

# **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**

<b>Name</b>	<b>Affiliation</b>	<b>Member/Alternate</b>
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 Merill	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. The UPWP intends 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.

The UPWP has 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. Local or state funds (or a combination of both) provide the match. FHWA designated Section 104(f) funds for TPO planning. Triangle

West uses these funds to support TPO planning functions. Section 133(b)(3)(7) funds are the part of STBG-DA funds named 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. NCDOT's Public Transportation Division (PTD) allocates these funds. 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, federal law requires that FHWA and FTA review, in full, the planning processes of any MPO covering a UZA that has a population of over 200,000 (also known as a Transportation Management Area or TMA). FTA conducted a certification review for the Triangle West TPO in the fall of 2021 and evaluated whether the TPO followed Federal regulations. FHWA completed its certification review report in June 2022.

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. The TPO updates the MOU.
2. While using STBG-DA funds to fund salaries and staff operations are eligible activities, FHWA recommended the Unified Planning Work Program (UPWP) provide greater detail on the staff planning work and their work products.

3. FHWA recommended that the next Metropolitan Transportation Plan (MTP) provide more 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:

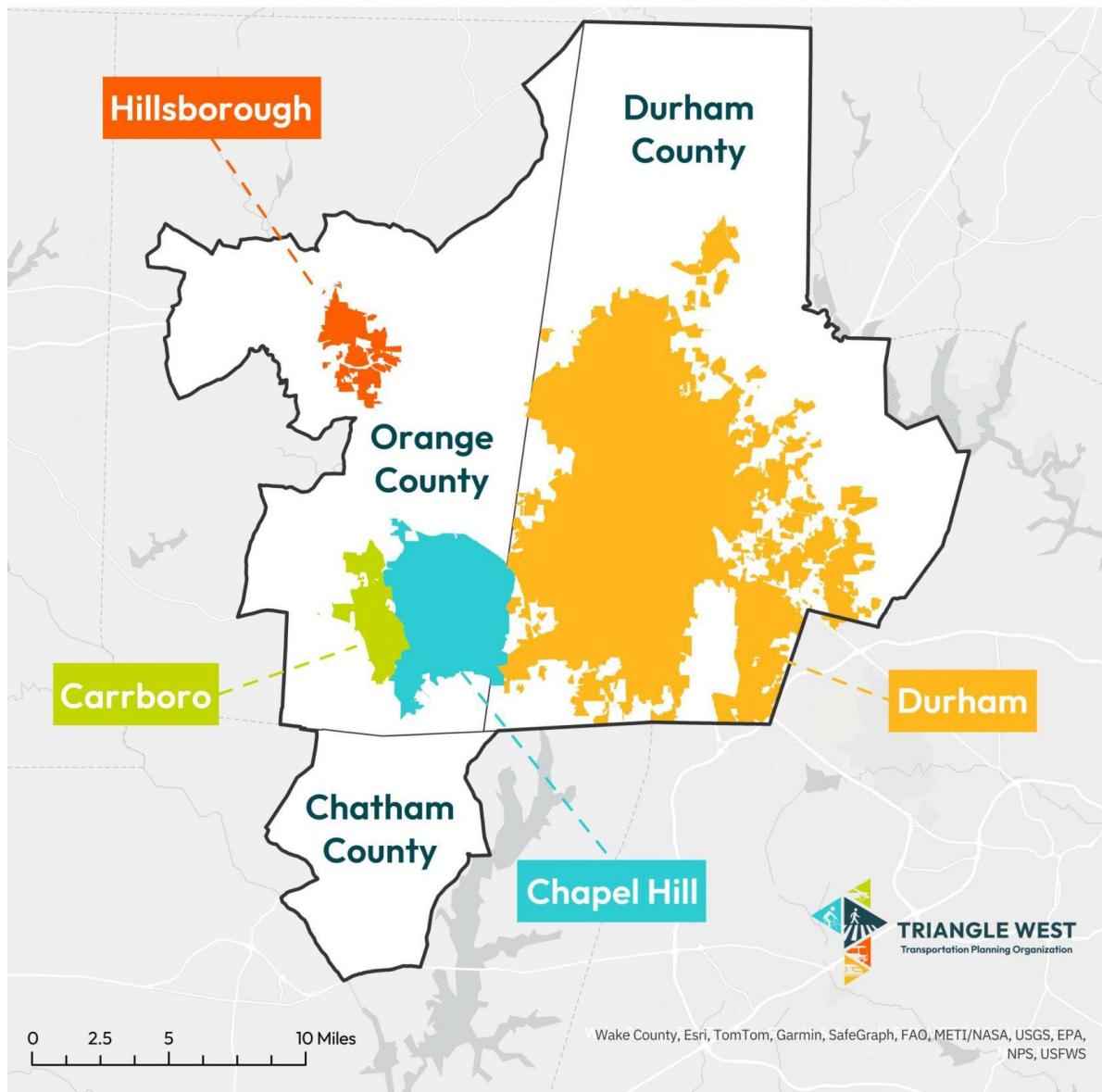
- In general, the metropolitan planning process for a metropolitan planning area under this section shall provide for consideration of projects and strategies that will:
  - support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
  - 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 part of Orange County, including the Towns of Chapel Hill, Carrboro, and Hillsborough
- Northeast Chatham County

## Member Jurisdictions



## FY2027 FUNDING SOURCES

FY2027 UPWP budget table, funding levels, and descriptions of funding sources are below.

### FEDERAL HIGHWAY ADMINISTRATION FUNDS (FHWA)

Metropolitan Planning (PL) Section 104(f) – NCDOT administers these urbanized area funds that require a 20% local match. The proposed Section 104(f) funding level is based on the FAST-ACT Section 104(f) allocation. NCDOT distributes the statewide section 104(f) funds among all MPOs using 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. Triangle West will update this table with new figures in late 2025.*

Safe & Accessible Transportation Options – Metro Planning (Y-410) – In 2022, the Infrastructure Investment and Jobs Act 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)]. A separate allocation of PL funds provides a 2.5% set aside (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. Triangle West will update this table with new figures in late 2025.*

STBG-DA – These funds are the part of the federal Surface Transportation Block Grant Program (STBG-DA) funds provided through FHWA to Transportation Management Areas (TMAs) with over 200,000 people in their population. By agreement with the Triangle West TPO and NCDOT, the TPO uses a portion of these funds 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. The TPO will update this when new figures become available in the Fall 2025.*

## 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 aid in urbanized areas for transit planning and technical studies related to urban public transportation. FTA provides funds 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 is 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. Triangle West will update this table with new figures in early 2026.

Section 5307 funds – FTA distributes Section 5307 funds for planning and other purposes through a formula. 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. Transit agencies provide a 20% match to use these funds.

Section 5339 funds – Agencies use Section 5339 funds to replace, rehabilitate, and buy buses and related equipment and to construct bus-related facilities, including technological changes or innovations to modify low or no-emission vehicles or facilities. Competitive grants and formula allocations provide this funding.

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 project. Appendix C describes the project and budget.

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

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

Agency	FHWA			FTA 5303 (80%)	TOTAL
	STBG-DA (80%)	PL (80%)	Y-410 (100%)		
TPO	\$-	\$471,700	\$12,700	\$-	\$-
Chapel Hill Transit	\$-	\$-	\$-	\$-	\$-
GoDurham	\$-	\$-	\$-	\$-	\$-
<b>TOTAL</b>	<b>\$-</b>	<b>\$-</b>	<b>\$-</b>	<b>\$-</b>	<b>\$-</b>

*\*This is an approximation based on FY26. Triangle West will provide updated figures when they become available in late 2025.*

## 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 found 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 decided 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.\*

FY27 UPWP Match Cost Sharing		
Agency	Amount	Population Percentage
City of Durham	\$ 583,948.67	58.38%
Durham County	\$ 111,528.39	11.15%
Chapel Hill	\$ 123,331.40	12.33%
Carrboro	\$ 42,210.75	4.22%
Hillsborough	\$ 19,805.04	1.98%
Orange County	\$ 70,317.90	7.03%
Chatham County	\$ 49,112.50	4.91%
Community Member (93% gross)	<b>\$ 1,000,254.66</b>	100.00%
GoTriangle (7% gross)	\$ 75,287.98	
<b>Grand Total</b>	<b>\$ 1,075,542.64</b>	

## 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 Triangle West TPO can amend the UPWP after adoption up to four times during the fiscal year.

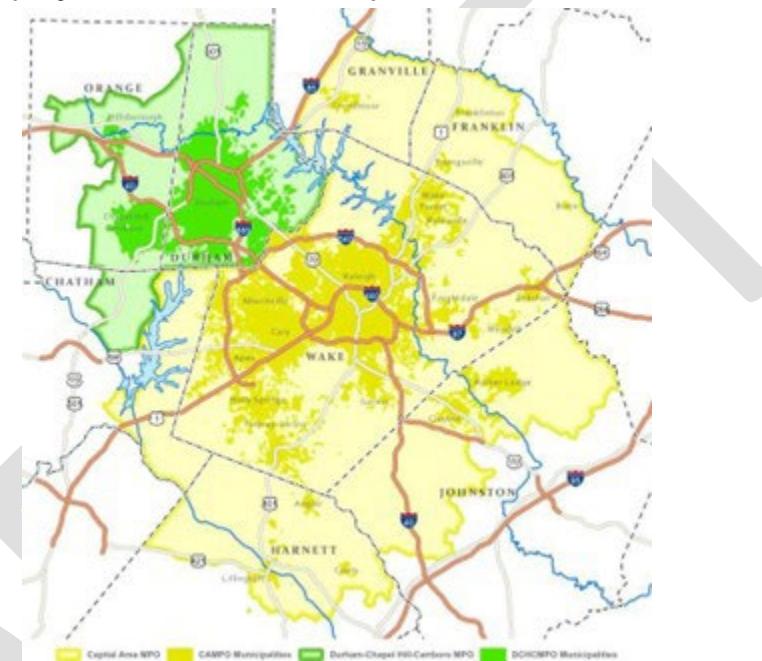
<b>Dates</b>	<b>Actions</b>
June 2025	Individual special study scoping meeting and discussions as needed
July 1, 2025	Application staff begins developing internal budget for FY27 UPWP
July 2025/August 2025	TPO Planning Staff reviews special study requests and develops funding recommendations.
August 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

<b>UPWP Amendment Schedule</b>				
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.



Metropolitan Planning Organizations (MPOs) develop fiscally constrained MTPs 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 handles 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 region's local governments, the NCDOT, local jurisdictions, and residents of the metropolitan area help produce the TIP. The TIP must include the following:

- A list of proposed federally supported projects and strategies to implement for the State, MPO member agencies, and local transit operators during the TIP period;
- Proactive public involvement process;
- A financial plan that shows how the State, MPO member agencies, and local transit operators can implement the TIP; and
- Descriptions of each project in the TIP.

### **Air Quality Conformity Process**

Currently, the EPA designates Triangle West TPO as attainment for the National Ambient Air Quality Standards. 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 EPA considers the Raleigh-Durham-Chapel Hill area an orphan maintenance area, and based on the EPA guidance of November 2018, the area will need to show transportation conformity for transportation plans and TIPs for the 1997 ozone National Ambient Air Quality Standards.

Triangle West can show conformity 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 help the MPOs in performing this REA on MTP projects.

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

The Congestion Management Process 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 TPO should incorporate measured system performance and defined strategies 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 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**

#### **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 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.

### **FY2026 Special Studies**

#### **RTP Rail Platform Feasibility Study**

The purpose of this study is to advance station work at the future RTP intercity rail station, which is one of the strategic investment strategies identified in the recently approved joint CAMPO/TWTPO regional rail study. The budget for this project is \$200,000, with \$160,000 coming from federal funds (STBG-DA) and the \$40,000 local match from the Research Triangle Park Foundation. This study will be led by the NCDOT Rail Division.

#### **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 obtain a consultant to collaborate with stakeholders to create a multimodal corridor solution that supports the TPO's adopted Metropolitan Transportation Plan's goals and aims. 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.

### **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 looks to find 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 types. The approved budget for this study is \$500,000, with \$400,000 coming from federal funds (STBG-DA) 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

Triangle West TPO will manage this study, 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 charette 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.

### **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 FY2026 UPWP budget reflects funding and details for these studies.

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
TPO	US 15-501 Corridor Study	\$100,000	\$400,000	\$500,000
TPO	RTP Rail Platform Feasibility Study	\$40,000	\$160,000	\$200,000

### **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 FY2025 UPWP budget reflects funding and details for these studies.

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 TASK DESCRIPTIONS AND NARRATIVES

This section describes the TPO's general work in FY2027.

### I. Required Functions

Federal and State Law mandate required MPO functions. These functions are a part of the:

#### A. Metropolitan Transportation Plan

- A principal function of the Triangle West TPO is to guide effective and efficient investment of transportation infrastructure dollars. To do this, the actions of the region's local governments and regional, State, and federal agencies must align. The TPO and the Capital Area MPO facilitates this alignment by actively managing the Metropolitan Transportation Plan (MTP).

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

- This task goal manages a list of fiscally constrained capital improvement and technical study projects, including STBG-DA, the Congestion Mitigation and Air Quality Improvement Program, 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 added 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 the Strategic Prioritization Office of Transportation (SPOOT) conducts. SPOT is an essential part of developing the State Transportation Improvement Program (STIP). This transparent, data-driven process ensures that the TPO prioritizes transportation projects that best aid North Carolina's development and mobility needs 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 TPO will cross-reference the UPWP with the Prospectus to minimize repetitive documentation. The TPO Policy Board, the North Carolina Department of Transportation, and Federal agencies provide planning funds for continuing transportation planning review, and approve the UPWP.

**E. Comprehensive Transportation Plan (CTP)**

- Triangle West will conduct periodic reviews, amend, and check 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 2025. 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)**

- Triangle Regional Model is the regional travel demand model. It is an analytical tool to support the policy decision-making process and the development of the Metropolitan Transportation Plan (MTP). Planning agencies can use the predictive model predictive model that can be used the model 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 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. These tasks are cyclical and updated periodically as necessary or when we find obsolete existing structures and systems.

## **II. Strengthening Partnerships**

### **A. Supporting Local Decision-Making**

Triangle West collaborates 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 a key role in implementing Triangle West TPO's plans and policies. This element includes activities aimed at strengthening partnerships with the 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 affect 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 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. Current and data are essential to the credibility of Triangle West TPO's technical work, planning applications, and models. This task element will result in a 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 help on select projects in Triangle West. These collaborative efforts will provide technical aid (e.g., data collection and analysis, travel modeling, etc.) in corridors and surrounding areas that the proposed project alternatives may influence.

## **TPO STAFF FUNDING BUDGET TABLE BY SOURCE AND TASK CODE**

FTA Code	Task Code	Task Description	STBG-DA			Metropolitan Planning (PL104)			Safe & Acc Transp Options PL104 set aside (Y410)		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%	10%	80%	100%	10%	10%	80%	100%
<b>REQUIRED FUNCTIONS</b>																		
44.24.00	I-A	Metropolitan Transportation Plan (MTP)	\$ 22,388	\$ 89,552	\$ 111,940	\$ 21,272	\$ 85,088	\$ 106,360	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 43,660	\$ -	\$ 174,640	\$ 218,300	
44.23.01	I-B	Transportation Improvement Program (TIP)	\$ 15,156	\$ 60,544	\$ 75,680	\$ 25,524	\$ 102,096	\$ 127,620	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 40,660	\$ -	\$ 162,640	\$ 203,300	
44.23.02	I-C	Strategic Transportation Prioritization (SPOT)	\$ 6,387	\$ 25,549	\$ 31,936	\$ 14,813	\$ 59,251	\$ 74,064	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21,200	\$ -	\$ 84,800	\$ 106,200	
44.23.02	I-D	Unified Planning Work Program (UPWP)	\$ 44,580	\$ 178,320	\$ 222,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 44,580	\$ -	\$ 178,320	\$ 222,900	
44.23.01	I-E	Comprehensive Transportation Plan (CTP)	\$ 31,160	\$ 124,640	\$ 155,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 31,160	\$ -	\$ 124,640	\$ 155,800	
44.27.00	I-F	Congestion Management Process (CMP)	\$ 141,740	\$ 566,960	\$ 708,700	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 141,740	\$ -	\$ 566,960	\$ 708,700	
44.21.00	I-G	Triangle Regional Model (TRM)	\$ 86,020	\$ 344,080	\$ 430,100	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 86,020	\$ -	\$ 344,080	\$ 430,100	
44.23.01	I-H	Other Federal Required Functions	\$ 3,300	\$ 13,199	\$ 16,499	\$ 17,020	\$ 68,081	\$ 85,101	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,320	\$ -	\$ 81,280	\$ 101,600	
44.23.01	I-H-A	Y410 - Safe & Accessible Transportation Options	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,800	\$ -	\$ -	\$ 12,800	
<b>STRENGTHENING PARTNERSHIPS</b>																		
44.25.00	II-A	Supporting Local Decision-Making	\$ 88,200	\$ 352,800	\$ 441,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 88,200	\$ -	\$ 352,800	\$ 441,000	
	II-B	Targeted Studies	\$ 73,680	\$ 294,720	\$ 368,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 73,680	\$ -	\$ 294,720	\$ 368,400	
<b>LEGISLATIVE DIALOGUE</b>																		
44.27.00	III-A	National Engagement	\$ 12,100	\$ 48,400	\$ 60,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,100	\$ -	\$ 48,400	\$ 60,500	
44.27.00	III-B	Statewide Engagement	\$ 10,280	\$ 41,120	\$ 51,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,280	\$ -	\$ 41,120	\$ 51,400	
<b>COMMUNITY EDUCATION AND ATTAINMENT</b>																		
44.27.00	IV-A	Initiative-Focused Engagement	\$ 11,940	\$ 47,760	\$ 59,700	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,940	\$ -	\$ 47,760	\$ 59,700	
44.27.01	IV-B	Ongoing Organization Outreach	\$ 14,588	\$ 58,352	\$ 72,940	\$ 21,272	\$ 85,088	\$ 106,360	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 35,860	\$ -	\$ 143,440	\$ 179,300	
<b>RESILIENCY</b>																		
44.27.00	V-A	Professional Development and Organization Enrichment	\$ 36,496	\$ 145,984	\$ 182,480	\$ 25,524	\$ 102,096	\$ 127,620	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 62,020	\$ -	\$ 248,080	\$ 310,100	
44.27.01	V-B	Transportation Planning Adaptation	\$ 50,320	\$ 201,280	\$ 251,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,320	\$ -	\$ 201,280	\$ 251,600	
<b>INFRASTRUCTURE STEWARDSHIP</b>																		
44.27.00	VI-A	Data Development and Management	\$ 123,720	\$ 494,880	\$ 618,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 123,720	\$ -	\$ 494,880	\$ 618,600	
44.27.00	VI-B	Project Development	\$ 67,460	\$ 269,840	\$ 337,300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 67,460	\$ -	\$ 269,840	\$ 337,300	
<b>Totals</b>			<b>\$ 839,495</b>	<b>\$ 3,357,980</b>	<b>\$ 4,197,475</b>	<b>\$ 125,425</b>	<b>\$ 501,700</b>	<b>\$ 627,125</b>			<b>\$ 12,800</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 964,920</b>	<b>\$ -</b>	<b>\$ 3,872,480</b>	<b>\$ 4,837,400</b>
			Local	Federal	Total	Local	Federal	Total	Federal	Total	Local	State	Federal	Total	Local	State	Federal	TOTAL
			STBG-DA			PL104			Y410			Section 5303 Transit Planning			Subtotals			

**TPO WIDE FUNDING BUDGET TABLE BY SOURCE AND TASK CODE**

FTA Code	Task Code	Task Description	STBG-DA			Metropolitan Planning (PL104)			Safe & Acc Transp Options PL104 set aside (Y410)		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%	10%	80%	100%					
<b>I REQUIRED FUNCTIONS</b>																		
44.24.00	I-A	Metropolitan Transportation Plan (MTP)	\$ 22,388	\$ 89,552	\$ 111,940	\$ 21,272	\$ 85,088	\$ 106,360	\$ -	\$ 1,620	\$ 1,620	\$ 12,960	\$ 16,200	\$ 45,280	\$ 1,620	\$ 187,600	\$ 234,500	
44.23.01	I-B	Transportation Improvement Program (TIP)	\$ 15,136	\$ 60,544	\$ 75,680	\$ 25,524	\$ 102,096	\$ 127,620	\$ -	\$ 3,420	\$ 3,420	\$ 27,360	\$ 34,200	\$ 44,080	\$ 3,420	\$ 190,000	\$ 237,500	
44.23.02	I-C	Strategic Transportation Prioritization (SPOT)	\$ 6,387	\$ 25,549	\$ 31,936	\$ 14,813	\$ 59,251	\$ 74,064	\$ -	\$ 1,780	\$ 1,780	\$ 14,240	\$ 17,800	\$ 22,980	\$ 1,780	\$ 99,040	\$ 123,800	
44.23.02	I-D	Unified Planning Work Program (UPWP)	\$ 44,580	\$ 178,320	\$ 222,900	\$ -	\$ -	\$ -	\$ -	\$ 780	\$ 780	\$ 6,240	\$ 7,800	\$ 45,360	\$ 780	\$ 184,560	\$ 230,700	
44.23.01	I-E	Comprehensive Transportation Plan (CTP)	\$ 31,160	\$ 124,640	\$ 155,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 31,160	\$ -	\$ 124,640	\$ 155,800	
44.27.00	I-F	Congestion Management Process (CMP)	\$ 141,740	\$ 566,960	\$ 708,700	\$ -	\$ -	\$ -	\$ -	\$ 1,480	\$ 1,480	\$ 11,840	\$ 14,800	\$ 143,220	\$ 1,480	\$ 578,800	\$ 723,500	
44.21.00	I-G	Triangle Regional Model (TRM)	\$ 86,020	\$ 344,080	\$ 430,100	\$ -	\$ -	\$ -	\$ -	\$ 890	\$ 890	\$ 7,120	\$ 8,900	\$ 86,910	\$ 890	\$ 351,200	\$ 439,000	
44.23.01	I-H	Other Federal Required Functions	\$ 3,300	\$ 13,199	\$ 16,499	\$ 17,020	\$ 68,081	\$ 85,101	\$ -	\$ 23,938	\$ 23,938	\$ 191,503	\$ 239,379	\$ 44,258	\$ 23,938	\$ 272,783	\$ 340,979	
44.23.01	I-H-A	Y410 - Safe & Accessible Transportation Option	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,800	\$ 12,800	
<b>II STRENGTHENING PARTNERSHIPS</b>																		
44.25.00	II-A	Supporting Local Decision-Making	\$ 88,200	\$ 352,800	\$ 441,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 88,200	\$ -	\$ 352,800	\$ 441,000	
44.25.00	II-B	Targeted Studies	\$ 73,680	\$ 294,720	\$ 368,400	\$ -	\$ -	\$ -	\$ -	\$ 3,660	\$ 3,660	\$ 29,280	\$ 36,600	\$ 77,340	\$ 3,660	\$ 324,000	\$ 405,000	
<b>III LEGISLATIVE DIALOGUE</b>																		
44.27.00	III-A	National Engagement	\$ 12,100	\$ 48,400	\$ 60,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,100	\$ -	\$ 48,400	\$ 60,500	
44.27.00	III-B	Statewide Engagement	\$ 10,280	\$ 41,120	\$ 51,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,280	\$ -	\$ 41,120	\$ 51,400	
<b>IV COMMUNITY EDUCATION AND ATTAINMENT</b>																		
44.27.00	IV-A	Initiative-Focused Engagement	\$ 11,940	\$ 47,760	\$ 59,700	\$ -	\$ -	\$ -	\$ -	\$ 2,260	\$ 2,260	\$ 18,080	\$ 22,600	\$ 14,200	\$ 2,260	\$ 65,840	\$ 82,300	
44.27.01	IV-B	Ongoing Organization Outreach	\$ 14,588	\$ 58,352	\$ 72,940	\$ 21,272	\$ 85,088	\$ 106,360	\$ -	\$ 2,440	\$ 2,440	\$ 19,520	\$ 24,400	\$ 38,300	\$ 2,440	\$ 162,960	\$ 203,700	
<b>V RESILIENCY</b>																		
44.27.00	V-A	Professional Development and Organization Enrichment	\$ 36,496	\$ 145,984	\$ 182,480	\$ 25,524	\$ 102,096	\$ 127,620	\$ -	\$ 2,200	\$ 2,200	\$ 17,600	\$ 22,000	\$ 64,220	\$ 2,200	\$ 245,680	\$ 332,100	
44.27.01	V-B	Transportation Planning Adaptation	\$ 50,320	\$ 201,280	\$ 251,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,320	\$ -	\$ 201,280	\$ 251,600	
<b>Totals</b>			<b>\$ 839,495</b>	<b>\$ 3,357,980</b>	<b>\$ 4,197,475</b>	<b>\$ 125,425</b>	<b>\$ 501,700</b>	<b>\$ 627,125</b>	<b>\$ 12,800</b>	<b>\$ 46,928</b>	<b>\$ 46,928</b>	<b>\$ 375,423</b>	<b>\$ 469,279</b>	<b>\$ 1,011,848</b>	<b>\$ 46,928</b>	<b>\$ 4,247,903</b>	<b>\$ 5,306,679</b>	
			<b>Local</b>	<b>Federal</b>	<b>Total</b>	<b>Local</b>	<b>Federal</b>	<b>Total</b>	<b>Federal</b>	<b>Local</b>	<b>State</b>	<b>Federal</b>	<b>Total</b>	<b>Local</b>	<b>State</b>	<b>Federal</b>	<b>TOTAL</b>	
			STBG-DA			PL104			Y410			Section 5303 Transit Planning				Subtotals		

Special Studies			STBG-DA - 133(b)(3)(7)
<b>Subtotal for Special Studies contracts</b>			
44.25.00	II-B	FY22 Special Studies	
44.25.00	II-B	NC 54 Study	\$ 30,000
		Continuing Studies from FY2025	\$ 150,000
44.25.00	II-B	US 70 East Corridor Study: Phase II	\$ 16,000
		Continuing Studies from FY2026	\$ 80,000
44.25.00	II-B	UNC Co-Gen Rail Corridor Study	\$ 100,000
44.25.00	II-B	US 15-501 Corridor Study	\$ 400,000
44.25.00	II-B	RTP Rail Platform Feasibility Study	\$ 500,000
			\$ 160,000
			\$ 200,000
			\$ 256,000
			\$ 1,024,000
			\$ 1,280,000

## FTA 5303 Budget Table

FTA Code	Task Code	Task Description	GoDurham 5303				Chapel Hill Transit 5303				TOTAL 5303			
			Local	NCDOT	FTA	Total	Local	NCDOT	FTA	Total	Local	NCDOT	FTA	Total
I REQUIRED FUNCTIONS			10%	10%	80%	100%	10%	10%	80%	100%	10%	10%	80%	100%
44.24.00	I-A	Metropolitan Transportation Plan (MTP)	\$ -	\$ -	\$ -	\$ -	\$ 1,620	\$ 1,620	\$ 12,960	\$ 16,200	\$ 1,620	\$ 1,620	\$ 12,960	\$ 16,200
44.23.01	I-B	Transportation Improvement Program (TIP)	\$ -	\$ -	\$ -	\$ -	\$ 3,420	\$ 3,420	\$ 27,360	\$ 34,200	\$ 3,420	\$ 3,420	\$ 27,360	\$ 34,200
44.23.02	I-C	Strategic Transportation Prioritization (SPOT)	\$ -	\$ -	\$ -	\$ -	\$ 1,780	\$ 1,780	\$ 14,240	\$ 17,800	\$ 1,780	\$ 1,780	\$ 14,240	\$ 17,800
44.23.02	I-D	Unified Planning Work Program (UPWP)	\$ -	\$ -	\$ -	\$ -	\$ 780	\$ 780	\$ 6,240	\$ 7,800	\$ 780	\$ 780	\$ 6,240	\$ 7,800
44.23.01	I-E	Comprehensive Transportation Plan (CTP)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
44.27.00	I-F	Congestion Management Process (CMP)	\$ -	\$ -	\$ -	\$ -	\$ 1,480	\$ 1,480	\$ 11,840	\$ 14,800	\$ 1,480	\$ 1,480	\$ 11,840	\$ 14,800
44.21.00	I-G	Triangle Regional Model (TRM)	\$ -	\$ -	\$ -	\$ -	\$ 890	\$ 890	\$ 7,120	\$ 8,900	\$ 890	\$ 890	\$ 7,120	\$ 8,900
44.23.01	I-H	Other Federal Required Functions	\$ 23,938	\$ 23,938	\$ 191,503	\$ 239,379	\$ -	\$ -	\$ -	\$ -	\$ 23,938	\$ 23,938	\$ 191,503	\$ 239,379
II STRENGTHENING PARTNERSHIPS														
44.25.00	II-A	Supporting Local Decision-Making	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
44.25.00	II-B	Targeted Studies	\$ -	\$ -	\$ -	\$ -	\$ 3,660	\$ 3,660	\$ 29,280	\$ 36,600	\$ 3,660	\$ 3,660	\$ 29,280	\$ 36,600
III LEGISLATIVE DIALOGUE														
44.27.00	III-A	National Engagement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
44.27.00	III-B	Statewide Engagement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
IV COMMUNITY EDUCATION AND ATTAINMENT														
44.27.00	IV-A	Initiative-Focused Engagement	\$ -	\$ -	\$ -	\$ -	\$ 2,260	\$ 2,260	\$ 18,080	\$ 22,600	\$ 2,260	\$ 2,260	\$ 18,080	\$ 22,600
44.27.01	IV-B	Ongoing Organization Outreach	\$ -	\$ -	\$ -	\$ -	\$ 2,440	\$ 2,440	\$ 19,520	\$ 24,400	\$ 2,440	\$ 2,440	\$ 19,520	\$ 24,400
V RESILIENCY														
44.27.00	V-A	Professional Development and Organization Enrichment	\$ -	\$ -	\$ -	\$ -	\$ 2,200	\$ 2,200	\$ 17,600	\$ 22,000	\$ 2,200	\$ 2,200	\$ 17,600	\$ 22,000
44.27.01	V-B	Transportation Planning Adaptation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
VI INFRASTRUCTURE STEWARDSHIP														
44.27.00	VI-A	Data Development and Management	\$ -	\$ -	\$ -	\$ -	\$ 2,460	\$ 2,460	\$ 19,680	\$ 24,600	\$ 2,460	\$ 2,460	\$ 19,680	\$ 24,600
44.27.00	VI-B	Project Development	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Totals			\$ 23,938	\$ 23,938	\$ 191,503	\$ 239,379	\$ 22,990	\$ 22,990	\$ 183,920	\$ 229,900	\$ 46,928	\$ 46,928	\$ 375,423	\$ 469,279
			Local	State	Federal	Total	Local	State	Federal	Total	Local	State	Federal	Total
			Section 5303 Transit Planning				Section 5303 Transit Planning				Section 5303 Transit Planning			

**TOWN OF CHAPEL HILL**  
**FTA 5303 TASK NARRATIVE TABLE**  
**FY2027 UPWP**  
*Triangle West TPO Apportionment Expected to be Announced on December 1, 2025*

MPO	Triangle West TPO	Triangle West TPO	Triangle West TPO	Triangle West TPO	Triangle West TPO	Triangle West TPO	Triangle West TPO	Triangle West TPO	Triangle West TPO	Triangle West TPO	Triangle West TPO
FTA Code	44.21.00	44.23.01		44.23.02	44.23.02	44.23.01	44.23.01	44.27.00	44.21.00		44.25.00
Task Code	I-A	I-B	I-C	I-D	I-F	I-G	II-B	IV-A	IV-B	V-A	VI-A
Title of Planning Task	Metropolitan Transportation Plan (MTP)	Transportation Improvement Program (TIP)	Strategic Transportation Prioritization (SPOT)	Unified Planning Work Program (UPWP)	Congestion Management Process (CMP)	Triangle Regional Model (TRM)	Targeted Studies	Initiative-Focused Engagement	Ongoing Organization Outreach	Professional Development and Organization Enrichment	Data Development and Management
Task Objective	Monitor implementation of the adopted 2055 MTP, including the financial plan. Identify projects from MTP for implementation. Assist LPA with TIP amendments, project development, cost estimates, and project schedules to ensure consistency with the STIP.	Project development and data for the LAP and RFF program, manage planning and design of STIP projects. Coordinate with LPA on funding and managing STIP projects. Develop projects from MTP for inclusion in the RFF and SPOT processes.	Support the LPA in the SPOT processes, including conducting feasibility studies, developing projects, cost estimates, and data collection. Collaborate with regional partners to develop the SPOT submission lists, conduct public engagement, and assign local input points. Coordinate with NCDOT and other stakeholders to develop and amend the STIP.	Develop FY28 UPWP, process amendments to the FY27 UPWP as necessary, prepare quarterly reports, invoices, and reimbursement requests.	Support and assist with the TPO CMP and Mobility Report Card activities. Coordinate with Triangle Regional TDM program to implement regionwide TDM program. Review development TIAs and evaluate impacts on transit and other vulnerable road users. Support transit elements of the Climate Action Plan and explore non-vehicular connections to transit. Revisit Connected Roads Plan and consider updates to plan and policies.	Support the LPA by providing data for input into the TRM. Review employment and population data, roadway and other data to validate the model. Participate in public engagement and discussion related to alternative scenarios.	Participate in TPO and NCDOT-led targeted studies to support ongoing transit and roadway operations, Safe Routes to School, Complete Community, and Chapel Hill's Vision Zero program. Continue to participate in NS-BRT planning, high-capacity transit studies, Town's Comprehensive Plan update, and other TPO-related studies.	Ensure equitable public participation and input throughout the transportation planning process for all projects and plans; build relationships with community leaders, use new and innovative strategies for public involvement to ensure that all people and groups are invited to participate and are involved in decision-making. Conduct activities that focus on principles of environmental justice.	Participate in annual work plan development and implementation of the Orange County Transit Plan, and evaluation of other regional transit projects, including BRT activities. Coordinate with regional partners to develop cross-jurisdictional projects and ensure seamless connections. Participate in other regional transportation projects and planning efforts. Engage with regional and statewide SRTS and VZ groups, Great Trails State coalition, and Triangle Bikeway/Triangle Trails efforts.	Attend trainings, workshops, conferences, and other opportunities for professional development and enrichment. Support TPO Board members to fully engage in TPO meetings and activities, communicate with other Town and regional officials regarding transportation planning and decision-making.	Collect data on traffic volumes and speeds, transit systems, parking, bicycle and pedestrian facility inventory and counts, and crashes to inform transit route planning and safety for users. Utilize data to streamline traffic calming policy and implement best practices to make streets safer for vulnerable road users. Provide annual TAM and State of Good Repair target inventories. Conduct additional data collection and mapping to support local and regional activities and to provide input to project development and resource allocation.
Tangible Product Expected	Refinements to the 2055 MTP and financial plan. Adopted TIP amendments. TIP consistent with STIP.	Competitive projects for LAP/RFF programs, budgets and progress reports for ongoing TIP projects, amendments as needed	Projects and supporting data for SPOT processes.	Draft and final FY28 UPWP, quarterly invoices and reports, amend UPWP as necessary, transmittal of documentation, work products/ deliverables required of the LPA	TWTPO CMP, Mobility Report Card, and other congestion mitigation plans and projects. Development of TDM program, developments with appropriate traffic mitigation and accommodation for vulnerable road users, GIS files of new connections to Transit.	Reviewed datasets for use in the TRM, network analysis validation, updated socioeconomic data as needed	Participation in 90% - 100% design for BRT, 15-501 Corridor Study, Chapel Hill Vision Zero, Comprehensive Plan update. Work on other special studies as needed	Summary of public involvement activities, including outreach and engagement with vulnerable or underserved populations. Relationships with community leaders, policies to ensure equitable participation and benefit, increased collaboration with Town's Community Connections division. Communities of concern data and maps.	OC Transit Plan annual work plan and amendments, regional BRT project development, cross-jurisdictional transportation projects in STIP or RFF. Participation in regional and statewide SRTS and VZ groups, membership in Great Trails State Coalition, ongoing VZ and SRTS funding	Trainings, workshops, and conferences attended. Monthly briefings with Board members, updates to Town management, Council and regional elected officials	Traffic speed/ volume, transit systems, and parking data. Bike-ped facilities inventory and counts. TAM and SGR data. GIS database, crash reports and online dashboard, annual crash reports, speed/volume map,
Expected Completion Date of Product(s)	6/30/2027	6/30/2027	6/30/2027	6/30/2027	6/30/2027	6/30/2027	6/30/2027	6/30/2027	6/30/2027	6/30/2027	6/30/2027
Previous Work	2045 & 2050 MTP, financial plans, TIP amendments, coordination with LPA and STIP office.	Current TIP/STIP projects in planning and design phases, monitoring and implementing past TIP projects	Feasibility and environmental studies, SPOT 4.0-8.0 project submissions, project budgets, STIPs	Development and management of previous years' UPWPs	2023 Mobility Report Card, previous years' TDM programs and reports, CHT Short Range Transit Plan, Connected Roads Plan	2045&6 2050 MTP and TRM, network analysis.	Connected Roads Plan and Policy, Everywhere to Everywhere Feasibility Study, Safe Streets for All Vision Zero Action Plan, NS BRT planning process	Public meetings and surveys for transportation plans and projects, TPO Environmental Justice Plan, Vision Zero and SRTS outreach, communities of concern mapping, targeted	Chapel Hill-Carrboro corridor improvements/road diets, previous years' OC Transit Plans, 15-501 Corridor Study, NC 54 Corridor Study, statewide VZ and	Prior professional development and Manager, Council, and other elected official support	Collection of traffic speed/ volumes, transit systems, parking, bike-ped inventory and crashes, and street systems, extensive GIS datasets, maps, online dashboards
Prior FTA Funds											
Relationship To Other Activities	Supports MTIP project development, SPOT and RFF processes, financial planning, and other TPO-related activities	Supports implementation of adopted MTP and TIP, Mobility and Connectivity Plan, Connected Roads Plan, Safe Routes to School Action Plan, TWTPO Vision Zero Action Plan	Supports implementation of adopted MTP and STIP, Mobility and Connectivity Plan, Connected Roads Plan	Supports implementation of annual work program	Supports development of CMP and Mobility Report Card. Supports implementation of regional TDM programs, climate action plan, Connected Roads Plan and Policy.	Supports development and implementation of the MTP and other state/federally funded projects, Future Land Use Map and updated Land Use Management Ordinance, Vision Zero and Safe Routes to School Action Plans	Supports implementation of adopted MTP, TIP and other state/federally funded projects, Future Land Use Map and updated Land Use Management Ordinance, Vision Zero and Safe Routes to School Action Plans	Supports all local and TPO activities	Supports TPO, NCDOT, and other regional and statewide transportation planning efforts.	Supports all local and TPO activities	Supports all local and TPO activities
Agency Responsible for Task Completion	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill
Section 5303 Local 10%	\$1,620	\$3,420	\$1,780	\$780	\$1,480	\$890	\$3,660	\$2,260	\$2,440	\$2,200	\$2,460
Section 5303 NCDOT 10%	\$1,620	\$3,420	\$1,780	\$780	\$1,480	\$890	\$3,660	\$2,260	\$2,440	\$2,200	\$2,460
Section 5303 FTA 80%	\$12,960	\$27,360	\$14,240	\$6,240	\$18,840	\$7,120	\$29,280	\$18,080	\$19,520	\$17,600	\$19,680
<b>Total</b>	<b>\$16,200</b>	<b>\$34,200</b>	<b>\$17,800</b>	<b>\$7,800</b>	<b>\$14,800</b>	<b>\$8,900</b>	<b>\$36,600</b>	<b>\$22,600</b>	<b>\$24,400</b>	<b>\$22,000</b>	<b>\$24,600</b>

# Chapel Hill (Chapel Hill Transit)

Triangle West TPO

FY 2027 5303 Transportation Planning Grant

Proposed Funding Source Tables

FTA Code	Task Code	Task Description	5303 TRANSIT FUNDS					
			Local	State	Federal	Total		
				10%	10%	80%		
<b>I REQUIRED FUNCTIONS</b>								
44.24.00	I-A	Metropolitan Transportation Plan (MTP)	\$1,620.00	\$1,620.00	\$12,960.00	<b>\$16,200.00</b>		
44.23.01	I-B	Transportation Improvement Program (TIP)	\$3,420.00	\$3,420.00	\$27,360.00	<b>\$34,200.00</b>		
44.23.02	I-C	Strategic Transportation Prioritization (SPOT)	\$1,780.00	\$1,780.00	\$14,240.00	<b>\$17,800.00</b>		
44.23.02	I-D	Unified Planning Work Program (UPWP)	\$780.00	\$780.00	\$6,240.00	<b>\$7,800.00</b>		
44.23.01	I-E	Comprehensive Transportation Plan (CTP)	\$0.00	\$0.00	\$0.00	<b>\$0.00</b>		
44.27.00	I-F	Congestion Management Process (CMP)	\$1,480.00	\$1,480.00	\$11,840.00	<b>\$14,800.00</b>		
44.21.00	I-G	Triangle Regional Model (TRM)	\$890.00	\$890.00	\$7,120.00	<b>\$8,900.00</b>		
44.21.00	I-H	Other Federal Required Functions	\$0.00	\$0.00	\$0.00	<b>\$0.00</b>		
<b>II STRENGTHEN PARTNERSHIPS</b>								
44.25.00	II-A	Supporting Local Decision-Making	\$0.00	\$0.00	\$0.00	<b>\$0.00</b>		
44.25.00	II-B	Targeted Studies	\$3,660.00	\$3,660.00	\$29,280.00	<b>\$36,600.00</b>		
<b>III LEGISLATIVE DIALOGUE</b>								
44.27.00	III-A	National Engagement	\$0.00	\$0.00	\$0.00	<b>\$0.00</b>		
44.27.00	III-B	Statewide Engagement	\$0.00	\$0.00	\$0.00	<b>\$0.00</b>		
<b>IV COMMUNITY EDUCATION AND ATTAINMENT</b>								
44.27.00	IV-A	Initiative-Focused Engagement	\$2,260.00	\$2,260.00	\$18,080.00	<b>\$22,600.00</b>		
44.27.01	IV-B	Ongoing Organization Outreach	\$2,440.00	\$2,440.00	\$19,520.00	<b>\$24,400.00</b>		
<b>V RESILIENCY</b>								
44.27.00	V-A	Professional Development and Organization Enrichment	\$2,200.00	\$2,200.00	\$17,600.00	<b>\$22,000.00</b>		
44.27.01	V-B	Transportation Planning Adaptation	\$0.00	\$0.00	\$0.00	<b>\$0.00</b>		
<b>VI INFRASTRUCTURE STEWARDSHIP</b>								
44.27.00	VI-A	Data Development and Management	\$2,460.00	\$2,460.00	\$19,680.00	<b>\$24,600.00</b>		
44.27.00	VI-B	Project Development	\$0.00	\$0.00	\$0.00	<b>\$0.00</b>		
<b>TOTAL</b>			<b>\$22,990.00</b>	<b>\$22,990.00</b>	<b>\$183,920.00</b>	<b>\$229,900.00</b>		
				Local	State	Federal		
				10%	10%	80%		
						<b>Total</b>		
						<b>100%</b>		

# CITY OF DURHAM

## FTA 5303 TASK NARRATIVE TABLE

### FY2027 UPWP

***Triangle West TPO Apportionment Expected to be Announced on December 1, 2025***

<b>MPO</b>	Triangle West TPO
<b>FTA Code</b>	44.23.01
<b>Task Code</b>	I-H
<b>Title of Planning Task</b>	<b><i>Regional Planning</i></b>
<b>Task Objective</b>	Service Planning Support - Bus stop consolidation, Service Change development and implementation, on-time performance analysis Update Service Standards - Set GoDurham service goals, Determine appropriate levels of service, establish minimum performance requirements, ensure equitable delivery of transit service
<b>Tangible Product Expected</b>	Recommendations of bus stop consolidation, public engagement, report on real-time prediction accuracy, establish goals for GoDurham service, provide monitoring of performance standards
<b>Expected Completion Date of Product(s)</b>	6/30/2027
<b>Previous Work</b>	
<b>Prior FTA Funds</b>	
<b>Relationship To Other Activities</b>	
<b>Agency Responsible for Task Completion</b>	City Of Durham
<b>Section 5303 Local 10%</b>	\$23,938
<b>Section 5303 NCDOT 10%</b>	\$23,938
<b>Section 5303 FTA 80%</b>	\$191,503
	\$239,379

# City of Durham (GoDurham)

Triangle West TPO

FY 2027 5303 Transportation Planning Grant

Proposed Funding Source Tables

FTA Code	Task Code	Task Description	5303 TRANSIT FUNDS			
			Local	State	Federal	Total
I REQUIRED FUNCTIONS						
44.24.00	I-A	Metropolitan Transportation Plan (MTP)	\$0.00	\$0.00	\$0.00	\$0.00
44.23.01	I-B	Transportation Improvement Program (TIP)	\$0.00	\$0.00	\$0.00	\$0.00
44.23.02	I-C	Strategic Transportation Prioritization (SPOT)	\$0.00	\$0.00	\$0.00	\$0.00
44.23.02	I-D	Unified Planning Work Program (UPWP)	\$0.00	\$0.00	\$0.00	\$0.00
44.23.01	I-E	Comprehensive Transportation Plan (CTP)	\$0.00	\$0.00	\$0.00	\$0.00
44.27.00	I-F	Congestion Management Process (CMP)	\$0.00	\$0.00	\$0.00	\$0.00
44.21.00	I-G	Triangle Regional Model (TRM)	\$0.00	\$0.00	\$0.00	\$0.00
44.23.01	I-H	Other Federal Required Functions	\$23,937.92	\$23,937.92	\$191,503.37	\$239,379.21
II STRENGTHEN PARTNERSHIPS						
44.25.00	II-A	Supporting Local Decision-Making	\$0.00	\$0.00	\$0.00	\$0.00
44.25.00	II-B	Targeted Studies	\$0.00	\$0.00	\$0.00	\$0.00
III LEGISLATIVE DIALOGUE						
44.27.00	III-A	National Engagement	\$0.00	\$0.00	\$0.00	\$0.00
44.27.00	III-B	Statewide Engagement	\$0.00	\$0.00	\$0.00	\$0.00
IV COMMUNITY EDUCATION AND ATTAINMENT						
44.27.00	IV-A	Initiative-Focused Engagement	\$0.00	\$0.00	\$0.00	\$0.00
44.27.01	IV-B	Ongoing Organization Outreach	\$0.00	\$0.00	\$0.00	\$0.00
V RESILIENCY						
44.27.00	V-A	Professional Development and Organization Enrichment	\$0.00	\$0.00	\$0.00	\$0.00
44.27.01	V-B	Transportation Planning Adaptation	\$0.00	\$0.00	\$0.00	\$0.00
VI INFRASTRUCTURE STEWARDSHIP						
44.27.00	VI-A	Data Development and Management	\$0.00	\$0.00	\$0.00	\$0.00
44.27.00	VI-B	Project Development	\$0.00	\$0.00	\$0.00	\$0.00
TOTAL			\$23,937.92	\$23,937.92	\$191,503.37	\$239,379.21
			Local	State	Federal	Total
			10%	10%	80%	100%

## 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

<b>FTA</b> Federal Transit Administration	<b>LEP</b> Limited English Proficiency	<b>MTIP</b> Metropolitan Transportation Improvement Program
<b>FTE</b> Full-Time Equivalent	<b>LOS</b> Level of Service	<b>NAAQS</b> National Ambient Air Quality Standards
<b>FY</b> Fiscal Year	<b>LPA</b> Lead Planning Agency	<b>NCDEQ</b> North Carolina Department of Environmental Quality
<b>GIS</b> Geographic Information Systems	<b>MAP-21</b> Moving Ahead for Progress in the 21st Century Act	<b>NCDOT</b> North Carolina Department of Transportation
<b>HOT</b> High-Occupancy Toll (Lane)	<b>MBE</b> Minority Business Enterprise	<b>NEPA</b> National Environmental Policy Act (1969)
<b>HOV</b> High-Occupancy Vehicle (Lane)	<b>MLI</b> Minority and Low Income	<b>NHS</b> National Highway System
<b>HPMS</b> Highway Performance Monitoring System	<b>MOVES</b> Motor Vehicle Emission Simulator	<b>NPRM</b> Notice of Proposed Rule Making
<b>IDAS</b> ITS Deployment Analysis System	<b>MPA</b> Metropolitan Planning Area	<b>N-S BRT</b> North-South Bus Rapid Transit
<b>ITRE</b> Institute for Transportation Research and Education	<b>MPO</b> Metropolitan Planning Organization	<b>NTD</b> National Transportation Database
<b>ITS</b> Intelligent Transportation System	<b>MRC</b> Mobility Report Card	<b>OC</b> Orange County
<b>KML</b> Keyhole Markup Language	<b>MTP</b> Metropolitan Transportation Plan	

<b>OPT</b> Orange Public Transportation	<b>SE</b> Socio-Economic	<b>TMA</b> Transportation Management Area
<b>PIP</b> Public Involvement Policy	<b>SHSP</b> Strategic Highway Safety Plan	<b>TPO</b> Transportation Planning Organization
<b>PL</b> Metropolitan Planning (Funds)	<b>SIP</b> State Implementation Plan	<b>Triangle West TPO</b> Triangle West Transportation Planning Organization
<b>PMP</b> Program Management Plan	<b>SPOT</b> Strategic Planning Office of Transportation	<b>TWTPO</b> Triangle West Transportation Planning Organization
<b>PMT</b> Person Miles of Travel	<b>SRTP</b> Secure Real-time Transportation Protocol	<b>TRM</b> Triangle Regional Model
<b>PTD</b> Public Transportation Division	<b>TBS</b> Travel Behavior Survey	<b>TSM</b> Transportation Systems Management
<b>PUMS</b> Public Use Microdata Sample	<b>TDM</b> Transportation Demand Management	<b>UPWP</b> Unified Planning Work Program
<b>QC</b> Quality Control	<b>TIA</b> Traffic Impact Analysis	<b>VMT</b> Vehicle Miles Traveled
<b>RDU</b> Raleigh-Durham International Airport	<b>TIM</b> Traffic Incident Management	<b>VOC</b> Volatile Organic Compound
<b>REA</b> Regional Emissions Analysis	<b>TIMS</b> Transportation Injury Mapping System	
<b>RFP</b> Request for Proposal	<b>TIP</b> Transportation Improvement Program	

## **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 consultants 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 part 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 \$5,000 for approximately 0.05 FTEs. The remaining \$20,000 is budgeted for consultant time and expenses. The total budget requested by CPRC from Triangle West TPO toward this task is \$25,000.

## **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, prompt, 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 TWTP-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 take part 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 1.95 FTEs of staff time split between the Transportation Director, GIS Analyst, and Senior Program Analyst positions, plus necessary and appropriate direct costs such as software, mileage, and meeting costs). The total budget requested by CPRC from Triangle West TPO toward this task is \$159,500.

## **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 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 North-South Bus Rapid Transit project, which will provide fast, reliable, and accessible bus service in a growing, high-demand corridor.

### **Previous Work**

- North-South Bus Rapid Transit Locally Preferred Alternative (LPA) adopted
- Entry into Project Development phase
- North-South Bus Rapid Transit 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**

Chapel Hill Transit has integrated the North-South Bus Rapid Transit project 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 part of Chapel Hill Transit's fare-free transit model.

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

Chapel Hill Transit staff and contracted consulting firms with experience in BRT implementation will conduct design, engineering, and public engagement activities. 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.

## **Appendix D: Approval Resolution**

**Triangle West Transportation Planning Organization Resolution Approving the FY2027  
Unified Planning Work Program of the Triangle West TPO for the Federal Transit  
Administration and the Federal Highway Administration**

Upon motion made by Andrea Fossler and seconded by Maria Nowak, for the following resolution and upon being put to a vote was duly adopted.

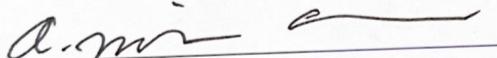
**Whereas**, a comprehensive and continuing transportation planning program must be carried out cooperatively to ensure that funds for transportation projects are effectively allocated to the Triangle West Transportation Planning Organization; and

**Whereas**, the Central Pines Regional Council has been designated as the recipient of Federal Transit Administration Metropolitan Planning Program funds; and

**Whereas**, the Central Pines Regional Council has been designated as the recipient of Section 104(f) Planning and Technical Studies Planning grant funds; and

**Whereas**, members of the Triangle West TPO Board agree that the Unified Planning Work Program will effectively advance transportation planning for FY2027.

Now therefore, be it resolved that the TPO Board hereby endorses the FY2027 Unified Planning Work Program for the Triangle West TPO Urban Area on this the 18<sup>th</sup> day of November, 2025.



Javiera Cabellero, Vice Chair  
Triangle West TPO Board

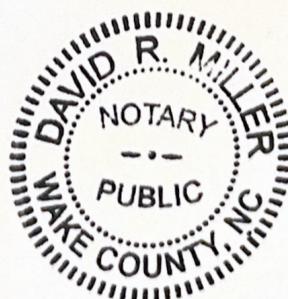
Durham County, North Carolina

I certify that Board Vice Chair, Javiera Cabellero personally appeared before me this day acknowledging to me that she signed the foregoing document.

Date: 11/18/2025



David R. Miller, Notary Public  
My commission expires: February 13, 2027



## **Appendix E: Certification Resolution**

**Resolution Certifying the Triangle West Transportation Planning Organization  
Transportation Planning Process for FY2027**

Upon motion made by Amy Fowl and seconded by Danny Nowell, for the following resolution and upon being put to a vote was duly adopted.

**Whereas**, the Triangle West Transportation Planning Organization Board has found that the TPO is conducting transportation planning in a continuous, cooperative, and comprehensive manner in accordance with 23 U.S.C. 134 and 49 U.S.C. 1607; and

**Whereas**, the TPO Board has found the transportation planning process to be in compliance with Sections 174 and 176 (c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506 (c); and

**Whereas**, the TPO Board has found the transportation planning process to be in full compliance with Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794; and

**Whereas**, the TPO Board has considered how the transportation planning process will affect the involvement of Disadvantaged Business Enterprises in the Federal Highway Administration and the Federal Transit Administration-funded planning projects (Sec. 105(f), Pub. L. 97-424, 96 Stat. 2100, 49 CFR part 23); and

**Whereas**, the TPO Board has considered how the transportation planning process will affect the elderly and the disabled per the provision of the Americans with Disabilities Act of 1990 (Pub. L. 101- 336, 104 Stat. 327, as amended) and the USDOT implementing regulations (49 CFR parts 27, 37, and 38); and

**Whereas**, the Triangle West TPO Metropolitan Transportation Improvement Program is a subset of the currently conforming Metropolitan Transportation Plan (MTP); and

**Whereas**, the MTP has a planning horizon year of 2050, and meets all the requirements for an adequate MTP, and

Now therefore, be it resolved that the Triangle West Urban Area TPO Board certifies the transportation planning process for the Triangle West Transportation Planning Organization on this the 14<sup>th</sup> day of November, 2025.

J. M. C.

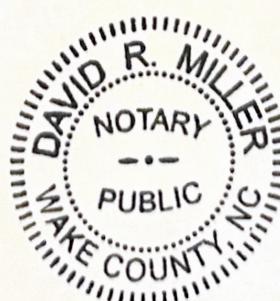
Javiera Caballero, Vice Chair  
Triangle West TPO Board

Durham County, North Carolina

I certify that Board Vice Chair, Javiera Caballero personally appeared before me this day acknowledging to me that she signed the foregoing document.

Date: 11/18/2025

David R. Miller  
David R. Miller, Notary Public  
My commission expires: February 13, 2027



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

## **Triangle West Transportation Planning Organization Title VI Assurances**

The Triangle West Transportation Planning Organization HEREBY AGREES THAT as a condition to receiving any Federal financial assistance from the North Carolina Department of Transportation and the US Department of Transportation it will comply with the Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d-42 (hereinafter referred to as the Act), and all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation. Effectuation of the Title VI of the Civil Right Act of 1964 (hereinafter referred to as the Regulations) and other pertinent directives, to the end that in accordance with the Act, Regulations, and other pertinent directives, no person in the United States shall, on the grounds of race, color, sex, age, national origin or disability be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any programs or activity for which the Recipient receives Federal financial assistance from the Department of Transportation, including the Federal Highway Administration, and HEREBY GIVES ASSURANCE THAT it will promptly take any measures necessary to effectuate this agreement. This assurance is required by subsection 21.7(a) (1) of the Regulations

More specifically and without limiting the above general assurance, the Recipient hereby gives the following specific assurance with respect to its Federal-Aid Highway Program:

1. That the Recipient agrees that each "program" and each "facility" as defined in subsections 21.23 (b) and 21.23 (e) of the Regulations, will be (with regard to a "program") conducted, or will be (with regard to a "facility") operated in compliance with all requirements imposed by, or pursuant to, the Regulations.
2. That the Recipient shall insert the following notification in all solicitations for bids for work or material subject to the Regulations made in connection with the Federal-Aid Highway Program and, in adapted form in all proposals for negotiated agreements:
  - a. The Triangle West TPO in accordance with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d to 2000d-4 and Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the Department of Transportation issued pursuant to such Act, hereby notifies all bidders that it will affirmatively insure that in any contract entered into pursuant to this advertisement, minority business enterprises will be afforded full opportunity to submit bids in response to this invitation

and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award

3. That the Recipient shall insert the clauses of Appendix A of this assurance in every contract subject to the Act and the Regulations.
4. That the Recipient shall insert the clauses of Appendix B of this assurance, as a covenant running with the land, in any deed from the United States effecting a transfer of real property, structures, or improvements thereon, or interest therein.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the assurance shall extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the assurance shall extend to rights to space on, over or under such property.
7. That the Recipient shall include the appropriate clauses set forth in Appendix C of this assurance, as a covenant running with land, in any future deeds, leases, permits, licenses, and similar agreements entered into by the Recipient with other parties: (a) for the subsequent transfer of real property acquired or improved under the Federal-Aid Highway Program; and (b) for the construction or use of or access to space on, over or under real property acquired, or improved under the Federal-Aid Highway Program.
8. That this assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property or interest therein or structures or improvements thereon, in which case the assurance obligates the Recipient or any transferee for the longer of the following periods: (a) the period during which the property is sued for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or (b) the period during which the Recipient retains ownership or possession of the property.
9. The Recipient shall provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he delegates specific authority to give reasonable guarantee that it, other recipients, sub-grantees, contractors, subcontractors, transferees, successors in interest, and other participants of Federal financial assistance under such

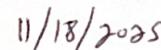
program will comply with all requirements imposed or pursuant to the Act, the Regulations and this assurance.

10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Act, the Regulations, and this assurance.

THIS ASSURANCE is given in consideration of and for the purpose of obtaining any and all Federal grants, loans, contracts, property, discounts, or other Federal financial assistance extended after the date hereof to the Recipient under the Federal-Aid Highway Program and is binding on it, other recipients, subgrantees, contractors, subcontractors, transferees, successors, in interest and other participants in the Federal-Aid Highway Program. The person or persons whose signatures appear below are authorized to sign this assurance on behalf of the Recipient.

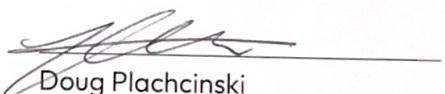


Javiera Caballero, Triangle West  
TPO Board Vice Chair

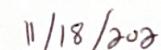


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Date



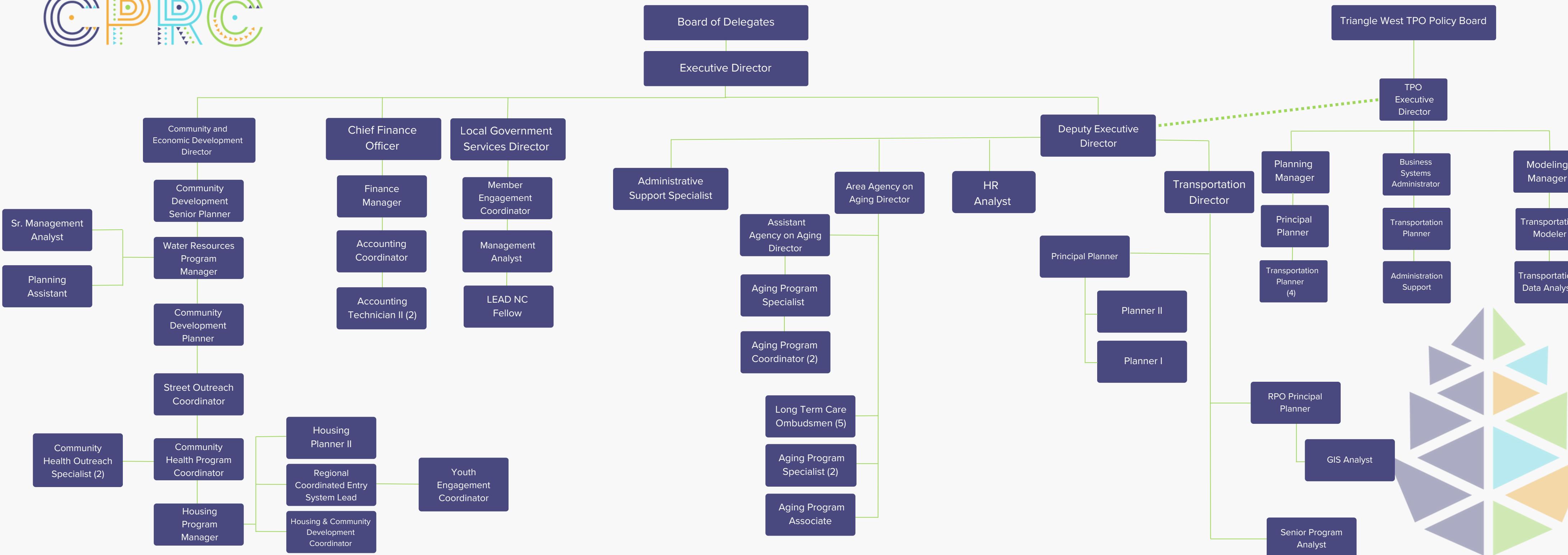
Doug Plachcinski  
Triangle West TPO Executive  
Director



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Date

# Central Pines Regional Council Organizational Chart



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

Hold for Appendix H: 5310 Program of Projects

## **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 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 promptly using Triangle West TPO staff and the help 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 Triangle West TPO 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 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 the above. [The Triangle West TPO adopted the current \(2024-2033\) Transportation Improvement Program \(TIP\)](#) 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 TPO, with the state and local transit operators, cooperatively develop the transit portions of the STIP and TIP, although the STIP and TIP are updated through a different process. The TIP also

matches project programming funds as found within the fiscally constrained 2050 MTP, which the Triangle West TPO Policy Board has adopted. Triangle West amends the TIP 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 will approve the FY 2026-2035 STIP and TIP in the summer of 2025. 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 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 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 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 helps 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 follows federal regulations on 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 aid private non-profit corporations and public agencies in providing coordinated transportation services. Private non-profit corporations and public agencies plan, design, and implement services to meet the needs of elderly people and people with disabilities. Triangle West TPO has conducted a funding Call for Projects that use 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. The Triangle West website, the TPO newsletter, and social media channels for public meetings provide adequate notice for public comments. Additionally, the Triangle West TPO allows the public to provide oral and/or written comments during TC and/or Policy Board meetings. The Triangle West TPO holds in-person Technical Committee, and Policy Board, in addition to remote viewing and participation options. The TPO posts all plans and program documents associated with public input on the Triangle West TPO website, including links from the homepage. The TPO has reviewed the PIP and periodically updates it 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 FY27 Split Letter**

Hold for Appendix J: 5307 FY27 Split Letter

## **Appendix K: 5339 FY27 Split Letter**

Hold for Appendix K: 5339 FY27 Split Letter

## **Appendix L: Amendments**

Hold for Appendix L: Amendments