

**KERR-TAR RPO**  
**FISCAL YEAR (FY) 2003-2004**  
**PLANNING WORK PROGRAM (PWP)**  
**BUDGET**

**Introduction**

**Kerr-Tar RPO  
Planning Work Program (PWP)  
Program Description for FY 2003-2004  
July 1, 2003 to June 30, 2004**

**Designated Recipient: Kerr-Tar Regional COG (Lead Planning Agency)**

The Planning Work Program (PWP) is the instrument by which the Kerr-Tar Rural Transportation Planning Organization (RPO) describes to the North Carolina Department of Transportation (NC-DOT) how the Kerr-Tar RPO plans to carry out the rural transportation planning process. The North Carolina General Assembly has determined that it is in the State's interest to encourage and promote the development of transportation systems embracing various modes of transportation in a manner, which will efficiently maximize mobility of people and goods within and through rural areas (Senate Bill 1195). To accomplish this objective, Rural Transportation Planning organizations, in cooperation with NC-DOT, shall develop transportation plans (long range transportation plans), programs, and project priorities for rural areas within North Carolina. Such plans and programs shall provide for the development of transportation facilities (including, but not limited to automotive, rail, bicycle, and pedestrian), which will function as an intermodal transportation system for North Carolina. The process for developing such plans, programs, and priorities shall provide for consideration of all modes of transportation and shall be continuing, cooperative, and comprehensive to the degree appropriate, based on the complexity of the transportation problems.

Each year the Kerr-Tar RPO Rural Transportation Advisory Committee (RTAC), Rural Transportation Coordinating Committee (RTCC), and planning staff reviews the planning goals and objectives and identifies new projects for the coming year. This is done in coordination with the NC-DOT Statewide Planning Branch. Some tasks are ongoing such as a traffic count program or the collection of socioeconomic data. Other tasks have a more defined scope such as the Thoroughfare Planning process, a transit ridership survey, or a corridor study. After considering the amount of work necessary to complete each task, an estimate of funding is developed for each task code.

As of this new fiscal year for 2003-2004 there are several changes from the 2002-2003 PWP, with several work elements removed and others added as new work elements for FY 2003-2004. In addition, either a reduction or an increase in the amount of expenditures for funding has modified several current elements. The following sections outline the work to be completed in Fiscal Year 2003 to 2004 by task code category. Also included is the dollar amount budgeted for the year. The recommendations are as follows:

**A. Surveillance of Inventory Data**

**II-A-1. Traffic Volume Counts**

**Kerr-Tar RPO: \$360**

**NC-DOT: \$1,440**

**Total: \$1,800**

- ◆ NC-DOT Statewide Planning Branch (SWP) responsibility includes obtaining counts at specified locations on segments of major street systems, for:
  - Updating the count location map biannually to reflect any changes made in the major street system.
  - Preparing the Annual Average Daily Traffic (ADT) Volume Map.
  - Providing this information to the Lead Planning Agency when requested.
- ◆ Kerr-Tar RPO responsibilities include the following (but not be limited to):
  - Coordination with NC-DOT inclusive of reviewing ADT count maps and recommending additional surveys as required.
  - Perform special counts, either in house or under contract, to support transportation planning activities.
  - Generate maps for studies and presentations, based on the ADT maps provided through NC-DOT or in coordination with counts conducted by the Kerr-Tar RPO.
  - Analyze data from the ADT maps in coordination with necessary studies for determination of project priorities within the Kerr-Tar RPO.

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### **II-A-3. Street System Inventory**

**Kerr-Tar RPO: \$360**

**NC-DOT: \$1,440**

**Total: \$1,800**

- ◆ Division Engineer of NC-DOT maintains records on improvements to the state highway system (planned, in operation, completed).
- ◆ Kerr-Tar RPO will coordinate with its member governments to maintain an inventory of the state maintained roads (existing major street system-inclusive of US, NC, interstates, and major arterial roads) within the RPO planning area.
- ◆ Kerr-Tar RPO will coordinate with NC-DOT to map state maintained roads (major street systems)
- ◆ Kerr-Tar RPO will periodically (as changes or additions to the major street system occur), assist NC-DOT in updating the inventory (through field work, contacting member governments and coordinating/compiling data to be submitted to NC-DOT).

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### **II-A-4. Traffic Accidents**

**Kerr-Tar RPO: \$220**

**NC-DOT: \$880**

**Total: \$1,100**

- ◆ North Carolina law requires that any traffic accident involving personal injury and/or property damage in excess of \$1000.00 be reported in detail to the Division of Motor Vehicles (DMV) of NC-DOT (DMV also receives a detailed report on any accident investigated by a law officer).
  - Copies of all these reports are forwarded to the Traffic Engineering Branch of the Division of Highways, where the information is summarized and stored.
  - Annual analysis will compare each year's high accident locations to previous years' high accident locations.
- ◆ Kerr-Tar RPO will request as necessary from the NC-DOT Traffic Engineering Branch the Annual Highway Safety Program Listing Report for uses including (but not limited to):
  - Analysis of trends in the number of accidents, as part of studies for project consideration with the RPO Planning Area.
  - To produce relevant information at the request of the RTAC, RTCC, and other interested organizations for transportation related information dissemination.

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#### **II-A-5. Transit System Data**

**Kerr-Tar RPO: \$505**

**NC-DOT: \$2,020**

**Total: \$2,525**

- ◆ Kerr-Tar RPO will coordinate with the local public and private transportation services to maintain an inventory of services for use in transportation related studies and to disseminate as requested.
- ◆ Inventory will be used to determine potential expansion of existing transit services in coordination with transportation planning within the RPO planning area.
- ◆ Transit data will include:
  - Transit patronage.
  - Existing routes.
  - Service miles.
  - Load factors.
  - Route ridership changes.
  - Frequency.
  - Service hours.

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**II-A-6. Dwelling Unit, Population, and Employment Changes**

**Kerr-Tar RPO: \$1,620**

**NC-DOT: \$6,480**

**Total: \$8,100**

- ◆ Changes in population and development will be identified and evaluated to determine necessary restructuring of transportation services to meet current and forecasted demand (data sources can include census data, local parcel tax maps, zoning, and tax data records, ESC, NC Dept. of Commerce, NC-DOT, and private organizations).
- ◆ Task item will include development and maintenance of a database, through the Kerr-Tar RPO. This database will include:
  - Population locations.
  - Number of building permits.
  - Dwelling Unit concentrations and housing types.
  - Census tracts and blocks.
  - Industry locations.
  - Proximity of population, industry, and dwelling units to existing and proposed transportation routes (proximity to natural and manmade resources, infrastructure, hazard sites).
  - Database will be used in coordination with in-house GIS through the Kerr-Tar RPO to analyze impacts of new development and industry on road infrastructure and population.

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**II-A-9. Mapping/Data Inventory**

**Kerr-Tar RPO: \$3,810**

**NC-DOT: \$15,240**

**Total: \$19,050**

- ◆ Kerr-Tar RPO will create and maintain base maps (inclusive of member governments zoning maps, land use maps, and transportation plans, etc.) for the RPO planning area.
- ◆ Kerr-Tar RPO will serve as a data warehouse for the various sources of planning data available, in coordination with Task Item II-A-6. This task item will include the development and maintenance of maps linked to the databases identified within Task Item II-A-6. Maps will include:
  - Population locations.
  - Location of natural resources, habitats and species.

- Dwelling Unit concentrations/housing types (linked to building permit database).
- Census tracts and blocks (linked with the building permit database).
- Industry locations (linked with the building permit database).
- Proximity of population, industry, and dwelling units to existing and proposed transportation routes (natural/manmade resources, infrastructure, hazard sites).

◆ Database will analyze impacts of new development on road infrastructure and population.

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## **B. Long-Range Transportation Plan (LRTP)**

### **II-B-1. Collection of Data**

**Kerr-Tar RPO: \$450**

**NC-DOT: \$1,800**

**Total: \$2,250**

- ◆ Kerr-Tar RPO with assistance from the appropriate departments of NC-DOT will collect the following variables for existing conditions as required in the development of the Long Range Transportation plan for the Kerr-Tar RPO:
  - Population.
  - Housing units.
  - Employment.
- ◆ Potential re-projection of travel patterns (including transit) is anticipated and would require a re-tabulation of these factors used in developing the travel plans.
  - Kerr-Tar RPO may use its GIS database to maintain housing/land use information.
  - Kerr-Tar RPO, in coordination with the Statewide Planning Branch (SWP) of NC-DOT, may be responsible for providing socioeconomic data in spreadsheet form to the SWP of NC-DOT, as necessary.

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### **II-B-2. Collection of Network Data**

**Kerr-Tar RPO: \$360**

**NC-DOT: \$1,440**

**Total: \$1,800**

- ◆ Kerr-Tar RPO with assistance from the appropriate departments of NC-DOT will collect the following variables describing the existing street system as necessary to build a base network for the travel model:
  - Posted speed limit.
  - Width/lanes.
  - Segment length.

- Traffic signal locations.
  - ◆ These items are generally the standard parameters required, but others may be needed as models become more sophisticated (network development process is included).
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#### **II-B-5. Community Goals and Objectives**

**Kerr-Tar RPO: \$360**

**NC-DOT: \$1,440**

**Total: \$1,800**

- ◆ Kerr-Tar RPO will formulate policies ensuring that local goals and objectives are discerned and addressed during the development and implementation of the Long-Range Transportation Plan.
  - ◆ Kerr-Tar RPO will establish goals/objectives to be met through creation of the RPO and implementation of its work program to meet transportation needs in RPO planning area:
    - Coordination of the RTAC and RTCC to establish the RPO goals and objectives.
    - Determining the transportation related goals and objectives for the member governments within the RPO planning area.
    - Disseminating information to communities within the RPO planning area as to the goals and objectives of the Kerr-Tar RPO.
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#### **II-B-7. Capacity and Deficiency Analysis**

**Kerr-Tar RPO: \$360**

**NC-DOT: \$1,440**

**Total: \$1,800**

- ◆ Kerr-Tar RPO with assistance from the appropriate departments of NC-DOT will work to develop a system planning level capacity deficiency analysis to determine existing and projected street deficiencies.
    - Link capacities will be calculated according to procedures based on the latest edition of the HIGHWAY CAPACITY MANUAL, Special Report 209, Highway Research Board, National Academy of Sciences, National Research Board.
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#### **II-B-8. Highway Element of the LRTP**

**Kerr-Tar RPO: \$180**

**NC-DOT: \$720**

**Total: \$900**

- ◆ Kerr-Tar RPO with assistance from the appropriate departments of NC-DOT will conduct work on the Highway Element of the LRTP, to be evaluated in terms of the following elements (but not limited to):

- Projected travel.
  - Capacity deficiencies.
  - Travel safety.
  - Physical conditions
  - Costs.
  - Design.
  - Travel time.
  - Potential disruption of people, businesses, neighborhoods, community facilities, and the environment.
- ◆ Kerr-Tar RPO with assistance from the appropriate departments of NC-DOT will conduct an evaluation to include an analysis of the Long-Range Transportation Plan and the interrelationship between alternative travel modes.
- Recommendations could potentially include adequate right-of-way for improvements consistent with a Bicycle & Pedestrian Plan, Transit Plan and other inter-modal connection facilities along logical corridors.
  - If major deficiencies are found with the existing plan, alternative plans will be evaluated (with assistance from NC-DOT) and could potentially include (1) a Do-Nothing Alternative, (2) Alternative Modes, (3) Travel Demand Management, and (4) Alternative Design: Types and Standards.

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#### **II-B-9. Transit Element of the LRTP**

**Kerr-Tar RPO: \$450**

**NC-DOT: \$1,800**

**Total: \$2,250**

- ◆ Kerr-Tar RPO, with assistance from the appropriate departments of NC-DOT and local transit services within the Kerr-Tar RPO, will conduct transit planning to incorporate all vehicular modes other than trucks and the single occupant automobile, including (but not limited to):
- Fixed-route bus service
  - Ridesharing,
  - Fixed-guideway transit
  - Demand responsive transit.
- ◆ Transit plan describes existing transit service and unmet needs, and identifies any additional potential markets. To facilitate this planning effort, the Kerr-Tar RPO, with assistance from NC-Dot may coordinate with other local government agencies, including the neighboring Metropolitan Planning Organizations (MPO's) to accomplish the following planning elements:

- New types, and areas of service may be recommended, supported by ridership forecasts and other analyses (with assumptions and implications related to land use, travel behavior, parking policies and other variables defined).
- Establishing objective measures of effectiveness to evaluate transit alternatives (effectiveness includes both the reduction of auto use and congestion and the broadening of mobility options).

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**II-B-10. Bicycle & Pedestrian Element of the LRTP**

**Kerr-Tar RPO: \$180**

**NC-DOT: \$720**

**Total: \$900**

- ◆ Kerr-Tar RPO, with assistance from the appropriate departments of NC-DOT will conduct planning to incorporate a bikeway and pedestrian plan as part of the multi-modal LRTP for the Kerr-Tar RPO planning area.
  - The report entitled, Incorporating Bicycle and Pedestrian Elements into Transportation Plans, produced by the Statewide Planning Branch of NC-DOT, describes the essentials of this task and will be used as necessary by the Kerr-Tar PO planning staff (an update to the inventory of existing and proposed bicycle and pedestrian elements should be included in the LRTP).

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**II-B-12. Collector Street Element of LRTP**

**Kerr-Tar RPO: \$360**

**NC-DOT: \$1,440**

**Total: \$1,800**

- ◆ Collector street planning will be conducted as required to develop standards and preliminary locations for collector streets in advance of development (engineering specifications through NC-DOT).
  - Task item is to ensure optimum traffic operations for the developing street system and transit accessibility to developing areas.
- ◆ Kerr-Tar RPO will analyze data as required, compiling information for studies initiated during the planning process (through NC-DOT, unless additional fieldwork is required).
  - Fieldwork to determine if collector street study is required, then initiated as required to determine needs for collector street element.

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**II-B-16. Congestion Management Strategies**

**Kerr-Tar RPO: \$505**

**NC-DOT: \$2,020**

**Total: \$2,525**

- ◆ Kerr-Tar RPO will coordinate with NC-DOT to plan for congestion management strategies with engineering specifications received through NC-DOT.
  - ◆ Task item will include work associated with planning for these items, coordination with public and private stakeholders, and marketing/public education, this task item includes:
    - Transportation Demand Management (TDM).
    - High Occupancy Vehicle lanes or priorities (HOV)-potential method for management for increased traffic issues and capacity-long range planning.
    - Access Control and Management.
    - Traffic Operations Improvements, Incident Management.
    - Growth Management.
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### **II-B-17. Air Quality Planning/Conformity Analysis**

**Kerr-Tar RPO: \$685**

**NC-DOT: \$2,740**

**Total: \$3,425**

- ◆ Kerr-Tar RPO, with assistance from the appropriate departments of NC-DOT and in coordination with the neighboring MPO's, will work to assist NC-DOT in the development and application of the State Implementation Plan (SIP) for air quality.
  - ◆ Kerr-Tar RPO, with assistance from the appropriate departments of NC-DOT will have the responsibility to make a determination as to whether or not transportation plans, programs, and projects conform to the intent of the SIP. Tasks include (not limited to):
    - Participation in interagency consultation process as part of SIP development and conformity determination development.
    - Providing assistance to NCDENR in developing and maintaining mobile source emission inventories.
    - Participate in development of TCMs for the SIP and implement as appropriate.
    - Performing analysis and approving conformity determination (RTAC must approve conformity determination) as required, with actual responsibility for performing the analysis determined through interagency consultation.
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## **ADMINISTRATION**

### **III-A. Planning Work Program (PWP)**

**Kerr-Tar RPO: \$505**

**NC-DOT: \$2,020**

**Total: \$2,525**

- ◆ Kerr-Tar RPO will develop a Planning Work Program (PWP), prepared annually by the Lead Planning Agency in cooperation with other participating agencies and under the

guidance of the Rural Transportation Coordinating Committee (RTCC).

- PWP will present the proposed planning work program for the next fiscal year and review the recent accomplishments of the planning process.
- PWP will be cross-referenced with the Kerr-Tar RPO Prospectus to minimize repetitive documentation.
- PWP will be reviewed/approved by the Rural Transportation Advisory Committee (RTAC), by the State and Regional intergovernmental review process, and the NC-DOT, which provides planning funds for continuing transportation planning.

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

**Kerr-Tar RPO: \$2,075**

**NC-DOT: \$8,300**

**Total: \$10,375**

- ◆ Kerr-Tar RPO will develop and prioritize suggestions for transportation projects, recommended for inclusion in the NC Transportation Improvement Program (TIP).
  - Prepared every two years, TIP identifies transportation improvements recommended for advancement during the program period.
  - TIP identifies priorities, groups improvements into staging periods, includes estimated costs and revenues (and is fiscally constrained).
- ◆ Kerr-Tar RPO Priority Needs List will be developed biennially to communicate to NC-DOT the priorities (both regional and local) of the Kerr-Tar RPO regarding:
  - Funding schedule on already programmed projects and acceleration of long term projects into the program.
  - Addition of new projects to the TIP.
- ◆ List may include cost estimates, purpose/need statements, and other supporting materials (key element in cooperative TIP development between the Kerr-Tar RPO and NC-DOT).
- ◆ Kerr-Tar RPO will develop a regional priority rating system to identify new priority projects for TIP consideration (coordinated effort between RTCC, RTAC, NC-DOT, and public).
- ◆ Kerr-Tar RPO will compile a new list of priority projects for the next TIP and submit the list for approval by the RTAC to NC-DOT.
- ◆ Kerr-Tar RPO will participate in public hearings held as part of the TIP process.

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### **C. Civil Rights Compliance (Title VI) and Other Regulatory Requirements**

#### **III-C-1. Title VI**

**Kerr-Tar RPO: \$180**

**NC-DOT: \$720**

**Total: \$900**

- ◆ Kerr-Tar RPO will coordinate with NC-DOT to provide update of Civil Rights statistics report for submittal to FTA to determine RPO compliance to civil rights provisions.
  - Title VI states: The RPO shall comply with all the requirements imposed by Title VI of the Civil Rights Act of 1964 (78 Stat. 252), 49 U.S.C. 2000D TO 2000-D-4; the Regulations of NC-DOT issued thereafter in the Code of Federal Regulations (commonly and herein referred to as CFR) Title 49, Subtitle A, Part 21), and the assurance by the RPO pursuant thereto.
  - Kerr-Tar RPO will coordinate with NC-DOT to comply with these requirements.

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### **III-C-2. Environmental Justice**

**Kerr-Tar RPO: \$360**

**NC-DOT: \$1,440**

**Total: \$1,800**

- ◆ Executive Order (E. O.) 12898, Federal Actions to Address Environmental Justice in Minority Populations, requires all Federal agencies to identify and address Title VI and Environmental Justice requirements (recipients of federal funds, including NC-DOT and RPOs, must assure compliance with these requirements).
- ◆ Kerr-Tar RPO will coordinate planning activities (forecast for current/future projects) with NC-DOT to focus on complying with E. O. 12898 and the three basic principles of Environmental Justice:
  - Ensure public involvement of low-income and minority groups in decision making.
  - Prevent disproportionately high and adverse impacts to low-income and minority groups resulting from decisions made.
  - Assure low-income and minority groups receive a proportionate share of benefits resulting from decisions made.
  - Kerr-Tar RPO will collect data in the RPO planning area to map concentrations of minority and low-income populations.
  - Kerr-Tar RPO will collect and compile data from member governments of the RPO planning area (data storehouse related to current/future NC-DOT projects)

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### **III-C-3. Indirect and Cumulative Impact Analysis**

**Kerr-Tar RPO: \$685**

**NC-DOT: \$2,740**

**Total: \$3,425**

- ◆ Kerr-Tar RPO will provide data as necessary to support NC-DOT analysis of Indirect and Cumulative Impacts.
    - Impacts may be defined as present and future actions that are reasonably foreseeable that are as a result of transportation projects.
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#### **III-C-4. Minority Business Enterprise Planning**

**Kerr-Tar RPO: \$180**

**NC-DOT: \$720**

**Total: \$900**

- ◆ Kerr-Tar RPO will work to address the Minority Business Enterprise (MBE) as a part of the planning and programming phases of project development.
  - ◆ Areas are encouraged to give full consideration to the potential services that could be provided by MBEs in the development of transit plans and programs, and the provision of transit service.
  - ◆ Kerr-Tar RPO will coordinate with NC-DOT to identify transit properties with established MBE programs. In this capacity, the Kerr-Tar RPO and NC-DOT are:
    - Encouraged to work with MBEs to utilize transportation-planning funds to update existing MBE programs as necessary.
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#### **III-C-5. Planning for the Elderly**

**Kerr-Tar RPO: \$180**

**NC-DOT: \$720**

**Total: \$900**

- ◆ Americans with Disabilities Act of 1990 (ADA) ensures that persons with disabilities enjoy access to the mainstream of American life (ADA expands on the Section 504 program to comprehensively address mobility needs of persons with disabilities).
- ◆ Joint FHWA and FTA regulations require that the urban transportation planning process include activities specifically emphasizing the planning, development, evaluation and reevaluation of transportation facilities and services for the elderly and disabled, consistent with ADA.
- ◆ Kerr-Tar RPO will, as part of this process, conduct an analysis of inventories of disabled persons, their locations, and special transportation services needed to produce an estimation of travel needs.
- ◆ Kerr-Tar RPO will coordinate thoroughfare and transit planning activities with NC-DOT to plan transportation facilities and services for use by persons with limited mobility:
  - Compiling data/inventory on public transit to insure that transit service provides comparable level service to disabled individuals who cannot otherwise use the fixed route service.

- Coordinate with transit authorities to determine available elderly and disabled oriented demand responsive service (unless it can be determined that the system provides a level of service to the disabled equal to that provided to the general public; if not then the transit system will need buy/lease accessible vehicles).
- Coordinate with transit services and NC-DOT if new facilities built will be accessible (existing facilities made accessible to the maximum extent feasible).
- Coordinate with transit services and NC-DOT to plan for better mobility (wheelchair curb cuts, longer pedestrian crosswalk times at certain intersections, and special parking spaces and rates for cars with one or more transportation disadvantaged occupants).

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### **III-C-7. Public Involvement**

**Kerr-Tar RPO: \$590**

**NC-DOT: \$2,360**

**Total: \$2,950**

- ◆ Kerr-Tar RPO will develop a public involvement process to provide for an open exchange of information and ideas between the public and transportation decision-makers.
  - Overall objective is that the public involvement process be proactive, provide complete information, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement (23CFR450.212(a) and 450.316(b)(1))
  - Provides mechanisms for the agency or agencies to solicit public comments and ideas, identify circumstances and impacts, which may not have been known or anticipated, by public agencies (builds support among the public who are stakeholders in transportation investments which impact their communities).
- ◆ Kerr-Tar RPO will develop a formalized, written and adopted (by RTAC) public involvement process as part of the planning activities within the RPO planning area.

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### **III-C-8. Private Sector Participation**

**Kerr-Tar RPO: \$390**

**NC-DOT: \$1,560**

**Total: \$1,950**

- ◆ Kerr-Tar RPO will coordinate where feasible with private operators to afford the "maximum feasible opportunity" to participate in the planning and provision of local transportation services.
  - Private sector participation gives private operators the opportunity to initiate involvement.

- Kerr-Tar RPO will research and analyze (to evaluate existing and future capacity) the private sector service alternatives for incorporation in the transportation planning process.
  - ◆ Kerr-Tar RPO will utilize criteria to identify public/private service decisions (but not limited to):
    - Comparative cost of private versus public services in similar situations.
    - Perceived quality and reliability of service.
    - Local control of services.
    - Responsiveness and flexibility of operators.
    - Private operator financial stability.
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## **D. Incidental Planning and Project Development**

### **III-D-1. Transportation Enhancement Planning**

**Kerr-Tar RPO: \$360**

**NC-DOT: \$1,440**

**Total: \$1,800**

- ◆ Kerr-Tar RPO will provide assistance to applicants, review of applications, and preparing endorsements as part of transportation enhancement planning.
  - ◆ Kerr-Tar RPO may review and comment on all proposed enhancement projects for inclusion in the TIP prior to being forwarded to NC-DOT for consideration.
  - ◆ Sponsoring agencies, such as the Kerr-Tar RPO, must submit completed application packages to NC-DOT for consideration by the Transportation Enhancement Committee.
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### **III-D-2. Environmental Analysis & Pre-TIP Planning**

**Kerr-Tar RPO: \$440**

**NC-DOT: \$1,760**

**Total: \$2,200**

- ◆ Kerr-Tar RPO, with assistance from the appropriate departments of NC-DOT (including the Project Development and Environmental Analysis-PDEA- Section) to evaluate transportation projects in the following areas:
  - Efficiency in serving travel demands.
  - Energy conservation.
  - Cost.

- Impact on the physical, social, and economic environment including (but not limited to) the following as appropriate:
  - A. Physical environmental evaluation: air quality, water quality, soils and geology, wildlife and vegetation.
  - B. Social environmental considerations: housing and community cohesion, low-income and minority populations, noise, churches and educational facilities, parks and recreational facilities, historic sites, public health and safety, national defense, and aesthetics.
  - C. Effects on business, employment and income, land development patterns, and public utilities will be studied as part of the economic environmental evaluation.
- ◆ Kerr-Tar RPO RTCC, Lead Planning Agency (COG), Statewide Planning Branch and Resource Agencies will jointly recommend projects for Pre-TIP Planning.
- ◆ Kerr-Tar RPO RTAC will be kept informed concerning the results of these studies, with public review incorporated as part of the alternatives analysis.

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### **III-D-3. Special Studies**

**Kerr-Tar RPO: \$590**

**NC-DOT: \$2,360**

**Total: \$2,950**

- ◆ During annual reevaluation of the Long-Range Transportation Plan for the Kerr-Tar RPO, specific studies may be required, outside of the task items listed in the PWP, to determine the best solution to a problem (may include development of a simple functional design for corridor protection):
  - Studies may require more detailed evaluations of alternative modes or alignments for cost, feasibility, environmental impact, and design.
  - Special concerns relating to major land use changes when large-scale traffic generators will either be developed or closed (such as hospitals, regional malls, etc.), may arise, requiring additional studies not addressed in the listed task items of the PWP (land use changes could significantly affect the regional distribution and/or amount of traffic, which could require changes to the Long-Range Transportation Plan to accommodate the newly forecasted growth).
- ◆ The extent, responsibility, and cost for additional studies, which should be conducted within the work plan of the RTCC, would be determined prior to its initiation.

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### **III-D-4. Regional or Statewide Planning**

**Kerr-Tar RPO: \$1,760**

**NC-DOT: \$7,040**

**Total: \$8,800**

- ◆ Kerr-Tar RPO will coordinate with state and federal agencies involved in transportation planning activities on the regional, state, and national levels.
  - Functional Reclassification of roads.
  - Designation of Urban Area Boundaries.
  - National Highway System coordination.
  - Highway Performance Monitoring System activities.
  - Regional transit coordination.
- ◆ Kerr-Tar RPO work will include, but is not limited to:
  - Collection and compilation of data related to the above activities.
  - Participation in related workshops, conferences, and meetings.
  - Review/approval (endorsement) of documentation related to the above activities.

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**E. Administration and Services**

**III-E Administration and Services**

**Kerr-Tar RPO: \$3,952**

**NC-DOT: \$15,806**

**Total: \$19,758**

- ◆ Kerr-Tar RPO will, as part of the continuing transportation planning process, be required to expend administrative time for attending committee meetings, preparing agendas and minutes to these meetings, training, preparing progress reports, documenting expenditures for the various planning work items, and filing for reimbursement of expenditures.
- ◆ Kerr-Tar RPO will be required to periodically review and update the Kerr-Tar RPO Prospectus, Kerr-Tar RPO Memorandum of Understanding, and other administrative agreements and procedures.
- ◆ Kerr-Tar RPO will perform daily operations required to disseminate planning information to the public and other organizations, coordination with NC-DOT and other agencies.

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**Program Totals FY 2003-2004**

**Kerr-Tar RPO: \$23,012**

**NC-DOT: \$92,046**

**Total: \$115,058**

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The Kerr-Tar RPO Rural Transportation Advisory Committee (RTAC) approved this Fiscal Year

(FY) 2003-2004 Planning Work Program (PWP) Budget for the Kerr-Tar Rural Transportation Planning Organization (RPO) on the 28<sup>th</sup> day of May 2003.

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Danny W. Wright, Chairman  
Kerr-Tar RPO RTAC

**ATTEST:**

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Kenneth M. Krulik, Secretary  
Kerr-Tar RPO RTAC