

# DRAFT FY2027 UNIFIED PLANNING WORK PROGRAM



# TRIANGLE WEST

Transportation Planning Organization

Scheduled adoption: November 18, 2025

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# Triangle West Transportation Planning Organization FY2027 Unified Planning Work Program

July 1, 2026 to June 30, 2027

Adoption Date: November 18, 2025

Prepared by the Triangle West Transportation Planning Organization for its member jurisdictions

## TPO Board Members | 2026

Name	Affiliation	Member/Alternate
Karen Howard (Chair)	Chatham County	Member
Javiera Cabellero (Vice Chair)	City of Durham	Member
Amy Fowler	Orange County	Member
Carl Rist	City of Durham	Member
Melissa McCullough	Town of Chapel Hill	Member
Nida Allam	Durham County	Member
Valerie Jordan	NC Board of Transportation	Member
Sally Greene	GoTriangle	Member
Danny Nowell	Town of Carrboro	Member
Mark Bell	Town of Hillsborough	Member
Mike Fox	NC Board of Transportation	Alternate
Marilyn Carter	Orange County	Alternate
Wendy Jacobs	Durham County	Alternate
Lisa Mathis	NC Board of Transportation	Alternate
Matt Hughes	Town of Hillsborough	Alternate
Michael Parker	GoTriangle	Alternate
Leonardo Williams	City of Durham	Alternate
Jason Merrill	Town of Carrboro	Alternate
Camille Berry	Town of Chapel Hill	Alternate
Katie Kenlan	Chatham County	Alternate
<i>Vacant</i>	<i>Federal Highway Administration</i>	<i>Non-Voting Member</i>

Updated 7/28/2025

## Introduction

This document is the Triangle West Transportation Planning Organization (Triangle West TPO)'s annual Unified Planning Work Program (UPWP) for the fiscal year beginning July 1, 2026, and ending June 30, 2027. It is intended to meet federal regulations implementing transportation planning and policy required by 23 CFR §450.308. The UPWP serves as the foundation for all Triangle West TPO staff work, transportation planning partners' work, grant applications, and financial pass-through arrangements in North Carolina's western triangle region.

This UPWP contains:

- A summary of proposed planning activities,
- Framework for interaction with other Triangle West TPO USDOT certification activities,
- Regional metropolitan transportation and required federal planning factors,
- Funding resource descriptions,
- Key initiatives and special studies,
- Specific planning delivery unit tasks, and budgets for Triangle West TPO,
- Specific planning delivery unit tasks, and budgets for pass-through agencies, and
- Appendices for required supporting documentation.

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) annually provide funding allocations for Triangle West TPO's continuing, cooperative, and comprehensive (3-C) transportation planning activities. The UPWP identifies TPO planning tasks that use federal transportation funds, including highway and transit programs. The UPWP categorizes work program elements and delivery units by alphanumeric task codes and descriptions. The TPO's 5-year Prospectus for Continuing Transportation Planning, most recently approved by the TPO Board on November 10, 2021, guides annual UPWP development.

On January 28, 2025, the TPO Board voted to change the organization's name from the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) to the Triangle West Transportation Planning Organization to represent the TPO's constituent communities better. Previously adopted documents will continue to bear the former name.

The UPWP contains special projects and FTA project descriptions. The responsible passthrough member agencies provide special project descriptions. The UPWP also

includes FTA planning project task descriptions, FTA Disadvantaged Businesses Contracting Opportunities forms, and FTA funding source tables.

The funding source tables reflect available federal planning fund sources and the amounts of non-federal matching funds. The match is provided through either local or state funds or both. Section 104(f) funds are designated for TPO planning and are used by the Triangle West TPO staff to support TPO planning functions. Section 133(b)(3)(7) funds are the portion of STBG-DA funds identified in the UPWP for TPO planning. The Triangle West TPO and its jurisdictions use these funds to support the TPO planning functions and regional special projects, such as corridor studies, CommunityViz update, Regional Freight Plan implementation and update, transportation performance measurement, data collection geodatabase enterprise update, regional model update and enhancement, travel behavior surveys and onboard transit survey, etc. The Federal Transit Administration's Section 5303 is a source of funds for transit planning for Chapel Hill Transit (CHT) and GoDurham. These funds are allocated by NCDOT's Public Transportation Division (PTD). Transit agencies may also use portions of their Section 5307 funds for planning. The TPO Board must approve these funds as part of the UPWP approval process.

## **FEDERAL CERTIFICATION REVIEW**

Every four years, FHWA and FTA are required to review, in full, the planning processes of any MPO covering a UZA that contains a population of over 200,000 (also known as a Transportation Management Area or TMA). The certification review was conducted for the Triangle West TPO in the fall of 2021 and evaluated whether the TPO complied with Federal regulations. FHWA completed its certification review report in June 2022.

Ultimately, the review team found that the transportation planning process for the TPO's transportation management area met the requirements of 23 CFR 450, Subpart C, and 49 U.S.C. § 5303, and is, in effect, certified. Furthermore, the Triangle West TPO received one commendation for noteworthy practices from the review team and three recommendations for process or program improvements.

The following is a noteworthy practice that the Triangle West TPO is doing in the transportation planning process:

1. The TPO has excelled in obtaining public participation in its Board meetings, and the Board uses this feedback to guide its decision-making.

The recommendations received by Triangle West TPO were:

1. It is recommended that the TPO update its MOU.
2. While using STBG-DA funds to fund salaries and staff operations are eligible activities, it is recommended the Unified Planning Work Program (UPWP) provide greater detail on the planning tasks being performed by the staff and the products being developed.
3. It is recommended that the next Metropolitan Transportation Plan (MTP) provide additional details on the assumptions made for toll roadway, local, and private revenue forecasts.

### **METROPOLITAN PLANNING FACTORS & FEDERAL REQUIREMENTS**

Federal transportation regulations (23 CFR 450.306(b)) require MPOs to consider specific planning factors when developing transportation plans and programs in the metropolitan area. Current legislation calls for MPOs to conduct planning that:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

## **FHWA AND FTA PLANNING EMPHASIS AREAS AND THE FY2027 UPWP**

### **SCOPE OF PLANNING PROCESS:**

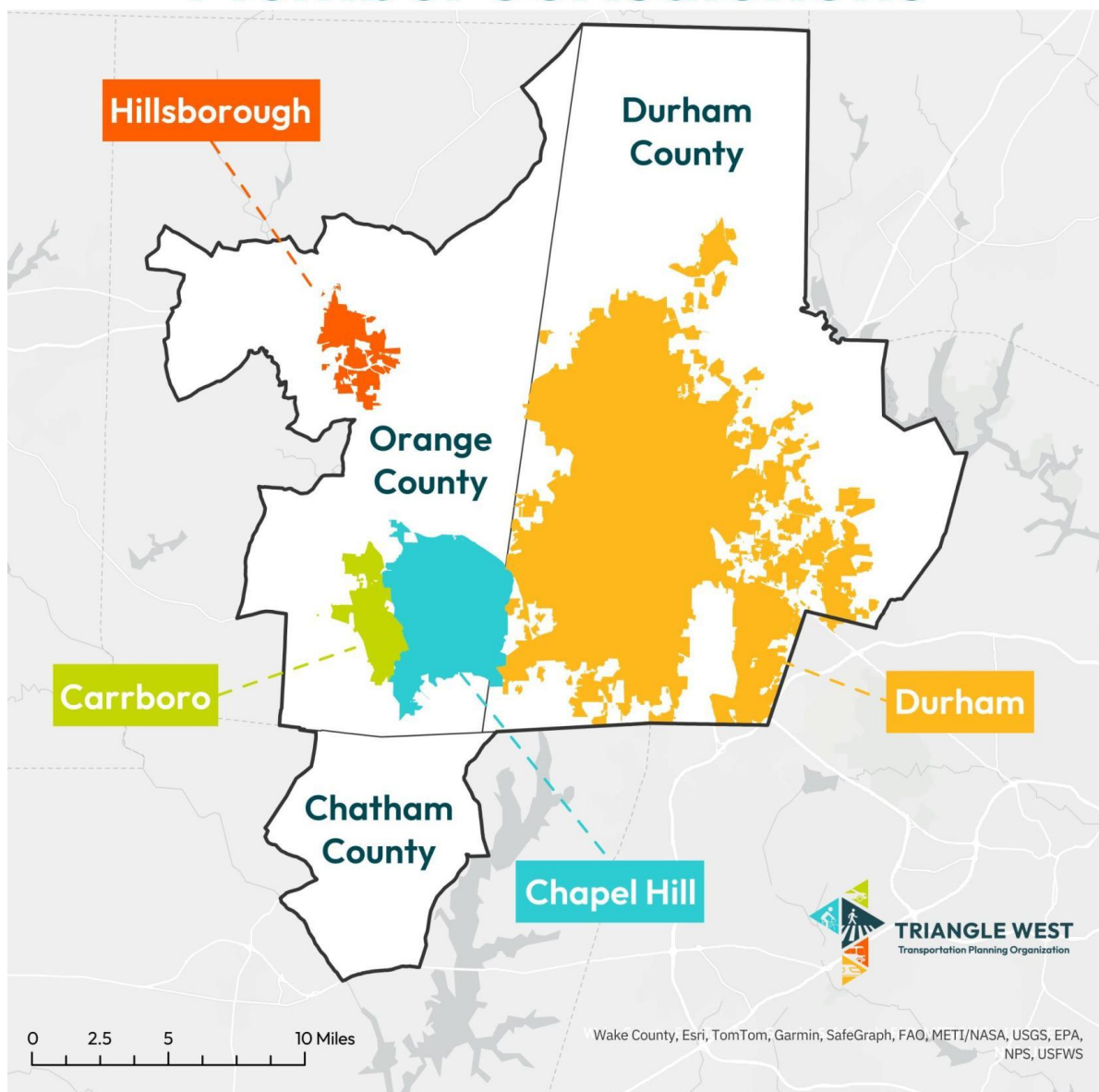
- In general, the metropolitan planning process for a metropolitan planning area under this section shall provide for consideration of projects and strategies that will:
  - support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
  - increase the safety of the transportation system for motorized and nonmotorized users;
  - increase the security of the transportation system for motorized and nonmotorized users;
  - increase the accessibility and mobility of people and for freight;
  - protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth, housing, and economic development patterns;
  - enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
  - promote efficient system management and operation;
  - emphasize the preservation of the existing transportation system;
  - improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
  - enhance travel and tourism.

## DEFINITION OF SERVICE AREA

The Triangle West TPO urbanized area includes:

- Durham County (entire county)
- A portion of Orange County, including the Towns of Chapel Hill, Carrboro, and Hillsborough
- Northeast Chatham County

## Member Jurisdictions





## FY2027 FUNDING SOURCES

FY2027 UPWP funding levels and descriptions of funding sources are summarized below. The full budget table is below.

### FEDERAL HIGHWAY ADMINISTRATION FUNDS (FHWA)

Metropolitan Planning (PL) Section 104(f) – These urbanized area funds are administered by NCDOT and require a 20% local match. The proposed Section 104(f) funding level is based on the FAST-ACT Section 104(f) allocation. The statewide section 104(f) funds are distributed among all MPOs with a population-based formula.\*

Local Match (20%)	Federal Match (80%)	Total (100%)
\$125,425	\$501,700	\$627,125

*\*This is an approximation based on FY26. When new figures become available in Fall 2025, this will be updated.*

Safe & Accessible Transportation Options – Metro Planning (Y-410) – In 2022, the Infrastructure Investment and Jobs Act has added a new Metro Planning set-aside for Increasing Safe & Accessible Transportation Options. The Act requires each MPO to use at least 2.5% of its PL funds on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. [§ 11206(b)]. The 2.5% set aside is provided by a separate allocation of PL funds (federal program code Y-410).\*

Local Match (20%)	Federal Match (80%)	Total (100%)
N/A	\$12,800	\$12,800

*\*This is an approximation based on FY26. When new figures become available in Fall 2025, this will be updated.*

STBG-DA – These funds are the portion of the federal Surface Transportation Block Grant Program (STBG-DA) funds provided through FHWA to Transportation Management Areas (TMAs) over 200,000 in population. By agreement with the Triangle West TPO and NCDOT, a portion of these funds are used for MPO transportation planning activities. Below is the STBG-DA request by and for TPO staff and member agency planning activities.\*

Local Match (20%)	Federal Match (80%)	Total (100%)
\$633,735	\$2,534,941	\$3,168,676

*\*This is an approximation based on FY26. When new figures become available in Fall 2025, this will be updated.*

## FEDERAL TRANSIT ADMINISTRATION FUNDS (FTA)

Three types of funds are used for transit planning by the Triangle West TPO; Section 5303 Metropolitan Transportation Planning Program, Section 5339 Bus and Bus Facilities, and Section 5307 Urbanized Area Formula Program funds administered by the Federal Transit Administration (FTA) and the NCDOT Public Transportation Division (PTD).

Section 5303 funds – Section 5303 funds assist in urbanized areas for transit planning and technical studies related to urban public transportation. They are provided by the FTA through NCDOT to Triangle West TPO local transit operators and Triangle West TPO (80% from FTA, 10% from NCDOT, and 10% local match). The TPO supports the 5303 Program through administrative processes. The full budget table by task code can be found below.\*

Agency	Local Match (10%)	NCDOT/State Match (10%)	Federal Match (80%)	Total (100%)
GoDurham	\$23,938.21	\$23,938.21	\$191,503.37	\$239,379.21
Chapel Hill Transit	\$22,999.18	\$22,999.18	\$183,993.43	\$229,991.79
<b>TOTAL</b>	<b>\$46,937.10</b>	<b>46,937.10</b>	<b>\$375,496.80</b>	<b>\$469,371.00</b>

*\*This is an approximation based on FY26. When new figures become available in Fall 2025, this will be updated.*

Section 5307 funds – Section 5307 funds may be used for planning as well as other purposes and are distributed through a formula by FTA. GoDurham, Chapel Hill Transit, Orange Public Transit, and GoTriangle can use Section 5307 funds from the FTA for assistance with a wide range of planning activities. These funds require a 20% local match, which is provided by transit agencies.

Section 5339 funds – Section 5339 funds are used to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities, including technological changes or innovations to modify low or no-emission vehicles or facilities. Funding is provided through formula allocations and competitive grants.

Section 5309 funds – Section 5309 funds are a discretionary Capital Investment Grant (CIG) program that provides funding for fixed guideway investments such as new and expanded rapid rail, commuter rail, light rail, streetcars, bus rapid transit, and ferries, as well as corridor-based bus rapid transit investments that emulate the features of rail. The Town of Chapel Hill Transit Department will receive federal funding under FTA's

5309: Fixed Guideway Capital Investment Grants (CIG) FAST Act section 3005(b) Expedited Project Delivery Pilot Program allocations, to reimburse planning expenditures related to the North-South Bus Rapid Transit (NSBRT) project. The project and budget are described in Appendix C.

#### **SUMMARY OF FEDERAL FUNDING PROGRAMMING BY AGENCY\***

This table indicates the amount of federally reimbursable funds by the agency.

Agency	FHWA			FTA	TOTAL
	STBG-DA (80%)	PL (80%)	Y-410 (100%)	5303 (80%)	
TPO	\$2,023,920	\$471,700	\$12,700	\$-	\$2,508,320
Chapel Hill Transit	\$-	\$-	\$-	\$219,749.71	\$219,749.71
GoDurham	\$-	\$-	\$-	\$228,719.09	\$228,719.09
<b>TOTAL</b>	<b>\$2,023,920</b>	<b>\$471,700</b>	<b>\$12,700</b>	<b>\$448,469.80</b>	<b>\$2,956,788.80</b>

*\*This is an approximation based on FY26. When new figures become available in Fall 2025, this will be updated.*

## TPO LOCAL MATCH AND COST-SHARING

### TPO Match Contribution

To receive the federal funds through FHWA, the TPO must provide the local match associated with its total budget. The Triangle West TPO member agencies contribute to the local match requirement through annual local cost sharing, and the proportionate share of the local match is determined on an annual basis during the UPWP development. The Triangle West TPO Memorandum of Understanding (MOU) guides the required local match shares for member agencies. Match shares are determined using information from the North Carolina State Demographer's Office.

The Direct Reserve Pro Rata creates a small fund that the TPO can use for direct expenses not eligible for federal funding.\*

Member	% UZA Population	FY26-27 Member Share Pro Rata	FY26-27 Direct reserve Pro Rata	Anticipated July 2026 Invoice
City of Durham	58.24%	\$337,379	\$8,124	\$345,503
Durham County	11.13%	\$64,580	\$1,553	\$66,133
Chapel Hill	12.38%	\$71,833	\$1,727	\$73,560
Carrboro	4.21%	\$24,428	\$587	\$25,015
Hillsborough	1.97%	\$11,431	\$275	\$11,706
Orange County	7.01%	\$40,674	\$978	\$41,652
Chatham County	5.06%	\$29,360	\$706	\$30,066
Community Member (93% gross)	100.00%	\$580,232	\$13,950	\$594,182
GoTriangle (7% gross)		\$43,673	\$1,050	\$44,723
*NC Demographer's Office	TOTALS:	\$623,905	\$15,000	\$638,905

*\*These figures are placeholders. Once public comment has been received in the Fall of 2025, this table will be updated.*

## FY2027 UPWP DEVELOPMENT AND AMENDMENT SCHEDULE

The FY2027 UPWP development schedule provides for the coordination of the UPWP development with the local government budget process and NCDOT deadlines. The UPWP can be amended after adoption four times during the fiscal year.

Dates	Actions
June 2025	Individual special study scoping meeting and discussions as needed
July 1, 2025	Application staff begins developing internal budget for FY27 UPWP
July 2025/August 2025	TPO Planning Staff reviews special study requests and develops funding recommendations.
August 15, 2025	Special study applications with all supporting materials are due to the TPO Planning Staff
August 27, 2025	Draft UPWP Walkthrough with Technical Committee members
September 9, 2025	Technical Committee reviews draft FY2027 UPWP and recommends Board release for public comment
September 23, 2025	TPO Board reviews draft FY2027 UPWP and releases for public comment
October 28, 2025	TPO Board holds a public hearing on draft FY2027 UPWP
November 4, 2025	Technical Committee receives final FY2027 UPWP and recommends Board approval
November 18, 2025	TPO Board approves final FY2027 UPWP, including approval of self-certification process and local match
January 30, 2026	Draft FY2027 UPWP due to NCDOT
March 27, 2026	Adopted FY2027 UPWP due to NCDOT

UPWP Amendment Schedule				
UPWP Amendment	Deadline for Submission to TPO	TC Action Date	Board Action Date	Submittal Date to NCDOT
<b>FY27 UPWP Adoption November 18, 2025</b>				
FY27 Amendment #1	5/1/2026	6/2026	6/2026	7/2026
FY27 Amendment #2	8/1/2026	9/2026	9/2026	10/2026
FY27 Amendment #3	10/2026	11/2026	11/2026	12/2026
FY27 Amendment #4	1/1/2027	2/2027	2/2027	3/2027

## FY2027 KEY INITIATIVES

### 2055 Metropolitan Transportation Plan (MTP)

The Triangle West TPO and the Capital Area MPO are working collaboratively to develop Destination 2055, the next Metropolitan Transportation Plan (MTP) for the Triangle Region. Destination 2055 will be a long-range plan for transportation improvements across the region, including roadway, transit, rail, bicycle, pedestrian, and other transportation projects over the next 30 years.



MTPs – which are fiscally constrained – are developed by Metropolitan Planning Organizations (MPOs) to guide decision-making about future investments in transportation projects within the MPOs’ respective planning areas. The areas covered by this plan include Durham and Wake Counties and portions of Chatham, Franklin, Granville, Harnett, Johnston, and Orange Counties, as shown in the map below. Areas shown in green are part of the Triangle West TPO, while those shown in yellow are part of the Capital Area MPO.

### Comprehensive Transportation Plan (CTP)

The Triangle West TPO CTP is a 20 to 30-year long-range multimodal transportation plan that is not fiscally constrained. The recommendations within the CTP are need-based and developed for roadway, public transportation, rail, bicycle, and pedestrian facilities within the Triangle West TPO urbanized area. Most importantly, it analyzes deficiencies in the transportation networks and provides recommendations for new

facilities and improvements for current facilities. This information helps citizens and planners know whether to reserve right-of-way for future roadways and passenger rail during the development review process and how to budget for future facilities. The Triangle West TPO, in coordination with NCDOT, will be developing a new CTP in tandem with the development of the 2055 MTP.

### **Transportation Improvement Program (TIP)**

The Triangle West TPO is responsible for developing a Transportation Improvement Program (TIP) with a ten-year time horizon in cooperation with the State, MPO member agencies, and local transit operators. The TIP is produced through a planning process that involves the region's local governments, the NCDOT, local jurisdictions, and residents of the metropolitan area. The TIP must include the following:

- A list of proposed federally supported projects and strategies to be implemented during the TIP period;
- Proactive public involvement process;
- A financial plan that demonstrates how the TIP can be implemented; and
- Descriptions of each project in the TIP.

### **Air Quality Conformity Process**

Currently, the Triangle West TPO is designated as attainment for the National Ambient Air Quality Standards (NAAQS). On February 16, 2018, there was a decision from the D.C. Circuit Court in the South Coast Air Quality Management District v. EPA. Per the Circuit Court decision. The Raleigh-Durham-Chapel Hill area is considered an orphan maintenance area, and based on the EPA guidance of November 2018, the area will need to demonstrate transportation conformity for transportation plans and TIPs for the 1997 ozone NAAQS.

This conformity can be demonstrated without a regional emission analysis (REA) pursuant to 40 CFR 93.109(c). Though not required, the Triangle region air quality partners have decided to continue to implement activities, including an air quality regional analysis in their MTP and TIP. NCDOT and Central Pines Regional Council will assist the MPOs in performing this REA on MTP projects.

### **Congestion Management Process (CMP) and Mobility Report Card (MRC)**

The Congestion Management Process, which is required by Federal law, is a systematic approach to managing new and existing transportation systems for relieving congestion and maximizing the safety and mobility of people and goods. The measured system

performance and defined strategies should be incorporated into the process of the MTP and the TIP. As part of the CMP, the TPO works to identify and manage congestion in a multimodal manner. A Mobility Report Card helps with this effort by providing detailed performance, safety, and activity data on the specific vehicle, transit, bicycle, and pedestrian facilities in the MPO planning area. The Report Card provides a trend analysis in cases where historical data is available.

### **Regional Transit and Rail Coordination**

The Triangle West TPO supports the regional discussion around transit through coordination and planning. This work is guided by the work program outlined in the Durham and Orange Transit Plans, Staff Work Group (SWG) activities, identified needs through special studies and public engagement, and discussion at committee meetings with regional partners, including the Capital Area MPO, GoTriangle, NCDOT Divisions, and Triangle West TPO member jurisdictions.



## **SPECIAL STUDIES**

### **FY2027 Special Studies**

#### **Extra Regional MTIP Database and Web Application**

This joint initiative with the Capital Area MPO will create a unified database/geodatabase format to contain planned projects for every mode. This data supports the Triangle Regional Model, the joint MTP, and project programming and analysis.

The Triangle West TPO contribution for this project is \$200,000, with \$160,000 coming from federal funds and \$40,000 coming from local match. The MPOs will jointly administer the project and any contracted services needed to complete the task.

#### **NC 54 Study**

This will be a corridor study for the segment of NC 54 in Research Triangle Park. The study will include a safety and multimodal analysis of this corridor, which includes Research Triangle High School and Park Offices Drive. The corridor study will create a long-range vision for this corridor, incorporating the plans for the future Research Triangle Park mobility hub, passenger rail, and future bus rapid transit lines that will touch the corridor.

The budget for this project is \$150,000, with \$120,000 coming from federal funds (STBG-DA) and the \$30,000 local match from the Research Triangle Park Foundation. TPO staff will administer the study.

#### **Joint Regional Trail Plan**

The Triangle Trails Initiative (TTI) seeks consultant services to conduct the Triangle Trails Initiative Regional Trail Plan to inventory, map, and identify a regional trails network in its 15-county Triangle region. The Triangle Trails Initiative recently completed a Strategic Plan in which the development of a regional trail network and master plan was identified as the top priority. The development of this regional trail plan seeks to identify primary spine corridors and priorities for the coming five years, connecting all fifteen counties, and seamlessly tied to the NCDOT Great Trails State Plan.

The project area is the fifteen-county TTI region, which includes the Triangle West TPO's planning area of Durham, Chatham, and Orange counties, as well as Cumberland, Franklin, Granville, Harnett, Johnston, Lee, Moore, Nash, Person, Vance, Wake, and Warren counties. Currently, some counties have adopted greenway plans, while others do not. This regional trail plan will serve to fill the gaps and better connect the entire region.

The budget for this project is \$50,000, with \$40,000 coming from federal funds (STBG-DA) and \$10,000 as a local match.

## **FY2026 Special Studies**

### **UNC CoGen Rail Corridor Feasibility Study**

The UNC Co-Gen Rail Corridor Feasibility Study revolves around the transformation of the active J Branch rail line (also referred to as the Co-Gen rail line) of the North Carolina Railroad, which is used to deliver coal to the University of North Carolina at Chapel Hill and UNC Health CoGeneration Steam and Power Plants. For the study, Triangle West TPO is partnering with University of North Carolina at Chapel Hill, Town of Carrboro, Town of Chapel Hill, Orange County, North Carolina Railroad, and other stakeholders to evaluate the feasibility of transforming the active, multi-jurisdictional +/-10.8 mile J Branch rail line into a repurposed transportation corridor that would connect downtown Carrboro through suburban western Chapel Hill to the southeast rural area of Orange County. This study seeks to identify the highest and best reuse of the rail line for a greenway, which could include bicycle and pedestrian trails with or without an adjacent transit component, such as light rail or pop-up railway, or other appropriate passenger vehicle type. The approved budget for this study is \$500,000, with \$400,000 coming from federal funds (STBGDA) and \$100,000 committed for the 20% local match. The local match of \$100,000 has been committed as follows:

- The University of North Carolina at Chapel Hill: \$20,000
- Town of Carrboro: \$10,000
- Town of Chapel Hill: \$10,000
- Orange County: \$10,000
- North Carolina Railroad Company: \$50,000

The study will be managed by the Triangle West TPO, and the client managers will include the University of North Carolina at Chapel Hill, Town of Carrboro, Town of Chapel Hill, Orange County, and the North Carolina Railroad.

## **FY2025 Continuing Special Studies**

### **US 70 East Corridor Study: Phase II**

The Triangle West TPO requested a Phase 2 to the US 70 East Corridor Study that includes additional traffic evaluation, analysis, and public engagement efforts, including a community education and concept refinement charrette with the US 70 East Corridor Study team as it advances a feasible and community-driven, safe, and equitable multimodal transportation corridor concept. The Triangle West TPO requested \$80,000 (80% STBG-DA funds + 20% local match) to add Phase 2 to our work program.

### **US 15-501 Corridor Study**

The Triangle West TPO completed a detailed study of the US 15-501 corridor from Ephesus Church Road in Chapel Hill to University Drive in Durham in 2021. The project team analyzed existing conditions, proposed recommendations, and created a final report and conceptual design. However, the TPO Board determined the study's recommended improvements did not meet the Board's adopted Goals and Objectives and declined to adopt the study. The TPO Board updated the MTP project description for the corridor from a freeway conversion to a boulevard conversion and modernization in 2022. As part of this study, the Triangle West TPO will procure a consultant to collaborate with stakeholders to create a multimodal corridor solution that supports the TPO's adopted Metropolitan Transportation Plan's goals and objectives. This study seeks a recommended corridor alternative that provides access for all users, decreases energy consumption and emissions, improves safety, increases operational efficiency, and respects the natural and built environments.

The budget for this project is \$500,000, with \$400,000 coming from federal funds (STBG-DA) and \$100,000 as a local match. TPO staff will administer the study.

## **FY2026 Continuing Special Studies**

The following table lists special studies programmed in the FY2026 UPWP that have carried over into FY2027 due to ongoing planning work. The funds and details for these

studies – including consultant procurement – are reflected in the FY2026 UPWP budget only.

Agency	FY2026 Ongoing Studies	Local Match (20%)	Federal Match (80%)	Total (100%)
TPO	UNC Co-Gen Rail Corridor Study	\$100,000	\$400,000	\$500,000

### **FY2025 Continuing Special Studies**

The following table lists special studies programmed in the FY2025 UPWP that have carried over into FY2026 due to ongoing planning work. The funds and details for these studies – including consultant procurement – are reflected in the FY2025 UPWP budget only.

Agency	FY2025 Ongoing Studies	Local Match (20%)	Federal Match (80%)	Total (100%)
TPO	US 70 East Corridor Study: Phase II	\$16,000	\$64,000	\$80,000
TPO	US 15-501 Corridor Study	\$100,000	\$400,000	\$500,000

## **TPO TASK DESCRIPTIONS AND NARRATIVES**

This section describes the general work being undertaken by the TPO in FY2027.

### **I. Required Functions**

Federal and State Law mandate required MPO functions. These functions are found in:

#### **A. Metropolitan Transportation Plan**

- A principal function of the Triangle West TPO is to guide effective and efficient investment of transportation infrastructure dollars. To accomplish this, the actions of the region's local governments and regional, State, and federal agencies must align. This alignment is facilitated through actively managing the Metropolitan Transportation Plan (MTP), a joint process with the Capital Area MPO.

#### **B. Transportation Improvement Program (TIP)**

- This task objective manages a list of fiscally constrained capital improvement and technical study projects including STBG-DA, CMAQ, and other transportation funding resources. This task conforms to current North Carolina and federal legislation to effectively implement the Metropolitan Transportation Plan. The TIP also includes an additional five (5) years of projects committed but not assigned funding. This process assembles a capital and technical priority project list with identified funding resources and recognition in the Metropolitan Transportation Plan. The TPO will draw recommendations from the Comprehensive Transportation Plan (CTP) and other adopted plans to efficiently address travel demand, energy conservation, government budgets, and physical, social, and environmental impacts.

The TPO will coordinate TIP and STIP alignment with NCDOT.

C. Strategic Transportation Prioritization (SPOT)

- The Triangle West TPO is active in the Strategic Prioritization Process, which is conducted by the Strategic Prioritization Office of Transportation (SPOT). SPOT is an essential part of developing the State Transportation Improvement Program (STIP). This transparent, data-driven process ensures that transportation projects that best aid North Carolina's development and mobility needs are prioritized for funding and implementation.

D. Unified Planning Work Program (UPWP)

- Triangle West TPO, in cooperation with the State of North Carolina, TPO member agencies, operators of publicly owned transit, and under the guidance of the Technical Committee, will develop an annual UPWP to meet the requirements of 23 CFR Part 420. The Triangle West TPO will amend the UPWP as necessary.

The UPWP will present the proposed planning work program for the next year and review recent planning process accomplishments. The UPWP will be cross-referenced with the Prospectus to minimize repetitive documentation. The UPWP will be reviewed and approved by the TPO Policy Board, the North Carolina Department of Transportation, and Federal agencies providing planning funds for continuing transportation planning.

E. Comprehensive Transportation Plan (CTP)

- Triangle West will conduct periodic reviews, amend, and monitor the progress of CTP. The TPO will also coordinate analysis and development in coordination with the 2055 MTP, and work with NCDOT and regional partners to update the CTP to new NCDOT requirements.

F. Congestion Management Process (CMP)

- Triangle West adopted the 2055 MTP in FY 25. The TPO will review and enhance the Congestion Mitigation Process and Mobility Report Card in preparation for the 2060 MTP, focusing on traffic operations and technology deployment.

G. Triangle Regional Model (TRM)

- The regional travel demand model is called the Triangle Regional Model (TRM). It is an analytical tool to support the policy decision-making process and the development of the Metropolitan Transportation Plan (MTP). It is also a predictive model that can be used to forecast peak period and daily trips of automobile, transit, commercial vehicle, and non-motorized travel for any given socio-economic scenario. The four TRM stakeholder agencies are Triangle West TPO, Capital Area Metropolitan Planning Organization, North Carolina Department of Transportation, and GoTriangle.

H. Other Federal Required Functions

Triangle West's required functions also include many small tasks that are important for MPO regulatory compliance (e.g. annual obligation reports) or federal funding recipient compliance like language access and Americans with Disabilities Act transition planning. Most of these tasks are cyclical and updated periodically as necessary or when we find obsolete existing structures and systems.

## II. **Strengthen Partnerships**

A. Supporting Local Decision-Making

Triangle West works with our local partners to inform their federally funded transportation project development and selection process. We also support local decisions around land use, capital programming, and infrastructure maintenance for staff, elected, and appointed positions.

B. Targeted Studies

- Partnering with NCDOT and member agencies, the Triangle West TPO will identify and conduct studies on corridors, areas, or specific regional topics. This work will provide key links between NCDOT and our members to review assets, access management, operations, accessibility elements, multimodal, congestion, and safety concerns.

Targeted studies bridge between the Metropolitan Transportation Plan, project programming in the Transportation Improvement Program, and eventual project delivery.

### **III. Legislative Dialogue**

#### **A. National Engagement**

- Develop and communicate Triangle West TPO's common-ground positions to Washington, D.C. leadership, the media, and opinion leaders. Pursue opportunities to promote policies that respond to current economic and political challenges and regional and state priorities, inform the public, and encourage action.

#### **B. Statewide Engagement**

- The North Carolina government plays an important role in implementing Triangle West TPO's plans and policies. This element includes activities aimed at strengthening partnerships with State executive and legislative branches and other regional entities across the state. Triangle West TPO will involve the interests of both elected officials and stakeholders from around the region in planning and advocacy activities.

### **IV. Community Engagement and Education**

#### **A. Initiative-Focused Engagement**

Triangle West engages local stakeholders about projects that impact where they live, work, and recreate. We support our local partners in their spaces and build trust when and where our constituents need us.

#### **B. Ongoing Organization Outreach**

- The Triangle West TPO engages with many regional stakeholders about regional plans, policies, and programs. These activities result in a better understanding of regional plans, policies, and programs, furthering strategic implementation.

### **V. Resiliency**

#### **A. Professional Development and Organization Enrichment**

- The Triangle West TPO provides training and professional development resources for staff and stakeholders. Our innovation and utility depend on high-level technical and administrative service delivery to partners and member agencies.

#### **B. Transportation Planning Adaptation**

Sustainable transportation relies on sustainable transportation planning. If our organization loses operational continuity because of internal and external disruptions, then our effectiveness elevating our members and their values diminishes. Triangle West will build capacity within this task element for operational and functional independence.

## **VI. Infrastructure Stewardship**

### **A. Data Development and Management**

- Provides for ongoing collection, development, management, analysis, and support of data used in regional planning. Quality, up-to-date data are essential to the credibility of Triangle West TPO's technical work, planning applications, and models. This task element will result in well-organized and efficient data infrastructure and tools for staff and other data users to access, analyze, and display data.

### **B. Project Development**

- Coordination with the NCDOT and member agencies to provide data and technical assistance on select projects in Triangle West. These collaborative efforts will provide technical assistance (e.g., data collection and analysis, travel modeling, etc.) in corridors and surrounding areas that are influenced or impacted by the proposed project alternatives.



**Hold for Triangle West TPO Staff Funding Budget Table by Source and Task Code**

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**Hold for Triangle West TPO Staff and Member Agency Budget Table by Source and Task Code**

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**Hold for FTA 5303 Budget Table**

DRAFT

**Hold for Town of Chapel Hill FTA 5303 Materials**

DRAFT

**Hold for City of Durham FTA 5303 Materials**

DRAFT

## Appendix A: Commonly Used Acronyms

### **3-C**

Comprehensive,  
Cooperative, and  
Continuing

### **ACS**

American Community  
Survey ADA Americans  
with Disabilities Act  
(1990)

### **ADT**

Average Daily Traffic

### **AGOL**

ArcGIS Online

### **APC**

Automatic Passenger  
Counter

### **AQ**

Air Quality

### **AVL**

Automatic Vehicle  
Location

### **Bike/Ped**

Bicycle and Pedestrian

### **BOT**

Board of Transportation

### **BRT**

Bus Rapid Transit

### **CAMPO**

Capital Area  
Metropolitan Planning  
Organization

### **CBD**

Central Business District

### **CFR**

Code of Federal  
Regulations CHT Chapel  
Hill Transit

### **CMAQ**

Congestion Mitigation  
and Air Quality  
Improvement Program

### **CMP**

Congestion  
Management Process

### **CMS**

Congestion  
Management System

### **CO**

Certificate of  
Occupancy

### **CPRC**

Central Pines Regional  
Council

### **CTP**

Comprehensive  
Transportation Plan

### **CTPP**

Census Transportation  
Planning Package

### **DBE**

Disadvantaged Business  
Enterprise

### **DCHC MPO**

Durham Chapel-Hill  
Carrboro Metropolitan  
Planning Organization

### **DEIS**

Draft Environmental  
Impact Statement

### **DOLRT**

Durham-Orange Light  
Rail Transit

### **DTAG**

Durham Trails and  
Greenway

### **EJ**

Environmental Justice

### **EPA**

Environmental  
Protection Agency

### **ESRI**

Environmental Systems  
Research Institute

### **E-TIP**

Electronic-  
Transportation  
Improvement Program

### **FAST Act**

Fixing America's Surface  
Transportation Act

### **FHWA**

Federal Highway  
Administration

**FTA**

Federal Transit  
Administration

**FTE**

Full-Time Equivalent

**FY**

Fiscal Year

**GIS**

Geographic Information  
Systems

**HOT**

High-Occupancy Toll  
(Lane)

**HOV**

High-Occupancy Vehicle  
(Lane)

**HPMS**

Highway Performance  
Monitoring System

**IDAS**

ITS Deployment Analysis  
System

**ITRE**

Institute for  
Transportation Research  
and Education

**ITS**

Intelligent  
Transportation System

**KML**

Keyhole Markup  
Language

**LEP**

Limited English  
Proficiency

**LOS**

Level of Service

**LPA**

Lead Planning Agency

**MAP-21**

Moving Ahead for  
Progress in the 21st  
Century Act

**MBE**

Minority Business  
Enterprise

**MLI**

Minority and Low  
Income

**MOVES**

Motor Vehicle Emission  
Simulator

**MPA**

Metropolitan Planning  
Area

**MPO**

Metropolitan Planning  
Organization

**MRC**

Mobility Report Card

**MTP**

Metropolitan  
Transportation Plan

**MTIP**

Metropolitan  
Transportation  
Improvement Program

**NAAQS**

National Ambient Air  
Quality Standards

**NCDEQ**

North Carolina  
Department of  
Environmental Quality

**NCDOT**

North Carolina  
Department of  
Transportation

**NEPA**

National Environmental  
Policy Act (1969)

**NHS**

National Highway  
System

**NPRM**

Notice of Proposed Rule  
Making

**N-S BRT**

North-South Bus Rapid  
Transit

**NTD**

National Transportation  
Database

**OC**

Orange County

**OPT**

Orange Public  
Transportation

**PIP**

Public Involvement  
Policy

**PL**

Metropolitan Planning  
(Funds)

**PMP**

Program Management  
Plan

**PMT**

Person Miles of Travel

**PTD**

Public Transportation  
Division

**PUMS**

Public Use Microdata  
Sample

**QC**

Quality Control

**RDU**

Raleigh-Durham  
International Airport

**REA**

Regional Emissions  
Analysis

**RFP**

Request for Proposal

**SE**

Socio-Economic

**SHSP**

Strategic Highway  
Safety Plan

**SIP**

State Implementation  
Plan

**SPOT**

Strategic Planning  
Office of Transportation

**SRTTP**

Secure Real-time  
Transportation Protocol

**TBS**

Travel Behavior Survey

**TDM**

Transportation Demand  
Management

**TIA**

Traffic Impact Analysis

**TIM**

Traffic Incident  
Management

**TIMS**

Transportation Injury  
Mapping System

**TIP**

Transportation  
Improvement Program

**TMA**

Transportation  
Management Area

**TPO**

Transportation Planning  
Organization

**Triangle West TPO**

Triangle West  
Transportation Planning  
Organization

**TWTPO**

Triangle West  
Transportation Planning  
Organization

**TRM**

Triangle Regional Model

**TSM**

Transportation Systems  
Management

**UPWP**

Unified Planning Work  
Program

**VMT**

Vehicle Miles Traveled

**VOC**

Volatile Organic  
Compound



## **Appendix B: Central Pines Regional Council Task Narrative**

### **I-F. Congestion Management Process (CMP)**

Facilitate and manage the Regional ITS Working Group and coordinate Regional ITS planning efforts.

#### **Objectives**

To manage and support the Regional ITS Working Group and procure consultant assistance to coordinate regional ITS planning efforts including but not limited to: evaluation of regional ITS projects and strategies, prioritization of ITS projects, peer evaluation and technical implementation planning work.

#### **Previous Work**

Central Pines Regional Council planning staff has provided administrative support to the Regional ITS Working Group since the adoption of the Triangle Region ITS Strategic Deployment Plan Update in 2020.

#### **Requested Activities**

- Host quarterly Regional ITS Working Group meetings.
- Procure services of consultant to provide technical assistance to Working Group, including assistance with facilitation of the Working Group.
- Support for Intelligent Transportation Systems (ITS) activities, including coordination of activities related to the Regional ITS Plan.

#### **Products**

- Administration of the ITS Working Group.
- Regional ITS Working Group meeting agendas and summaries.
- Oversight of consultant performing technical assistance for Regional ITS coordination.
- Prioritization of ITS strategies, identification of specific implementation tasks and schedules, work on designated tasks.
- Status reporting on ITS Plan recommendations.

#### **Relationship to other plans and MPO activities**

This work is a key component in the development and implementation of the Congestion Management Process (CMP).

#### **Proposed budget and level of effort**

This work will be performed partly by Central Pines Regional Council staff and partly by consultants. The CPRC staff time component is budgeted at \$5,421 for approximately 0.05 FTE of staff time from the Transportation Director. The remaining \$20,000 is budgeted for consultant time and expenses. The total budget for this task is \$25,421.\*

### **I-A. Metropolitan Transportation Plan**

Facilitate and manage joint activities and undertake analysis work in land use, transportation, and air quality planning that involve multiple MPO, RPO, local government, transit agency, state and federal agency and anchor institution partners.

#### **Objectives**

To ensure that activities that have a scope or scale that transcend any single MPO are done in coordinated, timely, effective and cost-efficient ways.

#### **Previous Work**

Facilitation and preparation of Joint Metropolitan Transportation Plans (MTPs); MTP and TIP air quality conformity coordination and determination report preparation; Triangle Regional Model (TRM) executive committee support; facilitation of joint MPO technical team meetings, joint MPO executive committee meetings, and joint MPO Policy Board meetings; participation in GoTriangle and county transit plans, MPO area plans and project prioritization; facilitation of joint MPO Policy Priorities documents; development and coordination of CommunityViz growth allocation model; participation in MPO committees.

#### **Requested Activities**

Major activities include the following:

- General regional planning tasks related to development of the 2060 MTP, including coordination of joint MPO policy board, technical staff, and TRM-related committees, air quality-related tasks, and general technical support of the plan's development;
- Participation in TWTPO-specific projects and committees as needed, as a representative for region-wide perspectives;
- Data and GIS tasks related to preparation for the 2060 MTP, including growth forecasts, development tasks on the CommunityViz land use model, and other tasks to develop socioeconomic data for the Triangle Regional Model;
- Focused work on documentation of the air quality conformity process as needed for MTP amendments and major TIP amendments.

Tasks will include development work on the 2060 MTP; support for any amendments to MTPs or TIPs requiring air quality conformity documentation; support of the TRM executive committee and technical team; facilitation of joint MPO technical, executive committee, and policy board meetings and deliverables, including any revisions to the Joint MPO Policy Priorities; hosting, maintenance, and distribution of CommunityViz, Employment Analyst and Network Analyst data and technical documentation. Central Pines Regional Council will continue to participate in local and regional projects and work related to transportation investments (e.g. RTA and NCDOT activities/efforts) and in selected projects of statewide or national impact.

## **Products**

- CommunityViz model and data updates, including analysis of potential changes to be incorporated into future versions of the model, improved documentation, and the beginning of data collection to update the model for 2060.
- Begin work on activities related to the development of the 2060 MTP.
- Meeting support and documentation for the Joint MPO technical coordination meetings, Joint MPO Executive Committee meetings, and Joint MPO Board meetings, including any revisions to the Joint MPO policy priorities.
- Meeting support and documentation for the Triangle Regional Model (TRM) Executive Committee and Technical Team.
- Presentations on CPRC work tasks as needed to the MPO technical and policy boards.
- Note: the budget includes costs for maintenance of necessary software licenses to support this work (ArcGIS and CommunityViz, as well as necessary credits for online GIS service usage) and the acquisition of data from external sources when needed (e.g. purchased economic forecast data, etc.), as well as necessary mileage-related costs.

## **Relationship to other plans and MPO activities**

This work relates to several MPO core responsibilities, including MTP and TIP updates and amendments, air quality conformity determinations, development of data used in modeling and analysis, performance measurement, and incorporation of results from small area, corridor and modal plans.

## **Proposed budget and level of effort**

This work will be performed by Central Pines Regional Council staff (approximately 1.55 FTEs of staff time split between the Transportation Director, GIS Analyst, and Senior Program Analyst positions). The total budget for this task is \$103,445.\*

*\*Highlighted text is subject to change*

## **Appendix C: Chapel Hill Transit 5309: Fixed Guideway Capital Investment Grant**

### **Task and Description**

The Town of Chapel Hill Transit Department will receive federal funding under FTA's 5309: Fixed Guideway Capital Investment Grants (CIG) program, FAST Act section 5309 Small Starts allocations, to support the implementation of the North-South Bus Rapid Transit (NSBRT) project. The project will deliver a high-capacity, premium transit service with exclusive bus lanes, 17 modern station areas, and a continuous multi-use path along an 8.2-mile corridor from Eubanks Road Park & Ride to Southern Village Park & Ride.

### **Objectives**

The funds will support advanced design, engineering, and public outreach efforts, as well as preparation of final construction documentation to implement the NSBRT project, which will provide fast, reliable, and accessible bus service in a growing, high-demand corridor.

### **Previous Work**

- NSBRT Locally Preferred Alternative (LPA) adopted
- Entry into Project Development phase
- NSBRT 30% design and engineering completed
- Completion of 60% design and engineering
- Completion of environmental review and NEPA documentation
- FTA evaluation and project rating
- Inclusion in President's FY25 Budget Recommendation

### **Proposed Activities**

- Reimbursement for prior planning, environmental, and engineering work
- Final design and construction documentation
- Public and stakeholder engagement
- Station design including accessibility and multimodal integration
- Procurement planning for 14 BRT vehicles
- Continued coordination with FTA for Small Starts Grant Agreement

### **Products**

- 60% and 100% design and engineering plans
- Construction bid-ready documents
- Public engagement summaries and design revisions

- Station and multi-use path design documents
- Procurement-ready vehicle specifications

### **Relationship to Other Plans and MPO Activities**

The NSBRT project is integrated into the Chapel Hill 2020 Comprehensive Plan, the region's long-range transportation plan, and local land use and zoning policies. It directly supports the Metropolitan Planning Organization's goals to expand high-capacity transit, promote transit-oriented development, and increase transportation equity. The project is a key component of Chapel Hill Transit's fare-free transit model.

### **Proposed Budget and Level of Effort (Staff or Consulting)**

Design, engineering, and public engagement activities will be conducted by a combination of Chapel Hill Transit staff and contracted consulting firms with experience in BRT implementation. Budget estimates include:

- Total Project Cost: \$188,109,000 (total)
- Federal Share (CIG): \$150,487,200 (80%)
- Local Share: \$37,624,800 (20%)

The anticipated level of effort includes consultant-led technical services, environmental compliance, public involvement, and engineering, with ongoing oversight by Chapel Hill Transit staff.

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## **Appendix D: Approval Resolution**

Hold for Appendix D: Approval Resolution

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## **Appendix E: Certification Resolution**

Hold for Appendix E: Certification Resolution

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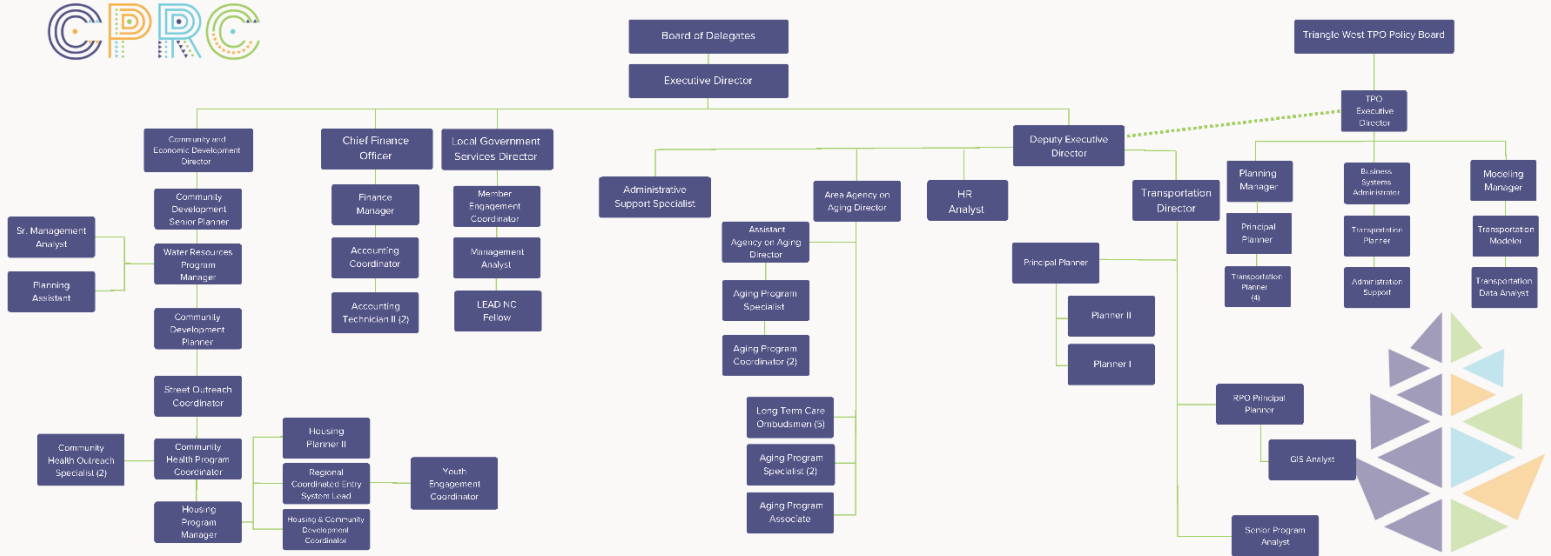
## **Appendix F: Triangle West Title VI Assurance**

Appendix F: Triangle West Title VI Assurance

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## Appendix G: Triangle West TPO Organizational Chart

### Central Pines Regional Council Organizational Chart



## **Appendix H: 5310 Program of Projects**

Hold for Appendix H: 5310 Program of Projects

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## Appendix I: Triangle West TPO Self-Certification

### Introduction

CFR 450.334 - The State and MPO shall annually certify to FHWA and FTA that the planning process is addressing the major issues facing the area and is being conducted in accordance with all applicable requirements of:

- Section 134 of title 23 U.S.C., section 8 of the Federal Transit Act (49 U.S.C. app. 1607) and;
- Section 174 and 176 (c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506 (c) and (d));
- Title VI of the Civil Rights Act of 1964 and Title VI assurance executed by each state under 23 U.S.C. 324 and 29 U.S.C. 794;
- Section 103(b) of the Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102- 240) regarding the involvement of disadvantaged business enterprises in the FHWA and the FTA funded planning projects; and
- The provisions of the Americans with Disabilities Act of 1990 (Public Law 101-336, 104 Stat. 327, as amended) and U.S. DOT regulations “Transportation for Individuals with Disabilities” (49 CFR parts 27, 37, and 38).

In addition, the following checklist should help guide the MPO as they review their processes and programs for self-certification.

### Checklist Responses

- 1. Is the MPO properly designated by agreement between the Governor and 75% of the urbanized area, including the central city, and in accordance in procedures set forth in state and local law (if applicable)? [23 USC 134 (b); 49 USC 5303 (c); 23 CFR 450.306 (a)]**

Yes. The Triangle West Transportation Planning Organization (Triangle West TPO) is properly designated by agreement between the Governor and 75% of the urbanized area, including the central city, and in accordance with procedures outlined in state and local law to manage a continuing, cooperative, and comprehensive (“3-C”) transportation planning process for all of Durham County, a portion of Orange County including the Towns of Chapel Hill, Carrboro, and Hillsborough, and Northeast Chatham County.

**2. Does the policy board include elected officials, major modes of transportation providers and appropriate state officials? [23 USC 134 (b); 49 USC 5303 (c); 23 CFR 450.306 (i)]**

Yes, the policy board includes elected officials and representatives from the City of Durham, Durham County, the Town of Carrboro, the Town of Chapel Hill, the Town of Hillsborough, Orange County, Chatham County, the North Carolina Board of Transportation, and GoTriangle (the regional transit representative).

**3. Does the MPO boundary encompass the existing urbanized area and the contiguous area expected to become urbanized within the 20-yr forecast period? [23 USC 134 (c), 49 USC 5303 (d); 23 CFR 450.308 (a)]**

Yes. The metropolitan area boundary (MAB) encompasses the existing urbanized area and the contiguous area that is expected to become urbanized within the 20-year forecast period.

**4. Is there a currently adopted Unified Planning Work Program (UPWP)? [23 CFR 450.314]**

**a. Is there an adopted prospectus?**

**b. Are tasks and products clearly outlined?**

**c. Is the UPWP consistent with the MTP?**

**d. Is the work identified in the UPWP completed in a timely fashion?**

Yes, to all of the above. The Triangle West TPO has a currently adopted [FY26 Unified Planning Work Program](#) (adopted November 19, 2024) that is designed to outline and discuss the planning priorities of the TPO within a one-year planning period. Triangle West TPO's [current prospectus](#) (adopted on November 10, 2021) provides more detail on individual work tasks, defines roles and responsibilities, and is intended to minimize the required documentation annually. The Triangle West TPO uses the adopted prospectus to solicit planning tasks and products from the TPO member participants for the upcoming year; and either does the task for the member jurisdiction using internal staff resources or makes Federal planning funds (PL or STBG-DA) available to accomplish the work task itself in a timely fashion. The UPWP is consistent with the [Metropolitan Transportation Plan \(MTP\)](#) in that tasks outlined in the MTP's 30-year planning horizon are carried out within the UPWP until the required four-year update of the MTP. In general, all UPWP tasks are performed in a timely manner using Triangle West TPO staff and the assistance of its partnering entities. However, depending upon local resources and federal funding availability, outside contractors may be hired to perform needed studies or

engineering analyses. Studies are completed within the fiscal year of the active UPWP unless the project scope has been identified to cover more than one year.

**5. Does the area have a valid transportation planning process? [23 USC 134; 23 CFR 450]**

- a. Is the transportation planning process continuous, cooperative and comprehensive?**
- b. Is there a valid MTP?**
- c. Did the MTP have at least a 20-year horizon at the time of adoption?**
- d. Does the MTP address the ten planning factors?**
- e. Does the MTP cover all modes applicable to the CRTPO area?**
- f. Is the MTP financially constrained?**
- g. Does the MTP include funding for the maintenance and operation of the system?**
- h. Does the MTP conform to the State Implementation Plan (SIP)?**
- i. Is the MTP updated/reevaluated in a timely fashion (at least every 4 years)?**

Yes, to all of the above. The Triangle West TPO has a valid transportation planning process, and the TPO plans to [adopt the 2025 MTP](#) in the first quarter of 2026.

**6. Is there a valid TIP? [23 CFR 450.324, 326, 328, 330, 332]**

- a. Is the TIP consistent with the MTP?**
- b. Is the TIP fiscally constrained?**
- c. Is the TIP developed cooperatively with the state and local transit operators?**
- d. Is the TIP updated at least every 4 years and adopted by the MPO and the Governor?**

Yes, to all of the above. [The current \(2024-2033\) Transportation Improvement Program \(TIP\)](#) was adopted by Triangle West on August 9, 2023. The NC Board of Transportation approved the FY 2024-2033 Statewide Transportation Improvement Program (STIP) on June 6, 2023. Federal law requires that Triangle West TPO approve an FY2024-2033 Transportation Improvement Program (TIP) that is the region's equivalent to the STIP. The TIP is fiscally constrained, updated every two years, and adopted by the TPO and the Governor. The transit portion of the STIP and TIP is developed cooperatively with the state and local transit operators, but updated through a different process. The TIP also matches project programming funds as found within the fiscally constrained 2050 MTP, which has been adopted by the

Triangle West TPO Policy Board. The TIP is amended as needed to account for changes in project schedules and/or budgets.

In FY24, the North Carolina Department of Transportation and the Triangle West TPO began developing the FY 2026-2035 STIP and TIP. The Triangle West TPO and the NC Board of Transportation are scheduled to approve the FY 2026-2035 STIP and TIP in the summer of 2025. It is anticipated that FHWA will certify the FY2026-2035 STIP in the fall of 2025.

**7. Does the area have a valid Congestion Management Process (CMP)? [23 CFR 450.320]**

- a. Is it consistent with the MTP?**
- b. Was it used for the development of the TIP?**
- c. Is it monitored and reevaluated to meet the needs of the area?**

Yes, to all of the above. The CMP is included in the [2050 MTP](#).

**8. Does the area have a process for including environmental mitigation [23 CFR 450.324(g)(10)] discussions in the planning process? If so, how?**

Yes, to all of the above. The Triangle West TPO includes environmental mitigation discussions in the planning process. Triangle West TPO meets this requirement through periodic meetings with environmental resource agencies and by involving those agencies in the MTP process.

**9. Does the planning process meet the following requirements?**

- a. 23 USC 134, 49 USC 5303 (Metropolitan transportation planning);**
- b. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended [42 USC 7504, 7506 (c) and (d) and 40 CFR part 93];**
- c. Title VI of the Civil Rights Act of 1964, as amended [42 USC 2000d (1)] and [49 CFR part 21];**
- d. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;**
- e. The appropriate sections of the current federal transportation funding bill regarding the involvement of disadvantaged business enterprises in USDOT funded projects;**
- f. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;**

- g. The provisions of the Americans with Disabilities Act of 1990 [42 USC 12101] and [49 CFR parts 27, 37, and 38];**
- h. The Older Americans Act, as amended [42 USC 6101], prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;**
- i. 23 USC 324 regarding the prohibition of discrimination based on gender;**
- j. Section 504 of the Rehabilitation Act of 1973 [29 USC 794 and 49 CFR part 27] regarding discrimination against individuals with disabilities; and**
- k. All other applicable provisions of Federal law, e.g., Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations.**

Yes, to all of the above. The planning process for the Triangle West TPO meets the requirements as noted for items A through E, and G through K. The Triangle West TPO encourages and promotes the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development that benefits the region and the state. Furthermore, the Triangle West TPO funds transit elements through the inclusion of 5303 and 5307 funds in the Unified Planning Work Program (UPWP). The North Carolina Department of Transportation maintains sole responsibility for Item F regarding the implementation of an equal employment program on federal and Federal-aid highway construction contracts.

The Triangle West TPO complies with federal regulations regarding the involvement of disadvantaged business enterprises in USDOT-funded projects, particularly when awarding contracts to consultants performing area and/ or corridor studies. The Triangle West TPO also complies with federal regulations [that prohibit discrimination of persons based on age, disability, or gender](#). The Triangle West TPO is the program administrator for the federal Elderly Persons and Persons with Disabilities Funding Program (Section 5310). The Triangle West TPO recognizes the City of Durham as the Section 5310 “Designated Recipient,” which passes funds to subrecipients. The Section 5310 Program provides capital and operating grants to assist private non-profit corporations and public agencies in providing coordinated transportation services that are planned, designed, and carried out to meet the needs of elderly persons and persons with disabilities. Triangle West TPO has conducted a funding



Call for Projects that utilize Section 5310 funding, and the Policy Board approved the program of projects on October 22, 2024. This is a biennial process.

**10. Does the area have an adopted PIP/Public Participation Plan? [23 CRR 450.316 (b)(1)]**

- a. Did the public participate in the development of the PIP?**
- b. Was the PIP made available for public review for at least 45-days prior to adoption?**
- c. Is adequate notice provided for public meetings?**
- d. Are meetings held at convenient times and at accessible locations?**
- e. Is the public given an opportunity to provide oral and/or written comments on the planning process?**
- f. Is the PIP periodically reviewed and updated to ensure its effectiveness?**
- g. Are plans/program documents available in an electronically accessible format, i.e. MPO website?**

Yes. The Triangle West TPO Board adopted its current [Public Participation Plan](#) (PPP) on April 22, 2025. Triangle West held a public review of the updated PPP in the 45 days leading up to PPP adoption. Adequate notice is provided through the Triangle West TPO website, the TPO newsletter, and social media channels for public meetings, and the public is allowed to provide oral and/or written comments during TC and/or Policy Board meetings. Triangle West TPO TC, and Policy Board meetings are conveniently held in person while also offering the option to view and participate remotely. All plans and program documents associated with public input are posted on the Triangle West TPO website, including links from the homepage. The PIP is reviewed and periodically updated as needed.

**11. Does the area have a process for including environmental, state, other transportation, historic, local land use and economic development agencies in the planning process? [23 CFR 450.324(h)] If so, how?**

Yes. The Triangle West TPO has a series of processes for including environmental, state, other transportation, historical, local land use, and economic development agencies in the metropolitan planning process. These processes are associated with the core functions conducted by, and/or the products developed by the Triangle West TPO. The Triangle West TPO meets this requirement by utilizing inter-agency coordination and collaboration.

## **Appendix J: 5307 FY26 Split Letter**

Hold for Appendix J: 5307 FY26 Split Letter

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## **Appendix K: 5339 FY26 Split Letter**

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## **Appendix L: Amendments**

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