



Environmental Justice Report 2026



TRIANGLE WEST
Transportation Planning Organization

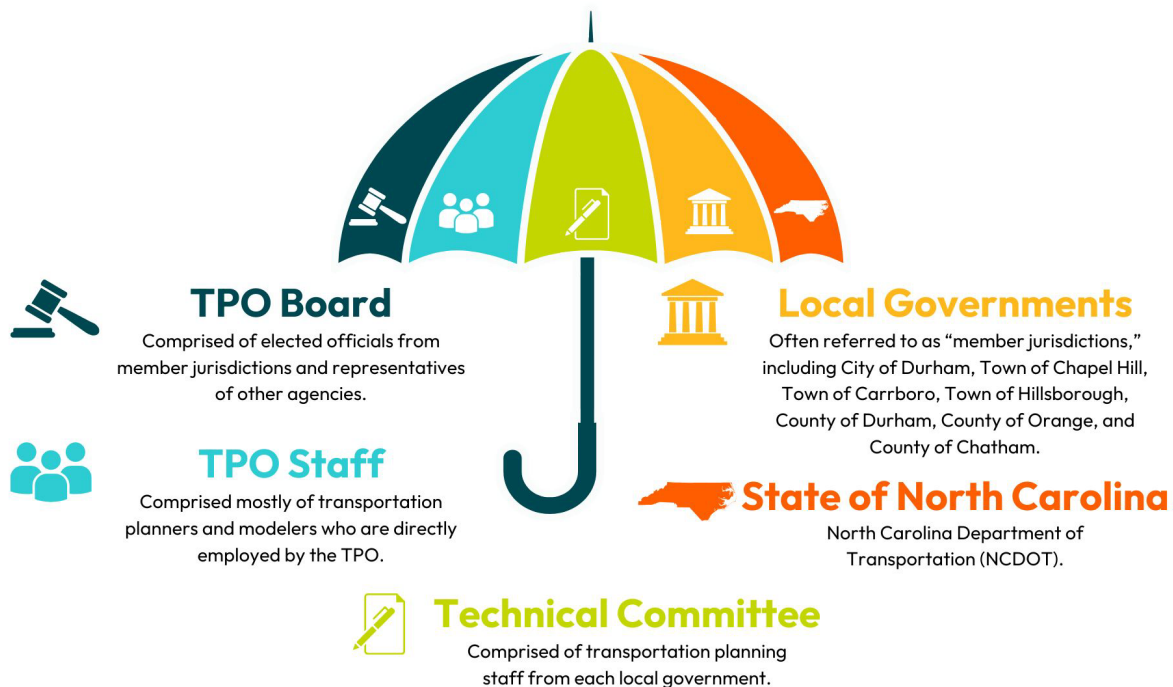
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INTRODUCTION

About Triangle West Transportation Planning Organization

The Triangle West Transportation Planning Organization (Triangle West TPO) – or Triangle West—was created in 1980 with the purpose of providing regional transportation planning for the western side of the Research Triangle in North Carolina. When created, Triangle West was originally named the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO). Triangle West is a federally funded agency, made up of the TPO Board, the Technical Committee (TC), TPO Staff, local governments, and the State of North Carolina.



TPO Board - Made up of elected officials from each local government.

Technical Committee - Made up of transportation planning staff from each local government. Commonly referred to as the TC.

TPO Staff - Made up mostly of transportation planners and modelers who are directly employed by the TPO.

Local Governments - Often referred to as “member jurisdictions” including:

- City of Durham
- Town of Chapel Hill
- Town of Carrboro

- Town of Hillsborough
- County of Durham
- County of Orange
- County of Chatham

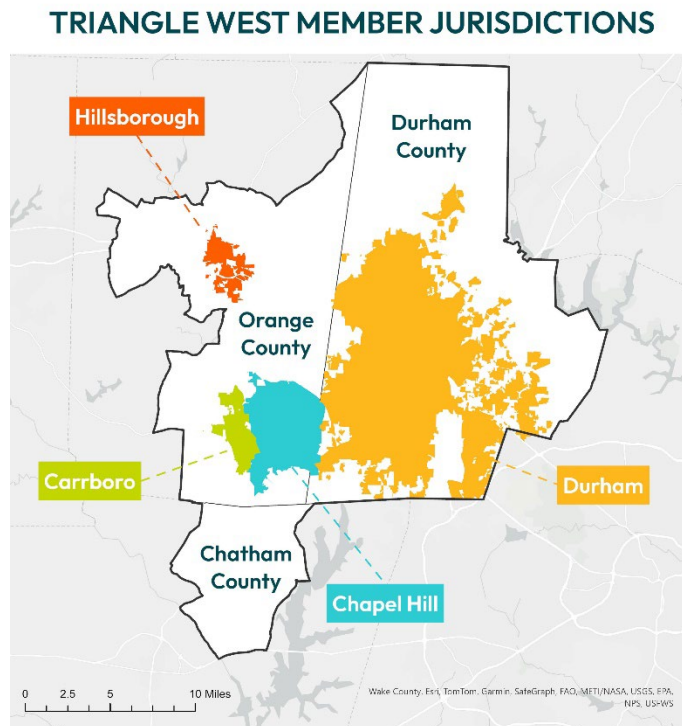
State of North Carolina - North Carolina Department of Transportation (NCDOT)

In addition to the listed member jurisdictions, NCDOT, and GoTriangle are member agencies of Triangle West. Member agencies are organizations that are a part of the TPO's umbrella but are not local governments.

The Triangle West's planning area boundary includes:

- Durham County (entire county)
 - City of Durham
- Orange County (part of the county)
 - Town of Chapel Hill
 - Town of Carrboro
 - Town of Hillsborough
- Chatham County (part of the county)

A map of this Triangle West Planning Area is featured.



What is Environmental Justice?

Environmental Justice – or EJ – historically refers to the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with the respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.

Environmental Justice:

Fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with the respect to the development, implementation, and enforcement of environmental laws, regulations and policies.

Legal Framework for Environmental Justice

The federal legal framework that supports environmental justice planning is provided in the table below.

REGULATION	RELATION TO THIS REPORT
Civil Rights Act of 1964	Prohibits MPOs from discriminating on the grounds of race, color, or national origin (including language). Title VI requires all people to have fair access to participate in MPOs’ planning processes.
Executive Order 12898 (1994)	Required Federal agencies, and MPOs, to make achieving environmental justice a part of its mission by identifying and addressing disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.
Executive Order 13166 (2000)	Required MPOs to provide meaningful access to services to people with Limited English Proficiency.
Executive Order 14096 (2023)	Titled Revitalizing Our Nation’s Commitment to Environmental Justice for All, reinforced and expanded on the intentions of Executive Order 12898 by creating a whole-of-government approach to achieving environmental justice.

APPROACH AND METHODOLOGY

Triangle West TPO's Approach and Commitment to Environmental Justice

In 2021, Triangle West (then Durham-Chapel Hill-Carrboro Metropolitan Transportation Planning Organization), adopted the agency's first Environmental Justice Report. Within the Environmental Justice Report, Triangle West:

- Committed to incorporating environmental justice into all relevant aspects of the transportation planning process
- Evaluated core planning processes and their ability to achieve environmental justice
- Developed a methodology to identify “communities of concern”, also known as “environmental justice communities” or “communities with environmental justice concerns”

Triangle West TPO remains committed to Environmental Justice via the Title VI of Civil Rights Act of 1964. To better understand environmental justice, communities with environmental justice concerns, and the impacts of regional transportation policy and projects, the following methodology was developed to better identify transportation disadvantaged communities within the Triangle West TPO boundary.

Methodology

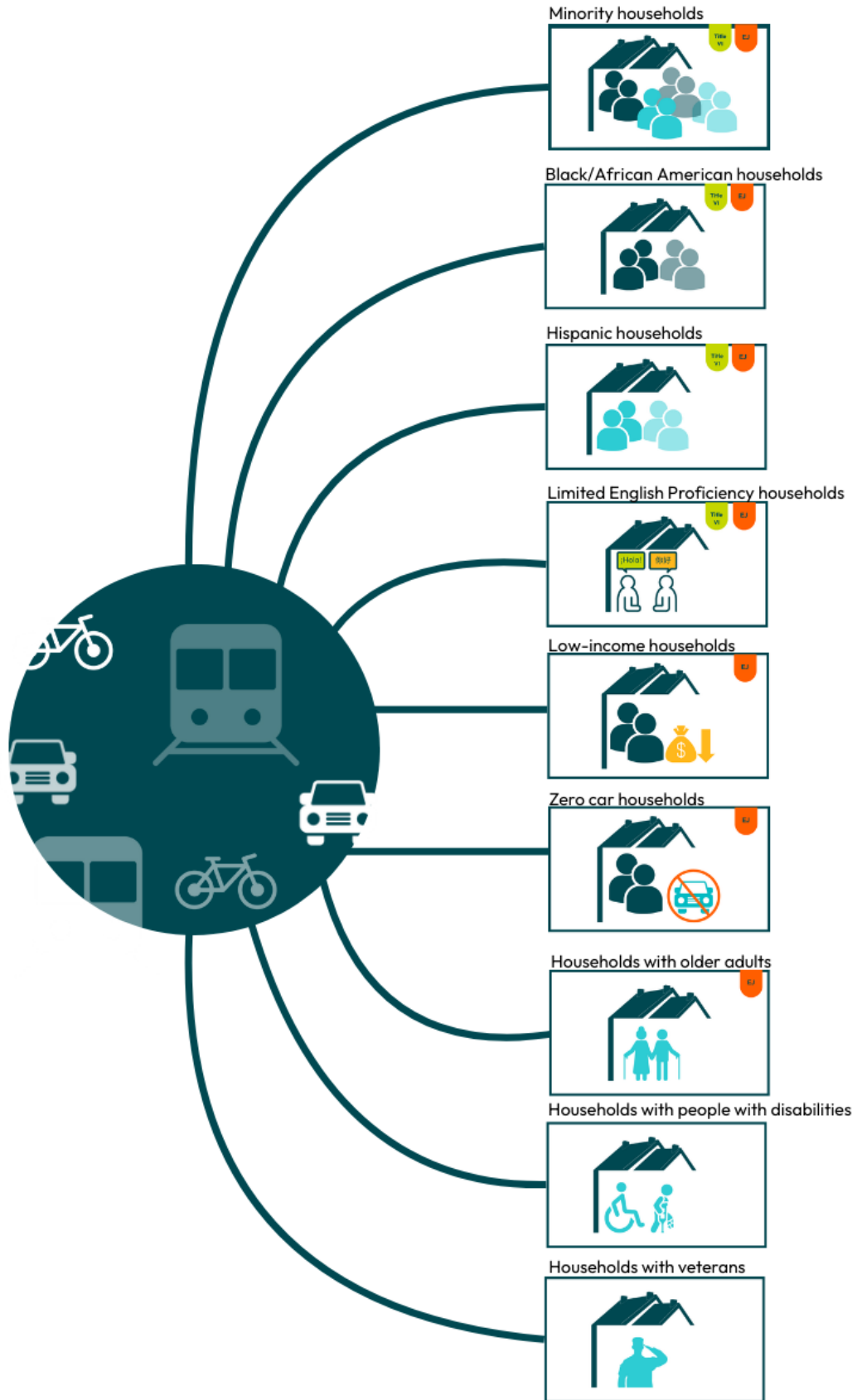
In 2022, the North Carolina Department of Transportation developed the Transportation Disadvantaged Index (TDI) as a tool to “support a high-level assessment of equity impacts”, focusing on:

- Race
- Income
- Personal vehicle access
- People with mobility impairments
- Older adults (65+)
- Youth
- Populations with Limited English Proficiency

Similarly, this report will provide an assessment of equity impacts and identify where communities that are most transportation disadvantaged exist. For this report, the following indicators of transportation disadvantage were used:

- Zero car households
- Low-income households
- Households with older adults (65+)
- Minority households
- Black/African American households
- Hispanic households
- People with disabilities
- Low English Proficiency households
- Households with veterans

The following image shows the relationship between the indicators of transportation disadvantage that were analyzed, environmental justice, and Title VI.



The nine (9) indicators of transportation disadvantage were used to identify census blocks with people most likely to be impacted by environmental justice concerns. Each census block was assigned a score from 1-10 for each indicator based upon its demographics, and then the sum of these scores was used to assign an overall score for transportation disadvantage to each census block.

For example, census block groups within the 65th percentile of low-income households are assigned a score of 7 for the low-income indicator. The census block group would also be assigned a score of 1-10 for the remainder of the eight indicators. Triangle West TPO

recognizes that income is one of the greatest barriers to reliable transportation and therefore accessibility. If the block group is also in an Area of Persistent Poverty, the score for low-income indicator would be multiplied by two (2).

Area of Persistent Poverty:

1. the County in which the project is located consistently had greater than or equal to 20 percent of the population living in poverty in all three of the following datasets: (a) the 1990 decennial census; (b) the 2000 decennial census; and (c) the most recent (2022) Small Area Income Poverty Estimates; OR
2. the Census Tract in which the project is located has a poverty rate of at least 20 percent as measured by the 2014–2018 5-year data series available from the American Community Survey of the Bureau of the Census; OR
3. the project is located in any territory or possession of the United States.

Communities with Environmental Justice Concerns

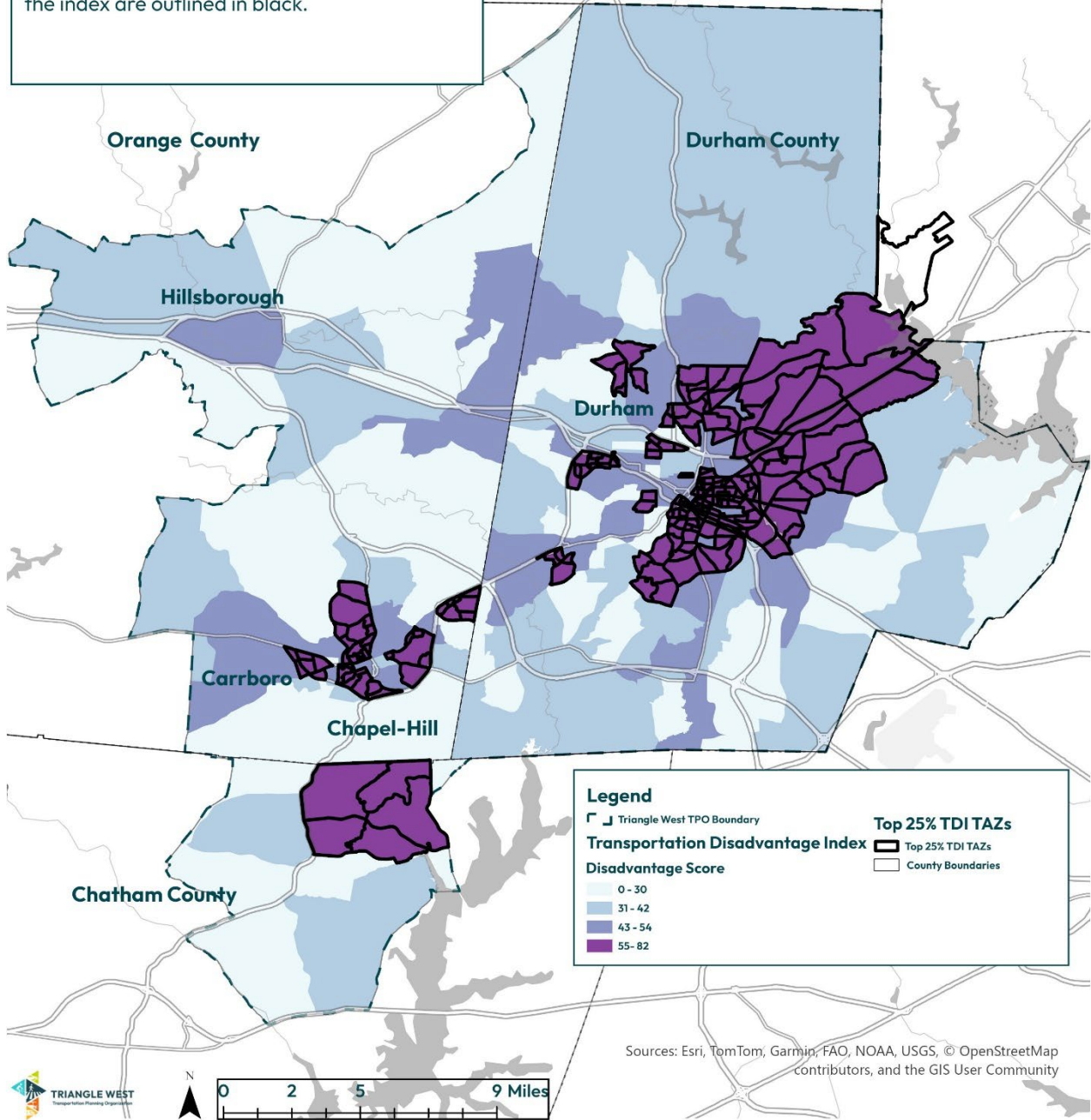
For the purpose of the maps within this document, the scored block groups were spatially joined with Traffic Analysis Zones. A spatial join adds information from the census blocks, like Hispanic households, to the Traffic Analysis Zones that the census blocks are next to, inside of, or closest to. This type of spatial analysis is done using ESRI ArcGIS (a mapping tool).

Traffic Analysis Zone:

A specialized geographic unit used by planners to model travel behavior, define trip origins/destinations, and analyze land-use data.

Transportation Disadvantage Index by Traffic Analysis Zones

The Transportation Disadvantage Index highlights areas with high relative concentrations of indicators of transportation disadvantage. Traffic Analysis Zones in the top 25 percent of the index are outlined in black.



ENVIRONMENTAL JUSTICE IN TRIANGLE WEST TPO'S PLANNING ACTIVITIES

Public Participation Plan

Purpose and objectives of PPP – The Public Participation Plan ensures that community members can take part in transportation planning at every step. The Public Participation Plan is designed to ensure that regional transportation decisions align with what matters most to the public. This is achieved with ten key objectives:

1. **Include Everyone:** Make sure a diverse group of people is involved in all steps of transportation planning and decision-making.
2. **Focus on Equity:** Pay special attention to underserved people and communities, including those affected by environmental injustice, with limited English proficiency, low-income individuals, and zero-car households. Prioritize communities directly affected by plans or projects.
3. **Start Early and Stay Engaged:** Keep the public involved from the beginning of planning through the development of projects.
4. **Share Clear Information:** Provide residents and officials with easy-to-understand details to help them better understand transportation issues.
5. **Listen and Respond:** Learn about residents' and officials' values and opinions and create a system to effectively respond to their feedback.
6. **Use Various Tools:** Reach people through different methods like social media, websites, workshops, meetings, events, and mailing lists to meet diverse needs.
7. **Make it Visual:** Use maps, graphics, and other visuals to make transportation plans and projects easier to understand.
8. **Ensure Accessibility:** Share completed plans, policies, and technical information online through the TPO's website and other digital platforms in an accessible format.
9. **Collaborate with Agencies:** Work with federal, state, and local agencies involved in areas like land management, environmental protection, historic preservation, tourism, disaster risk reduction, and economic development during planning.
10. **Review and Improve:** Regularly evaluate how well the public involvement process meets federal requirements, like those in the Infrastructure Investment and Jobs Act (IIJA), the National Environmental Policy Act (NEPA), and other regulations.

Metropolitan Transportation Plan

Destination 2055 is the Metropolitan Transportation Plan for the Capital Area MPO and the Triangle West TPO. A Metropolitan Transportation Plan is a guiding document for future investments in roads, transit services, bicycle and pedestrian facilities and related

transportation activities and services to match the growth expected in a region. Metropolitan Transportation Plans are updated every five years. Triangle West intends to publish an updated Environmental Justice Report each time a new Metropolitan Transportation Plan is adopted. The future investments within Destination 2055 are selected based upon the Goals and Objectives.

Goals and Objectives of Destination 2055

Goal 1: Connect People and Places	Increase mobility options for all communities – particularly underrepresented communities
	Achieve zero disparity of access to jobs, education, and other important destinations by race, income or other marginalized groups.
Goal 2: Ensure that All People have Access to Multimodal and Affordable Transportation Choices	Enhance transit services, amenities, and facilities.
	Improve bicycle and pedestrian facilities.
	Increase utilization of affordable non-auto travel modes.
Goal 3: Manage Congestion and System Reliability	Allow people and goods to move with greater reliability.
	Increase efficiency of the existing transportation system through strategies such as Transportation Demand Management (TDM) and Intelligent Transportation Systems (ITS).
	Increase travel choices and travel reliability while prioritizing multi-modal improvements.
Goal 4: Promote Safety, Health and Well-being	Achieve zero deaths and serious injuries in our transportation system.
	Provide all residents with active transportation choices.
	Improve project design and traffic operations to minimize human error.
	Increase accessibility via universal design.
Goal 5: Stimulate Inclusive Economic Vitality	Improve freight movement.
	Coordinate land use and transportation.
	Improve project delivery for all modes.
	Invest in cost-effective solutions to improve travel reliability and safety.

	Ensure equitable distribution of transportation investments especially for underrepresented communities.
Goal 6: Ensure Equity and Participation	Ensure that transportation investments do not create disproportionate negative impacts for underrepresented communities.
	Ensure equitable public participation among underrepresented communities.
Goal 7: Improve Infrastructure Condition and Resilience	Increase the proportion of highways and highway assets rates in “Good” condition.
	Maintain transit vehicles, facilities and amenities in the best operating condition.
	Improve the condition of bicycle and pedestrian facilities and amenities.
	Promote resilience planning and practices
	Support autonomous, connected and electric vehicles.
	Create an accessible EV infrastructure network and prioritize alternative fuel sources.
Goal 8: Protect the Human and Natural Environment and Minimize Climate Change	Reduce negative impacts on the natural and cultural environments.
	Reduce transportation sector emissions.
	Achieve net zero carbon emissions.

Destination 2055 Project Evaluation

By analyzing the geographic distribution of projects and project types included in Destination 2055, it can be determined that the projects aid in reaching the goals and objectives identified. For this evaluation, Triangle West TPO used the Triangle Regional Model G2V2 to determine how the communities that are most transportation disadvantaged are projected to be impacted by the transportation improvements in Destination 2055. These impacts are reflected by the selected Performance Measures. The Performance Measures allow us to understand the distribution of benefits of transportation improvements and not just the distribution of projects by mileage and anticipated project costs.

Performance Measures

The Traffic Analysis Zones with the highest Transportation Disadvantaged Index score of each County and how they score according to key performance measures are provided in the tables below.

The key performance measures can be defined as:

- Walk Category – Categorizes TAZs’ walking access based on the Walkability Scores
- Transit Category – Categorizes the TAZs’ transit access based on Transit Access Score
- Job Access via Automobile – Number of jobs accessible within a 30-minute drive from the TAZ
- Job Access via Walking – Number of jobs accessible within a 30-minute walk from the TAZ
- Job Access via Transit – Number of jobs accessible within a 30-minute transit trip

Durham County, NC										
TAZ ID	2020 Walk Category	2055 Walk Category	2020 Transit Category	2055 Transit Category	2020 Job Access via Automobile	2055 Job Access via Automobile	2020 Job Access via Walking	2055 Job Access via Walking	2020 Job Access via Transit	2055 Job Access via Transit
270	Good	Excellent	Fair	Excellent	874,600	1,698,968	18,009	39,662	38,643	113,098
271	Good	Excellent	Good	Excellent	862,765	1,684,733	19,223	43,831	29,111	84,002
272	Excellent	Excellent	Good	Excellent	864,011	1,674,907	24,375	60,029	46,270	151,970
273	Excellent	Excellent	Excellent	Excellent	861,567	1,673,038	24,322	60,320	54,694	115,232
274	Good	Excellent	Good	Excellent	864,088	1,688,691	21,424	52,939	43,214	87,367

Orange County, NC										
TAZ ID	2020 Walk Category	2055 Walk Category	2020 Transit Category	2055 Transit Category	2020 Job Access via Automobile	2055 Job Access via Automobile	2020 Job Access via Walking	2055 Job Access via Walking	2020 Job Access via Transit	2055 Job Access via Transit
1137	Good	Good	Good	Good	470,251	804,745	7,116	9,064	17,602	47,557
1133	Good	Good	Good	Good	432,420	749,377	2,679	2,877	34,545	33,774
1134	Good	Good	Good	Good	447,848	769,575	3,677	4,041	35,028	48,489
1135	Good	Good	Good	Good	434,801	751,676	4,093	4,501	36,542	37,975
1136	Good	Good	Good	Good	436,264	756,061	5,009	5,806	32,424	41,690

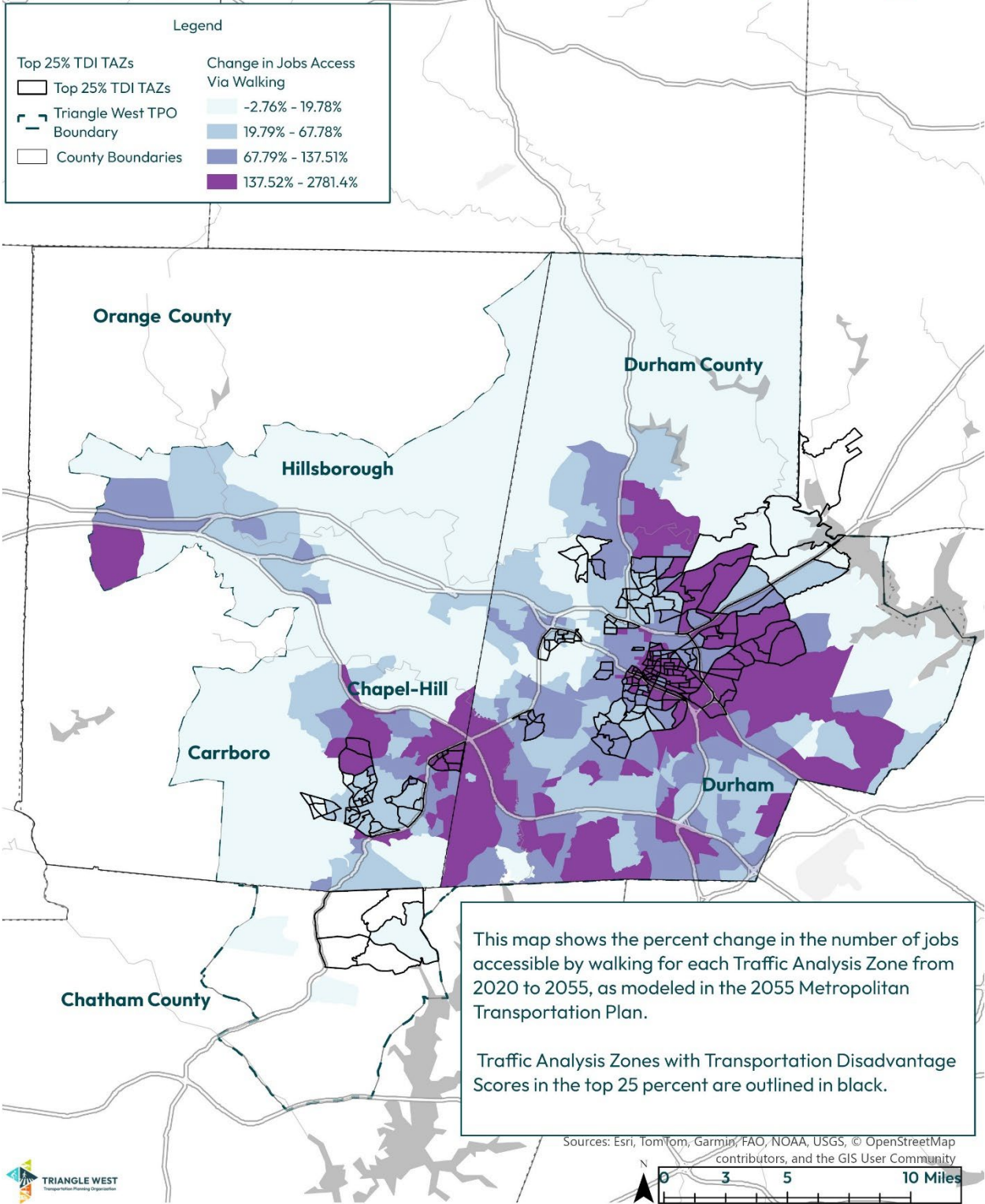
Chatham County, NC										
TAZ ID	2020 Walk Category	2055 Walk Category	2020 Transit Category	2055 Transit Category	2020 Job Access via Automobile	2055 Job Access via Automobile	2020 Job Access via Walking	2055 Job Access via Walking	2020 Job Access via Transit	2055 Job Access via Transit
17	Bad	Bad	Bad	Bad	453,231	732,313	321	1,380	0	0
18	Bad	Bad	Bad	Bad	508,592	1,006,631	401	401	0	0
19	Bad	Bad	Bad	Bad	412,000	687,885	-	-	0	0
3019	Bad	Bad	Bad	Bad	559,851	1,131,239	401	401	0	0
16	Bad	Bad	Bad	Bad	512,625	931,932	-	-	0	0

The following maps show the change in access to the number of jobs from the year 2020 to the year 2055, as modeled in Destination 2055, a Metropolitan Transportation Plan, by the following modes:

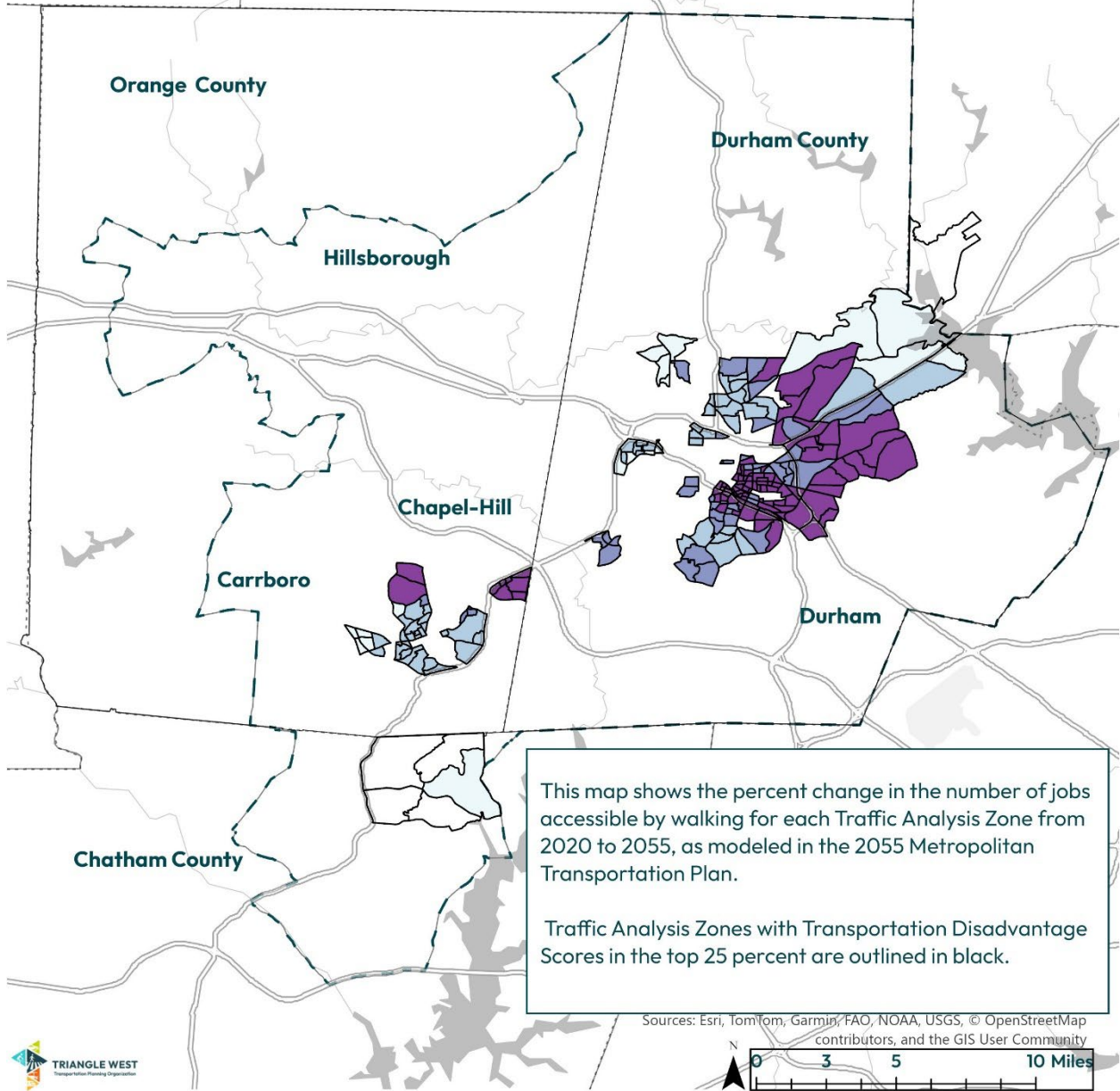
- Walking

- Transit
- Automobiles

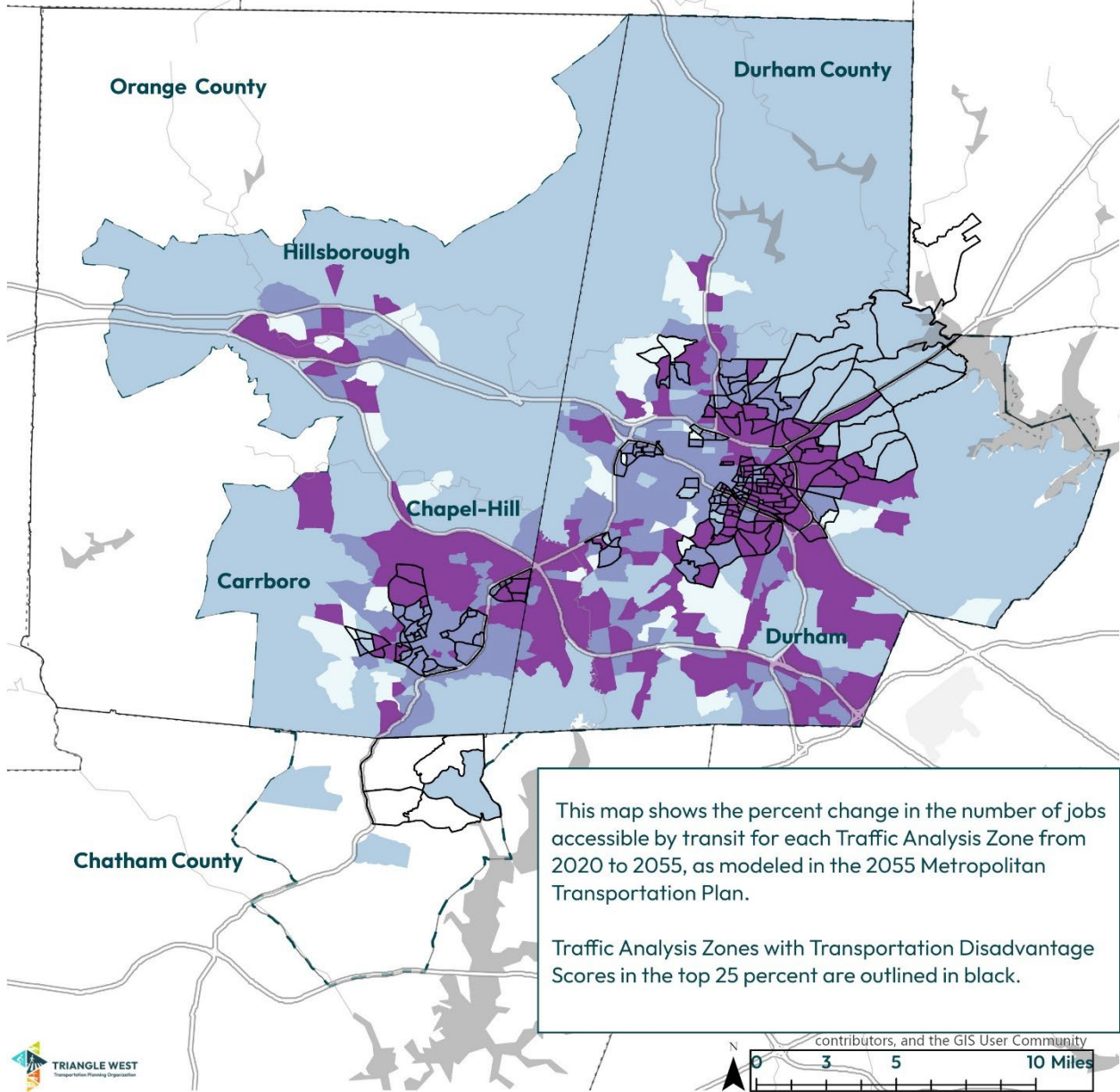
Change in Jobs Access within 30 Minutes by Walking



Change in Jobs Access within 30 Minutes by Walking



Change in Jobs Access within 30 Minutes by Transit

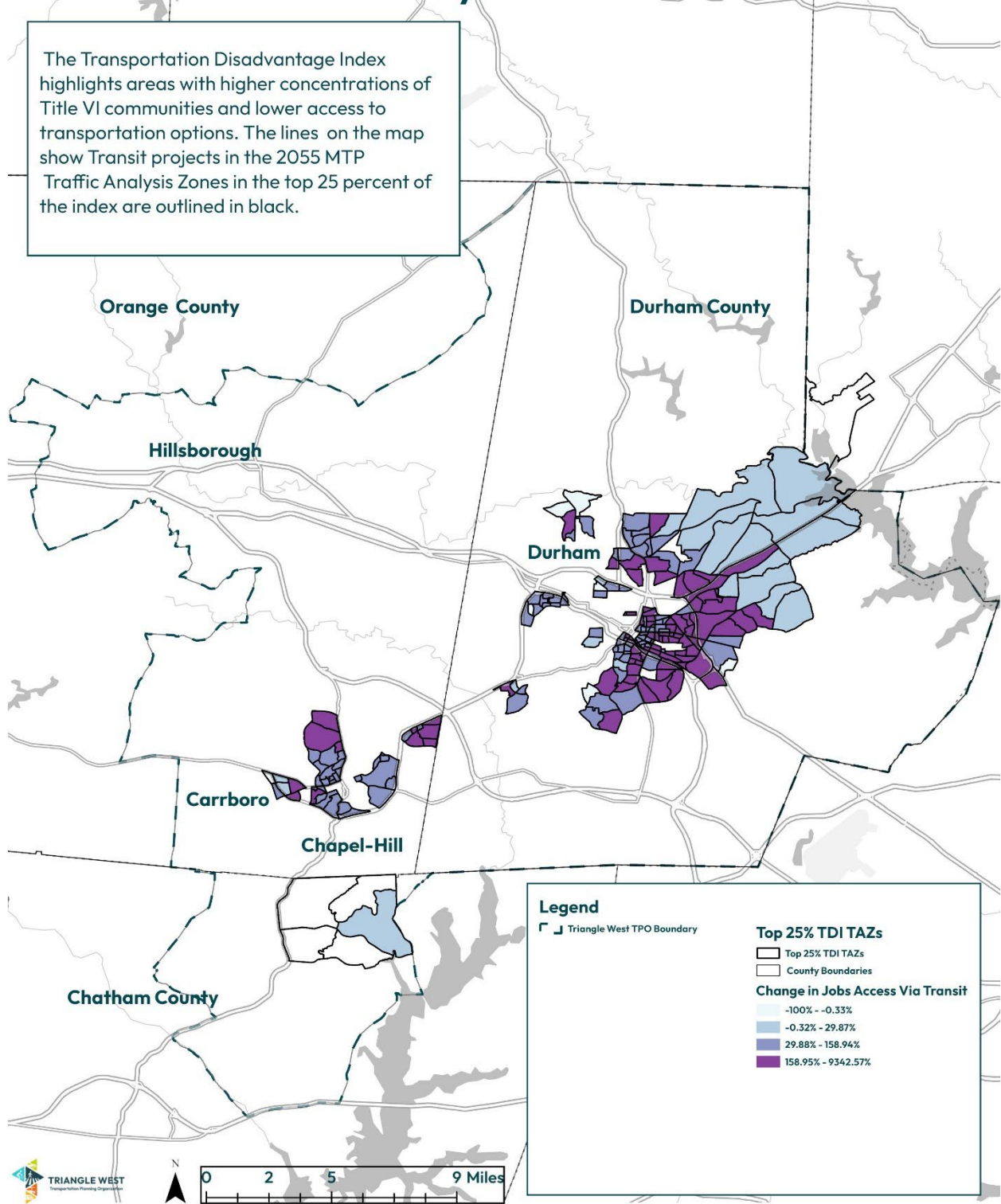


This map shows the percent change in the number of jobs accessible by transit for each Traffic Analysis Zone from 2020 to 2055, as modeled in the 2055 Metropolitan Transportation Plan.

Traffic Analysis Zones with Transportation Disadvantage Scores in the top 25 percent are outlined in black.

Transportation Disadvantage Index by Traffic Analysis Zones

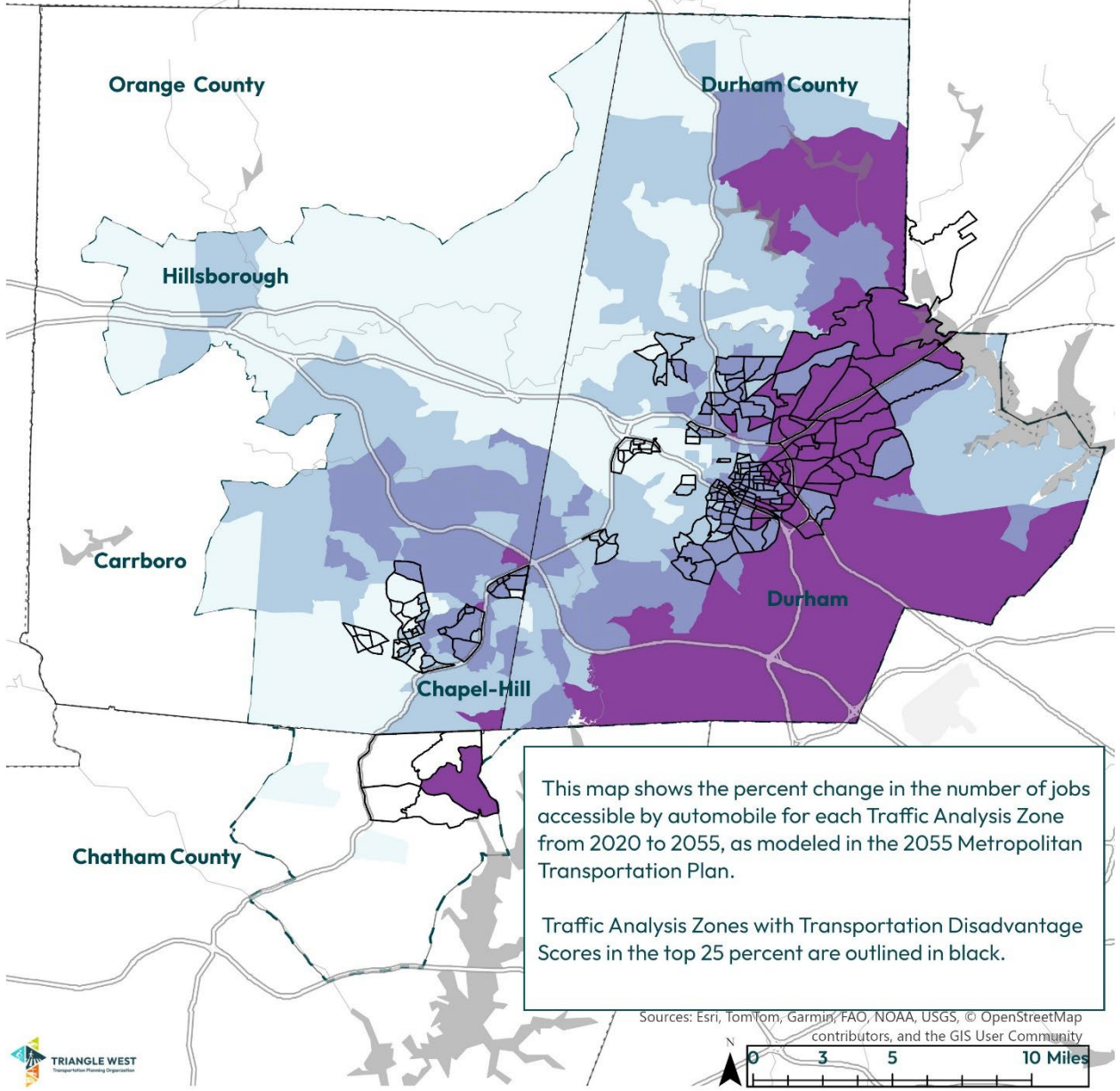
The Transportation Disadvantage Index highlights areas with higher concentrations of Title VI communities and lower access to transportation options. The lines on the map show Transit projects in the 2055 MTP. Traffic Analysis Zones in the top 25 percent of the index are outlined in black.



Change in Jobs Access within 30 Minutes by Automobile

Legend

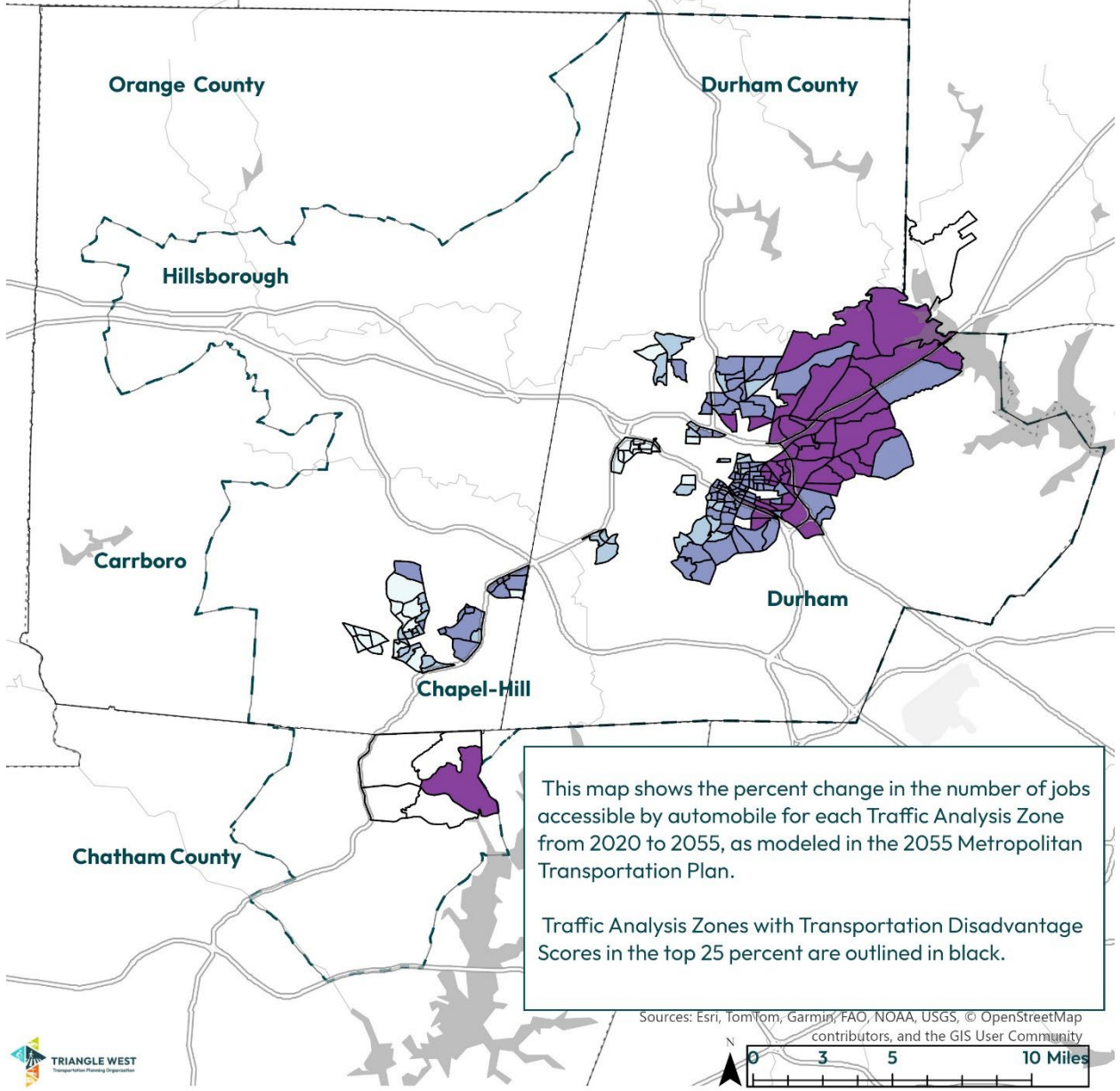
Top 25% TDI TAZs	Change in Jobs Access Via Automobile
Top 25% TDI TAZs	-1.01% - 77.34%
Triangle West TPO Boundary	77.35% - 89.37%
County Boundaries	89.38% - 96.71%
	96.72% - 111.3%



Change in Jobs Access within 30 Minutes by Automobile

Legend

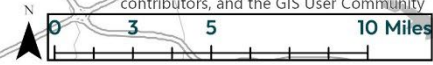
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	96.72% - 111.3%



This map shows the percent change in the number of jobs accessible by automobile for each Traffic Analysis Zone from 2020 to 2055, as modeled in the 2055 Metropolitan Transportation Plan.

Traffic Analysis Zones with Transportation Disadvantage Scores in the top 25 percent are outlined in black.

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

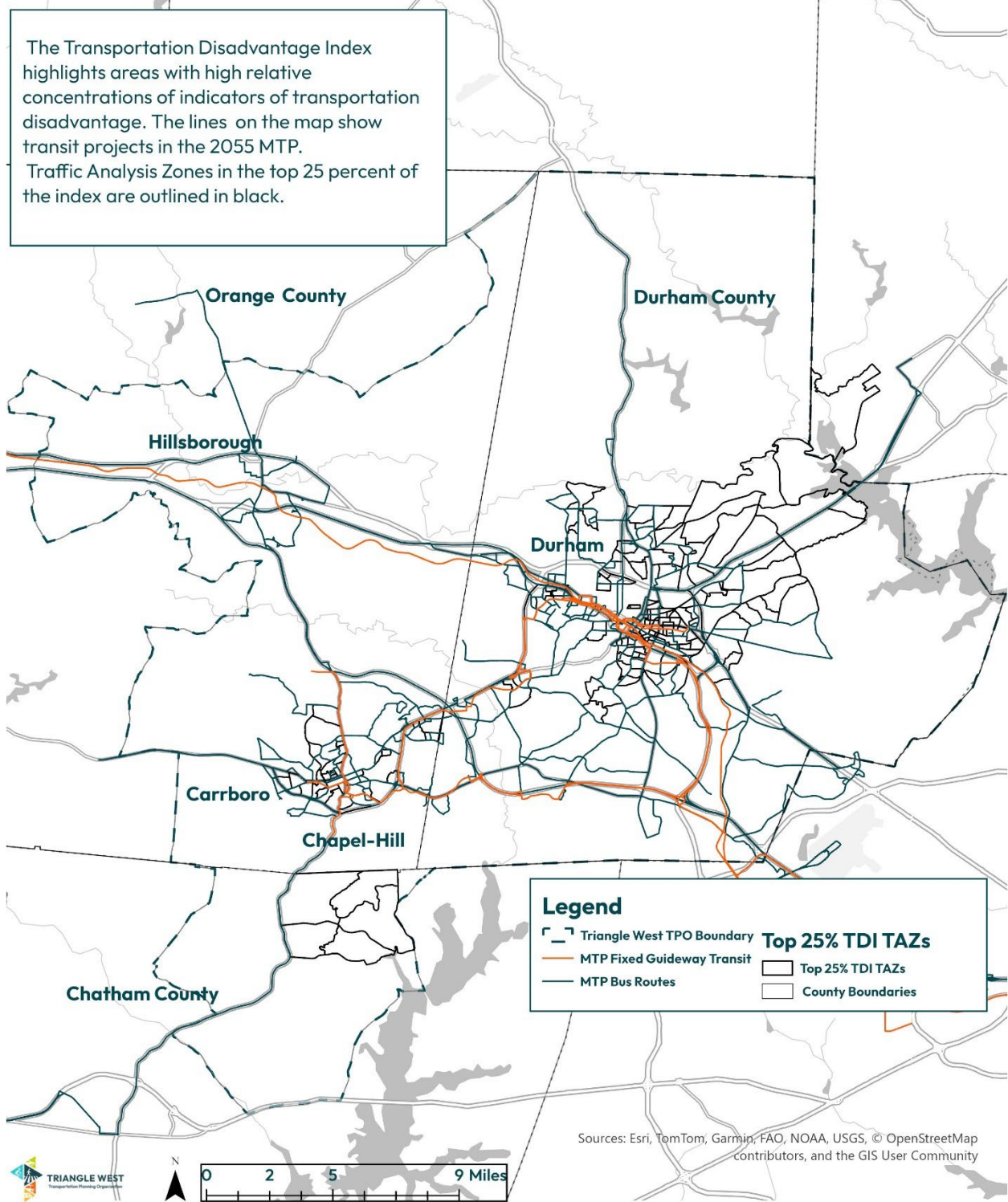


Destination 2055 Project Distribution

The following map shows the location of planned projects in Destination 2055 relative to the TAZs with highest concentration of communities with Environmental Justice concerns. The first map in this section shows us that the majority of transit projects including bus rapid transit, fixed routes, and route improvements will serve communities with the highest degree of transportation disadvantage across the region. The second map in this section shows roadway and highway investments – including but not limited to highway modernization, new roadways, and high occupancy vehicle lanes - and their distribution across the region and communities with the highest degree of transportation disadvantage across the region. Majority of the roadway and highway projects are along corridors that connect communities with high transportation disadvantage to destinations such as downtown Chapel Hill, downtown Carrboro, downtown Durham, and the Research Triangle Park, such as 15-50, US40, NC54 and US70 East.

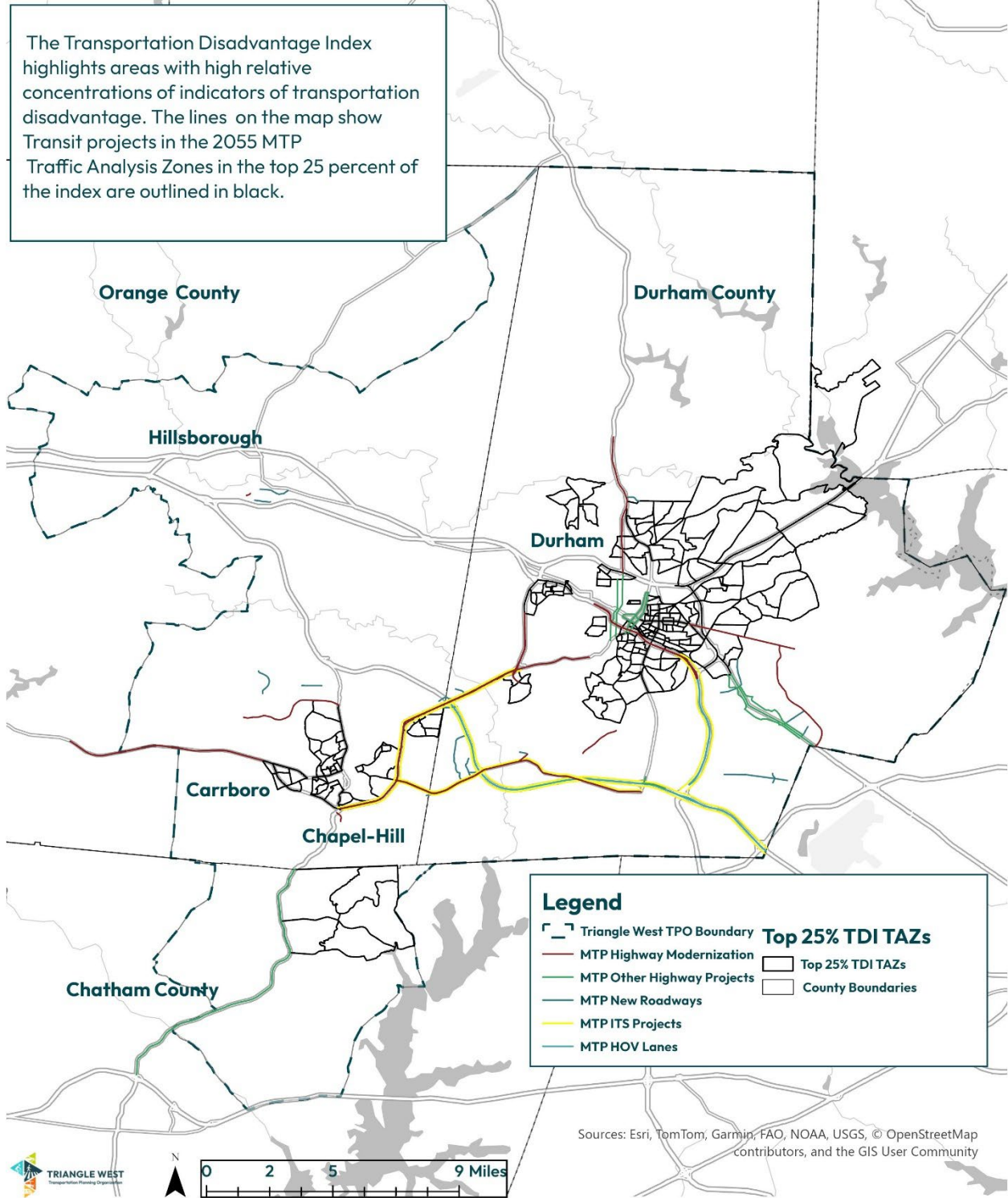
Transportation Disadvantage Index by Traffic Analysis Zones

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Transportation Disadvantage Index by Traffic Analysis Zones

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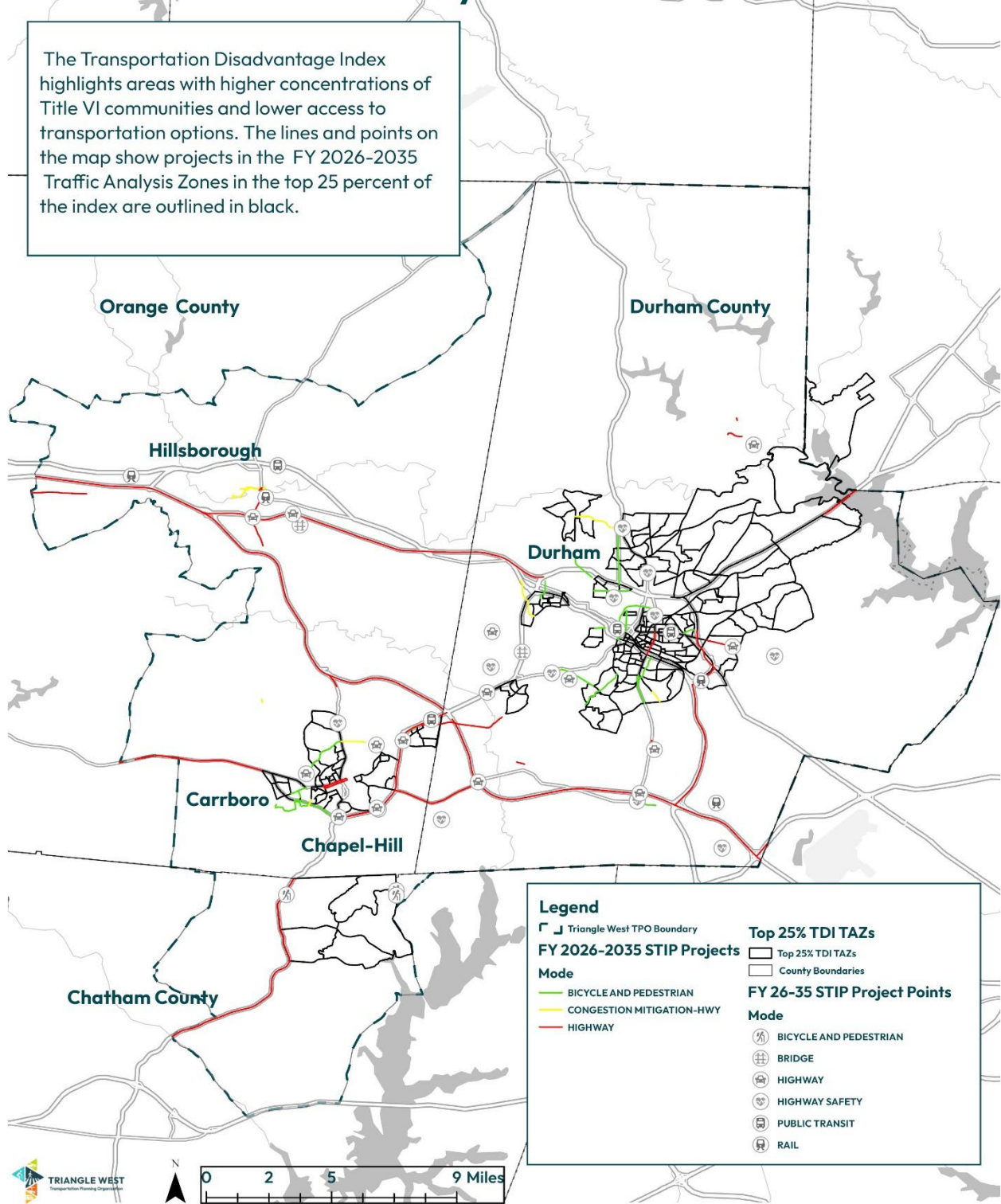


Transportation Improvement Program

The following map shows the projects that are programmed for funding in the Triangle West Transportation Improvement Program (TIP), which is our short-range transportation plan, with respect to the TAZs with highest concentration of communities with Environmental Justice Concerns. This map shows programmed short-term transportation investments and their distribution across the region and communities with the highest transportation disadvantage. Triangle West continues to monitor the impacts of the investments and involve people in the most transportation disadvantage communities in planning processes to incorporate their feedback.

Transportation Disadvantage Index by Traffic Analysis Zones

The Transportation Disadvantage Index highlights areas with higher concentrations of Title VI communities and lower access to transportation options. The lines and points on the map show projects in the FY 2026-2035 Traffic Analysis Zones in the top 25 percent of the index are outlined in black.



Unified Planning Work Program

Purpose of UPWP

The UPWP is the Triangle West’s yearly budget and work plan. It lists the main transportation planning activities for the year. The plan includes the costs, where the funding comes from, and a timeline for completing each activity. The following has been adopted as a part of the Unified Planning Work Program for Fiscal Year 2027 and reflects Triangle West’s financial work plan. There are several “special studies,” which are regional transportation plans and studies that have been requested by Triangle West member agencies and are receiving federal funding. These projects are typically procured and managed by Triangle West on behalf of our members.

TPO WIDE FUNDING BUDGET TABLE BY SOURCE AND TASK CODE

FTA Code	Task Code	Task Description	Total	STBG-DA			Metropolitan Planning (PL104)			Safe & Acc Transp Options (PL04 set aside (Y410))			Section 5303 Highway/Transit				Task Funding Summary			
				Local	FHWA	Total	Local	FHWA	Total	Federal	100%	Local	NCDOT	FTA	Total	Local	NCDOT	Federal	TOTAL	
				20%	80%	100%	20%	80%	100%	100%	10%	10%	80%	100%	100%	100%	100%	100%	100%	
REQUIRED FUNCTIONS																				
44.24.00	IA	Metropolitan Transportation Plan (MTP)	\$ 210,500	\$ 22,308	\$ 89,520	\$ 111,940	\$ 21,271	\$ 65,098	\$ 124,560	\$ -	\$ 2,000	\$ 2,000	\$ 16,360	\$ 20,200	\$ 45,480	\$ 2,000	\$ 990,800	\$ 238,500		
44.23.01	IB	Transportation Improvement Program (TIP)	\$ 203,500	\$ 15,116	\$ 60,544	\$ 75,280	\$ 25,524	\$ 102,096	\$ 127,620	\$ -	\$ 3,560	\$ 3,560	\$ 30,880	\$ 38,400	\$ 44,520	\$ 3,800	\$ 919,520	\$ 241,900		
44.23.02	IC	Strategic Transportation Prioritization (STP)	\$ 109,000	\$ 4,387	\$ 28,549	\$ 31,956	\$ 14,815	\$ 59,291	\$ 74,064	\$ -	\$ 1,980	\$ 1,980	\$ 16,840	\$ 19,800	\$ 23,380	\$ 1,980	\$ 100,640	\$ 125,800		
44.23.02	1-D	Unified Planning Work Program (UPWP)	\$ 222,000	\$ 44,180	\$ 178,320	\$ 222,000	\$ -	\$ -	\$ -	\$ -	\$ 780	\$ 780	\$ 6,240	\$ 7,800	\$ 43,360	\$ 780	\$ 384,500	\$ 230,100		
44.23.01	IE	Comprehensive Transportation Plan (CTP)	\$ 155,800	\$ 31,160	\$ 124,640	\$ 155,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 31,160	\$ -	\$ 124,640	\$ 155,800		
44.27.00	1-F	Congestion Management Process (CMP)	\$ 208,500	\$ 141,740	\$ 56,960	\$ 208,500	\$ -	\$ -	\$ -	\$ -	\$ 1,780	\$ 1,780	\$ 14,840	\$ 17,800	\$ 143,520	\$ 1,780	\$ 58,250	\$ 284,550		
44.21.00	1-G	Triangle Regional Model (TRM)	\$ 430,300	\$ 86,020	\$ 344,080	\$ 430,300	\$ -	\$ -	\$ -	\$ -	\$ 890	\$ 890	\$ 7,100	\$ 8,900	\$ 86,910	\$ 890	\$ 351,200	\$ 439,000		
44.21.01	1-H	Other Federal Required Functions	\$ 101,600	\$ 3,300	\$ 15,199	\$ 16,499	\$ 17,020	\$ 68,081	\$ 85,101	\$ -	\$ 29,452	\$ 29,452	\$ 235,613	\$ 264,516	\$ 49,772	\$ 29,452	\$ 316,893	\$ 396,716		
44.23.01	1-H-A	VIA Safe & Accessible Transportation Options	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,900		
STRENGTHENING PARTNERSHIPS																				
44.25.00	B-A	Supporting Local Decision-Making	\$ 441,000	\$ 88,200	\$ 352,800	\$ 441,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 88,200	\$ -	\$ 352,800	\$ 441,000		
44.25.00	B-B	Transport Studies	\$ 468,400	\$ 93,680	\$ 374,720	\$ 468,400	\$ -	\$ -	\$ -	\$ -	\$ 3,560	\$ 3,560	\$ 30,880	\$ 38,400	\$ 97,540	\$ 3,800	\$ 406,600	\$ 507,000		
LEGISLATIVE DIALOGUE																				
44.27.00	B-A	National Engagement	\$ 40,500	\$ 12,150	\$ 48,400	\$ 40,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,150	\$ -	\$ 48,400	\$ 40,500		
44.27.00	B-B	Statewide Engagement	\$ 51,400	\$ 10,280	\$ 41,120	\$ 51,400	\$ -	\$ -	\$ -	\$ -	\$ 980	\$ 980	\$ 7,840	\$ 9,800	\$ 11,240	\$ 980	\$ 48,900	\$ 45,200		
COMMUNITY EDUCATION AND ATTAINMENT																				
44.27.01	IV-A	Initiative-Focused Engagement	\$ 89,700	\$ 17,940	\$ 47,760	\$ 89,700	\$ -	\$ -	\$ -	\$ -	\$ 2,440	\$ 2,440	\$ 19,680	\$ 24,600	\$ 16,400	\$ 2,440	\$ 67,440	\$ 84,300		
44.27.01	IV-B	Ongoing Organization Outreach	\$ 179,300	\$ 14,388	\$ 58,332	\$ 72,940	\$ 21,272	\$ 85,088	\$ 104,360	\$ -	\$ 2,440	\$ 2,440	\$ 19,520	\$ 24,400	\$ 38,300	\$ 2,440	\$ 162,960	\$ 203,700		
RESILIENCY																				
44.27.01	V-A	Professional Development and Organization Enrichment	\$ 330,300	\$ 33,030	\$ 132,080	\$ 165,300	\$ 29,000	\$ 116,000	\$ 145,000	\$ -	\$ 2,420	\$ 2,420	\$ 19,360	\$ 24,200	\$ 64,440	\$ 2,420	\$ 287,440	\$ 334,300		
44.27.01	V-B	Transportation Planning Administration	\$ 250,400	\$ 45,320	\$ 180,480	\$ 235,600	\$ 5,000	\$ 20,800	\$ 28,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,320	\$ -	\$ 203,360	\$ 251,600		
INFRASTRUCTURE STEWARDSHIP																				
44.27.01	VI-A	Data Development and Management	\$ 618,600	\$ 103,171	\$ 480,488	\$ 602,605	\$ 3,999	\$ 14,390	\$ 17,995	\$ -	\$ 2,460	\$ 2,460	\$ 19,680	\$ 24,600	\$ 126,380	\$ 2,460	\$ 514,560	\$ 643,200		
44.27.01	VI-B	Project Development	\$ 377,500	\$ 61,460	\$ 249,840	\$ 317,500	\$ -	\$ -	\$ -	\$ -	\$ 641	\$ 641	\$ 5,129	\$ 6,411	\$ 68,101	\$ 641	\$ 274,569	\$ 343,781		
Totals				\$ 4,924,600	\$ 847,220	\$ 3,389,880	\$ 4,234,500	\$ 137,700	\$ 550,800	\$ 688,500	\$ 12,900	\$ 56,023	\$ 56,023	\$ 448,182	\$ 540,227	\$ 1,040,943	\$ 56,023	\$ 4,400,762	\$ 5,497,727	
Local																				
Federal																				
STBG-DA																				
Total																				
PL104																				
Total																				
Y410																				
Section 5303 Transit Planning																				
Total																				
Local																				
Subtotals																				
Federal																				
TOTAL																				

Special Studies		STBG-DA - 1033(b)(3)(7)		
Subtotal for Special Studies contracts		Local	FHWA	Total
FTA Code	Task Code	20%	80%	100%
44.25.00	B-B	PT27 Special Studies		
44.25.00	B-B	\$ 50,000	\$ 120,000	\$ 150,000
44.25.00	B-B	\$ 20,000	\$ 80,000	\$ 100,000
Continuing Studies from FY2026				
44.25.00	B-B	\$ 400,000	\$ 400,000	\$ 800,000
44.25.00	B-B	\$ 300,000	\$ 400,000	\$ 700,000
44.25.00	B-B	\$ 400,000	\$ 600,000	\$ 1,000,000
Continuing Studies from FY2025				
44.25.00	B-B	\$ 17,000	\$ 146,000	\$ 163,000
44.25.00	B-B	\$ 127,000	\$ 1,108,000	\$ 1,235,000

The full UPWP and previous UPWPs can be found here: [Unified Planning Work Program | Triangle West TPO](#)

The UPWP is adopted annually, and community members are invited to provide feedback and influence the selection of transportation projects for the year.

UPWP Timeline



Other Core Planning Efforts

American With Disabilities Act Transition Plan

The Americans with Disabilities Act Transition Plan or ADA Transition Plan was adopted to:

- Identify accessibility issues in the Triangle region
- Identify ways the TPO and partners can be successful in ensuring accessibility
- Set goals for improving access to transportation and TPO planning processes

The goals within the ADA Transition Plan reflect Triangle West’s efforts to include people with disabilities in regional transportation planning processes. Triangle West recognizes that people with disabilities face increased barriers to transportation and often require accommodations to use our transportation system. Both the ADA Transition Plan and this Environmental Justice Report inform Triangle West and its member jurisdictions on how to best meet the needs of people with disabilities and mitigate any potential negative impacts caused by transportation projects.

The full ADA Transition Plan can be found here: <https://www.twtpo.org/non-discrimination-policy-title-vi>

Language Access Plan

The Triangle West Language Access Plan was adopted in 2025 and is an update to the previously adopted Limited English Proficiency Plan. The Language Access Plan is a guide to ensure that community members can access planning programs and be included in planning processes despite the language they use. The Language Access Plan primarily identifies commonly spoken languages within the Triangle West region and provides resources for staff.

The Language Access Plan and the previously adopted Limited English Proficiency Plan can be found here: [Language Access \(formerly Limited English Proficiency\) | Triangle West TPO](#)

Non-Discrimination Policy and Title VI Plan

The TPO adopted a [Title VI Non-Discrimination Plan](#) that specifies how the TPO will comply with Title VI that includes these main features:

- TPO non-discrimination statement
- Signed assurances of compliance
- A designated Title VI liaison and organizational structure
- Training for TPO employees related to Title VI implementation
- Complaint procedures, complaint form and complaint log
- [Public Participation Plan](#), updated 2025
- [Limited English Proficiency Plan \(LEP\)](#), updated 2021
- [Environmental Justice Plan](#), updated 2020

At the time of adoption of this Environmental Justice Report, the Title VI Plan is being updated.

Summary

This Environmental Justice Report identifies communities across the Triangle West TPO region that are likely to experience decreased access to transportation and other opportunities. Using the indicators of transportation disadvantage, the analysis highlights communities that face disproportionate barriers to mobility via walking, transit, and automobiles. This report serves as tool to increase accessibility and safety for communities historically excluded and negatively impacted by previous planning efforts.

In addition to this written report, Triangle West TPO has published a Story Map for this Environmental Justice Report. The Story Map provides a series of online maps inclusive of these featured within this report and those related to other planning efforts such Safe Streets for All/Vision Zero Action Plan. The Story Map can be found here:

https://gis.twtpo.org/arcgis_twtpo/apps/storymaps/stories/500376f3cb944e2e9dcabc01ef5c6760