

# ENVIRONMENTAL JUSTICE REPORT

2026



**TRIANGLE WEST**  
Transportation Planning Organization

2026

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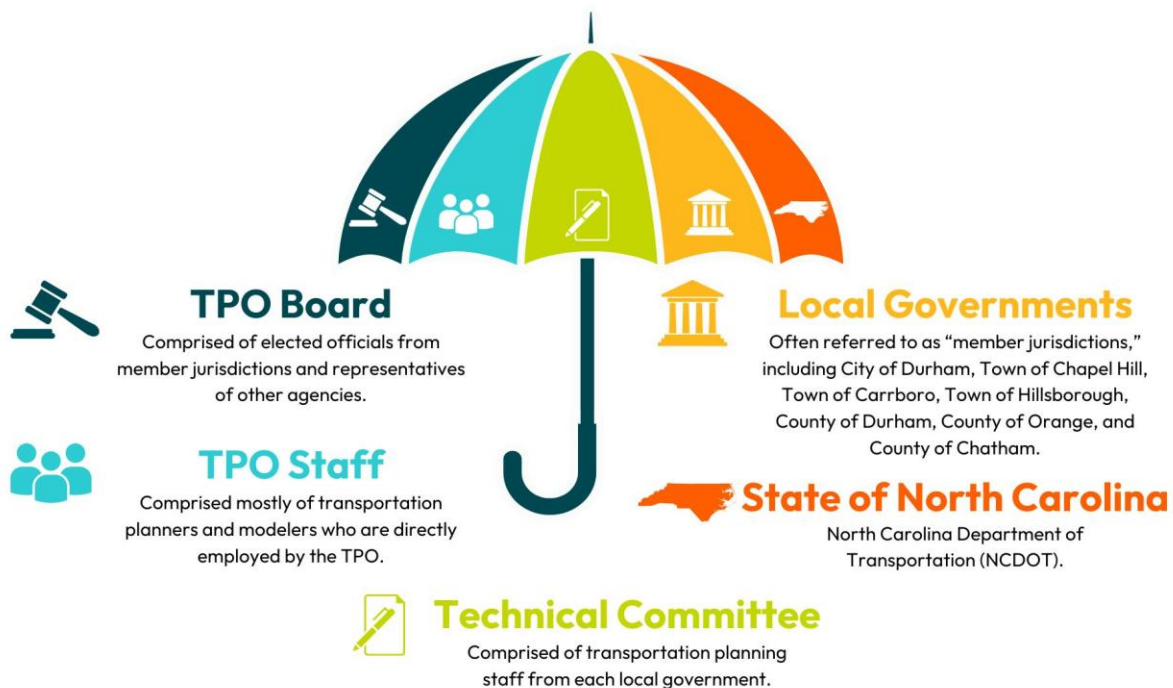
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# INTRODUCTION

## 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 local government.

**Technical Committee** - Made up of transportation planning staff from 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

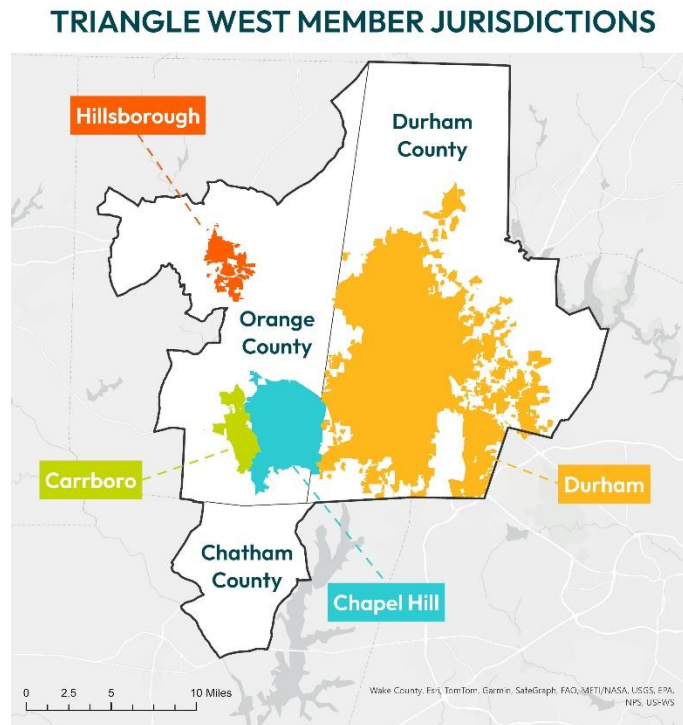
**State of North Carolina** - North Carolina Department of Transportation (NCDOT)

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 below.



## 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.

<b>REGULATION</b>	<b>RELATION TO THIS REPORT</b>
<a href="#">Civil Rights Act of 1964</a>	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.
<a href="#">Executive Order 12898 (1994)</a>	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.
<a href="#">Executive Order 13166 (2000)</a>	Required MPOs to provide meaningful access to services to people with Limited English Proficiency.
<a href="#">Executive Order 14096 (2023)</a>	Titled <i>Revitalizing Our Nation’s Commitment to Environmental Justice for All</i> , reinforced and expanded on the

	intentions of Executive Order 12898 by creating a whole-of-government approach to achieving environmental justice.
<a href="#">Executive Order 14173 (2025)</a>	Revoked Executive Order 12898.

## 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

This Environmental Justice analysis uses eight key demographic populations that face transportation disparities, socioeconomic inequalities, and historical injustices. The identification of these populations was informed by the Triangle West 2020 Environmental Justice Report, the North Carolina Department of Transportation Disadvantaged Index, Title VI of the Civil Rights Act of 1964, and Title II of the American with Disabilities Act.

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

The Environmental Justice analysis uses the following indicators to identify where communities that are most prone to environmental justice concerns and transportation disadvantage. For this report, the following indicators of transportation disadvantage were used:

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

Some of these groups are “protected classes”, or groups that Triangle West is required to not discriminate against under Title VI. All are population groups that have unique transportation needs and may need to be specifically considered during planning processes to ensure equal access.

The Transportation Disadvantage Index methodology for the purpose of this report uses ACS, 5-year estimates (2019-2023) to identify block groups with relatively high concentrations of key populations. Although identified at a block group level, to analyze impacts and outcomes of transportation planning processes, block groups were spatially joined with Traffic Analysis Zones (TAZ). A spatial join assigns data from the underlying block group to the most overlapping Traffic Analysis Zone. For example, if a TAZ with the

ID 2 mostly overlapped with a block group with the ID 7 then the data from block group 7 was assigned to the TAZ with ID 2. For each indicator, block groups received a score 0 to 10 for each indicator. Each indicator score reflects where a block group's

### Traffic Analysis Zone:

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

population falls relative to all block groups in the region, expressed as a percentile ranking. For example, a block group where the percent of the population being seniors is higher than 80% of all block groups falls in the 80<sup>th</sup> percentile and would receive a score of 8. An illustration of how percentiles are determined is shown in **Figure 1**. To recognize income as one of the greatest barriers to reliable transportation and therefore accessibility, the score assigned for low-income indicator is multiplied by two if the block group is in an Area of Persistent Poverty <sup>1</sup>. The sum of these scores was used to assign an overall score for transportation disadvantage to each census block.

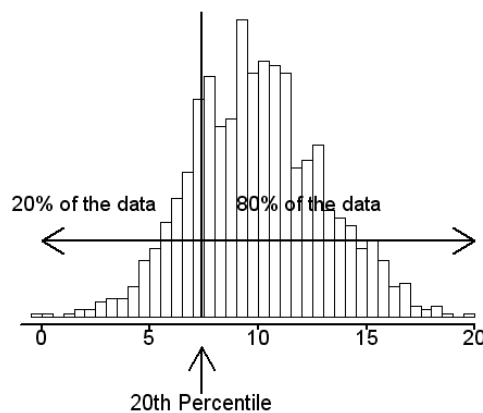


Figure 1.

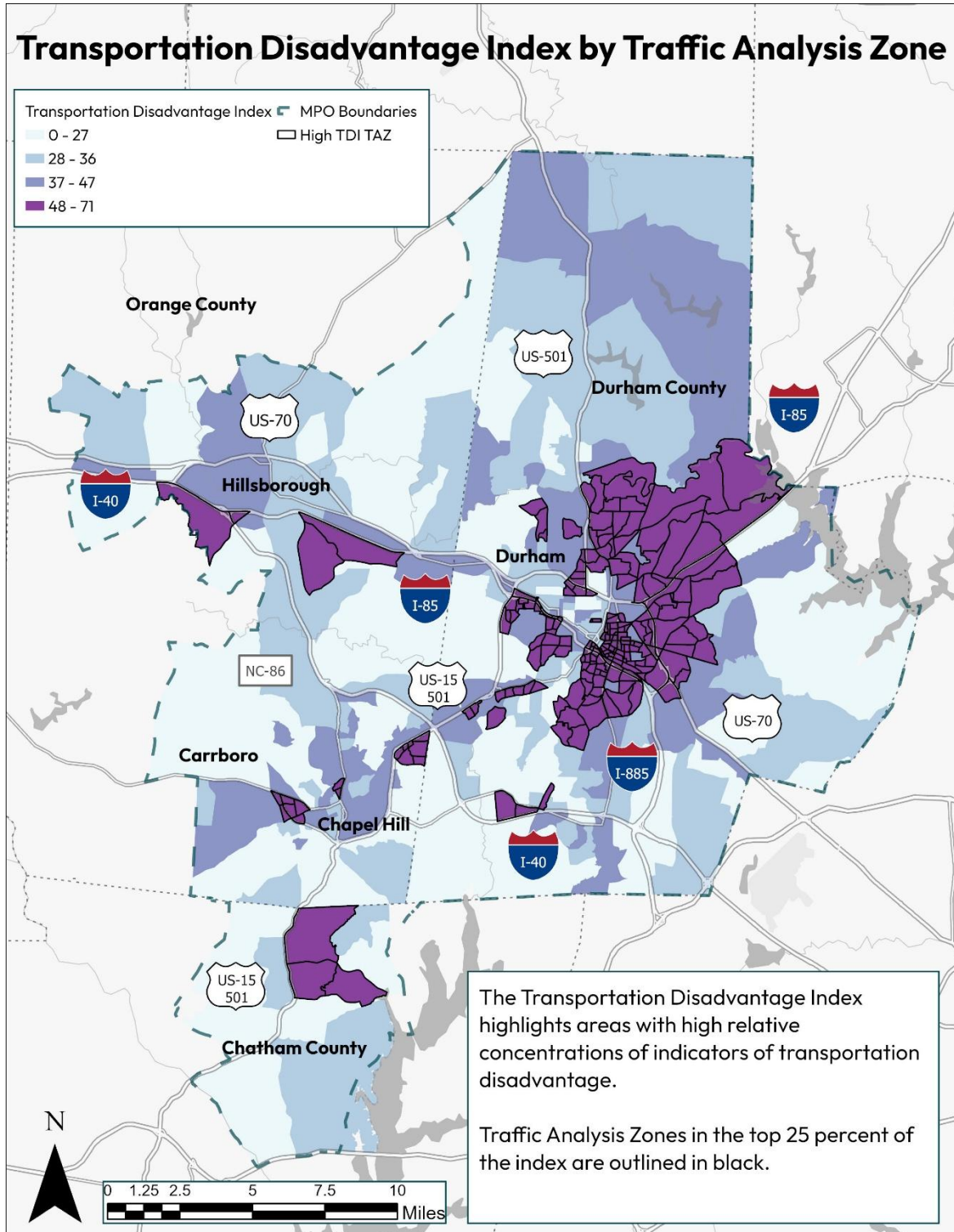
<sup>1</sup> An “**Area of Persistent Poverty**” is defined by the IJJA. A project is located in an Area of Persistent Poverty if:

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.

Source: U.S. Department of Transportation. (2024). MPDG – Areas of Persistent Poverty and Historically Disadvantaged Communities. [MPDG - Areas of Persistent Poverty and Historically Disadvantaged Communities | US Department of Transportation](#)

## Communities with Environmental Justice Concerns

The map below showcases the distribution of the Transportation Disadvantage Index across the Triangle West region using the methodology described in the previous section.



The 25% of TAZs with the highest scores are shown in dark purple and outlined in black. These regions mostly concentrate in East Durham, as well as along NC-54 in Carrboro, 15-501 between Chapel-Hill and Durham and south of the Durham Freeway.

## ENVIRONMENTAL JUSTICE IN TRIANGLE WEST TPO'S PLANNING ACTIVITIES

This Environmental Justice Report informs and analyzes the outcomes of the planning work performed by Triangle West. In this section, we describe how environmental justice is incorporated into the core planning activities including project selection, outreach and engagement efforts, and overall, how the regional transportation system is designed to perform for communities with the highest indicators of transportation disadvantage.

### Public Participation Plan

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.

In addition to the objectives within the Public Participation Plan, the Public Participation Plan provides measures and efforts that encourage building rapport with communities with Environmental Justice concerns. These measures include targeted efforts such as attending community-based events, newsletters to leaders of community-based organizations, and safety audit walks to ensure that communities with Environmental Justice concerns are made aware of planning processes, can provide feedback, and can voice concerns relating to traffic and traffic safety. Additionally, Triangle West staff analyzes survey responses from individuals within communities of Environmental Justice or transportation disadvantage to better understand concerns unique to these communities.

## 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 the 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 four to 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

<b>Goal 1:</b> 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.
<b>Goal 2:</b> 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.
<b>Goal 3:</b> 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.
<b>Goal 4:</b> 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.
<b>Goal 5:</b> 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.
<b>Goal 6:</b> Ensure Equity and Participation	Ensure that transportation investments do not create disproportionate negative impacts for underrepresented communities.
	Ensure equitable public participation among underrepresented communities.
<b>Goal 7:</b> 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 conditions.
	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.
<b>Goal 8:</b> 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.

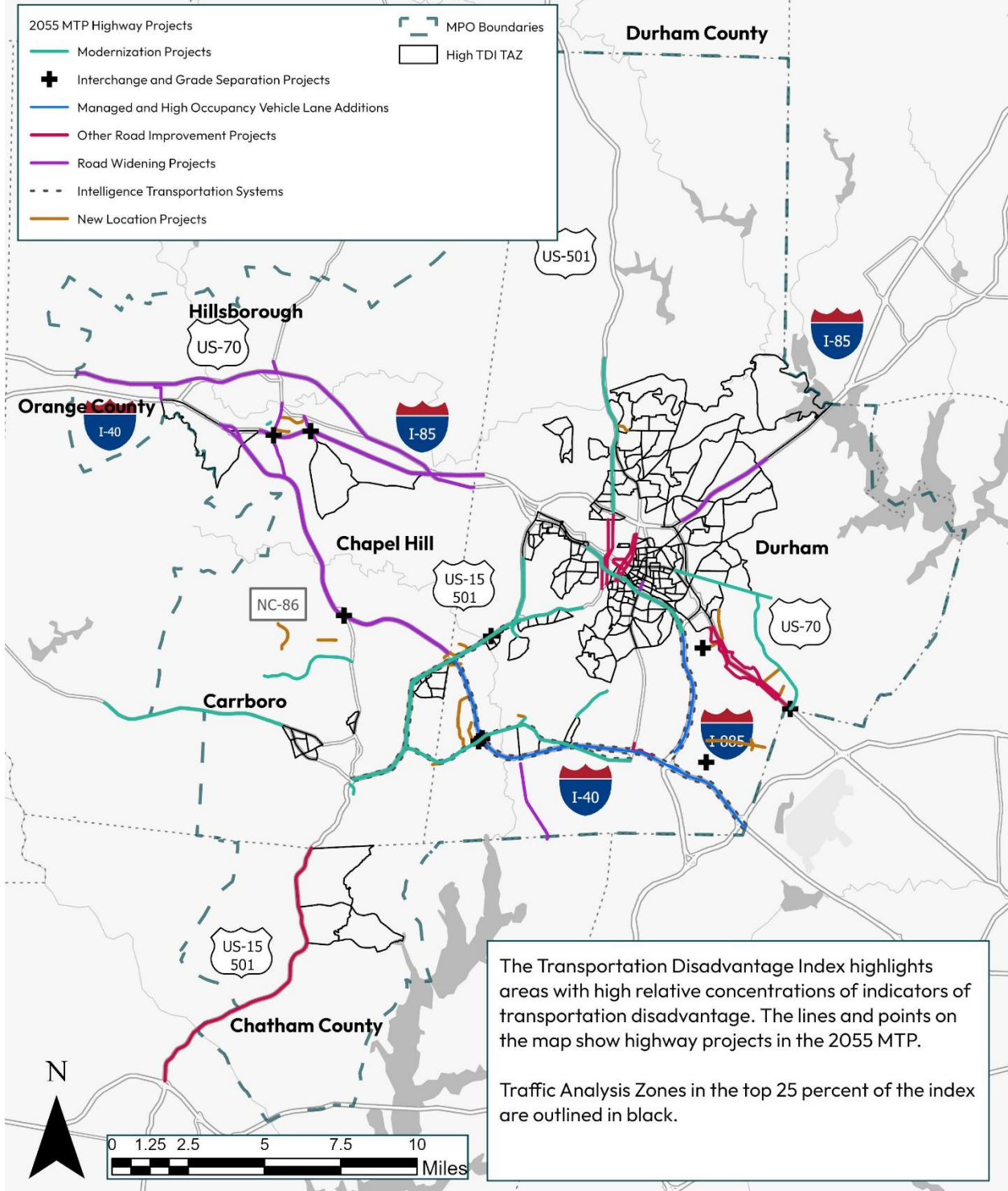
### Destination 2055 Project Evaluation

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. 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.

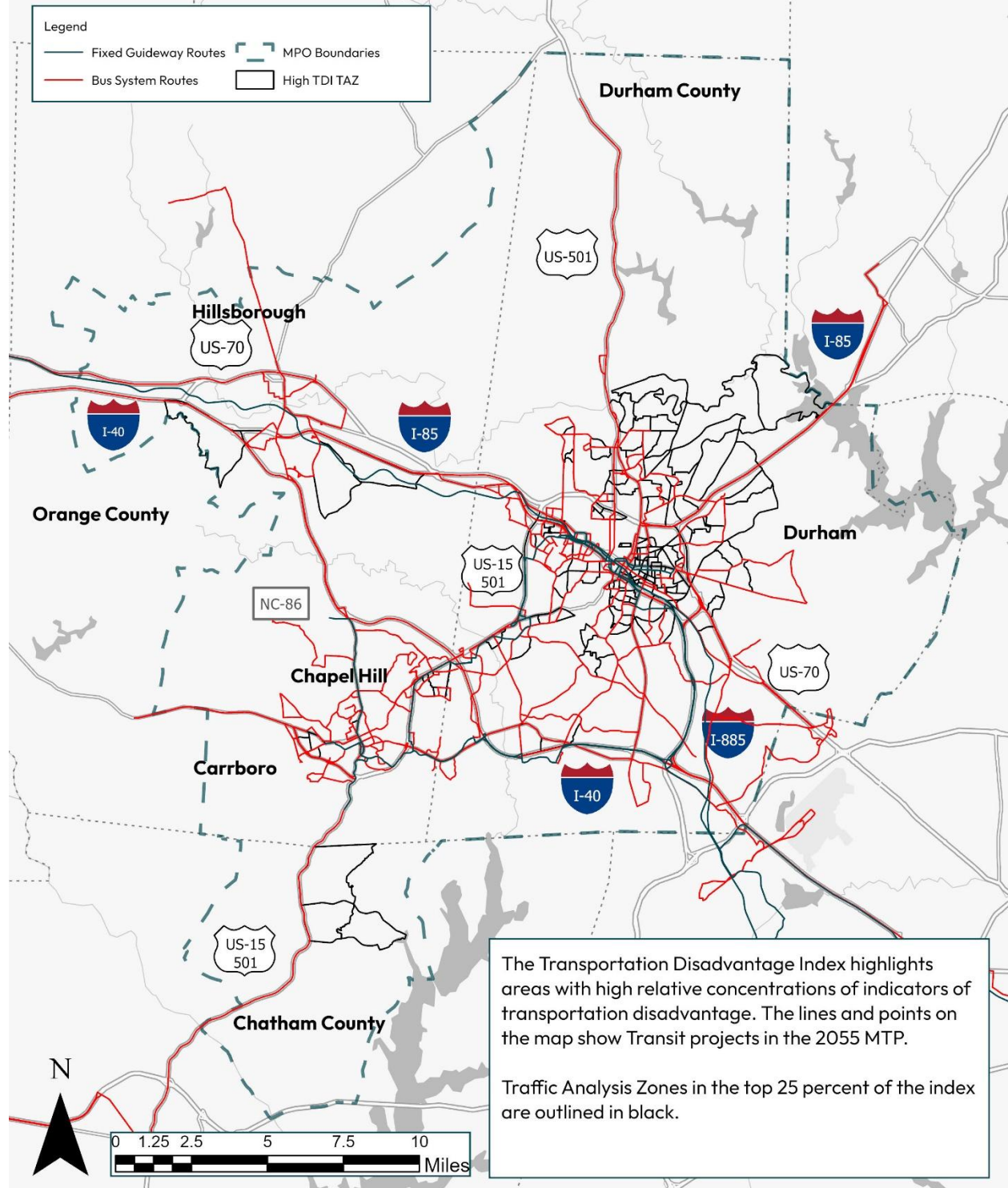
### Destination 2055 Project Distribution

The following map shows the location of planned projects in Destination 2055 relative to the TAZs with the 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 US 15-501, US40, NC54 and US70 East.

# 2055 MTP Highway Projects



# 2055 MTP Transit Projects



## Performance Measures

The Traffic Analysis Zones (TAZs) 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 15-minute walk from the TAZ
- Job Access via Transit – Number of jobs accessible within a 30-minute transit trip

Chatham County											
TAZ	TDI	2020 Walk	2055 Walk	2020 Transit	2055 Transit	2020 Jobs-Auto	2055 Jobs-Auto	2020 Jobs-Walk	2055 Jobs-Walk	2020 Jobs-Transit	2055 Job-Transit
16	52	Bad	Bad	Bad	Bad	512,625	931,932	0	0	0	0
17	52	Bad	Bad	Bad	Bad	453,231	732,313	0	0	0	0
19	52	Bad	Bad	Bad	Bad	412,000	687,885	0	0	0	0
5	36	Bad	Bad	Bad	Bad	410,924	683,068	0	0	0	0
7	36	Bad	Bad	Bad	Bad	441,127	684,562	0	0	0	0

**Durham County**

TAZ	TDI	2020 Walk	2055 Walk	2020 Transit	2055 Transit	2020 Jobs-Auto	2055 Jobs-Auto	2020 Jobs Walk	2055 Jobs-Walk	2020 Jobs-Transit	2055 Job-Transit
255	71	Good	Excellent	Good	Excellent	853,504	1,670,687	1,318	2,493	22,004	108,571
256	71	Good	Good	Good	Excellent	855,698	1,699,215	1,110	2,272	23,903	78,589
257	71	Good	Excellent	Good	Excellent	853,287	1,686,164	1,471	2,629	30,451	114,067
303	69	Good	Good	Good	Excellent	827,454	1,511,981	2,901	3,631	22,770	74,838
422	69	Poor	Fair	Bad	Good	826,988	1,712,382	238	1,149	4,601	11,040
490	69	Fair	Fair	Fair	Good	868,916	1,661,233	540	836	19,534	36,912
249	68	Good	Good	Fair	Excellent	867,664	1,718,423	1,122	2,946	22,366	113,079
251	68	Fair	Fair	Fair	Excellent	833,834	1,700,685	951	2,252	19,416	61,332
280	68	Excellent	Excellent	Good	Excellent	840,963	1,584,422	1,410	3,051	49,333	66,929
298	68	Excellent	Excellent	Good	Excellent	852,887	1,604,923	3,740	6,559	44,874	73,416

**Orange County**

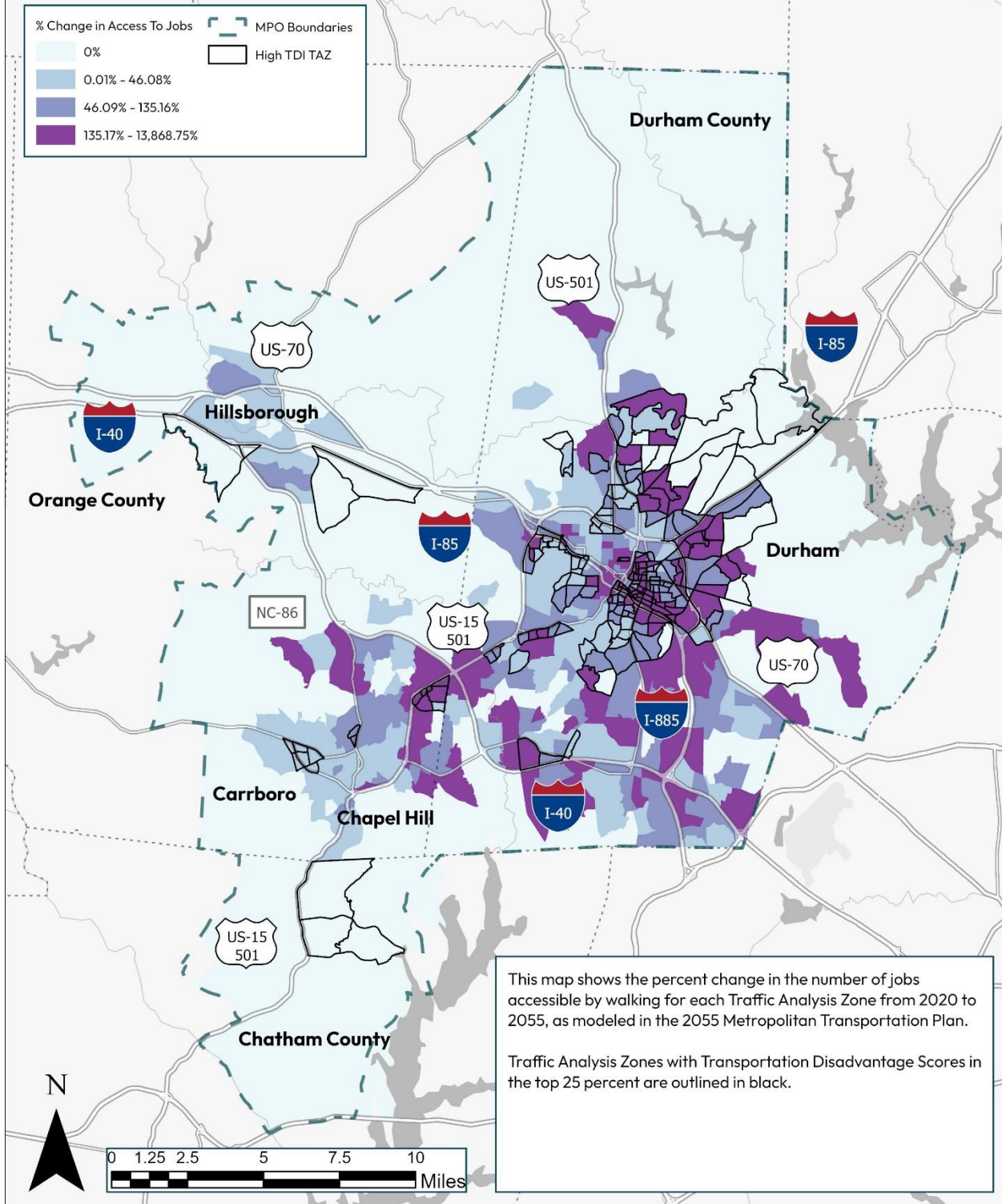
	TDI	2020 Walk	2055 Walk	2020 Transit	2055 Transit	2020 Jobs-Auto	2055 Jobs-Auto	2020 Jobs Walk	2055 Jobs-Walk	2020 Jobs-Transit	2055 Job-Transit
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1137	62	Good	Good	Good	Good	470,251	804,745	1,415	1,651	17,602	47,557
1272	55	Good	Excellent	Excellent	Excellent	473,463	856,569	1,179	2,643	44,522	73,795
1273	55	Excellent	Excellent	Excellent	Excellent	482,407	918,548	5,655	9,152	44,786	68,591
1138	54	Good	Good	Good	Good	431,987	750,849	1,887	2,237	17,116	45,601
1337	53	Fair	Excellent	Fair	Good	662,204	1,257,618	1,877	4,584	13,367	50,742

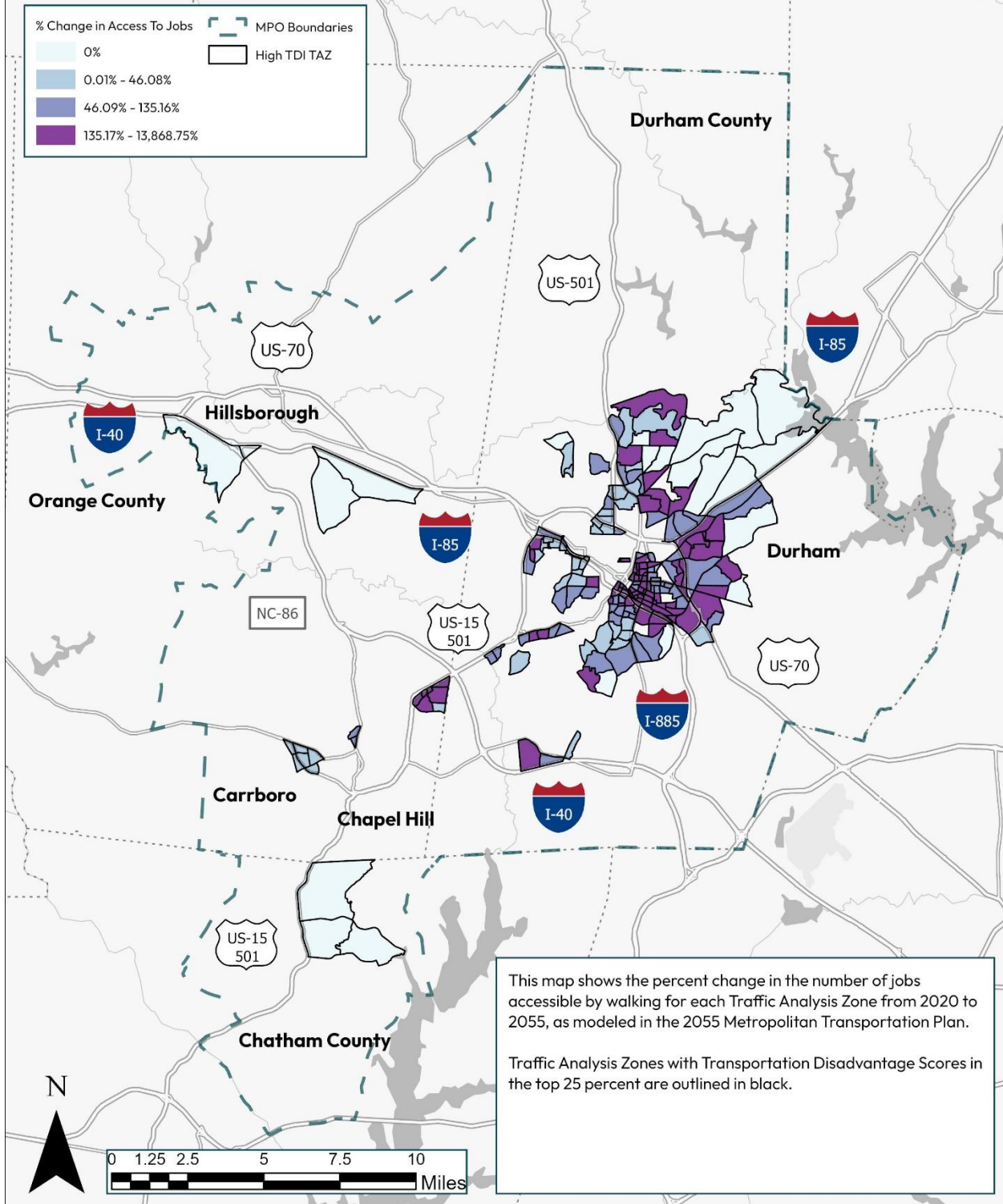
These data are visualized in the map series on the following pages, starting with a comparison of access to jobs from 2020 to 2055 by the following modes as modeled in the 2055 Metropolitan Transportation Plan

- Walking
- Automobile
- Transit

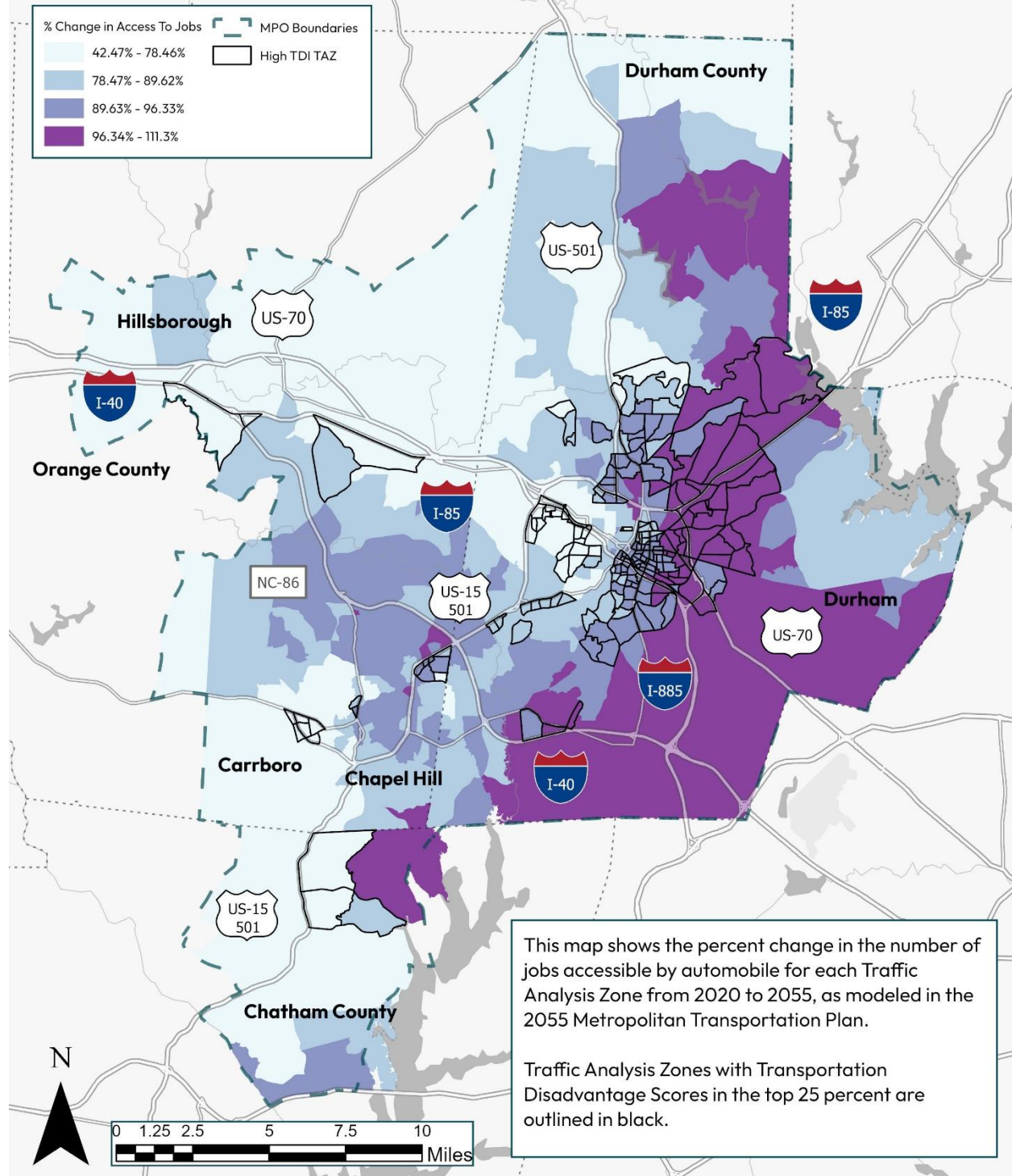
# Change in Jobs Access within 15 Minutes by Walking



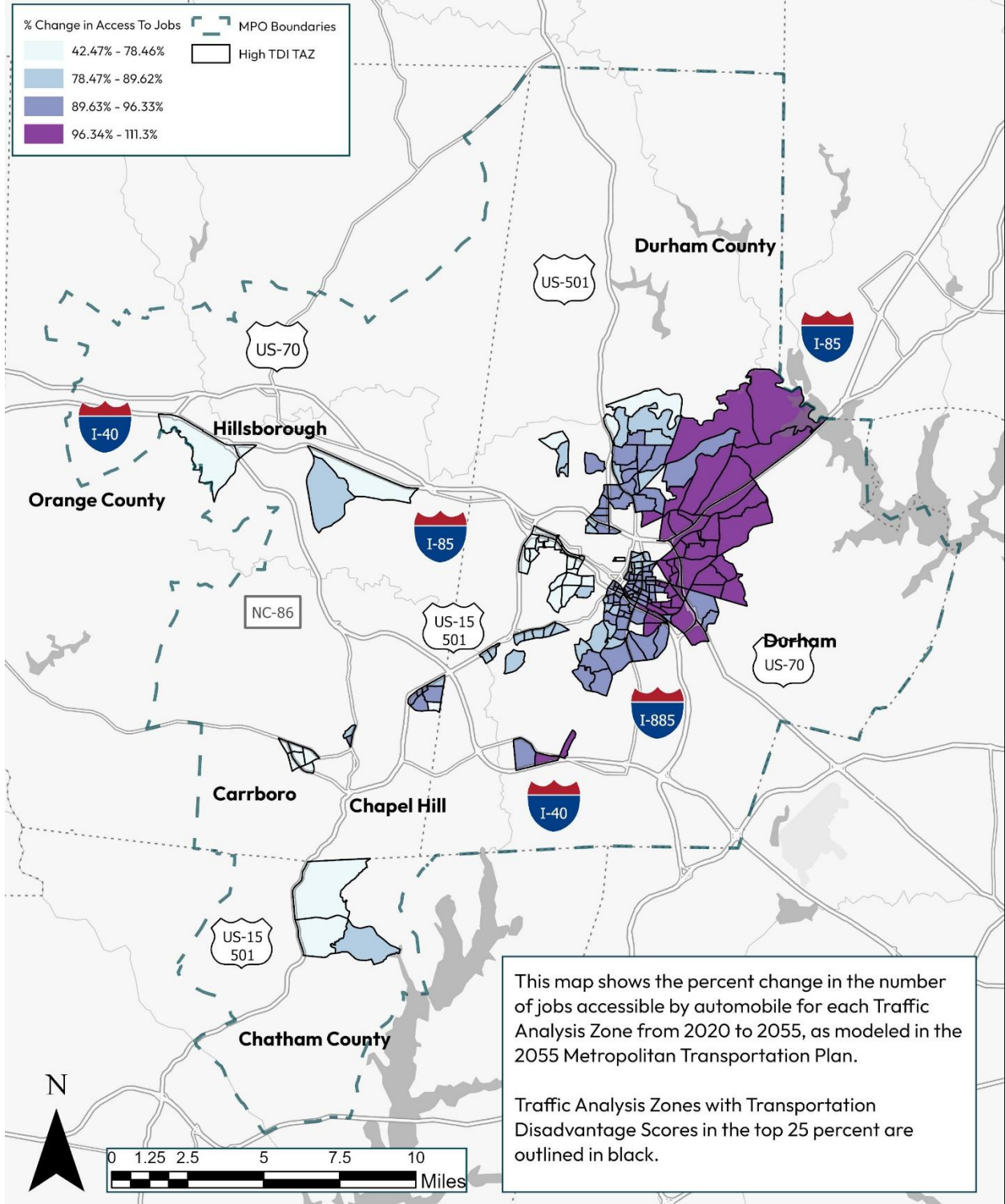
# Change in Jobs Access within 15 Minutes by Walking High TDI TAZs



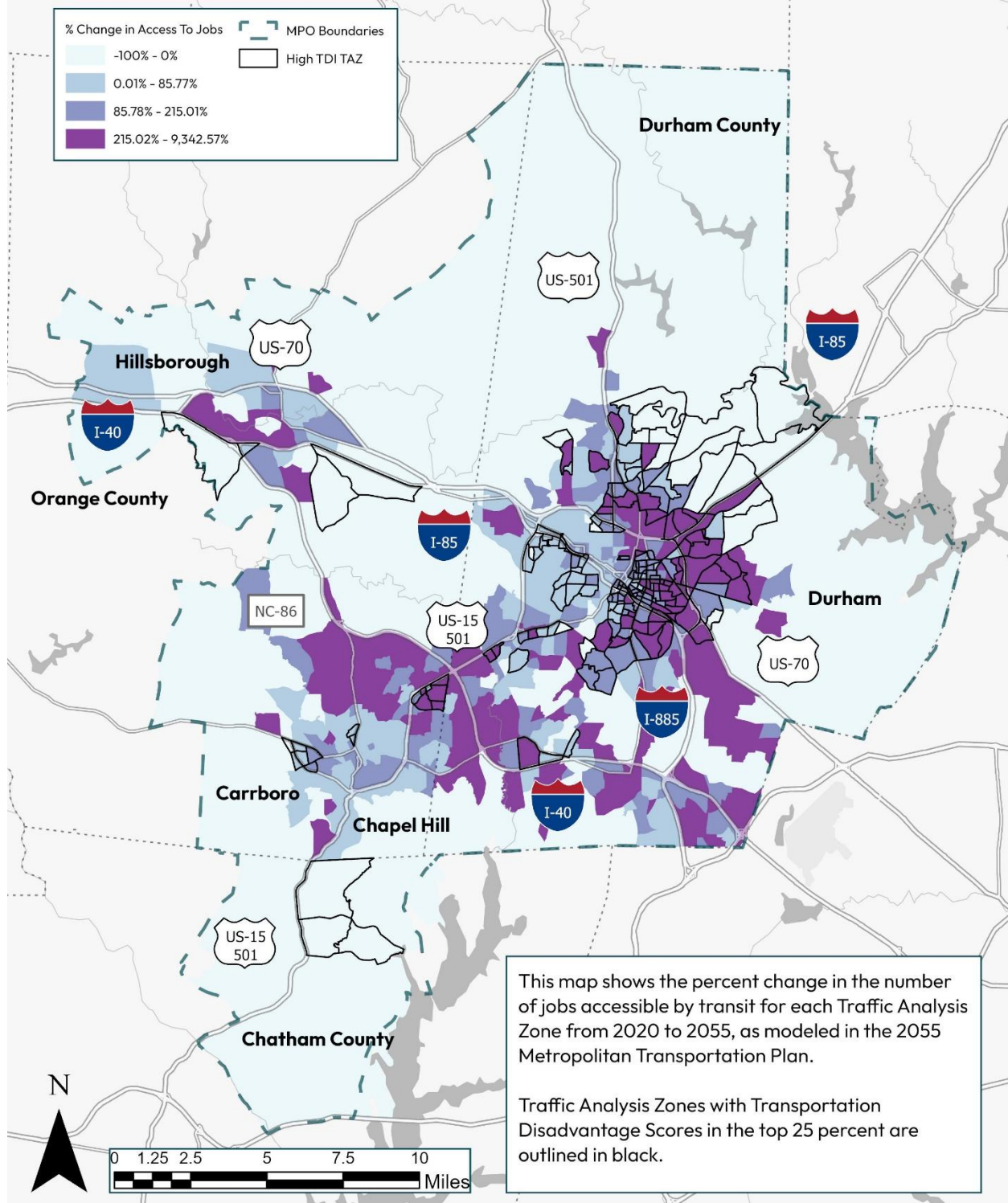
# Change in Number of Jobs Accessible within 30 Minutes by Automobile



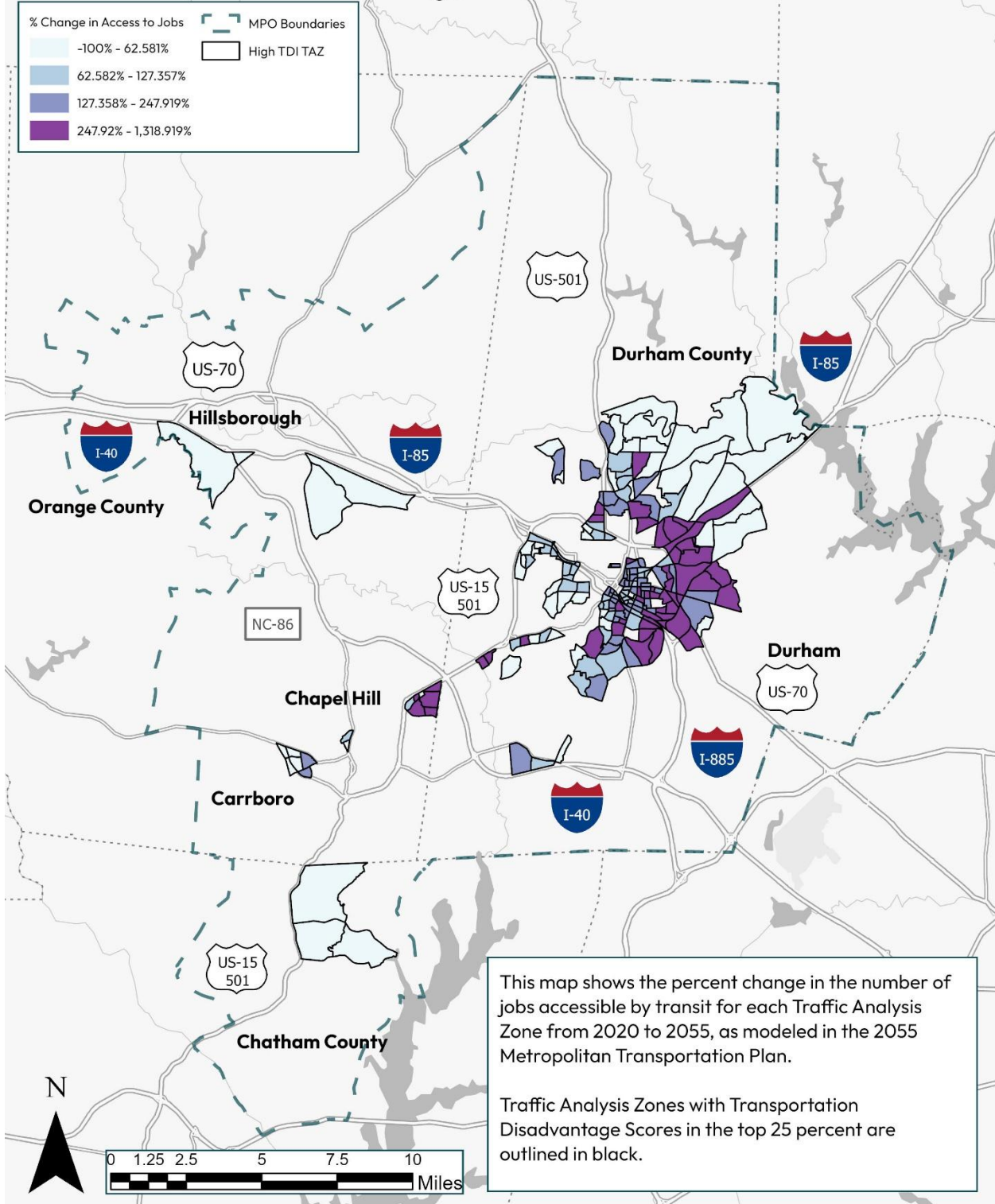
## Change in Number of Jobs Accessible within 30 Minutes by Automobile High TDI TAZs



# Change in Jobs Access within 30 Minutes by Transit



# Change in Number of Jobs Accessible within 30 Minutes by Transit High TDI TAZs



The maps and performance data show that the 2055 MTP will improve access to jobs, transit, and increase walkable areas across the region. Areas with the highest concentrations of disadvantaged populations see more gains than the region — largely because these areas have a more urban land use pattern.

Triangle West will continue tracking how these investments affect disadvantaged communities over time. As the region grows and development pressures shift where people live, the communities these investments are meant to serve may move, and ongoing monitoring helps ensure that investment and access remain equal.

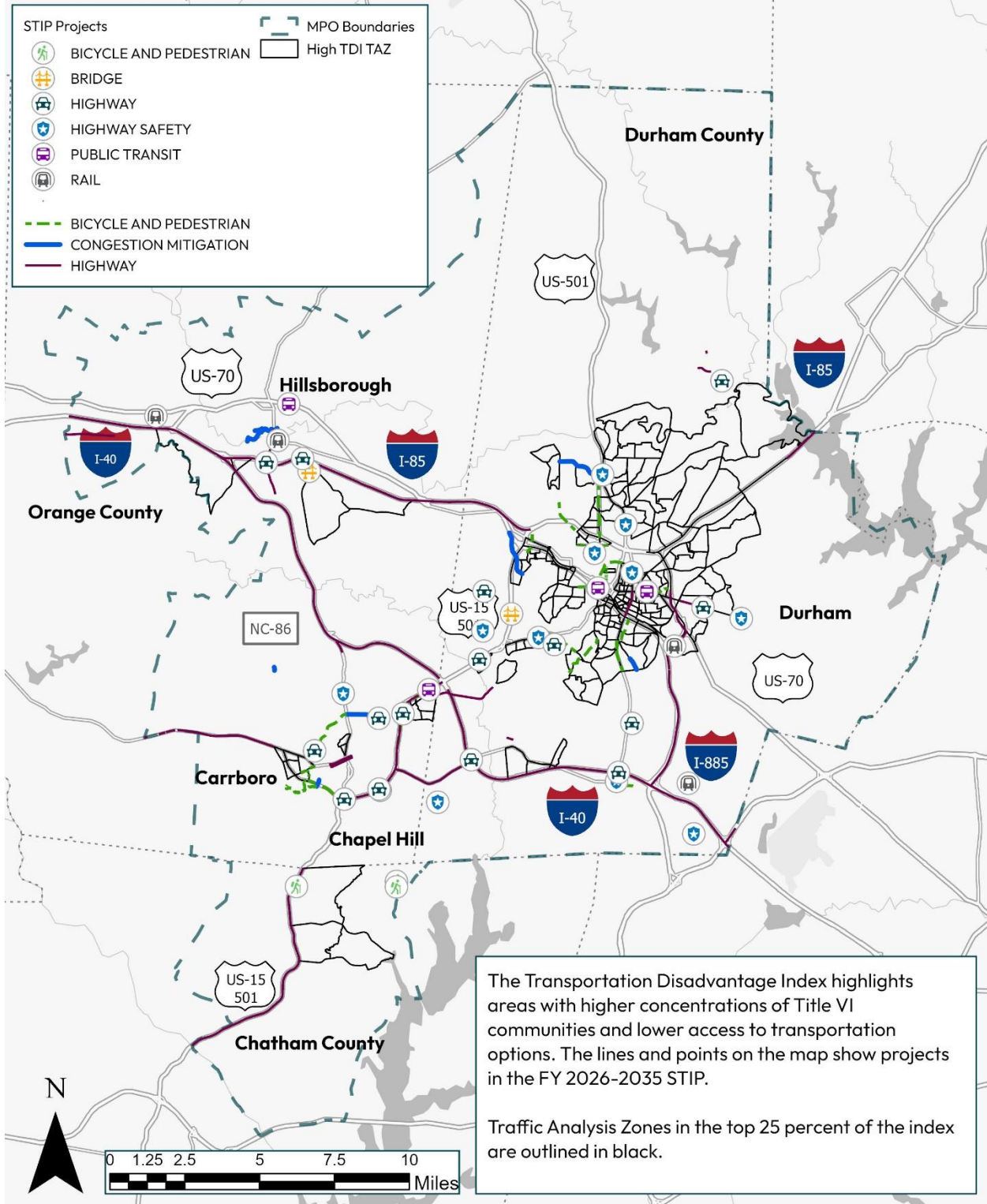
## Transportation Improvement Program

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 the 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 disadvantages. Triangle West TPO prioritizes projects that support underrepresented communities, areas of persistent poverty, and opportunity zones by assigning an additional point to projects within a community with Environmental Justice concerns based upon the 2020 Environmental Justice Report. For the Transportation Improvement Program's Call for Projects, 60% of the project must lie within an Environmental Justice block group.

While TIP projects don't inherently benefit high transportation disadvantaged communities Triangle West's TIP project selection process prioritizes multi-modal improvements with the goal of ensuring equal mobility for all. For example, three current TIP projects in high transportation disadvantaged communities are traffic safety projects aligning with the Regional Vision Zero Action Plan. Triangle West recognizes that transportation disadvantages communities are impacted by traffic violence at higher rates than the region, and certain transportation disadvantaged populations such as the elderly, disabled and non-car owners are at increased risk, especially in areas with historical disinvestment or those that lack safe pedestrian infrastructure.

Triangle West continues to monitor the impacts of investments and involve people in the most transportation disadvantaged communities in planning processes to incorporate their feedback.

# FY2026-2035 STIP Projects



## Vision Zero Safety Action Plan:

One of the key components of the Vision Zero Safety Action Plan (VZ Action Plan) was an equity analysis. Nationwide, crash analyses have found that American Indian and Alaska Native, Black, and Latinx Americans face higher rates of traffic injuries and fatalities. These disparities are particularly pronounced for pedestrians. Across the US, the number of people killed while walking reached a new high in 2022, with an estimated 7,500 pedestrians struck and killed, up 19 percent since 2019. Between 2015 and 2019, the annual average bicycle and pedestrian fatality rate in the Triangle West TPO region was 1.9 per 100,000 people overall. Within the Triangle West TPO region, in geographic areas with a relatively higher population of nonwhite residents, the rate was 3.7 per 100,000. People of Color, particularly Native Americans and Black Americans, are substantially more likely to die while walking than any other race or ethnic group.

The equity framework in the VZ Action Plan defines equity, describes methods used for the equity analysis, and lays out the historical housing and infrastructure context that influences current outcomes related to transportation safety. The results of the equity analysis (which overlaps with the environmental justice analysis provided in this report) and an assessment of comparative transportation safety outcomes are included in the plan. The conclusions and recommendations help guide and create an implementable plan that is grounded in the region's history and centers on transportation equity.

# Unified Planning Work Program

The Unified Planning Work Program is 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 UPWP 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 (PLDA)			Safe & Act Transp Options PLDA not inside (VAD)			Section 5303 Highway/Transit				Task Funding Summary			
				Local	FHWA	Total	Local	FHWA	Total	Federal	Local	NCDOT	FTA	Total	Local	NCDOT	Federal	TOTAL		
				20%	80%	100%	20%	80%	100%	100%	10%	90%	80%	100%						
<b>I REQUIRED FUNCTIONS</b>																				
44.24.00	I-A	Metropolitan Transportation Plan (MTP)	\$ 288,500	\$ 22,388	\$ 89,552	\$ 111,940	\$ 21,272	\$ 85,088	\$ 106,360	\$ -	\$ 2,020	\$ 2,020	\$ 16,160	\$ 20,200	\$ 45,480	\$ 2,020	\$ 190,800	\$ 238,500		
44.23.01	I-B	Transportation Improvement Program (TIP)	\$ 203,500	\$ 19,156	\$ 69,564	\$ 78,480	\$ 25,224	\$ 102,096	\$ 127,620	\$ -	\$ 3,840	\$ 3,840	\$ 30,880	\$ 38,400	\$ 44,520	\$ 3,840	\$ 193,520	\$ 241,900		
44.23.02	I-C	Strategic Transportation Prioritization (STP)	\$ 106,000	\$ 6,387	\$ 25,348	\$ 31,934	\$ 14,813	\$ 59,251	\$ 74,064	\$ -	\$ 1,980	\$ 1,980	\$ 15,840	\$ 19,800	\$ 23,160	\$ 1,980	\$ 100,640	\$ 125,800		
44.23.03	I-D	Unified Planning Work Program (UPWP)	\$ 222,600	\$ 44,582	\$ 138,228	\$ 222,600	\$ -	\$ -	\$ -	\$ -	\$ 780	\$ 780	\$ 6,240	\$ 7,800	\$ 45,360	\$ 780	\$ 86,640	\$ 235,100		
44.23.01	I-E	Comprehensive Transportation Plan (CTP)	\$ 155,800	\$ 31,160	\$ 124,640	\$ 155,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 31,160	\$ -	\$ 124,640	\$ 155,800		
44.27.00	I-F	Congestion Management Process (CMP)	\$ 708,700	\$ 141,740	\$ 566,960	\$ 708,700	\$ -	\$ -	\$ -	\$ -	\$ 1,780	\$ 1,780	\$ 14,240	\$ 17,800	\$ 143,520	\$ 1,780	\$ 581,200	\$ 726,500		
44.21.00	I-G	Triangle Regional Model (TRM)	\$ 430,300	\$ 86,020	\$ 344,080	\$ 430,300	\$ -	\$ -	\$ -	\$ -	\$ 890	\$ 890	\$ 7,090	\$ 8,900	\$ 86,190	\$ 890	\$ 31,200	\$ 439,000		
44.23.01	I-H	Other Federal Required Functions	\$ 101,600	\$ 3,300	\$ 18,199	\$ 16,499	\$ 17,020	\$ 48,081	\$ 85,101	\$ -	\$ 29,452	\$ 29,452	\$ 235,613	\$ 294,316	\$ 49,772	\$ 29,452	\$ 316,893	\$ 396,716		
44.23.01	I-V-A	VAD - Safe & Accessible Transportation Options	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,900	\$ 13,900		
<b>II STRENGTHENING PARTNERSHIPS</b>																				
44.26.00	II-A	Supporting Local Decision-Making	\$ 441,000	\$ 88,200	\$ 352,800	\$ 441,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 88,200	\$ -	\$ 352,800	\$ 441,000		
44.26.00	II-B	Targeted Studies	\$ 468,400	\$ 93,680	\$ 374,720	\$ 468,400	\$ -	\$ -	\$ -	\$ -	\$ 3,840	\$ 3,840	\$ 30,880	\$ 38,400	\$ 47,960	\$ 3,840	\$ 406,600	\$ 507,000		
<b>III LEGISLATIVE DIALOGUE</b>																				
44.27.00	III-A	Member Engagement	\$ 40,500	\$ 19,200	\$ 21,600	\$ 40,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,200	\$ -	\$ 21,600	\$ 40,500		
44.27.00	III-B	Outwide Engagement	\$ 51,400	\$ 10,280	\$ 11,520	\$ 51,400	\$ -	\$ -	\$ -	\$ -	\$ 980	\$ 980	\$ 7,840	\$ 9,800	\$ 11,200	\$ 980	\$ 48,960	\$ 65,200		
<b>IV COMMUNITY EDUCATION AND ATTAINMENT</b>																				
44.27.00	IV-A	Initiative-Focused Engagement	\$ 99,700	\$ 19,940	\$ 47,760	\$ 99,700	\$ -	\$ -	\$ -	\$ -	\$ 2,440	\$ 2,440	\$ 19,680	\$ 24,400	\$ 14,400	\$ 2,440	\$ 67,440	\$ 84,300		
44.27.01	IV-B	Ongoing Organization Outreach	\$ 199,500	\$ 14,588	\$ 38,320	\$ 79,940	\$ 21,272	\$ 85,088	\$ 106,360	\$ -	\$ 2,440	\$ 2,440	\$ 19,520	\$ 24,400	\$ 38,320	\$ 2,440	\$ 182,960	\$ 203,700		
<b>V REGIONAL INITIATIVES</b>																				
44.27.00	V-A	Professional Development and Organization Enrichment	\$ 330,300	\$ 33,030	\$ 132,080	\$ 165,150	\$ 29,000	\$ 116,000	\$ 143,000	\$ -	\$ 2,420	\$ 2,420	\$ 19,360	\$ 24,200	\$ 44,440	\$ 2,420	\$ 287,440	\$ 334,300		
44.27.01	V-B	Transportation Planning Adapters	\$ 251,600	\$ 45,320	\$ 180,480	\$ 225,600	\$ 5,200	\$ 20,800	\$ 26,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,320	\$ -	\$ 201,200	\$ 251,600		
<b>VI INFRASTRUCTURE STEWARDSHIP</b>																				
44.27.00	VI-A	Date Development and Management	\$ 418,600	\$ 100,125	\$ 480,488	\$ 600,625	\$ 3,599	\$ 14,316	\$ 17,995	\$ -	\$ 2,440	\$ 2,440	\$ 19,680	\$ 24,400	\$ 126,180	\$ 2,440	\$ 316,560	\$ 443,200		
44.27.00	VI-B	Project Development	\$ 357,500	\$ 47,640	\$ 289,860	\$ 357,500	\$ -	\$ -	\$ -	\$ -	\$ 641	\$ 641	\$ 5,129	\$ 6,410	\$ 68,101	\$ 641	\$ 274,960	\$ 343,700		
<b>Totals</b>			\$ 4,924,400	\$ 847,220	\$ 3,348,880	\$ 4,234,500	\$ 137,700	\$ 550,800	\$ 688,500	\$ 12,900	\$ 54,023	\$ 54,023	\$ 444,382	\$ 540,227	\$ 1,040,943	\$ 54,023	\$ 4,400,762	\$ 5,477,727		
			Local	Federal	Total	Local	Federal	Total	Federal	Local	State	Federal	Total	Local	State	Federal	TOTAL			
			STBG-DA			PLDA			VAD	Section 5303 Transit Planning				Subtotals						

Special Studies		STBG-DA - 153(b)(3)(7)		
Subtotal for Special Studies contracts		Local	FHWA	Total
		20%	80%	100%
44.25.00	II-B FY27 Special Studies			
44.25.00	II-B IJC 24 Study	\$ 30,000	\$ 120,000	\$ 150,000
44.25.00	II-B Transportation Demand Management Plan Update Study	\$ 20,000	\$ 80,000	\$ 100,000
<b>Continuing Studies from FY2026</b>				
44.25.00	II-B IJC Co-Gen Bus Corridor Study	\$ 800,000	\$ 400,000	\$ 1,200,000
44.25.00	II-B US 78-507 Corridor Study	\$ 800,000	\$ 400,000	\$ 1,200,000
44.25.00	II-B FTY Rail Platform Feasibility Study	\$ 400,000	\$ 800,000	\$ 1,200,000
<b>Continuing Studies from FY2025</b>				
44.25.00	II-B US 70 East Corridor Study - Phase I	\$ 27,000	\$ 148,000	\$ 175,000
44.25.00	II-B	\$ 337,000	\$ 1,308,000	\$ 1,645,000

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 planning work and studies for the year.

## UPWP Timeline



## 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 to be communicate with people with limited English proficiency. Based upon this analysis, people with limited English proficiency are more

likely to live within communities with Environmental Justice concerns and higher transportation disadvantage. Both this Environmental Justice Report and the Language Access Plan increase access to regional planning processes.

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

## Other Considerations for Environmental Justice

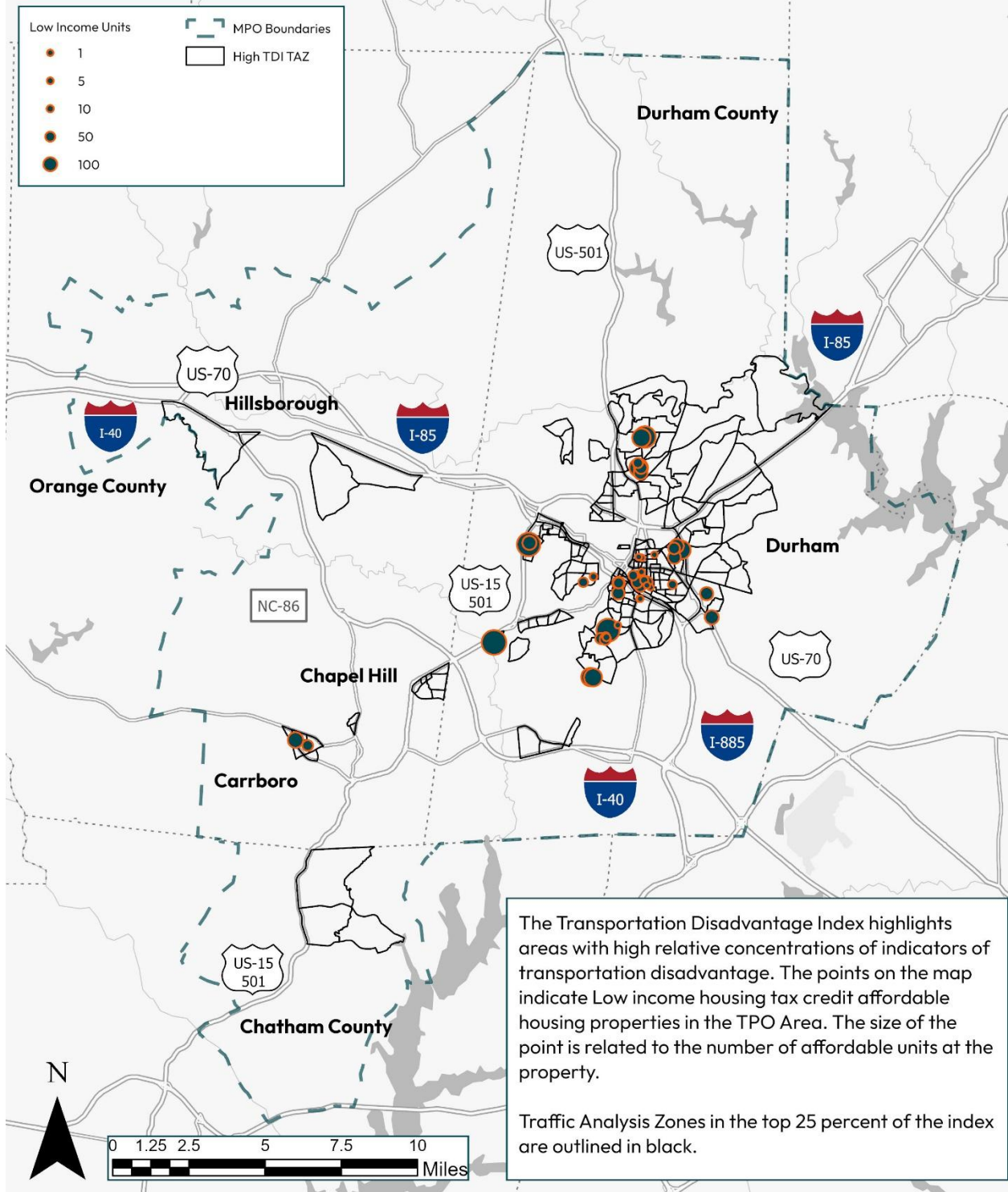
### Low Income Housing Tax Credit Properties

The Low-Income Housing Tax Credit program (LIHTC) is the United States' largest affordable housing initiative. Developments are selected through a competitive process and awarded tax credits that can be used or sold to finance development and construction. These properties are then required to lease a portion of their units at lower rents to tenants below a specified income level per the LIHTC agreement, remaining affordable for up to 30 years.

Tracking affordable housing allows us to verify the TDI against known populations of need and ensure that income constrained households have full transportation access and opportunity to engage with TPO plans and planning processes. There are 80 LIHTC properties in Triangle West; 50 of them fall within a top 25% TDI TAZ, totaling over 4,000 affordable housing units.

Tracking how our TDI populations shift over time relative to LIHTC properties will allow the TPO to measure displacement of TDI communities as the region continues to grow and develop rapidly.

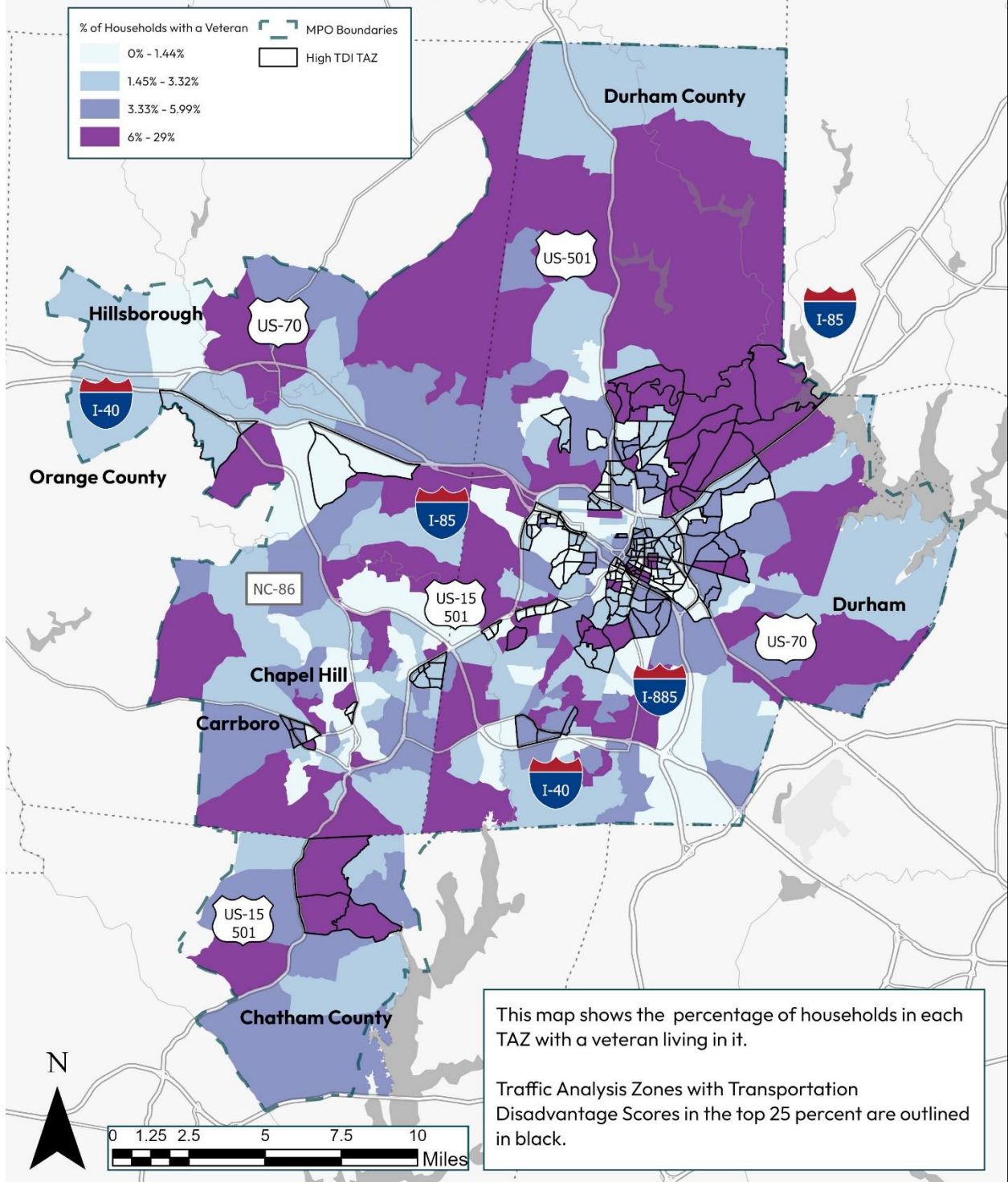
# Low Income Housing Tax Credit Properties



## Veteran Populations

While Veterans often have distinct transportation needs, Triangle West found that many of those needs are covered in other portions of the index, most notably the disability component. The map below shows the distribution of households with a veteran. This data, while not included in the transportation disadvantage index, is part of Triangle West's Environmental Justice data package, and will be a useful tool in ensuring that the TPO's Veterans have equal access to both the areas transportation system and the TPO's plans and planning processes.

# Households with a Veteran



## 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
- [Language Access for Limited English Proficiency \(LEP\)](#), updated 2025
- [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 the geographic location of communities that face disproportionate barriers to mobility via walking, transit, and automobiles. This report serves as a 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 those featured within this report and those related to other planning efforts such as the Vision Zero Action Plan. The Story Map can be found here: [Triangle West TPO Environmental Justice Web Map](#)