

DRAFT FY2028 UNIFIED PLANNING WORK PROGRAM



TRIANGLE WEST
Transportation Planning Organization

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Triangle West Transportation Planning Organization FY2027 Unified Planning Work Program

July 1, 2027 to June 30, 2028

Adoption Date: November 17, 2026

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

TPO Board Members | 2027

Name	Affiliation	Member/Alternate
Javiera Caballero (Chair)	City of Durham	Member
Danny Nowell (Vice-Chair)	Town of Carrboro	Member
Karen Howard	Chatham County	Member
Katie Kenlan	Chatham County	Alternate
Carl Rist	City of Durham	Member
Leonardo Williams	City of Durham	Alternate
Nida Allam	Durham County	Member
Wendy Jacobs	Durham County	Alternate
Joe Geigle	Federal Highway Administration	Non-Voting Member
Sally Greene	GoTriangle	Member
Wes McMahon	GoTriangle	Alternate
Valerie Jordan	NC Board of Transportation	Member
Mike Fox	NC Board of Transportation	Alternate
Lisa Mathis	NC Board of Transportation	Alternate
Amy Fowler	Orange County	Member
Marilyn Carter	Orange County	Alternate
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Melissa McCullough	Town of Chapel Hill	Member
Louie Rivers III	Town of Chapel Hill	Alternate
Mark Bell	Town of Hillsborough	Member
Matt Hughes	Town of Hillsborough	Alternate

Updated: 7/7/2026

INTRODUCTION

This document is the Triangle West Transportation Planning Organization (Triangle West TPO)'s annual Unified Planning Work Program (UPWP) for the fiscal year beginning July 1, 2027, and ending June 30, 2028. The UPWP intends to meet federal regulations implementing transportation planning and policy required by 23 CFR §450.308. The UPWP serves as the foundation for all Triangle West TPO staff work, transportation planning partners' work, grant applications, and financial pass-through arrangements in North Carolina's western triangle region.

This UPWP contains:

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

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) annually provides 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 UPWP has special projects and FTA project descriptions. The responsible passthrough member agencies provide special project descriptions. The UPWP also includes FTA planning project task descriptions, FTA Disadvantaged Businesses Contracting Opportunities forms, and FTA funding source tables.

The funding source tables reflect available federal planning fund sources and the amounts of non-federal matching funds. Local or state funds (or a combination of both) provide the match. FHWA designated Section 104(f) funds for TPO planning. Triangle West uses these funds to support TPO planning functions. Section 133(b) (3)(7) funds are the part of STBG-DA funds named in the UPWP for TPO planning. The Triangle West TPO and its jurisdictions use these funds to support the TPO planning functions and regional special projects. FTA's Section 5303 is a source of funds for transit planning for Chapel Hill Transit (CHT) and GoDurham. NCDOT's Integrated Mobility Division (IMD)

allocates these funds. Transit agencies may also use portions of their Section 5307 funds for planning. The TPO Board must approve these funds as part of the UPWP approval process.

FEDERAL CERTIFICATION REVIEW

Every four years, federal law requires that FHWA and FTA review, in full, the planning processes of any MPO covering a UZA that has a population of over 200,000 (also known as a Transportation Management Area or TMA). FTA conducted a certification review for the Triangle West TPO in the fall of 2021 and evaluated whether the TPO followed Federal regulations. FHWA completed its certification review report in June 2026.

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

The following are noteworthy practices that the Triangle West TPO is doing well in the transportation planning process:

1. The Public Participation Plan demonstrates the MPOs desire to go above and beyond to ensure meaningful engagement with the public.
2. While most MPOs simply post a table of obligated projects on their website, TWTPPO developed a comprehensive report including graphics and descriptions to ensure the public could comprehend the information.

The recommendations received by Triangle West TPO were:

1. Remove language and references regarding revoked executive orders from all planning products.
2. Update the MOU with the new lead planning agency.

METROPOLITAN PLANNING FACTORS & FEDERAL REQUIREMENTS

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

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

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

FHWA AND FTA PLANNING EMPHASIS AREAS AND THE FY2027 UPWP

SCOPE OF PLANNING PROCESS:

In general, the metropolitan planning process for a metropolitan planning area under this section shall provide for consideration of projects and strategies that will:

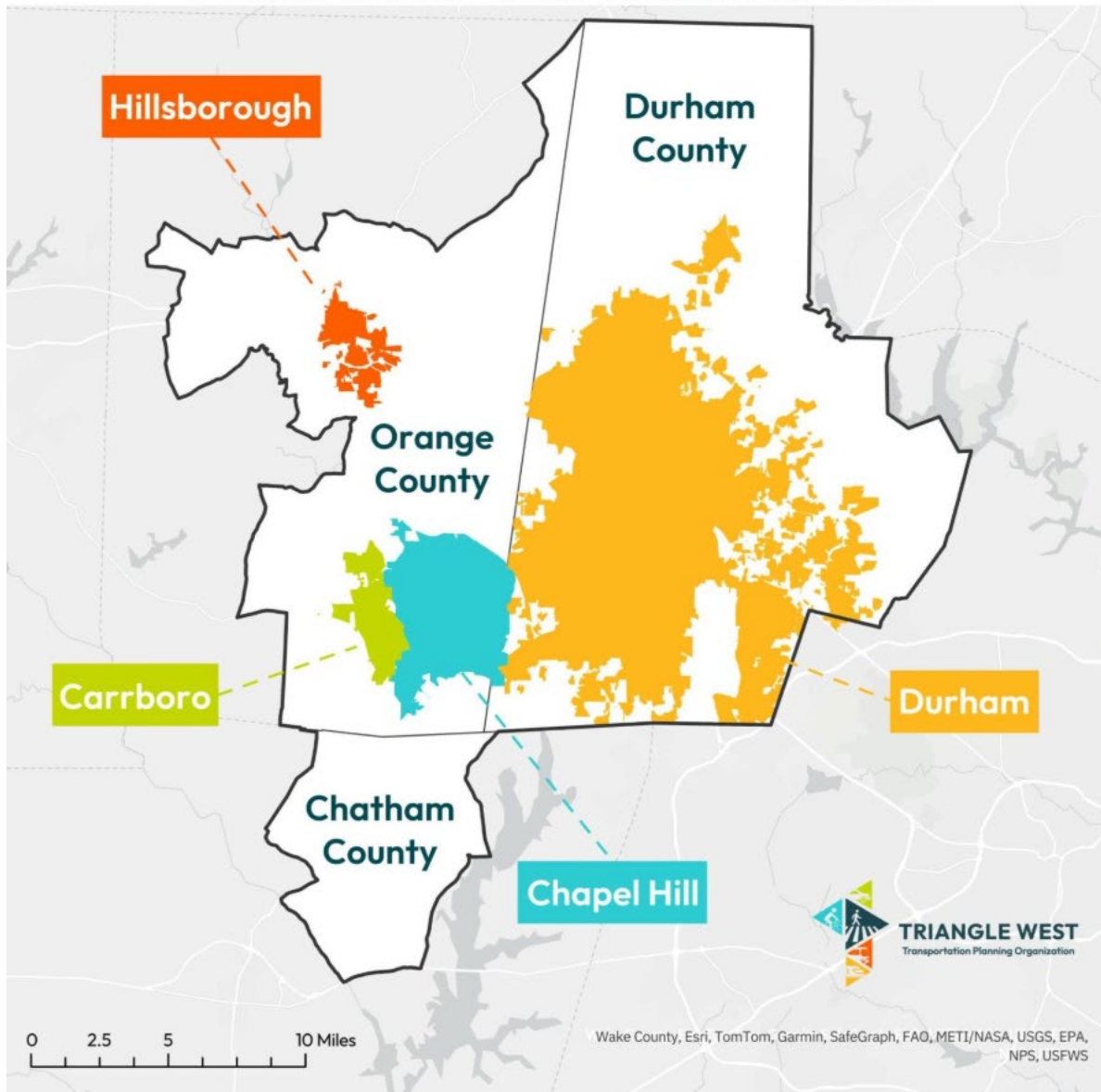
- support the economic vitality of the metropolitan area, especially by enabling
- global competitiveness, productivity, and efficiency;
- increase the safety of the transportation system for motorized and nonmotorized users;
- increase the security of the transportation system for motorized and nonmotorized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

DEFINITION OF SERVICE AREA

The Triangle West TPO urbanized area includes:

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

Member Jurisdictions



FY2028 FUNDING SOURCES

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

FEDERAL HIGHWAY ADMINISTRATION FUNDS (FHWA)

Metropolitan Planning (PL) Section 104(f) – NCDOT administers these urbanized area funds that require a 20% local match. The proposed Section 104(f) funding level is based on the FASTACT Section 104(f) allocation. NCDOT distributes the statewide section 104(f) funds among all MPOs using a population-based formula.*

Local Match (20%)	Federal Match (80%)	Total (100%)
\$137,700	\$550,800	\$688,500

**This is an approximation based on FY27. When new figures become available in Fall 2026, this will be updated.*

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

Local Match (20%)	Federal Match (80%)	Total (100%)
N/A	\$12,900	\$12,900

**This is an approximation based on FY27. When new figures become available in Fall 2026, this will be updated.*

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

Local Match (20%)	Federal Match (80%)	Total (100%)
\$859,495	\$3,437,980	\$4,297,475

**This is an approximation based on FY27. When new figures become available in Fall 2026, this will be updated.*

FEDERAL TRANSIT ADMINISTRATION FUNDS (FTA)

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

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

Agency	Local Match (10%)	NCDOT/State Match (10%)	Federal Match (80%)	Total (100%)
GoDurham	\$28,572	\$28,572	\$228,573	\$285,716
Chapel Hill Transit	\$27,451	\$27,451	\$219,609	\$274,511
TOTAL	\$56,023	\$56,023	\$448,182	\$560,227

**This is an approximation based on FY27. When new figures become available in Fall 2025, this will be updated.*

Section 5307 funds – FTA distributes Section 5307 funds for planning and other purposes through a formula. GoDurham, Chapel Hill Transit, Orange Public Transit, and GoTriangle can use Section 5307 funds from the FTA for assistance with a wide range of planning activities. Transit agencies provide a 20% match to use these funds.

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

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

SUMMARY OF FEDERAL FUNDING PROGRAMMING BY AGENCY*

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

Agency	FHWA			FTA	TOTAL
	STBG-DA (80%)	PL (80%)	Y-410 (100%)	5303 (80%)	
TPO	\$3,437,980	\$550,800	\$12,900	\$-	\$4,001,680
Chapel Hill Transit	\$-	\$-	\$-	\$228,573	\$228,573
GoDurham	\$-	\$-	\$-	\$219,609	\$219,609
TOTAL	\$3,437,980	\$550,800	\$12,900	\$448,182	\$4,449,862

**This is an approximation based on FY27. When new figures become available in Fall 2026, this will be updated.*

TPO LOCAL MATCH AND COST-SHARING

TPO Match Contribution

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

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

Agency	Amount	Population Percentage
City of Durham	\$583,948.67	58.38%
Durham County	\$111,528.39	11.15%
Chapel Hill	\$123,331.40	12.33%
Carrboro	\$42,210.75	4.22%
Hillsborough	\$19,805.04	1.98%
Orange County	\$70,317.90	7.03%

Chatham County	\$49,112.50	4.91%
Community Member (93% gross)	\$1,000,254.66	100.00%
GoTriangle (7% gross)	\$75,287.98	
Grand Total	\$1,075,542.64	

**These figures are placeholders. Once public comment has been received in the Fall of 2026, this table will be updated.*

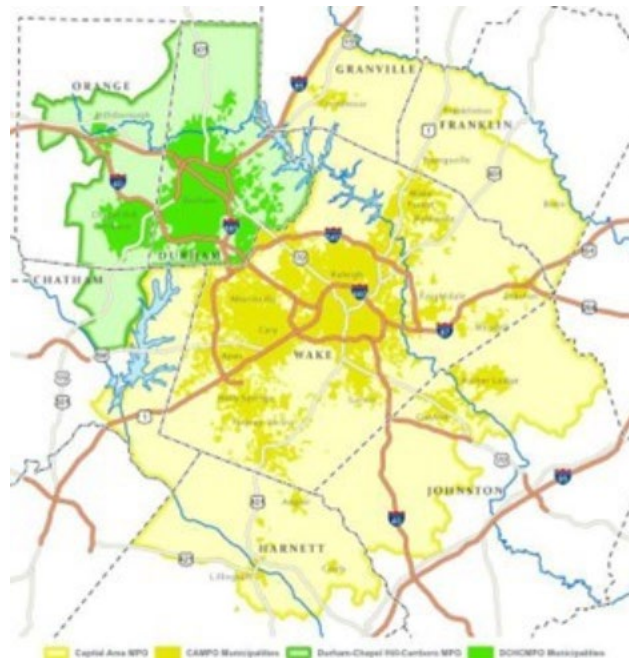
FY2028 UPWP DEVELOPMENT AND AMENDMENT SCHEDULE

The FY2028 UPWP development schedule provides for the coordination of the UPWP development with the local government budget process and NCDOT deadlines. The Triangle West TPO can amend the UPWP after adoption up to four times during the fiscal year.

<u>Dates</u>	<u>Actions</u>
June 2026	Individual special study scoping meeting and discussions as needed
July 1, 2026	Application staff begins developing internal budget for FY28 UPWP
August 2026	TPO Planning Staff reviews special study requests and develops funding recommendations.
August 27, 2026	Draft UPWP Walkthrough with TC members
August 31, 2026	Special study applications with all supporting materials are due to the TPO Planning Staff
September 8, 2026	Technical Committee reviews draft FY2028 UPWP and recommends Board release for public comment
September 22, 2026	TPO Board reviews draft FY2028 UPWP and releases for public comment
October 27, 2026	TPO Board holds a public hearing on draft FY2028 UPWP
November 3, 2026	Technical Committee receives final FY2028 UPWP and recommends Board approval
November 17, 2026	TPO Board approves final FY2028 UPWP, including approval of self-certification process and local match
January 31, 2027	Draft FY2028 UPWP due to NCDOT

FY2027 KEY INITIATIVES**2060 Metropolitan Transportation Plan (MTP)**

The Triangle West TPO and the Capital Area MPO are working collaboratively to develop Destination 2060, the next Metropolitan Transportation Plan (MTP) for the Triangle Region. Destination 2060 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.



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 2060 MTP.

Transportation Improvement Program (TIP)

The Triangle West TPO handles developing a Transportation Improvement Program (TIP) with a ten-year time horizon in cooperation with the State, MPO member agencies, and local transit operators. The region's local governments, the NCDOT, local jurisdictions, and residents of the metropolitan area help produce the TIP. The TIP must include the following:

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

Air Quality Conformity Process

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

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

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

The Congestion Management Process is a systematic approach to managing new and existing transportation systems for relieving congestion and maximizing the safety and mobility of people and goods.

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

Regional Transit and Rail Coordination

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

SPECIAL STUDIES

FY2027 Special Studies

NC 54 Study

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

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

FY2026 Special Studies

US 15-501 Corridor Study

The Triangle West TPO completed a detailed study of the US 15-501 corridor from Ephesus Church Road in Chapel Hill to University Drive in Durham in 2021. The project

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

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

FY2027 Continuing Special Studies

The following table lists special studies programmed in the FY2027 UPWP that have carried over into FY2028 due to ongoing planning work. The funds and details for these studies – including consultant procurement – are reflected in the FY2027 UPWP budget only.

Agency	FY2027 Ongoing Studies	Local Match (20%)	Federal Match (80%)	Total (100%)
TPO	NC 54 Study	\$30,000	\$120,000	\$150,000

FY2026 Continuing Special Studies

The following table lists special studies programmed in the FY2026 UPWP that have carried over into FY2028 due to ongoing planning work. The funds and details for these studies – including consultant procurement – are reflected in the FY2026 UPWP budget only.

Agency	FY2027 Ongoing Studies	Local Match (20%)	Federal Match (80%)	Total (100%)
TPO	15-501 Corridor Study	\$100,000	\$400,000	\$500,000

TPO TASK DESCRIPTIONS AND NARRATIVES

This section describes the TPO's general work in FY2028.

I. Required Functions

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

A. Metropolitan Transportation Plan

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

B. Transportation Improvement Program (TIP)

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

C. Strategic Transportation Prioritization (SPOT)

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

D. Unified Planning Work Program (UPWP)

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

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

E. Comprehensive Transportation Plan (CTP)

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

F. Congestion Management Process (CMP)

- Triangle West adopted the 2055 MTP in FY 2025. The TPO will review and enhance the Congestion Mitigation Process and Mobility Report Card in preparation for the 2060 MTP, focusing on traffic operations and technology deployment.

G. Triangle Regional Model (TRM)

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

H. Other Federal Required Functions

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

II. Strengthening Partnerships

A. Supporting Local Decision-Making

- Triangle West collaborates with our local partners to inform their federally funded transportation project development and selection process. We also

support local decisions around land use, capital programming, and infrastructure maintenance for staff, elected, and appointed positions.

B. Targeted Studies

- Partnering with NCDOT and member agencies, the Triangle West TPO will identify and conduct studies on corridors, areas, or specific regional topics. This work will provide key links between NCDOT and our members to review assets, access management, operations, accessibility elements, multimodal, congestion, and safety concerns. Targeted studies bridge between the Metropolitan Transportation Plan, project programming in the Transportation Improvement Program, and eventual project delivery.

III. Legislative Dialogue

A. National Engagement

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

B. Statewide Engagement

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

IV. Community Engagement and Education

A. Initiative-Focused Engagement

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

B. Ongoing Organization Outreach

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

V. Resiliency

A. Professional Development and Organization Enrichment

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

B. Transportation Planning Adaptation

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

VI. Infrastructure Stewardship

A. Data Development and Management

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

B. Project Development

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

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

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

Hold for FTA 5303 Budget Table

Hold for Town of Chapel Hill FTA 5303 Materials

Hold for City of Durham FTA 5303 Materials

Appendix A: Commonly Used Acronyms

3-C

Comprehensive,
Cooperative, and
Continuing

ACS

American Community
Survey ADA Americans
with Disabilities Act
(1990)

ADT

Average Daily Traffic

AGOL

ArcGIS Online

APC

Automatic Passenger
Counter

AQ

Air Quality

AVL

Automatic Vehicle
Location

Bike/Ped

Bicycle and Pedestrian

BOT

Board of Transportation

BRT

Bus Rapid Transit

CAMPO

Capital Area
Metropolitan Planning
Organization

CBD

Central Business District

CFR

Code of Federal
Regulations

CHT

Chapel Hill Transit

CMAQ

Congestion Mitigation
and Air Quality
Improvement Program

CMP

Congestion
Management
Process

CMS

Congestion
Management
System

CO

Certificate of
Occupancy

CPRC

Central Pines Regional
Council

CTP

Comprehensive
Transportation
Plan

CTPP

Census Transportation
Planning Package

DBE

Disadvantaged Business
Enterprise

DEIS

Draft Environmental
Impact
Statement

DTAG

Durham Trails and
Greenway

EPA

Environmental
Protection
Agency

ESRI

Environmental Systems
Research Institute

E-TIP

Electronic-
Transportation
Improvement Program

FAST Act

Fixing America's
Surface Transportation
Act

FHWA

Federal Highway
Administration

FTA

Federal Transit
Administration

FTE

Full-Time Equivalent

FY

Fiscal Year

GIS

Geographic Information Systems

HOT

High-Occupancy Toll (Lane)

HOV

High-Occupancy Vehicle (Lane)

HPMS

Highway Performance Monitoring System

IDAS

ITS Deployment Analysis System

ITRE

Institute for Transportation Research and Education

ITS

Intelligent Transportation System

KML

Keyhole Markup Language

LEP

Limited English Proficiency

LOS

Level of Service

LPA

Lead Planning Agency

MAP-21

Moving Ahead for Progress in the 21st Century Act

MBE

Minority Business Enterprise

MLI

Minority and Low Income

MOVES

Motor Vehicle Emission Simulator

MPA

Metropolitan Planning Area

MPO

Metropolitan Planning Organization

MRC

Mobility Report Card

MTP

Metropolitan Transportation Plan

MTIP

Metropolitan Transportation Improvement Program

NAAQS

National Ambient Air Quality Standards

NCDEQ

North Carolina Department of Environmental Quality

NCDOT

North Carolina Department of Transportation

NEPA

National Environmental Policy Act (1969)

NHS

National Highway System

NPRM

Notice of Proposed Rule Making

N-S BRT

North-South Bus Rapid Transit

NTD

National Transportation Database

OC

Orange County

OPT

Orange Public
Transportation

PIP

Public Involvement
Policy

PL

Metropolitan Planning
(Funds)

PMP

Program Management
Plan

PMT

Person Miles of Travel

PTD

Public Transportation
Division

PUMS

Public Use Microdata
Sample

QC

Quality Control

RDU

Raleigh-Durham
International
Airport

REA

Regional Emissions
Analysis

RFP

Request for Proposal

SE

Socio-Economic

SHSP

Strategic Highway
Safety Plan

SIP

State Implementation
Plan

SPOT

Strategic Planning
Office of Transportation

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

Triangle West TPO

Triangle West
Transportation Planning
Organization

TWTPO

Triangle West
Transportation Planning
Organization

TRM

Triangle Regional Model

Appendix B: Central Pines Regional Council

I-F. Congestion Management Process (CMP)

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

Objectives

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

Previous Work

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

Requested Activities

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

Products

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

Relationship to other plans and MPO activities

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

Proposed budget and level of effort

This work will be performed partly by Central Pines Regional Council staff and partly by

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

I-A. Metropolitan Transportation Plan

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

Objectives

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

Previous Work

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

Requested Activities

Major activities include the following:

- General regional planning tasks related to development of the 2060 MTP, including coordination of joint MPO policy board, technical staff, and TRM-related committees, air quality-related tasks, and general technical support of the plan's development;
- Participation in TWTPPO-specific projects and committees as needed, as a representative for region-wide perspectives;
- Data and GIS tasks related to preparation for the 2060 MTP, including growth forecasts, development tasks on the CommunityViz land use model, and other tasks to develop socioeconomic data for the Triangle Regional Model;
- Focused work on documentation of the air quality conformity process as needed for MTP amendments and major TIP amendments. Tasks will include development work on the 2060 MTP; support for any amendments to MTPs or TIPs requiring air quality conformity documentation; support of the TRM executive committee and technical team; facilitation of joint MPO technical, executive committee, and policy board
- meetings and deliverables, including any revisions to the Joint MPO Policy Priorities; hosting, maintenance, and distribution of CommunityViz, Employment Analyst and Network Analyst data and technical documentation. Central Pines

Regional Council will continue to take part in local and regional projects and work related to transportation investments (e.g., RTA and NCDOT activities/efforts) and in selected projects of statewide or national impact.

Products

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

Relationship to other plans and MPO activities

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

Proposed budget and level of effort

This work will be performed by Central Pines Regional Council staff (approximately 1.95 FTEs of staff time split between the Transportation Director, GIS Analyst, and Senior Program Analyst positions, plus necessary and appropriate direct costs such as software, mileage, and meeting costs). The total budget requested by CPRC from Triangle West TPO toward this task is \$159,500.

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

Task and Description

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

Objectives

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

Previous Work

- NS RAPID Locally Preferred Alternative (LPA) adopted
- Entry into Project Development phase
- 30%, 60% and 90% design and engineering completed
- Station design including accessibility and multimodal integration
- Completion of environmental review and NEPA documentation
- FTA evaluation and project rating
- Inclusion in President's FY25 Budget Recommendation

Proposed Activities

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

Products

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

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

Relationship to Other Plans and MPO Activities

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

Proposed Budget and Level of Effort (Staff or Consulting)

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

- Total Project Cost: \$197,671,000 (total)
- Federal Share: \$153,200,000 (78%)
- Local Share: \$44,471,000 (22%)

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

Appendix D: Approval Resolution

Hold for Appendix D: Approval Resolution

Appendix E: Certification Resolution

Hold for Appendix E: Certification Resolution

Appendix F: Triangle West Title VI Assurance

Appendix F: Triangle West Title VI Assurance

[illegible]

Appendix H: 5310 Program of Projects

Hold for Appendix H: 5310 Program of Projects

Appendix I: Triangle West TPO Self-Certification

Introduction

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

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

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

Checklist Responses

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

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

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

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

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

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

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

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

Yes, to all of the above. The Triangle West TPO has a currently adopted [FY27 Unified Planning Work Program](#) (adopted November 18, 2025) 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. The TPO [adopted the 2055 MTP](#) in 2026, and will begin work on the 2060 MTP during FY28.

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

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

Yes, to all the above. [The 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 Congestion Management Process is included in the [2055 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.**

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

The Triangle West TPO complies with federal regulations regarding the involvement of disadvantaged business enterprises in USDOT-funded projects, particularly when awarding contracts to consultants performing area and/or corridor studies. The

Triangle West TPO also complies with federal regulations [that prohibit discrimination of persons based on age, disability, or gender](#). The Triangle West TPO is the program administrator for the federal Elderly Persons and Persons with Disabilities Funding Program (Section 5310). The Triangle West TPO recognizes the City of Durham as the Section 5310 “Designated Recipient,” which passes funds to subrecipients. The Section 5310 Program provides capital and operating grants to assist private non-profit corporations and public agencies in providing coordinated transportation services that are planned, designed, and carried out to meet the needs of elderly persons and persons with disabilities. Triangle West TPO has conducted a funding Call for Projects that utilize Section 5310 funding, and the Policy Board approved the program of projects on October 22, 2024. This is a biennial process.

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

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

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

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

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

Appendix J: 5307 FY27 Split Letter

Hold for Appendix J: 5307 FY26 Split Letter

Appendix K: 5339 FY27 Split Letter

Hold for Appendix K: 5339 FY26 Split Letter

Appendix L: Amendments and Administrative Modifications

Hold for Appendix L: Amendments and Administrative Modifications