



# Durham Transit Plan

## Durham County Transit Plan FY27 Work Program Update

January 2026



# Durham County Transit Plan Overview





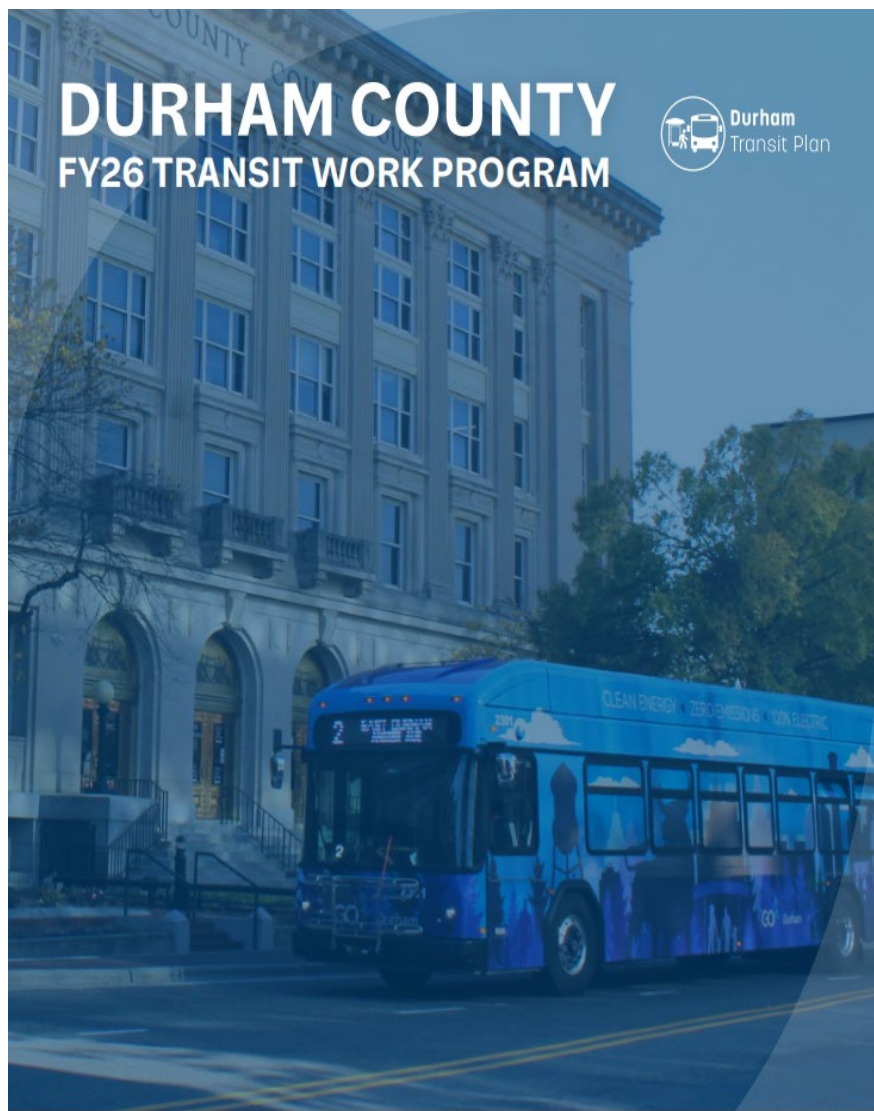
# 2023 DURHAM COUNTY TRANSIT PLAN

MAY 2023

## 2023 Durham County Transit Plan Overview

- In 2011, Durham County voters approved a half-cent sales tax to fund public transportation improvements that expand the quality of service within Durham County and provide greater regional connectivity to the rest of the Triangle.
- The 2023 Durham County Transit Plan (“Transit Plan”) determines how these public transportation funds within Durham County will be managed and spent and which proposed projects and improvements will be approved by the governing bodies.
- As required by state law, the Transit Plan was approved by the Durham County Board of Commissioners, Triangle West Transportation Planning Organization (formerly the Durham-Chapel-Hill-Carrboro Metropolitan Planning Organization Board), and the GoTriangle Board of Trustees in May and June 2023, respectively.





# Annual Work Program Overview

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The Work Program is the annual budget for the Transit Plan.

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Each year, the SWG Administrator presents the Annual Work Program to the governing boards for approval.

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The Work Program is developed collaboratively over the course of several months with our Transit Partners.

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**Its primary goal is to advance the projects in the adopted Transit Plan.**

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The Work Program is approved by the Durham Board of County Commissioners and GoTriangle Board of Trustees.



# The Role of the Staff Working Group

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- The Transit Governance Interlocal Agreement (“ILA”) establishes the duties and responsibilities of the Durham County Staff Working Group (“SWG”).
- The SWG serves in an **advisory** role to the Durham Board of County Commissioners, Triangle West TPO Board, and the GoTriangle Board of Trustees.
- The SWG has been tasked with coordinating the planning and implementation of the Annual Work Program, as well as facilitating the development of elements of the Multi-Year Vision Plan.

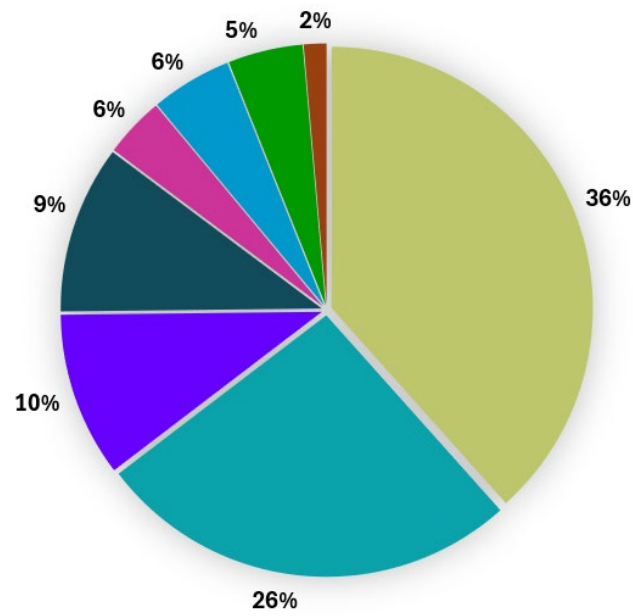


Each agency designates one voting member, who participates in collective decision-making on which items to advance to the governing boards for approval, including the Work Program and associated amendments.

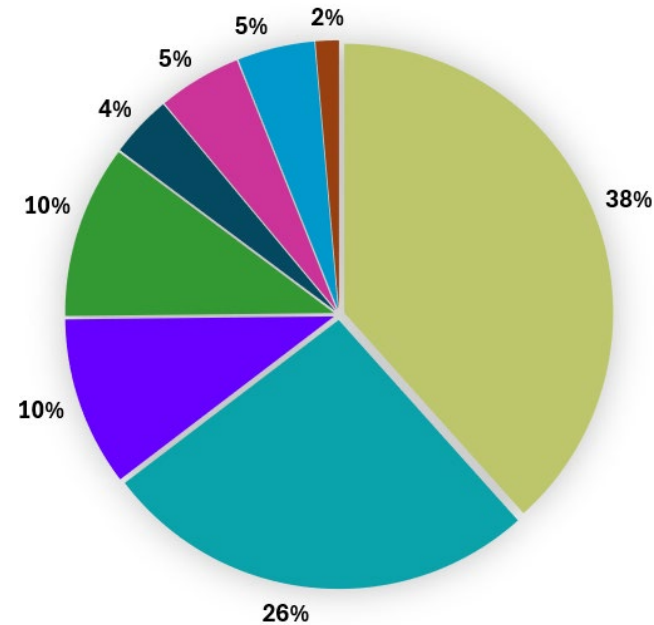
# FY2025-26 Annual Work Program Overview

- The Work Program maintains the prioritization balance of the Transit Plan, but some minor shifts were made this year.
- As compared to the 2023 Transit Plan:
  - Operations & Maintenance (+5%)
  - Enhance and Extending Bus Service (+2%)

2023 Transit Plan



FY26 Work Program CIP & MYOP



# FY2025-26 Work Program

## PROJECTED REVENUE



**\$44,000,000**

½ Cent Sales Tax



**\$753,500**

\$3 Registration Fee



**\$1,758,232**

\$7 Registration Fee



**\$8,491,433**

Allocation from Fund Balance

**TOTAL = \$55,003,165**

## RECOMMENDED EXPENDITURES BY AGENCY



**\$39,709,947**

City of Durham/GoDurham



**\$817,608**

Durham County/ACCESS



**\$13,440,834**

GoTriangle



**\$492,955**

GoTriangle/Tax District



**\$41,821**

Durham-Chapel Hill-Carrboro MPO



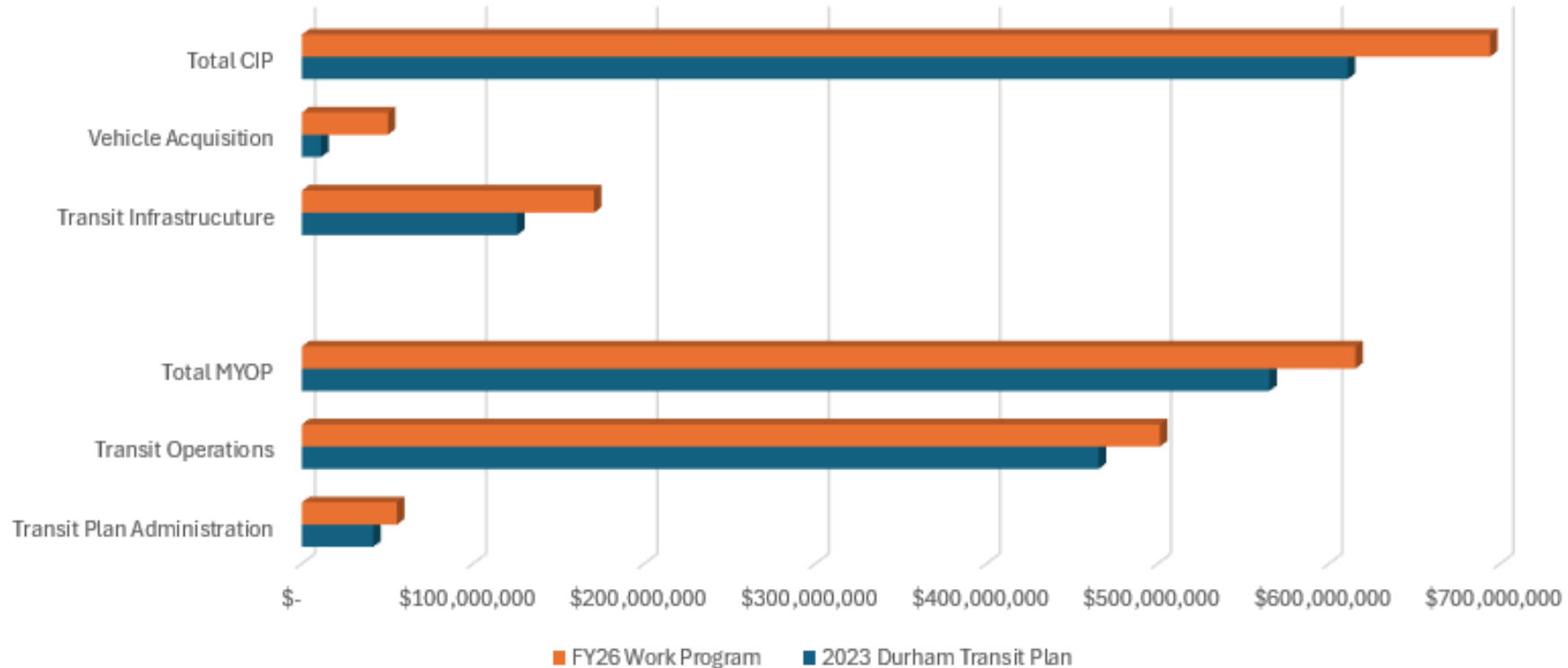
**\$500,000**

Regional Connections

**TOTAL = \$55,003,165**

# High-Level Comparison Table FY26-40

FY26 Work Program vs. 2023 Durham Transit Plan



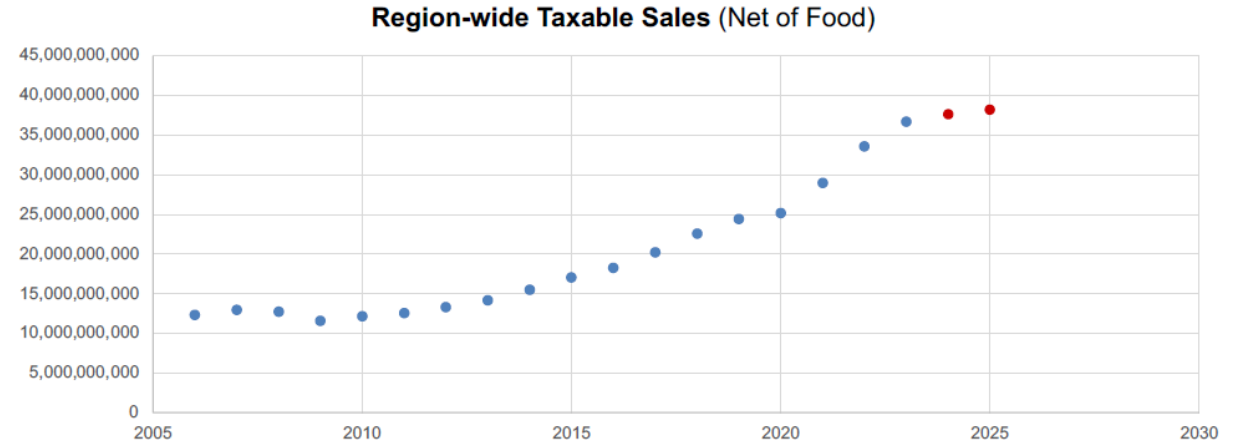
Due to better than forecasted revenue growth, additional revenues have been programmed to expand bus services more quickly and more extensively, increase the funding for maintenance facilities, and for additional staff.

# Durham County FY27 Work Program & Transit Plan Amendment Overview

# FY27 Revenues

- The Annual Work Program process includes an updated revenue forecast.
- Revenue growth has slowed significantly.
- The final forecast will be published in the recommended Work Program.

## Unexpectedly Weak Sales In FY24, FY25



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	FY27 Current Financial Model	FY27 Recommendation	Increase (Decrease)
\$7 Vehicle Registration Taxes	\$1,784,606	\$1,784,606	\$0
.5% Sales Tax - Tax District	45,148,400	44,000,000	(1,148,400)
\$3 Vehicle Registration Taxes	764,803	\$764,803	-
<b>Total Revenue</b>	<b>\$47,697,809</b>	<b>\$46,549,409</b>	<b>(\$1,148,400)</b>

# Fund Balance (Nov. 2025)

**\$206M**

**\$51M  
Restricted  
Reserve**

- The adopted Financial Policy requires capital and operating reserve funds
- The Financial Policy is reviewed with the updated Transit Plan

**\$45M  
FY25  
Carryover  
Funds**

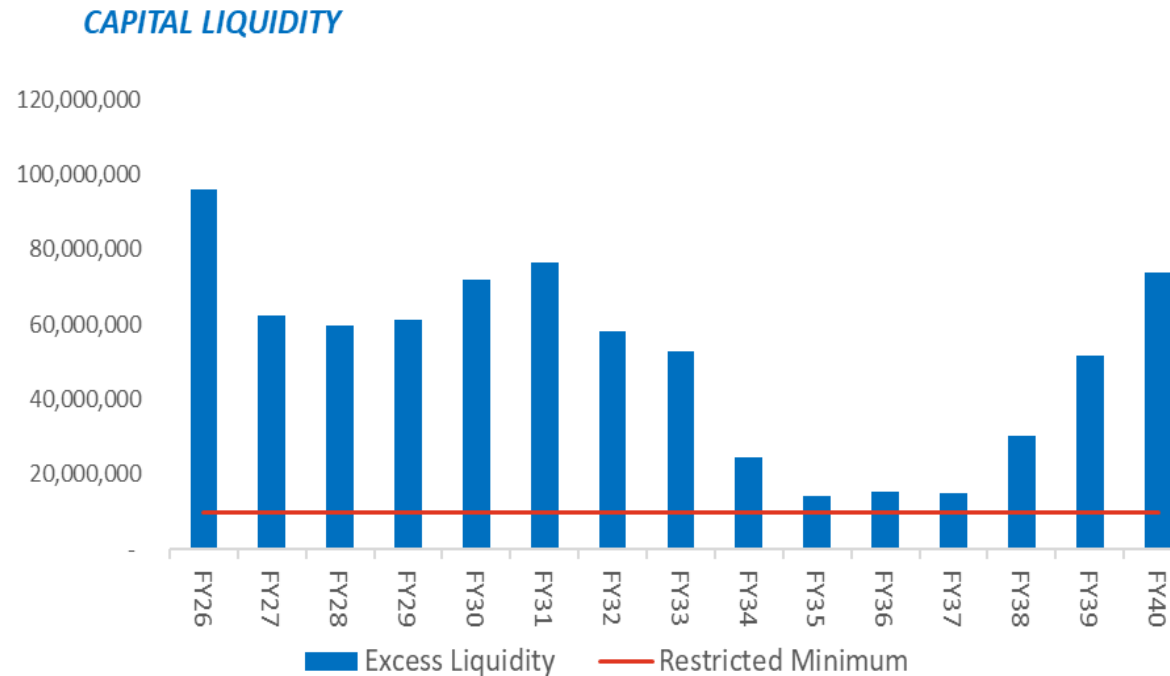
- These funds were encumbered for projects approved in prior Work Programs
- The appropriation of funding does not always match the pace of spending.

**\$110M  
Available for  
FY26 and  
Future  
Projects**

- \$55M has been committed to FY26 projects.
- These funds are already incorporated into the model and used for future projects.

# FY27 Work Program Status Quo Scenario – Financial Impact

- With the updated revenue forecast, standard 2.5% annual increase for operating projects, and no changes to the CIP.
- The current projection shows a low point of **\$14.2M** in FY35.
- Our financial model requires us to maintain an excess liquidity of **\$10M**.
- **The Durham Transit Plan can fulfill all the current commitments in the CIP and MYOP but has very little capacity for new requests this year.\***

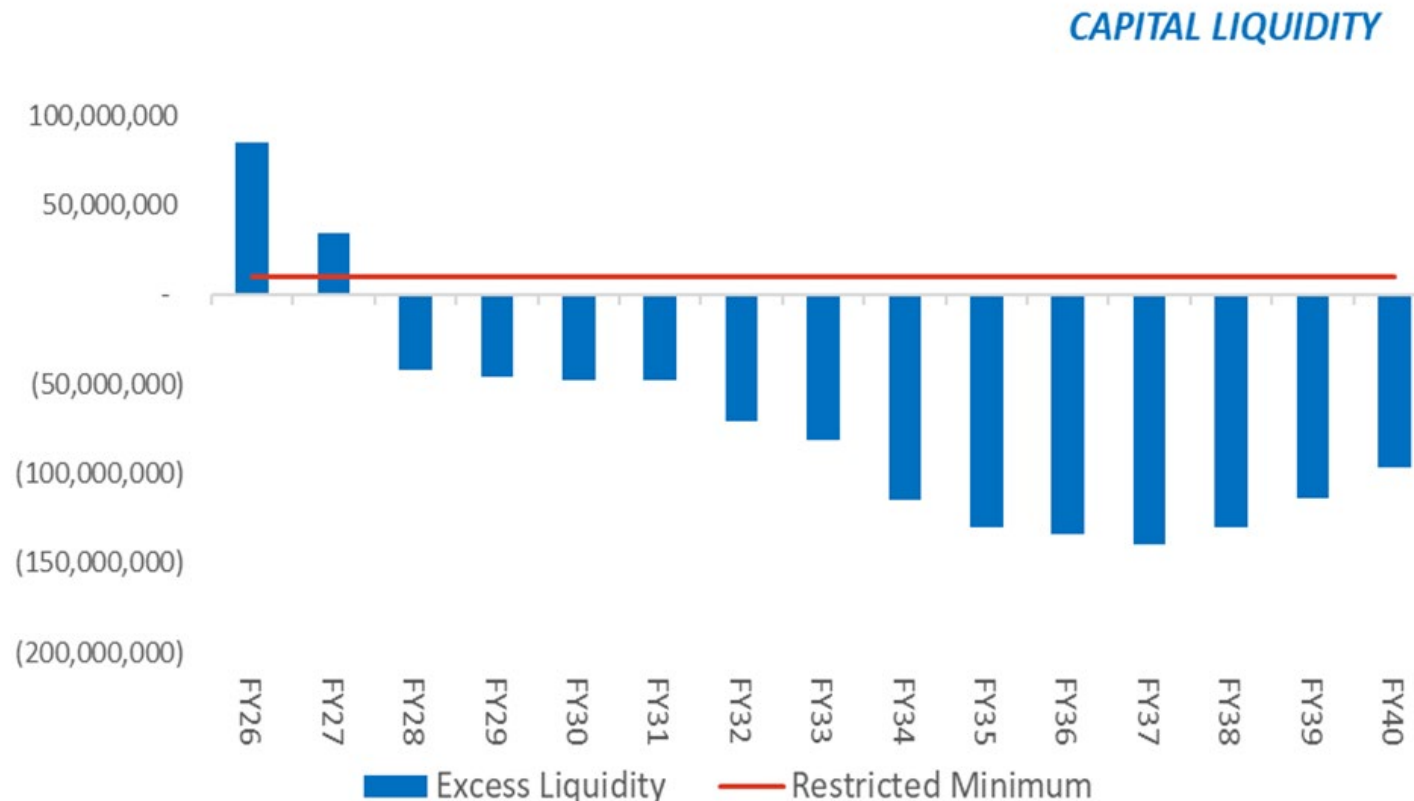


\*This model assumes debt based on a rail project. Debt based on a BRT project(s) would have a shorter useful life and reduce the liquidity.



# FY27 Work Program – Financial Impact

- With the new funding requests, we do not have a model that is financially viable.
- The current projection shows a low point of **-\$140M** in FY37.
- Our financial model requires us to maintain an excess liquidity of **\$10M**.



\*This model assumes debt based on a rail project. Debt based on a BRT project(s) would have a shorter useful life and reduce the liquidity.

# FY27 Work Program – Financial Impact

- What funding do we have available?

- Already in the model:

- Unencumbered and unreserved fund balance
- Excess future forecasted revenues not needed for the CIP and MYOP.

- Canceling or delaying future CIP or MYOP projects that are in the 2023 Plan but not yet been initiated. Those projects include:

- Capital \$98.4M

- Route 10 (Chapel Hill/University) Bus Transit Corridor - \$11.5M
- Route 4 (N. Roxboro) Bus Transit Corridor - \$11.8M
- Route 9 (Avondale/Dearborn) Bus Transit Corridor - \$23.7M
- Duke Regional Mobility Hub - \$1.8M
- Durham Station Transit Emphasis Zone - \$14M
- Future Bus Transit Corridors – Speed and Reliability Infrastructure (Phase 1, 2, 3) - \$35.6M

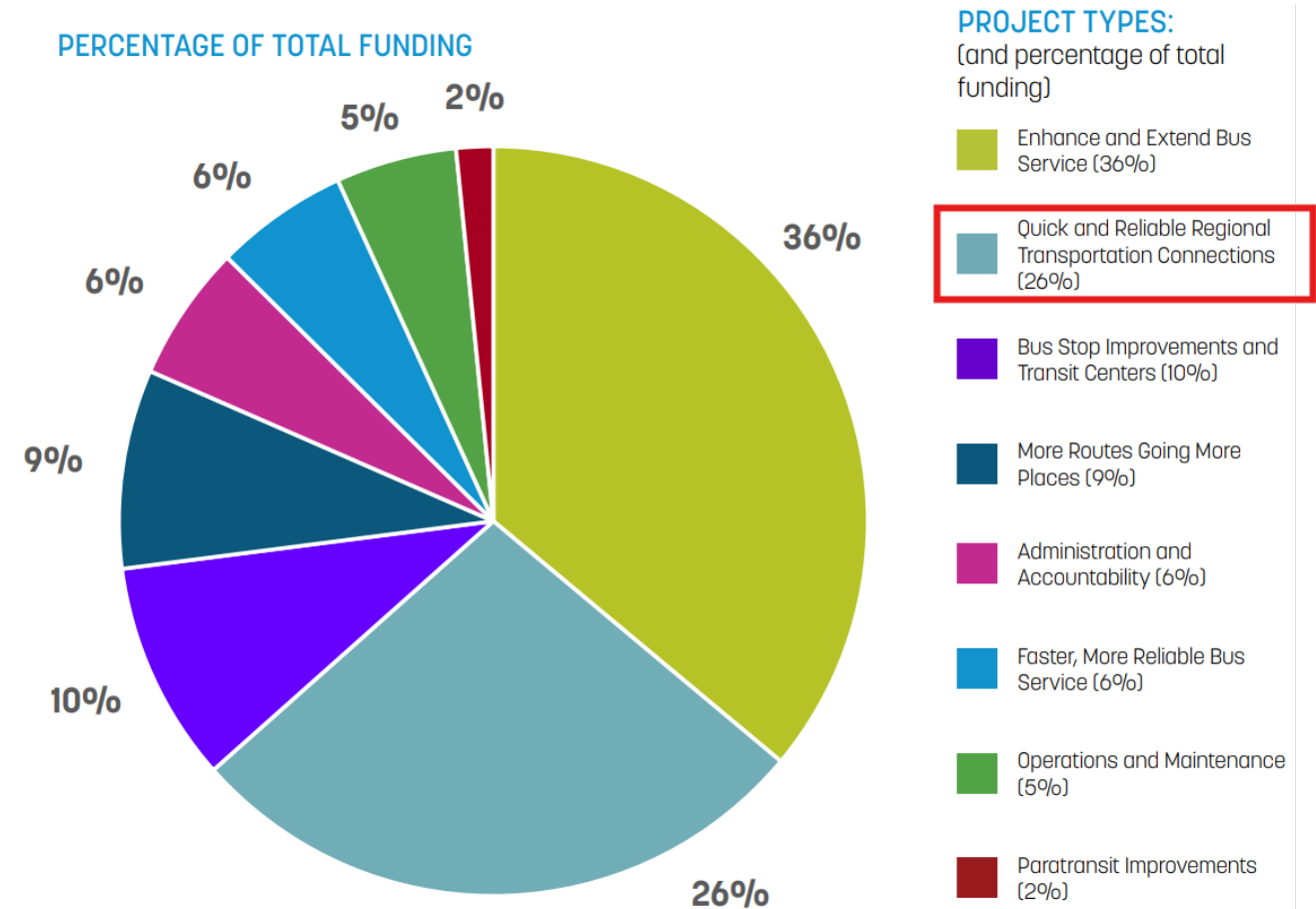
- Operating \$14.2M

- Chapel Hill Route D Extension - \$4.2M
- GoDurham Route 10 and 12 Improvements - \$5.7M
- GoTriangle Route 400 Improvements - \$4.3M

- Changing the Quick & Reliable Regional Connections Placeholder

# Quick and Reliable Regional Transportation Connections

- There is interest from our Transit Partners to reduce the **Quick and Reliable Regional Connections** placeholder.
- Funding originated as Durham's potential commitment to Commuter Rail.
- The City and County BRT plans are underway which will result in the identification of specific projects and funding amounts for this placeholder.
- We will have better information after the completion of the BRT Vision Plan in a year on how this placeholder can be allocated, but we don't know specifics yet. Should we keep this placeholder?



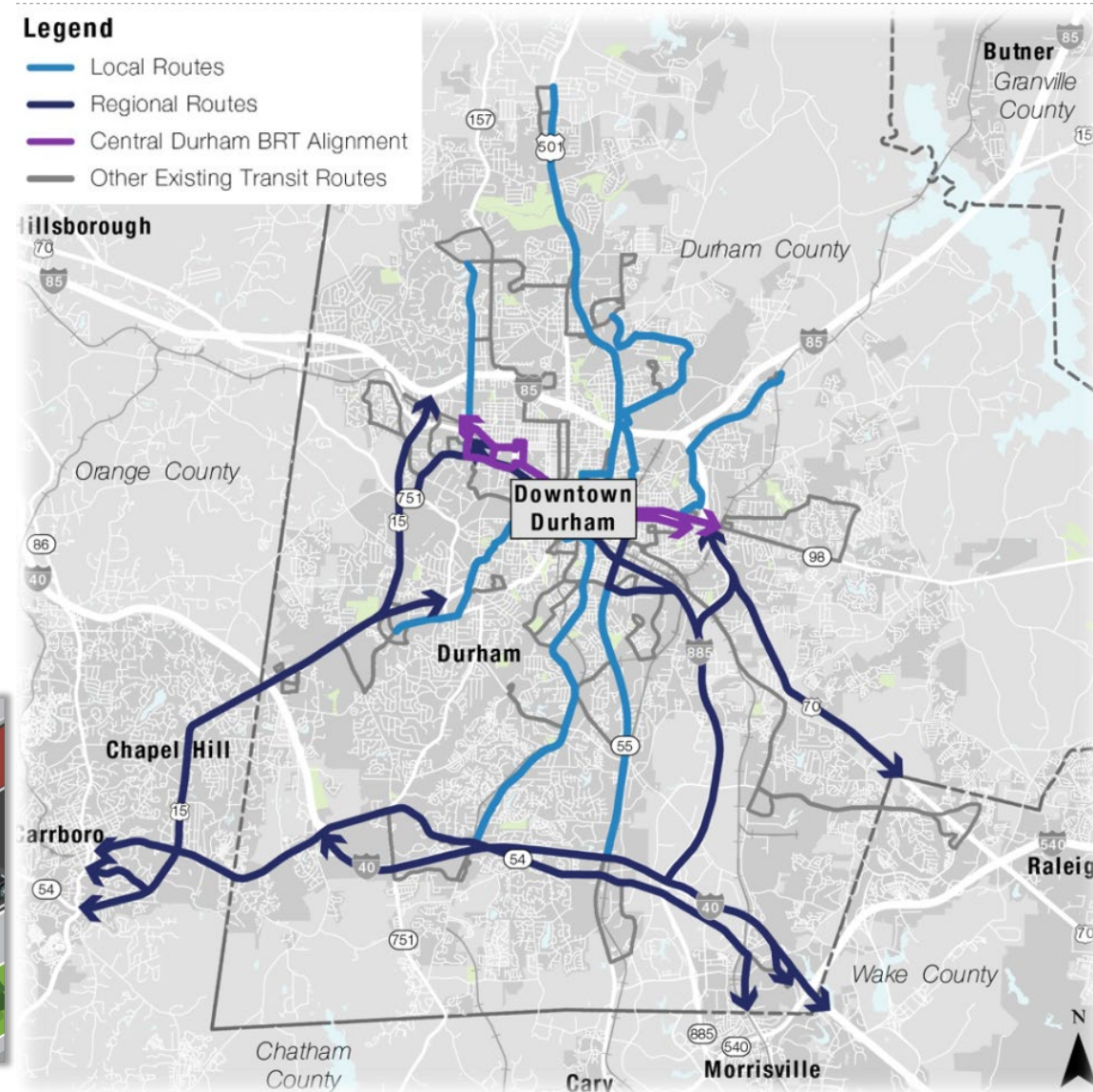
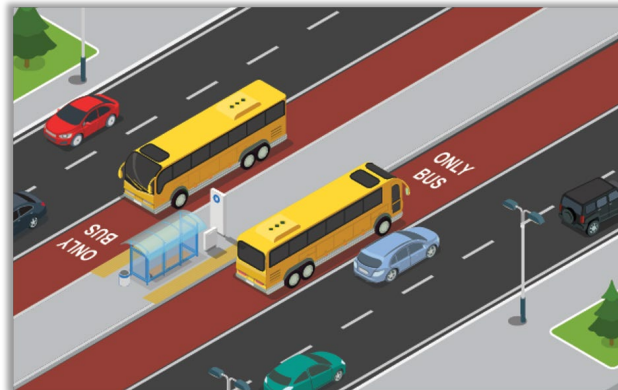
The 2017 Durham Transit Plan had 85% for Light Rail and Commuter Rail.  
The new Wake Transit Plan has 45% of funding for BRT and Rail.

# Durham Bus Rapid Transit Vision Plan

- The BRT Vision Plan will identify, evaluate, and prioritize 6 corridors for BRT-level investment over the next 30 years
  - The Plan will include the **Central Durham BRT**, a 5-mile BRT corridor the City of Durham is pursuing from Duke/VA Medical Center to Downtown to the Village.
  - The BRT Vision will be adopted as a Transit Plan Amendment in Fall 2026.
  - The placeholder values for **Quick and Reliable Regional Connections** in the CIP & MYOP will be amended to reflect the long-term vision for BRT in Durham County.

## BRT typically includes:

- High-frequency service with fewer stops
- Enhanced vehicle and station amenities for passengers
- Traffic signal prioritization technology
- Dedicated bus lanes, where feasible



**We can continue to fulfill all existing Work Program and future Transit Plan commitments.**

**However, funding the new major capital or operating cost requests cannot be accommodated unless future CIP and MYOP projects, including Bus Rapid Transit, are canceled, reduced, or delayed.**



# Transit Plan Amendments

- **Canceling or significantly delaying planned projects**
- **Major changes to the planned investment scenarios**
- Three Transit Plan Governing Boards must approve



- Historically, when funding has been available, we added new projects through the Annual Work Program process.
- However, this year, the revenues and scale of requests cannot be accommodated.
  - Fare Support Requests: Need for a long-term decision and establishing a sustainable budget
  - Significant capital project cost increases and cost share changes
  - New ongoing major operating requests

# FY27 Work Program Approval Schedule

Task	Completion Date
Update to BOCC	January 5, 2026
Update to GoTriangle BOT Subcommittee	January 14, 2026
SWG votes to release Draft Work Program	February 18, 2026
Draft Work Program is released for Public Comment	February 27, 2026
SWG Administrator presents Draft Work Program to BOCC	March 2, 2026
SWG Administrator presents Draft Work Program to GoTriangle BOT	March 4, 2026
Public Comment Period Closes	March 20, 2026
SWG votes on Final Recommended Work Program	April 15, 2026
SWG Admin presents Final Work Program to BOCC for approval	May 4, 2026
SWG Admin presents Final Work Program to GoTriangle BOT for approval	May 27, 2026

If the FY27 Work Program requires a Transit Plan Amendment, this schedule will also need to include review and approval by the Triangle West TPO

# Questions?