38 Persons/Acre | <1.04 Persons/Acre | Low & Low/Moderate | Low & Low/Moderate | >\$66.3 M/Mile | >\$66.4/Trip | >\$12.1/Trip |

Note: The breakpoints for the bins are ±0.5 standard deviations from the mean.

| 9/14/10 | | Mobility | | Socioeconomic | | | | Land Use | | Financial | | | |
|---|----------------------|----------------------------------|----------------------------|------------------------|---------------------------|-------------------------------|-----------------------------|---------------------------------------|-----------------------|-----------------------|------------------------------------|--|-----------------|
| Study Corridor | Corridor Length (mi) | Total In Corridor Trips per Mile | Rail Trips/Mile | Population Density | Employment Density | Low Income Population Density | Minority Population Density | Supports Transit Oriented Development | Development Potential | Capital Cost per Mile | Capital Cost/ Weekday Transit Trip | Operating & Maintenance Cost/ Weekday Transit Trip | |
| Durham-Orange Alternative 1 UNC Hospitals to Wake Forest | 59 | | | | | | | | | | | | |
| Durham-Orange Alternative 2 Duke Medical to Downtown Raleigh | 29 | | | | | | | | | | | | |
| Durham-Orange Alternative 3 UNC Hospitals to Triangle Metro Center | 26 | | | | | | | | | | | | |
| Durham-Orange Alternative 4 UNC Hospitals to Alston Ave | 17 | | | | | | | | | | | | |
| Durham-Orange Alternative 5 UNC Hospitals to Gateway | 7 | | | | | | | | | | | | |
| Durham-Orange Alternative 6 Gateway to Alston Ave | 10 | | | | | | | | | | | | |
| Summary of Evaluation Criteria and Rankings | | | | | | | | | | | | | |
| High Performer | = | | >22,060 Trips/Mile | >363.5 Trips/Mile | > 3.9 Households/Acre | >13.3 Jobs/Acre | >0.61 Persons/Acre | >1.61 Persons/Acre | High | High & High/Moderate | <\$62.0 M/Mile | <\$56.9/Trip | <\$9.9/Trip |
| Average Performer | = | | 18,452 - 22,060 Trips/Mile | 311.3-363.5 Trips/Mile | 2.9 - 3.9 Households/Acre | 10.3 - 13.3 Jobs/Acre | 0.38 - 0.61 Persons/Acre | 1.04 - 1.61 Persons/Acre | High/Moderate | Moderate | \$62.0 - \$66.3 M/Mile | \$56.9-66.4/Trip | \$9.9-12.1/Trip |
| Low Performer | = | | <18,452 Trips/Mile | <311.3 Trips/Mile | <2.9 Households/Acre | <10.3 Jobs/Acre | <0.38 Persons/Acre | <1.04 Persons/Acre | Moderate | Low & Low/Moderate | >\$66.3 M/Mile | >\$66.4/Trip | >\$12.1/Trip |

Note: The breakpoints for the bins are ±0.5 standard deviations from the mean.