

MEMORANDUM

Date: August 31, 2026

From: Jason Hardin, Senior Planner

Re: Q2 Amendment Request for FY27 Durham Transit Work Program

Purpose

GoTriangle's FY27 Q2 amendment is requesting funding to perform an alternatives analysis of different types of bus priority facilities on the segment of NC 54 between US 15-501 and Interstate 40. The outcome will be a preferred alternative to propose for inclusion in U-5774A-F.

Advancing development of a project on that segment of the 54 corridor aligns with the Bus Speed and Reliability Infrastructure element in the Durham Transit Plan. More specifically, it aligns with work done to date on the Durham BRT Vision. The project would effectively advance both the Orange (NC 54) and Red (I-40) corridors, as most trips on 40 between Research Triangle Park, Southpoint/southern Durham, and Chapel Hill use this segment of 54.

Lastly, it connects with the emphasis placed in the BRT Vision on deliverability. As this segment corresponds with a funded NCDOT project (U-5774D-F), the opportunity for delivering an improvement is high – if partners can coordinate on a shared vision, which this alternatives analysis will deliver. Moreover, the segment is a part of the Chapel Hill to Triangle Town Center BRT project that emerged as the highest-scoring regional transit project in the SPOT 8.0 prioritization process, meaning it has a strong chance of state funding.

Scope of Project

The project will focus on alternatives analysis for the corridor. It will consider center running lanes, curbside lanes, bus on shoulder operations, and an option with no lanes but with transit signal priority and queue jumps. It will evaluate the options across multiple categories, including transit travel time and reliability, ease of access to bus lanes if they are constructed in phases, compatibility with planned NCDOT improvements, cost, and others. It will arrive at a recommendation to share with local governments.

The project is purely focused on alternatives analysis and identification of a conceptual design and will not include detailed engineering or public engagement.

Funding Approach

GoTriangle is requesting funds from both the Durham and Orange transit plans with the split being 67% in Durham and 33% in Orange.

Conclusion

This project capitalizes on the opportunity to put transit infrastructure on the ground as part of an NCDOT project. It is a chance to begin to develop transit priority infrastructure on a key regional transit corridor.

Project ID

New

FY 2027

Durham Transit Work Plan

Project Amendment Request Form

Operating and/or Capital

FY START DATE

Jul2026

Type of Amendment

Minor

Major

Minor Amendments:

a. An amendment that requires a transfer between budget ordinance appropriations but requires less than a 20% change to a project appropriation for projects equal to or less than \$250,000;

b. Changes to any adopted financial assumptions supporting the applicable Work Program that does not have a significant impact on the overall revenue or expenditure forecast, which is defined to be no more than a one percent (1%) over the life of the plan;

c. Changes in reporting requirements for performance on implementation elements authorized in the applicable Work Program;

d. Changes in funding amounts less than \$250,000 for implementation elements programmed in future fiscal years;

e. Any other change that does not meet any of the criteria of a Minor Amendment is a Major Amendment.

Major Amendments are required when:

a. A project requested to be added to the Work Plan

b. A project requested to be removed from the Work Plan

c. Changes to any adopted financial assumptions supporting the applicable Work Program that does have a significant impact on the overall revenue or expenditure forecast, which is defined to be over one percent (1%) over the life of the plan;

d. Changes in scope for implementation elements programmed in current and future fiscal years;

e. Any amendment that requires a transfer of funds between capital or operating funding categories

f. Any change that requires a change in budgeted reserves or fund balance.

These definitions are based on the Durham County Transit Work Plan Amendment Policy Update, which gives more clarity to the definitions without changing their meaning.

New/Amended Project Name	Requesting Agency	Project Contact	Durham Transit Estimated Operating Cost	
NC 54 Bus Lanes Alternatives Analysis	GoTriangle	Jason Hardin jhardin@gotriangle.org	Base Year	
			FY 2028	
			Cumulative FY29-FY33	
			Durham Transit Estimated Capital Cost	
			Base Year	\$ 67,000
			Cumulative FY27-FY33	\$ -

Project Description/Scope

Enter below a summary of the project amendment and impact on approved plan.

The NC 54 Alternatives Analysis will consider various bus lane and bus priority options in the corridor included in U-5774A-F, which runs from US 15-501 to Interstate 40. It will recommend a preferred alternative to incorporate into that project. The analysis is expected to take 4-6 months to complete.

Advancing development of a project on this segment of the 54 corridor aligns with the Bus Speed and Reliability Infrastructure element in the Durham Transit Plan. More specifically, it aligns with work done to date on the Durham BRT Vision, which identified this as a major corridor to consider for infrastructure improvements.

GoTriangle is also requesting funding in the amount of 33% of the total estimated project budget from the Orange Transit Plan. If that funding is not available, the project will focus on the portion of the corridor in Durham County.

1. Enter Durham Transit Project ID(s) to Increase					
Project ID	Project	Appropriation Category	Amount	Recurring Amount	Notes
New			\$ 67,000		
TOTAL			\$ 67,000	\$ -	

2. Durham Transit Project ID(s) to Reduce					
Project ID	Project	Appropriation Category	Amount	Recurring Amount	Notes

			\$ -	\$ -	

3. Impact on Transit Plan Project Costs			
From above, indicate whether amounts impact operating or capital budgets in Durham Transit Plan.	Estimated Operating Cost	Current Year Recurring	
	Estimated Capital Cost	Base Year Cumulative	\$ 67,000
			\$ -

4. Is this New/Amended project Operating, Capital or Both? ☒ Operating ☐ Capital ☒ Both ☐

5. What is the timeframe for the request? Are you requesting a full year of funds or a partial year to be annualized in future fiscal years?

Requesting funds only for FY27 beginning in Q2.

6. What is the expected outcome(s) if this request is funded? What is the alternative if the request is not funded?

If the request is funded, the likelihood of including bus lanes on a major transit corridor will significantly increase. If not funded, the chances of lanes or other bus priority features will drop.

7. List any other relevant information not addressed.

8. Please enter estimated appropriations to support expenses. Enter FY 2027 and the estimated annualized cost in FY 2028 using the 2.5% growth factor, if applicable. The spreadsheet will calculate 2027 and beyond by 2.5%. If your project is not expected to have recurring costs in FY 2028 and/or beyond, delete the calculation(s) in columns E-I.

Cost Break Down of Project Request							
OPERATING COSTS (If Applicable)	FY27	FY28	FY29	FY30	FY31	FY32	FY33
Growth Factors			2.50%	2.50%	2.50%	2.50%	2.50%
Administration			-	-	-	-	-
Bus Operations:							
Estimated Hours							
Cost per Hour							
Estimated Operating Cost							
Bus Leases			-	-	-	-	-
Park & Ride Lease			-	-	-	-	-
Maintenance		-	-	-	-	-	-
Other			-	-	-	-	-
Subtotal: Bus Operations			-	-	-	-	-
Operating Fare Collection	-						
Operating Youth GoPass	-		-	-	-	-	-
TOTAL OPERATING COSTS	-	-	-	-	-	-	-

9. Please enter estimated appropriations to support contractual commitments and other expenses related to proposed capital projects.

CAPITAL COSTS	FY27	FY28	FY29	FY30	FY31	FY32	FY33
Planning	67,000						
Design							
Construction							
Equipment							
Land - Right of Way							
Other							
TOTAL CAPITAL COSTS	67,000	-	-	-	-	-	-

Assumptions for Costs and Revenues Above:

10. Please state any assumption(s) used to calculate the capital and operating dollars and revenues shown above. (include details)

Estimate based on scope that includes alternatives analysis and only conceptual design. Includes coordination with local governments.