



07



APPENDIX

SUMMARY OF OUTREACH RESULTS (PHASES I, II, AND III)

PUBLIC COMMENTS

ANNUAL REVENUE, EXPENDITURES, AND FUND BALANCE PROJECTIONS

MOODY'S SALES TAX FORECAST

SUMMARY OF OUTREACH RESULTS (PHASES I, II, AND III)



Durham
Transit Plan

Durham County Transit Plan Summary – Outreach Phase I

December 2020





Listening and Learning Overview



Transit Plan Overview



Phase I Outreach Overview



Online Survey



Engagement Ambassadors



Stakeholder Outreach



Next Steps

Listening and Learning: Overview

Listening and Learning Sessions

The Listening and Learning sessions for Engage Durham occurred in Fall 2019 to Winter 2020. The public outreach strategies included:

- In-Person Workshops, Online Survey and Engagement Ambassador Sessions
- Idea-collection phase from the City of Durham's first cycle of Participatory Budgeting: **FY 2018 - FY 2020**
- Resident focus groups (supplemental to the City of Durham's annual resident survey): **2019**

Durham Transit Plan: Overview



What is the Durham Transit Plan?



2011 half-cent sales tax for transit in Durham



Durham Transit Plan decides what service improvements and projects get funding




2019 Durham-Orange Light Rail project discontinued



2020 update plan to identify new transit projects for funding



What is the Durham Transit Plan?

- A Transit Plan determines how public transportation funds will be managed and spent
 - The Durham Transit Plan will decide how we want to invest in, expand, and prioritize public transportation over the next 20 years
 - Public outreach for the Transit Plan is part of the ENGAGEDurham process, informed by the City of Durham's Equitable Community Engagement Blueprint
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Coordination



Comprehensive Plan Transit Plan



Vision
for
Durham



Where
Development
Happens



Transportation
Improvements



Include
Transit Plan
Elements

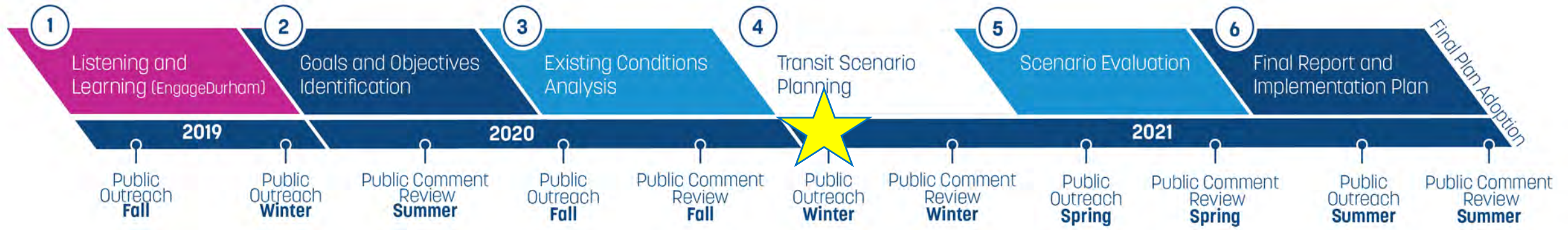
To learn more and get involved with the Comprehensive Plan visit:
<https://engagedurham.com/ComprehensivePlan/>



Durham Transit Plan History


- 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 April 2017** put forward a series of transit recommendations centered around the proposed Durham-Orange Light Rail
- When the **Durham-Orange Light Rail project was discontinued in 2019**, an updated Durham County Transit Plan was needed to reallocate transit funds in Durham County
- This new plan will while serve as a guide for the prioritization of funds for upcoming projects and identify potential local and regional transit service improvements
 - Like bus rapid transit and/or commuter rail

Durham Transit Plan – Process Timeline



Phase I Outreach Overview

Phase I Outreach – Goals and Objectives

- The purpose of Phase I Outreach was to confirm the Durham Transit Plan's draft goals and objectives created based on transit-related comments from previous engagement efforts
 - MPO and planning staff went through comments, assigned themes, and formulated “insight statements”, like “How might we improve access to bus stops?”, to inform the development of goals and objectives
 - Insight statements were grouped together in like categories and assigned an overall goal. The original insight statements were used to develop more specific, measurable objectives that would be linked to each goal.
- 

Top 5 Transit Themes from Listening and Learning

Workshop	Workshop Transit Hub	Online Survey	Engagement Ambassador Sessions
1. Improve Geographic Coverage	1. Improve Frequency	1. Improve Regional Connectivity	1. Bus Stop Infrastructure
2. Affordability	2. Improve Geographic Coverage	2. Connectivity to Bus Stops	2. Improve Geographic Coverage
3. Light Rail Comments	3. Environmentally Friendly Transit	3. Improve Geographic Coverage	3. Affordability
4. Bus Stop Infrastructure	4. Improve Regional Connectivity	4. Improve Frequency	4. Expanding Paratransit
5. Improve Frequency	5. Affordability	5. Affordability	5. Improve Frequency

Purple; Aqua; Green: common themes across engagement types

Bold: Unique theme for engagement type

Core Principles

Equity

Investing in underserved and transit dependent communities

Prioritize transit access and investment for Environmental Justice (EJ) communities including but not limited to minority race and ethnic populations (Black, Ingenious, Hispanic/Latinx, all racial and ethnic minorities), elderly populations, low-income households, Limited English Proficiency (LEP) communities, and zero-car households.

Provide transit options and access to affordable housing developments.

Improve access for people with disabilities.

Community Trust

Providing transparency throughout the planning and decision making processes

Be transparent about how community feedback affects transit decisions.

Account for how transit funds are spent and the cost of different types of service.

Address what happened to recently discontinued or reduced services (light rail, BCC, etc.).

Actively engage residents and empower them to make decisions.

Provide real opportunities for residents to impact service design.

Goal

Objective

Accessibility

Providing opportunities for all users to access transit

Enhance pedestrian and bicycle connections to transit.

Providing ADA accessible routes to all bus stops.

Improve bus stops to include benches, trashcans, shelters, lighting, enhance safety measures, etc. (where appropriate).

Convenience

Creating reliable transit information and options

Extend hours of operations (where appropriate).

Identify crosstown routes.

Increase frequency of certain routes.

Provide innovative transit solutions to supplement the fixed-route network.

Provide information using varied communication methods to ensure users understand options.

Provide more reliable, on-time transit service.

Goal

Objective

Connectivity

Providing a well-connected, multi-modal transportation network

Provide transit access to high demand areas and key destinations.

Increase the geographic coverage of transit.

Provide direct and faster service to Raleigh and/or Chapel Hill.

Connect more people to affordable mobility options.

Connect education and employment areas at convenient times.

More regional connections to Raleigh and Chapel Hill.

Sustainability

Creating resilient infrastructure to meet the needs of existing and future populations

Invest in new technologies for transit.

Identify funding opportunities for transit investments.

Identify ways to incentivize transit use.

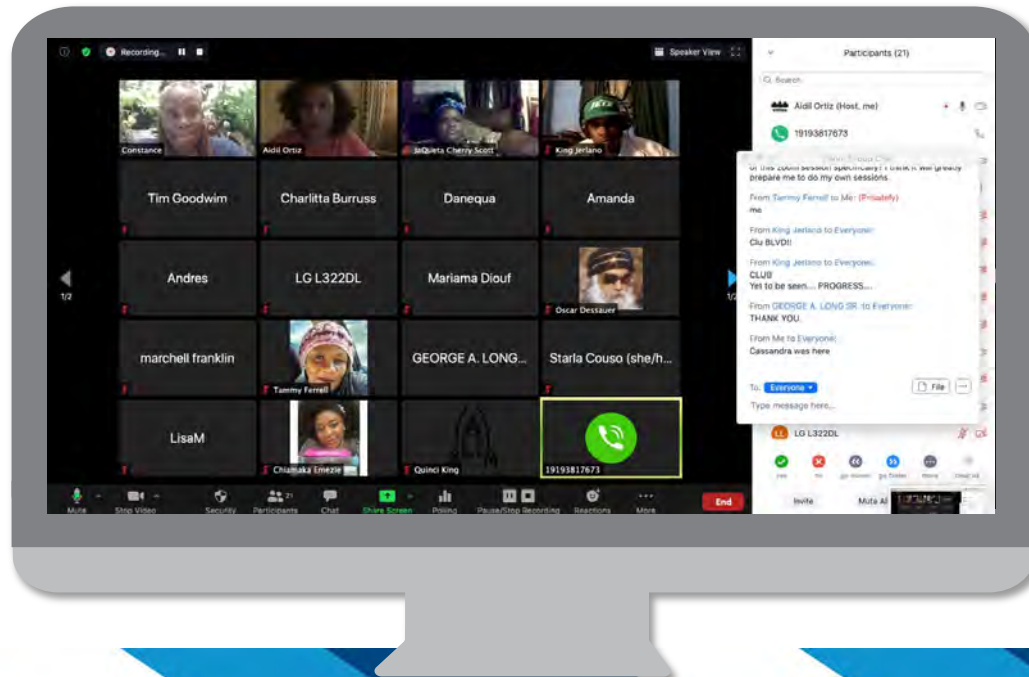
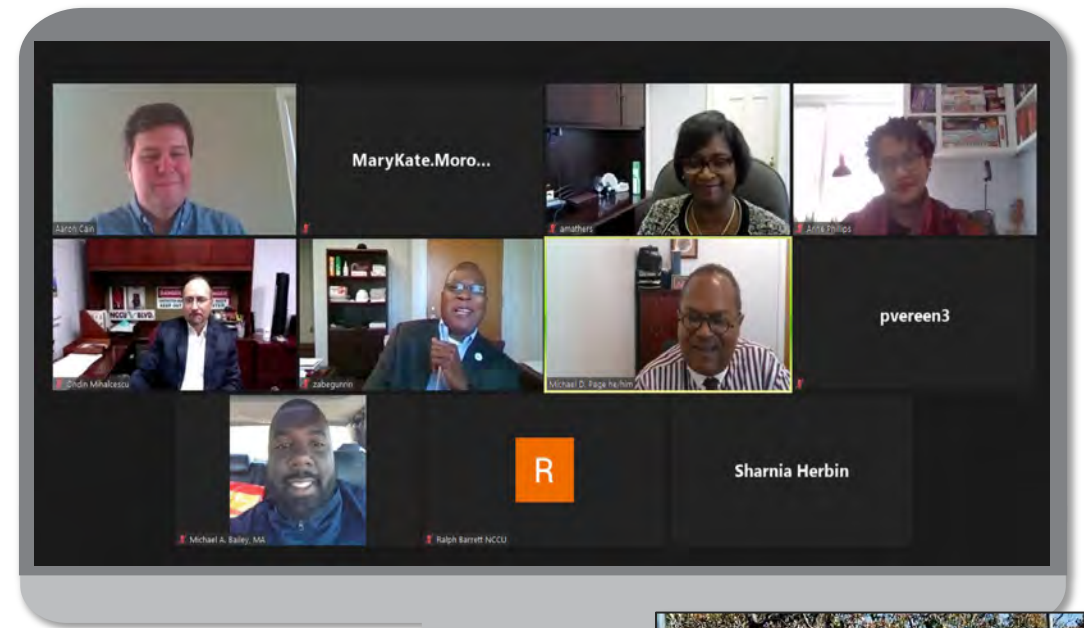
Identify potential parking management strategies to encourage transit use.

Coordinate transit investment with land use development to promote livable, workable, and playable communities.


Ensure efficient use of transit resources.

Phase I Outreach

- Online & In-Person Survey
- Engagement Ambassadors
- Stakeholder Engagement



Outreach Analysis Methodology

- COVID-19 made it necessary to focus on virtual and socially-distanced engagement methods/events
 - Residents were asked multiple choice, ranking, and open-ended questions regarding their preference for various transit service types (like BRT, local service, CRT, etc.) and potential improvements
 - Staff reviewed the open-form responses and grouped the most commonly-provided answers into themes
 - Multiple-choice and ranking questions were evaluated based on number of times a possible answer was chosen
 - Engagement Ambassador events and online survey included demographic questions. Demographic analysis for outreach was conducted by City-County Planning Department and consultant staff
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Outreach Phase I Demographics

Online Survey

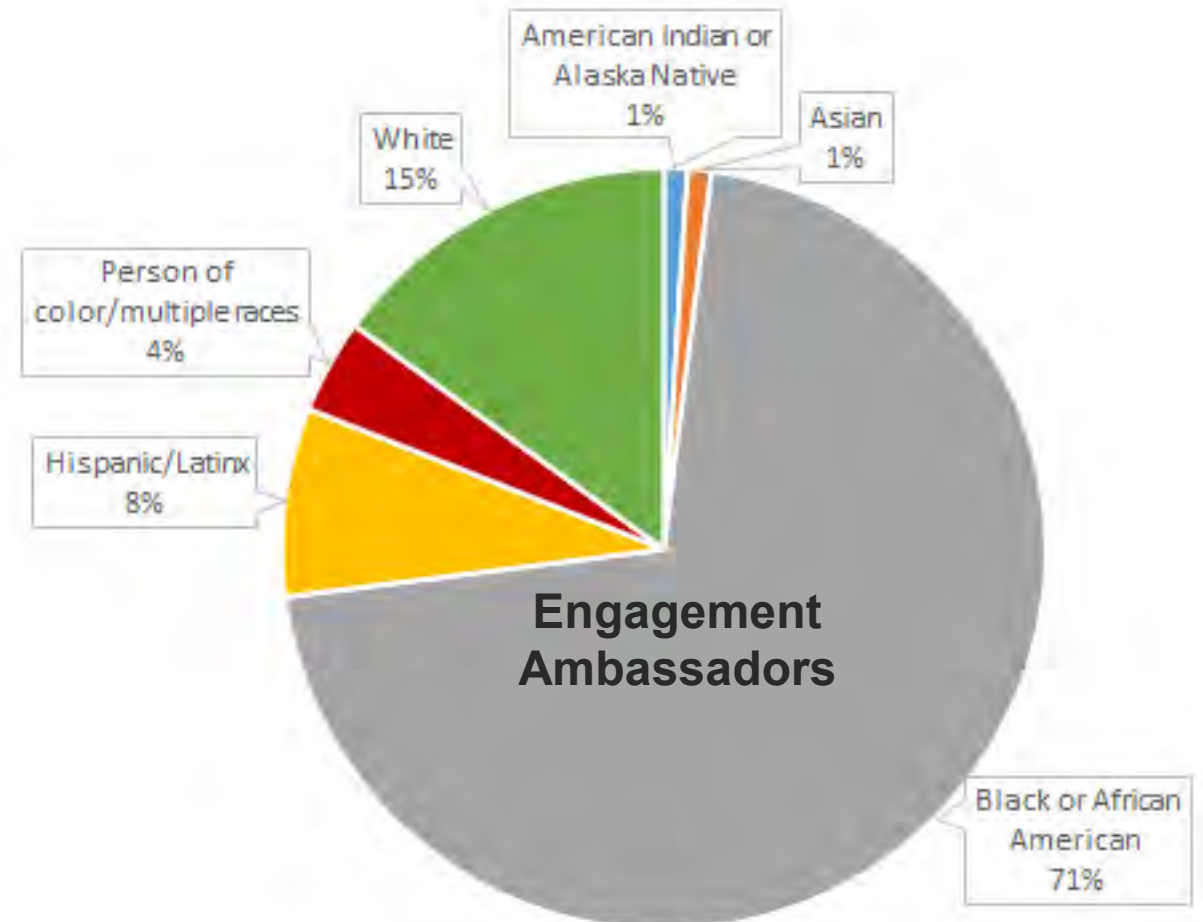
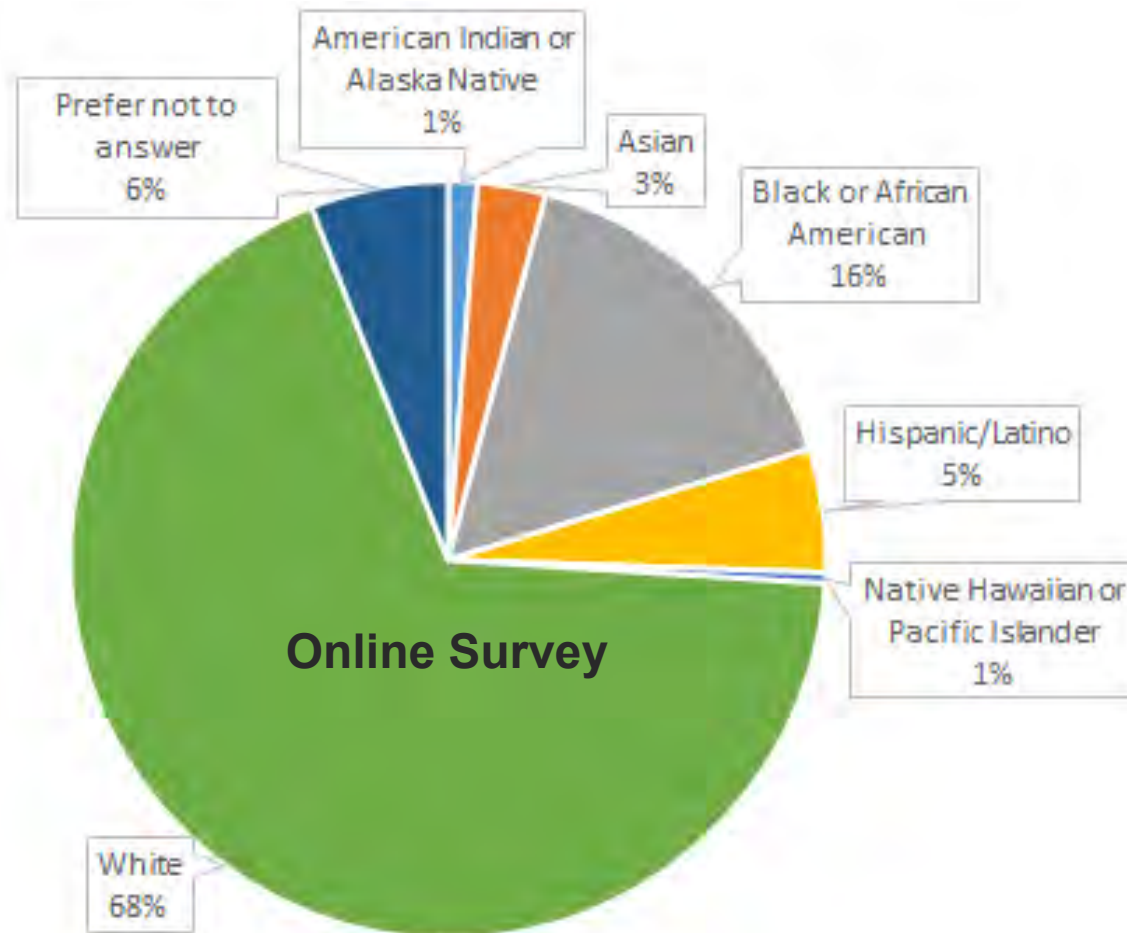
- 9% self-identified as someone with a disability
- 10% are no vehicle households
- 96% primarily speak English at home
- 21% of households make less than \$45,000
- 50% identified themselves as transit riders

Engagement Ambassadors

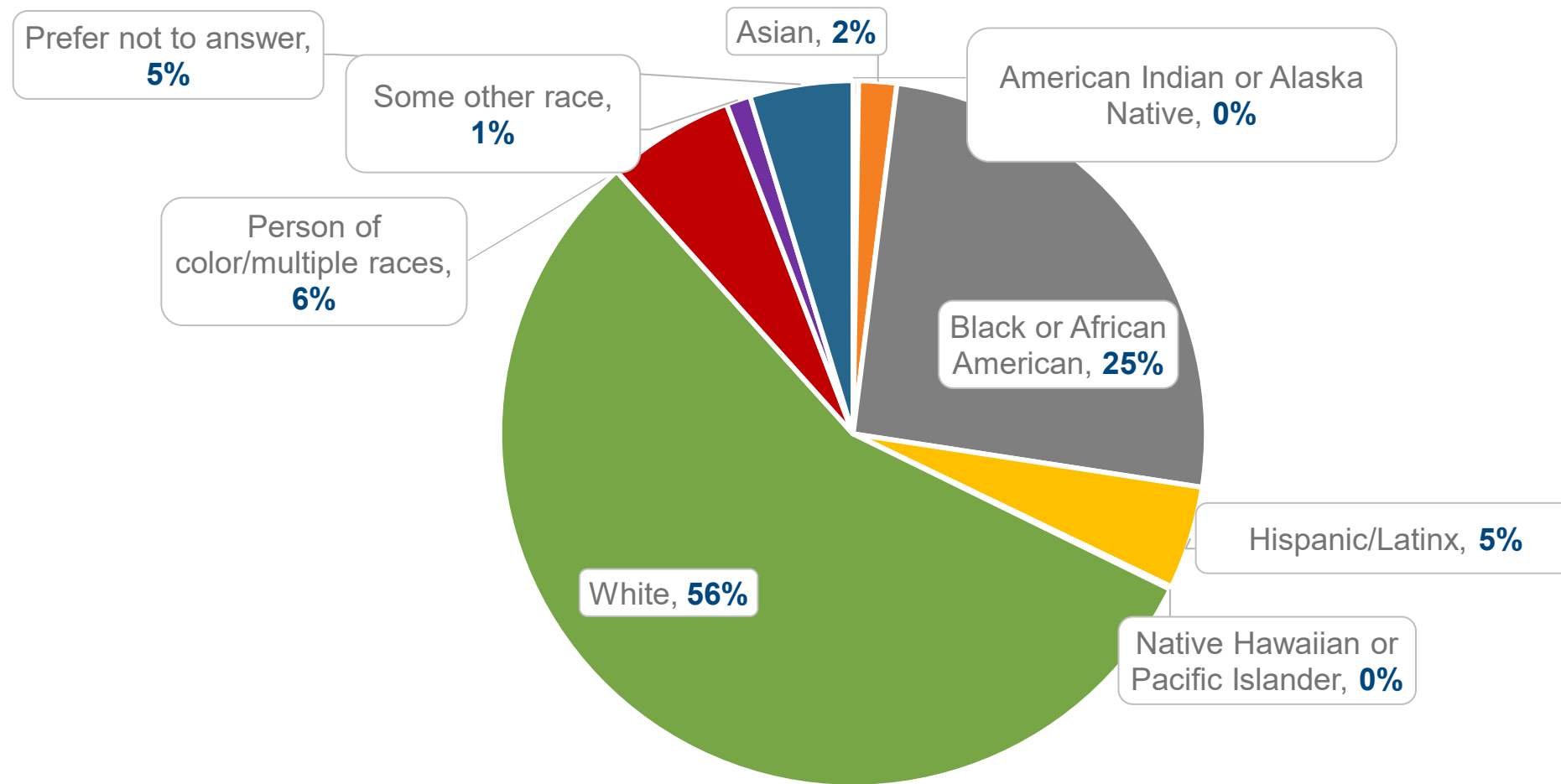
- 20% self-identified as someone with a disability
- 9% are no vehicle households
- 98% primarily speak English at home
- 63% make \$50,000 or less
- 73% identified themselves as transit riders

**Demographic analysis based on answers to self-identifying questions asked of survey participants and participants in Engagement Ambassador events. The analysis was performed by consultants.*

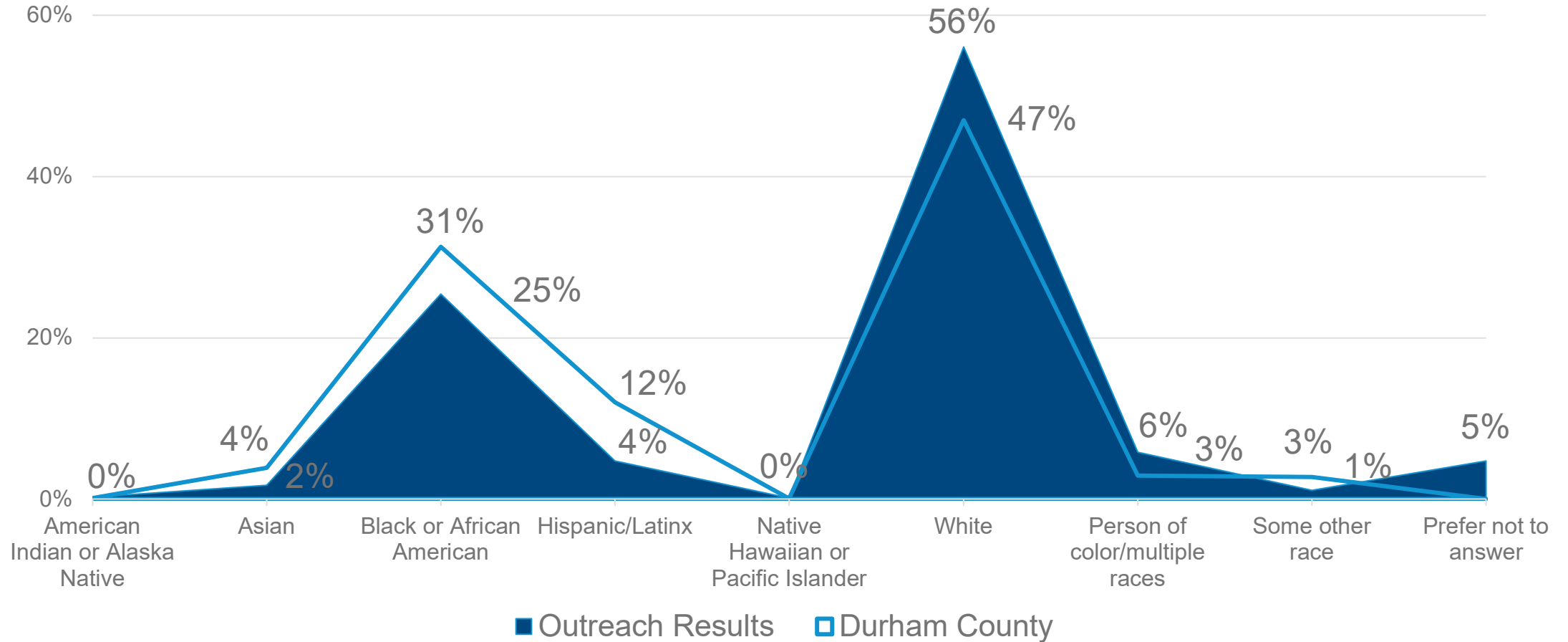
Race/Ethnicity



Combined Race/Ethnicity



Online Survey – Race/Ethnicity



Online Survey

Online Survey

- Survey questions developed using draft goals and objectives document
 - Included a mix of ranking, multiple choice, and open-response questions
 - Questions related to specific transit-related concerns, desired improvements, and potential projects to be implemented in Durham County
 - Demographic and Comprehensive Plan questions also included
- Survey available in both English and Spanish
- 673 total responses
- 340 describe identified themselves as transit users

Online Survey Outreach Methods

Posted on EngageDurham Website

- Transit Plan Page and Newsletter

Posted by

- Durham County
 - Website, Facebook, Twitter, Instagram, News Release
- City of Durham
 - Website, Facebook, Twitter, Instagram, Nextdoor, News Release, on-board buses
- GoTriangle
 - Website, Facebook, Twitter, Instagram, LinkedIn, on-board buses
- DCHC MPO
 - Website, Facebook, Twitter

Advertised between 10/05/20 - 12/18/20 in Spanish and English




Online Survey Results Summary

General trends in preferences were the same when comparing transit riders and non-transit riders for the following:

- Improving the local system is a high priority
- Commuter Rail is the preferred mode for major investment (except for low-income and no-car households who prioritize local bus service investment over commuter rail)
- Transit should provide more access to jobs and places outside Durham

Current bus riders were most interested in improving the following current aspects of transit service in Durham County:

- More 15-minute service
 - More direct/shorter trips (less transfers)
 - More sidewalks
 - Improved bus stops
 - More routes going more places
- 

Engagement Ambassadors

Engagement Ambassador Recruitment

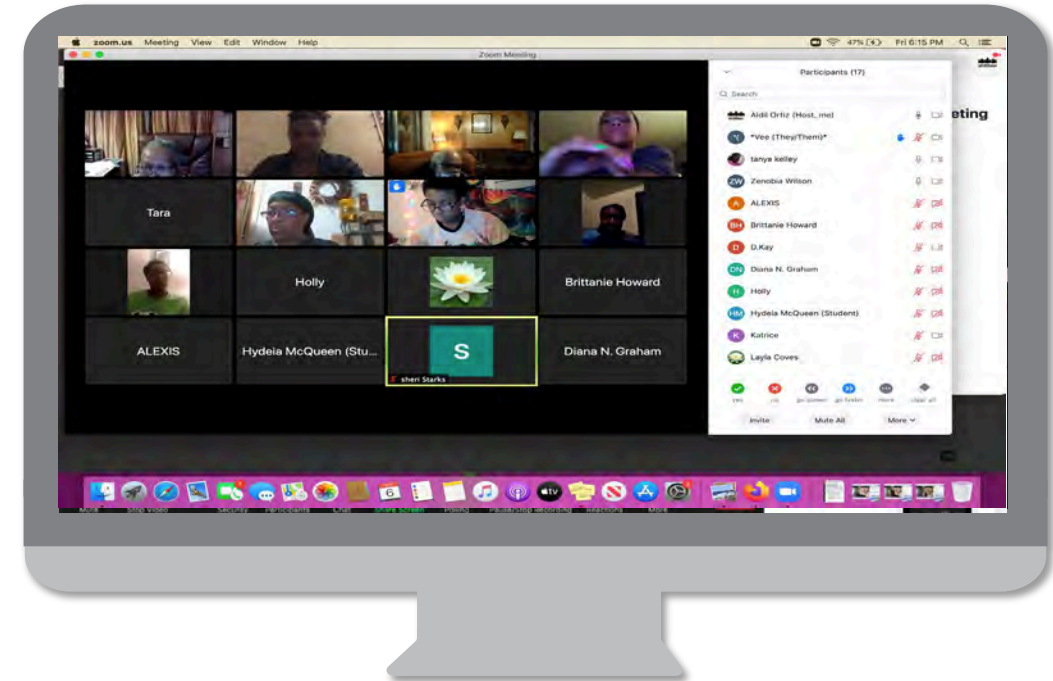
- Engagement Ambassadors were intentionally recruited because they are members of, or have direct access to people within one or more of the following communities:
 - Low-income people/people who are housing insecure
 - Justice-involved people
 - Hispanic/Latinx
 - Youth
 - People with disabilities
 - Seniors
 - Transit riders
 - Bahama/Rougemont residents
- Engagement Ambassadors received compensation to help reach community members that staff and consultants are usually unable to reach
- Aidil Ortiz, owner of Aidilisms in Durham, managed and lead this work
- Engagement Ambassador program was helpful in reaching previously marginalized community members

Engagement Ambassadors

- Engagement Ambassadors asked survey questions developed using initial goals and objectives document
 - Mix of ranking, multiple choice, and open-response questions
 - Questions related to specific transit-related concerns, desired service improvements, and potential capital projects to be implemented in Durham County
- Questions administered by Engagement Ambassadors at micro-events (1-10 ppl) and larger virtual and/or socially-distanced sessions (10+ ppl)
- Demographic, Comprehensive Plan, and Participatory Budgeting questions also included

Engagement Ambassadors

- **36** Engagement Ambassadors
- **25+** total engagement events
 - Some micro-events with 1 – 10 people did not get logged by ambassadors
- **174** total responses



Engagement Ambassadors

How would you spend your \$20 on existing transit service?

Top 10 responses (out of 15 possible):

1. More sidewalks and crosswalks near bus stops (\$457.04)
2. More comfortable bus stops with benches, shelters and trash cans (\$424.15)
3. Better stroller/wheelchair access to bus stops (\$282.18)
4. Service running later at night (\$253.69)
5. Get to destination faster with fewer stops (\$233.92)
6. More ways to get across Durham with going downtown first (\$229.81)
7. More routes going more places (\$194.80)
8. Connect people to education and employment at convenient times (\$191.45)
9. Provide better connections to areas outside Durham (Raleigh, Chapel Hill, etc.) (\$176.24)
10. Connect more people with affordable transportation options (\$170.06)

How would you spend your \$10 on future transit service?

Top choices:

1. Paratransit Service (\$394.83)
2. Commuter Rail (\$389.05)
3. Local Bus Service (\$278.81)
4. Regional Bus Service (\$251.51)
5. Bus Rapid Transit (\$240.28)

Stakeholder Outreach

Stakeholder Interview Overview

- 58 committees, community organizations, partner agencies and major institutions contacted
 - 17 groups involved in staff-facilitated discussions
- Sessions included a brief informational presentation & guiding questions
- Stakeholder discussion questions including:
 - *What are the problems with and barriers to using public transportation in Durham?*
 - *What changes can we make to public transportation to improve conditions for the people you work with/serve?*
 - *What changes can we make to our public transportation system to serve Durham as it grows?*



*Durham Committee on the
Affairs of Black People*



GREATER
DurhamChamber
OF COMMERCE

Durham Congregations
In Action

NC Central
UNIVERSITY

Discover what's Central to you.

Stakeholder Interview Analysis

- Stakeholders were asked a series of questions developed using the online survey. Answers and any related discussion with the various stakeholder groups were documented and summarized by Durham Transit Plan staff
- All notes were compiled based on the discussion question asked and then frequently mentioned transit issues and recurring discussion themes were identified by staff

Stakeholder Interview Summary

- Invest in full access to the system
 - Sidewalks, ADA access, lighting, more amenities and information at the stops
- Focus on access to jobs, commercial areas, schools, grocery stores
- Scenarios should not assume dependency on federal money
- Paratransit
 - Improved on time performance and smaller wait times
- Transit investments should be prioritized in BIPOC communities
- There should be more frequent service routes and longer service hours
- More regional connections
 - Wake County, Orange County
- Direct regional connections to major Durham destinations outside of downtown
- Need direct & crosstown routes across Durham
- Safety at stops and on the bus
- Improvement of service & customer information and application
- Better on-bus logistics
 - Strollers & bicycles

Phase I Outreach Summary

Answers to open-response questions and general comments related to “how to improve transit the transit experience in Durham County” summarized into themes by the transit planning team

Outreach Methods

Online Survey Engagement Ambassadors Stakeholders

Goal	Convenience	Themes	More 15-minute Frequency	X	X	X
	Convenience		More service hours		X	X
	Connectivity		More Routes (Local and Regional)	X	X	
	Connectivity		Crosstown Service	X		X
	Connectivity, Sustainability		High-Capacity/Direct Regional Connections	X		X
	Accessibility, Sustainability		Street Maintenance		X	
	Accessibility, Connectivity		Sidewalks	X	X	X
	Accessibility, Convenience		Cleanliness	X	X	
	Accessibility		Safety	X	X	X
	Access, Convenience		Improved Stops	X	X	X
	Access, Convenience		Affordability	X	X	

Outreach Key Highlights

Across all methods of outreach, there was consistent interest in the following transit improvements:


- More 15-minute service
- Improved bus stops
- Increased Sidewalk Access
- Crosstown service
- More transit access to jobs
- More bus stops
- Affordability

Engagement Ambassador Session Responses that differed from online survey responses:

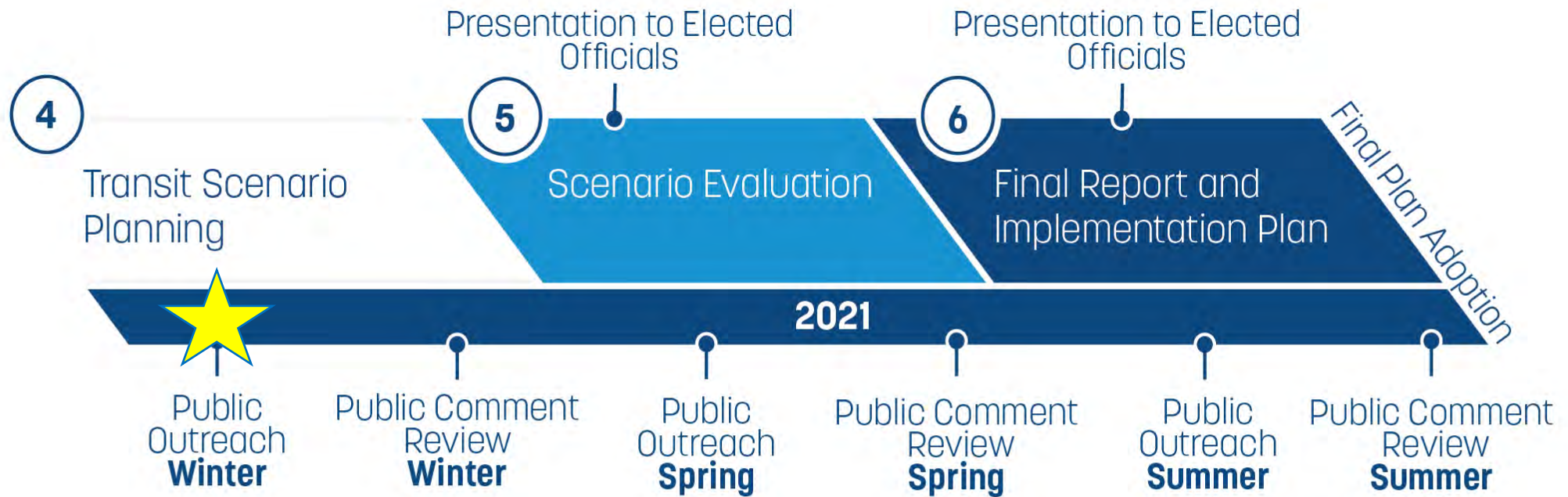
- Investments in paratransit service prioritized over commuter rail
- Street maintenance/road quality was mentioned as a high-priority for investment
- Wheelchair and stroller access at bus stops and onto buses prioritized more heavily, as well as Service running later at night

Next Steps

Next Steps

- Finalize Phase I Outreach Summary Analysis
 - Update Durham Transit Plan Goals and Objectives to reflect phase I of Durham Transit Plan Outreach
 - Finalize evaluation metrics using goals and objectives
 - Share engagement summary and raw data up to this point on website
- 

Next Steps



Glossary

Crosstown service – transit route that travels between areas that are not the central business district/downtown

High-Capacity – transit service that can carry a lot of people at once. It is usually more frequent, makes fewer stops, and travels at faster speeds

Regional Service Connections – Transit service to destinations outside city and/or county lines

Engagement Ambassador – Member of a specific community group (or with access to a specific community group) recruited and compensated by the City and/or County to help with public outreach efforts

Light Rail – A high-capacity urban passenger rail service.

Bus Rapid Transit – High-quality, fast, and efficient bus-based transit service. It may include dedicated lanes, and enhanced stations.

Commuter Rail – A passenger train operating between cities and or suburbs



Durham
Transit Plan

Durham County Transit Plan Summary – Outreach Phase II

October 2021





Survey I Summary



Survey II Summary



Option A



Option B



Option C

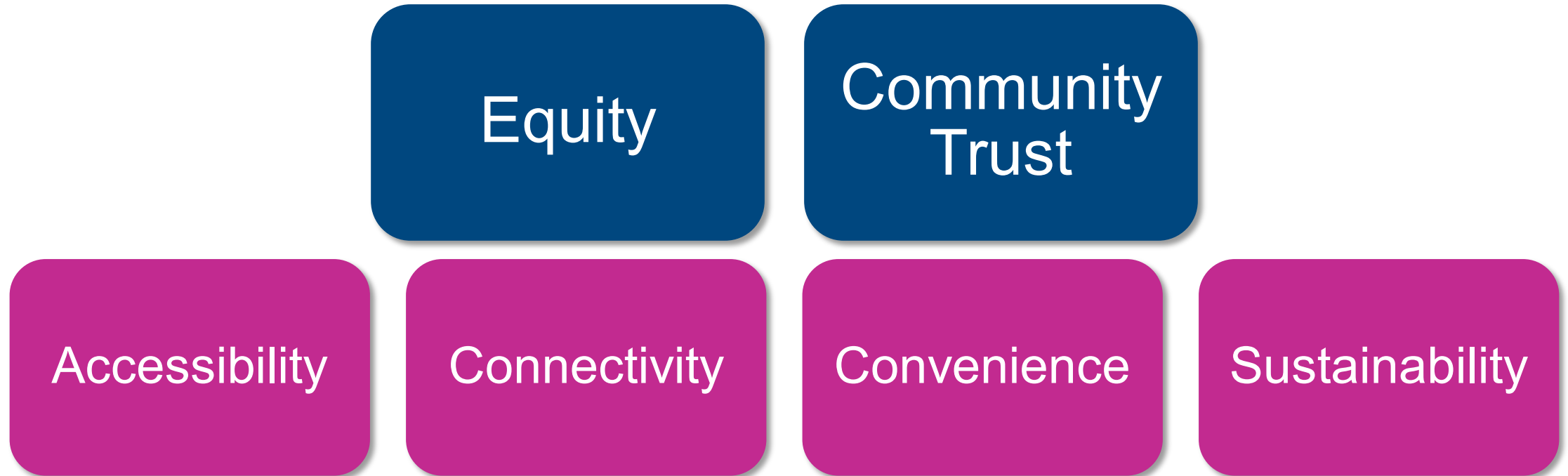


Next Steps



Durham
Transit Plan

Goals and Objectives



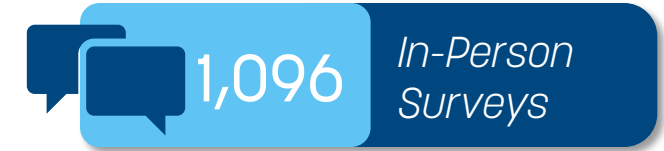
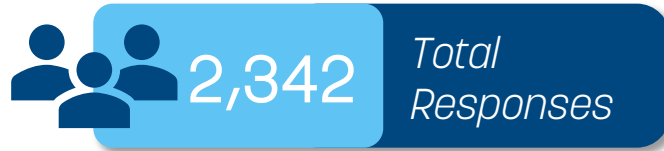
- *Goals for the Durham Transit Plan were based on public comments from Listening and Learning sessions held in Spring 2020*
- *The purpose of the Fall 2020 survey was to make sure the Durham Transit Plan Goals were correct and hear from Durham residents what transit projects were most important*

Second Survey

July 13, 2021 - August 20, 2021



Survey II Overview



What were participants asked?

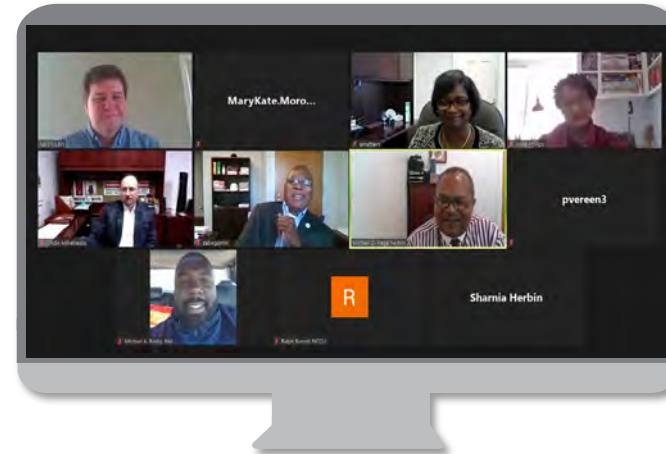
- 1) Identify projects that participants liked and disliked for each transit option
- 2) Identify investment priorities for Durham County
- 3) Share any other thoughts about public transportation in a written comment

How were responses collected?

- 1) Online and In-Person surveys
- 2) Engagement Ambassadors
- 3) Stakeholder Interviews

Types of Engagement Methods

- Online and In-Person Survey
- Engagement Ambassador Outreach
- Stakeholder Interviews



Overview of Demographics by Select Groups

Total	People of Color	Daily Transit Rider	Daily + Weekly Transit Rider	
<i>All survey respondents</i>	<i>Survey respondents who identified as Asian or Asian American, American Indian or Alaska Native, Black or African American, and/or Native Hawaiian or other Pacific Islander.</i>	<i>Survey respondents who take transit every day</i>	<i>Survey respondents take transit every day or a few times a week</i>	
2,342	1,152	317	717	Total number of responses
10%	14%	12%	11%	Self-identified as someone with a disability
22%	36%	73%	55%	No vehicle households
88%	98%	91%	93%	Primarily speak English at home
41%	56%	81%	75%	Households that make less than \$45,000
51%	61%	100%	100%	Identified as transit riders

Overview of Collection Methods by Collectors

Total

All survey respondents

1,272

990

80

People of Color

Survey respondents who identified as Asian or Asian American, American Indian or Alaska Native, Black or African American, and/or Native Hawaiian or other Pacific Islander.

925

185

42

Daily Transit Rider

Survey respondents who take transit every day

254

32

31

Daily + Weekly Transit Rider

Survey respondents take transit every day or a few times a week

571

104

42

Engagement Ambassador
(Online and In-Person Surveys)

Online Survey
(Website and QR Code)

In-Person Staff Survey
(Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC) Staff)

Format of Survey Summary

The survey summary will show the top responses in the three categories, or “focus groups:”

Question

Legend

▲

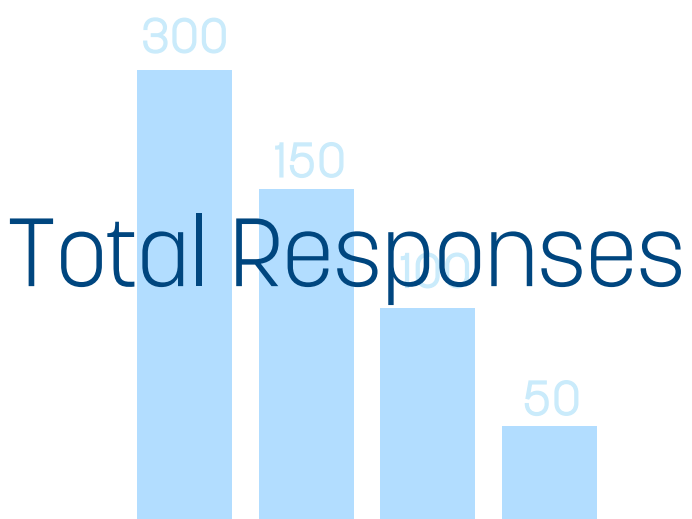
Moved up in priority

▼

Moved down in priority

—

Stayed the same



Changes from Total by Focus Group

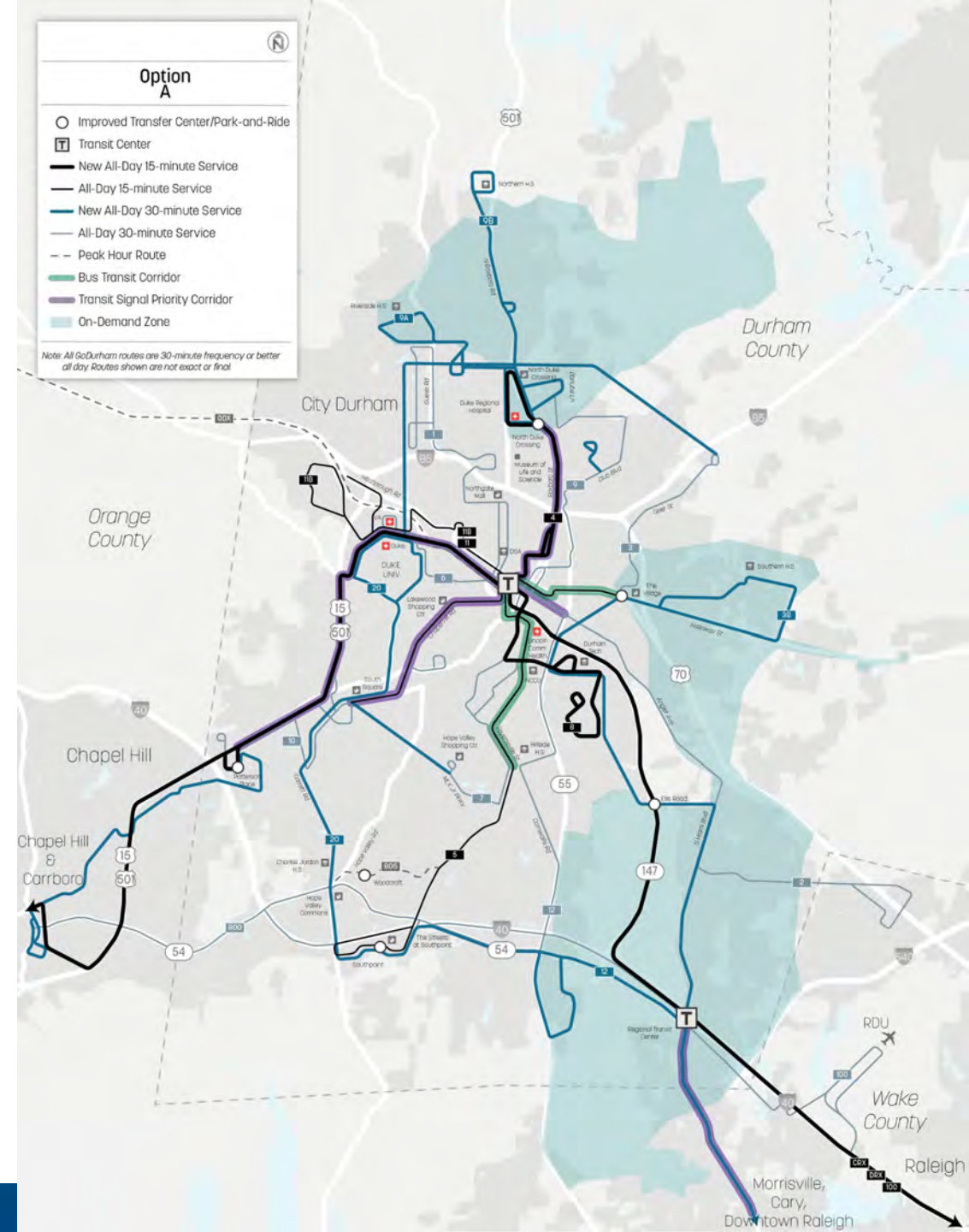
Persons of Color	<div>+1</div>	<div>3▼</div>	<div>2▲</div>	<div>4—</div>
Daily Transit Riders	<div>2▼</div>	<div>1▲</div>	<div>3—</div>	<div>4—</div>
Daily + Weekly Transit Riders	<div>4▼</div>	<div>2—</div>	<div>1▼</div>	<div>3▼</div>

Number indicates the priority rank in each group

Option A

Option A focuses on adding more bus service that runs every 15-minutes or better.

- Increases the number of bus routes that run every 15 minutes
- Increases all GoDurham routes to run every 30 minutes or better until midnight
- Extends Sunday service from 9pm to midnight
- Makes traffic signal improvements that help buses stay on schedule
- Add sidewalks to connect neighborhood stops
- Improves GoDurham/GoTriangle ACCESS (door-to-door service for eligible riders)



What do you like most about Option A?

(Choose up to five)

Legend

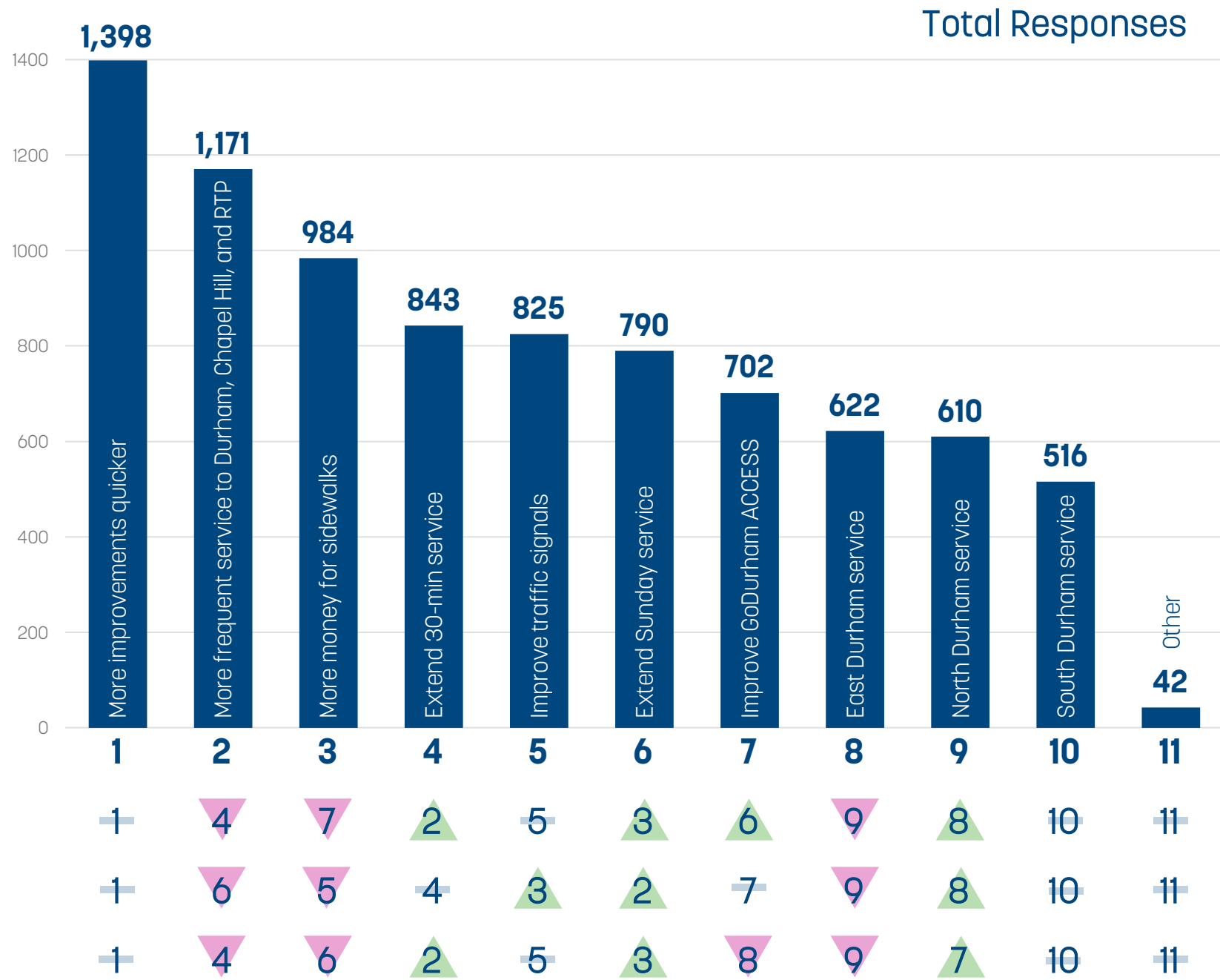
- ▲ Moved up in priority
- ▼ Moved down in priority
- Stayed the same

Changes from Total by Focus Group

Persons of Color

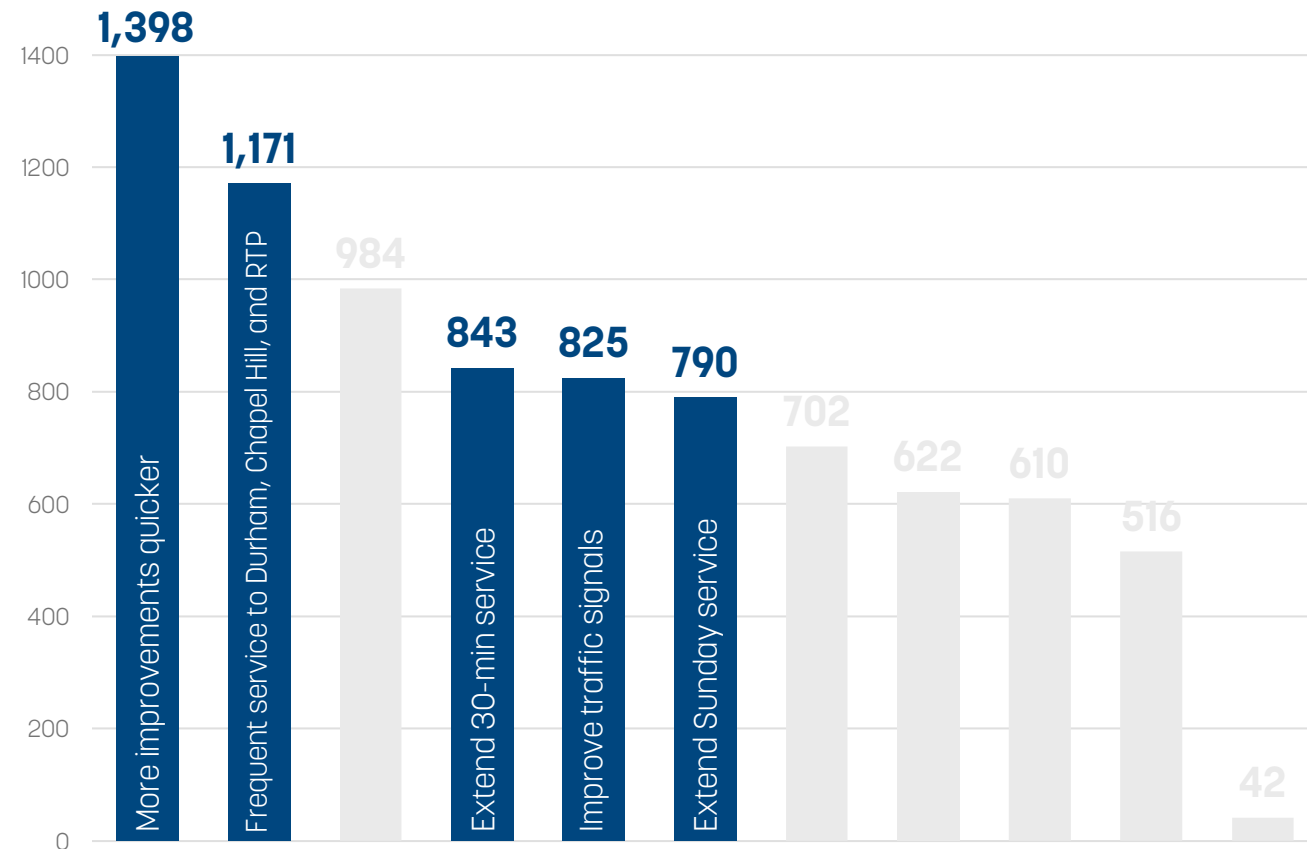
Daily Transit Riders

Daily + Weekly Transit Riders



Key Takeaways: What do you like most about Option A?

- Overall, getting More Improvements Quicker is the top priority for everyone who responded to the survey
- Focus Groups' top priorities were related to service frequency, later service, and reliability:
 - Extended 30-Minute Service
 - Extended Sunday Service
 - Improve Traffic Signals to Help Buses Move Faster Through Traffic
 - More Frequent Service to Durham/Chapel Hill/RTP



What do you dislike most about Option A?

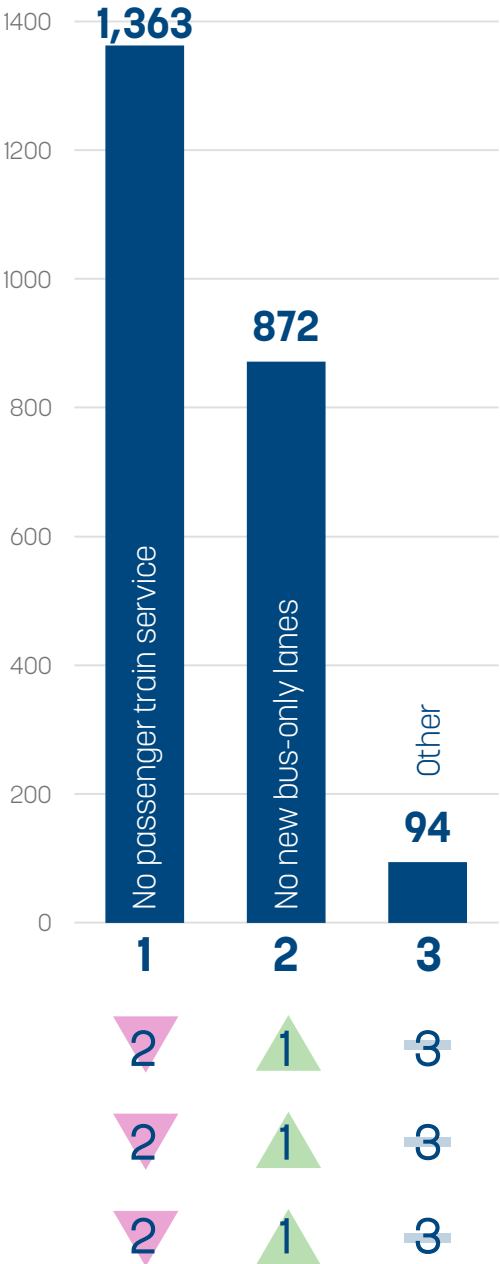
(Choose up to one)

Legend

- Moved up in priority
- Moved down in priority
- Stayed the same

Changes from Total by Focus Group

- Persons of Color
- Daily Transit Riders
- Daily + Weekly Transit Riders



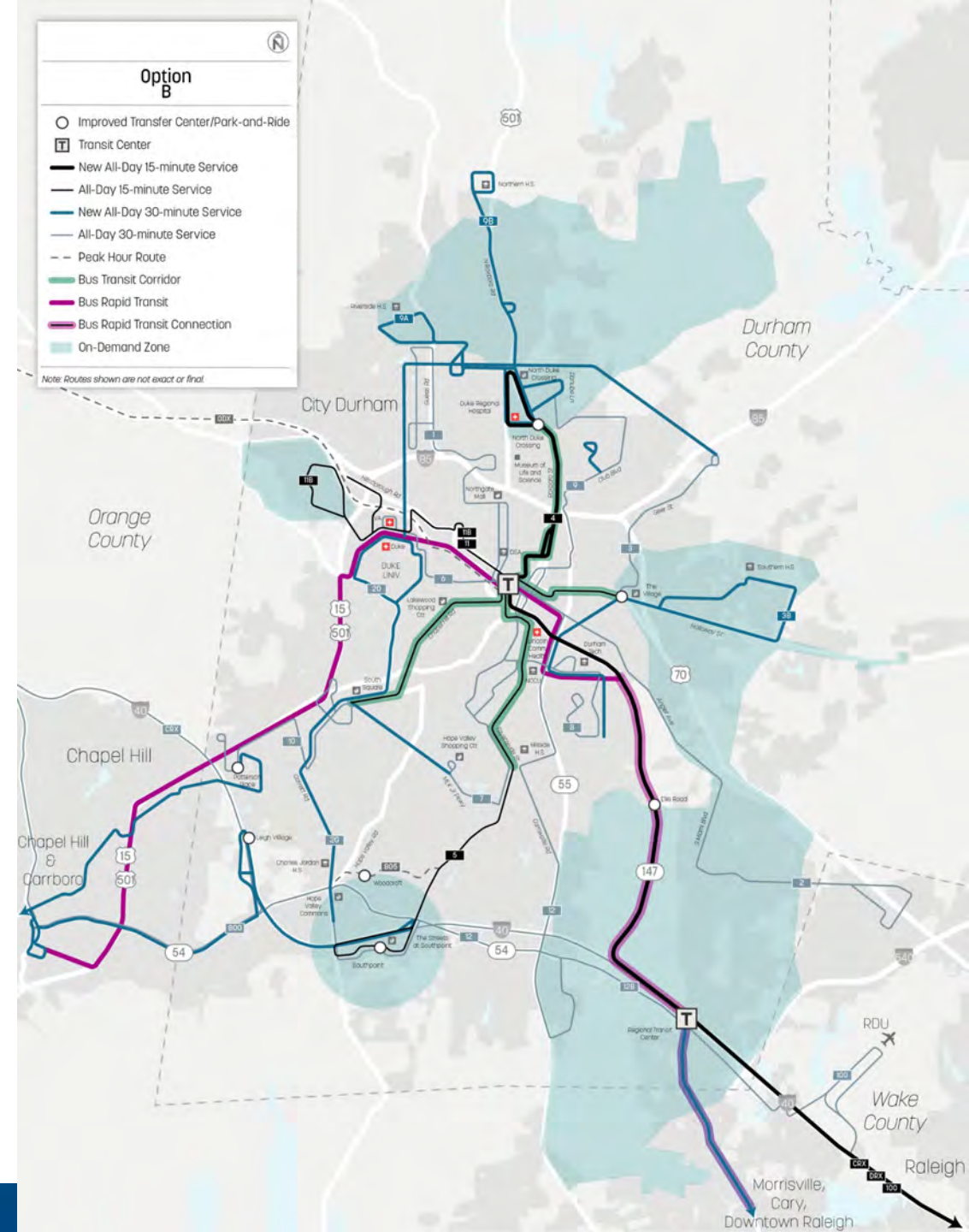
Key Takeaway:

- Focus Groups prioritize new bus-only lanes as an addition to Scenario A – especially among daily transit riders
- Passenger train support is much higher than bus-only lanes among respondents that were not in the focus groups.

Option B

Option B focuses on making bus service more reliable with bus-only lanes and other improvements that help buses move through traffic faster.



- Spends more money on projects like bus rapid transit – buses that would run every 15 minutes connecting UNC-Chapel Hill, South Square, Duke University, Downtown Durham, North Carolina Central University (NCCU), and Durham Tech, sometimes using bus-only lanes and traffic light improvements to help buses go faster and stay on schedule.



What do you like most about Option B?

(Choose up to five)

Legend

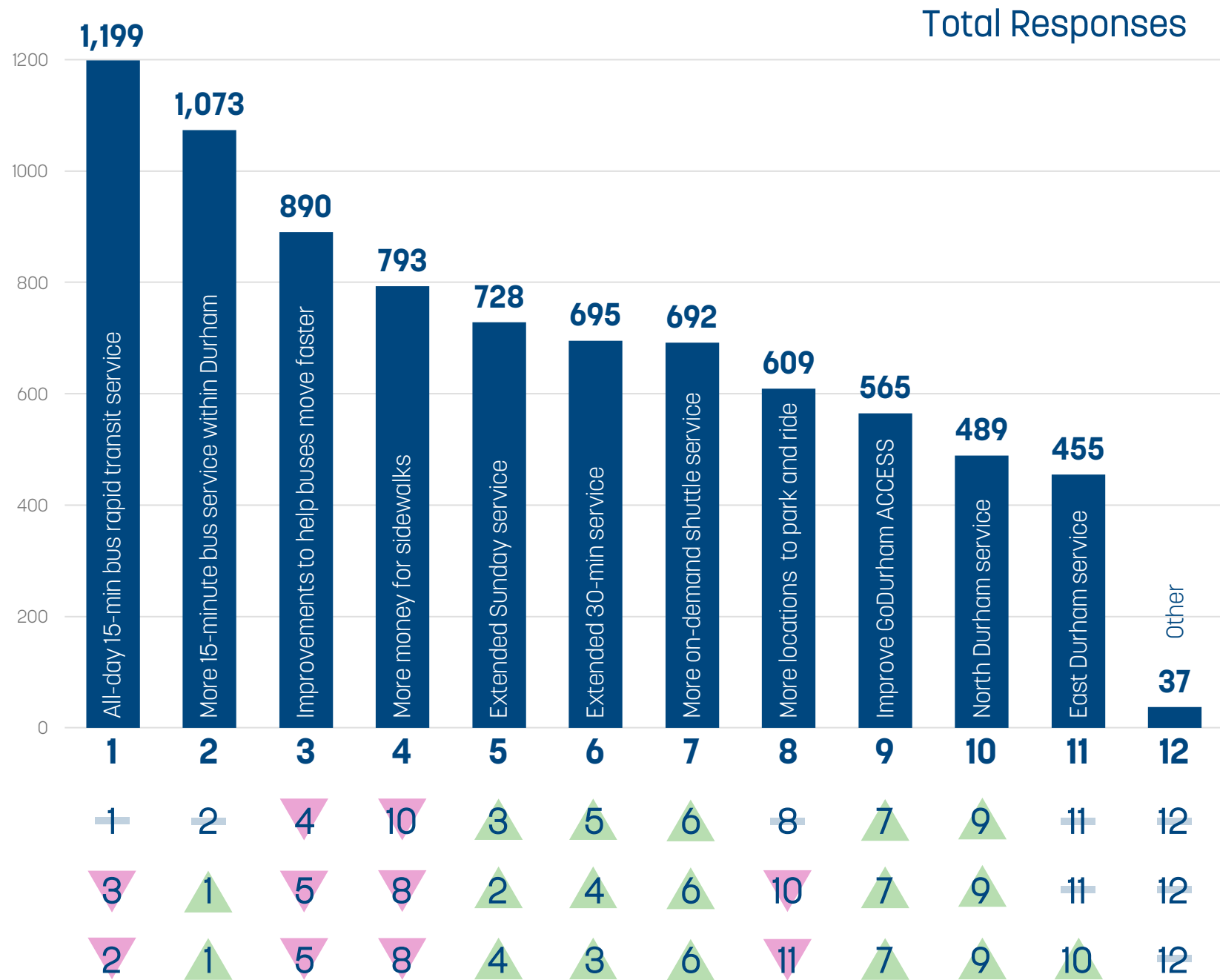
-  Moved up in priority
-  Moved down in priority
-  Stayed the same

Changes from Total by Focus Group

Persons of Color

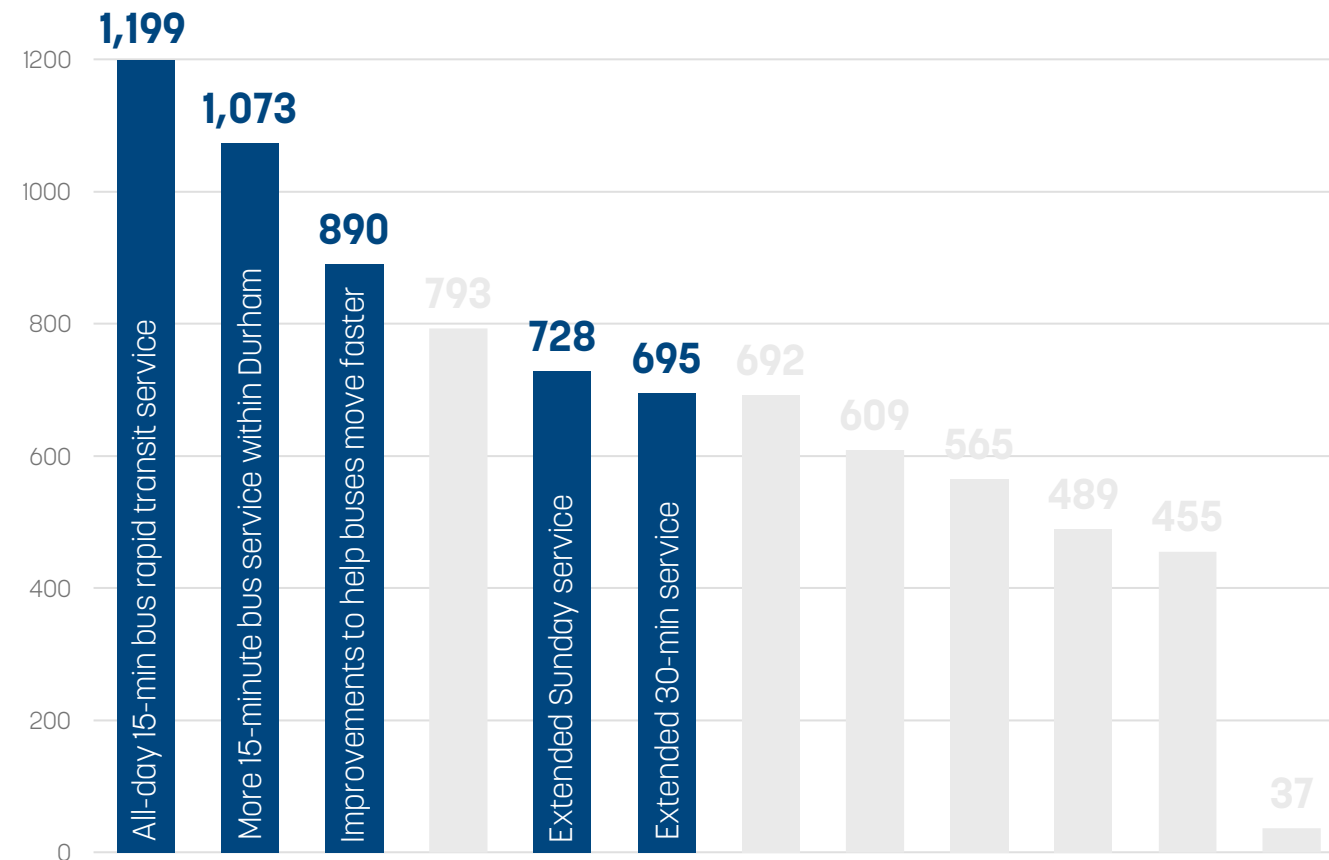
Daily Transit Riders

Daily + Weekly Transit Riders



Key Takeaways: What do you like most about Option B?

- Overall, All-Day 15-Minute Bus Rapid Transit Service and More 15-Minute Bus Service Within Durham were top priorities for everyone who responded to the survey
- Focus Groups' top priorities were related to service frequency, later service, and reliability:
 - Extended Sunday Service
 - Extended 30-Minute Service
 - Improvements to Help Buses Move Faster through traffic



What do you dislike most about Option B?

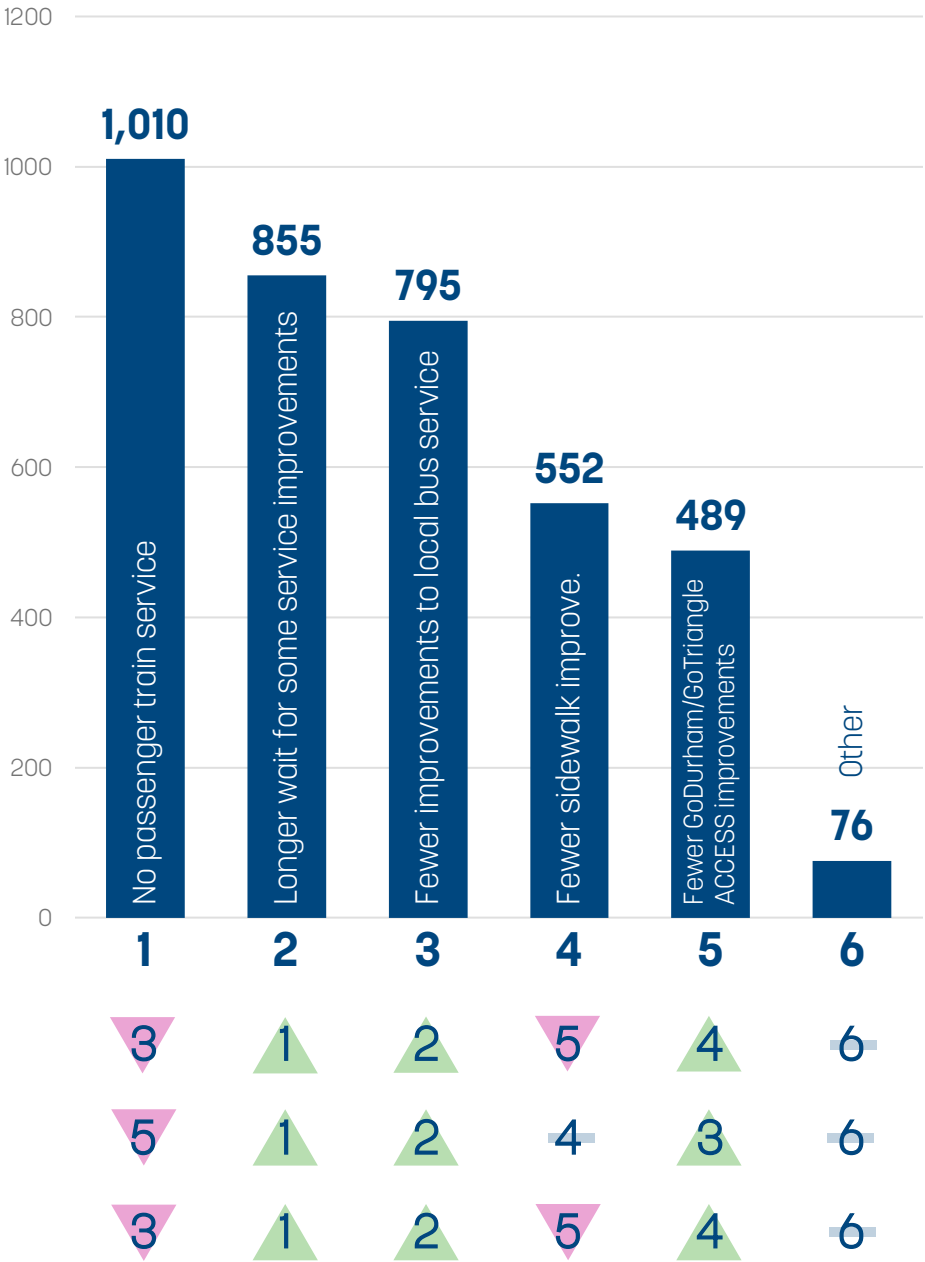
(Choose up to two)

Legend

- Moved up in priority
- Moved down in priority
- Stayed the same

Changes from Total by Focus Group

- Persons of Color
- Daily Transit Riders
- Daily + Weekly Transit Riders



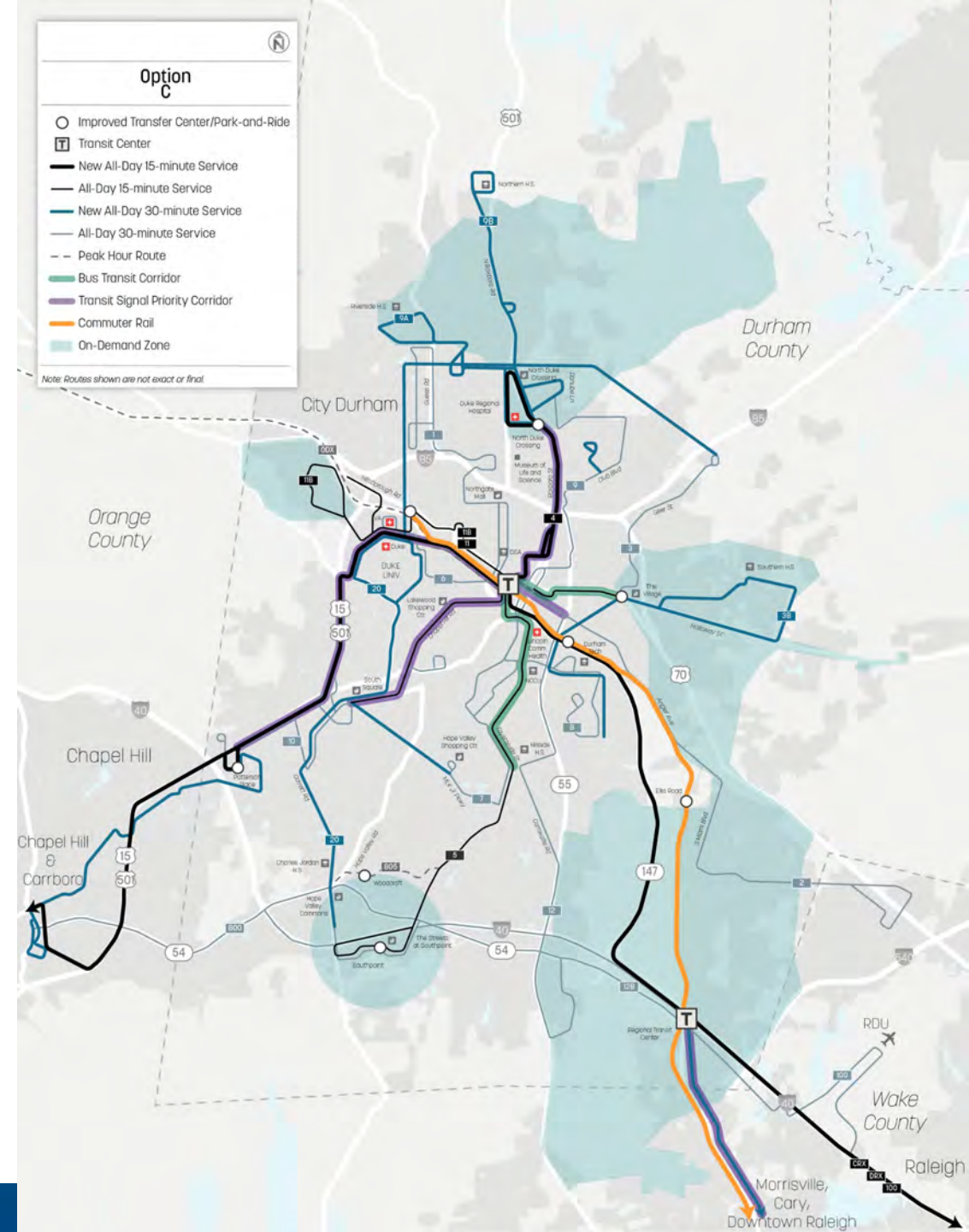
Key Takeaway:

- Focus Groups prioritize improvements more quickly and more improvements to local bus service as additions to Scenario B

Option C

Option C focuses on connecting major destinations across the Triangle region with faster and more reliable service.




- Includes a passenger train that connects Durham, RTP, Cary, and Raleigh, primarily during morning and evening rush hours (approximately 5-10am and 3-8pm).



What do you like most about Option C?

(Choose up to five)

Legend

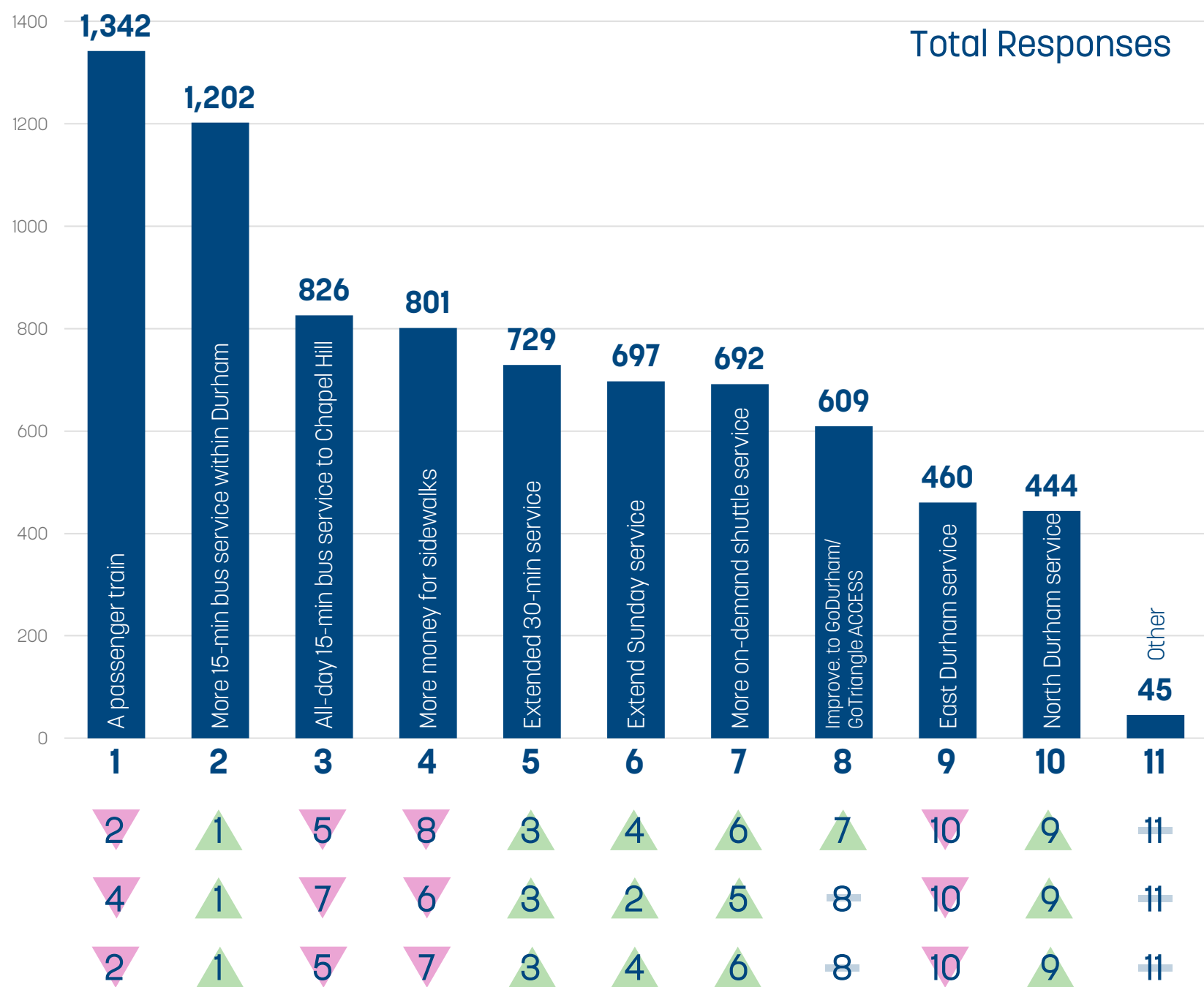
-  Moved up in priority
-  Moved down in priority
-  Stayed the same

Changes from Total by Focus Group

Persons of Color

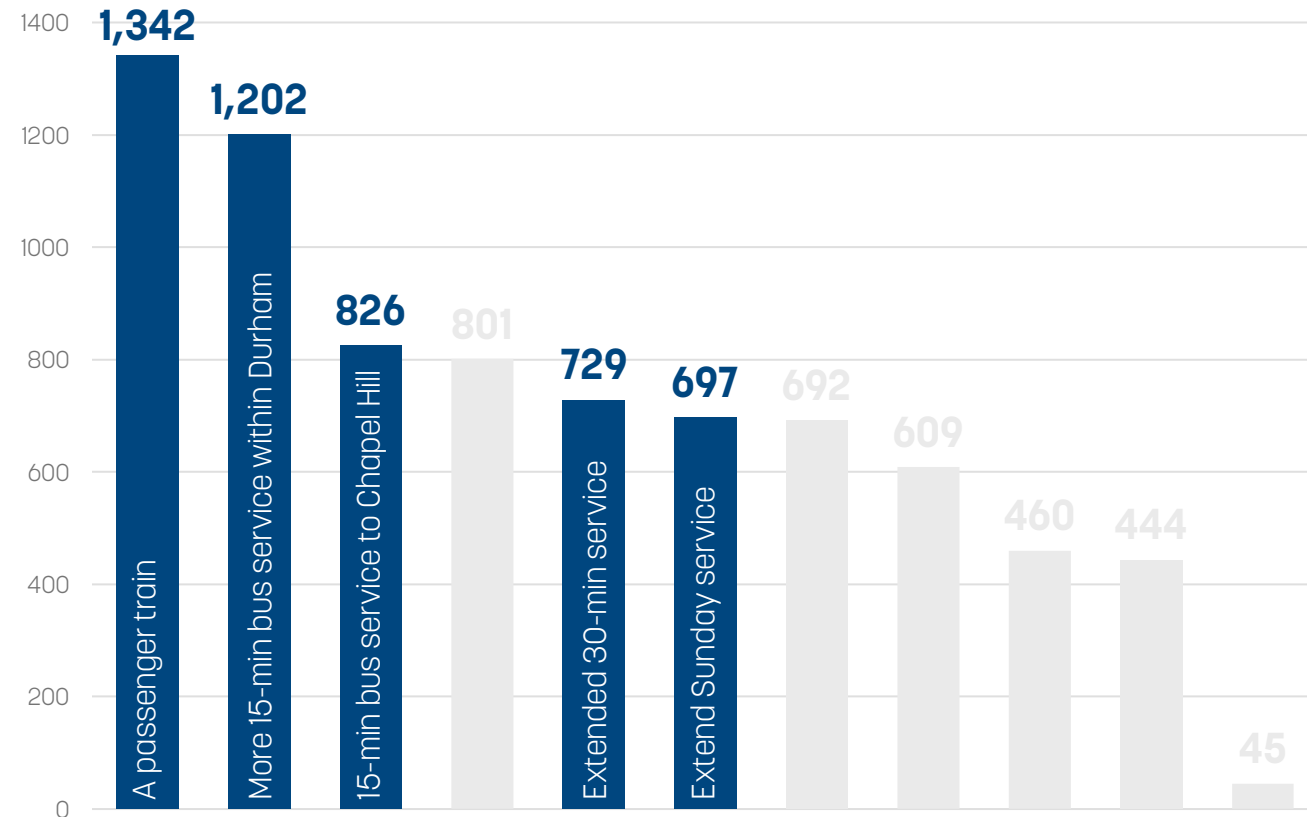
Daily Transit Riders

Daily + Weekly Transit Riders



Key Takeaways: What do you like most about Option C?

- Overall, Passenger Train Service, More 15-Minute Bus Service in Durham, and All-Day 15-Minute Service to Chapel Hill were the top priorities for everyone who responded to the survey.
- Focus Groups ranked 15-minute Bus Service within Durham as their top priority followed by:
 - Passenger Train Service
 - Extended 30-Minute Service
 - Extended Sunday Service



What do you dislike most about Option C? (Choose up to two)

Legend

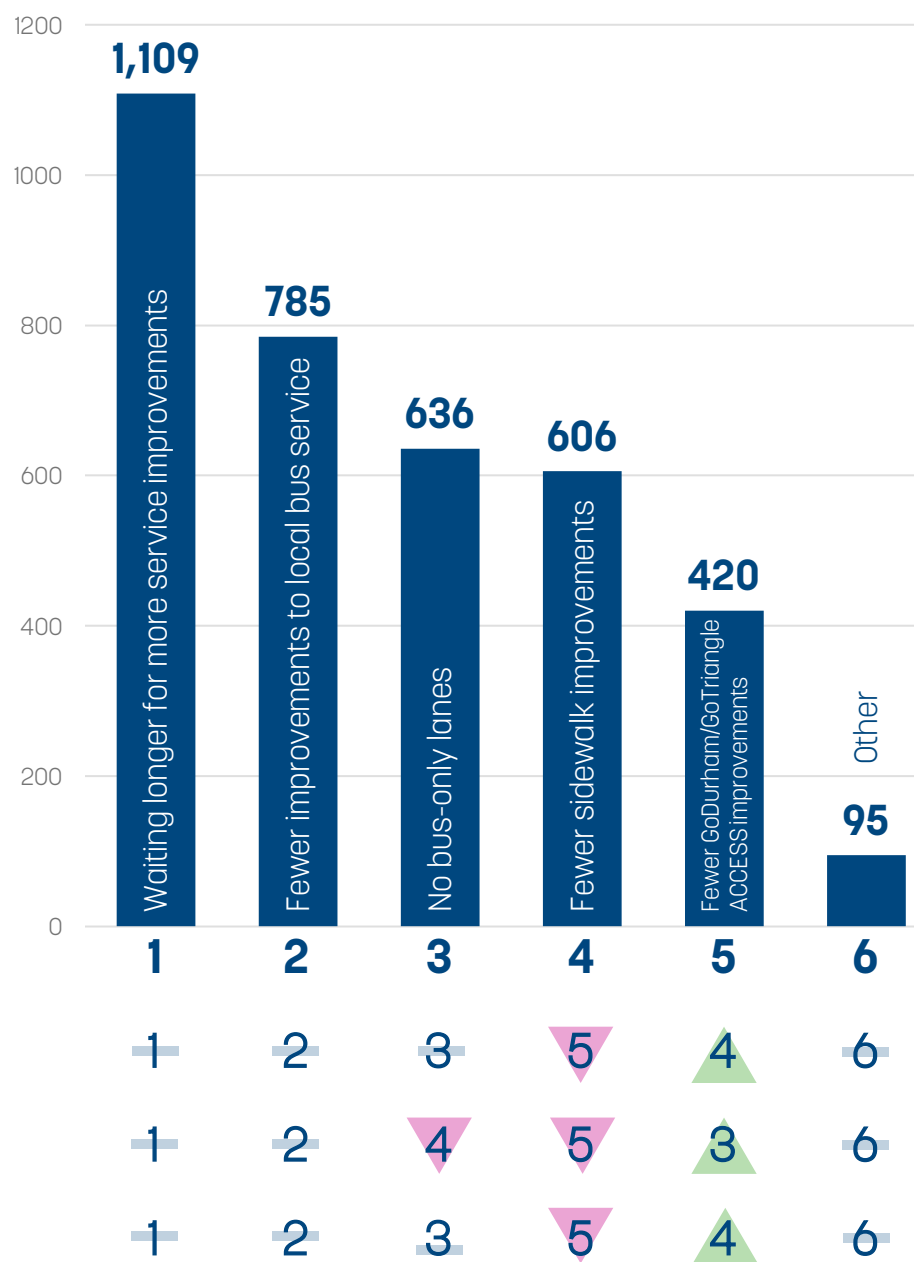
- ▲ Moved up in priority
- ▼ Moved down in priority
- Stayed the same

Changes from Total by Focus Group

Persons of Color

Daily Transit Riders

Daily + Weekly Transit Riders



Key Takeaway:

- All respondents prioritize improvements more quickly and more improvements to local bus service as additions to Scenario C

If passenger train is included, what else do we need to fund?

(Choose up to five)

Legend

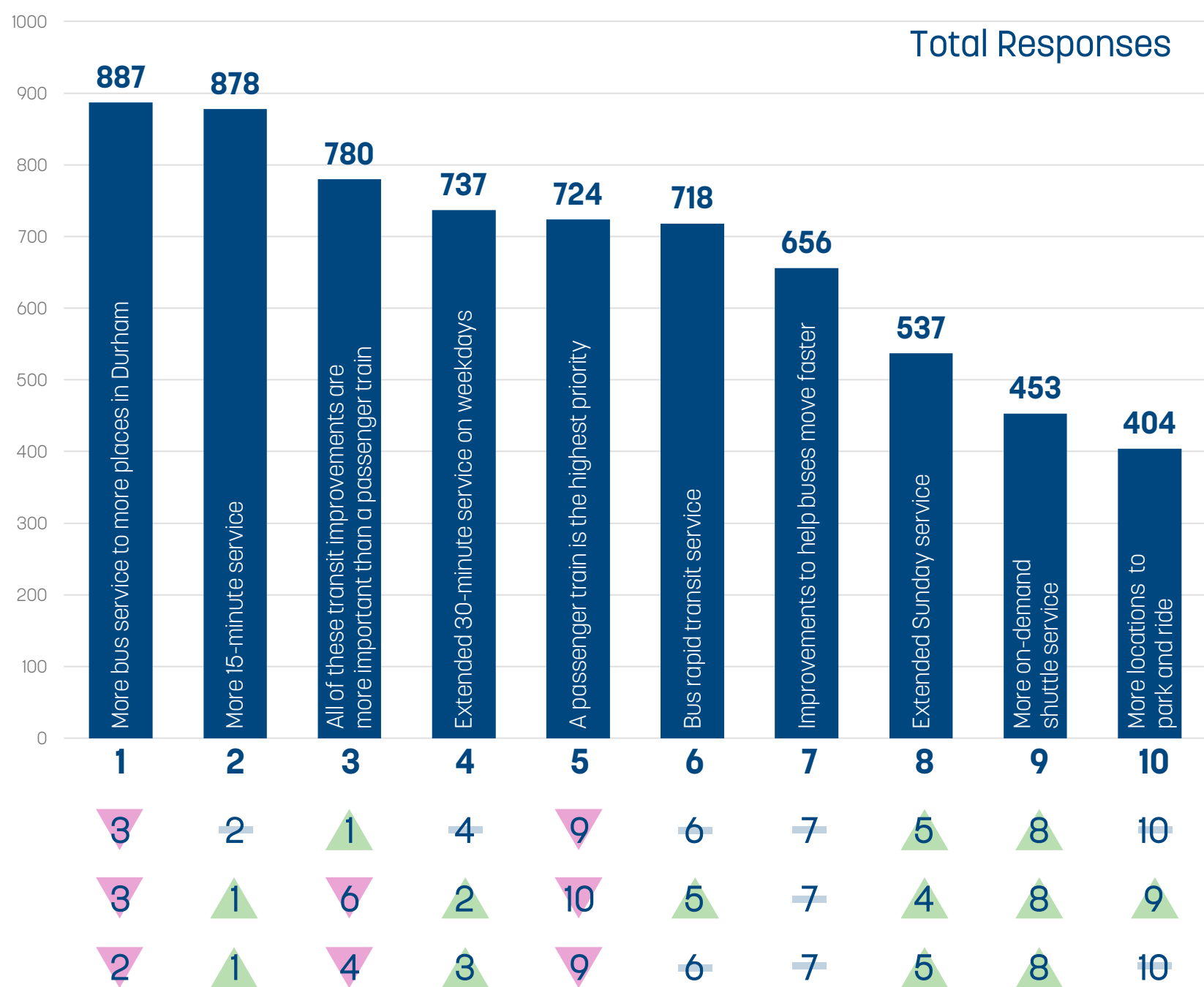
- ▲ Moved up in priority
- ▼ Moved down in priority
- Stayed the same

Changes from Total by Focus Group

Persons of Color

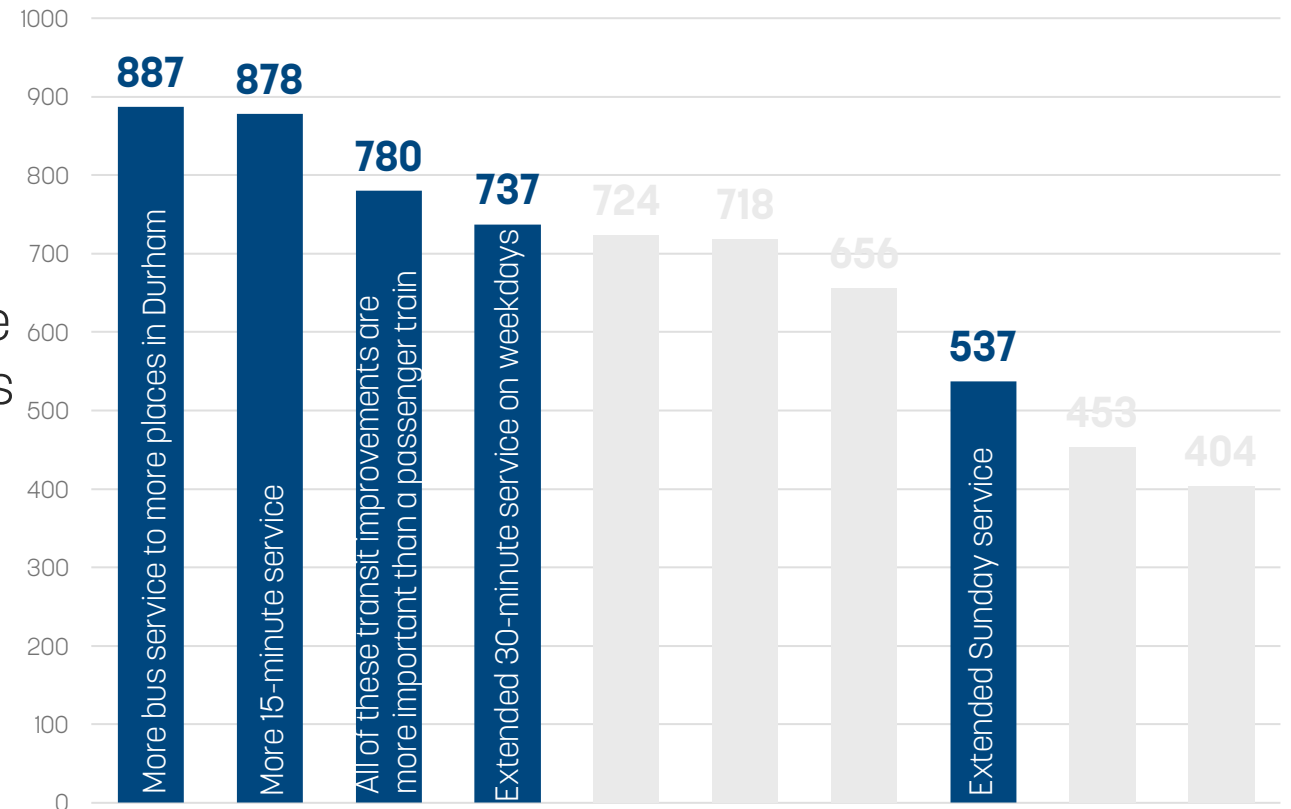
Daily Transit Riders

Daily + Weekly Transit Riders



Key Takeaways: If passenger train is included, what else do we need to fund?

- Overall, More 15-Minute Service and More Bus Service to More Places in Durham were listed as top priorities for funding in addition to a Passenger Train for everyone who responded to the survey.
- For those who identified as Persons of Color, All of These Transit Improvements Are More Important Than a Passenger Train was chosen as the top response. It was also the third most frequently chosen answer overall.
- Regular Transit Riders also prioritized Extended 30-minute Service on Weekdays and Extended Sunday Service.



What outcomes are most important to include in your ideal transit option?

(Choose up to five)

Legend

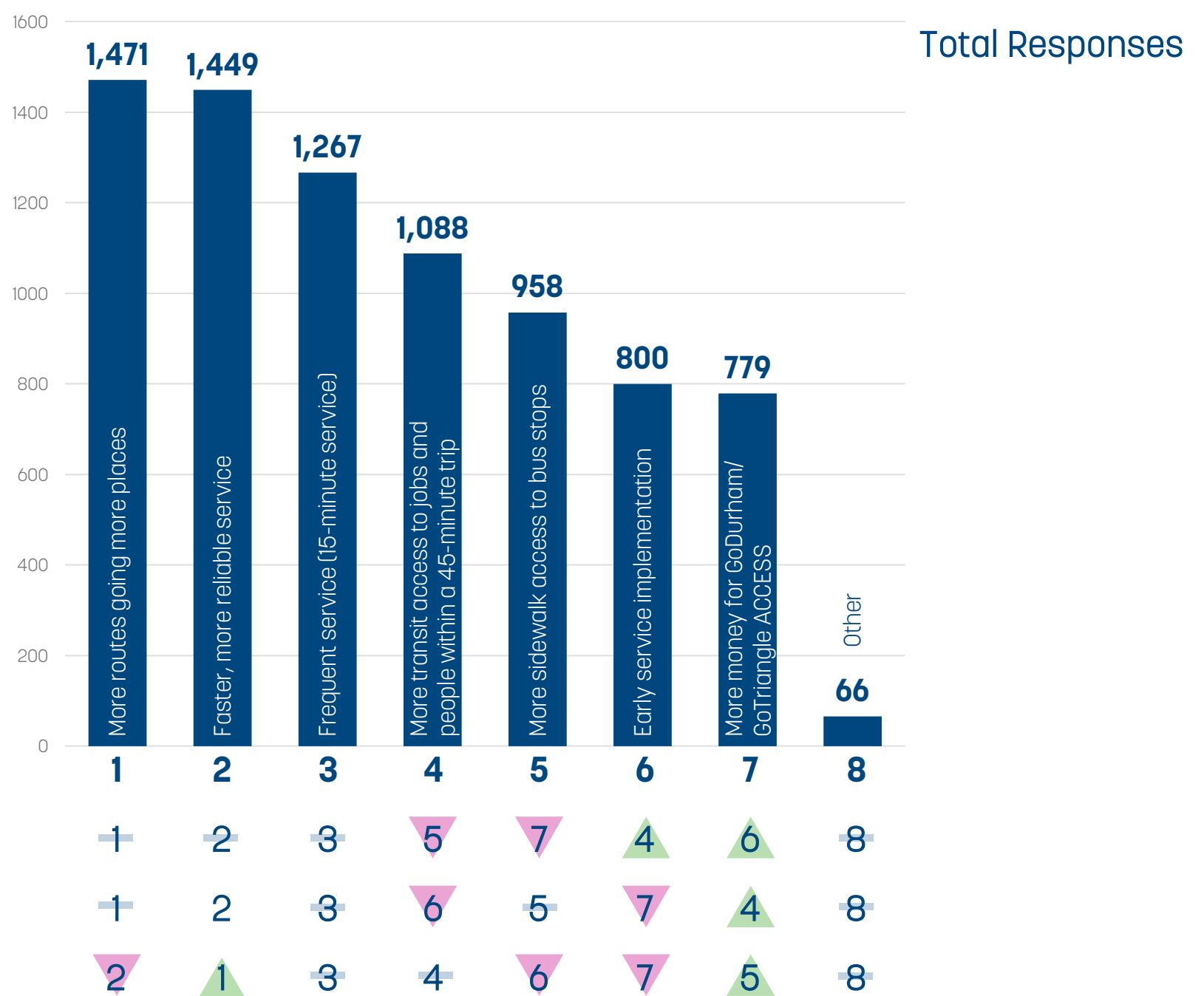
- ▲ Moved up in priority
- ▼ Moved down in priority
- Stayed the same

Changes from Total by Focus Group

Persons of Color

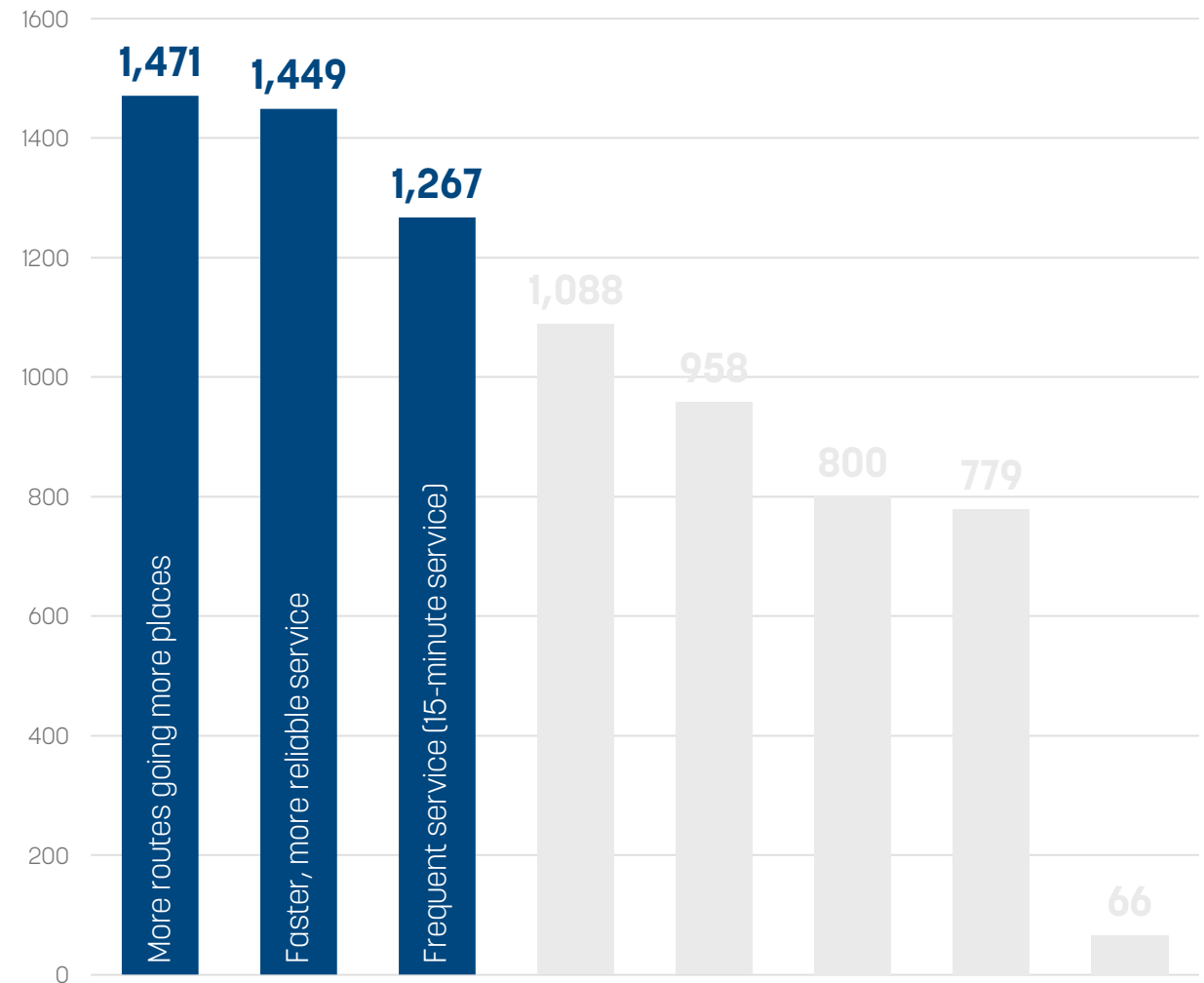
Daily Transit Riders

Daily + Weekly Transit Riders



Key Takeaways: What outcomes are most important to include in your ideal transit option?

- Overall, top priority responses were consistent for total survey responses and Focus Groups:
 - More Routes Going More Places
 - Faster, More Reliable Service
 - Frequent Service (i.e. 15-Minute Service)





207

Responses

Summary of Respondents with a Disability

Comparison to Total Responses

What do you like most about Option A?

"Improve traffic signals" rose to be in the top three when compared to the total responses.

What do you like most about Option B?

"Extended Sunday service" rose to be in the top three when compared to the total responses.

What do you like most about Option C?

The top three priorities were the same as those of the total responses.

If passenger train is included, what else do we need to fund?

The top three priorities were the same as those of the total responses.

What outcomes are most important to include in your ideal transit option?

The top three priorities were the same as those of the total responses.

More Money for ACCESS rose to number four.


Conclusion

The survey responses from those who identified as having a disability are largely reflected in the priorities identified by the total responses.

Action

Durham Transit Plan will be responsive to the needs expressed by disabled residents.

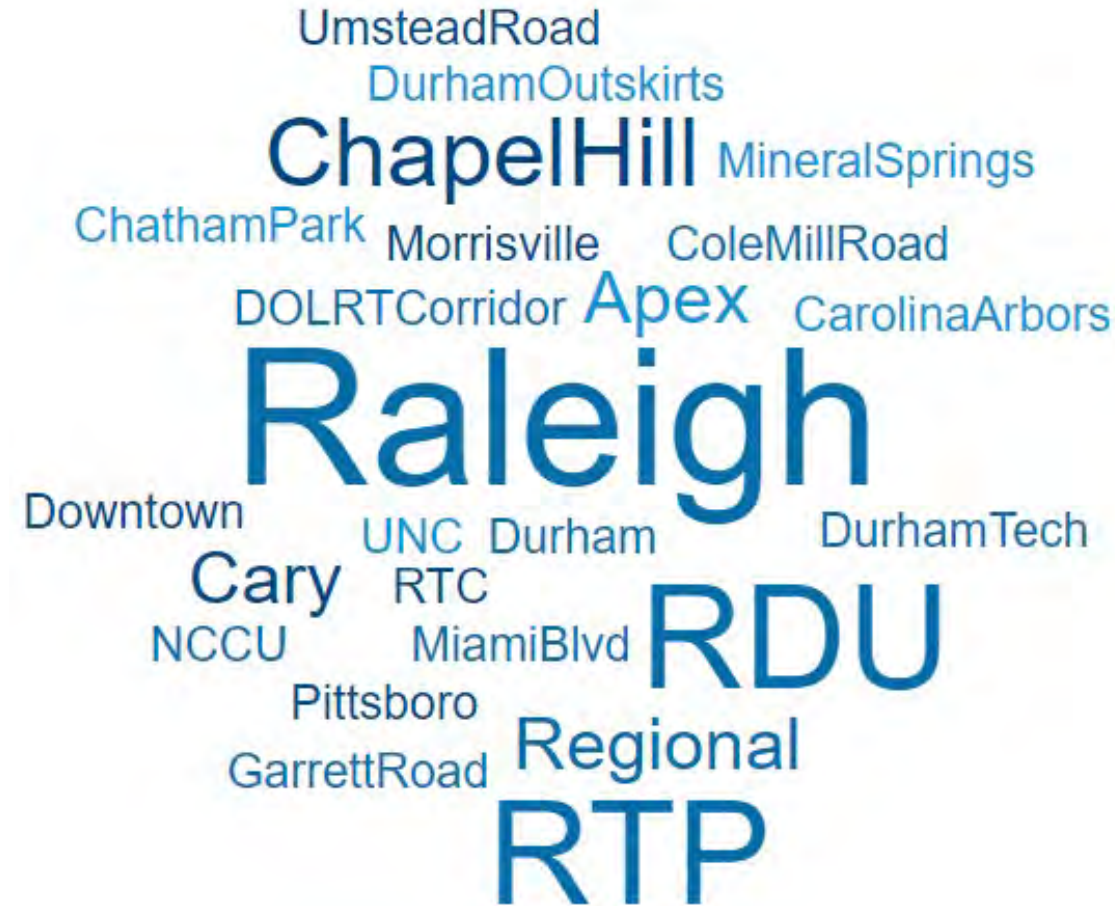
Key Takeaways from Option A, B, and C Questions

- Focus groups consistently identify later/weekend bus service, more bus frequency, and more reliable bus service as their highest priorities.
 - All respondents support getting more improvements more quickly.
 - All respondents support bus rapid transit or the elements of bus rapid transit such as 15-minute service, bus-only lanes, and traffic signal priority
 - Passenger train service has support, but it is not the highest priority for any focus group. The passenger train has less support from People of Color and Daily Transit Riders. All respondents want us to be able to implement other projects in addition to a passenger train.
- 

What else would you like to tell us about public transportation?

(Location/Destination based answers)

Total Responses (396)



Persons of Color (164)



Daily Transit Riders (53)



Daily + Weekly Transit Riders (126)



Similar responses were grouped for clarity. The size of the word corresponds with the number of times it was mentioned.

Total Responses (396)



Passenger Train

Safety

Bus Improvements

Equity

Frequency

Reliable

Direct hours

Mode-Shift

Bus Shelters

Bicycle

Employment

Green Energy

Road Conditions

Hire Workers

Shuttle

Faster

BRT

Traffic

Clean

Dependable

Implementation

Affordable

Prioritize Current Riders

Affordable Housing

Weekend

Better Service

Elderly

Scenario C

Scenario A

Commuter Rail

Cash

Bus Stop Amenities

Disabled

Transit Corridors

Sidewalks

School

More Routes

More Bus Stops

[illegible][illegible]

Stakeholder Interview Summary

Key stakeholders were interviewed about transit options A, B, and C. These interviews were transcribed into priorities by staff and some stakeholders submitted written statements.

Stakeholders	
Transit Equity Campaign (consisting of Bike Durham, Durham Committee on the Affairs of Black People, Durham People’s Alliance, Durham Congregations in Action, Coalition for Affordable Housing and Transit)	Duke University
Durham Public Schools	North Carolina Central University
Church World Services	University of North Carolina at Chapel Hill
Regional Transportation Alliance	Durham Tech
Durham Chamber of Commerce	Made in Durham
Hayti Heritage Center	Vision Insights
Downtown Durham Inc.	American Cancer Society
Research Triangle Park/Foundation	

Stakeholder Interview Summary

- Bus operations improvements such as increased frequency of bus service, expanded coverage of service to suburban/rural affordable housing areas and employers, increased access to social and health resources, more crosstown services, and span of service on weekends and late at night are high priorities among stakeholders who work with, educate, or employ low-income residents.
- Improvements to ACCESS services are a high priority for disabled residents and health organizations.
- Bus Rapid Transit is a high priority among Durham business and institutional stakeholders.
- Better bus service and park-and-ride lots between Durham and Chapel Hill on US 15-501 and NC 54 are high priorities among regional partners and UNC.
- Commuter rail has general support among most stakeholders, but many cited concerns about the project's cost and the effect on funding other higher priorities.

Youth Perspectives about Durham Transit

- **Engagement summary:** Listening sessions by Office on Youth, Durham Youth Climate Justice Initiative/Transit Equity Campaign (combined **275+ engaged, ages 13-24** - majority Black/African American and Hispanic/Latinx/e; strong representation: LGBTQ+, transit riders, immigrant/ migrant, youth w/disabilities) + transit plan survey: **418 responses, ages ≤ 24** (plus comments)

Safety

Barriers: bus stops without **shelters**; crossing high speed, busy roads; poor **lighting** for sidewalks + bus stops; feeling unsafe on bus

More **sidewalks/protected crosswalks** was high priority

Need **support person on bus**, trained to resolve conflict without engaging law enforcement

Reliability + Frequency

Barriers: **inconsistency**; undependable for work/ school; **tracking app** often inaccurate, hard to use; takes too long to get around town

Frequency (≤ 15 min) was high priority, esp. within Durham and also to Chapel Hill + RTP

Improvements to **help buses move faster** also high priority

Accessibility

Barriers: not convenient for work/school; no stop nearby; routes/times don't match youth needs; fees; hard to navigate

More bus routes to more places in Durham was high priority, including **extended Sunday service** and **30 min service**

Free for everyone, and **better promotion** of GoPass and youth ridership

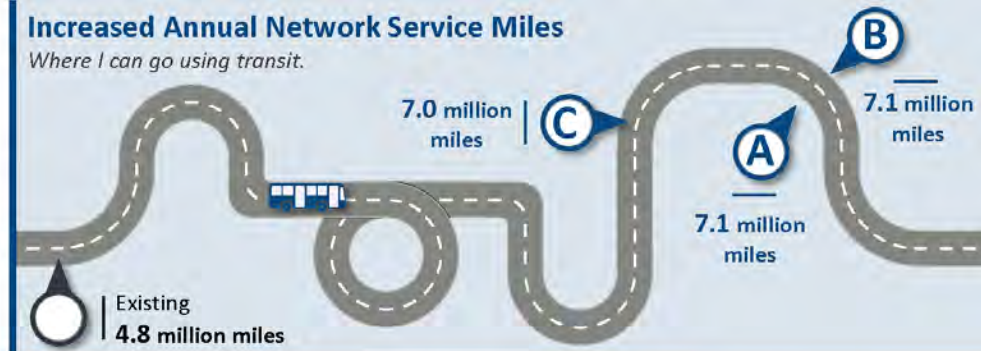
- **Other:** Very important to see **improvements quicker**; only few interested in passenger train, majority found it impractical for their needs and did not like tradeoffs for less local bus improvements; **environmental concerns** incl. eco friendly buses; trash/recycling cans at stops; bus cleanliness

Performance and Equity Metrics

Performance Metrics

This infographic shows how Options A, B, and C improve transit service based on several metrics.

The Durham Transit Plan includes three options (A, B, and C) for how projects could be grouped into a package of recommendations. While the final set of recommendations will include a blend of these options, it is helpful to compare the set of recommendations to how existing transit systems in Durham perform.



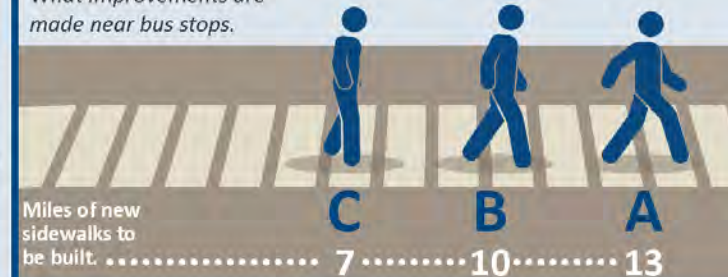
More Frequent Service (15 minutes or less)

Total route miles operating at least every 15 minutes.



Ease of Walking to the Bus Stop

What improvements are made near bus stops.



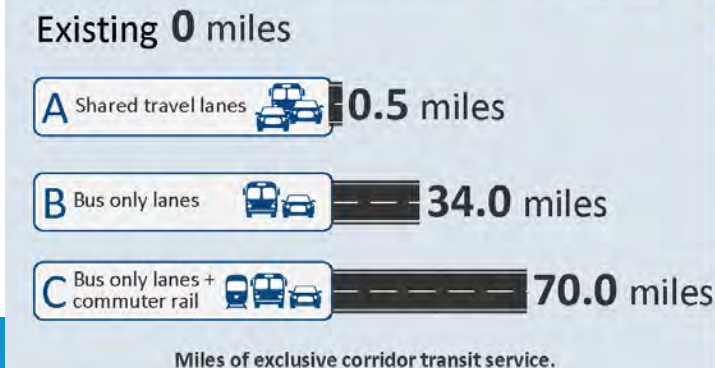
Improved GoDurham/GoTriangle ACCESS Service

How we improve dial-a-ride options for persons with disabilities.



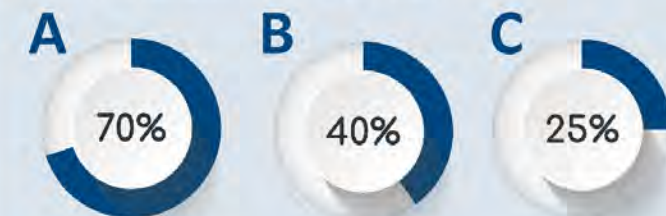
Faster, More Reliable Services

Total miles of exclusive corridor transit service.



Projects Implemented by 2027



















What we can accomplish in the next few years.



Percent of Durham Transit Plan projects that can be implemented by 2027.


Equity and Job Access


Jobs Accessible from Affordable Housing Communities


	Affordable Housing Community					
	McDougald Terrace	Oxford Manor	Damar Court	Shannon Road Apartments	Greens of Pine Glen	519 East Main Street
Existing	Jobs Accessible within a 45-min transit trip					
	91,404	21,194	76,720	82,375	50,405	102,842
Percent Change From Existing						
Option A	41% 	138% 	53% 	23% 	88% 	11% 
Option B	23% 	125% 	63% 	42% 	78% 	35% 
Option C	46% 	125% 	65% 	12% 	115% 	90% 

LEGEND

Percent change from existing

 Less than 50%


 50% to 100%

 More than 100%


Equity and Job Access

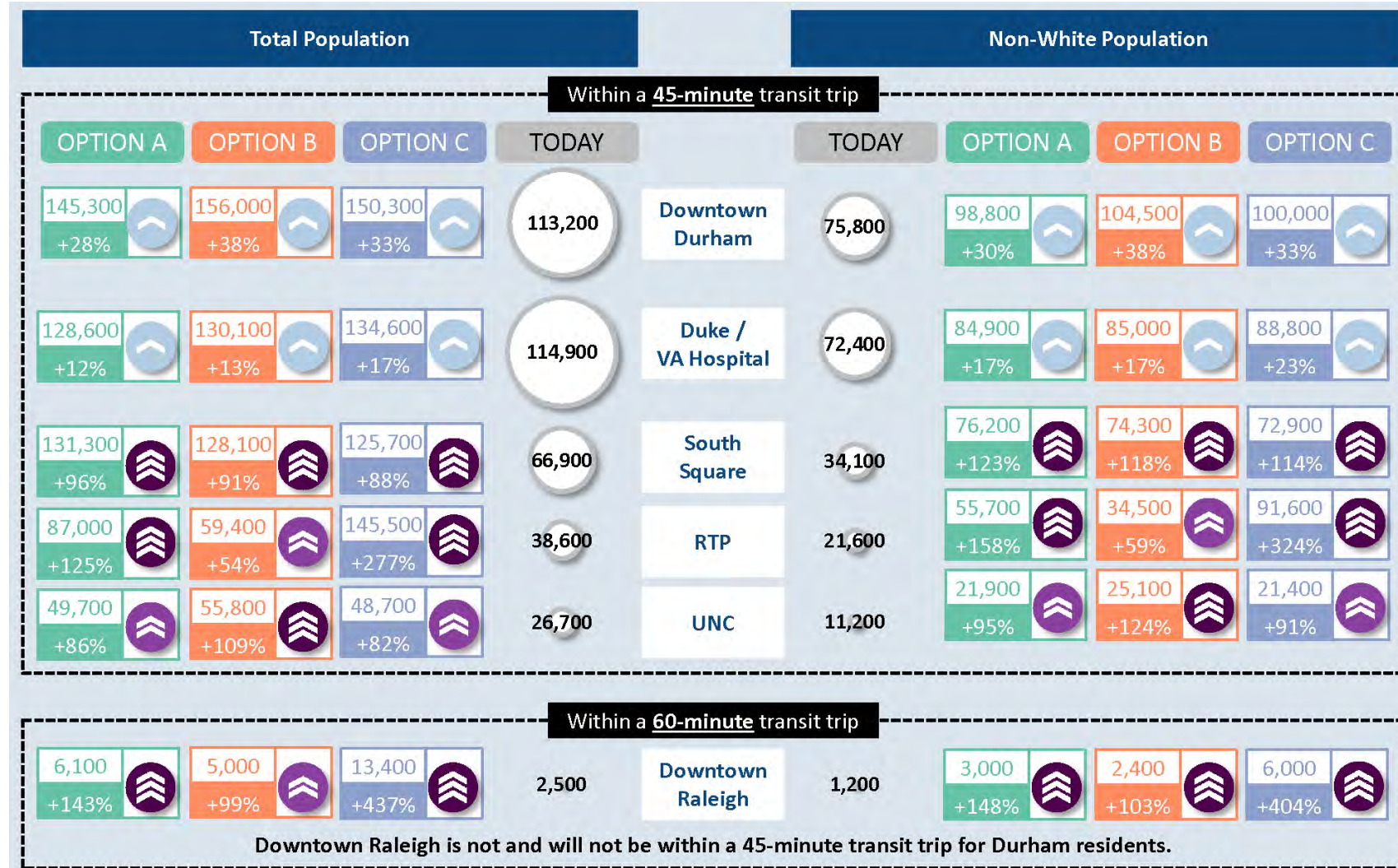
LEGEND

Percent change
from existing

 Less than 50%

 50% to 100%

 More than 100%



Next Steps

Development of the Preferred Transit Alternative

1

Analyze Outreach Results

2

Outreach Results and Technical Analysis used by Technical Team in Development of Financially Constrained Preferred Alternative

3

Public Comments on Preferred Alternative

4

Final Transit Plan Adoption

Project Timeline



Transit Plan Governance Study

- Durham and Orange Counties need new Interlocal Implementation Agreements and new policies and procedures to reflect the priorities of the new transit plans
- Core Principle: Increase Community Trust
 - Create a clear and efficient governance structure that ensures that the counties' priorities are funded and implemented.
 - Establish new oversight and accountability processes.
- September/October: 18 Interviews with 70+ stakeholders
- November: Joint Workshop
- Winter: Reports, additional staff and elected official workshops
- New ILA to be recommended with the final Transit Plan



Durham Transit Plan

Durham County Transit Plan Summary – Outreach Phase III

September 2022

Adopting Agencies



Partnering Agencies

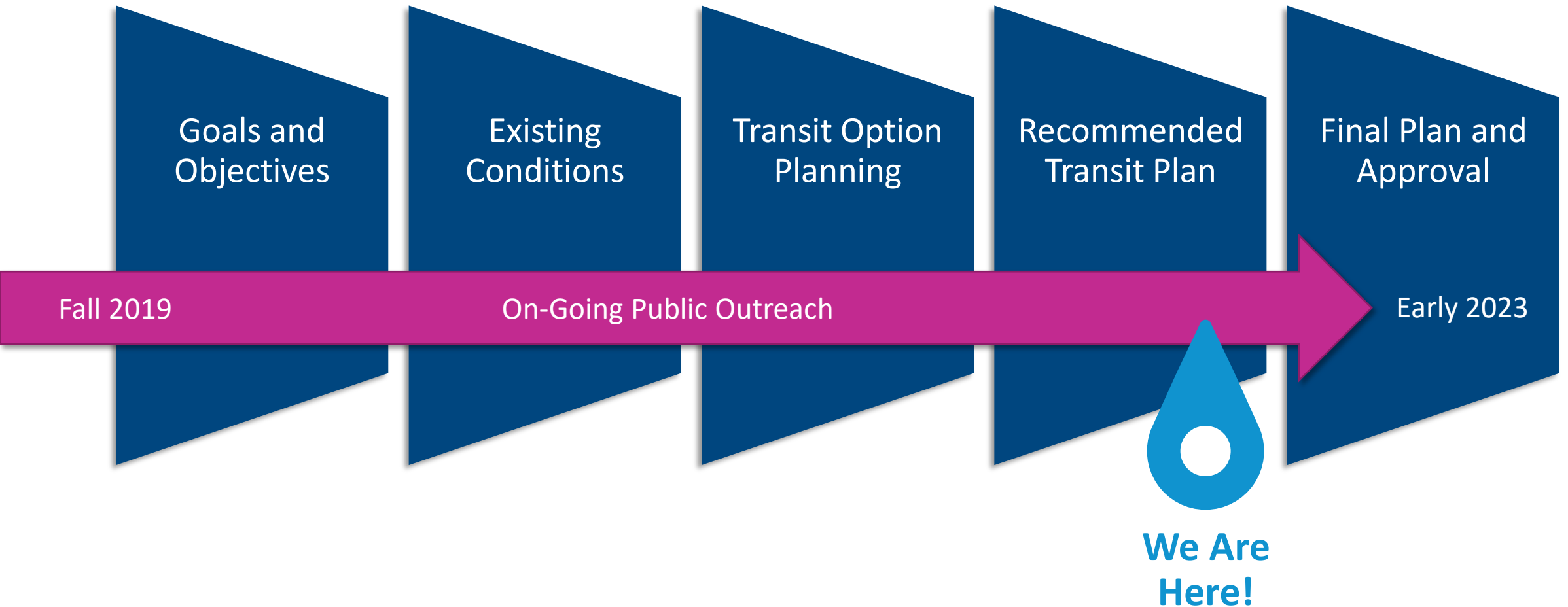


What is the Durham County Transit Plan?

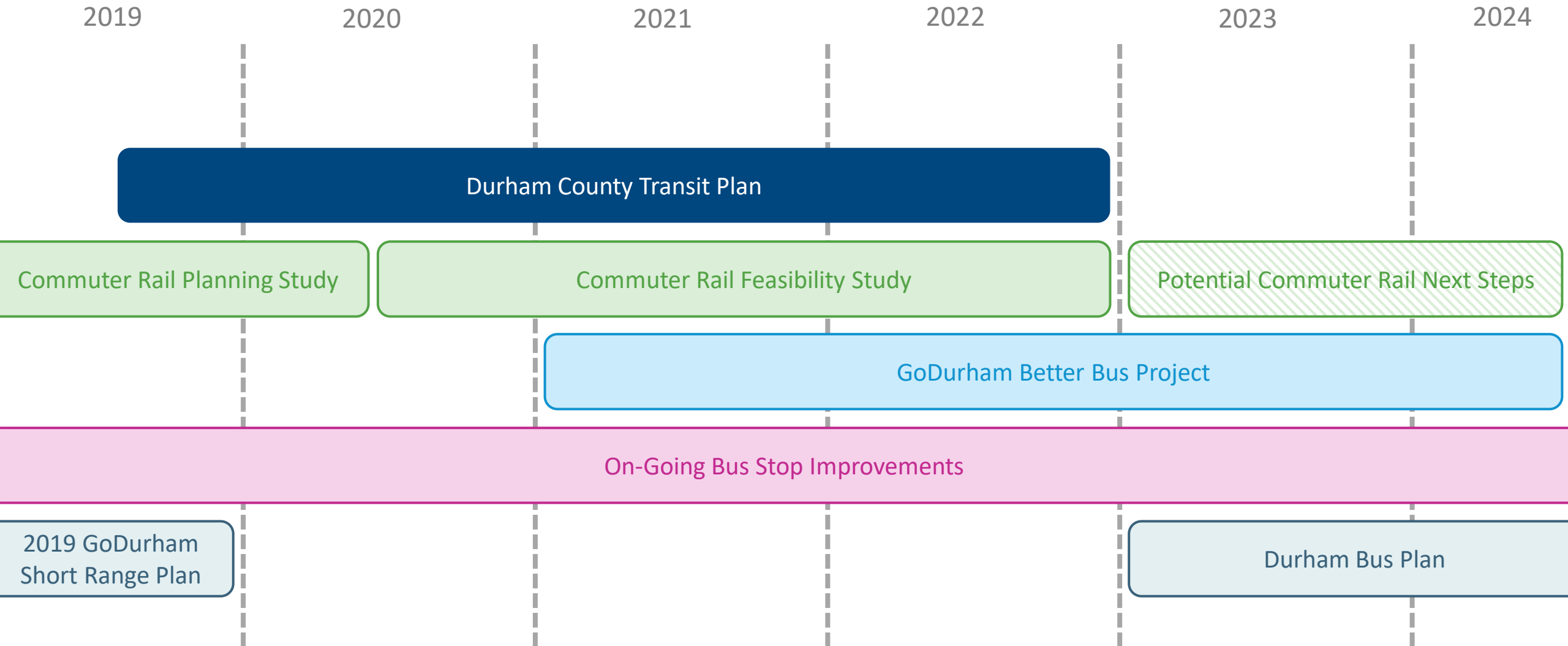
The Durham County Transit Plan is an investment plan for the public transportation (transit) system in the County. The plan will decide how we invest, spend, expand, and prioritize our public transit system using sales tax and fee revenues raised in Durham County.

In 2011, Durham County voters approved a half-cent sales tax to fund public transit improvements in Durham. This Transit Plan update is required by State law to determine how to use the transit sales tax funds for transit expansion over the next 20 years, through 2040. This plan does not include all transit or transportation revenues in Durham.

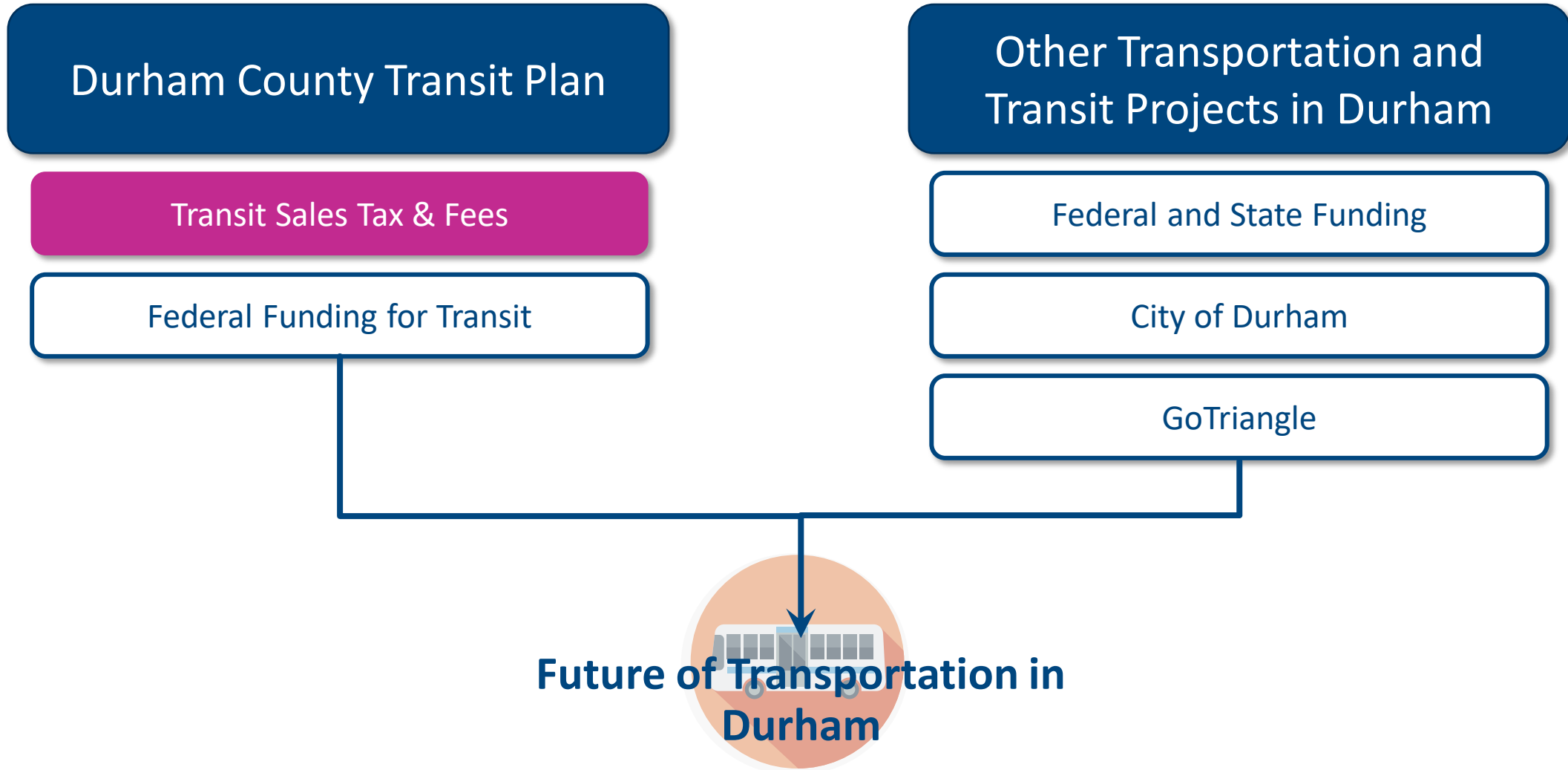
The Durham County Transit Plan Process



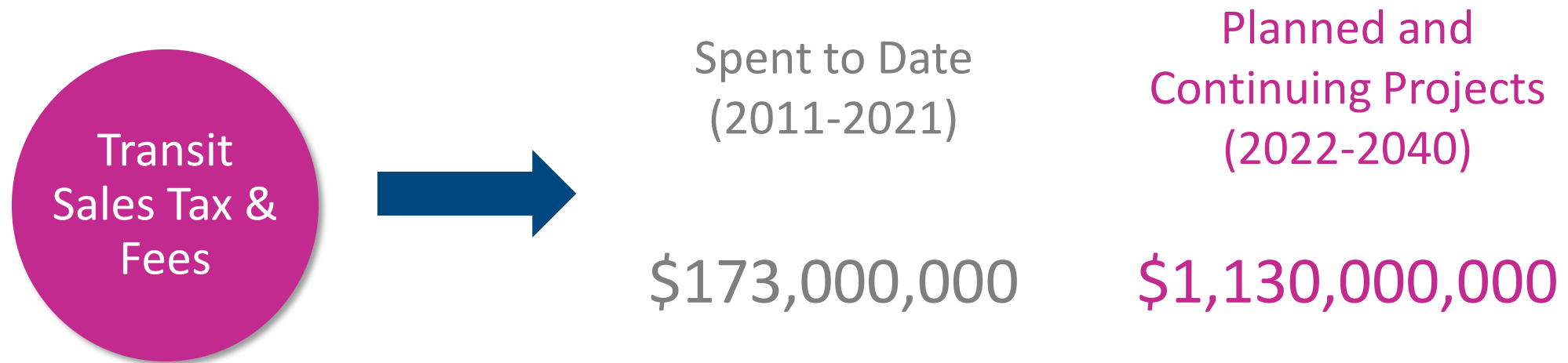
Concurrent Planning Processes



There are Multiple Funding Sources for Transit in Durham



Financial Breakdown of the Durham County Transit Plan Revenues



Notes:

Totals include only the Durham share of project costs

Total Spent to Date includes **Durham's share** of Durham-Orange Light Rail (DOLRT) cost was \$126M

Total DOLRT project cost including Orange County share was \$157M

DOLRT is discontinued and not associated with Commuter Rail

Recommended Transit Plan – Key Themes

Improve the Current System	More Projects Sooner	Connect the Region with Quick and Reliable Service	Better Experience at Stops and Stations
More 15-minute bus service	Bus stop improvements	Next steps for commuter rail connecting Durham and Wake counties	Bus stop improvements
Evening/weekend service	GoDurham and GoTriangle Paratransit (ACCESS) study and improvements	Better on-time performance of buses	Safer access to bus stops
More crosstown routes	GoDurham Connect (Microtransit) zones	Transit signal priority for buses	Improve Transit Centers

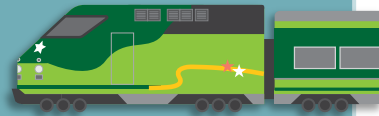
Recommended Transit Plan

Enhance and Extend Bus Service



Improves all GoDurham routes to come every 30 minutes or sooner (some routes coming every 15 minutes), extends service to run later at night during the week and weekends, and certain GoTriangle routes come more often and run later at night.

Commuter Rail



Includes Durham County's financial contribution to build and begin running the commuter rail between Durham County and Wake County.

Bus Stop Improvements & Transit Centers



Enhances existing bus stops and transit centers with accessible landing pads at all stops, and benches, shelters, signage, lighting, and sidewalks at certain bus stops.

More Routes Going More Places



Adds new crosstown routes to go more places, sponsors vanpools, and adds GoDurham Connect (microtransit) zones.

Faster, More Reliable Bus Service



Includes projects to help buses stay on schedule such, as traffic signal improvements, bus-only lanes, and a study for potential bus rapid transit (BRT).

Paratransit Improvements

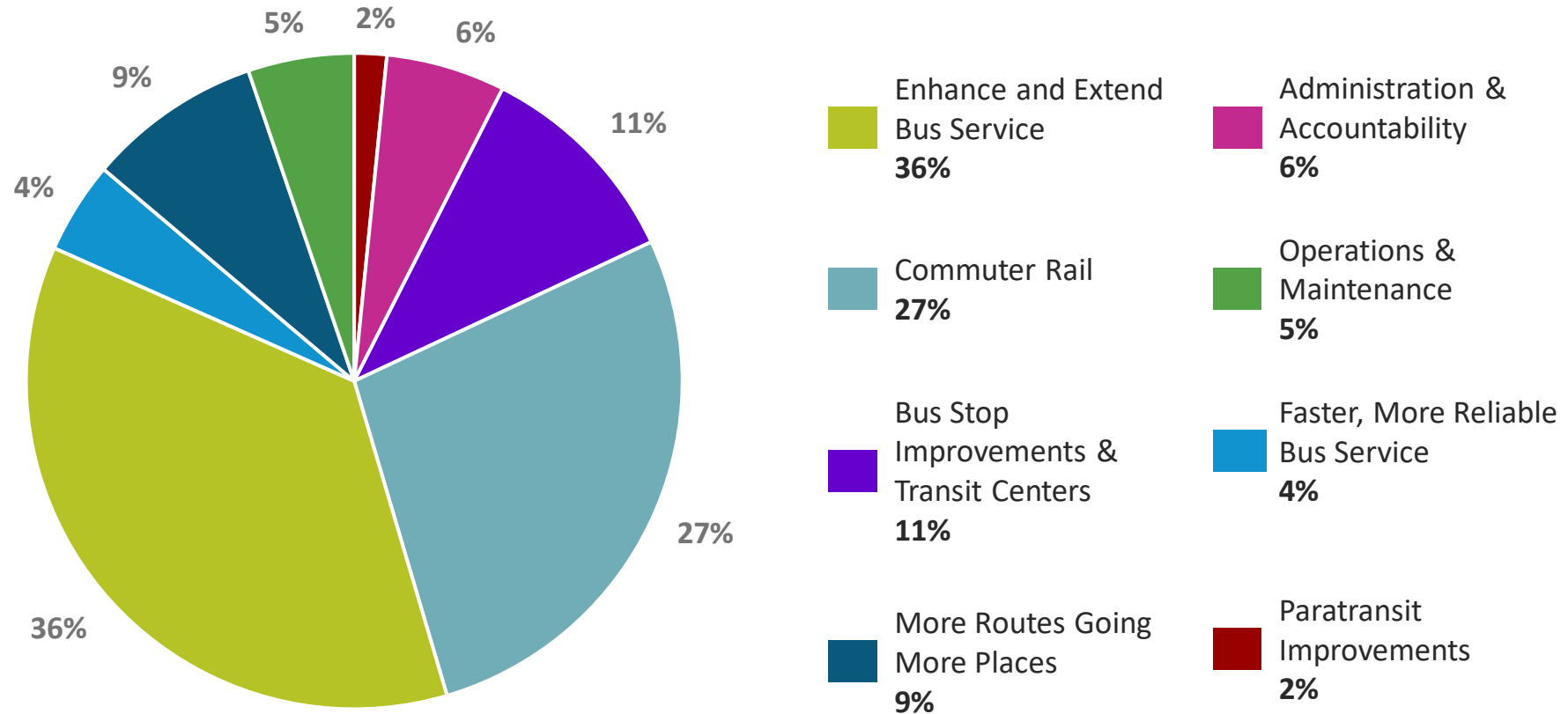


Includes GoTriangle and GoDurham paratransit (ACCESS) service improvement study, further improvements/expansion, and food access for seniors shuttle.

What is Included in the Recommended Transit Plan

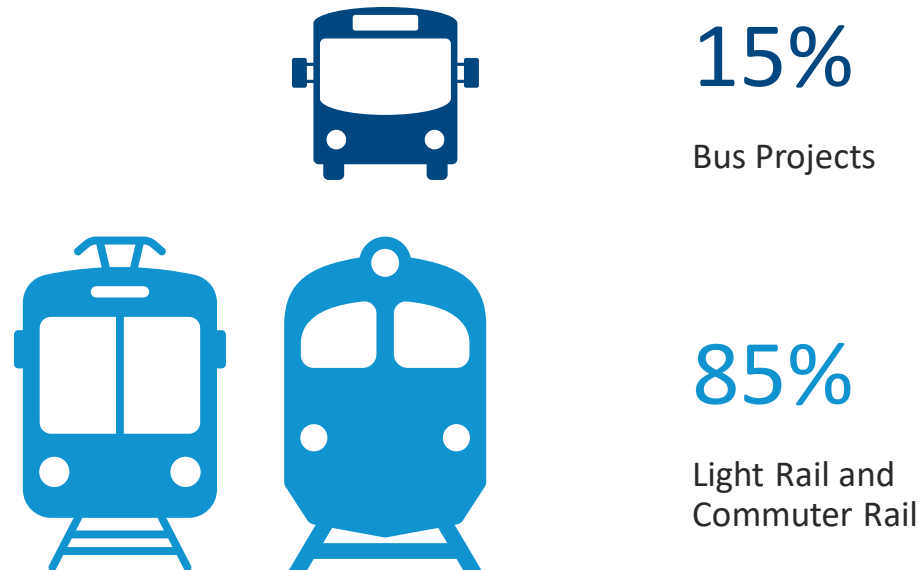
Projects were grouped into buckets based on the public priorities from the first and second phases of outreach.

The following slides show—in more detail—what is included in each bucket.

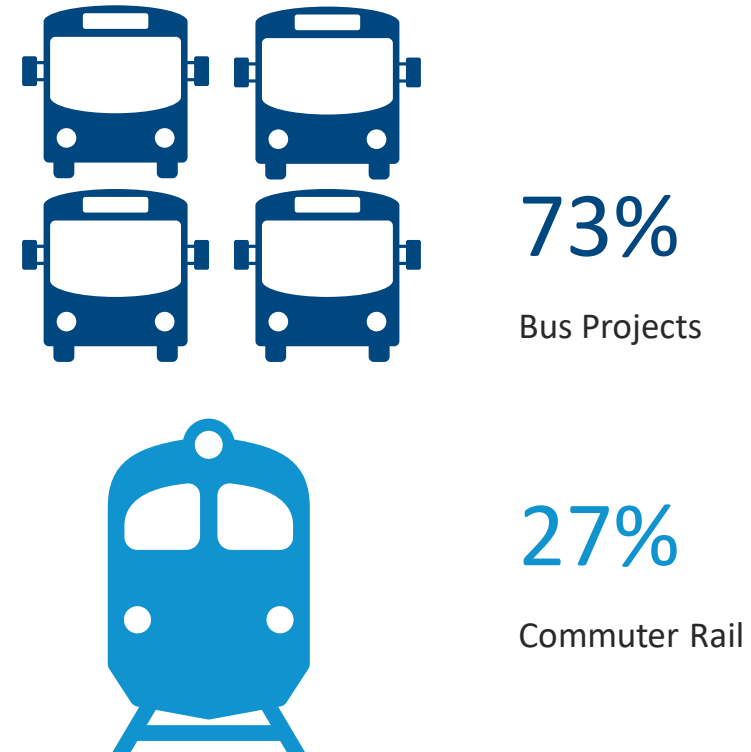


What is Included in the Recommended Transit Plan

2017 Durham Transit Plan



2022 Durham Transit Plan



Phase III Outreach

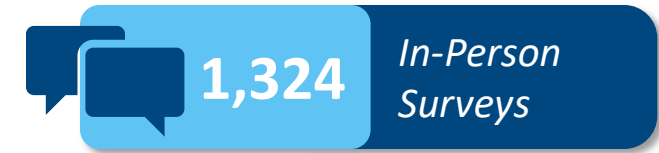
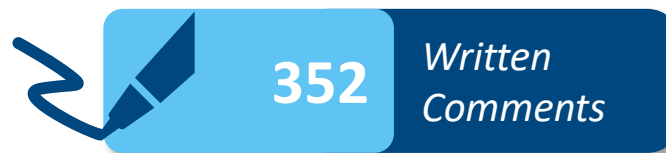
Third Survey

July 8, 2022 - August 19, 2022



Durham
Transit Plan

Survey III Overview



What were participants asked?

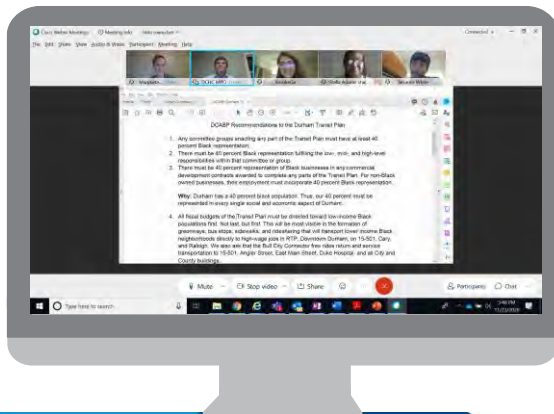
- 1) Identify project types that participants like about the recommended transit plan
- 2) Identify additional projects that should be considered if new or additional funding became available
- 3) Share any other thoughts about public transportation in a written comment

How were responses collected?

- 1) Online and In-Person surveys
- 2) Engagement Ambassadors
- 3) Stakeholder Interviews
- 4) Public workshop

Types of Engagement Methods

- Online and In-Person Survey
- Engagement Ambassador Outreach
- Stakeholder Interviews
- Public Workshop



Overview of Demographics

Phase I

All survey respondents

673

9%

10%

96%

21%

50%

Phase II

All survey respondents

2,342

10%

22%

88%

41%

51%

Phase III

All survey respondents

2,152

15%

25%

93%

59%

48%

Total number of responses

Self-identified as someone with a disability

No vehicle households

Primarily speak English at home

Households that make less than \$50,000

Identified as transit riders

Phase III Demographics by Select Groups

Total

People of Color

Daily Transit Rider

Daily + Weekly Transit Rider

All survey respondents

Survey respondents who identified as Asian or Asian American, American Indian or Alaska Native, Black or African American, and/or Native Hawaiian or other Pacific Islander.

Survey respondents who take transit every day

Survey respondents who take transit every day or a few times a week

2,152

1,301

306

605

Total number of responses

15%

3%

10%

7%

Self-identified as someone with a disability

25%

33%

67%

44%

No vehicle households

93%

95%

88%

90%

Primarily speak English at home

59%

43%

33%

36%

Households that make less than \$50,000

48%

54%

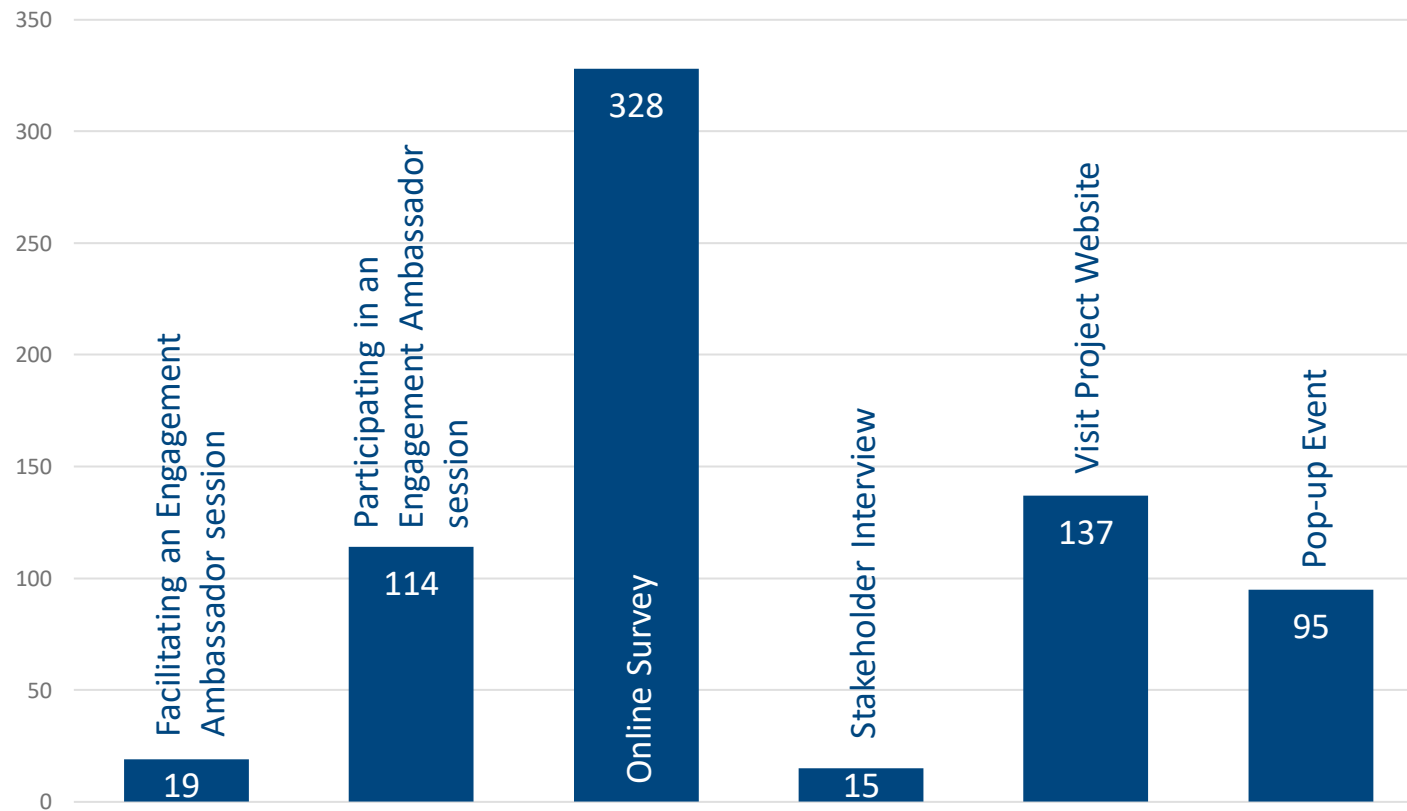
100%

100%

Identified as transit riders

Staying Engaged

What opportunities have you participated in?



243 participants
have participated at an in-person
event in the past two years.





Example Format of Survey Response Summaries


The survey summary will show the top responses in the three categories, or “focus groups:”

Question

Legend

 Moved up in priority

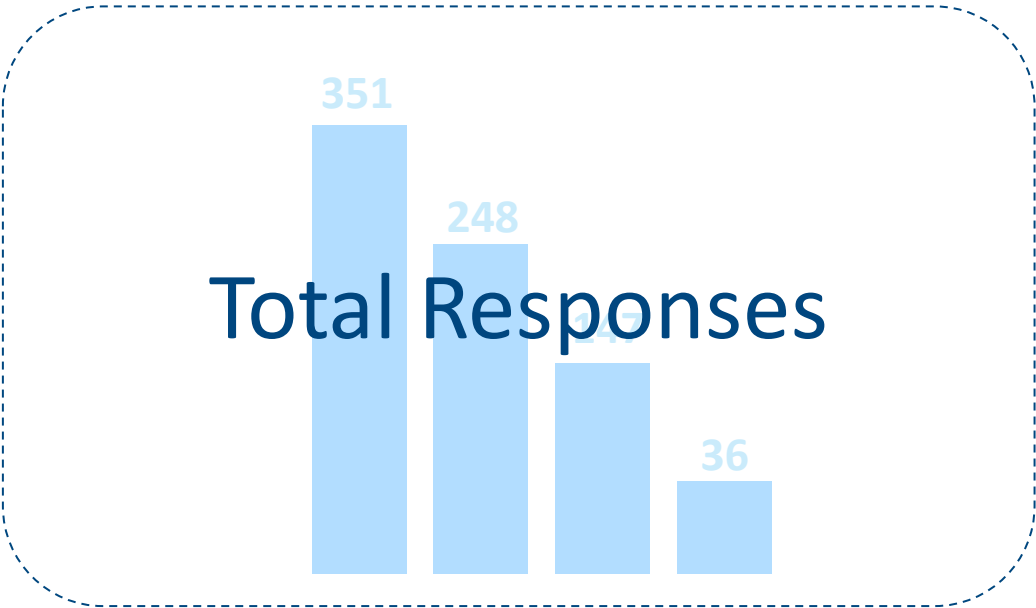
 Moved down in priority

 Stayed the same

Changes from Total by Focus Group

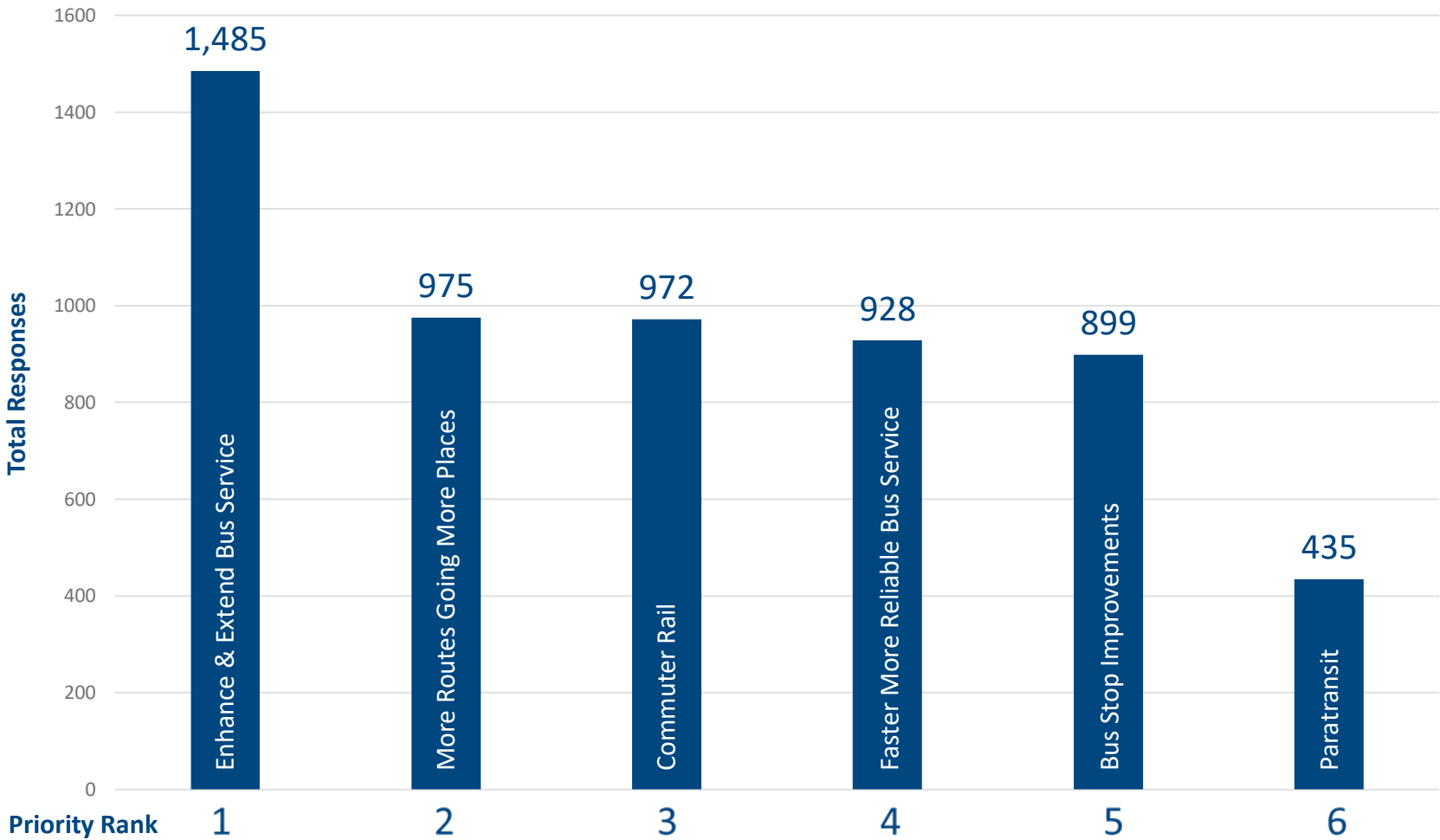
Persons of Color	1	 3	 2	4
Daily Transit Riders	 2	 1	3	4
Daily + Weekly Transit Riders	 4	2	 1	 3

Number indicates the priority rank in each group and shape shows if it changed or stayed the same from the total

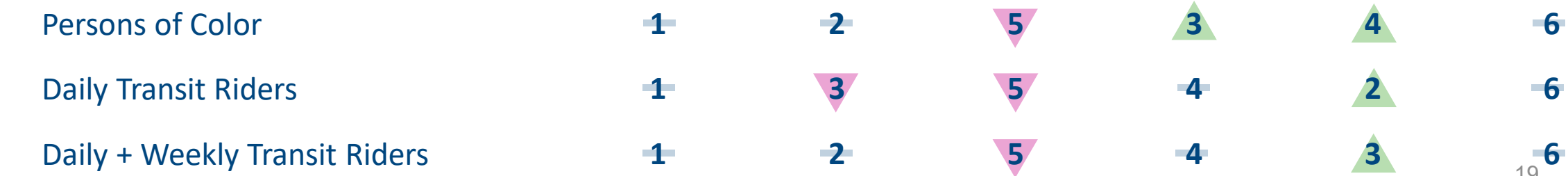


What do you like the most about the recommended transit plan

(Choose up to three)



Changes from Total by Focus Group

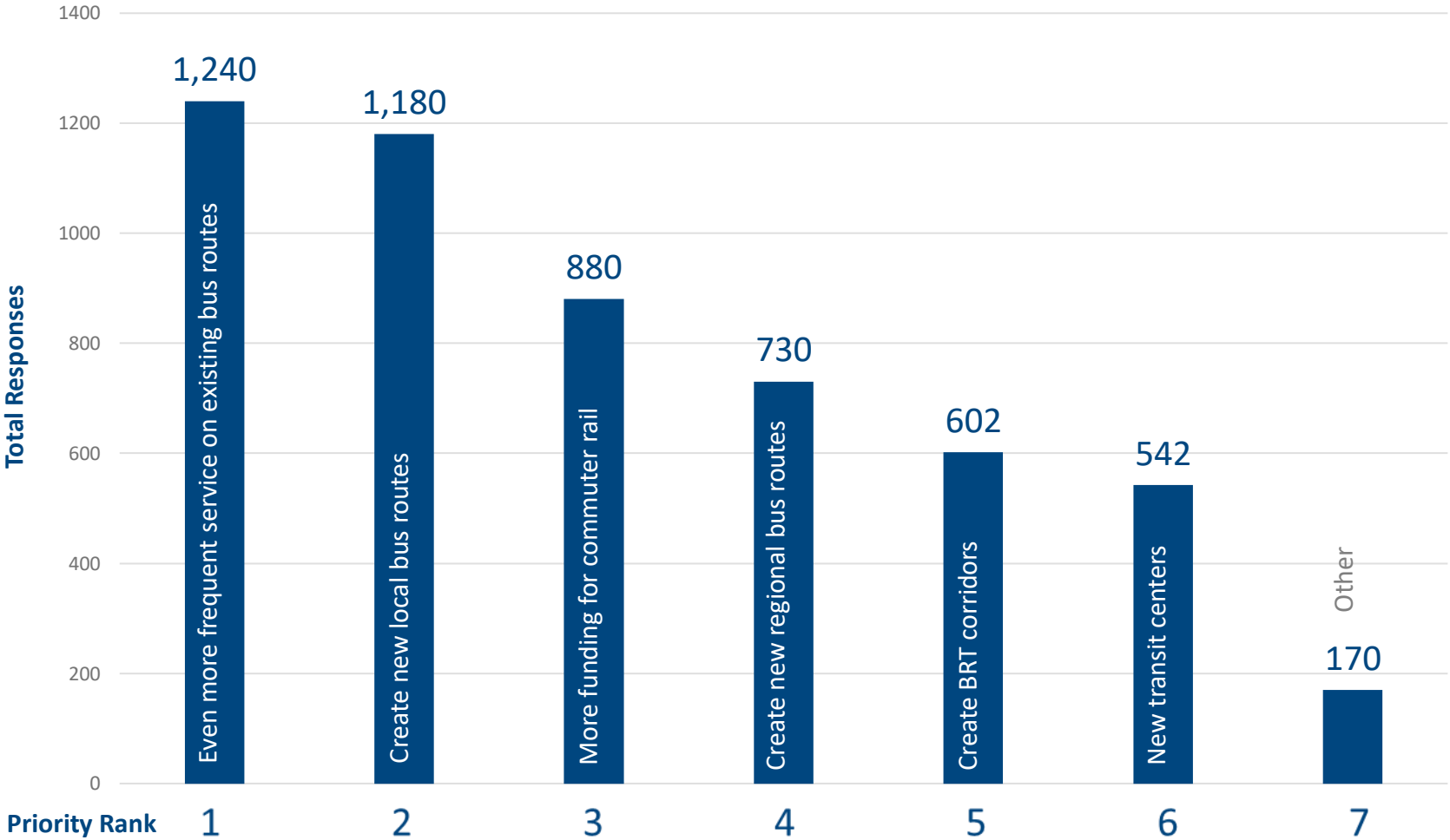


If funding becomes available in the future, what else should be considered?

(Choose up to three)

Legend

- Moved up in priority
- Moved down in priority
- Stayed the same



Changes from Total by Focus Group

Persons of Color	1	2	4	3	6	5	7
Daily Transit Riders	1	2	4/5	3	6	4/5	7
Daily + Weekly Transit Riders	1	2	5	3	6	4	7

Other Comments



350+ comments

were recorded as part of the Phase III Durham County Transit Plan survey.



What is Next

- Incorporate public feedback into the final Durham County Transit Plan and develop the final report - October
- Adopt the Transit Plan Governance Study Implementation Agreement – November/December
- Present the final Durham County Transit Plan, release for public comment, and hold a joint public hearing – November/December
- Adopt the Durham County Transit Plan - January
 - Durham County Board of Commissioners
 - DCHC MPO Board
 - GoTriangle Board of Trustees

PUBLIC COMMENTS

Hello, as a long-time Durham resident and recently retired commuter to Raleigh, I urge the County to use our transit dollars wisely by studying BRT as a viable alternative to rail. In my former capacity as design director for the North Carolina Museum of Art, I worked with many in Wake County planners and office-holders and understand their ambitions for rail. But as a politically disconnected region, Durham's is a different situation, entirely.

With our much more limited tax base and geographic challenges, I strongly urge the county to study using our transit funds to aggressively improve and expand low cost, high frequency bus service on improved lanes heading east and to Chapel Hill as phase one, expanding to new opportunity zones thereafter. The existing road infrastructure should be regarded as a valuable asset to build upon, rather than ceding it to single-car-lanes only.

I have read Bike Durham's position and agree 100% with their reasoning in this recent post (I am not affiliated).

https://bikedurham.org/news?link_id=0&can_id=ba84f1dad11e66362000a22a7e28e374&source=email-today-is-transit-equity-day&email_referrer=email_1807119&email_subject=today-is-transit-equity-day

Please consider thinking with innovation - using our limited resources to accomplish a smarter and achievable plan for Durham.

Thank you,
Dan Gottlieb
Gottddan@gmail.com

Good morning! After reading the proposed transit plan, I'm wondering if there has been consideration of keeping the free bus service that's been available to Durham residents during the pandemic? It seems to me that this would be the greatest benefit that the City of Durham could offer its residents. What would need to happen to make this possible?

Jan Williams
526 Clarion Dr.
Durham, NC 27705

Hi,

I agree with everything in the report, especially the 15 minute frequency on the 4 and 700. I couldn't find it in the report, but it looks like the map includes a new Main Street connector.

I would just like to add emphasis to the bus stop improvements: in the context of summer weather, sidewalks are good, covered shelters are great, but shade trees are the only way to make those walks tolerable (they also help slow traffic, reduce pollution, reduce road damage from heat). Also, as far as prioritizing sidewalks, try walking to the museum of life and science from the 1, It's doable but we are expecting kids to go there, right? The walk from the 4 is not much better.

Best,

Andrew
1016 Burch Ave

iOS typed that so, credit/blame AI

Hello!

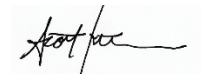
I have read the proposed transit plan, and I am left wondering about bus ridership costs. I believe that during the pandemic, local buses have been free. If that is correct, has thought been given to continuing free service? That might be the number one option that Durham citizens would prefer. Or at least using some of the funding to provide a reduced fee after June, 2023. Perhaps this is in the proposed plan, and I just missed it. I'd love a reply back if that's possible.

Thank you,
Jan Williams
526 Clarion Dr

Sent from my iPhone

On behalf of over 350 companies in Research Triangle Park, the Research Triangle Foundation of North Carolina ("RTF") supports the proposed Plan. It is practical and responsive to improve the immediate need for Durham County residents to better access the thousands of jobs that are being generated in our Region and also provides flexibility to make future investments in major new regional rail and/or bus rapid transit projects as they become feasible. This is a thoughtful and flexible strategy. RTF is committed to continue our partnership with Triangle transportation agencies to create a robust regional transportation network to serve our communities.

Sincerely,
RESEARCH TRIANGLE FOUNDATION OF NORTH CAROLINA



Scott Levitan, President and CEO

Scott Levitan
President and CEO



D: 919-433-1661 M: 410-916-2241

E: levitan@rtp.org W: rtp.org

Research Triangle Foundation of NC
800 Park Offices Drive, P.O. Box 12255
Research Triangle Park, NC 27709



Check out our [2022 Community Impact Report!](#)

Hi team,

The transit plan looks great. As a hybrid worker living off of Holloway street who has to occasionally commute to Duke University Hospital, the improved service would be a huge help in reducing how often I have to drive to the hospital or downtown.

My other feedback is that it isn't clear what is entailed in a 'bus transit corridor' along Holloway St/Route 3, and there don't appear to be many references or proposals for improving cycling infrastructure.

Keep up the great work!

Josh Weatherman
908 Park Ave

Dear Durham County Commissioners, City Council members, GoTriangle board members, DCHC Board members, and members of the Durham legislative delegation,

Comments on the draft final Durham County Transit Plan

Bike Durham appreciates the investment in authentic community engagement, and the recommendation to put the needs of current transit riders at the front of the draft final Durham County Transit plan. More than \$800 million (74%) of the recommended investments accomplish those goals. We believe that these investments, including increasing bus service frequency, running service later on weekends, and new crosstown routes that will shorten travel times, will make a real difference in the lives of current riders. We support the investment in bus stop shelters and safe access to those stops, in improvements to the speed and reliability of bus services, and in the study to bring Bus Rapid Transit to Durham. We also support the funding of a study of the needs of the paratransit service for those whose disability keeps them from using the bus; funding the costs of paying increased wages to operate and maintain a growing transit system; and providing staff resources to increase the accountability for whether these dollars are being spent effectively.

This is Not Enough

This is an important start on transforming our public transit system to one that creates more opportunities for riders as we make a transition to a clean, safe transportation system for everyone. **However, it is not enough.** For all the investments recommended in improving our bus systems, other improvements are left out:

This plan leaves many critical bus routes unfunded, meaning that travel times will remain too long and services will remain too infrequent for too many people.

- The plan doesn't show a commitment to electrifying the entire bus fleet.
- The plan does not make a commitment to keep zero fares.
- The plan does not show how sidewalk connections, or the [Better Bus Project](#) recommendations on Holloway and Fayetteville Streets and other locations throughout the city, will be fully funded.
- Finally, the plan does not show a viable option for how riders will experience fast, reliable, and frequent regional transit service between Durham and opportunities in RTP, Cary, and Raleigh, or Chapel Hill.

Comments related to the Commuter Rail Feasibility Study

Bike Durham is strongly supportive of fast, reliable, and frequent regional transit services between Durham and opportunities in RTP, Cary, and Raleigh. And we understand the desire to bring rail service to the Triangle. However, the Commuter Rail project that has been studied would not be reliable or frequent because it would only offer two trips in the middle of the day, two trips at night, and no service on weekends. This would not be useful for people who work jobs other than 9-to-5'ers, nor for getting to cultural or entertainment opportunities. We are disappointed that options for frequent all-day, all-week service have not been studied to this point in time.

GoTriangle has only been studying rail service in the existing rail corridor, and that is limited to what the North Carolina Railroad and Norfolk-Southern Railway will allow. At this point in time, these entities have not even agreed to participate in an evaluation of the feasibility of frequent, all-day service in the corridor. This is why GoTriangle has only been evaluating Commuter Rail service levels (eight trips in the morning, two in the middle of the day, eight in the afternoon, and two at night - weekdays only). They have recently presented the results of their [Commuter Rail Feasibility Study](#) and are also soliciting public comments right now.

The project is estimated to cost \$3.2 billion and carry about 12,000 daily person trips by 2040. At this cost and this level of ridership, GoTriangle has determined that the project is unlikely to be eligible for the Federal funding source that often pays about 50% of major project costs. The Durham segment of the corridor between RTP and West Durham is estimated to cost about \$1.6 billion due to the need for an additional set of tracks and complicated designs for the east Durham railyard and several street crossings. The draft final Durham County

Transit Plan recommends reserving 26% of the revenues through 2040 for a regional connection, or about \$290 million. That leaves a BIG gap - upwards of \$1.3 billion - to build a project that doesn't even have the service levels that we need. Until Durham and Wake have new robust local transit tax options available to build the full project and operate frequent service, this rail project in Durham is not viable.

Wake County has a stronger tax base and could afford to build either the leg from Garner to downtown Raleigh, or from downtown Raleigh to RTP without Federal funding. If Wake County is inclined to commit money to the central segment, **Durham leaders should not spend any transit tax revenues to extend the service beyond RTP until we can fully fund a frequent connection all the way to West Durham.**

Here's why:

- It would not provide any new access benefits for current riders or those using transit to access the opportunities east of RTP. For the foreseeable future, an Ellis Road station would be predominantly a park-and-ride location, not a walk-to-transit location. Current riders going to opportunities east of RTP would still make bus connections at an RTP station since GoTriangle would not relocate their regional transit center to Ellis Road.
- It would consume most, if not all, of the \$290 million recommended to be reserved for regional transit connections in the draft final Durham County Transit Plan. We still would need to raise more than \$1.3 billion in order to build out a fast, frequent, and reliable regional transit connection from east Durham, downtown Durham, and west Durham.
- GoTriangle's evaluation is that there is a significant level of risk that the project might ever get completed. In order to build and operate the studied service, GoTriangle would need agreement from North Carolina Railroad, Norfolk Southern Railway, CSX Railway, and Amtrak. These negotiations usually take years, are unpredictable, and sometimes fail. Charlotte thought they had an agreement with Norfolk Southern to purchase a corridor for the proposed Red Line project, when Norfolk Southern changed their mind. That was in 2013.
- There are other, feasible opportunities to provide fast, frequent, and reliable transit service to key regional destinations that can be accessed from more parts of Durham.

Another Path to Regional Transit Connections

Though a rail connection is not viable for Durham at this point in time, we must still find solutions to improve regional transit connections between Durham, RTP, Cary, and Raleigh, or Chapel Hill. As housing prices rise in Durham, demand is growing for connections to other communities like Butner, or Graham, or even Oxford. Bus connections should be pursued now that increase the frequency of express service between central Durham, downtown Raleigh, and UNC/Chapel Hill. We should be studying investments that make it possible for these buses to bypass traffic with wider freeway shoulders, priority at traffic signals, and bus only ramps for easy on-off at key

stops. We should also be studying high quality bus rapid transit services where buses have dedicated lanes and stops that are similar to rail stations. This can be a progression of steps over time that starts now and improves as our communities are ready and can afford them.

We urge you to work together with your colleagues throughout the region, and throughout the state, building support for greater funding options for transit. We can only achieve our vision for excellent transit with more local and state revenues.

Our recommendations for Durham's elected leadership:

- Durham leaders should support Wake County in their decision about whether to pursue one of the two eastern segments with Wake County funds, but **you should not support spending Durham transit tax revenues to extend this project to the west beyond an RTP station.**
- Durham staff should be directed pursue state and federal funding for projects that would make at-grade crossings and rail bridges safer for everyone in Durham and make it less expensive to pursue a regional rail project in the future.
- Durham, and the region, should evaluate transit service and infrastructure improvements that can be made in the next few years with bus service to provide more frequent access between Durham, RTP, Cary, and Raleigh, or Chapel Hill. This includes evaluating how to make bus rapid transit work as an alternative to rail service.
- You should work with colleagues across the state, including non-profit advocates and business leaders, to educate NC legislators about the need for additional investment in transit operations and infrastructure.

Thank you for reading and considering our comments and recommendations.

Sincerely,

John Tallmadge (he/him/his)

Executive Director

Bike Durham

919.672.3862

Public Information,

I support fast, reliable, and frequent transit connections within Durham County and regionally and urge you to support investments in viable bus-based options. I urge you not to spend transit tax money on the commuter rail. We should evaluate transit service and infrastructure improvements that can be made in the next few years with bus service to provide more frequent access between

Durham, RTP, Cary, and Raleigh, or Chapel Hill. This includes evaluating bus rapid transit as an alternative to rail service.

Sjur Hamre
sjur.hamre@duke.edu
1600 Anderson St
Durham, North Carolina 27707

Public Information,

I support fast, reliable, and frequent transit connections within Durham County and regionally and urge you to support investments in viable bus-based options. I urge you not to spend transit tax money on the commuter rail. We should evaluate transit service and infrastructure improvements that can be made in the next few years with bus service to provide more frequent access between Durham, RTP, Cary, and Raleigh, or Chapel Hill. This includes evaluating bus rapid transit as an alternative to rail service.

Nancy Cox
nancy@bikedurham.org
1108 Infinity Road
Durham, North Carolina 27712

Public Information,

I support fast, reliable, and frequent transit connections within Durham County and to Wake and Orange counties and urge you to support investments in viable bus-based options. I urge you to oppose wasting Durham transit tax money trying to get a commuter rail service to Ellis Road now, before we have a viable plan for funding a frequent connection all the way to west Durham.

Durham staff should pursue state and federal funding for projects that would make at-grade crossings and rail bridges safer for everyone in Durham and make it less expensive to pursue a regional rail project in the future. Durham, and the region, should also evaluate transit service and infrastructure improvements that can be made in the next few years with bus service to provide more frequent access between Durham, RTP, Cary, and Raleigh, or Chapel Hill. This includes evaluating bus rapid transit as an alternative to rail service.

Hope Shand
hope.shand@gmail.com
915 Virgie St
Durham, North Carolina 27705

Public Information,

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Keri Stephens
keri.stephens1@gmail.com
503 North Maple Street
DURHAM , North Carolina 27703

Public Information,

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Caroline Sévilla
caronyna@msn.com
4 allée marc chagall
Champs sur marne, Île-de-France 77420

Public Information,

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Marie Hill Faison
mhillfaison@aol.com
202 W Enterprise St
Durham, North Carolina 27707

Public Information,

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Emma Armstrong-Carter
emma.armstrongcarter@gmail.com
2708 Forest Creek Road
Chapel Hill, North Carolina 27514

Public Information,

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Adam Davis
adamarimba@gmail.com
13 St Elias Dr
Durham, North Carolina 27705

Public Information,

I use the GoDurham and GoTriangle bus system extensively, and so support fast, reliable, and frequent transit connections within Durham County and to Wake and Orange counties. I urge you to

support investments in viable bus-based options. I also urge you to oppose wasting Durham transit tax money trying to get commuter rail service to Ellis Road now, before we have a viable plan for funding a frequent connection all the way to west Durham.

Durham staff should pursue state and federal funding for projects that would make at-grade crossings and rail bridges safer now for cars, pedestrians and bike riders in Durham and reduce future costs for a regional rail project. Durham, and the region, should focus on evaluating transit service and infrastructure improvements that can be made in the next few years to provide more frequent access between Durham, RTP, Cary, Raleigh and Chapel Hill. This includes evaluating bus rapid transit as an alternative to rail service.

Tamara Johnson
tamara_mpls@yahoo.com
530 Foster Street
Durham, NC, North Carolina 27701

Public Information,

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Josh Poor
josh.poor@gmail.com
6009 Newhall Rd
Durham, North Carolina 27713

Public Information,

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Zena Lapp
zenalapp@gmail.com
1104 Clarendon St
Durham, North Carolina 27705

Public Information,

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Gary Gartner
ggartner@gmail.com
6 Scotland Pl,
Durham, North Carolina 27705

Public Information,

Hi folks!

-I love rail. Who doesn't? Trains are fun. I'm in fact one of those snobby New Yorkers who moved to Durham for a better life, and of course, I miss the subway. But trains are only fun if you can ride them to work, grab them in the middle of the day, and connect to a rich network of other transit options. Trains that run a little bit more frequently than the Amtrak are not really solving anything.

I've read the whole dang study. I've scoped out the budget and see that Durham is trying to put a lot of money behind buses. Let's take it to the finish line!! I dreamed a dream...of a protected rapid bus lane on 40, where I can sit in comfort and flip the double bird at everyone stuck in traffic. Please help me make this dream a reality. A train that runs once an hour, maybe, a decade from now, is a big beautiful dream but we also need more bus support now. Buses that run every 15 minutes. FREE

FARE FOREVER. (I've ridden the bus more since fares were lifted, and seen more people using the bus. It's just a good idea!)

In conclusion: Make buses sexy again! (sorry.)

Cosigning this message from Bike Durham below --

I support the projects in the Durham County Transit Plan that provide fast, reliable, and frequent transit connections within Durham County and to Wake and Orange counties. I urge you to support these investments in viable bus-based options.

I urge you to oppose spending money on a commuter rail before there is a viable strategy to make it frequent all the way to west Durham so that it is useful for current riders.

Joanna Rutter
rutterjoanna@gmail.com
2322 Stroller Ave
Durham, North Carolina 27705

Public Information,

I support fast, reliable, and frequent transit connections within Durham County and regionally and urge you to support investments in viable bus-based options. I urge you not to spend transit tax money on the commuter rail. We should evaluate transit service and infrastructure improvements that can be made in the next few years with bus service to provide more frequent access between Durham, RTP, Cary, and Raleigh, or Chapel Hill. This includes evaluating bus rapid transit as an alternative to rail service.

Ed Pikaart
edpikaart@gmail.com
749 9th Street, Unit 355
Durham, North Carolina 27705

Public Information,

A couple of years ago, before I had a car in Durham, I relied on GoDurham to get me to work. Because of infrequent scheduling and congested roads, it would routinely take 1-2 hrs each way for me to travel by bus between Duke Homestead and Southpoint. These problems can easily be solved with greater investment in frequency and dedicated bus infrastructure.

Commuter Rail is a flashy project that will do little to actually serve the people of Durham county. Our city and county would be far better served by cheaper and more flexible Bus Rapid Transit solutions.

I support fast, reliable, and frequent transit connections within Durham County and regionally and urge you to support investments in viable bus-based options. I urge you not to spend transit tax money on the commuter rail. We should evaluate transit service and infrastructure improvements that can be made in the next few years with bus service to provide more frequent access between Durham, RTP, Cary, and Raleigh, or Chapel Hill. This includes evaluating bus rapid transit as an alternative to rail service.

Mark Evans
mark@marktevens.me
1624 Kirkwood Dr
Durham, North Carolina 27705

Public Information,

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Alexandria Jarvis
heyzanda@protonmail.com
1413 WOODLAND DRIVE
DURHAM, North Carolina 27701

Public Information,

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Durham, RTP, Cary, and Raleigh, or Chapel Hill. This includes evaluating bus rapid transit as an alternative to rail service.

jacopo montobbio
jacopo@bikedurham.org
1007 Hale street
Durham, North Carolina 27705

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Daniel Fleming
danielfleming63@gmail.com
5114 Bridgewood Drive
Durham , North Carolina 27713

Public Information,

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Jared Martinson
jaredlee@gmail.com
3521 HAMSTEAD CT, Apt, Suite, Bldg. (optional)
Durham, North Carolina 27707

Public Information,

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Durham, RTP, Cary, and Raleigh, or Chapel Hill. This includes evaluating bus rapid transit as an alternative to rail service.

Omer Ali
omer.a.a.ali@gmail.com
181 S Harrison St, #B
Princeton, New Jersey 08540

Public Information,

I support the projects in the Durham County Transit Plan that provide fast, reliable, and frequent transit connections within Durham County and to Wake and Orange counties. I urge you to support these investments in viable bus-based options.

I urge you to oppose spending money on a commuter rail before there is a viable strategy to make it frequent all the way to west Durham so that it is useful for current riders.

Lauren Eaves
lauren.eaves1412@gmail.com
1234 BERKELEY ST
DURHAM, North Carolina 27705-3531

Public Information,

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I urge you to oppose spending money on a commuter rail before there is a viable strategy to make it frequent all the way to west Durham so that it is useful for current riders.

Bianca Quade
bianca_nq@yahoo.com
4600 University Dr
Durham, North Carolina 27707

Public Information,

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I urge you to oppose spending money on a commuter rail before there is a viable strategy to make it frequent all the way to west Durham so that it is useful for current riders.

andrea@eavesandrea.com
1401 Maryland Ave
Durham, North Carolina 27705

Public Information,

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Patricia Carstensen
pats1717@hotmail.com
58 Newton Drive
Durham, North Carolina 27707-9744

Public Information,

I support fast, reliable, and frequent transit connections within Durham County and to Wake and Orange counties and urge you to support investments in viable bus-based options. I urge you to oppose wasting Durham transit tax money trying to get a commuter rail service to Ellis Road now, before we have a viable plan for funding a frequent connection all the way to west Durham.

Durham staff should pursue state and federal funding for projects that would make at-grade crossings and rail bridges safer for everyone in Durham and make it less expensive to pursue a regional rail project in the future. Durham, and the region, should also evaluate transit service and infrastructure improvements that can be made in the next few years with bus service to provide more frequent access between Durham, RTP, Cary, and Raleigh, or Chapel Hill. This includes evaluating bus rapid transit as an alternative to rail service.

Peter Whitehead
pswhitehead3@gmail.com
2720 Owen Street
Durham, North Carolina 27703

Public Information,

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Michael Schwartz
mschwartzie@gmail.com
1011 W. Knox Street
Durham, North Carolina 27701

Public Information,

This is a critically important issue for the future of Durham.

I support fast, reliable, and frequent transit connections within Durham County and to Wake and Orange counties and urge you to support investments in viable bus-based options. I urge you to oppose wasting Durham transit tax money trying to get a commuter rail service to Ellis Road now, before we have a viable plan for funding a frequent connection all the way to west Durham.

Durham staff should pursue state and federal funding for projects that would make at-grade crossings and rail bridges safer for everyone in Durham and make it less expensive to pursue a regional rail project in the future. Durham, and the region, should also evaluate transit service and infrastructure improvements that can be made in the next few years with bus service to provide more frequent access between Durham, RTP, Cary, and Raleigh, or Chapel Hill. This includes evaluating bus rapid transit as an alternative to rail service.

Susan Lupton
susanlynnlupton@gmail.com
2109 W. Club Blvd
Durham, North Carolina 27705

Public Information,

Thank you for your work to improve our vital transportation routes in Durham. I'm writing today to voice my support for the projects in the Durham County Transit Plan that provide fast, reliable, and frequent transit connections within Durham County and to Wake and Orange counties. I urge you to support these investments in viable bus-based options. I am a bus rider and would be an even more frequent bus rider if we have more service and more priority for buses. I value the flexibility that a focus on buses will provide. Yes, buses aren't sexy like rail, but they're cheaper and more flexible. The routes can change as our growing city changes.

I urge you to oppose spending money on a commuter rail before there is a viable strategy to make it frequent all the way to west Durham so that it is useful for current riders. Even if this gets built, we'll be stuck or fixed with the route. I don't think we're ready for that, especially when the level of service that's provided isn't adequate for people to use this in a care-free (or car-free!) way.

Again, thank you for your consideration of divergent opinions to help improve the life of Durham residents.

Cynthia Bland
cynthiaraebland@gmail.com
12 Drummond Court
Durham, North Carolina 27713

Public Information,

I support the projects in the Durham County Transit Plan that provide fast, reliable, and frequent transit connections within Durham County and to Wake and Orange counties. I urge you to support these investments in viable bus-based options.

I urge you to oppose spending money on a commuter rail before there is a viable strategy to make it frequent all the way to west Durham so that it is useful for current riders.

Giancarlo Rodriguez
gianrd43@gmail.com
307 Hugo Street
Durham, North Carolina 27704

Public Information,

I support fast, reliable, and frequent transit connections within Durham County and to Wake and Orange counties and urge you to support investments in viable bus-based options. I urge you to oppose using Durham transit tax money trying to get a commuter rail service to Ellis Road now, before we have a viable plan for funding a frequent connection all the way to west Durham.

Durham staff should pursue state and federal funding for projects that would make at-grade crossings and rail bridges safer for everyone in Durham and make it less expensive to pursue a regional rail project in the future. Durham, and the region, should also evaluate transit service and infrastructure improvements that can be made in the next few years with bus service to provide more frequent access between Durham, RTP, Cary, and Raleigh, or Chapel Hill. This includes evaluating bus rapid transit as an alternative to rail service.

Jason Bennett
jasonfbennett@gmail.com
2911 Alabama Avenue
Durham, North Carolina 27705

Public Information,

Please do not spend Durham's transit tax money on the commuter rail plan. This rail plan would greatly under-serve a multitude of current public transit riders and infrastructure needs.

We should evaluate transit service and infrastructure improvements that can be made in the next few years with bus service to provide more frequent access between Durham, RTP, Cary, and Raleigh, or Chapel Hill. This includes evaluating bus rapid transit as an alternative to rail service.

Thank you,
Kathy Claspell
Durham NC

Kathy Claspell
kathy.claspell@gmail.com
1508 West Markham Ave
Durham, North Carolina 27705

Public Information,

I support fast, reliable, and frequent transit connections within Durham County and regionally and urge you to support investments in viable bus-based options. I urge you not to spend transit tax money on the commuter rail. We should evaluate transit service and infrastructure improvements that can be made in the next few years with bus service to provide more frequent access between Durham, RTP, Cary, and Raleigh, or Chapel Hill. This includes evaluating bus rapid transit as an alternative to rail service.

Patrick Kepler
Bpkepler@gmail.com

6705 Walnut Cove Dr, Raleigh NC 27603
Raleigh, North Carolina 27603-9112

Public Information,

I urge you to oppose spending money on expensive commuter rail, which would serve far fewer transit riders, in some distant future. Bus Rapid Transit should be expanded to serve all areas of Durham with electric buses, and far more safe bike paths should be built throughout Durham, a la Davis, CA and Amsterdam. This option would significantly reduce greenhouse gas emissions and be planet-friendly.

Louis Gadol
lou.gadol@gmail.com
1404 Country Club Drive
Durham, North Carolina 27712

Public Information,

I support the projects in the Durham County Transit Plan that provide fast, reliable, and frequent transit connections within Durham County and to Wake and Orange counties. I urge you to support these investments in viable bus-based options.

Even though I am usually a big supporter of rail travel improvements, and am a regular user of NC by Rail, I urge you to oppose spending money on a commuter rail before there is a viable strategy to make it frequent all the way to west Durham so that it is useful for current riders.

Jack Mitchell
jmitchell.nc@gmail.com
109 E Maynard Ave
Durham, North Carolina 27704

Public Information,

I support fast, reliable, and frequent transit connections within Durham County and to Wake and Orange counties and urge you to support investments in viable bus-based options. I urge you to oppose wasting Durham transit tax money trying to get a commuter rail service to Ellis Road now, before we have a viable plan for funding a frequent connection all the way to west Durham.

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frequent access between Durham, RTP, Cary, and Raleigh, or Chapel Hill. This includes evaluating bus rapid transit as an alternative to rail service.

Hillary Porter
hillarychristineporter@gmail.com
1020 Kent Street
DURHAM, North Carolina 27707

Public Information,

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I urge you to oppose spending money on a commuter rail before there is a viable strategy to make it frequent all the way to west Durham so that it is useful for current riders.

Onja Bock
gibreathe@yahoo.com
1716 Arrowhead Dr
Durham, North Carolina 27705

Public Information,

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I urge you to oppose spending money on a commuter rail before there is a viable strategy to make it frequent all the way to west Durham so that it is useful for current riders.

Tom Davis
twdavis27@gmail.com
2911 Friendship road
durham, North Carolina 27705

Public Information,

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I urge you to oppose spending money on a commuter rail before there is a viable strategy to make it frequent all the way to west Durham so that it is useful for current riders.

Lee Izlar
leeizlar@gmail.com
2017 Woodrow st
Durham, North Carolina 27705

Public Information,

I support fast, reliable, and frequent transit connections within Durham County and to Wake and Orange counties and urge you to support investments in viable bus-based options. I urge you to oppose wasting Durham transit tax money trying to get a commuter rail service to Ellis Road now, before we have a viable plan for funding a frequent connection all the way to west Durham.

Durham staff should pursue state and federal funding for projects that would make at-grade crossings and rail bridges safer for everyone in Durham and make it less expensive to pursue a regional rail project in the future. Durham, and the region, should also evaluate transit service and infrastructure improvements that can be made in the next few years with bus service to provide more frequent access between Durham, RTP, Cary, and Raleigh, or Chapel Hill. This includes evaluating bus rapid transit as an alternative to rail service.

Debby Teplin
alpine700@aol.com
2211 Hillsborough Road
Durham, North Carolina 27705

Public Information,

I support fast, reliable, and frequent transit connections within Durham County and regionally and urge you to support investments in viable bus-based options. I urge you not to spend transit tax money on the commuter rail. We should evaluate transit service and infrastructure improvements that can be made in the next few years with bus service to provide more frequent access between Durham, RTP, Cary, and Raleigh, or Chapel Hill. This includes evaluating bus rapid transit as an alternative to rail service. I have been a GoDurham bus rider since 2009, and am fully committed to bus transit.

Alice Poffinberger
alipoff@gmail.com
215 Erlwood Way Apt 101
Durham , North Carolina 27704

Public Information,

I support fast, reliable, and frequent transit connections within Durham County and regionally and urge you to support investments in viable bus-based options. I urge you not to spend transit tax money on the commuter rail. We should evaluate transit service and infrastructure improvements that can be made in the next few years with bus service to provide more frequent access between Durham, RTP, Cary, and Raleigh, or Chapel Hill. This includes evaluating bus rapid transit as an alternative to rail service.

Margaret Pikaart
margaret.pikaart@gmail.com
749, Ninth Street
Durham, North Carolina 27705

Public Information,

I support fast, reliable, and frequent transit connections within Durham County and regionally and urge you to support investments in viable bus-based options. I urge you not to spend transit tax money on the commuter rail. We should evaluate transit service and infrastructure improvements that can be made in the next few years with bus service to provide more frequent access between Durham, RTP, Cary, and Raleigh, or Chapel Hill. This includes evaluating bus rapid transit as an alternative to rail service.

Elizabeth Adams
elizabeth.a.adams@gmail.com
103 Larkspur lane
Cary, North Carolina 27513

Public Information,

I support the projects in the Durham County Transit Plan that provide fast, reliable, and frequent transit connections within Durham County and to Wake and Orange counties. I urge you to support these investments in viable bus-based options.

I urge you to oppose spending money on a commuter rail before there is a viable strategy to make it frequent all the way to west Durham so that it is useful for current riders.

Caroline Sévilla
caronyma@msn.com
4 allée marc chagall
Champs sur marne, île-de-France 77420

Public Information,

I support fast, reliable, and frequent transit connections within Durham County and to Wake and Orange counties and urge you to support investments in viable bus-based options. I urge you to oppose wasting Durham transit tax money trying to get a commuter rail service to Ellis Road now, before we have a viable plan for funding a frequent connection all the way to west Durham.

Durham staff should pursue state and federal funding for projects that would make at-grade crossings and rail bridges safer for everyone in Durham and make it less expensive to pursue a regional rail project in the future. Durham, and the region, should also evaluate transit service and infrastructure improvements that can be made in the next few years with bus service to provide more frequent access between Durham, RTP, Cary, and Raleigh, or Chapel Hill. This includes evaluating bus rapid transit as an alternative to rail service.

Hope Tyson
mhope.tyson@gmail.com
106 W Geer St
Durham, North Carolina 27701

Public Information,

I support the projects in the Durham County Transit Plan that provide fast, reliable, and frequent transit connections within Durham County and to Wake and Orange counties. I urge you to support these investments in viable bus-based options.

I urge you to oppose spending money on a commuter rail before there is a viable strategy to make it frequent all the way to west Durham so that it is useful for current riders.

Andrea Miele
animiele@gmail.com
2917 Beech Grove Drive
Durham, North Carolina 27705

Public Information,

I support the projects in the Durham County Transit Plan that provide fast, reliable, and frequent transit connections within Durham County and to Wake and Orange counties. I urge you to please support these investments in viable bus-based options.

I urge you to please oppose spending money on a commuter rail before there is a viable strategy to make it frequent all the way to west Durham so that it is useful for current riders. Instead let's see if we can make Bus Rapid Transit work regionally.

Thank you for considering my perspective and for all your many contributions to Durham.

Lanier Blum
lanier.r.blum@gmail.com
11 Upchurch Circle
Durham, North Carolina 27705-5629

Public Information,

I support fast, reliable, and frequent transit connections within Durham County and to Wake and Orange counties and urge you to support investments in viable bus-based options. I urge you to oppose wasting Durham transit tax money trying to get a commuter rail service to Ellis Road now, before we have a viable plan for funding a frequent connection all the way to west Durham.

Durham staff should pursue state and federal funding for projects that would make at-grade crossings and rail bridges safer for everyone in Durham and make it less expensive to pursue a regional rail project in the future. Durham, and the region, should also evaluate transit service and infrastructure improvements that can be made in the next few years with bus service to provide more frequent access between Durham, RTP, Cary, and Raleigh, or Chapel Hill. This includes evaluating bus rapid transit as an alternative to rail service.

Jasper Christie
c.jasperlena@gmail.com
37 Forest Green Dr
Durham, North Carolina 27705

Public Information,

I support fast, reliable, and frequent transit connections within Durham County and to Wake and Orange counties and urge you to support investments in viable bus-based options. I urge you to oppose wasting Durham transit tax money trying to get a commuter rail service to Ellis Road now, before we have a viable plan for funding a frequent connection all the way to west Durham.

Durham staff should pursue state and federal funding for projects that would make at-grade crossings and rail bridges safer for everyone in Durham and make it less expensive to pursue a regional rail project in the future. Durham, and the region, should also evaluate transit service and infrastructure improvements that can be made in the next few years with bus service to provide more frequent access between Durham, RTP, Cary, and Raleigh, or Chapel Hill. This includes evaluating bus rapid transit as an alternative to rail service.

Harriet Moulder
h.moulder2@gmail.com
406 E. Hammond St.
DURHAM, North Carolina 27704-4424

Public Information,

I support fast, reliable, and frequent transit connections within Durham County and regionally and urge you to support investments in viable bus-based options. I urge you not to spend transit tax money on the commuter rail. We should evaluate transit service and infrastructure improvements that can be made in the next few years with bus service to provide more frequent access between Durham, RTP, Cary, and Raleigh, or Chapel Hill. This includes evaluating bus rapid transit as an alternative to rail service.

Josie Campbell
josiescampbell@gmail.com
1113 9th St
Durham , North Carolina 27705

Public Information,

I support fast, reliable, and frequent transit connections within Durham County and regionally and urge you to support investments in viable bus-based options. I urge you to prioritize robust bus rapid transit services in our region over the proposed commuter rail, as its current plan as is fails to equitably support Durhamites. We should evaluate transit service and infrastructure improvements that can be made in the next few years with bus service to provide more frequent access between Durham, RTP, Cary, and Raleigh, or Chapel Hill. This includes evaluating bus rapid transit as an alternative to rail service.

Andres Otero
andyotero27@gmail.com
806 Shepherd Street, A
Durham, North Carolina 27701

Public Information,

I support fast, reliable, and frequent transit connections within Durham County and to Wake and Orange counties and urge you to support investments in viable bus-based options. I urge you to oppose wasting Durham transit tax money trying to get a commuter rail service to Ellis Road now, before we have a viable plan for funding a frequent connection all the way to west Durham.

Durham staff should pursue state and federal funding for projects that would make at-grade crossings and rail bridges safer for everyone in Durham and make it less expensive to pursue a regional rail project in the future. Durham, and the region, should also evaluate transit service and infrastructure improvements that can be made in the next few years with bus service to provide more frequent access between Durham, RTP, Cary, and Raleigh, or Chapel Hill. This includes evaluating bus rapid transit as an alternative to rail service.

Michelle Osborne
michelle.r.osborne@gmail.com
20 Burgess Lane
Durham, North Carolina 27707

Public Information,

I support the projects in the Durham County Transit Plan that provide fast, reliable, and frequent transit connections within Durham County and to Wake and Orange counties. I urge you to support these investments in viable bus-based options.

I urge you to oppose spending money on a commuter rail before there is a viable strategy to make it frequent all the way to west Durham so that it is useful for current riders.

Tara Beuscher
tarabeu@gmail.com
4008 Inwood Dr.
Durham, NC, North Carolina 27705

Public Information,

I support fast, reliable, and frequent transit connections within Durham County and regionally and urge you to support investments in viable bus-based options. I urge you not to spend transit tax money on the commuter rail. We should evaluate transit service and infrastructure improvements that can be made in the next few years with bus service to provide more frequent access between Durham, RTP, Cary, and Raleigh, or Chapel Hill. This includes evaluating bus rapid transit as an alternative to rail service.

McKenna Huse
mckenna.huse@gmail.com
Monterrey Creek Dr
Durham, North Carolina 27713

Public Information,

I support the projects in the Durham County Transit Plan that provide fast, reliable, and frequent transit connections within Durham County and to Wake and Orange counties. I urge you to support these investments in viable bus-based options.

I urge you to oppose spending money on a commuter rail before there is a viable strategy to make it frequent all the way to west Durham so that it is useful for current riders.

Branson Kimball
branson.kimball@icloud.com
6 Chestnut Bluffs Lane
Durham, North Carolina 27713

Public Information,

Hi all,

I've lived in Durham for a few years on Ellis Road near Miami Boulevard. Ellis used to have a bus line until 2020, when it was cancelled. Since then there has been a huge amount of growth along Ellis, yet there is almost no infrastructure for residents to get around. Sidewalks and bike lanes are sparse, and the closest bus line is the #2 along Miami, which is infrequent, unreliable, and slow. It is impossible to go just about anywhere along Ellis without getting in a car. For example, a Publix opened just down the street from me, about half a mile - but there isn't a sidewalk I can walk on to get there. I would bike, but there isn't a bike lane for most of the ride.

I support projects in the Durham County Transit Plan that provide fast, reliable, and frequent transit connections within Durham County and to Wake and Orange counties. Please support these investments in viable bus-based options, for example reinstating a bus line along Ellis Road and improving infrastructure for pedestrians and cyclists to get to bus routes.

There should not be investment in commuter rail before there are ways for folks to get around that complement and supplement the rail.

Best,

Ian

Ian VonWald
ian.vonwald@duke.edu
43 Edgebrook Circle
Durham, North Carolina 27703

Public Information,

I support the projects in the Durham County Transit Plan that provide fast, reliable, and frequent transit connections within Durham County and to Wake and Orange counties. I urge you to support these investments in viable bus-based options.

I urge you to oppose spending money on a commuter rail before there is a viable strategy to make it frequent all the way to west Durham so that it is useful for current riders.

Linda Hobbs
linda@asonewellness.com
917 North Creek Drive
Durham, North Carolina 27707

Public Information,

As an urban planner and 37-year resident of Durham, I have had the opportunity to gain a relatively broad understanding of many of our Region's transit related opportunities and challenges. As such, I support the projects in the Durham County Transit Plan that provide fast, reliable, and frequent transit connections within Durham County and to Wake and Orange counties. I urge you to support these investments in viable bus-based options.

Durham staff should pursue state and federal funding for projects that would make at-grade crossings and rail bridges safer for everyone in Durham and make it less expensive to pursue a regional rail project in the future. However, I urge you to oppose spending money on a commuter rail before there is a viable strategy to make it frequent all the way to west Durham so that it is useful for current riders.

Further, Durham leaders should be supportive of Wake County in their decision about whether to pursue one of the two eastern segments with Wake County funds, but they should not support spending Durham transit tax revenues on this project.

John Wood
jcw.osu@gmail.com
2406 Green St
Durham, North Carolina 27705-4036

Public Information,

I support the projects in the Durham County Transit Plan that provide fast, reliable, and frequent transit connections within Durham County and to Wake and Orange counties. I urge you to support these investments in viable bus-based options.

I urge you to oppose spending money on a commuter rail before there is a viable strategy to make it frequent all the way to west Durham so that it is useful for current riders. Infrequent, weekday-only service will do very little to meaningfully improve transit options in the region, particularly for lower income riders. What we need is improved frequency and comfort (stations with benches and shelters) throughout our bus network, including fast and reliable express connections to destinations throughout the region. This can be achieved more cost effectively with bus rapid transit (BRT) than with a highly uncertain rail plan that depends on unreliable private rail owners. It could also include strengthening existing NCBYTrain service and better bus-train connections.

Sincerely,
John Stehlin

Public Information,

I support fast, reliable, and frequent transit connections within Durham County and to Wake and Orange counties and urge you to support investments in viable bus-based options. I urge you to oppose wasting Durham transit tax money trying to get a commuter rail service to Ellis Road now, before we have a viable plan for funding a frequent connection all the way to west Durham.

Durham staff should pursue state and federal funding for projects that would make at-grade crossings and rail bridges safer for everyone in Durham and make it less expensive to pursue a regional rail project in the future. Durham, and the region, should also evaluate transit service and infrastructure improvements that can be made in the next few years with bus service to provide more frequent access between Durham, RTP, Cary, and Raleigh, or Chapel Hill. This includes evaluating bus rapid transit as an alternative to rail service.

Ed Pikaart
edpikaart@gmail.com
749 9th Street, Unit 355
Durham, North Carolina 27705

Public Information,

I support fast, reliable, and frequent transit connections within Durham County and to Wake and Orange counties and urge you to support investments in viable bus-based options. I urge you to oppose wasting Durham transit tax money trying to get a commuter rail service to Ellis Road now, before we have a viable plan for funding a frequent connection all the way to west Durham.

Durham staff should pursue state and federal funding for projects that would make at-grade crossings and rail bridges safer for everyone in Durham and make it less expensive to pursue a regional rail project in the future. Durham, and the region, should also evaluate transit service and infrastructure improvements that can be made in the next few years with bus service to provide more frequent access between Durham, RTP, Cary, and Raleigh, or Chapel Hill. This includes evaluating bus rapid transit as an alternative to rail service.

Rebecca Shores

rebecca.shores@da.org

1010 GLORIA AVE

DURHAM, North Carolina 27701

Public Information,

Dear valuable Durham county elected officials:

I support fast, reliable, and frequent transit connections within Durham County and regionally and urge you to support investments in viable bus-based options. I urge you not to spend transit tax money on the commuter rail. We should evaluate transit service and infrastructure improvements that can be made in the next few years with bus service to provide more frequent access between Durham, RTP, Cary, and Raleigh, or Chapel Hill. This includes evaluating bus rapid transit as an alternative to rail service. Thank you for your support of safe, efficient, sustainable transportation in Durham and the Triangle.

Hannah Wheeler

hlovewheeler@gmail.com

2209 University Drive

Durham , North Carolina 27707

Public Information,

I am a Durham resident, and the former director of planning and design at the NC Museum of Art, working to build a healthy transportation infrastructure, with connectivity local to the museum, but more importantly regionally. From my perspective, after 30+ years of involvement with public and private stakeholders, I've concluded that the most sane step forward for the Triangle is well-funded, frequent, affordable, and reliable RBT system with dedicated lanes to connect the various metro areas and airport.

Therefore, I urge you to support these investments in viable bus-based options, and urge you to oppose spending vast sums of money on a commuter rail. Further, I urge you to prioritize substantial investment in bike/ped projects within Durham and to RPT/Raleigh. these would be but a fraction of rail, have short and long-term health and economic impacts, and help brand this city as an attractive place for all.

Dan Gottlieb

gottddan@gmail.com

2019 WILSON ST

Durham, North Carolina 27705

Public Information,

I live in Durham and am a frequent bus rider, including commuting to Raleigh for work and around the Triangle for errands and recreation. The biggest barriers to using transit for me are infrequent service, dangerous and uncomfortable bus stops, and busses that don't run in the evenings.

I support fast, reliable, and frequent transit connections within Durham County and to Wake and Orange counties and urge you to support investments in viable bus-based options. I urge you to oppose wasting Durham transit tax money trying to get a commuter rail service to Ellis Road now, before we have a viable plan for funding a frequent connection all the way to west Durham.

Durham staff should pursue state and federal funding for projects that would make at-grade crossings and rail bridges safer for everyone in Durham and make it less expensive to pursue a regional rail project in the future. Durham, and the region, should also evaluate transit service and infrastructure improvements that can be made in the next few years with bus service to provide more frequent access between Durham, RTP, Cary, and Raleigh, or Chapel Hill. This includes evaluating bus rapid transit as an alternative to rail service.

Logan Harris

LOGAN.ROCKEFELLER.HARRIS@GMAIL.COM

408 Gray Ave

Durham, North Carolina 27701

The Coalition and the Durham Transit Plan

The new Durham Transit Plan will allocate approximately one billion dollars in local transit funds over the next 20 years. We support and advocate for these funds, as well as other transit funds from local, state, and federal sources, to be used to achieve two specific and vital goals; namely a substantial increase in our bus services and passenger rail service providing links to and for all Durham neighborhoods, and to RTP and Raleigh.

1. In light of decades of transit underinvestment in parts of Durham, particularly in heritage black and brown neighborhoods, we urge that substantial new bus service and facilities be provided to these historically underserved areas. We specifically call for the Transit Plan to fund improved bus service and facilities including sheltered, ADA-compliant bus stops and adjacent sidewalks for historic black neighborhoods including Bragtown, Merrick Moore, Walltown, Hayti/Fayetteville corridor, Southside, Old Farm, North East Durham, as well as every other Durham community of color and economically transit-dependent neighborhoods that is currently underserved by our bus system. Addressing these neighborhoods long underserved by transit should be a first priority for the new Transit Plan.

We believe that new bus services can begin to be put in place as soon as 2022 and each year thereafter. We call for the needed new bus service to underserved neighborhoods to start this year, with a priority for the routes serving the Bragtown neighborhood.

2. Because transit funding can only address the needs for sidewalk improvements within a very short distance of a bus stop, we call for the County and City governments to provide the funding needed for sidewalks, bus stops and bike lanes that will allow these underserved communities of color and economically transit-dependent neighborhoods to have safe, ADA-compliant access to sheltered bus stops in their neighborhoods. Diverse neighborhood groups should be established to advise and oversee development of this infrastructure.

3. We also understand that if Durham does not provide fast, frequent, and reliable rail transit connections to other major job and activity centers in our region, starting with the Research Triangle Park and Wake County, then our residents will not have ready access to an estimated 65% or more of the new jobs and

opportunities created regionally in the coming 20 years. Already an estimated 30,000 Durham residents who do have cars sit in congested traffic many workdays trying to reach their jobs in Wake County. Those who do not have cars are limited in the job centers that buses can take them and burdened by the time it takes to reach them.

Simply put, Durham will not meet its transportation challenges in the next two decades by improving only local bus service, because our community is part of a single inter-connected urban region. Durham can help our region begin to provide the rail transit that is needed here and elsewhere to address our climate change crisis. Finally, a failure to begin now to address the need for fast, safe rail connections in our region will mean at least another generation will pass before even a start can be made.

We understand that a passenger rail project will require at least four years of planning and then two years of construction, and we call for substantial new bus services to be implemented in the early years of the Transit Plan while also providing funding for the rail planning work needed. We can do both, and we should do both.

For these reasons, we call for adequate funds in the new Transit Plan to be reserved to provide a fair Durham share of funding for rapid passenger rail service from Durham to Raleigh. As made clear below, we are calling for a regional passenger rail service that provides the more substantial service that our commitment to equity requires. We are supporting only the reservation of a portion of local transit funds for the rail project now, with full funding depending on satisfactory steps to address the following concerns:

A. Durham's share of the funding of the overall rail project construction costs should be limited to about 10% of those costs, in line with Durham's current adopted transit plan. For this project there must be significant financial support from the federal government, Wake County, and other major regional stakeholders like RTP and Duke University, among others.

B. The rail project must be designed to be readily accessible to a substantial portion of Durham's affordable housing residents. Fortunately, a recent study found that 37% of our City's legally-binding affordable housing lies within one mile of the planned rail corridor.

C. The rail project plans must confirm that all property parcels along the rail line owned by GoTriangle, or local governments will be utilized as much as possible for joint development of substantial new affordable housing units.

D. The routing of rail service must include a station near Alston Avenue with convenient access to areas in Northeast Central Durham and Southeast Central Durham, including NCCU and Durham Tech. DHA has just announced that 527 new affordable units will be built in Fayette Place, which is within 0.6 miles of the proposed Alston Avenue station. All related bus routes should be designed to provide fast, convenient links from Durham's rail stations to all of our communities of color and economically transit-dependent neighborhoods when the rail service begins. Additionally, the City of Durham should develop and implement a comprehensive bike and pedestrian plan that links all rail stations to significant activity and residential centers including the American Tobacco Trail and the proposed Rail Trail that connect with the central train station and the R. Kelly Bryant Trails that connect with the Alston Station.

E. We believe the current design of the proposed rail service to Raleigh is inadequate to our current and future needs. Limiting regional passenger rail service to 9-5 commuters will fail to serve many people who work in hospital, public safety, retail and other professions, as well as others who desire to access major medical, retail and other locations. From its initial stage of planning, passenger rail service to the RTP and Raleigh should include infrastructure that will allow frequent all day, evening and weekend service, including a commitment to obtain the necessary state and NCRRTA agreements to support this service as well.

F. Finally, the planning, design, construction and operation of all new bus and rail services must be done in a way that is open, transparent and responsive to our community. This clearly means that our local high standards for DBE (Disadvantaged Business Enterprises) and inclusive local participation must be met in all aspects of transit, including job hiring and procurement of services. For example, inclusion of black-owned businesses must be reflective of the 36% percent of Durham's population that is black. It will also be useful for local county and city governments to establish a diverse community group to provide oversight, advice and recommendations regarding implementation of the new Durham Transit Plan, in order to ensure that the Plan meets these goals.

The Coalition and the Durham Transit Plan

As indicated in a transit statement *adopted by the Coalition for Affordable Housing and Transit Coordinating Committee in April, 2022*, We support THE Durham Transit Plan and advocate for these funds, as well as funds from local including RTP, state, and federal sources, to be used to achieve two vital goals--a substantial increase in our bus services and new passenger rail service providing links for Durham to the rest of the Triangle region for all residents—not just 9-5 commuters.

We believe that equity requires that substantial new bus service and facilities must be provided to historically underserved areas. The Transit Plan funds improved bus service and facilities including sheltered bus stops for all economically transit-dependent neighborhoods.

Because transit funding can only address the needs for sidewalk improvements within a very short distance of a bus stop, we call for the County and City governments to provide the funding needed for sidewalks, bus stops and bike lanes.

In addition, we need connections to fast passenger rail transit to major job and activity centers in the region. All Durham residents should have ready access to the estimated 65% or more of the new jobs created regionally in the coming 20 years.

Durham can help our region begin to provide the rail transit that is needed here and elsewhere to address our climate change crisis.

The rail project plans must confirm that all property along the rail line owned by GoTriangle, or local governments will be utilized as much as possible for development of substantial new affordable housing units.

Finally, the planning, design, construction and operation of all new bus and rail services must be done in a way that is open, transparent and responsive to our community.

I would like to add some additional comments that the Coalition has not yet approved.

We recognize the need to develop passenger rail in stages. Whether the initial stage ends at RTP or the Ellis Road station needs further planning and discussion. The Ellis Road station area is designated as a Transit Opportunity Area in the new Durham Comprehensive Plan. The area around it has great potential for new residential development that will be promoted by changes to the Comprehensive Plan. If waiting to extend the line to Ellis Road will permit the residential growth of this area, increase ridership, and establish eligibility for federal funding, then waiting will be preferable.

We must make certain that the rail alignment and design of the RTP rail station are compatible with eventual extension to Durham.

Do not look for reasons to not do regional rail. Look for ways to make it work.

ANNUAL REVENUES, EXPENDITURES, AND FUND BALANCE PROJECTIONS

Durham																			
Operating Revenues	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35	FY36	FY37	FY38	FY39	FY40
Sales Tax	31,181,400	35,500,000	37,161,327	38,596,269	40,073,628	41,368,381	42,537,557	44,137,580	46,046,906	48,048,335	50,064,354	52,038,715	54,081,150	56,320,870	58,947,175	61,835,459	64,873,813	68,061,986	71,422,361
Vehicle Rental Tax	709,500	744,444	755,611	766,945	778,449	790,126	801,978	814,007	826,217	838,611	851,190	863,958	876,917	890,071	903,422	916,973	930,728	944,689	958,859
\$3 Vehicle Registration Fee	1,654,500	1,737,085	1,763,141	1,789,588	1,816,432	1,843,679	1,871,334	1,899,404	1,927,895	1,956,813	1,986,166	2,015,958	2,046,197	2,076,890	2,108,044	2,139,664	2,171,759	2,204,336	2,237,401
\$7 Vehicle Registration Fee	885,300	1,201,500	1,231,538	1,262,326	1,293,884	1,326,231	1,359,387	1,393,372	1,428,206	1,463,911	1,500,509	1,538,022	1,576,472	1,615,884	1,656,281	1,697,688	1,740,130	1,783,634	1,828,224
Durham CRT Farebox Revenue	-	-	-	-	-	-	-	-	818,742	1,678,421	-	1,763,391	1,807,476	1,852,663	1,898,980	1,946,454	1,995,115	2,044,993	2,096,118
Durham CRT Federal Apportionment	-	-	-	-	-	-	-	-	-	-	3,238,262	3,251,215	3,264,220	3,277,277	3,290,386	3,303,548	3,316,762	3,330,029	3,343,349
Operating Revenue	34,430,700	39,183,029	40,911,617	42,415,129	43,962,393	45,328,417	46,570,255	48,244,363	51,047,966	53,986,091	59,360,862	61,471,259	63,652,433	66,033,656	68,804,287	71,839,786	75,028,307	78,369,666	81,886,312
Operating Expenses	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35	FY36	FY37	FY38	FY39	FY40
Transit Operations																			
Durham County / Access	196,100	201,003	206,028	211,200	216,500	221,900	227,400	233,100	238,900	244,900	251,000	257,300	263,700	270,300	277,100	284,000	291,100	298,400	305,900
Durham / GoDurham	5,914,300	8,997,655	14,267,810	16,007,472	19,695,756	20,187,977	23,147,273	22,377,090	22,936,652	25,796,879	26,441,954	27,102,995	27,780,522	28,475,160	29,187,039	29,916,795	30,664,570	31,431,312	32,217,175
GoTriangle	1,999,300	1,982,047	2,246,088	1,958,389	2,831,323	2,902,074	2,974,633	3,516,342	3,604,387	4,316,115	4,423,966	4,534,518	4,647,780	4,764,265	4,883,382	5,005,441	5,130,455	5,258,634	5,390,089
Transit Administration																			
GoTriangle	415,800	426,200	436,900	447,800	459,000	470,500	482,200	494,200	506,500	519,100	532,100	545,400	559,000	572,900	587,200	601,800	616,900	632,300	648,100
GoTriangle	1,607,500	1,508,695	1,545,800	1,584,500	1,624,100	1,664,800	1,706,400	1,749,100	1,792,800	1,837,600	1,883,600	1,930,800	1,979,100	2,028,400	2,079,200	2,131,100	2,184,300	2,239,000	2,294,900
Durham County / Access	205,900	544,562	629,978	645,780	661,899	678,534	695,483	712,942	730,711	748,986	767,766	786,947	806,629	826,807	847,480	868,744	890,598	912,838	935,661
Durham / GoDurham	-	117,538	131,922	135,220	138,601	142,066	145,617	149,258	152,989	156,814	160,734	164,753	168,871	173,093	177,420	181,856	186,402	191,062	195,839
DCHC MPO	58,200	59,600	61,100	62,600	64,200	65,800	67,400	69,100	70,800	72,600	74,400	76,300	78,200	80,200	82,200	84,300	86,400	88,600	90,800
Infrastructure O&M																			
CRT	-	-	-	-	-	-	-	-	4,093,710	8,392,106	8,601,909	8,816,957	9,037,381	9,263,315	9,494,898	9,732,270	9,975,577	10,224,967	10,480,591
BRT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transit Infrastructure O&M	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Operating Expenses	10,397,100	13,837,300	19,525,626	21,052,960	25,691,379	26,333,651	29,446,407	29,301,132	34,127,450	42,085,101	43,137,428	44,215,969	45,321,183	46,454,440	47,615,919	48,806,307	50,026,302	51,277,112	52,559,055
Deposit to Durham Operating Reserve	1,006,571	860,050	1,422,082	381,834	1,159,605	160,568	778,189	-	1,170,261	1,989,413	263,082	269,635	276,304	283,314	290,370	297,597	304,999	312,703	320,486
Operating Revenues Remaining for Capital	23,027,029	24,485,679	19,963,909	20,980,334	17,111,410	18,834,197	16,345,660	18,943,230	15,750,256	9,911,578	15,960,352	16,985,655	18,054,946	19,295,901	20,897,999	22,735,882	24,697,007	26,779,852	29,006,772
Capital Revenues	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35	FY36	FY37	FY38	FY39	FY40
Carryover	79,484,242	67,372,635	77,113,705	67,603,603	76,159,964	68,422,328	62,997,335	49,221,296	41,401,015	32,917,958	29,765,532	29,200,983	43,547,106	27,066,498	34,998,545	27,569,597	32,093,754	34,768,835	44,213,220
Operating Revenues Remaining for Capital	23,027,029	24,485,679	19,963,909	20,980,334	17,111,410	18,834,197	16,345,660	18,943,230	15,750,256	9,911,578	15,960,352	16,985,655	18,054,946	19,295,901	20,897,999	22,735,882	24,697,007	26,779,852	29,006,772
Durham CRT Federal FFGA Revenues	-	-	-	-	20,000,000	20,000,000	20,000,000	20,000,000	20,000,000	20,000,000	20,000,000	20,000,000	20,000,000	14,862,299	-	-	-	-	-
Durham CRT State Revenues	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Durham CRT Debt Proceeds	-	-	-	13,035,532	40,664,255	65,698,079	59,952,022	54,446,212	23,492,851	-	-	-	-	-	-	-	-	-	-
Revenues Available for Capital	102,511,271	91,858,315	97,077,615	101,619,469	153,935,628	172,954,605	159,295,016	142,610,738	100,644,122	62,829,536	65,725,884	66,186,638	81,602,052	61,224,697	55,896,544	50,305,479	56,790,761	61,548,687	73,219,992
Capital Expenses	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35	FY36	FY37	FY38	FY39	FY40
Capital Planning	3,169,287	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transit Infrastructure	22,209,763	9,736,000	20,619,200	10,082,826	16,237,013	9,777,751	9,987,485	5,899,631	3,231,572	14,374,100	19,340,693	353,829	28,517,974	8,996,750	9,356,090	37,113	38,040	38,991	39,966
Vehicle Acquisition	7,925,167	1,103,000	982,807	1,013,274	3,654,090	404,497	1,943,024	429,965	443,294	1,976,900	471,204	5,572,699	9,304,577	516,398	2,257,852	1,461,608	5,270,881	583,471	1,853,415
CRT Project Cost	1,834,418	3,905,610	7,872,004	13,278,724	61,339,668	90,718,074	85,301,210	78,606,451	46,868,438	-	-	-	-	-	-	-	-	-	-
CRT Debt Service	-	-	-	-	823,969	3,469,237	7,742,991	11,642,956	15,184,761	16,713,004	16,713,004	16,713,004	16,713,004	16,713,004	16,713,004	16,713,004	16,713,004	16,713,004	16,713,004
CRT Capitalized Interest	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CRT COI Expenses	-	-	-	260,710	813,290	1,313,960	1,199,040	1,088,920	469,860	-	-	-	-	-	-	-	-	-	-
CRT DSR	-	-	-	823,970	2,645,270	4,273,750	3,899,970	3,541,800	1,528,240	-	-	-	-	-	-	-	-	-	-
State of Good Repair (CRT)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Capital Expenditure	35,138,635	14,744,609	29,474,012	25,459,504	85,513,300	109,957,270	110,073,720	101,209,723	67,726,164	33,064,004	36,524,901	22,639,532	54,535,554	26,226,152	28,326,947	18,211,725	22,021,926	17,335,467	18,606,386

MOODY'S SALES TAX FORECAST

NORTH CAROLINA

Revenue Outlook: Durham and Orange County Article 43 Tax Collections

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Revenue Outlook: Durham and Orange County Article 43 Tax Collections

BY DAN WHITE, EFUA AMOONUA AFFUL AND EMILY MANDEL

The following revenue outlook links Durham and Orange County Article 43 sales tax collections to measures of underlying economic growth in an effort to better understand and anticipate future funding levels. A healthy labor market and strong income growth will fuel robust tax collections throughout the forecast. Collections will grow more strongly in Durham County because of stronger private-sector job and population gains. Orange County's large government presence will drive slower job creation and consequent collections.

Regional economic outlook

North Carolina's economic growth has cooled considerably after a strong start to the year, though job gains still best the U.S. average and track those of the South. Service-providing payrolls are expanding at a healthy pace, although performance across industries is uneven. Professional/business services and trade/transportation/utilities are increasing at an above-average rate, leisure/hospitality payrolls are contracting, and financial service payrolls have leveled off (see Charts 1 and 2). Less than half of industries are contributing to job growth, but a tighter job market is still leading to wage gains (see Chart 3).

Longer term, a generally good investment climate and faster than average popu-

lation growth will spur above-average gains in higher-paying employment. Though much of this will continue to come in professional services and—despite recent struggles—finance, an increasing share will come from tech.

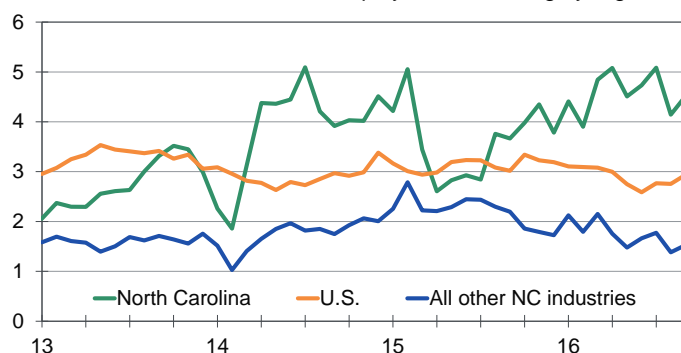
The Research Triangle Park will remain the backbone of North Carolina's high-tech industry, an important growth engine throughout the forecast. In 2015 the state ranked in the top 10 for growth in high tech, churning out net new jobs faster than Massachusetts and Colorado and only slightly more slowly than California. The Durham and Raleigh metro areas, which together house the RTP, accounted for nearly half of the state's tech job gains last year. A large pool of talent and lower costs than in the

Bay Area and Northeast draw firms to the RTP (see Chart 4). For example, Cohera Medical is moving its headquarters to Raleigh from Pittsburgh and Arbiom is setting up a new research and development center in Durham.

Thanks to still-low interest rates and healthy risk appetite, venture capital is being put to work in North Carolina and helping firms such as Bivarus and Windsor Circle expand. North Carolina firms received more than \$700 million in venture capital over the last four quarters, up 40% from the prior four-quarter period and 10th highest in the nation. Startup incubators and accelerators such as the Hamner Institutes for Health Sciences and the Triangle Startup Factory bode well for growth.

Chart 1: Professional/Business Services Lead

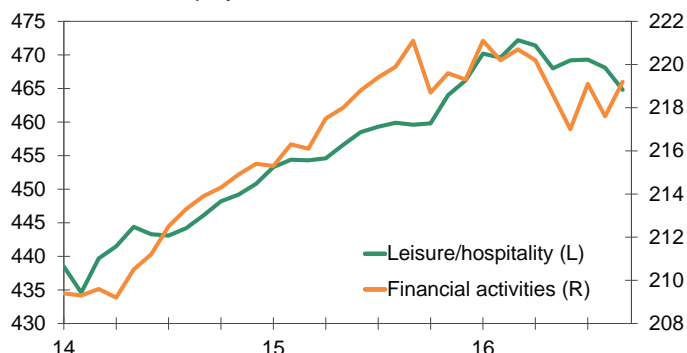
Professional/business services employment, % change yr ago



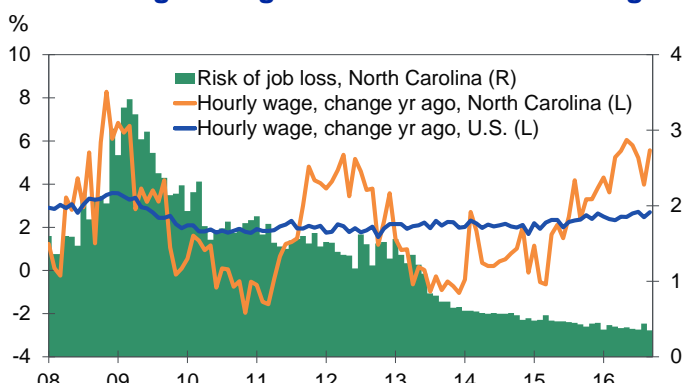
Sources: BLS, Moody's Analytics

Chart 2: Banking and Tourism Hit the Brakes

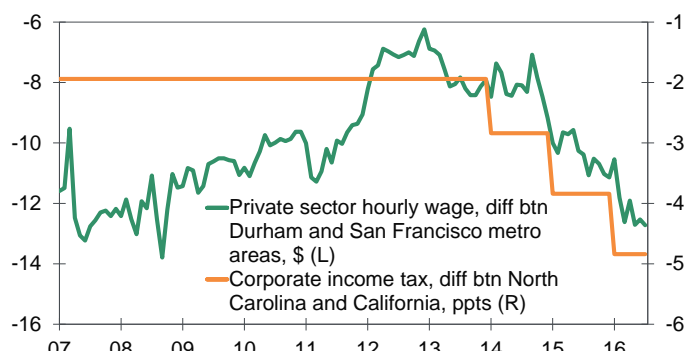
North Carolina employment, ths



Sources: BLS, Moody's Analytics

Chart 3: Tightening Labor Market Boosts Wages


Sources: BLS, ETA, Moody's Analytics

Chart 4: Durham Positioned for Tech Growth


Sources: BLS, Tax Foundation, Moody's Analytics

North Carolina's banks, on the other hand, will expand at a measured pace as improving household balance sheets and accelerating wage growth drive stronger demand for consumer credit. Wells Fargo and Bank of America, which together account for one-quarter of the state's finance and insurance jobs, will benefit from stronger demand for home loans in the coming years despite rising interest rates.

This increased demand for housing thanks to strong demographics and even stronger income gains ahead will also manifest itself in faster homebuilding. Construction is poised to take off and take the baton from manufacturing as the engine of growth in goods-producing industries. Supply and demand fundamentals are much improved compared with this time last year, suggesting a bigger boost from housing in the quarters ahead. Population growth is steadily ahead of the national average, and

more households are forming now that the tightening job market is generating faster income growth. More people will be willing and able to buy homes, and with supplies tight and prices rising, builders will turn more aggressive and the recent lull in construction employment will prove short-lived (see Chart 5).

In total, North Carolina economic growth will accelerate in the near term thanks to more spending by consumers and businesses, which will benefit from bigger wage gains and declining costs, respectively. Longer term, a diverse industrial structure, low costs, and educated workforce will attract a wide range of capital and help the state to outperform the national average and its neighbors.

Sales tax forecast

Methodology. With only three full years of data, Article 43 collections were impossible to forecast directly, and the more established Article 39 collections history was used as a proxy. Separate regressions were performed for each county utilizing county-level personal disposable income and metro area housing completions

as explanatory variables. Because of the delay between initial sales and distributable proceeds, both independent variables were found to have the strongest explanatory power when lagged by one quarter.

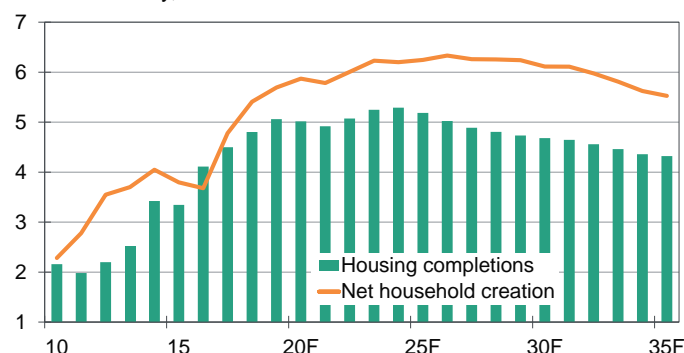
Orange County collections display an erratic seasonal pattern, with a tremendous amount of volatility that is not always correlated with underlying measures of economic growth. This is likely due to the large tax-exempt presence in the county, which can create distortions between what is occurring in the economy and what ultimately comes in the door in the form of revenues. Durham County collections, by contrast, were found to have a much more stable and consistent seasonal pattern.

Historical collections growth rates for Article 39 and Article 43 collections were compared for both counties, and found to be extremely similar despite the inclusion of food and medical purchases in one series and not the other. After the determination of an appropriate forecast for Article 39 collections, the results were then fitted to historical Article 43 values to provide the county-level forecasts. A Monte Carlo simulation was then used to create optimistic and pessimistic scenarios based on probabilities encompassing 85% of potential outcomes (see Charts 6 and 7).

Forecast. Sales tax collections will grow at a healthy pace in both Durham and Orange counties. Although the short history available for Article 43 collections demonstrates considerable volatility, strong underlying economic drivers will yield a consistent

Chart 5: Housing Market Has Room to Grow

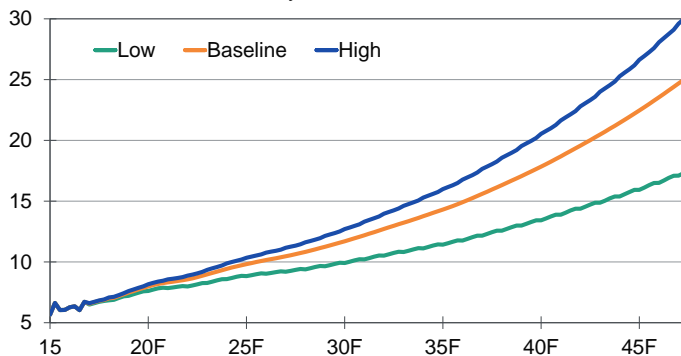
Durham County, ths



Sources: Census Bureau, Moody's Analytics

Chart 6: Durham County Scenarios

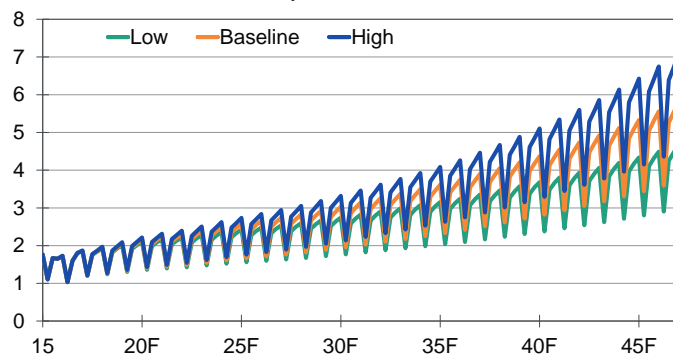
Article 43 collections, fiscal yr, mil



Sources: GoTriangle, Moody's Analytics

Chart 7: Orange County Scenarios

Article 43 collections, fiscal yr, mil



Sources: GoTriangle, Moody's Analytics

upward trend. Orange County Article 43 collections underperformed through much of fiscal 2016, but the economy's underlying strength and tight labor market ensure that

collections will turn around this year. The past year's weak comparative base will drive especially strong gains for Orange County in the coming year. Near-term collections will

also improve in Durham County, but a relatively strong performance in fiscal 2016 will deliver slower, steadier gains in fiscal 2017.

Longer term, however, Durham will be the stronger of the two. Over the coming decade Durham County tax collections will settle into an average of 4.1% year-to-year growth, while Orange County will lag slightly at around 3.5% (see Tables 1 and 2).

Drivers. Sales tax collections will be supported by a number of factors, with growth underpinned by a strong labor market. Disposable personal income has consistently proved to be a reliable driver of consumer spending. Prospects are quite bright in both counties, with disposable personal income expected to rise at well above the national pace (see Chart 8). Durham benefits from a number of dynamic industries, and the Research Triangle Park will propel high-wage job growth. Wages will also pick up across industries, as the county's tightening labor market leads businesses to compete for workers. As consumers see their take-home pay rise, they will increase spending on retail, recreation and housing.

Income gains will be slightly slower in Orange County. The county will also benefit from falling unemployment and rising wages, but the county's large public sector, anchored by the University of North Carolina at Chapel Hill, will weigh on top-line job growth (see Chart 9). The public sector tends to expand more slowly in good times, but also will experience smaller declines during economic downturns. However, the tax exempt status of the university and accompanying medical

Table 1: Durham County Growth Forecast

Article 43 distributable proceeds, % change yr ago

	Low	Baseline	High
FY2017	5.0	6.2	6.8
FY2018	5.0	6.2	6.8
FY2019	6.1	7.3	7.9
FY2020-FY2029	2.8	4.1	4.7
FY2030-FY2039	3.1	4.3	4.9
FY2040-FY2046	3.5	4.7	5.4

Sources: GoTriangle, Moody's Analytics

Table 2: Orange County Growth Forecast

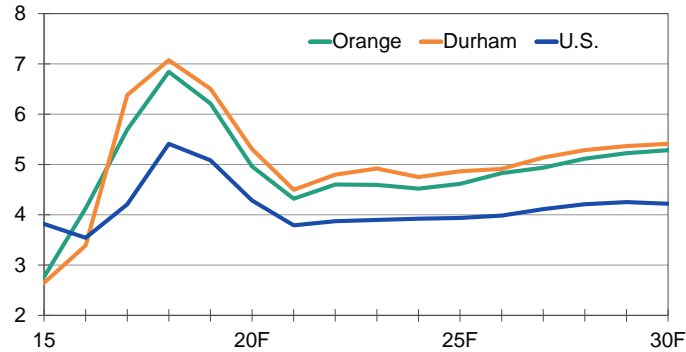
Article 43 distributable proceeds, % change yr ago

	Low	Baseline	High
FY2017	8.7	9.4	10.1
FY2018	3.9	4.6	5.3
FY2019	5.0	5.7	6.4
FY2020-FY2029	2.8	3.5	4.2
FY2030-FY2039	3.0	3.7	4.4
FY2040-FY2046	3.4	4.1	4.8

Sources: GoTriangle, Moody's Analytics

Chart 8: Rising Incomes Will Fuel Spending

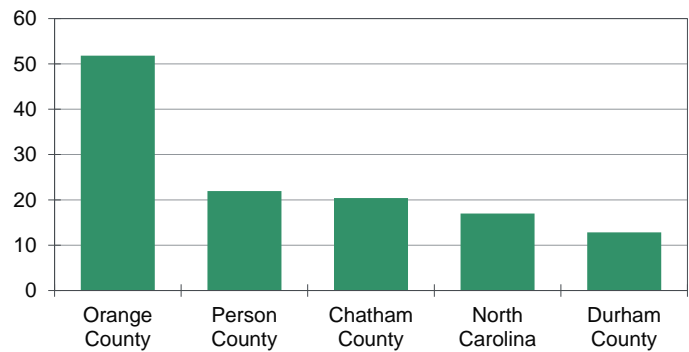
Disposable personal income, %



Sources: BEA, Moody's Analytics

Chart 9: Low Industrial Diversity Risk to Growth

Public sector share in total payrolls, %, 2015



Sources: BLS, Moody's Analytics

center lessens the overall pool for collections, increasing seasonal variations, and creating a more volatile revenue series.

In addition to consumer activity, construction plays an outside role in determining sales tax collections. The model utilizes housing completions to account for the positive economic impact of building. New housing construction requires significant expenditures on durable goods. This includes building materials and the significant spending that goes into furnishing a newly built house. Homebuilding has picked up significantly over the past year, but there is further room for growth.

Strong population gains, particularly in Durham County, are fueling robust demand. The improving labor market will also boost household formation in the near term, further supporting home sales. Its more dynamic demographic profile will also help Durham County outperform throughout the forecast.

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