

Regional Transportation & Land Use News

Volume I, Issue I

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KTRPO Website Updates

- See video discussion about “Blueways”. The KTRPO is working on a report about the viability of a Kerr-Tar Regional Blueway Trail project. In our region, this would utilize one of our greatest resources...our lakes and rivers
- Statewide Transportation Improvement Plan project matrix on line...see scores and projects on line
- See 2010 Census Data Summaries...on line now. The KTRPO is in the process of creating handouts for our communities
- See President Obama’s Job Council’s Infrastructure Recommendations by clicking on the link at the KTRPO website
- Gas Mileage : Gas Prices Cost Matrix on-line now. Created by the KTRPO for the Clean Cities Coalition that the KTCOG will be joining next year
- KTRPO website: www.kerrtarco.org/rpo

“... it is essential that our Nation’s rural transportation professionals be provided with the necessary tools and support to promote and showcase the value, benefits, and accomplishments of rural transportation planning and development.”

Fmr. US Senator Samuel Bond

Kerr-Tar
Regional Council
Of Governments
Rural Planning Organization

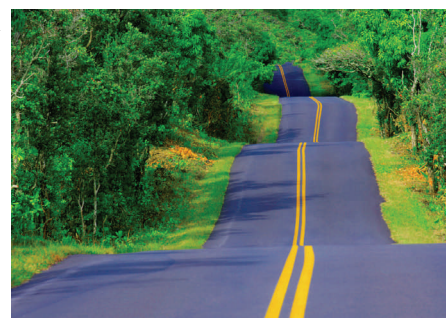
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Statewide Transportation Improvement Plan Projects Rankings

The Kerr-Tar Rural Planning Organization (KTRPO) is in the process of reviewing the 2014—2020 State Transportation Improvement Plan Project scores released in early October by the North Carolina Department of Transportation. Working with the KTRPO Transportation Advisory Committee and Technical Coordinating Committee, RPO Director, Michael Ciriello, created local criteria to evaluate these projects. The local scores are also known as “qualitative” data and include a review of the impact of specific transportation improvement projects’ impacts on economic development, local and regional access, and, improvements to access

for all residents in the region including vehicles, trucks, bicycles, and pedestrians. The North Carolina Department of Transportation’s scores are based on “quantifiable”

data, including pavement condition, traffic volume and road capacity, accidents, and whether or not a road is deficient in relation to current design standards like road, paved shoulder, and lane widths. Projects included in the Statewide Transportation Plan may include improvements to existing facilities, expansion of existing facilities or projects on new alignments.



The Statewide Transportation Improvement Plan is one vehicle for identifying funding for local, regional and statewide projects. The Kerr-Tar RPO, together with NCDOT, local governments, and even private and public non-profits are working to ensure that region’s transportation needs are addressed. For additional information please contact the Kerr-Tar RPO.

Long-Range Planning Updates

Kerr-Tar RPO Engaged in State and Regional Plans

The Kerr-Tar RPO is involved in several long-range planning efforts this year. Two of these are statewide and super-regional and include the Kerr-Tar region in the context of a larger whole.

2040 Statewide Plan

The RPO Director is involved with the 2040 North Carolina Statewide Plan and represents all RPOs in the state. Two online survey’s have been completed recently to

gauge the public’s concerns about the future of transportation in the state and who best to fund transportation investments in the future.

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"Only now did I recognize the reciprocal relationship which exists between manufacturing power and the national system of transportation, and that the one can never develop to its fullest without the other."

Frederick List (1789—1846)

Legislative Update Rebuilding America

President Obama's Council on Jobs and Competitiveness — a group of private-sector advisers that have been charged with offering recommendations for job creation is releasing its latest report...and infrastructure is one of the stars of the show. The new report (*you can access the report via the KTRPO website*) offers a plethora of ideas to change federal policies sans ma-



major legislation (or new government funding/spending), through moves like shortening the application-processing time for Small Business Administration loans and offering corporate income tax cuts for new businesses. But the big endorsement is reserved for infrastructure spending — specifically, that we need more of it, on projects like bridges and power systems. The report also highlights a huge issue — the lengthy permitting procedures and regulations that cripple many large infrastructure projects, and virtually assure that few if any construction jobs can be created quickly. The

Council calls for the government to designate a lead federal agency on each project, and encourage greater cooperation between the state and federal agencies that are charged with reviewing projects. This being a council of business leaders, it's no surprise that they recommended more public-private financing for investment in roads, schools, water systems, and other public works. And in a move that seems almost nostalgic (since so many people have been calling for its creation for so long), the group called for a National Infrastructure Bank, which would, of course, mix money from federal, local and private-sector sources to fund large projects.

Project Updates

VANCE COUNTY CTP—Work continues. Dabney Drive redesign proposal shared with Henderson City Council on October 10, 2011. To submit requests for CTP updates, contact the KTRPO.

KERR-TAR "LAKES DISTRICT REGIONAL BIKE PLAN" - Final project scope and budget submitted to NCDOT. Project could begin as soon as Spring 2012.

CENSUS 2010—"Long-form" data available soon. See KTRPO for summary of available data. For specific municipal or county data, please contact Mike Ciriello.



Long-Range Planning Updates (story cont'd from page 1)

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Statewide regional meetings are scheduled for October in 4 locations in the state. The Plan is expected to be completed in mid-2012.

2040 DURHAM-CHAPEL HILL-CARRBORO MPO— The KTRPO was invited to work with the DCHC

MPO on a super-regional plan for the future of North Carolina's Research Triangle Region. Portions of the Kerr-Tar Region will be impacted by decisions made in the region that houses Durham and Raleigh. The Plan is looking at transportation, land use, natural and environmental resources. Among the resources the RPO is

contributing is mapping and KT regional data.

"My district includes the two urban centers of Charlotte and Fayetteville, as well as large Rural areas. Obviously, these diverse segments of North Carolina require different approaches to meeting current and future transportation demands."

Fmr. Rep. Robin Hayes