

FY

2026



TRIANGLE WEST
Transportation Planning Organization

UNIFIED PLANNING WORK PROGRAM

**TRIANGLE WEST
TRANSPORTATION
PLANNING
ORGANIZATION**



Adopted on November 19, 2024

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Triangle West Transportation Planning Organization FY2026 Unified Planning Work Program

July 1, 2025 to June 30, 2026

Adoption Date: November 19, 2024

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

TPO Board Members | 2025

Name	Affiliation	Member/Alternate
Karen Howard (Chair)	Chatham County	Member
Javiera Cabellero (Vice Chair)	City of Durham	Member
Amy Fowler	Orange County	Member
Carl Rist	City of Durham	Member
Melissa McCullough	Town of Chapel Hill	Member
Nida Allam	Durham County	Member
Valerie Jordan	NC Board of Transportation	Member
Sally Greene	GoTriangle	Member
Danny Nowell	Town of Carrboro	Member
Mark Bell	Town of Hillsborough	Member
Mike Fox	NC Board of Transportation	Alternate
Marilyn Carter	Orange County	Alternate
Wendy Jacobs	Durham County	Alternate
Lisa Mathis	NC Board of Transportation	Alternate
Matt Hughes	Town of Hillsborough	Alternate
Michael Parker	GoTriangle	Alternate
Leonardo Williams	City of Durham	Alternate
Catherine Fray	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>

Prepared in cooperation with the North Carolina Department of Transportation, and the Federal Highway Administration, and the Federal Transit Administration - U.S. Department of Transportation. The views and opinions of the Triangle West Transportation Planning Organization expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation.

INTRODUCTION

This document is Triangle West TPO's annual Unified Planning Work Program (UPWP) for the fiscal year beginning on July 1, 2025, and ending on June 30, 2026. It is intended to meet federal regulations implementing transportation planning and policy required by 23 CFR §450.308. The UPWP is the foundation for all Triangle West TPO staff work, transportation planning partners' work, grant applications, and financial passthrough arrangements in North Carolina's western triangle region.

This UPWP contains:

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

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) annually provide funding allocations for Triangle West TPO's continuing, cooperative, and comprehensive (3-C) transportation planning activities. The UPWP identifies TPO planning tasks that use federal transportation funds including highway and transit programs. The UPWP categorizes work program elements

and delivery units by alphanumeric task codes and descriptions. The TPO's 5-year Prospectus for Continuing Transportation Planning, most recently approved by the TPO Board on November 10, 2021, guides annual UPWP development.

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

The UPWP contains special projects and FTA project descriptions. The responsible passthrough member agencies provide special project descriptions. The UPWP also includes FTA planning project task descriptions, FTA Disadvantaged Businesses Contracting Opportunities forms, and FTA funding source tables.

The funding source tables reflect available federal planning fund sources and the amounts of non-federal matching funds. The match is provided through either local or state funds or both. Section 104(f) funds are designated for TPO planning and are used by the Triangle West TPO staff to support TPO planning functions. Section 133(b)(3)(7) funds are the portion of STBG-DA funds identified in the UPWP for TPO planning. The Triangle West TPO and its jurisdictions use these funds to support the TPO planning functions and regional special projects, such as corridor studies, CommunityViz update, Regional Freight Plan implementation and update, transportation performance measurement, data collection

geodatabase enterprise update, regional model update and enhancement, travel behavior surveys and onboard transit survey, etc.

The Federal Transit Administration's Section 5303 is a source of funds for transit planning for Chapel Hill Transit

(CHT), GoDurham, and the Triangle West TPO staff. These funds are allocated by NCDOT's Public Transportation Division (PTD). Transit agencies may also use portions of their Section 5307 funds for planning. The TPO Board must approve these funds as part of the UPWP approval process.

FEDERAL CERTIFICATION REVIEW

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

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

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

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

The recommendations received by Triangle West TPO were:

1. It is recommended that the TPO update its MOU.
2. While using STBG-DA funds to fund salaries and staff operations are eligible activities, it is recommended the Unified Planning Work Program (UPWP) provide greater detail on the planning tasks being performed by the staff and the products being developed, particularly for staff not directly employed by the Lead Planning Agency.
3. It is recommended that the next Metropolitan Transportation Plan (MTP) provide additional details on the assumptions made for toll roadway, local, and private revenue forecasts.

METROPOLITAN PLANNING FACTORS & FEDERAL REQUIREMENTS

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

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the

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

FHWA AND FTA PLANNING EMPHASIS AREAS AND THE FY2026 UPWP

The FHWA and FTA jointly issued new Planning Emphasis Areas in December 2021. These Planning Emphasis Areas are:

Tackling the Climate Crisis – Transition to a Clean Energy Resilient Future – help to ensure the national greenhouse gas reduction goals of 50-52% below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from climate change.

Equity and Justice40 in Transportation Planning – advance racial equity and support for underserved and disadvantaged communities to help ensure public involvement in the planning process and that plans reflect various perspectives, concerns, and priorities from affected areas.

Complete Streets – review current policies, rules, and procedures to determine their impact on safety for all road users, including providing provisions for safety

in future transportation infrastructure, particularly those outside automobiles. To be considered complete, roads should include safe pedestrian facilities, safe transit stops, and safe crossing opportunities at intervals necessary for accessing destinations.

Public Involvement – conduct early, effective, and continuous public involvement that brings diverse viewpoints into the decision-making process, including by integrating virtual public involvement tools while ensuring access to opportunities for individuals without access to computers and mobile devices.

Strategic Highway Network (STRAHNET) / US Department of Defense (DOD) Coordination – coordinate with US Department of Defense representatives in transportation planning and programming processes on infrastructure and connectivity needs for STRAHNET routes and other roads that connect to DOD facilities.

Federal Land Management Agency (FLMA) Coordination – coordinate with

FLMAs in transportation planning and programming processes on infrastructure and connectivity needs related to access routes and other public roads that connect to Federal lands, including exploring opportunities to leverage transportation funding to support access and transportation needs of FLMAs before projects are programmed into the TIP.

Planning and Environment

Linkages – implement Planning and Environment linkages as part of the

overall transportation planning and environmental review process.
Data in Transportation Planning
– incorporate data sharing and consideration into the transportation planning process through developing and advancing data sharing principles among the TPO, state, regional, and local agencies.

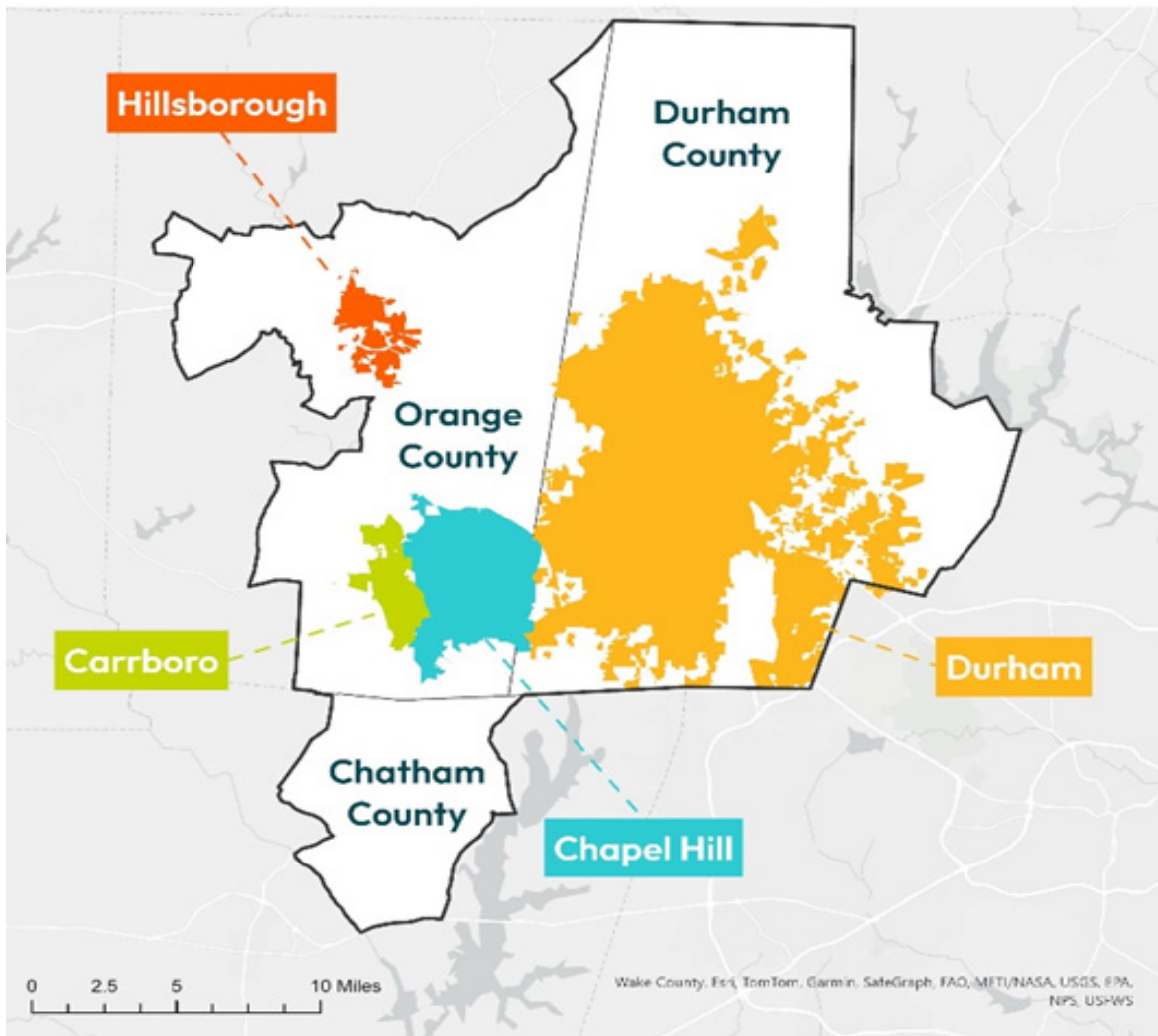
The planning work of the Triangle West TPO endeavors to consider each of these areas thoughtfully and thoroughly.

DEFINITION OF SERVICE AREA

Based on the 2020 Census, the U.S. Census Bureau defined a boundary for the Durham Urbanized Area (UZA), which encompasses the western part of the Research Triangle area in North Carolina.

The Triangle West TPO urbanized area includes:

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



FY2026 FUNDING SOURCES

FY2026 UPWP funding levels and descriptions of funding sources are summarized below. The full budget table is below.

FEDERAL HIGHWAY ADMINISTRATION FUNDS (FHWA)

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

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

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

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

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

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

FEDERAL TRANSIT ADMINISTRATION FUNDS (FTA)

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

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

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

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

Section 5309 funds – Section 5309 funds are a discretionary Capital Investment Grant (CIG) program that provides funding for fixed guideway investments such as new and expanded rapid rail, commuter rail, light rail, streetcars, bus rapid transit, and ferries, as well as corridor-based bus rapid transit investments that emulate the features of rail. The Town of Chapel Hill Transit Department will receive federal funding under FTA's 5309: Fixed Guideway Capital Investment Grants (CIG) FAST Act section 3005(b) Expedited Project Delivery Pilot Program allocations, to reimburse planning expenditures related to the North-South Bus Rapid Transit (NSBRT) project. The project and budget are described in Appendix C.

SUMMARY OF FEDERAL FUNDING PROGRAMMING BY AGENCY

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

Agency	FHWA			FTA	TOTAL
	STBG-DA (80%)	PL (80%)	Y-410 (100%)	5303 (80%)	
TPO	\$ 2,534,941	\$501,700	\$12,800	\$-	\$3,049,441
Chapel Hill Transit	\$-	\$-	\$-	\$183,993.43	\$183,993.43
GoDurham	\$-	\$-	\$-	\$191,503.37	\$191,503.37
TOTAL	\$ 2,534,941	\$501,700	\$12,800	\$375,496.80	\$3,424,937.80

TPO LOCAL MATCH AND COST-SHARING

TPO Match Contribution

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

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

Member	% UZA Population	FY25-26 Member Pro Rata	FY25-26 Direct Reserve Pro Rata	Anticipated July 2025 Invoice
City of Durham	58.24%	\$441,549	\$8,124	\$449,673
Durham County	11.13%	\$84,383	\$1,553	\$85,936
Chapel Hill	12.38%	\$93,859	\$1,727	\$95,316
Carrboro	4.21%	\$31,918	\$587	\$32,505
Hillsborough	1.97%	\$14,936	\$275	\$15,211
Orange County	7.01%	\$53,147	\$978	\$54,125
Chatham County	5.06%	\$38,363	\$706	\$39,069
Community Member (93% gross)	100.00%	\$758,154	\$13,950	\$772,104
GoTriangle (7% gross)		\$57,065	\$1,050	\$58,115
	TOTALS:	\$815,219	\$15,000	\$830,219

FY2026 UPWP DEVELOPMENT AND AMENDMENT SCHEDULE

The FY2026 UPWP development schedule provides for the coordination of the UPWP development with the local government budget process and NCDOT deadlines. The UPWP can be amended after adoption four times during the fiscal year.

Dates	Actions
May 31, 2024	Formal Call for Special Studies announcement
June 2024	Individual special study scoping meetings and discussions as needed
July 1, 2024	Special study applications with all supporting materials due to TPO Staff
July 2024/Sept. 2024	TPO Staff reviews special study requests and develops funding recommendations —not needed this year as no requests for special studies were received.
August 30, 2024	Draft UPWP Walkthrough with TC members
September 10, 2024	Technical Committee reviews draft FY2026 UPWP and recommends Board release for public comment
September 24, 2024	TPO Board reviews draft FY2026 UPWP and releases for public comment
October 22, 2024	TPO Board holds a public hearing on draft FY2026 UPWP
November 5, 2024	Technical Committee receives final FY2026 UPWP and recommends Board approval
November 19, 2024	TPO Board approves final FY2026 UPWP including approval of selfcertification process and local match
January 31, 2025	Draft FY2026 UPWP due to NCDOT
March 28, 2025	Adopted FY2026 UPWP due to NCDOT

UPWP Amendment Schedule				
UPWP Amendment	Deadline for Submission to TPO	TC Action Date	Board Action Date	Submittal Date to NCDOT
FY26 UPWP Adoption November 19, 2024				
FY26 Amendment #1	2/2025	3/2025	3/2025	4/2025
FY26 Amendment #2	5/2025	6/2025	6/2025	7/2025
FY26 Amendment #3	8/2025	9/2025	9/2025	10/2025
FY26 Amendment #4	10/2025	11/2025	11/2025	12/2025
FY26 Amendment #5	1/2026	2/2026	2/2026	3/2026

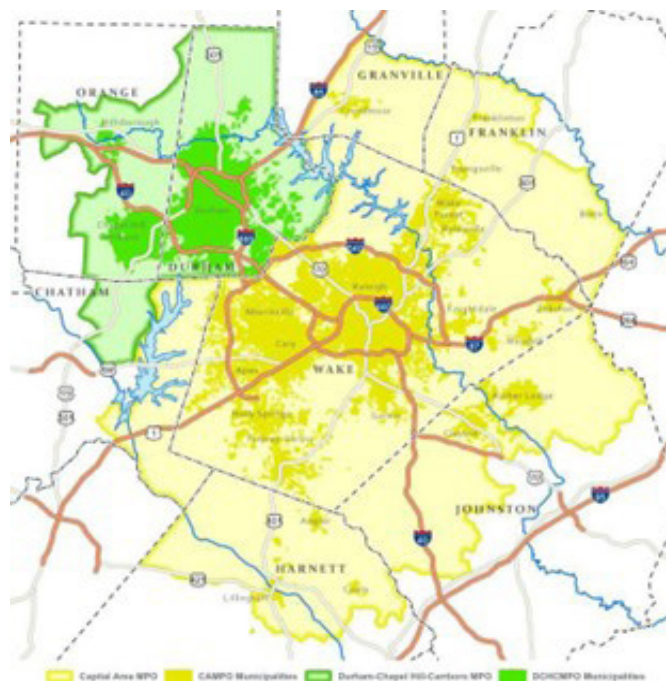
FY2026 KEY INITIATIVES

2055 Metropolitan Transportation Plan (MTP)

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

MTPs – which are fiscally constrained – are developed by Metropolitan Planning Organizations (MPOs) to guide decision-making about future investments in transportation projects within the MPOs’

respective planning areas. The areas covered by this plan include Durham and Wake Counties and portions of Chatham, Franklin, Granville, Harnett, Johnston, and Orange Counties as shown in the map below. Areas shown in green are part of the Triangle West TPO, while those shown in yellow are part of CAMPO.



Comprehensive Transportation Plan (CTP) Air Quality Conformity Process

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 needs-based and developed for roadway, public transportation, rail, bicycle, and pedestrian facilities within the Triangle West TPO urbanized area. Most importantly, it analyzes deficiencies in the transportation networks and provides recommendations for new facilities and improvements for current facilities. This information helps citizens and planners know whether to reserve right-of-way for future roadways and passenger rail during the development review process and how to budget for future facilities. The Triangle West TPO, in coordination with NCDOT, will be developing a new CTP in tandem with the development of the 2055 MTP.

Transportation Improvement Program (TIP)

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

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

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

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

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

The Congestion Management Process, which is required by Federal law, is a systematic approach to managing new and existing transportation systems for relieving congestion and maximizing the safety and mobility of people and goods. The measured system performance and defined strategies should be incorporated into the process of the MTP and the TIP.

As part of the CMP, the TPO works to identify and manage congestion in a multi-modal manner. A Mobility Report Card helps with this effort by providing detailed

performance, safety, and activity data on the specific vehicle, transit, bicycle, and pedestrian facilities in the MPO planning area. The Report Card provides a trend analysis in cases where historical data is available.

Regional Transit and Rail Coordination

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

Safety / Safe Streets for All

The Triangle West TPO was awarded funding under the FY2022 Safe Streets and Roads for All Program. This project will help fund the development of a Comprehensive Safety Action Plan (CSAP) for regional improvements covering the Durham urbanized area in partnership with its member jurisdictions, which include four municipalities and three Counties: The City of Durham; the Towns of Chapel Hill, Carrboro, and Hillsborough; and the Counties of Chatham, Durham, and Orange. All jurisdictions share a commitment to moving towards a Vision Zero goal and planning for low-cost, high-impact safety improvements, and the development of CSAP will help advance regional goals of preventing death and serious injuries on roads and streets.

The Triangle West TPO is committed to

safety and equity as demonstrated in the adopted Connect 2050 Plan, some of the foundations of which include investments in safer streets, user-focused transit services, and greater access to job hubs from traditionally under-represented neighborhoods. As a regional effort led by the TPO, the project will lead with an equity focus to promote investment in underserved communities in the region. A diverse group of public and private stakeholders will be engaged to promote regional buy-in for the CSAP such as the North Carolina Department of Transportation, County Health Departments, and others such as local universities, community groups, and large employers in the region.

SPECIAL STUDIES

FY2026 Special Studies

UNC Co-Gen 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 Co-Generation Steam and Power Plants. Triangle West will partner with UNC Chapel Hill, Town of Carrboro, Town of Chapel Hill, Orange County, and others to evaluate the feasibility of transforming the rail line into a repurposed transportation corridor. This study seeks to identify the highest and best reuse of the rail line for a greenway.

The total request for the study is \$500,000, with \$400,000 requested 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

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.

Joint TPO Rail Strategic Plan Study

As a result of recent work by the CAMPO and Triangle West TPO Rail Subcommittees, the two MPOs will collaborate on a strategic rail study to explore an implementation strategy that will move the region closer to delivering increased frequency passenger rail, including developing a vision for future passenger rail services. The study will identify TIP projects and planning efforts that are in place and will develop a strategy for targeting investment through the County transit plans, the SPOT process, and grant opportunities to facilitate the implementation of infrastructure projects that can be used to leverage other funds or otherwise further delivery of the passenger rail goals of the region. The Triangle West TPO has partnered with CAMPO to select a consultant for this study.

The budget for this project is \$100,000, with \$80,000 coming from federal funds (STBG-DA, \$40,000 each from Triangle West and CAMPO) and \$20,000 as a local match (\$10,000 each from Triangle West and CAMPO). Triangle West will use DA funds.

FAST 2 Study

NCDOT's Integrated Mobility Division (IMD) will manage the study in conjunction with regional partners. Contributions to the FAST 2 Study will be a coordinated effort among regional partners including Triangle West, Durham County, Orange County, Wake County, Chatham County, Johnston County, Town of Cary, Town of Chapel Hill, City of Durham, City of Raleigh, CAMPO, GoTriangle, RDU Airport, RTA (Regional Transportation Alliance) and NCDOT. The Triangle West TPO proposes a \$50,000 contribution (80% STBG-DA funds + 20% local match) to the overall \$800,000 project budget from our work program.

The regional Freeway, Arterial, Street, and Tactical (FAST) transit study is a follow-up initiative to the original FAST study conducted in 2020-21. FAST is a scalable approach for quickly integrating "transit advantage" infrastructure along the roadway system to support enhanced transit service. The FAST approach prioritizes transit efficiency and reliability while improving universal mobility. The objectives of the FAST 2.0 transit study are to make our freeways and regional boulevards "transit-ready", elevate and identify one or more BRT corridors that directly link with RDU Airport, and advance SMART (Systematic Management of Adaptable Roadways through Technology) freeway corridors.

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

Durham City/County Bicycle and Pedestrian Plan

The study will develop a comprehensive pedestrian and bicycle network for the entire County, which will include recommendations to be included in an amendment to the TPO's Comprehensive Transportation Plan. These recommendations may include sidewalks, multi-use paths, in-street bicycle facilities, and newer facility types such as neighborhood bike routes and traffic-calming streets.

US 15-501 Corridor Study

The Triangle West TPO completed a detailed study of the US 15-501 corridor from Ephesus Church Road in Chapel Hill to University Drive in Durham in 2021. The project team analyzed existing conditions, proposed recommendations, and created a final report and conceptual design. However, the TPO Board determined the study's recommended improvements did not meet the Board's adopted Goals and Objectives and declined to adopt the study. The TPO Board updated the MTP project description for the corridor from a freeway conversion to a boulevard conversion and modernization in 2022.

As part of this study, the Triangle West TPO will procure a consultant to collaborate with stakeholders to create a multimodal corridor solution that supports the TPO's adopted Metropolitan Transportation Plan's goals and objectives. This study seeks a recommended corridor alternative that provides access for all users, decreases energy consumption and emissions, improves safety, increases operational efficiency, and respects the natural and built environments. The budget for this project is \$500,000, with \$400,000 coming from federal funds (STBG-DA) and \$100,000 as a local

match. TPO staff will administer the study.

Local Project Delivery Study

The Triangle West TPO prioritizes supporting its members in advancing and delivering local projects. To help with this effort, a consultant will be procured to study the Triangle West TPO project delivery process from TPO approval to project closeout for the TPO's members and partners. The consultant will report on the findings and propose actions to improve project delivery in the TPO area. The budget for this project is \$100,000, with \$80,000 coming from federal funds (STBG-DA) and \$20,000 as a local match. TPO staff will administer the study.

Orange County Bicycle & Pedestrian Plan

Orange County currently has several bicycle and pedestrian projects throughout the County in various plans, and this study intends to create a single plan to incorporate all of them into one document. Additionally, Orange County's adoption of its Complete Street and Vision Zero policy in October 2022, its participation in two TPO Safety Action Plans currently in progress (Triangle West and BG MPO), and Orange County Transportation Service's collaboration with DEAPR to improve non-highway infrastructure throughout rural Orange County will help inform this study and contribute to its success.

The total cost of the project is \$250,000, with \$200,000 coming from federal funds (STBG-DA) and \$50,000 as a local match provided by Orange County. Orange County will manage the study. The TPO will provide consultant procurement and administrative support.

Downtown Hillsborough Parking Study

This study will engage a consultant to undertake a parking study for the downtown area. The scope will include the adequacy of current facilities, turnover during peak times, estimated demand under a variety of redevelopment scenarios, adequacy of current ordinances, and access for deliveries and unloading. The data will be collected during peak tourist seasons to understand the high-demand events place on downtown.

Orange County Short Range Transit Plan

This study will hire and work with a consultant on Orange County's SRTP to enhance Orange County Transit services, operations, capital, and other resources to better serve County residents, businesses, and regional partners.

Chapel Hill Transit High-Capacity Transit Corridor Feasibility Study

This study will identify and assess options and develop an action plan for enhanced, high-capacity transit connections (including but not limited to express bus service, bus rapid transit, bus on-shoulder access, transit queue jumps, etc.) in Chapel Hill Transit's service area. The Study will prioritize corridors connecting to regional destinations including Durham County, Chatham County, and Alamance County, a stated priority of all regional stakeholders. To help with this effort, Triangle West will procure a consultant for this study. The total cost of the project is \$300,000, with \$240,000 coming from federal funds (STBG-DA) and \$60,000 as a local match provided by Chapel Hill Transit. TPO staff are administering this study.

Durham-to-Roxboro Rail Trail Feasibility Study in Durham County

The proposed Durham-to-Roxboro Rail Trail is a multi-county corridor that encompasses Durham and Person counties. For this study, Durham County will focus on the southern portion of the trail, which will help support the current feasibility study underway for the northern portion of the rail corridor within Person County. The planning study will analyze the corridor to determine the rail trail project's feasibility along with any potential environmental and human impacts to be caused by its construction. The study will address potential design options that will not only make this trail an effective transportation corridor but also a cultural and community resource that resembles its adjacent communities.

The overall project promotes multimodal and affordable travel choices by creating a regional bicycle and pedestrian facility connecting Person County and Northern Durham to the City of Durham and the subsequent network of greenways that stem from Downtown Durham. This project also supports connecting people, as rural residents in unincorporated Durham County would have access to education, job, and business opportunities closer to City limits, and residents within a historically disadvantaged portion of the City of Durham would be able to access job opportunities within the Treyburn Corporate Park as well as cultural and recreational resources farther north. The planning study will analyze the corridor to determine the rail trail project's feasibility along with any environmental and human impacts to be caused by its construction.

The study will address potential design options that will not only make this trail an effective transportation corridor but also a cultural and community resource that resembles its adjacent communities. TPO staff are administering this study.

The total cost of the project is \$500,000, with \$400,000 coming from federal funds (STBG-DA) and \$100,000 as a local match made up of \$33,334 in Durham County funds, \$33,333 in City of Durham funds, and \$33,333 in funding from the East Coast Greenway Alliance. TPO staff will administer the study.

FY2024 Continuing Special Studies

Durham Freeway (NC 147) Corridor Study

The City of Durham is interested in conducting a feasibility study that would analyze and reimagine the Durham Freeway Corridor from roughly the East End Connector to the Swift Avenue interchange in Durham. This feasibility study would evaluate the conversion of this corridor from a freeway to another use. This could be a boulevard, cut and capped freeway, a complete corridor teardown, or other arterial appropriate, for maximizing multi-modal safety and access to and through the corridor, transit service and facility coordination to and from Durham Station, roadway connectivity, and community-building across neighborhoods adjacent to the corridor. The City of Durham has procured a consultant.

The budget for this project is \$450,000, with \$360,000 coming from federal funds (STBG-DA) and \$90,000 as a local match. The City of Durham will administer the study.

FY2025 Continuing Special Studies

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

Agency	FY2025 Ongoing Study	Local Match (20%)	Federal Match (80%)	Total (100%)	CAMPO
TPO*	US 70 East Corridor Study: Phase 2	\$16,000	\$64,000	\$ 80,000	N/A
TPO*	Joint MPO Rail Strategic Plan Study	\$10,000	\$40,000	\$50,000	\$50,000
TPO	FAST 2 Study	\$10,000	\$40,000	\$50,000	N/A
TPO**	Durham City/County Bicycle and Pedestrian Plan	\$72,000	\$288,000	\$360,000	N/A
TPO	US 15-501 Corridor Study	\$100,000	\$400,000	\$500,000	N/A
TPO***	Orange County Bicycle & Pedestrian Plan	\$50,000	\$200,000	\$250,000	N/A
TPO	Downtown Hillsborough Parking Study	\$15,000	\$60,000	\$75,000	N/A
TPO	Orange County Short Range Transit Plan	\$46,000	\$184,000	\$230,000	N/A
TPO	Chapel Hill Transit High-Capacity Transit Corridor Feasibility Study	\$60,000	\$240,000	\$300,000	N/A
TPO	Durham-to-Roxboro Rail Trail Feasibility Study in Durham County	\$100,00	\$400,000	\$500,000	N/A
TOTAL		\$399,000	\$1,596,000	\$1,995,000	\$50,000

* CAMPO's funds were programmed in their FY2025 UPWP and are not part of Triangle West TPO's funding request

**Local match and co-management provided by the City of Durham and Durham County. Triangle West TPO provides project oversight, and administration and is the fiduciary agent. Contract agreements, invoicing, and payments are to be handled by the Central Pines Regional Council.

***Local match and management provided by Orange County. Triangle West TPO provides project oversight, and administration and is the fiduciary agent. Contract agreements, invoicing, and payments are to be handled by the Central Pines Regional Council.

FY2024 Continuing Special Studies

The following table lists special studies programmed in the FY2024 UPWP that have carried over into FY2026 due to ongoing planning work. The funds and details for these studies – including consultant procurement – are reflected in the FY2024 UPWP budget only.

Agency	FY2024 Ongoing Study	Local Match (20%)	Federal Match (80%)	Total (100%)
City of Durham	Durham Freeway (NC 147) Corridor Study	\$90,000	\$360,000	\$450,000
TOTAL		\$90,000	\$360,000	\$450,000

TPO TASK DESCRIPTIONS AND NARRATIVES

This section describes the general work being undertaken by the TPO in FY2026.

II-A: Data and Planning Support

II-A-1: Networks and Support Systems

This task, through a variety of methods, creates and maintains data about the Triangle West TPO transportation networks and the networks' functionality. This data and information support transportation decision-making for TPO Staff, the Technical Committee, and the TPO Policy Board. A firm or consultant would be procured to assist with data collection. The methodology includes:

- **Vehicle Miles Traveled (VMT) & Person Mile Traveled (PMT):** The TPO monitors targets and annual VMT growth and will compare them to MTP and other performance measure targets. The TPO will continue to refine the methodology for tracking multimodal PMT. This information will help to develop performance measures required in MAO-21 by federal legislation and also help determine if the Plan targets are being met.
- **Street System Changes:** The TPO supports land-use mapping like aerial photography, street centerlines, and property addresses. TPO and TRM Service Bureau accurately geocode buildings and employers to Transportation Analysis Zones (TAZ) and other geographic areas. The TPO will update the transportation network and major street traffic signals for accurate input to the TRM.
- **Traffic Crashes and Safety Data:** The TPO will collect, tabulate, and analyze traffic crash data by type and corridor and prepare a summary and analysis of high crash locations and corridors. Additionally, the TPO will conduct specialized analyses of crash data related to bicycle and pedestrian trips. The TPO's Safe Streets and Roads for All (SS4A) funding award will enhance this methodology to include a comprehensive and publicly driven regional safety evaluation and plan.
- **Central Area Parking Inventory:** The TPO will collect parking data for the Central Business Districts (CBD), major generators, and universities. Parking data supports TRM calibration and maintenance.
- **Bicycle and Pedestrian Facilities & Counts Inventory:** TPO staff will continue to participate in bicycle and pedestrian planning in the region and provide technical assistance/coordination to regional partners and stakeholders. The TPO will inventory bicycle and pedestrian facilities as part of the CMP.
- **Level of Traffic Stress (LOTS) for Bicycle and Pedestrian:** The TPO will continue to work on LOTS which can help on understanding what encourages or discourages people from walking and biking as well as identifying streets that work well and areas that need improvement. Network Data Collection: The TPO will continue to update transportation/model network data through traffic count data, StreetLight Data, Nearmap subscription which provides high resolution satellite imagery for planning purposes, travel time and speed, Transit APC, transportation performance measures, and transit performance targets.

- **Capacity Deficiency Analysis:** TPO staff will undertake a systemwide planning level capacity deficiency analysis will be made to determine existing and projected street deficiencies as well as the transit deficiencies by passengers over transit seat capacity. Link vehicle capacities will be calculated according to the latest HIGHWAY CAPACITY MANUAL edition and other resources.
- **Land Use, Socio-Economic, and Environmental Data Analysis:** The TPO supports member jurisdictions' local comprehensive plan processes. The TPO also provides guidance to NCDOT Project Development/ NEPA on land use and zoning issues affecting project development.

II-A-2: Travelers and Behavior

This task, through a variety of methods, creates and maintains data about the people and goods that rely on Triangle West's transportation networks. This data and information support transportation decision-making for TPO Staff, the Technical Committee, and the TPO Policy Board. The Streetlight Data and Remix subscriptions will be utilized to assist with data collection and analysis. The methodology includes:

- **Dwelling Unit, Population, and Employment Changes:** The TPO supports land use mapping activities like aerial orthoimagery for geographically accurate data. The TPO maintains dwelling units, population, and employment inventories to compare with planning documents and technical tools.
- **Vehicle Occupancy Rates:** The TPO will collect vehicle occupancy counts across the service area to measure the effectiveness of transportation investments and operations. The information demonstrates Clean Air Act compliance. Vehicle occupancy is an important input into the travel modeling phase and other parts of the Metropolitan Transportation Plan.
- **Travel Time Studies:** The TPO will study BIG Data, travel time, and speed data. HERE, INRIX, and TREDIS data provide travel times/speeds within the TPO. These products supply information for CMP, Mobility Report Card, CTP, MTP, corridor studies, and feasibility studies.
- **Travel Time Reliability Measures:** The TPO will collect the related travel time data, and monitors targets and annual Level of Travel Time Reliability (LOTTTR) and annual Level of Truck Travel Time Reliability (LOTTTR) for the entire region and national highway corridors.
- **Rolling Biennial Travel Behavior Survey (Household Survey):** The TPO will tabulate and analyze the continuous household survey data.

The Triangle West TPO funds additional user data collection through our partnerships with ITRE and CPRC.

II-A-3: Transportation Modeling

The Triangle West TPO will review and analyze travel demand and air quality models to determine feasible enhancements to the procedures that are used in the TRM area. Triangle West will perform regional travel demand and microsimulation model runs for transportation projects. The TPO, ITRE, and regional stakeholders will develop TRM

tools and enhancements to support transportation decision-making. The procurement of a modeling consultant will assist with these efforts. In addition, the VisionEval model, including Rapid Policy Analysis Tool (RPAT) will be utilized to assist with the evaluation of the potential effect of growth policies on regional travel. The methodology includes:

- **Forecast of Data to Horizon Year:** The TPO will provide the approved socioeconomic forecasts and continue to generate and update socio-economic and demographic projections and forecasts. CTP and MTP forecasts are continuously evaluated and refined for local land use plans as well as State and regional land use policy consistency.
- **Financial Planning:** The TPO will generate and update travel demand forecasts for future years included in the MTIP, SPOT, CMP, MRC, etc., and use these forecasts to project expenditures and financial needs for the processes.
- **FTA STOPS and CIG Technical Analysis & Planning:** The TPO, along with TRM partners, will update, maintain, and enhance regional transit modeling capacity that supports Capital Investment Grant modeling for FTA capital projects.
- **Intersection/Corridor Traffic Simulation Models:** The TPO will update, maintain, and enhance traffic simulation models of intersections/corridors to support CMP/MRC and corridor/sub-area study.
- **Community Viz:** The TPO, CAMPO, and CPRC will update and enhance the Community Viz tool. Results from the model help develop the Triangle West TPO's next socio-economic forecasts and the Metropolitan Transportation Plan.

II-B: Planning Process

II-B-1: Targeted Planning

TPO staff undertake and support targeted planning efforts for specific study criteria to provide outcome data applicable to defined processes. This targeted planning supports vital TPO work and other regional and local initiatives. The methodology includes:

- **Air Quality Planning/Conformity Analysis:** The TPO makes determinations as to whether the MTP and TIP conform to the intent of the State Implementation Plan (STIP). Staff will begin building the land use and travel demand modeling, and transportation networks needed for travel conformity determination in FY 2026.
- **Alternative Fuels/Vehicles:** The TPO supports transportation projects that reduce mobile source emissions and fuel supply vulnerability and enhance fuel security during extreme weather events or other reasons for petroleum scarcity.
- **Congestion Management Process:** The TPO must undertake a congestion management process because it is a transportation management area exceeding 200,000 people. After CMP completion, we will plan, coordinate, and educate the public about congestion management strategies.
- **Freight Movement/Mobility Planning:** TPO will continue to undertake tasks associated with urban goods movement, specifically freight accessibility and mobility. Tasks associated with the implementation of the Regional Freight Plan will continue.

Other tasks to be undertaken include attending and staffing the Regional Freight Stakeholders meetings, survey of freight carriers, recommendations for improving truck mobility or train/truck 36 intermodal movements and identifying acceptable truck routes. The TPO will continue the management role to the update of the Triangle Regional Freight plan.

- **Intelligent Transportation System (ITS) Plan:** The TPO, in partnership with CAMPO, NCDOT and CPRC, will maintain and update the regional ITS plan.
- **Climate Change Planning:** The TPO, in partnership with CAMPO and CPRC, will assess resilience with the MTP. Triangle West will also work to identify strategies for incorporating climate mitigation planning into required planning, standalone activities, and resiliency planning.
- **Environmental Planning:** The TPO supports the implementation of transportation planning that addresses and mitigates environmental concerns. The TPO will work collaboratively with regional stakeholders to evaluate existing infrastructure that intersects wildlife corridors and insert recommendations into new plans to support wildlife crossings and reduce vehicle collisions.

CPRC will conduct activities in this line item as described in Appendix B of this document. An ITS consultant may be selected by CPRC or the Triangle West TPO.

II-B-2: Regional Planning

One of Triangle West's core functions is guiding effective and efficient transportation infrastructure investment. The TPO advises its local, regional, state, and federal stakeholders to coordinate their policies and actions through the North Carolina Comprehensive Transportation Plan (CTP) process and the USDOT-required longrange Metropolitan Transportation Plan (MTP) process. The methodology is as follows:

- **Comprehensive Transportation Plan (CTP):** The TPO will conduct periodic reviews, amend, and monitor progress to the 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.
- **Metropolitan Transportation Plan (MTP):** The TPO will conduct periodic reviews, amend, and monitor progress on the adopted 2050 MTP. The TPO will also work with regional partners to provide continuous feedback loops on the 2055 MTP process. As part of the 2055 MTP process, the TPO will work with the Capital Area MPO (CAMPO) and Central Pines Regional Council to develop and publish a deficiency analysis and assessment of the region's transportation system. The TPO will subsequently create transportation scenarios and further develop some of these scenarios as alternatives for addressing the identified deficiencies. These MTP steps will include public engagement. The TPO will also begin identifying the transportation system costs and revenues through the 2055 horizon year to develop the MTP financial plan.
- **Planning Project Development:** The TPO will develop planning project elements of regional significance using its staff, or with the assistance of qualified consultants who have unique expertise in the project's focus area.

II-B-2: Target Planning (Safe & Accessible Transportation Options)

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)]. The 2.5% set aside is provided by a separate allocation of PL funds (federal program code Y410).

Planning work related to these funds includes the adoption of Complete Streets standards or policies; development of a Complete Streets prioritization plan that identifies a specific list of Complete Streets projects to improve the safety, mobility, or accessibility of a street; regional and megaregional planning (i.e., multi-jurisdictional transportation planning that extends beyond MPO and/or State boundaries) that address travel demand and capacity constraints through alternatives to new highway capacity, including through intercity passenger rail; and the development of transportation plans and policies that support transit-oriented development.

II-B-3: Special Studies

No new Special Studies for FY26.

II-B-3A: Administration of Special Studies

Administrative operations and project management are conducted by TPO staff to support the many facets of special studies outlined in the FY2026 UPWP. Work includes consultant procurement, providing support to and oversight of consultants hired to conduct special studies, serving as fiduciary agent for the special study, and facilitating discussion with the study team.

III-A: Unified Planning Work Program

III-A-1: Unified Planning Work Program

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 A. The UPWP will present the proposed planning work program for the next year and review recent planning process accomplishments. The UPWP will be cross-referenced with the

Prospectus to minimize repetitive documentation. The UPWP will be reviewed and approved by the TPO Policy Board, the North Carolina Department of Transportation, and Federal agencies providing planning funds for continuing transportation planning.

The TPO will amend the UPWP as necessary.

III-A-2: Metrics and Performance Measures

Tracking the region's transportation system performance through data collection, analysis, outreach, and education including data sharing and management in support of

FTA/FHWA planning emphasis areas.

The TPO will coordinate transportation system performance metric targets with State and transit agencies. The TPO will integrate into the metropolitan planning process, directly and by reference, the goals, objectives performance measures, and targets described in other State transportation plans and processes, as well as any public transportation provider plans required as part of a performance-based program.

III-B: Transportation Improvement Program

III-B-1: Project Prioritization

The TPO will evaluate projects in development and the TPO's priorities regarding the funding schedule on already programmed projects, the acceleration of long-term projects into the program, and the addition of new projects to the STIP. This process will include a competitive call for local projects from TPO members. This process is also in conjunction with the state's evaluation process hosted by the Strategic Prioritization Office of Transportation (SPOT).

III-B-2: Metropolitan TIP

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

The TPO will coordinate TIP and STIP alignment with NCDOT.

III-B-3: Merger/Project Development

The TPO will continue its involvement in the Merger Process, collaborating with key agencies such as NCDOT, consulting firms, FHWA, and member agencies to streamline project development and permitting processes. This will include thorough evaluations of the Comprehensive Transportation Plan (CTP) and the Metropolitan Transportation Plan (MTP) selected alternative plans, with a focus on criteria set by the goals and objectives reevaluation study, alongside environmental impacts.

Additionally, the TPO will be engaged in the Triangle West TPO Local Project Delivery Initiative, focusing on local project delivery to improve the efficiency and effectiveness of transportation project implementation. This initiative will align with the broader objectives of the Merger Process, ensuring that local projects are developed with careful consideration of environmental, social, and economic impacts, and in compliance

with regulatory requirements.

III-C: Regulatory Compliance

III-C-1: Title VI

The TPO will work with NCDOT and all member governments to ensure that TPO projects and programs meet the intent of all applicable Title VI legislation. The TPO will update related policies regularly, as well as maintain and implement these policies. The TPO will also continue to improve connections and coordination related to public participation with federal, state, regional, and local partners.

III-C-2: Environmental Justice Report

The TPO will use its Environmental Justice report in cooperation with an analysis of transportation-disadvantaged communities to evaluate and avoid disparate transportation system impacts. This report will also be updated regularly alongside policies pertaining to Title VI and Limited English Proficiency.

III-C-3: Minority Business Enterprise Planning

The TPO will engage with and encourage participation from MBEs for potential transportation services.

III-C-4: Planning for the Elderly and Disabled

The TPO will continue to evaluate and prioritize the planning, development, evaluation, and reevaluation of transportation facilities and services for the elderly and disabled, consistent with ADA. These activities include managing the FTA's Section 5310 grant and regularly updating the regional Coordinated Public Transit-Human Services Plan.

III-C-5: Safety/Drug Control Planning

The TPO will continue to evaluate and prioritize safety in its transportation planning processes for motorized and non-motorized users. These activities include but are not limited to Vision Zero initiatives, Safe Streets and Roads for All (SS4A) initiatives, wildlife crossing planning, safety audits, safety data collection and analysis, and the evaluation of safety in plan and project review.

III-C-6: Public Participation

The TPO will update and enhance the TPO website and provide early, proactive, and meaningful public participation and input throughout the transportation planning process.

The TPO will regularly assess and update the TPO's Public Involvement Policy to ensure continuous improvement of processes. The TPO will also continue to provide process support, such as developing and preparing informational materials for the TPO website, conducting public outreach, managing the TPO website, preparing and distributing the TPO's newsletter, implementing other social media (X/Twitter, YouTube, and Facebook), and maintaining email lists. Consulting support from a firm or firms will be procured

to assist with communications, rebranding of the TPO, and increasing and enhancing public engagement.

III-D: Statewide and Extra Regional Planning

The TPO will continue to coordinate and plan with state and federal agencies involved in transportation planning activities on the regional, state, and national levels. This involvement will include but is not limited to collection and compilation of data; participation in related workshops, conferences, and meetings; and review and administrative approval or endorsement of documentation.

CPRC will conduct activities in this line item as described in Appendix B.

III-E: Board Support, Member Services and Administration

The TPO will assist and facilitate an open Comprehensive, Cooperative, and Continuing (3-C) transportation planning process according to applicable federal and state requirements as described in the 3-C Memorandum of Understanding. This work includes attending monthly committee meetings, preparing agendas and minutes of these meetings, training, preparing quarterly progress reports, documenting expenditures for planning work items, and filing for reimbursement of expenditures from the PL and STBG-DA funds account and other Federal funds. The TPO will consult with other agencies involved within 3-C planning activities; liaison activities between the TPO and NCDOT and ongoing coordination with CAMPO; and communication with other regional groups. Other activities include the day-to-day oversight of, and reporting on, the progress of projects listed in the UPWP and establishing TPO work priorities. The TPO is committed to adequate training and professional development resources for staff to provide high-level technical and administrative service to its member agencies.

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

FTA Code	Task Code	Task Description	Indirect Costs 39.44%	STBG-DA			Metropolitan Planning (PL104)			Safe & Acc Transp Options PL104 set aside (Y410)	Section 5303 Highway/Transit				Task Funding Summary			
				Local 20%	FHWA 80%	Total 100%	Local 20%	FHWA 80%	Total 100%		Local 10%	NCDOT 10%	FTA 80%	Total 100%	Local	NCDOT	Federal	TOTAL
	II-A	Data and Planning Support																
44.24.00	II-A-1	Networks and Support Systems	\$ 46,046	\$ 47,588	\$ 190,352	\$ 237,940	\$ 21,272	\$ 85,088	\$ 106,360	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 68,860	\$ -	\$ 275,440	\$ 344,300
44.23.01	II-A-2	Travelers and Behavior	\$ 18,301	\$ 42,360	\$ 169,440	\$ 211,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 42,360	\$ -	\$ 169,440	\$ 211,800
44.23.02	II-A-3	Transportation Modeling	\$ 129,448	\$ 104,936	\$ 419,744	\$ 524,680	\$ 25,524	\$ 102,096	\$ 127,620	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 130,460	\$ -	\$ 521,840	\$ 652,300
	II-B	Planning Process																
44.23.02	II-B-1	Targeted Planning/CMP	\$ 39,341	\$ 44,800	\$ 179,200	\$ 224,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 44,800	\$ -	\$ 179,200	\$ 224,000
44.23.01	II-B-2	Regional Planning	\$ 117,200	\$ 89,672	\$ 358,690	\$ 448,362	\$ 14,813	\$ 59,251	\$ 74,064	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 104,485	\$ -	\$ 417,940	\$ 522,426
		Y410 - Safe & Accessible Transportation Options	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,800	\$ 12,800
44.27.00	II-B-3	Special Studies (not subject to indirect rate)	\$ 100,000	\$ 400,000	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ 400,000	\$ 500,000
44.27.00	II-B-3A	Administration of Special Studies (staff time) (see below for specific studies)	\$ 78,414	\$ 38,440	\$ 153,759	\$ 192,199	\$ 17,020	\$ 68,081	\$ 85,101	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 55,460	\$ -	\$ 221,840	\$ 277,300
	III-A	Planning Work Program																
44.21.00	III-A-1	Planning Work Program	\$ 20,628	\$ 14,815	\$ 59,259	\$ 74,074	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 14,815	\$ -	\$ 59,259	\$ 74,074
	III-A-2	Metrics and Performance Measures	\$ 17,457	\$ 12,560	\$ 50,240	\$ 62,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,560	\$ -	\$ 50,240	\$ 62,800
	III-B	Transp. Improvement Plan																
44.25.00	III-B-1	Prioritization	\$ 34,910	\$ 24,700	\$ 98,800	\$ 123,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 24,700	\$ -	\$ 98,800	\$ 123,500
44.25.00	III-B-2	Metropolitan TIP	\$ 19,524	\$ 13,820	\$ 55,280	\$ 69,100	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,820	\$ -	\$ 55,280	\$ 69,100
44.25.00	III-B-3	Merger/Project Development	\$ 16,475	\$ 11,660	\$ 46,640	\$ 58,300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,660	\$ -	\$ 46,640	\$ 58,300
	III-C	Civil Rights Compliance (Title VI) and Other Regulatory Requirements																
44.27.00	III-C-1	Title VI	\$ 5,550	\$ 3,940	\$ 15,760	\$ 19,700	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,940	\$ -	\$ 15,760	\$ 19,700
44.27.00	III-C-2	Environmental Justice	\$ 13,039	\$ 9,220	\$ 36,880	\$ 46,100	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,220	\$ -	\$ 36,880	\$ 46,100
44.27.00	III-C-3	Minority Business Enterprise Planning	\$ 2,775	\$ 1,980	\$ 7,920	\$ 9,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,980	\$ -	\$ 7,920	\$ 9,900
44.27.00	III-C-4	Planning for the Elderly & Disabled	\$ 6,899	\$ 4,880	\$ 19,520	\$ 24,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,880	\$ -	\$ 19,520	\$ 24,400
44.27.00	III-C-5	Safety/Drug Control Planning	\$ 23,512	\$ 16,640	\$ 66,560	\$ 83,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,640	\$ -	\$ 66,560	\$ 83,200
44.27.00	III-C-6	Public Involvement/ Equitable Comm. Engag.	\$ 56,179	\$ 34,868	\$ 139,472	\$ 174,340	\$ 21,272	\$ 85,088	\$ 106,360	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 56,140	\$ -	\$ 224,560	\$ 280,700
44.27.00	III-C-7	Private Sector Participation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
44.27.00	III-D	Statewide & Extra-Regional Planning																
44.27.00	III-D	Statewide & Extra-Regional Planning	\$ 23,057	\$ 37,100	\$ 148,400	\$ 185,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 37,100	\$ -	\$ 148,400	\$ 185,500
44.27.00	III-E	Board Support, Member Services and Administration																
44.27.00	III-E	Board Support, Member Services and Administration	\$ 81,621	\$ 79,596	\$ 318,384	\$ 397,980	\$ 25,524	\$ 102,096	\$ 127,620	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 105,120	\$ -	\$ 420,480	\$ 525,600
		Totals	\$ 750,376	\$ 733,575	\$ 2,934,300	\$ 3,667,875	\$ 125,425	\$ 501,700	\$ 627,125	\$ 12,800	\$ -	\$ -	\$ -	\$ -	\$ 859,000	\$ -	\$ 3,448,800	\$ 4,307,800
				Local	Federal	Total	Local	Federal	Total	Federal	Local	State	Federal	Total	Local	State	Federal	TOTAL
				STBG-DA			PL104			Y410	Section 5303 Transit Planning				Subtotals			

*Cells highlighted in green were changed because of FY26 UPWP Amendment #1

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

FTA Code	Task Code	Task Description	STBG-DA - 133(b)(3)(7)			TPO Planning and Admin (PL104)			Safe & Acc Transp Options PL104 set aside (Y410) Federal 100%	Section 5303 Highway/Transit				Task Funding Summary			
			Local 20%	FHWA 80%	Total 100%	Local 20%	FHWA 80%	Total 100%		Local 10%	NCDOT 10%	FTA 80%	Total 100%	Local	NCDOT	Federal	TOTAL
	II-A	Data and Planning Support															
44.24.00	II-A-1	Networks and Support Systems	\$ 47,588	\$ 190,352	\$ 237,940	\$ 21,272	\$ 85,088	\$ 106,360	\$ -	\$ 1,230	\$ 1,230	\$ 9,840	\$ 12,300	\$ 70,090	\$ 1,230	\$ 285,280	\$ 356,600
44.23.01	II-A-2	Travelers and Behavior	\$ 42,360	\$ 169,440	\$ 211,800	\$ -	\$ -	\$ -	\$ -	\$ 1,758	\$ 1,758	\$ 14,064	\$ 17,580	\$ 44,118	\$ 1,758	\$ 183,504	\$ 229,380
44.23.02	II-A-3	Transportation Modeling	\$ 104,936	\$ 419,744	\$ 524,680	\$ 25,524	\$ 102,096	\$ 127,620	\$ -	\$ 900	\$ 900	\$ 7,200	\$ 9,000	\$ 131,360	\$ 900	\$ 529,040	\$ 661,300
	II-B	Planning Process															
44.23.02	II-B-1	Targeted Planning/CMP	\$ 44,800	\$ 179,200	\$ 224,000	\$ -	\$ -	\$ -	\$ -	\$ 730	\$ 730	\$ 5,840	\$ 7,300	\$ 45,530	\$ 730	\$ 185,040	\$ 231,300
44.23.01	II-B-2	Regional Planning	\$ 89,672	\$ 358,690	\$ 448,362	\$ 14,813	\$ 59,251	\$ 74,064	\$ -	\$ 25,658	\$ 25,658	\$ 205,263	\$ 256,579	\$ 130,143	\$ 25,658	\$ 623,204	\$ 779,005
		Y410 - Safe & Accessible Transportation Options	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,800
44.27.00	II-B-3	Special Studies (not subject to indirect rate)	\$ 100,000	\$ 400,000	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ 3,081	\$ 3,081	\$ 24,648	\$ 30,810	\$ 103,081	\$ 3,081	\$ 424,648	\$ 530,810
44.27.00	II-B-3A	Administration of Special Studies (staff time) (see below for specific studies)	\$ 38,440	\$ 153,759	\$ 192,199	\$ 17,020	\$ 68,081	\$ 85,101	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 55,460	\$ -	\$ 221,840	\$ 277,300
	III-A	Planning Work Program															
44.21.00	III-A-1	Planning Work Program	\$ 14,815	\$ 59,259	\$ 74,074	\$ -	\$ -	\$ -	\$ -	\$ 620	\$ 620	\$ 4,960	\$ 6,200	\$ 15,435	\$ 620	\$ 64,219	\$ 80,274
44.24.00	III-A-2	Metrics and Performance Measures	\$ 12,560	\$ 50,240	\$ 62,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,560	\$ -	\$ 50,240	\$ 62,800
	III-B	Transp. Improvement Plan															
44.25.00	III-B-1	Prioritization	\$ 24,700	\$ 98,800	\$ 123,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 24,700	\$ -	\$ 98,800	\$ 123,500
44.25.00	III-B-2	Metropolitan TIP	\$ 13,820	\$ 55,280	\$ 69,100	\$ -	\$ -	\$ -	\$ -	\$ 3,720	\$ 3,720	\$ 29,760	\$ 37,200	\$ 17,540	\$ 3,720	\$ 85,040	\$ 106,300
44.25.00	III-B-3	Merger/Project Development	\$ 11,660	\$ 46,640	\$ 58,300	\$ -	\$ -	\$ -	\$ -	\$ 1,530	\$ 1,530	\$ 12,240	\$ 15,300	\$ 13,190	\$ 1,530	\$ 58,880	\$ 73,600
	III-C	Civil Rights Compliance (Title VI) and Other Regulatory Requirements															
44.27.00	III-C-1	Title VI	\$ 3,940	\$ 15,760	\$ 19,700	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,940	\$ -	\$ 15,760	\$ 19,700
44.27.00	III-C-2	Environmental Justice	\$ 9,220	\$ 36,880	\$ 46,100	\$ -	\$ -	\$ -	\$ -	\$ 1,390	\$ 1,390	\$ 11,120	\$ 13,900	\$ 10,610	\$ 1,390	\$ 48,000	\$ 60,000
44.27.00	III-C-3	Minority Business Enterprise Planning	\$ 1,980	\$ 7,920	\$ 9,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,980	\$ -	\$ 7,920	\$ 9,900
44.27.00	III-C-4	Planning for the Elderly & Disabled	\$ 4,880	\$ 19,520	\$ 24,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,880	\$ -	\$ 19,520	\$ 24,400
44.27.00	III-C-5	Safety/Drug Control Planning	\$ 16,640	\$ 66,560	\$ 83,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,640	\$ -	\$ 66,560	\$ 83,200
44.27.00	III-C-6	Public Involvement/ Equitable Comm. Engag.	\$ 34,868	\$ 139,472	\$ 174,340	\$ 21,272	\$ 85,088	\$ 106,360	\$ -	\$ 1,820	\$ 1,820	\$ 14,562	\$ 18,202	\$ 57,960	\$ 1,820	\$ 239,122	\$ 298,903
44.27.00	III-C-7	Private Sector Participation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
44.27.00	III-D	Statewide & Extra-Regional Planning															
44.27.00	III-D	Statewide & Extra-Regional Planning	\$ 37,100	\$ 148,400	\$ 185,500	\$ -	\$ -	\$ -	\$ -	\$ 2,100	\$ 2,100	\$ 16,800	\$ 21,000	\$ 39,200	\$ 2,100	\$ 165,200	\$ 206,500
44.27.00	III-E	Board Support, Member Services and Administration															
44.27.00	III-E	Board Support, Member Services and Administration	\$ 79,596	\$ 318,384	\$ 397,980	\$ 25,524	\$ 102,096	\$ 127,620	\$ -	\$ 2,400	\$ 2,400	\$ 19,200	\$ 24,000	\$ 107,520	\$ 2,400	\$ 439,680	\$ 549,600
		Totals	\$ 733,575	\$ 2,934,300	\$ 3,667,875	\$ 125,425	\$ 501,700	\$ 627,125	\$ 12,800	\$ 46,937	\$ 46,937	\$ 375,497	\$ 469,371	\$ 905,937	\$ 46,937	\$ 3,824,297	\$ 4,777,172
			Local	Federal	Total	Local	Federal	Total	Federal	Local	State	Federal	Total	Local	State	Federal	TOTAL
			STBG-DA			PL104			Y410	Section 5303 Transit Planning				Subtotals			

Special Studies		STBG-DA - 133(b)(3)(7)		
Subtotal for Special Studies contracts		Local	FHWA	Total
		20%	80%	100%
44.27.00	II-B-3	FY2026 Special Studies		
44.27.00	II-B-3	UNC Co-Gen Rail Corridor Feasibility Study	\$ 100,000	\$ 400,000
		Continuing Studies from FY2025		
44.27.01	II-B-3	Joint TPO Rail Strategic Plan Study	\$ 10,000	\$ 40,000
44.27.00	II-B-3	FAST 2 Study	\$ 10,000	\$ 40,000
44.27.00	II-B-3	15-501 Corridor Study	\$ 100,000	\$ 400,000
44.27.00	II-B-3	Local Project Delivery Study	\$ 20,000	\$ 80,000
44.27.00	II-B-3	Orange County Bicycle & Pedestrian Plan	\$ 50,000	\$ 200,000
44.27.00	II-B-3	Chapel Hill Transit High-Capacity Transit Study	\$ 60,000	\$ 240,000
44.27.00	II-B-3	Durham-to-Roxboro Rail Trail Feasibility Study in Durham County	\$ 100,000	\$ 400,000
44.27.00	II-B-3	Durham City/County Bicycle and Pedestrian Plan	\$ 72,000	\$ 288,000
44.27.00	II-B-3	Downtown Hillsborough Parking Study	\$ 15,000	\$ 60,000
44.27.00	II-B-3	US 70 East Corridor Study: Phase 2	\$ 16,000	\$ 64,000
		Continuing Studies from FY2024		
44.27.00	II-B-3	Durham Freeway (NC 147) Corridor Study	\$ 90,000	\$ 360,000
			\$ 643,000	\$ 2,572,000

*Cells highlighted in green were changed because of FY26 UPWP Amendment #1

FTA 5303 Budget Table

Task Code	Task Description	TWTP0 5303				GoDurham 5303				Chapel Hill Transit 5303				TOTAL 5303			
		Local 10%	NCDOT 10%	FTA 80%	Total 100%	Local 10%	NCDOT 10%	FTA 80%	Total 100%	Local 10%	NCDOT 10%	FTA 80%	Total 100%	Local 10%	NCDOT 10%	FTA 80%	Total 100%
II-A	Data and Planning Support																
II-A-1	Networks and Support Systems	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,230	\$ 1,230	\$ 9,840	\$ 12,300	\$ 1,230	\$ 1,230	\$ 9,840	\$ 12,300
II-A-2	Travelers and Behavior	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,758	\$ 1,758	\$ 14,064	\$ 17,580	\$ 1,758	\$ 1,758	\$ 14,064	\$ 17,580
II-A-3	Transportation Modeling	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 900	\$ 900	\$ 7,200	\$ 9,000	\$ 900	\$ 900	\$ 7,200	\$ 9,000
II-B	Planning Process																
II-B-1	Targeted Planning/CMP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 730	\$ 730	\$ 5,840	\$ 7,300	\$ 730	\$ 730	\$ 5,840	\$ 7,300
II-B-2	Regional Planning	\$ -	\$ -	\$ -	\$ -	\$ 23,938	\$ 23,938	\$ 191,503	\$ 239,379	\$ 1,720	\$ 1,720	\$ 13,760	\$ 17,200	\$ 25,658	\$ 25,658	\$ 205,263	\$ 256,579
	Y410 - Safe & Accessible Transportation Options	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
II-B-3	Special Studies	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,081	\$ 3,081	\$ 24,648	\$ 30,810	\$ 3,081	\$ 3,081	\$ 24,648	\$ 30,810
II-B-3A	Administration of Special Studies	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
III-A	Planning Work Program																
III-A-1	Planning Work Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 620	\$ 620	\$ 4,960	\$ 6,200	\$ 620	\$ 620	\$ 4,960	\$ 6,200
III-A-2	Metrics and Performance Measures	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
III-B	Transp. Improvement Plan																
III-B-1	Prioritization	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -
III-B-2	Metropolitan TIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,720	\$ 3,720	\$ 29,760	\$ 37,200	\$ 3,720	\$ 3,720	\$ 29,760	\$ 37,200
III-B-3	Merger/Project Development	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,530	\$ 1,530	\$ 12,240	\$ 15,300	\$ 1,530	\$ 1,530	\$ 12,240	\$ 15,300
III-C	Civil Rights Compliance (Title VI) and Other Regulatory Requirements																
III-C-1	Title VI	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
III-C-2	Environmental Justice	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,390	\$ 1,390	\$ 11,120	\$ 13,900	\$ 1,390	\$ 1,390	\$ 11,120	\$ 13,900
III-C-3	Minority Business Enterprise Planning	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
III-C-4	Planning for the Elderly & Disabled	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
III-C-5	Safety/Drug Control Planning	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
III-C-6	Public Involvement/ Equitable Comm. Engag.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,820	\$ 1,820	\$ 14,562	\$ 18,202	\$ 1,820	\$ 1,820	\$ 14,562	\$ 18,202
III-C-7	Private Sector Participation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
III-D	Statewide & Extra-Regional Planning																
III-D	Statewide & Extra-Regional Planning	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,100	\$ 2,100	\$ 16,800	\$ 21,000	\$ 2,100	\$ 2,100	\$ 16,800	\$ 21,000
III-E	Board Support, Member Services and Administration																
III-E	Board Support, Member Services and Administration	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,400	\$ 2,400	\$ 19,200	\$ 24,000	\$ 2,400	\$ 2,400	\$ 19,200	\$ 24,000
										\$ -	\$ -	\$ -	\$ -				
Totals		\$ -	\$ -	\$ -	\$ -	\$ 23,938	\$ 23,938	\$ 191,503	\$ 239,379	\$ 22,999	\$ 22,999	\$ 183,994	\$ 229,992	\$ 46,937	\$ 46,937	\$ 375,497	\$ 469,371
		Local	State	Federal	Total	Local	State	Federal	Total	Local	State	Federal	Total	Local	State	Federal	Total
		Section 5303 Transit Planning				Section 5303 Transit Planning				Section 5303 Transit Planning				Section 5303 Transit Planning			

TOWN OF CHAPEL HILL
FTA 5303 TASK NARRATIVE TABLE
FY2026 UPWP

MPO	DCHC MPO	DCHC MPO	DCHC MPO	DCHC MPO	DCHC MPO	DCHC MPO	DCHC MPO	DCHC MPO	DCHC MPO	DCHC MPO	DCHC MPO	DCHC MPO	DCHC MPO
FTA Code	44.21.00	44.23.01	44.23.02	44.23.02	44.23.01	44.27.00	44.21.00	44.25.00	44.25.00	44.27.00	44.27.00	44.22.00	44.27.00
Task Code	II-A-1	II-A-2	II-A-3	II-B-1	II-B-2	II-B-3	III-A-1	III-B-2	III-B-3	III-C-2	III-C-5	III-D-2	III-E-1
Title of Planning Task	Networks and Support Systems	Travelers and Behaviors	Transportation Modeling	Targeted Planning	Regional Planning	Special Studies	Planning Work Program	Metropolitan TIP	TIP Merger/Project Development	Environmental Justice	Public Involvement/Equitable Community Engagement	Statewide & Extra Regional Planning	Board & TC Support and Liaison
Task Objective	Collect data on traffic volumes, transit systems, parking, bicycle and pedestrian facility inventory and counts, crashes, and street system changes 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. Utilize Town-wide traffic model and evaluate TIA process to include transit and regional implications.	Participate with MPO in further development of regional GIS database; prepare mapping to support local and regional activities, travel time studies related to transit planning; other data collection and mapping tasks as requested by LPA.	Monitor implementation of adopted Financial Plan for 2055 MTP. Monitor implementation of the Orange County Transit Plan and participate in annual work plan development and amendments. Participate in modeling exercises for other plans/projects. Develop cost estimates and budgets for LAP and RFF submissions, monitor project budgets.	Support the MPO CMP and Mobility Report Card activities. Coordinate with Triangle Regional TDM program to implement projects, including BRT activities. Support development TIA's and evaluate impacts on CTP and MTP. Identify transit projects and policies to address transportation deficiencies and improve safety for vulnerable road users. Participate in other regional transportation projects and planning efforts.	Support annual work plan development and implementation of the Orange County Transit Plan and evaluation of other regional transit projects, including BRT activities. Support development and creation of the regional CTP and MTP. Identify transit projects and policies to address transportation deficiencies and improve safety for vulnerable road users. Participate in other regional transportation projects and planning efforts.	Prepare special studies to support ongoing transit operations, Safe Routes to School, Complete Community, and Chapel Hill's Vision Zero program. Continue to participate in NS-BRT planning, Land Use Management Ordinance update, Everywhere-to-Everywhere Greenways feasibility study, housing and transit plans, other MPO-related studies.	Develop FY27 UPWP, process amendments to the FY26 UPWP as necessary, prepare quarterly invoice and reimbursement requests.	Project development and data for the LAP and RFF program, monitor and implement the adopted TIP and prepare information for amendments to TIP. Manage planning and design of STIP projects.	Develop feasibility, environmental, alternatives analysis, design, and other studies needed to move TIP projects forward. Coordinate with NCDOT and other stakeholders on LAP and STIP projects within Chapel Hill and around the region. Provide LAP project updates to LPA as requested.	Activities that focus on complying with Executive Order 12898 and principles of environmental justice. Develop and implement policies and programs to ensure that all people and groups are invited to participate and are involved in transit-planning decisions. Ensure equitable investment in transportation planning and projects.	Ensure equitable public participation and input throughout the transportation planning process; build relationships with community leaders, use new and innovative strategies for public involvement.	Support regional and statewide planning projects, including Vision Zero, Triangle Bikeway, Safe Routes to School, Great Trails State, coordinate projects with B-G MPO, TARPO and statewide Vision Zero & Safe Routes to School Coalitions	Support of advisory and governing bodies, including maintenance of membership and appointments, meeting planning, agenda preparation, conducting meetings & hearings, minutes preparation, and compliance with Open Meetings & Public Records statutes.
Tangible Product Expected	Traffic speeds/ volume, transit systems, and parking data. Bike-ped facilities inventory and counts. Crash data and GIS street systems changes. TAM and SCR data.	MPO Regional GIS database and CMP database. Crash reports and online dashboard, webpage with traffic speed/volume map, traffic calming requests, sidewalk prioritization.	Refinements to the 2055 MTP financial plan, quarterly reports and annual work plan for the OC Transit Plan, other budgets and workplans for transit, TIP, and LAPs	DCHC MPO 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.	Updated projects and GIS files, public engagement related to MTP, data to support transportation deficiencies, plans and completed projects	Participation in 60% 90% design for BRT, 15-501 Corridor Study, Safe Streets for All, Chapel Hill Vision Zero, Everywhere-to-Everywhere Greenways feasibility study. Work on other special studies as needed	Draft and final FY26 UPWP, quarterly invoices and reports, amend UPWP as necessary, transmittal of documentation, work products/ deliverables required of the LPA	Competitive projects for LAP/RFF programs, budgets and progress reports for ongoing TIP projects, amendments as needed	Summary of outreach to and engagement with vulnerable and/or underserved populations in Chapel Hill. Communities of concern data and maps.	Summary of public involvement activities, relationships with community leaders, policies to ensure equitable participation, and benefit, increased collaboration with Town's Community Connections division	Summary of public involvement activities, relationships with community leaders, policies to ensure equitable participation, and benefit, increased collaboration with Town's Community Connections division	Participation in regional, statewide, and local planning initiatives. High-capacity transit plans for regional corridors, Vision Zero program, Safe Routes to School program	Prepare for and attend MPO Board, TC, and subcommittee meetings. Prep Board Reps prior to Board meetings, support Town advisory boards and other Town/regional elected or appointed bodies. Communicate MPO news and information to Town officials
Expected Completion Date of Product(s)	6/30/2026	6/30/2026	6/30/2026	6/30/2026	6/30/2026	6/30/2026	6/30/2026	6/30/2026	6/30/2026	6/30/2026	6/30/2026	6/30/2026	6/30/2026
Prior Work	Collection of traffic speed/ volumes, transit systems, parking, bike-ped inventory and crashes, and street systems. Update to Town TIA process.	Extensive GIS datasets, multimodal maps, communities of concern, crash data and locations. Maintained current transit GIS data	2045 & 2050 MTP financial element, OC Transit Plan updates and budget monitoring. CHT's Financial Sustainability Plan, Town annual budget process	2023 Mobility Report Card, previous years' TDM programs and reports, CHT Short Range Transit Plan	Development of 2045 & 2050 MTP and CTP transit projects, Orange County Transit Plan inputs, BRT alternatives analysis	Connected Roads Plan and Policy, Mobility and Connectivity Plan, Safe Streets for All Supplemental Planning, N-5 Corridor Study Alternatives Analysis	Development and management of previous years' UPWPs	SPOT 4.0-7.0 project submissions, current TIP/STIP, monitoring and implementing past TIP projects	Feasibility and environmental studies, alternatives analyses, project designs, LAP project updates.	MPO Environmental Justice Plan, Limited English Proficiency, communities of concern mapping, Vision Zero neighborhood outreach	Public meetings for 2050 & 2055 MTP and CTP, meetings and surveys for SRTP and mapping, Vision Zero outreach, LUMO outreach, Planning Ambassadors program	US 15-501 Corridor Study, NC 54 Corridor Study, Great Trails State, Triangle Bikeway, Vision Zero, SRTS	Management of transit planning activities
Prior FTA Funds													
Relationship To Other Activities	Supports development and implementation of MTP, Orange County Transit Plan, Mobility and Connectivity Plan, Vision Zero and other MPO-related activities	Supports development and implementation of MTP, Orange County Transit Plan, Vision Zero, and other MPO-related activities	Supports development and implementation of MTP, Orange County Transit Plan, and other MPO-related activities	Supports development of CMP. Supports implementation of regional TDM programs, climate action plan, Connected Roads Plan and Policy, and CHT Short Range Transit Plan	Supports development and implementation of MTP, CTP, Orange County Transit Plan, NS-BRT planning, and other MPO-related activities	Supports implementation of adopted MTP, TIP and other state/federally funded projects, Future Land Use Map, Vision Zero, Safe Routes to School	Supports implementation of annual work program	Supports implementation of adopted MTP and TIP, Mobility and Connectivity Plan, Connected Roads Plan, Vision Zero	Supports implementation of adopted MTP and STIP, Mobility and Connectivity Plan, Connected Roads Plan	Supports all local and MPO activities	Supports all MPO and Town transportation planning activities	Supports the implementation of the 2055 MTP, CTP, TIP, SRTS Plan, Regional Safe Streets for All Plan.	Supports all other transit planning activities MPO-wide.
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	Town of Chapel Hill	Town of Chapel Hill
Section 5303 Local 10%	\$1,230	\$1,758	\$900	\$730	\$1,720	\$3,081	\$620	\$3,720	\$1,530	\$1,390	\$1,820	\$2,100	\$2,400
Section 5303 NCDOT 10%	\$1,230	\$1,758	\$900	\$730	\$1,720	\$3,081	\$620	\$3,720	\$1,530	\$1,390	\$1,820	\$2,100	\$2,400
Section 5303 FTA 80%	\$9,840	\$14,064	\$7,200	\$5,840	\$13,760	\$24,648	\$4,960	\$29,760	\$12,240	\$11,120	\$14,560	\$16,800	\$19,200
Total	\$12,300	\$17,580	\$9,000	\$7,300	\$17,200	\$30,810	\$6,200	\$37,200	\$15,300	\$13,900	\$18,200	\$21,000	\$24,000

Chapel Hill (Chapel Hill Transit)

Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

FY 2026 5303 Transportation Planning Grant

Proposed Funding Source Tables

FTA Code	Task Code	Task Description	5303 TRANSIT FUNDS			
			Local	State	Federal	Total
			10%	10%	80%	100%
	II-A	Data and Planning Support				
44.24.00	II-A-1	Networks and Support Systems	\$1,230.00	\$1,230.00	\$9,840.00	\$12,300.00
44.23.01	II-A-2	Travelers and Behavior	\$1,758.00	\$1,758.00	\$14,064.00	\$17,580.00
44.23.02	II-A-3	Transportation Modeling	\$900.00	\$900.00	\$7,200.00	\$9,000.00
	II-B	Planning Process				
44.23.02	II-B-1	Targeted Planning/CMP	\$730.00	\$730.00	\$5,840.00	\$7,300.00
44.23.01	II-B-2	Regional Planning	\$1,720.00	\$1,720.00	\$13,760.00	\$17,200.00
44.27.00	II-B-3	Special Studies Operations	\$3,081.00	\$3,081.00	\$24,648.00	\$30,810.00
	III-A	Planning Work Program				
44.21.00	III-A-1	Planning Work Program	\$620.00	\$620.00	\$4,960.00	\$6,200.00
44.24.00	III-A-2	Metrics and Performance Measures	\$0.00	\$0.00	\$0.00	\$0.00
	III-B	Transp. Improvement Plan				
44.25.00	III-B-1	Prioritization	\$0.00	\$0.00	\$0.00	\$0.00
44.25.00	III-B-2	Metropolitan TIP	\$3,720.00	\$3,720.00	\$29,760.00	\$37,200.00
44.25.00	III-B-3	Merger/Project Development	\$1,530.00	\$1,530.00	\$12,240.00	\$15,300.00
	III-C	Civil Rights Compliance (Title VI) and Other Regulatory Requirements				
44.27.00	III-C-1	Title VI	\$0.00	\$0.00	\$0.00	\$0.00
44.27.00	III-C-2	Environmental Justice	\$1,390.00	\$1,390.00	\$11,120.00	\$13,900.00
44.27.00	III-C-3	Minority Business Enterprise Planning	\$0.00	\$0.00	\$0.00	\$0.00
44.27.00	III-C-4	Planning for the Elderly & Disabled	\$0.00	\$0.00	\$0.00	\$0.00
44.27.00	III-C-5	Safety/Drug Control Planning	\$0.00	\$0.00	\$0.00	\$0.00
44.27.00	III-C-6	Public Involvement/ Equitable Comm. Engag.	\$1,820.18	\$1,820.18	\$14,561.43	\$18,201.79
44.27.00	III-C-7	Private Sector Participation	\$0.00	\$0.00	\$0.00	\$0.00
	III-D	Statewide & Extra-Regional Planning				
44.27.00	III-D	Statewide & Extra-Regional Planning	\$2,100.00	\$2,100.00	\$16,800.00	\$21,000.00
	III-E	Board Support, Member Services and Administration	\$0.00	\$0.00	\$0.00	
44.27.00	III-E	Board Support, Member Services and Administration	\$2,400.00	\$2,400.00	\$19,200.00	\$24,000.00
		TOTAL	\$22,999.18	\$22,999.18	\$183,993.43	\$229,991.79
			Local	State	Federal	Total
			10%	10%	80%	100%

CITY OF DURHAM
FTA 5303 TASK NARRATIVE TABLE
FY2026 UPWP

MPO	DCHC MPO
FTA Code	44.23.01
Task Code	II-B-2
Title of Planning Task	Regional Planning
Task Objective	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
Tangible Product Expected	Recommendations of bus stop consolidation, public engagement, report on real-time prediction accuracy, establish goals for GoDurham service, provide monitoring of performance standards
Expected Completion Date of Product(s)	6/30/2025
Previous Work	
Prior FTA Funds	
Relationship To Other Activities	
Agency Responsible for Task Completion	City Of Durham
Section 5303 Local 10%	\$23,937.92
Section 5303 NCDOT 10%	\$23,937.92
Section 5303 FTA 80%	\$191,503.37
	\$239,379.21

City of Durham (GoDurham)

Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

FY 2026 5303 Transportation Planning Grant

Proposed Funding Source Tables

FTA Code	Task Code	Task Description	5303 TRANSIT FUNDS			
			Local	State	Federal	Total
			10%	10%	80%	100%
	II-A	Data and Planning Support				
44.24.00	II-A-1	Networks and Support Systems	\$0.00	\$0.00	\$0.00	\$0.00
44.23.01	II-A-2	Travelers and Behavior	\$0.00	\$0.00	\$0.00	\$0.00
44.23.02	II-A-3	Transportation Modeling	\$0.00	\$0.00	\$0.00	\$0.00
	II-B	Planning Process				
44.23.02	II-B-1	Targeted Planning/CMP	\$0.00	\$0.00	\$0.00	\$0.00
44.23.01	II-B-2	Regional Planning	\$23,937.92	\$23,937.92	\$191,503.37	\$239,379.21
44.27.00	II-B-3	Special Studies Operations	\$0.00	\$0.00	\$0.00	\$0.00
	III-A	Planning Work Program				
44.21.00	III-A-1	Planning Work Program	\$0.00	\$0.00	\$0.00	\$0.00
44.24.00	III-A-2	Metrics and Performance Measures	\$0.00	\$0.00	\$0.00	\$0.00
	III-B	Transp. Improvement Plan				
44.25.00	III-B-1	Prioritization	\$0.00	\$0.00	\$0.00	\$0.00
44.25.00	III-B-2	Metropolitan TIP	\$0.00	\$0.00	\$0.00	\$0.00
44.25.00	III-B-3	Merger/Project Development	\$0.00	\$0.00	\$0.00	\$0.00
	III-C	Civil Rights Compliance (Title VI) and Other Regulatory Requirements				
44.27.00	III-C-1	Title VI	\$0.00	\$0.00	\$0.00	\$0.00
44.27.00	III-C-2	Environmental Justice	\$0.00	\$0.00	\$0.00	\$0.00
44.27.00	III-C-3	Minority Business Enterprise Planning	\$0.00	\$0.00	\$0.00	\$0.00
44.27.00	III-C-4	Planning for the Elderly & Disabled	\$0.00	\$0.00	\$0.00	\$0.00
44.27.00	III-C-5	Safety/Drug Control Planning	\$0.00	\$0.00	\$0.00	\$0.00
44.27.00	III-C-6	Public Involvement/ Equitable Comm. Engag.	\$0.00	\$0.00	\$0.00	\$0.00
44.27.00	III-C-7	Private Sector Participation	\$0.00	\$0.00	\$0.00	\$0.00
	III-D	Statewide & Extra-Regional Planning				
44.27.00	III-D	Statewide & Extra-Regional Planning	\$0.00	\$0.00	\$0.00	\$0.00
	III-E	Board Support, Member Services and Administration				
44.27.00	III-E	Board Support, Member Services and Administration	\$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	CMS Congestion Management System	FTA Federal Transit Administration
ACS American Community Survey	CO Certificate of Occupancy	FTE Full-Time Equivalent
ADA Americans with Disabilities Act (1990)	CPRC Central Pines Regional Council	FY Fiscal Year
ADT Average Daily Traffic	CTP Comprehensive Transportation Plan	GIS Geographic Information Systems
AGOL ArcGIS Online	CTPP Census Transportation Planning Package	HOT High-Occupancy Toll (Lane)
APC Automatic Passenger Counter	DBE Disadvantaged Business Enterprise	HOV High-Occupancy Vehicle (Lane)
AQ Air Quality	DCHC MPO Durham Chapel-Hill Carrboro Metropolitan Planning Organization	HPMS Highway Performance Monitoring System
AVL Automatic Vehicle Location	DEIS Draft Environmental Impact Statement	IDAS ITS Deployment Analysis System
Bike/Ped Bicycle and Pedestrian	DOLRT Durham-Orange Light Rail Transit	ITRE Institute for Transportation Research and Education
BOT Board of Transportation	DTAG Durham Trails and Greenway	ITS Intelligent Transportation System
BRT Bus Rapid Transit	EJ Environmental Justice	KML Keyhole Markup Language
CAMPO Capital Area Metropolitan Planning Organization	EPA Environmental Protection Agency	LEP Limited English Proficiency
CBD Central Business District	ESRI Environmental Systems Research Institute	LOS Level of Service
CFR Code of Federal Regulations	E-TIP Electronic-Transportation Improvement Program	LPA Lead Planning Agency
CHT Chapel Hill Transit	FAST Act Fixing America's Surface Transportation Act	MAP-21 Moving Ahead for Progress in the 21st Century Act
CMAQ Congestion Mitigation and Air Quality Improvement Program	FHWA Federal Highway Administration	MBE Minority Business Enterprise
CMP Congestion Management Process		MLI Minority and Low Income

MOVES
Motor Vehicle Emission Simulator

MPA
Metropolitan Planning Area

MPO
Metropolitan Planning Organization

MRC
Mobility Report Card

MTP
Metropolitan Transportation Plan

MTIP
Metropolitan Transportation
Improvement Program

NAAQS
National Ambient Air Quality
Standards

NCDEQ
North Carolina Department of
Environmental Quality

NCDOT
North Carolina Department of
Transportation

NEPA
National Environmental Policy Act
(1969)

NHS
National Highway System

NPRM
Notice of Proposed Rule Making

N-S BRT
North-South Bus Rapid Transit

NTD
National Transportation Database

OC
Orange County

OPT
Orange Public Transportation

PIP
Public Involvement Policy

PL
Metropolitan Planning (Funds)

PMP
Program Management Plan

PMT
Person Miles of Travel

PTD
Public Transportation Division

PUMS
Public Use Microdata Sample

QC
Quality Control

RDU
Raleigh-Durham International
Airport

REA
Regional Emissions Analysis

RFP
Request for Proposal

SE
Socio-Economic

SHSP
Strategic Highway Safety Plan

SIP
State Implementation Plan

SPOT
Strategic Planning Office of
Transportation

SRTP
Secure Real-time Transportation
Protocol

TBS
Travel Behavior Survey

TDM
Transportation Demand
Management

TIA
Traffic Impact Analysis

TIM
Traffic Incident Management

TIMS
Transportation Injury Mapping
System

TIP
Transportation Improvement
Program

TMA
Transportation Management Area

TPO
Transportation Planning
Organization

TWTPPO
Triangle West Transportation
Planning Organization

TRM
Triangle Regional Model

TSM
Transportation Systems
Management

UPWP
Unified Planning Work Program

VMT
Vehicle Miles Traveled

VOC
Volatile Organic Compound

Appendix B: Central Pines Regional Council Task Narrative

II-B-1. Targeted Planning/CMP.

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

Objectives

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

Previous Work

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

Requested Activities

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

Products

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

Relationship to other plans and MPO activities

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

Proposed budget and level of effort

This work will be performed partly by Central Pines Regional Council staff and partly by consultants. The CPRC staff time component is budgeted at \$4,900 for approximately 0.1 FTE of staff time split between the Transportation Director and a Planner position. The remaining \$20,000 is budgeted for consultant time and expenses. The total budget for this task is \$24,900.

III-D. Statewide & Extra-Regional Planning.

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

Objectives

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

Previous Work

Facilitation and preparation of Joint Metropolitan Transportation Plans (MTPs); MTP and TIP air quality conformity coordination and determination report preparation; Triangle Regional Model (TRM) executive committee support; facilitation of joint MPO technical team meetings, joint MPO executive committee

meetings, and joint MPO Policy Board meetings; participation in GoTriangle and county transit plans, MPO area plans and project prioritization; facilitation of joint MPO Policy Priorities documents; development and coordination of CommunityViz growth allocation model; participation in MPO committees.

Requested Activities

Major activities include the following:

- General regional planning tasks related to development and completion of the 2055 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 DCHC-specific projects and committees as needed, as a representative for region-wide perspectives;
- Data and GIS tasks related to work on the 2055 MTP and preparation for the next MTP cycle, 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 2055 MTP and the associated air quality conformity process.

Tasks will include continued development work on the 2055 MTP; support for any amendments to MTPs or TIPs requiring air quality conformity documentation; support of the TRM executive committee and technical team; facilitation of joint MPO technical, executive committee, and policy board meetings and deliverables, including any revisions to the Joint MPO Policy Priorities; hosting, maintenance, and distribution of CommunityViz, Employment Analyst and Network Analyst data and technical documentation. Central Pines Regional Council will continue to participate in local and regional projects and work related to transportation investments (e.g. RTA and NCDOT activities/efforts) and in selected projects of statewide or national impact.

Products

- CommunityViz model and data updates, including final scenarios for use in 2055 MTP development.
- Work on documents, materials, and online resources related to the development of the 2055 MTP, including any necessary coordination on air quality conformity.
- 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.
- Documentation of performance metrics for use in the 2055 MTP, in coordination with the MTP goals and objectives, and creation of a web-based metrics dashboard.
- 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.).

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 1.9 FTEs of staff time split between the Transportation Director, GIS Analyst, Senior Program Analyst and Planner positions). The total budget for this task is \$103,966.

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) FAST Act section 3005(b) Expedited Project Delivery Pilot Program allocations, to reimburse planning expenditures related to the North-South Bus Rapid Transit (NSBRT) project.

Objectives

The funds will reimburse expenses related to the design and engineering for NSBRT.

Previous Work

- NSBRT alternative analysis
- NSBRT 30% design and engineering
- NSBRT National Environmental Protection Act (NEPA) documented categorical exclusion (DCE)

Proposed activities

- Reimburse for previous work performed
- 60% design and engineering
- Perform public engagement
- Station design
- Final design and engineering

Products

Final design and engineering plans with construction bid documents.

Relationship to other plans and MPO activities

Ongoing development of Chapel Hill Transit's North-South BRT plan

Proposed budget and level of effort (staff or consulting)

Funding Source	Local	Federal	Total
5309	\$2,033,650	\$8,134,600	\$10,168,250
Total	\$2,033,650	\$8,134,600	\$10,168,250

Appendix D: Approval Resolution

Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) Resolution Approving the FY2026 Unified Planning Work Program of the DCHC MPO for the Federal Transit Administration and the Federal Highway Administration

Upon motion made by Wendy Jacobs and seconded by Carl Rist, 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 Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO); 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 DCHC MPO Board agree that the Unified Planning Work Program will effectively advance transportation planning for FY2026.


Now therefore, be it resolved that the MPO Board hereby endorses the FY2026 Unified Planning Work Program for the DCHC MPO Urban Area on this the 19th day of November, 2024.

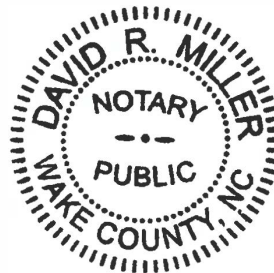

Javiera Caballero, Vice Chair
DCHC MPO Board

Durham County, North Carolina

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

Date: 11/19/2024


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



Appendix E: Certification Resolution

Resolution Certifying the Durham Chapel-Hill Carrboro Metropolitan Planning Organization Transportation Planning Process for FY2026

Upon motion made by Wendy Jacobs and seconded by Carl Rist, for the following resolution and upon being put to a vote was duly adopted.

Whereas, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) Board has found that the MPO 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 MPO 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 MPO 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 MPO 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 MPO 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 DCHC MPO 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 DCHC Urban Area MPO Board certifies the transportation planning process for the DCHC Metropolitan Planning Organization on this the 19th day of November, 2024.

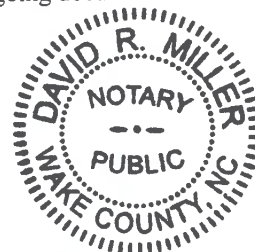

Javiera Caballero, Vice Chair
DCHC MPO Board

Durham County, North Carolina

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

Date: 11/19/2024


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



Appendix F: DCHC MPO Title VI Assurance

**Durham-Chapel Hill-Carrboro Metropolitan Planning Organization
Title VI Assurances**

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) (hereinafter referred to as the “Recipient”) 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 Title VI of the Civil Rights 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 program 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.

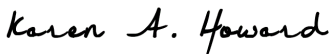
More specifically and without limiting the above general assurance, the Recipient hereby gives the following specific assurances with respect to its Federal-Aid Highway Program:

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:
The DCHC MPO 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.

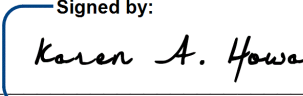
7. That the Recipient shall include the appropriate clauses set forth in Appendix C of this assurance, as a covenant running with land, in any future deeds, leases, permits, licenses, and similar agreements entered into by the Recipient with other parties: (a) for the subsequent transfer of real property 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 used 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.

Signed by:



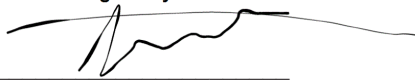
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Karen Howard
DCHC MPO Board Chair

Date

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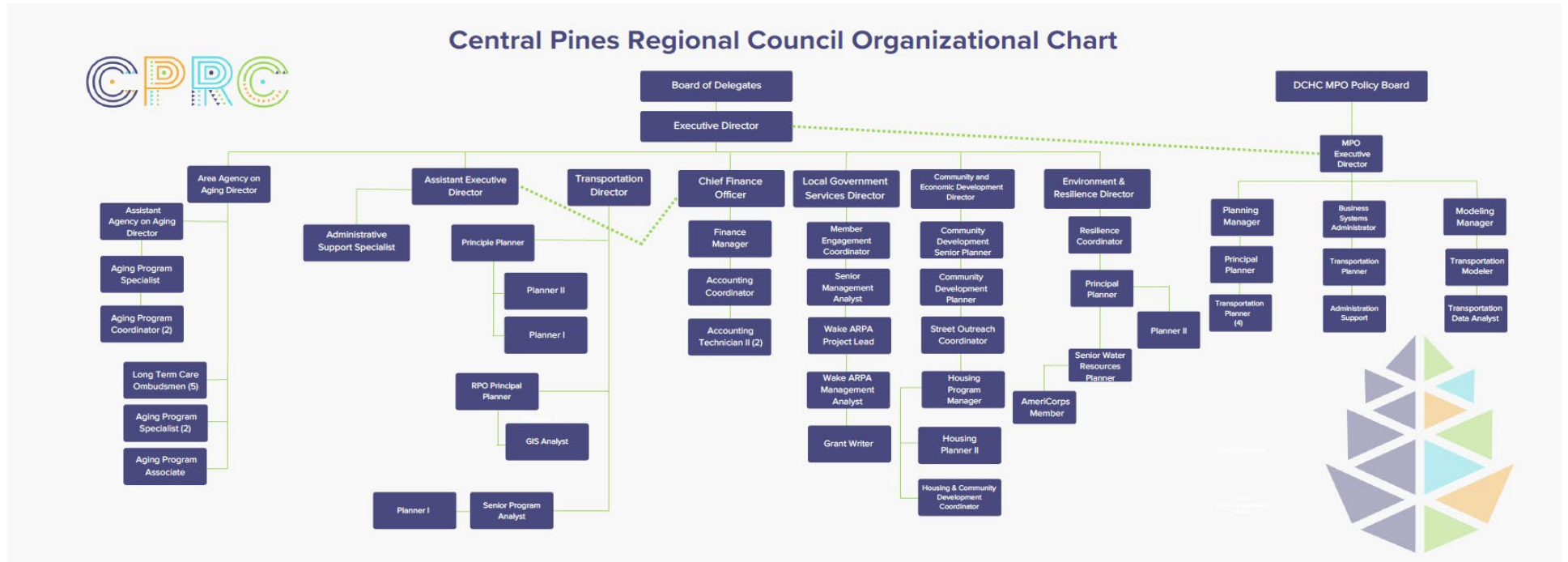
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Doug Plachinski
DCHC MPO Executive Director

Date

Appendix G: Triangle West TPO Organizational Chart



Appendix H: 5310 Program of Projects

DCHC MPO
State: North Carolina

FTA Section 5310
2024 Program of Projects (FFY 23 and FFY 24 Funds)

FTA/TrAMS Project ID:1060-2022-1

Year	Apportionment
FFY23	\$ 400,121.00
FFY24	\$ 411,042.00
Transfer Funds	\$ -
Flex Funds	
Total Available	\$ 811,163.00

Total # subrecipients funded in this POP: 4

Totals	Total Amount Programmed	% Total Funding
Capital Projects	\$ 543,844.89	67%
Other Section		
5310 Projects	\$ 267,318	33%
Admin	\$ -	0%
TOTAL	\$ 811,162.61	100%

MPO Approval Date	Subrecipient Name	Agency Type	Point of Contact	Project Name	Description/Location of Service	Project Type	Local Share	Federal Share	Total Cost
22-Oct-24	Orange County Transportation Services	Local Government Authority / Public Transit Operator	Nishith Trivedi 606 N. NC 86 Hillsborough, NC 27278 919-245-2007	Go Orange Mobility Management Program	The program provides fare free service similar to EZ Rider and the GoTriangle GoPass for older adults, people with disabilities, and people with social and health needs. Location: Orange County	Mobility Management	\$ 15,085.75	\$ 60,343.72	\$ 75,429.47
22-Oct-24	Chapel Hill Transit / Town of Chapel Hill	Local Government Authority / Public Transit Operator	Alexius Farris 405 Martin Luther King Jr. Blvd Chapel Hill NC 27516 919-969-4000	Chapel Hill Transit Senior Shuttle	This project continues to fund Chapel Hill Transit's Senior Shuttle fixed-route service. In addition, it introduces an on-demand pilot program and doubles Senior Shuttle service by adding a route that goes in the other direction. Location: Orange County	Operating	\$ 274,000	\$ 274,000.00	\$ 548,000
22-Oct-24	Orange County Dept. on Aging	Local Government Authority	Brandi Beeker 2551 Homestead Rd Chapel Hill NC 27516 919-717-1853	Orange County STEAMM	The project will support an aging-related mobility manager responsible for educating older adults about public transportation systems, expand and manage a volunteer driver program, and purchase service from transportation operators to provide better access to community services. Location: Orange County	Mobility Management	\$ 51,744	\$ 206,974.00	\$ 258,718
22-Oct-24	GoDurham / City of Durham	Local Government Authority / Public Transit Operator	Tom Devlin 101 City Hall Plaza Durham NC 27701 919-560-4366	GoDurham ACCESS Vehicles	The project will purchase three 22 ft light transit vehicles for the GoDurham ACCESS coordinated system. Location: Durham County	Capital	\$ 67,461.22	\$ 269,844.89	\$ 337,306.11
	TOTALS						\$ 408,291	\$ 811,162.61	\$ 1,219,454

Adopted by the DCHC MPO Board on October 22, 2024

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 (regional transit representative).

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

Yes. The metropolitan area boundary (MAB) encompasses the existing urbanized

area, and the contiguous area that is expected to become urbanized within the 20-year forecast period.

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

- a. Is there an adopted prospectus?**
- b. Are tasks and products clearly outlined?**
- c. Is the UPWP consistent with the MTP?**
- d. Is the work identified in the UPWP completed in a timely fashion?**

Yes, to all of the above. The TRIANGLE WEST TPO has a currently adopted [FY25 Unified Planning Work Program](#) (adopted March 26, 2024) that is designed to outline and discuss the planning priorities of the TPO within a one-year planning period. Triangle West TPO's [current prospectus](#) (adopted on November 10, 2021) provides more detail on individual work tasks, defines roles and responsibilities, and is intended to minimize the required documentation annually. The Triangle West TPO uses the adopted prospectus to solicit planning tasks and products from the TPO member participants for the upcoming year; and either does the task for the member jurisdiction using internal staff resources or makes Federal planning funds (PL or STBG-DA) available to accomplish the work task itself in a timely fashion. The UPWP is consistent with the [Metropolitan Transportation Plan \(MTP\)](#) in that tasks outlined in the MTP's 30-year planning horizon are carried out within the UPWP until the required four-year update of the MTP. In general, all UPWP tasks are performed in a timely manner using Triangle West TPO staff and the assistance of its partnering entities. However, depending upon local resources and federal funding availability, outside contractors may be hired to perform needed studies or engineering analyses. Studies are completed within the fiscal year of the active UPWP unless the project scope has been identified to cover more than one year.

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

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

- i. Is the MTP updated/reevaluated in a timely fashion (at least every 4 years)?**

Yes, to all of the above. The Triangle West TPO has a valid transportation planning process and TPO [adopted the 2050 MTP](#) on February 9, 2022.

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

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

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

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

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

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

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

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

Yes, to all of the above. The Triangle West TPO includes environmental mitigation

discussions in the planning process. Triangle West TPO meets this requirement through periodic meetings with environmental resource agencies and by involving those agencies in the MTP process.

9. Does the planning process meet the following requirements?

- a. 23 USC 134, 49 USC 5303 (Metropolitan transportation planning);**
- b. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended [42 USC 7504, 7506 (c) and (d) and 40 CFR part 93];**
- c. Title VI of the Civil Rights Act of 1964, as amended [42 USC 2000d (1)] and [49 CFR part 21];**
- d. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;**
- e. The appropriate sections of the current federal transportation funding bill regarding the involvement of disadvantaged business enterprises in USDOT funded projects;**
- f. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;**
- g. The provisions of the Americans with Disabilities Act of 1990 [42 USC 12101] and [49 CFR parts 27, 37, and 38];**
- h. The Older Americans Act, as amended [42 USC 6101], prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;**
- i. 23 USC 324 regarding the prohibition of discrimination based on gender;**
- j. Section 504 of the Rehabilitation Act of 1973 [29 USC 794 and 49 CFR part 27] regarding discrimination against individuals with disabilities; and**
- k. All other applicable provisions of Federal law, e.g., Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations.**

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

and Federal-aid highway construction contracts.

The Triangle West TPO complies with federal regulations regarding the involvement of disadvantaged business enterprises in USDOT fund projects; particularly when awarding contracts to consultants performing area and/ or corridor studies. The Triangle West TPO also complies with federal regulations [that prohibit the discrimination of persons based on age, disability, or gender](#). Triangle West TPO (through its recognition of the City of Durham as the “Designated Recipient”) utilizes funding under the federal Elderly Persons and Persons with Disabilities Funding Program (aka Section 5310). The Section 5310 Program provides capital and operating grants to assist private non-profit corporations and public agencies in providing coordinated transportation services that are planned, designed, and carried out to meet the needs of elderly persons and persons with disabilities. Triangle West TPO has conducted a funding Call for Projects that utilize Section 5310 funding, and the Policy Board approved the program of projects on October 22, 2024. This is a biennial process.

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

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

Yes. The Triangle West TPO is working on updating the [Public Involvement Plan](#) and anticipates the revision and adoption of the PIP to be completed in the Spring of 2025. Public review of the updated PIP will be 45 days before to adoption. Adequate notice is provided through local newspapers, the Triangle West TPO website, and social media channels for public meetings, and the public is allowed to provide oral and/or written comments during TC and/or Policy Board meetings. Triangle West TPO TC and Policy Board meetings are conveniently held in person while also offering the option to view and participate remotely. All plans and program documents associated with public input are posted on the Triangle West TPO website, including links from the homepage. The PIP is reviewed and periodically updated as needed.

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

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

Appendix J: 5307 FY26 Split Letter

Hold for Split Letter

Appendix K: 5339 FY26 Split Letter

Hold for Split Letter

Appendix L: Amendments

RESOLUTION

TO APPROVE AMENDMENT #1 TO THE FY2026 UNIFIED PLANNING WORK PROGRAM OF THE TRIANGLE WEST TRANSPORTATION PLANNING ORGANIZATION (TRIANGLE WEST TPO)

March 25, 2025

A motion was made by Board Member Lisa Mathis and supported by Board Member Carl RIST for the adoption of 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 in order to ensure that funds for transportation planning projects are effectively allocated to the Triangle West TPO; and

WHEREAS, The Triangle West TPO requests an amendment to the FY2026 UPWP as outlined in the attached tables; and

WHEREAS, Members of the Board agree that the Unified Planning Work Program amendment effectively advances transportation planning for FY2026.

Now, therefore, be it resolved that the Board hereby endorses Amendment #1 of the Triangle West Transportation Planning Organization's FY2026 Unified Planning Work Program as described in the attached sheets.

I, Karen Howard, TPO Board Chair, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Triangle West TPO Board, duly held on the 25th day of March 2025.

Karen Howard
Karen Howard, Triangle West TPO Board Chair

Durham County, North Carolina

I certify that Karen Howard personally appeared before me this day to affix their signature to this document.

Date: March 25, 2025

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





TRIANGLE WEST

Transportation Planning Organization

March 25, 2025

TO: Triangle West TPO Board

FROM: Tom Porter, Transportation Planner

SUBJECT: FY2026 UPWP Amendment #1

Summary

To approve an amendment to the FY2026 Unified Planning Work Program (UPWP) that programs scope and funds for the UNC Co-Gen Rail Corridor Feasibility Study.

Background

The proposed 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 Co-Generation Steam and Power Plants. For the proposed study, Triangle West Transportation Planning Organization (Triangle West) will partner with University of North Carolina at Chapel Hill, Town of Carrboro, Town of Chapel Hill, Orange County, and other stakeholders to evaluate the feasibility of transforming the active, multi-jurisdictional +/-10.8 mile J Branch rail line into a repurposed transportation corridor that would connect downtown Carrboro through suburban western Chapel Hill to the southeast rural area of Orange County. This study seeks to identify the highest and best reuse of the rail line for a greenway, which could include bicycle and pedestrian trails with or without an adjacent transit component such as light rail or pop-up railway or other appropriate passenger vehicle type.

The total request for the study is \$500,000, with \$400,000 requested 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

Transportation Planning Organization

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

Table 1

Agency	Task Code	Requested Additional Funds		
		Local Match (20%)	Federal (STBG-DA) (80%)	Total (100%)
MPO	II-B-3: UNC Co-Gen Rail Corridor Feasibility Study	\$100,000	\$400,000	\$500,000
Total		\$100,000	\$400,000	\$500,000

Financial Impact

This amendment seeks to program additional FY2026 STBG-DA funds for the UNC Co-Gen Rail Corridor Feasibility Study. This amendment increases the total STBG-DA amount in FY2026 by \$400,000.

Requested Action

Technical Committee Action: To recommend the TPO Board approve FY2026 UPWP Amendment #1

Board Action: Approve FY2026 UPWP Amendment #1

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

FTA Code	Task Code	Task Description	STBG-DA - 133(b)(3)(7)			TPO Planning and Admin (PL104)			Safe & Acc Transp Options PL104 set aside (Y410) Federal 100%	Section 5303 Highway/Transit				Task Funding Summary			
			Local 20%	FHWA 80%	Total 100%	Local 20%	FHWA 80%	Total 100%		Local 10%	NCDOT 10%	FTA 80%	Total 100%	Local	NCDOT	Federal	TOTAL
	II-A	Data and Planning Support															
44.24.00	II-A-1	Networks and Support Systems	\$ 47,588	\$ 190,352	\$ 237,940	\$ 21,272	\$ 85,088	\$ 106,360	\$ -	\$ 1,230	\$ 1,230	\$ 9,840	\$ 12,300	\$ 70,090	\$ 1,230	\$ 285,280	\$ 356,600
44.23.01	II-A-2	Travelers and Behavior	\$ 42,360	\$ 169,440	\$ 211,800	\$ -	\$ -	\$ -	\$ -	\$ 1,758	\$ 1,758	\$ 14,064	\$ 17,580	\$ 44,118	\$ 1,758	\$ 183,504	\$ 229,380
44.23.02	II-A-3	Transportation Modeling	\$ 104,936	\$ 419,744	\$ 524,680	\$ 25,524	\$ 102,096	\$ 127,620	\$ -	\$ 900	\$ 900	\$ 7,200	\$ 9,000	\$ 131,360	\$ 900	\$ 529,040	\$ 661,300
	II-B	Planning Process															
44.23.02	II-B-1	Targeted Planning/CMP	\$ 44,800	\$ 179,200	\$ 224,000	\$ -	\$ -	\$ -	\$ -	\$ 730	\$ 730	\$ 5,840	\$ 7,300	\$ 45,530	\$ 730	\$ 185,040	\$ 231,300
44.23.01	II-B-2	Regional Planning	\$ 89,672	\$ 358,690	\$ 448,362	\$ 14,813	\$ 59,251	\$ 74,064	\$ -	\$ 25,658	\$ 25,658	\$ 205,263	\$ 256,579	\$ 130,143	\$ 25,658	\$ 623,204	\$ 779,005
		Y410 - Safe & Accessible Transportation Options	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,800	\$ 12,800
44.27.00	II-B-3	Special Studies (not subject to indirect rate)	\$ 100,000	\$ 400,000	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ 3,081	\$ 3,081	\$ 24,648	\$ 30,810	\$ 103,081	\$ 3,081	\$ 424,648	\$ 530,810
44.27.00	II-B-3A	Administration of Special Studies (staff time) (see below for specific studies)	\$ 38,440	\$ 153,759	\$ 192,199	\$ 17,020	\$ 68,081	\$ 85,101	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 55,460	\$ -	\$ 221,840	\$ 277,300
	III-A	Planning Work Program															
44.21.00	III-A-1	Planning Work Program	\$ 14,815	\$ 59,259	\$ 74,074	\$ -	\$ -	\$ -	\$ -	\$ 620	\$ 620	\$ 4,960	\$ 6,200	\$ 15,435	\$ 620	\$ 64,219	\$ 80,274
44.24.00	III-A-2	Metrics and Performance Measures	\$ 12,560	\$ 50,240	\$ 62,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,560	\$ -	\$ 50,240	\$ 62,800
	III-B	Transp. Improvement Plan															
44.25.00	III-B-1	Prioritization	\$ 24,700	\$ 98,800	\$ 123,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 24,700	\$ -	\$ 98,800	\$ 123,500
44.25.00	III-B-2	Metropolitan TIP	\$ 13,820	\$ 55,280	\$ 69,100	\$ -	\$ -	\$ -	\$ -	\$ 3,720	\$ 3,720	\$ 29,760	\$ 37,200	\$ 17,540	\$ 3,720	\$ 85,040	\$ 106,300
44.25.00	III-B-3	Merger/Project Development	\$ 11,660	\$ 46,640	\$ 58,300	\$ -	\$ -	\$ -	\$ -	\$ 1,530	\$ 1,530	\$ 12,240	\$ 15,300	\$ 13,190	\$ 1,530	\$ 58,880	\$ 73,600
	III-C	Civil Rights Compliance (Title VI) and Other Regulatory Requirements															
44.27.00	III-C-1	Title VI	\$ 3,940	\$ 15,760	\$ 19,700	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,940	\$ -	\$ 15,760	\$ 19,700
44.27.00	III-C-2	Environmental Justice	\$ 9,220	\$ 36,880	\$ 46,100	\$ -	\$ -	\$ -	\$ -	\$ 1,390	\$ 1,390	\$ 11,120	\$ 13,900	\$ 10,610	\$ 1,390	\$ 48,000	\$ 60,000
44.27.00	III-C-3	Minority Business Enterprise Planning	\$ 1,980	\$ 7,920	\$ 9,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,980	\$ -	\$ 7,920	\$ 9,900
44.27.00	III-C-4	Planning for the Elderly & Disabled	\$ 4,880	\$ 19,520	\$ 24,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,880	\$ -	\$ 19,520	\$ 24,400
44.27.00	III-C-5	Safety/Drug Control Planning	\$ 16,640	\$ 66,560	\$ 83,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,640	\$ -	\$ 66,560	\$ 83,200
44.27.00	III-C-6	Public Involvement/ Equitable Comm. Engag.	\$ 34,868	\$ 139,472	\$ 174,340	\$ 21,272	\$ 85,088	\$ 106,360	\$ -	\$ 1,820	\$ 1,820	\$ 14,562	\$ 18,202	\$ 57,960	\$ 1,820	\$ 239,122	\$ 298,903
44.27.00	III-C-7	Private Sector Participation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
44.27.00	III-D	Statewide & Extra-Regional Planning															
44.27.00	III-D	Statewide & Extra-Regional Planning	\$ 37,100	\$ 148,400	\$ 185,500	\$ -	\$ -	\$ -	\$ -	\$ 2,100	\$ 2,100	\$ 16,800	\$ 21,000	\$ 39,200	\$ 2,100	\$ 165,200	\$ 206,500
44.27.00	III-E	Board Support, Member Services and Administration															
44.27.00	III-E	Board Support, Member Services and Administration	\$ 79,596	\$ 318,384	\$ 397,980	\$ 25,524	\$ 102,096	\$ 127,620	\$ -	\$ 2,400	\$ 2,400	\$ 19,200	\$ 24,000	\$ 107,520	\$ 2,400	\$ 439,680	\$ 549,600
		Totals	\$ 735,575	\$ 2,934,300	\$ 3,669,875	\$ 125,425	\$ 501,700	\$ 627,125	\$ 12,800	\$ 46,937	\$ 46,937	\$ 375,497	\$ 469,371	\$ 905,937	\$ 46,937	\$ 3,824,297	\$ 4,771,172
			Local	Federal	Total	Local	Federal	Total	Federal	Local	State	Federal	Total	Local	State	Federal	TOTAL
			STBG-DA			PL104			Y410	Section 5303 Transit Planning				Subtotals			

		Special Studies	STBG-DA - 133(b)(3)(7)		
		Subtotal for Special Studies contracts	Local 20%	FHWA 80%	Total 100%
44.27.00	II-B-3	FY2026 Special Studies			
44.27.00	II-B-3	UNC Co-Gen Rail Corridor Feasibility Study	\$ 100,000	\$ 400,000	\$ 500,000
		Continuing Studies from FY2025			
44.27.01	II-B-3	Joint TPO Rail Strategic Plan Study	\$ 10,000	\$ 40,000	\$ 50,000
44.27.00	II-B-3	FAST 2 Study	\$ 10,000	\$ 40,000	\$ 50,000
44.27.00	II-B-3	15-501 Corridor Study	\$ 100,000	\$ 400,000	\$ 500,000
44.27.00	II-B-3	Local Project Delivery Study	\$ 20,000	\$ 80,000	\$ 100,000
44.27.00	II-B-3	Orange County Bicycle & Pedestrian Plan	\$ 50,000	\$ 200,000	\$ 250,000
44.27.00	II-B-3	Chapel Hill Transit High-Capacity Transit Study	\$ 60,000	\$ 240,000	\$ 300,000
44.27.00	II-B-3	Durham-to-Roxboro Rail Trail Feasibility Study in Durham County	\$ 100,000	\$ 400,000	\$ 500,000
44.27.00	II-B-3	Durham City/County Bicycle and Pedestrian Plan	\$ 72,000	\$ 288,000	\$ 360,000
44.27.00	II-B-3	Downtown Hillsborough Parking Study	\$ 15,000	\$ 60,000	\$ 75,000
44.27.00	II-B-3	US70 East Corridor Study: Phase 2	\$ 16,000	\$ 64,000	\$ 80,000
		Continuing Studies from FY2024			
44.27.00	II-B-3	Durham Freeway (NC 147) Corridor Study	\$ 90,000	\$ 360,000	\$ 450,000
			\$ 643,000	\$ 2,572,000	\$ 3,215,000

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

FTA Code	Task Code	Task Description	Indirect Costs 39.44%	STBG-DA			Metropolitan Planning (PL104)			Safe & Acc Transp Options PL104 set aside (Y410) Federal 100%	Section 5303 Highway/Transit				Task Funding Summary			
				Local 20%	FHWA 80%	Total 100%	Local 20%	FHWA 80%	Total 100%		Local 10%	NCDOT 10%	FTA 80%	Total 100%	Local	NCDOT	Federal	TOTAL
	II-A	Data and Planning Support																
44.24.00	II-A-1	Networks and Support Systems	\$ 46,046	\$ 47,588	\$ 190,352	\$ 237,940	\$ 21,272	\$ 85,088	\$ 106,360	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 68,860	\$ -	\$ 275,440	\$ 344,300
44.23.01	II-A-2	Travelers and Behavior	\$ 18,301	\$ 42,360	\$ 169,440	\$ 211,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 42,360	\$ -	\$ 169,440	\$ 211,800
44.23.02	II-A-3	Transportation Modeling	\$ 129,448	\$ 104,936	\$ 419,744	\$ 524,680	\$ 25,524	\$ 102,096	\$ 127,620	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 130,460	\$ -	\$ 521,840	\$ 652,300
	II-B	Planning Process																
44.23.02	II-B-1	Targeted Planning/CMP	\$ 39,341	\$ 44,800	\$ 179,200	\$ 224,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 44,800	\$ -	\$ 179,200	\$ 224,000
44.23.01	II-B-2	Regional Planning	\$ 117,200	\$ 89,672	\$ 358,690	\$ 448,362	\$ 14,813	\$ 59,251	\$ 74,064	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 104,485	\$ -	\$ 417,940	\$ 522,426
		Y410 - Safe & Accessible Transportation Options	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
44.27.00	II-B-3	Special Studies (not subject to indirect rate)		\$ 100,000	\$ 400,000	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ 400,000	\$ 500,000
44.27.00	II-B-3A	Administration of Special Studies (staff time) (see below for specific studies)	\$ 78,414	\$ 38,440	\$ 153,759	\$ 192,199	\$ 17,020	\$ 68,081	\$ 85,101	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 55,460	\$ -	\$ 221,840	\$ 277,300
	III-A	Planning Work Program				\$ -												
44.21.00	III-A-1	Planning Work Program	\$ 20,628	\$ 14,815	\$ 59,259	\$ 74,074	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 14,815	\$ -	\$ 59,259	\$ 74,074
	III-A-2	Metrics and Performance Measures	\$ 17,457	\$ 12,560	\$ 50,240	\$ 62,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,560	\$ -	\$ 50,240	\$ 62,800
	III-B	Transp. Improvement Plan																
44.25.00	III-B-1	Prioritization	\$ 34,910	\$ 24,700	\$ 98,800	\$ 123,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 24,700	\$ -	\$ 98,800	\$ 123,500
44.25.00	III-B-2	Metropolitan TIP	\$ 19,524	\$ 13,820	\$ 55,280	\$ 69,100	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,820	\$ -	\$ 55,280	\$ 69,100
44.25.00	III-B-3	Merger/Project Development	\$ 16,475	\$ 11,660	\$ 46,640	\$ 58,300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,660	\$ -	\$ 46,640	\$ 58,300
	III-C	Civil Rights Compliance (Title VI) and Other Regulatory Requirements																
44.27.00	III-C-1	Title VI	\$ 5,550	\$ 3,940	\$ 15,760	\$ 19,700	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,940	\$ -	\$ 15,760	\$ 19,700
44.27.00	III-C-2	Environmental Justice	\$ 13,039	\$ 9,220	\$ 36,880	\$ 46,100	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,220	\$ -	\$ 36,880	\$ 46,100
44.27.00	III-C-3	Minority Business Enterprise Planning	\$ 2,775	\$ 1,980	\$ 7,920	\$ 9,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,980	\$ -	\$ 7,920	\$ 9,900
44.27.00	III-C-4	Planning for the Elderly & Disabled	\$ 6,899	\$ 4,880	\$ 19,520	\$ 24,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,880	\$ -	\$ 19,520	\$ 24,400
44.27.00	III-C-5	Safety/Drug Control Planning	\$ 23,512	\$ 16,640	\$ 66,560	\$ 83,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,640	\$ -	\$ 66,560	\$ 83,200
44.27.00	III-C-6	Public Involvement/ Equitable Comm. Engag.	\$ 56,179	\$ 34,868	\$ 139,472	\$ 174,340	\$ 21,272	\$ 85,088	\$ 106,360	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 56,140	\$ -	\$ 224,560	\$ 280,700
44.27.00	III-C-7	Private Sector Participation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
44.27.00	III-D	Statewide & Extra-Regional Planning																
44.27.00	III-D	Statewide & Extra-Regional Planning	\$ 23,057	\$ 37,100	\$ 148,400	\$ 185,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 37,100	\$ -	\$ 148,400	\$ 185,500
44.27.00	III-E	Board Support, Member Services and Administration																
44.27.00	III-E	Board Support, Member Services and Administration	\$ 81,621	\$ 79,596	\$ 318,384	\$ 397,980	\$ 25,524	\$ 102,096	\$ 127,620	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 105,120	\$ -	\$ 420,480	\$ 525,600
Totals			\$ 750,376	\$ 733,575	\$ 2,934,300	\$ 3,667,875	\$ 125,425	\$ 501,700	\$ 627,125	\$ 12,800	\$ -	\$ -	\$ -	\$ -	\$ 859,000	\$ -	\$ 3,448,800	\$ 4,307,800
				Local	Federal	Total	Local	Federal	Total	Federal	Local	State	Federal	Total	Local	State	Federal	TOTAL
				STBG-DA			PL104			Y410	Section 5303 Transit Planning				Subtotals			

Triangle West TPO

FY26 STBG-DA Amendment Budget Change

		Adopted	Amendment 1	
			Change	New Amount
STBG-DA	Federal	\$2,534,300	\$400,000	\$2,934,300
	Local	\$633,575	\$100,000	\$733,575
	Total	\$3,167,875	\$500,000	\$3,667,875

Appendix M: Administrative Modifications

Hold for Administrative Modifications