

**PLANNING WORK PROGRAM  
PROGRAM DESCRIPTION FOR FY 04-05  
KERR-TAR  
RURAL PLANNING ORGANIZATION**

As Approved by the Kerr-Tar Rural  
Transportation Advisory Committee

May 13, 2004

Date

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Danny Wright, Chair, Kerr-Tar RPO TAC

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Shelby Powell, Secretary, Kerr-Tar RPO TAC

DESIGNATED RECIPIENT:  
Kerr-Tar Regional Council of Governments

**Introduction**

**Kerr-Tar RPO  
Planning Work Program (PWP)  
Program Description for FY 2004-2005  
July 1, 2004 to June 30, 2005**

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 Transportation 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 2004-2005 there are several changes from the 2003-2004 PWP, with several work elements removed and others added as new work elements for FY 2004-2005. 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 2004 - 2005 by task code category. Also included is the dollar amount budgeted for the year. The proposed activities are as follows:

**A. Surveillance of Inventory Data**

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

**Kerr-Tar RPO: \$474**

**NC-DOT: \$1,896**

**Total: \$2,370**

- ◆ NC-DOT Transportation Planning Branch (TPB) 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.
  - Attend staff training for newly-purchased traffic counting equipment

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### **II-A-2. Status of Transportation Plans**

**Kerr-Tar RPO: \$711**

**NC-DOT: \$2,843**

**Total: \$3,554**

- ◆ NC-DOT is currently working on updates to several Transportation Plans in the KT RPO planning area. The RPO will work with NC-DOT to ensure adequate involvement in the development of these plans.
- ◆ The RPO will continue working to develop a basemap delineating all the recommendations on the various transportation plans to identify gaps or holes in the proposed improvements throughout the region, as well as those recommended in the various MPO LRTP's.
- ◆ The RPO will compile a list of long-range planning needs for local governments in the Kerr-Tar RPO planning area.

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

**Kerr-Tar RPO: \$474**

**NC-DOT: \$1,896**

**Total: \$2,370**

- ◆ 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).
- ◆ Kerr-Tar RPO will begin work on a GIS coverage containing local (non-state-maintained) roads using existing GIS coverages and GPS technology.

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

**Kerr-Tar RPO: \$237**

**NC-DOT: \$948**

**Total: \$1,185**

- ◆ 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 utilize in the Prioritization Policy being developed by the RPO.
  - 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: \$711**

**NC-DOT: \$2,843**

**Total: \$3,554**

- ◆ 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.
  - ◆ Kerr-Tar RPO will coordinate with local transportation services to work towards coordinated services amongst urban and rural transit providers in the RPO planning area and MPO planning areas. The extent to which this project will be developed is to be determined upon meetings with local and state public transportation officials.
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### **II-A-6. Dwelling Unit, Population, and Employment Changes**

**Kerr-Tar RPO: \$1,659**

**NC-DOT: \$6,635**

**Total: \$8,294**

- ◆ 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.
  - ◆ Staff will work with other COG's in the state to review similar database systems as research for creating a unique system for the Kerr-Tar RPO planning area.

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

**Kerr-Tar RPO: \$4,028**

**NC-DOT: \$16,113**

**Total: \$20,141**

- ◆ 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).
  - Commuting patterns within the RPO planning area.
- ◆ Database will analyze impacts of new development on road infrastructure and population.
- ◆ Custom maps will be available to member governments using available data.

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**II-A-11. Bike & Ped. Facilities Inventory**

**Kerr-Tar RPO: \$474**

**NC-DOT: \$1,896**

**Total: \$2,370**

- ◆ NC-DOT has begun compiling a GIS coverage containing state bicycle routes. Kerr-Tar RPO will review this coverage and add to it as necessary.
- ◆ Kerr-Tar will begin work to create and maintain a coverage, based on NC-DOT data and locally collected data, of bicycle routes in the RPO planning area and identify locally-used bicycle routes to recommend as state bicycle route designations.

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

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

**Kerr-Tar RPO: \$474**

**NC-DOT: \$1,896**

**Total: \$2,370**

- ◆ 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 Transportation Planning Branch (TPB) of NC-DOT, may be responsible for providing socioeconomic data in spreadsheet form to the TPB of NC-DOT, as necessary.
- ◆ This work item will include analysis of building permit data collected for each county during FY 03-04, and additional data collection as necessary.

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

**Kerr-Tar RPO: \$474**

**NC-DOT: \$1,896**

**Total: \$2,370**

- ◆ 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: \$118**

**NC-DOT: \$474**

**Total: \$592**

- ◆ 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 review the adopted goals/objectives to ensure that the mission of the RPO remains in line with the work of the staff, RTAC and RTCC.
  - ◆ Kerr-Tar RPO will ensure that the adopted goals and objectives are made known and are available to communities in the RPO planning area.
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#### **II-B-7. Capacity and Deficiency Analysis**

**Kerr-Tar RPO: \$474**

**NC-DOT: \$1,896**

**Total: \$2,370**

- ◆ 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.
  - ◆ Kerr-Tar RPO will compile deficiencies for use in the RPO Prioritization Policy.
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#### **II-B-8. Highway Element of the LRTP**

**Kerr-Tar RPO: \$474**

**NC-DOT: \$1,896**

**Total: \$2,370**

- ◆ 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.
- ◆ Kerr-Tar RPO, through review of local thoroughfare plans and work with the RTAC, RTCC, and NC-DOT staff, will determine a list of unmet highway needs within the RPO planning area.

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

**Kerr-Tar RPO: \$474**

**NC-DOT: \$1,896**

**Total: \$2,370**

- ◆ Kerr-Tar RPO, with assistance from the appropriate departments of NC-DOT and local transit services within the Kerr-Tar RPO planning area, will assist with transit planning, including public outreach, 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- response transit.

- ◆ 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).
  - ◆ Kerr-Tar RPO will assist local transit providers with exploration of expansion of services, including coordination between transit systems within and outside the RPO planning area.
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#### **II-B-10. Bicycle & Pedestrian Element of the LRTP**

**Kerr-Tar RPO: \$474**

**NC-DOT: \$1,896**

**Total: \$2,370**

- ◆ 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 Transportation 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).
  - ◆ The RPO will draft bicycle maps based on commonly-used bicycle routes and information from local bicycle groups. This information will be used to develop a list of unmet bicycle needs. The RPO will assist local governments with local bicycle and pedestrian planning, either in conjunction with the NC-DOT Bicycle and Pedestrian Planning Grant Initiative, or as independent projects. These local projects will be combined on a region-wide map. The RPO staff will also serve on steering or planning committees for local bicycle or pedestrian planning projects
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#### **II-B-12. Collector Street Element of LRTP**

**Kerr-Tar RPO: \$237**

**NC-DOT: \$948**

**Total: \$1,185**

- ◆ 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-13. Rail, Water, or Other Mode of LRTP**

**Kerr-Tar RPO: \$237**

**NC-DOT: \$948**

**Total: \$1,185**

- ◆ Kerr-Tar RPO will work with the NC-DOT Rail Division to assist with planning and study of the potential Southeast High Speed Rail corridor in the RPO planning area. RPO staff will participate on the Advisory Committee, attend meetings as necessary, and work to incorporate corridor protection and enhancement into the RPO long-range transportation plan as well as local transportation plans.
- ◆ Kerr-Tar RPO will stay abreast of the plans of local commuter rail service or other services in the region that may require linkages to the Kerr-Tar RPO planning area via transit or other modes of transportation. This data will be collected for incorporation into the LRTP and local transportation plans.

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**II-B-14. Freight and Mobility Planning**

**Kerr-Tar RPO: \$237**

**NC-DOT: \$948**

**Total: \$1,185**

- ◆ As one of TEA-21's seven major planning factors, emphasis is placed on increasing accessibility and mobility options available to people and freight. Tasks included in this item may include a survey of freight carriers, recommendations for improving truck mobility or train/truck intermodal movements, and identifying acceptable truck routes.
  - Kerr-Tar RPO staff will begin work on this element by researching ways to include freight interests in the planning and outreach processes of the RPO.
  - The RPO, in conjunction with NC-DOT, will create and maintain a regional map showing designated truck routes and those routes with high concentrations of truck traffic.

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

**Kerr-Tar RPO: \$237**

**NC-DOT: \$948**

**Total: \$1,185**

- ◆ Kerr-Tar RPO will continue to 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: \$1,422**

**NC-DOT: \$5,687**

**Total: \$7,109**

- ◆ 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.
    - Providing public outreach and education efforts on behalf of the counties affected by the EPA's non-attainment designation to keep citizens and local governments informed of the status of the SIP and local air quality initiatives.
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**ADMINISTRATION**

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

**Kerr-Tar RPO: \$711**

**NC-DOT: \$2,843**

**Total: \$3,554**

- ◆ 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: \$1,185**

**NC-DOT: \$4,739**

**Total: \$5,924**

- ◆ 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 continue working to 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 review draft TIP for 2006-2012 and attend public hearings 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: \$118**

**NC-DOT: \$474**

**Total: \$592**

- ◆ Kerr-Tar RPO will continue to coordinate with NC-DOT to provide update of Civil Rights statistics report for submittal to FTA to determine RPO compliance with 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: \$118**

**NC-DOT: \$474**

**Total: \$592**

- ◆ 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: \$118**

**NC-DOT: \$474**

**Total: \$592**

- ◆ 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: \$118**

**NC-DOT: \$474**

**Total: \$592**

- ◆ 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 & Disabled**

**Kerr-Tar RPO: \$118**

**NC-DOT: \$474**

**Total: \$592**

- ◆ 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: \$1,185**

**NC-DOT: \$4,739**

**Total: \$5,924**

- ◆ Kerr-Tar RPO will implement the adopted 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 make presentations to public and private groups as requested to update the local communities on RPO activities, plans, and reports.
- ◆ Kerr-Tar RPO will make an effort to advertise in local legal organs and maintain media relations to notify the public and increase public attendance at RPO meetings.
- ◆ Kerr-Tar RPO will continue the development of a website designed to increase public outreach and involvement, and will maintain this website upon completion.

- ◆ Kerr-Tar RPO will develop an informational brochure for placement at public events and buildings as a public outreach and involvement tool.
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### **III-C-8. Private Sector Participation**

**Kerr-Tar RPO: \$237**

**NC-DOT: \$948**

**Total: \$1,185**

- ◆ Kerr-Tar RPO will continue to 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: \$711**

**NC-DOT: \$2,843**

**Total: \$3,554**

- ◆ 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 Advisory Committee.

- ◆ Kerr-Tar RPO staff will be available to serve in a technical advisory capacity during project development, implementation, and grant administration as requested.
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### **III-D-2. Environmental Analysis & Pre-TIP Planning**

**Kerr-Tar RPO: \$355**

**NC-DOT: \$1,422**

**Total: \$1,777**

- ◆ Kerr-Tar RPO, with assistance from the appropriate departments of NC-DOT (including the Project Development and Environmental Analysis Section), will 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.
  - ◆ The RPO will coordinate with NC-DOT and Resource Agencies (i.e., US Fish and Wildlife, US Army Corps of Engineers, etc.) in recommending projects for pre-TIP planning, and provide support or data as necessary for the Pre-TIP planning process.
  - ◆ 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: \$355**

**NC-DOT: \$1,422**

**Total: \$1,777**

- ◆ 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 these or other 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: \$1,896**

**NC-DOT: \$7,582**

**Total: \$9,478**

- ◆ Kerr-Tar RPO will coordinate with state and federal agencies involved in transportation planning activities on the regional, state, and national levels. Planning activities may include (but are not limited to):
    - 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.
  - ◆ Kerr-Tar RPO will work with neighboring RPOs, MPOs, and state and federal agencies to coordinate planning activities and facilitate information exchange. The Kerr-Tar RPO staff may occasionally attend meetings of these groups to disseminate information, provide updates on Kerr-Tar RPO activities, or represent the Kerr-Tar RPO in a regional or statewide setting.
  - ◆ Kerr-Tar RPO staff will attend regularly scheduled quarterly meetings of RPO planners from across the state to exchange information and receive informational updates from NC-DOT and other state agencies.
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**E. Administration and Services**

**III-E Administration and Services**

**Kerr-Tar RPO: \$2,369**

**NC-DOT: \$9,478**

**Total: \$11,847**

- ◆ 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 2004-2005**

**Kerr-Tar RPO: \$23,696**

**NC-DOT: \$94,783**

**Total: \$118,479**

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The Kerr-Tar RPO Rural Transportation Advisory Committee (RTAC) approved this Fiscal Year (FY) 2004-2005 Planning Work Program (PWP) Budget for the Kerr-Tar Rural Transportation Planning Organization (RPO) on the 13<sup>th</sup> day of May 2004.

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Danny W. Wright, Chairman  
Kerr-Tar RPO RTAC

**ATTEST:**

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Shelby Powell, Secretary  
Kerr-Tar RPO RTAC

Kerr-Tar RPO

Funding Source Table FY 2004-2006

TASK CODE	TASK DESCRIPTION	RPO Program Funds		
		Highway / Transit		TOTAL
		Local 20%	State 80%	
<b>II-A</b>	<b>Surveillance of Inventory Data:</b>			
II-A-1	Traffic Volume Counts	\$ 474	\$ 1,896	\$ 2,370
II-A-2	Status of Transportation Plans	\$ 711	\$ 2,843	\$ 3,554
II-A-3	Street System Inventory	\$ 474	\$ 1,896	\$ 2,370
II-A-4	Traffic Accidents	\$ 237	\$ 948	\$ 1,185
II-A-5	Transit System Data	\$ 711	\$ 2,843	\$ 3,554
II-A-6	Dwelling Unit, Pop. & Emp. Change	\$ 1,659	\$ 6,635	\$ 8,294
II-A-7	Air Travel	\$ -	\$ -	\$ -
II-A-8	Vehicle Occupancy Rates (Counts)	\$ -	\$ -	\$ -
II-A-9	Mapping / Data Inventory	\$ 4,028	\$ 16,113	\$ 20,141
II-A-10	Central Area Parking Inventory	\$ -	\$ -	\$ -
II-A-11	Bike & Ped. Facilities Inventory	\$ 474	\$ 1,896	\$ 2,370
<b>II-B</b>	<b>Long Range Transportation Plan:</b>			
II-B-1	Collection of Data	\$ 474	\$ 1,896	\$ 2,370
II-B-2	Collection of Network Data	\$ 474	\$ 1,896	\$ 2,370
II-B-3	Travel Surveys	\$ -	\$ -	\$ -
II-B-4	Forecast of Data to Future Year	\$ -	\$ -	\$ -
II-B-5	Community Goals & Objectives	\$ 118	\$ 474	\$ 592
II-B-6	Forecast of Future Travel Patterns	\$ -	\$ -	\$ -
II-B-7	Capacity Deficiency Analysis	\$ 474	\$ 1,896	\$ 2,370
II-B-8	Highway Element of the LRTP	\$ 474	\$ 1,896	\$ 2,370
II-B-9	Transit Element of the LRTP	\$ 474	\$ 1,896	\$ 2,370
II-B-10	Bicycle & Ped. Element of the LRTP	\$ 474	\$ 1,896	\$ 2,370
II-B-11	Airport/Air Travel Element of LRTP	\$ -	\$ -	\$ -
II-B-12	Collector Street Element of LRTP	\$ 237	\$ 948	\$ 1,185
II-B-13	Rail, Water or Other Mode of LRTP	\$ 237	\$ 948	\$ 1,185
II-B-14	Freight Movement/Mobility Planning	\$ 237	\$ 948	\$ 1,185
II-B-15	Financial Planning	\$ -	\$ -	\$ -
II-B-16	Congestion Management Strategies	\$ 237	\$ 948	\$ 1,185
II-B-17	Air Qual. Planning/Conformity Anal.	\$ 1,422	\$ 5,687	\$ 7,109
<b>III-A</b>	<b>Planning Work Program</b>	\$ 711	\$ 2,843	\$ 3,554

<b>III-B</b>	<b>Transp. Improvement Plan</b>	\$ 1,185	\$ 4,739	\$ 5,924
<b>III-C</b>	<b>Cvl Rgts. Cmp./Otr .Reg. Reqs.</b>			
III-C-1	Title VI	\$ 118	\$ 474	\$ 592
III-C-2	Environmental Justice	\$ 118	\$ 474	\$ 592
III-C-3	Indirect and Cumulative Impact Anal.	\$ 118	\$ 474	\$ 592
III-C-4	Minority Business Enterprise Plng.	\$ 118	\$ 474	\$ 592
III-C-5	Planning for the Elderly & Disabled	\$ 118	\$ 474	\$ 592
III-C-6	Safety/Drug Control Planning	\$ -	\$ -	\$ -
III-C-7	Public Involvement	\$ 1,185	\$ 4,739	\$ 5,924
III-C-8	Private Sector Participation	\$ 237	\$ 948	\$ 1,185
<b>III-D</b>	<b>Incidental Plng. &amp; Project Dev.</b>			
III-D-1	Transportation Enhancement Plng.	\$ 711	\$ 2,843	\$ 3,554
III-D-2	Enviro. Analysis & Pre-TIP Plng.	\$ 355	\$ 1,422	\$ 1,777
III-D-3	Special Studies	\$ 355	\$ 1,422	\$ 1,777
III-D-4	Regional or Statewide Planning	\$ 1,896	\$ 7,582	\$ 9,478
<b>III-E</b>	<b>Administration &amp; Services</b>	\$ 2,369	\$ 9,478	\$ 11,847
	<b>SUBTOTALS</b>	<b>\$ 23,696</b>	<b>\$ 94,783</b>	<b>\$ 118,479</b>
	<b>NCDOT TIER ASSISTANCE GRANT</b>	<b>\$ 5,000</b>		
	<b>TOTAL BUDGETS</b>	<b>\$ 18,696</b>	<b>\$ 99,783</b>	<b>\$ 118,479</b>

\*NCDOT Tier Assistance Grant awarded to aid economically distressed counties with local matching portion.