

# NORTHEAST REGIONAL LOCALLY COORDINATED PUBLIC TRANSPORTATION HUMAN SERVICE TRANSPORTATION PLAN

For the Community Transit Systems located in Beaufort, Bertie, Camden, Currituck, Chowan, Dare, Gates, Halifax, Hertford, Hyde, Martin, Northampton, Pasquotank, Perquimans, Pitt, Tyrrell and Washington Counties.



Prepared by the Albemarle Rural Planning Organization, Mid-East Rural Planning Organization and the Peanut Belt Rural Planning Organization

Updated July 2013 - Adopted September 2013



## **ACKNOWLEDGEMENTS**

### **STEERING COMMITTEE**

John Silverthorne, Pitt Area Transit

Frank Halsey, Martin County Transit

Susan Davenport, Martin County Transit

Mary Hinton, Hinton's Employment Transportation Service

Tameka Riggsbee, Mid-East Commission Area Agency on Aging

Jody Riddle, Upper Coastal Plain Area Agency on Aging

Beverly Paul, Hyde County Transit

Patrice Lassiter, Gates County Transit

Gray Hodges, Beaufort Area Transit

Charita Jackson, Bertie County

Dee Dee Bullock, Tyrrell County Transit

Don Cabana, Dare County Transit

Herb Mullen, Inter-County Public Transportation Authority

Rosalind Pugh, Albemarle Commission Area Agency on Aging

Pam Perry, Choanoke Public Transportation Authority

Venita Thompson, Bertie County

Vernetta Henderson, Bertie County

Cindy Perry, Bertie County

Chris Rountree, Halifax County Planning Department

Rebecca Clayton, Pitt Area Transit

Diane Skalko, Pitt County Council on Aging

Jonas Hill, Pitt County Planning Department

Rose Battle, Halifax County

Northeast Regional LCP

Annette Eubanks, Mid-East Commission Area Agency on Aging

Adonica Hampton, Hertford County

Avis Murphy, Hertford County

Maudie Chambers, Hertford County

## **NCDOT**

David Bender, NCDOT PTD

Sue Powell, NCDOT PTD

## **RURAL TRANSPORTATION PLANNING ORGANIZATIONS (RPO's)**

Steve Lambert – Albemarle RPO

Bryant Buck – Mid-East RPO

Justin Oakes – Peanut Belt RPO

## TABLE OF CONTENTS

Acknowledgements .....	2
Steering Committee.....	2
NCDOT .....	3
RPO'S.....	3
Introduction.....	6
Federal Funding Programs.....	7
Other State and Federal Transportation Grant Funding Opportunities.....	8
Demographics.....	11
Albemarle RPO Demographics.....	11
Camden County.....	12
Chowan County .....	12
Currituck County.....	13
Dare County.....	13
Hyde County .....	14
Gates County .....	14
Pasquotank County.....	15
Perquimans County .....	15
Tyrrell County .....	16
Washington County .....	16
Peanut Belt RPO Demographics.....	17
Bertie County.....	17
Halifax County.....	18
Hertford County.....	18
Northampton County .....	19
Mid-East RPO Demographics .....	19
Beaufort County .....	20
Pitt County.....	21
Martin County.....	21
Plan Approach.....	22
Existing Services.....	23
Albemarle Rural Planning Organization.....	23
Dare County Transportation System (DCTS).....	23

DCTS’s Annual Statistics.....	23
Gates County Inter-Regional Transportation System .....	24
GITS’s Annual Statistics.....	24
Hyde County Transit (HCT) .....	25
HCT’s Annual Statistics .....	25
Inter-County Public Transportation Authority (ICPTA) .....	25
ICPTA’s Annual Statistics.....	26
Riverlight Transit.....	26
Tyrrell County Senior & Disabled Transportation System .....	26
TCS and DTS’s Annual Statistics .....	27
Mideast Rural Planning Organization .....	27
Beaufort County Area Transit (BATS).....	27
Martin County Transit (MCT) .....	27
MCT’s Annual Statistics.....	27
Pitt Area Transit System (PATS) .....	27
Peanut Belt Rural Planning Organization.....	28
Choanoke Public Transportation Authority (CPTA) .....	28
CPTA’s Annual Statistics.....	28
Unmet Needs Assessment .....	29
Gaps Analysis Exercise.....	30
Needs and Strategies Matrix Exercise.....	44
Washington Meeting .....	<b>Error! Bookmark not defined.</b>
Elizabeth City Meeting .....	<b>Error! Bookmark not defined.</b>
Prioritization of Strategies .....	57
Conclusion .....	59
Approval Process.....	60
Appendix.....	62

## INTRODUCTION

Well before the time to begin reviewing and drafting Locally Coordinated Plan updates, transit providers and Rural Planning Organizations (RPO's) in Northeastern North Carolina were already coming to the table to discuss the needs within the region, the issues each provider faced, and ways to provide the highest level of services to all individuals in need of them within their respective areas. Originating at a meeting held in October 2011 that was hosted by the Mid-East, Peanut Belt, and Albemarle RPO's, a Transit Providers Stakeholder group was established, connecting RPO's and Transit Providers, as well as additional stakeholders from the area including Area Agency on Aging, Senior Center, Department of Social Service, and local Planning staff. This level of communication was one that had not previously existed; therefore, the meetings were effective for all sides. RPO's and Transit Providers now had an avenue to learn how they could help one another while improving services in the area, a line of communication that did not exist in all cases at the time.

The RPO/Transit Provider Workshops did not end there. Four additional stakeholder workshops were held from early 2012 until early 2013, with regional participation growing over the course of the year. The timing of this regional cooperative approach turned out to be all the more important as in the spring of 2012 the North Carolina Department of Transportation released their Statewide Regionalization Study for the Public Transportation Division. As the calendar turned to 2013, it was time again for transit providers to update their Locally Coordinated Human Service Transportation Plans (LCP). Seeing that the platform for stakeholder participation in the update process was already in place through the Stakeholders group, the Albemarle, Mid-East, and Peanut Belt RPO's worked with their respective transit providers, as well as the NCDOT Public Transportation Division, to use the Stakeholders forum to begin the update process.

The RPO's held LCP Workshops in both March and June of 2013. Given the large geographical area comprised in the Plan, two workshops were held in both March and June, with one being held in Washington, NC and the other in Elizabeth City, NC. The goal behind the 2 meeting locations was to elicit as much stakeholder participation as possible. The information presented in this plan is based on the input provided at these meetings.

Federal transit law, as amended by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) in 1998, requires that projects funded from the Transportation for Elderly Persons and Persons with Disabilities (5310), Job Access and Reverse Commute (JARC, Section 5316), and New Freedom (Section 5317) programs be derived from a locally developed, coordinated Public Transit-Human Services transportation plan. A coordinated plan should maximize the programs' collective coverage by minimizing duplication of services and should include representatives from public, private and non-profit transportation and human services providers, and participation by the public.

SAFETEA-LU's requirement of a coordinated plan and United We Ride's goals and objectives are in accord; to afford elderly citizens, persons with disabilities and low income populations greater access to transportation services, to reduce duplication of services and to gain greater efficiencies in the

distribution of human transportation services. Encompassed in the coordinated plan must be an assessment of available services, an assessment of clearly defined needs and strategies to address deficiencies for target populations. All projects funded via the aforementioned programs must meet the needs identified in the coordinated plan. Utilizing the Framework for Action, an assessment of the Northeast Region (Albemarle, Mid-East, Peanut Belt RPO's) was conducted through a Public Transportation -Human Services Workshop. The Framework for Action is a self-assessment tool developed through the United We Ride initiative sponsored by the FTA. The Framework was used to identify areas of success and highlight the actions needed to improve the coordination of human service transportation in the area.

FTA proposed the following key elements be contained in each coordinated plan:

- An assessment of transportation needs for individuals with disabilities, older adults, and persons with limited incomes;
- An inventory of the available services that identifies areas of redundant service and gaps in service;
- Strategies to address the identified gaps in service;
- Identification of coordination actions to eliminate or reduce duplication in services and strategies for more efficient utilization of resources ;
- Prioritization of implementation strategies.

## **FEDERAL FUNDING PROGRAMS**

Enacted in 2005, SAFETEA-LU required that projects selected for funding in FY 2007 under the Elderly Individuals and Individuals with Disabilities (5310), JARC (5316), and New Freedom (5317) programs be derived from a locally developed coordinated transportation plan and that the plan be developed through a process that includes representation from the public, private, and nonprofit transportation and human service providers, as well as the general public.

In 2012, Congress enacted a new two-year federal surface transportation authorization, Moving Ahead for Progress in the 21st Century (MAP-21), which retained all of the coordinated planning provisions of SAFETEA-LU. Under MAP-21, JARC and New Freedom are eliminated as standalone programs, and the Section 5310 and New Freedom Programs are consolidated under Section 5310 into a single program, Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities, which provides for a mix of capital and operating funding for projects. This is the only funding program with coordinated planning requirements under MAP-21, beginning with Fiscal Year 2013 and currently authorized through FY 2014.

### **MAP-21 Planning Requirements**

#### **MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAM (SECTION 5310)**

This section describes the revised Mobility of Seniors and Individuals with Disabilities Program (Section 5310), the only funding program with coordinated planning requirements under MAP-21, beginning with Fiscal Year 2013 and currently authorized through FY 2014.

At the current time FTA has yet to update its guidance concerning administration of the new consolidated Section 5310 Program, but the legislation itself provides three requirements for recipients. These requirements would apply to NCDOT Public Transportation Division in distributing any Section 5310 funds for which it might serve as designated as recipient under MAP-21:

1. That projects selected are “included in a locally developed, coordinated public transit-human services transportation plan”;
2. That the coordinated plan “was developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human service providers, and other members of the public”; and
3. That “to the maximum extent feasible, the services funded ... will be coordinated with transportation services assisted by other Federal departments and agencies,” including recipients of grants from the Department of Health and Human Services.

Under MAP-21, only Section 5310 funds are subject to the coordinated-planning requirement. Sixty percent of funds for this program are allocated by a population-based formula to large urbanized areas, 20% is allocated to small urban zone areas, and 20% is allocated to the Rural areas. (See 49 U.S.C. Section 5310 (e)(2) / MAP-21 Section 20009).

### **Other State and Federal Transportation Grant Funding Opportunities**

#### **Transportation Demand Management (TDM) Program**

*Funding Source:* State and Federal (Congestion Mitigation and Air Quality)

*Purposes:* This program is Urban by its very nature. It funds programs that encourage ridesharing arrangements such as carpools and vanpools and the use of public transit and other alternative transportation in an effort to reduce congestion and vehicle emissions. State funds are matched dollar-for-dollar by local funds.

*Eligible Recipients:* Public bodies responsible for promotion of TDM activities that may provide services such as carpool/vanpool matching and vehicles for use in vanpooling. It is the intent of the program to fund only one organization per region with the temporary exception of the Triangle area but requiring that certain program components, such as marketing activities, be coordinated in one regional marketing program.

#### **Technology Grant (Community Transportation Systems)**

The North Carolina Department of Transportation Public Transportation Division (PTD) encourages North Carolina’s Community Transportation Systems to employ advanced technologies to foster increased efficiencies in the State by providing grants for qualifying transportation systems. Technologies that may be eligible for this grant include:



- Advanced Scheduling Software
- Maintenance Software
- Mobile Data Computers/Automatic Vehicle Locators (MDC/AVL)
- Integrated Voice Response Systems (IVR)

First, the Community Transit System must be identified as eligible for the technology in the Technology Implementation Plan. Next, the business practices and policies of the transit system must be reviewed and adapted where necessary.

### **Public Transportation Grant Program**

**Funding Source:** State

**Purposes:** Matches NCDOT statewide grants and local Federal capital and planning grants. Also funds the Apprentice and Intern Programs and the Transportation Demand Management Program. Program funds short-term demonstration projects and those ineligible for Federal funding.

**Eligible Recipients:** Local governments, nonprofit organizations, community transportation systems, transportation authorities and institutions of higher education.

### **Apprentice and Intern Programs**

**Funding Source:** State

**Purposes:** Funds the work experience for selected recent graduates and graduate students in public transportation. Apprentices, who are recent graduates, work full time for a 12-month period. Interns, who are graduate students, work approximately 12 weeks full time during the summer between their two years of graduate school and approximately 10 hours a week during the fall and spring semesters of their second year. It funds up to 90% of eligible costs.

**Eligible Recipients:** All State transit systems are eligible to receive reimbursement of project costs for salary, benefits and travel within specified guidelines.

### **Rural Operating Assistance Program (ROAP)**

**Part 1:** Elderly and Disabled Transportation Assistance Program (EDTAP)

**Funding Source:** State

**Purposes:** Provides operating assistance for the transportation of the State's elderly and disabled citizens. Funds up to 100% of cost of service.

**Eligible Recipients:** County Governments.

**Part 2:** Rural General Public Program

***Funding Source:*** State

***Purposes:*** Funds community transportation systems that serve the general public in the State's rural area. Provides up to 90% of cost of service.

***Eligible Recipients:*** County governments

**Part 3:** Employment Transportation Assistance Program

***Funding Source:*** State

***Purposes:*** Funds transportation service to employment for low-income individuals. Also supports the N.C. Rural Vanpool Program. Provides up to 100% of cost of service.

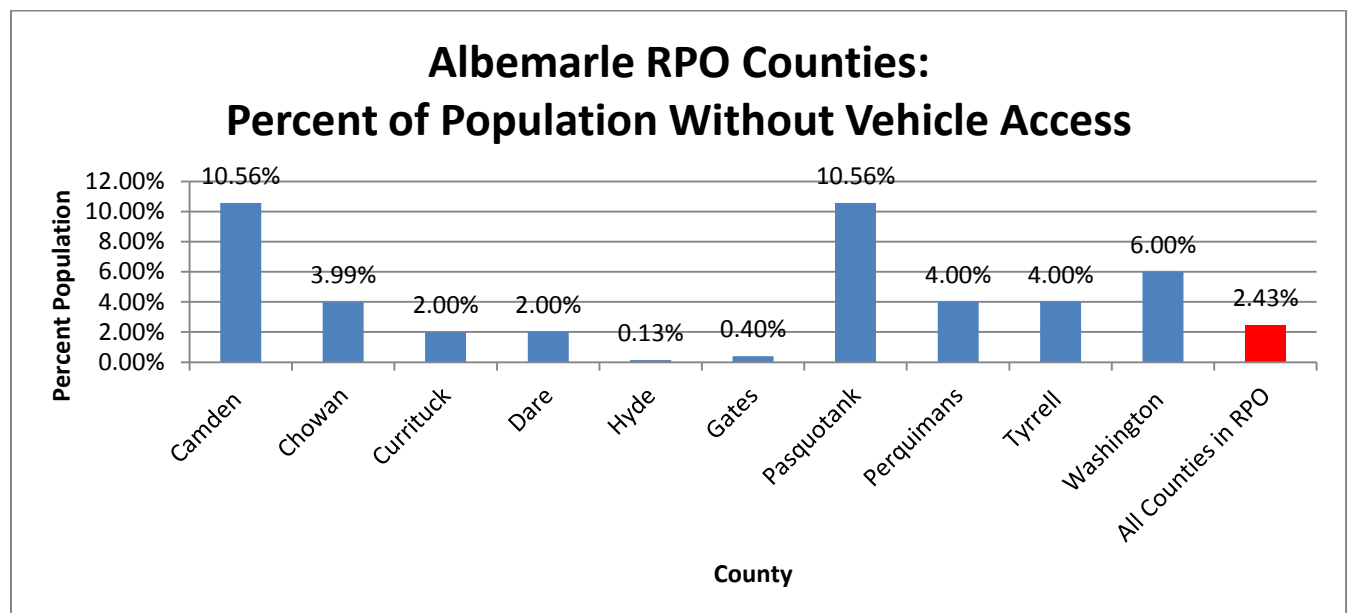
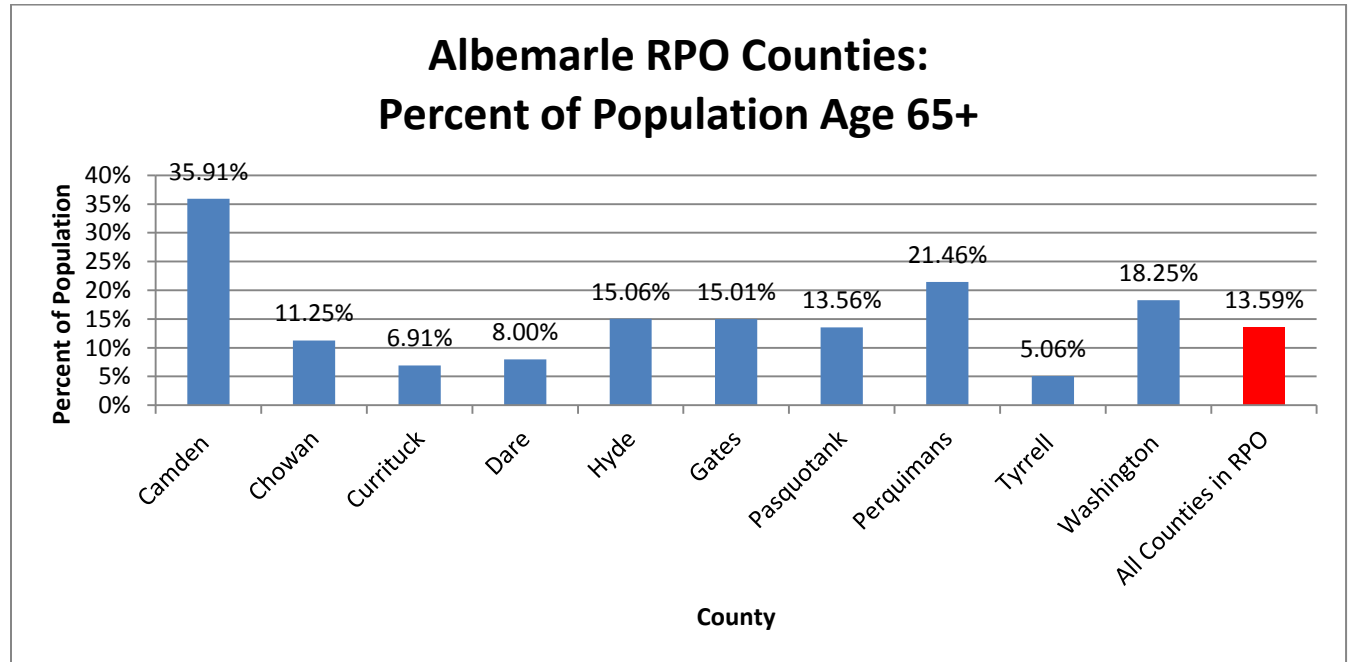
***Eligible Recipients:*** County governments

## DEMOGRAPHICS



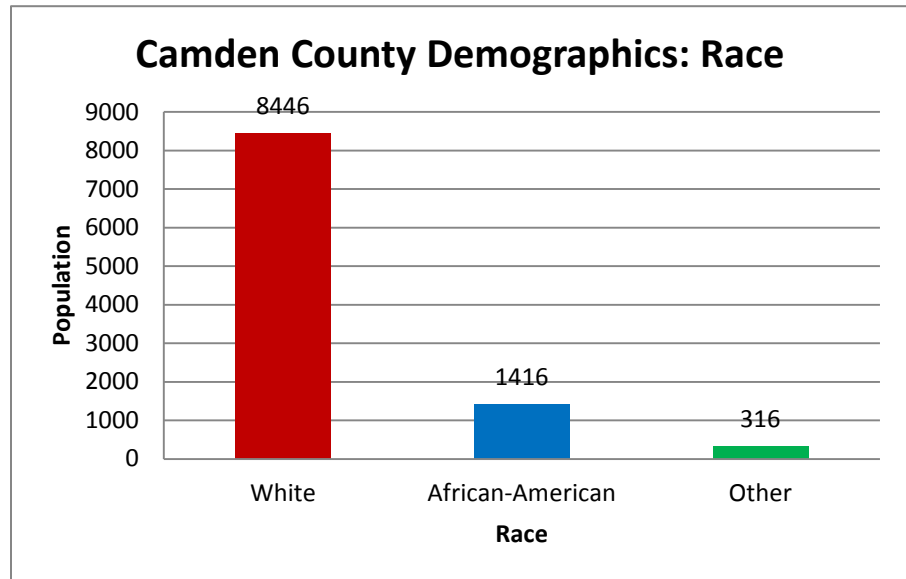
### ALBEMARLE RPO DEMOGRAPHICS

The population of the Albemarle region as a whole has grown over the past 20 years due to its neighboring of Hampton Roads. Many of the northern counties like Pasquotank, Gates, Camden, and Currituck are gateway communities for the Tidewater area. The Albemarle region’s total population is 172,047 residents.



**CAMDEN COUNTY**

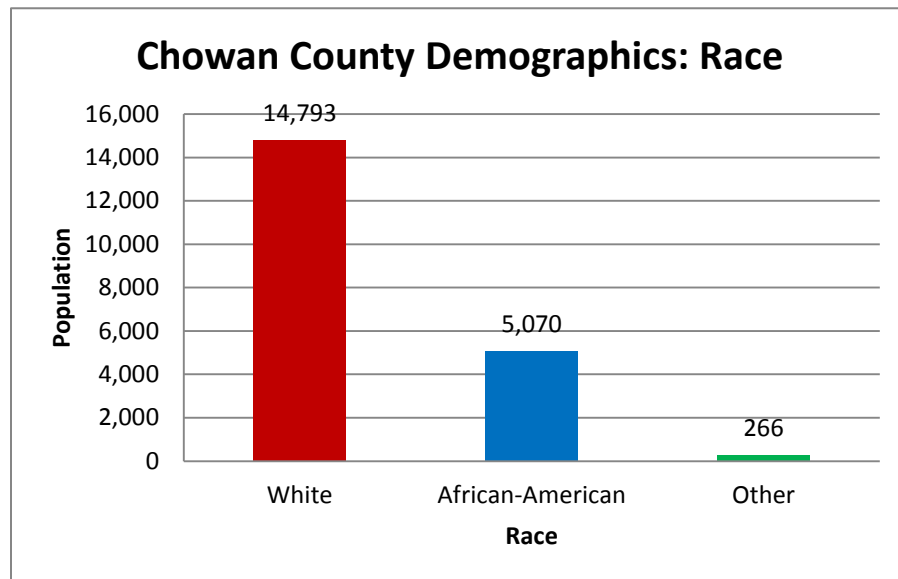
The total population of Camden County is 10,180 persons. 8,446 of the total are white and 1,416 are black/African American. There are 316 persons of various other races living in the county. 3,656 persons are age 65 and over. Per capita income in 2011 dollars is \$17,880. 7,984 people live and work in CHowan County. 2,030



commute to other counties to work. 1,642 residents work outside of the state. 7,171 people in the county have access to one or more vehicles, and 847 have no vehicle available. Mean travel time to work is 25.3 minutes.

**CHOWAN COUNTY**

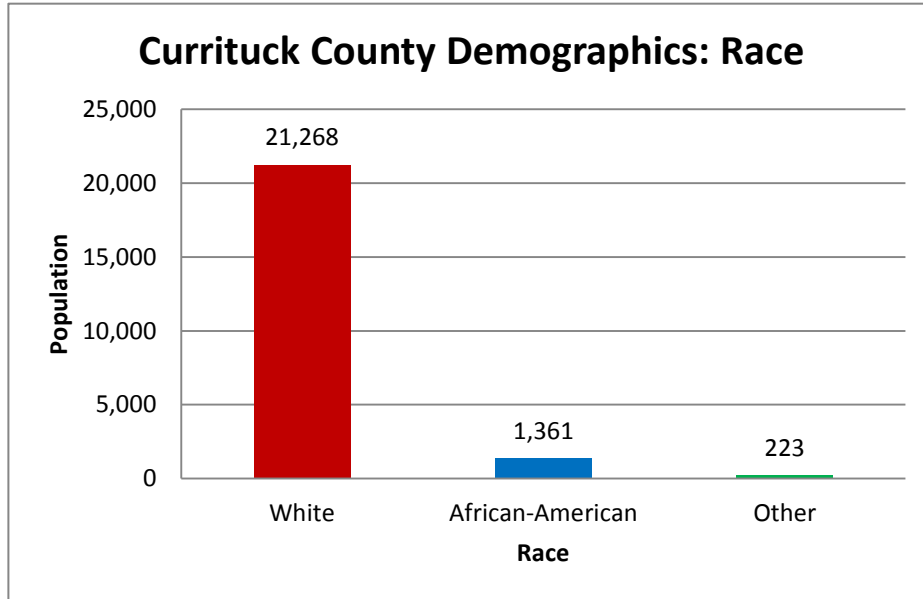
The total population of Chowan County is 14,793 persons. 9,174 of the total are white and 5,070 are black/African American. There are 266 persons of various other races living in the county. 1,664 persons are age 65 and over. Per capita income in 2011 dollars is \$19,808. 5,318 people live and work in Chowan County. 1,223.14 commute to other counties to work.



393 residents work outside of the state. 5,051 people in the county have access to one or more vehicles, and 210 have no vehicle available. Mean travel time to work is 27.4 minutes.

**CURRITUCK COUNTY**

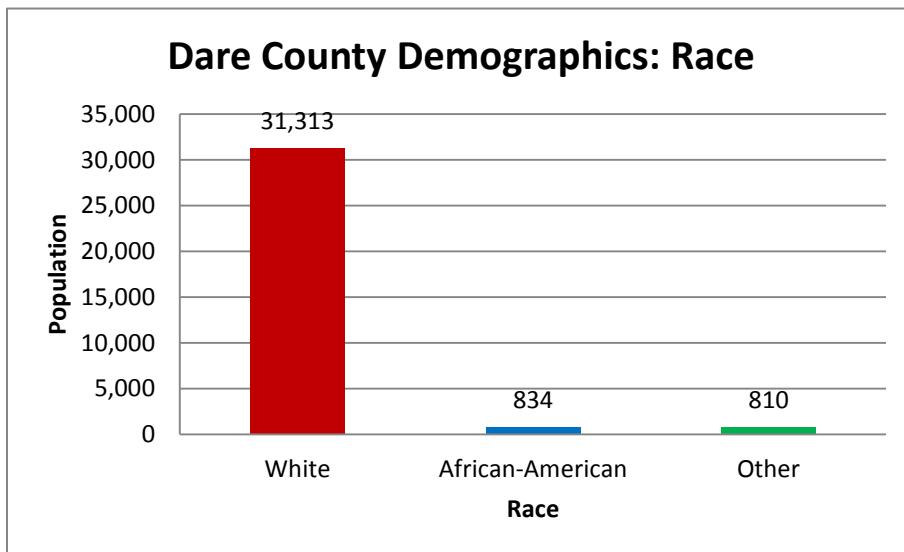
The total population of Currituck County is 23,547 persons. 21,268 of the total are white and 1,361 are black/African American. There are 223 persons of various other races living in the county.



1,627 persons are age 65 and over. Per capita income in 2011 dollars is \$26,487. 2,260 commute to other counties to work. 5,944 residents work outside of the state. 10,700 people in the county have access to one or more vehicles, and 218 have no vehicle available. Mean travel time to work is 32 minutes.

**DARE COUNTY**

The total population of Dare County is 33,920 persons. 31,313 of the total are white and 834 are black/African American. There are 810 persons of various other races living in the county.

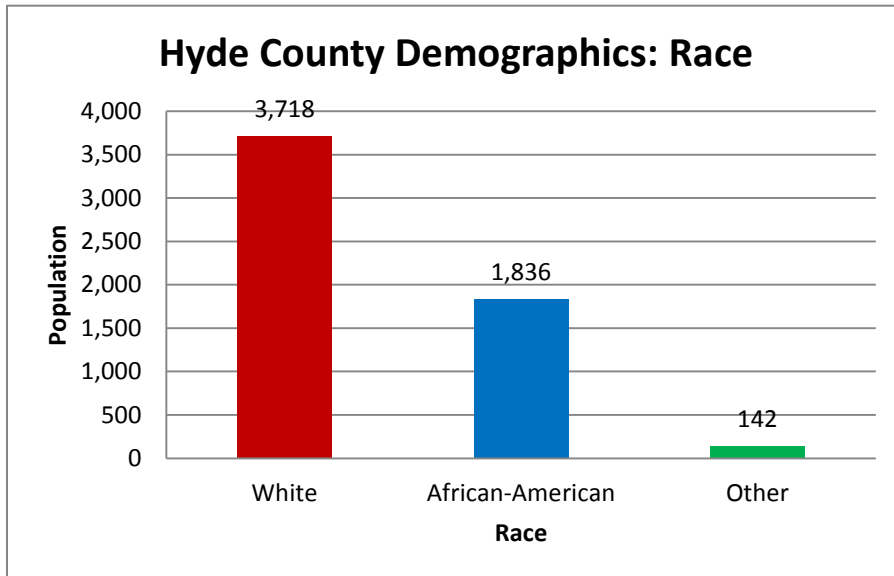


2,714 persons are age 65 and over. Per capita income in 2011 dollars is \$31,410. 16,406 people live and work in Dare County. 1,245 commute to other counties to work. 622 residents work outside of the state. 17,896 people in the county have access to one or more vehicles, and 365 have no vehicle available. Mean travel time to work is 19.5

minutes.

**HYDE COUNTY**

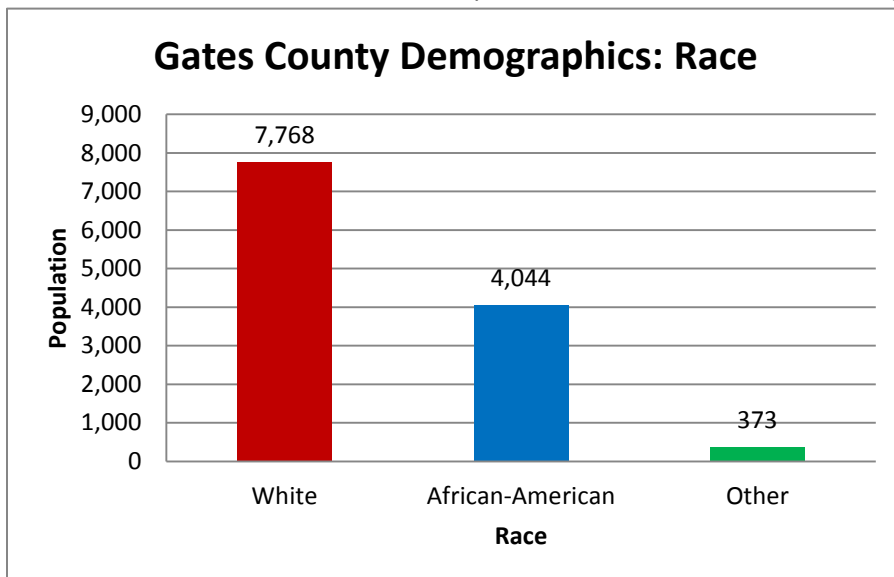
The total population of Hyde County is 5,810 persons. 3,718 of the total are white and 1,836 are black/African American. There are 142 persons of various other races living in the county.



875 persons are age 65 and over. Per capita income in 2011 dollars is \$16,397. 1,703 people live and work in Hyde County. 346 commute to other counties to work. 8 residents work outside of the state. 71,949 people in the county have access to one or more vehicles, and 94 have no vehicle available. Mean travel time to work is 25.1 minutes.

**GATES COUNTY**

The total population of Gates County is 12,197 persons. 7,768 of the total are white and 4,044 are black/African American. There are 373 persons of various other races living in the county.

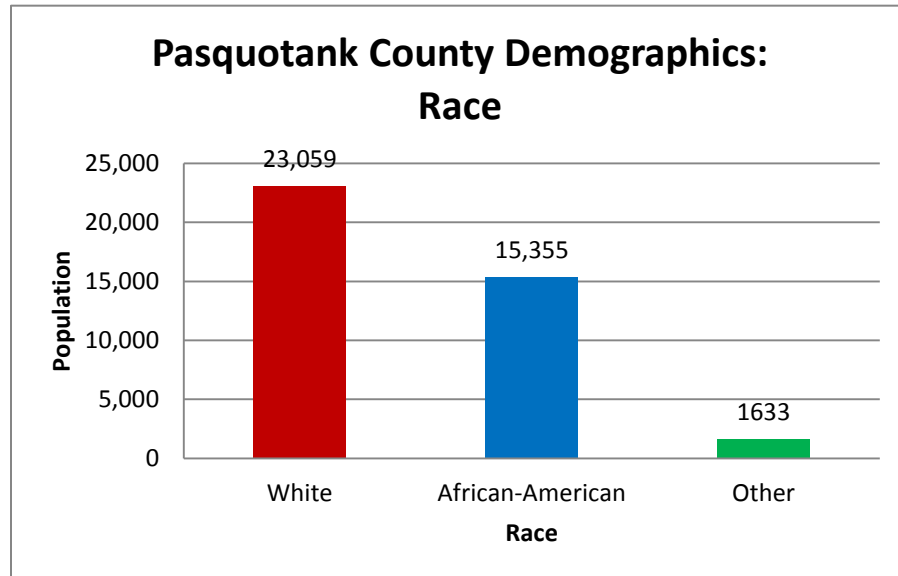


1,831 persons are age 65 and over. Per capita income in 2011 dollars is \$21,164. 52% of residents live and work in Gates County. 23.5% of residents commute to other counties to work. 48% of residents work outside of the state. 99.6% of residents in the county have access to one or more vehicles, and 23 have no vehicle available. Mean travel time to work is 39.2

minutes.

**PASQUOTANK COUNTY**

The total population of Pasquotank County is 40,661 persons. 23,059 of the total are white and 15,355 are black/African American. There are 1633 persons of various other races living in the county.

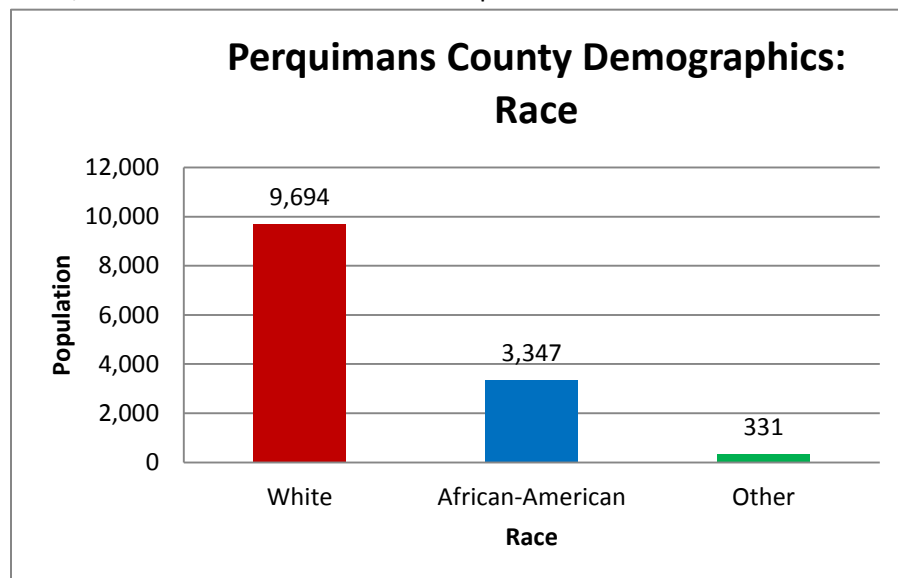


5,513 persons are age 65 and over. Per capita income in 2011 dollars is \$23,573. 72% of residents live and work in Pasquotank County. 11% of residents commute to other counties to work. 17% of residents work outside of the state. 7,171 people in the county have access to one or more vehicles, and 847 have no vehicle available. Mean travel time to work is 22.3

minutes.

**PERQUIMANS COUNTY**

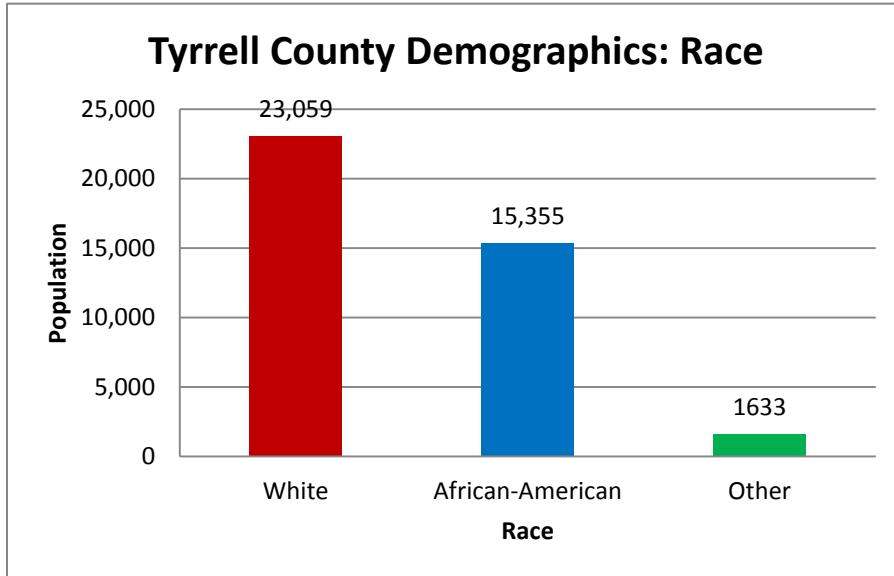
The total population of Perquimans County is 13,453 persons. 9,694 of the total are white and 3,347 are black/African American. There are 331 persons of various other races living in the county.



2,887 persons are age 65 and over. Per capita income in 2011 dollars is \$21,435. 30% of residents live and work in Perquimans County. 56% of residents commute to other counties to work. 14.5% of residents work outside of the state. 96% of residents in the county have access to one or more vehicles, and 169 have no vehicle available. Mean travel time to work is 29.2 minutes.

**TYRRELL COUNTY**

The total population of Tyrrell County is 4,407 persons. 2,403 of the total are white and 1,683 are black/African American. There are 316 persons of various other races living in the county. 223 persons

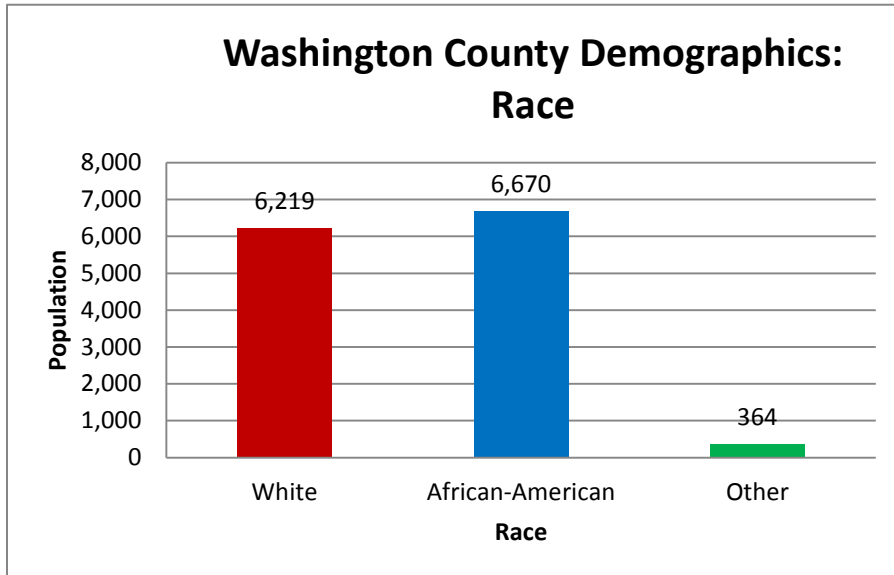


are age 65 and over. Per capita income in 2011 dollars is \$18,395. 55.2% of residents live and work in Tyrrell County. 43.2% of residents commute to other counties to work. Only 1.6% of residents work outside of the state. 96% of the residents in the county have access to one or more vehicles, and 147 have no vehicle available. Mean travel time to work

is 30.9 minutes.

**WASHINGTON COUNTY**

The total population of Washington County is 13,228 persons. 6,219 of the total are white and 6,670 are black/African American. There are 364 persons of various other races living in the county. 2,414 persons



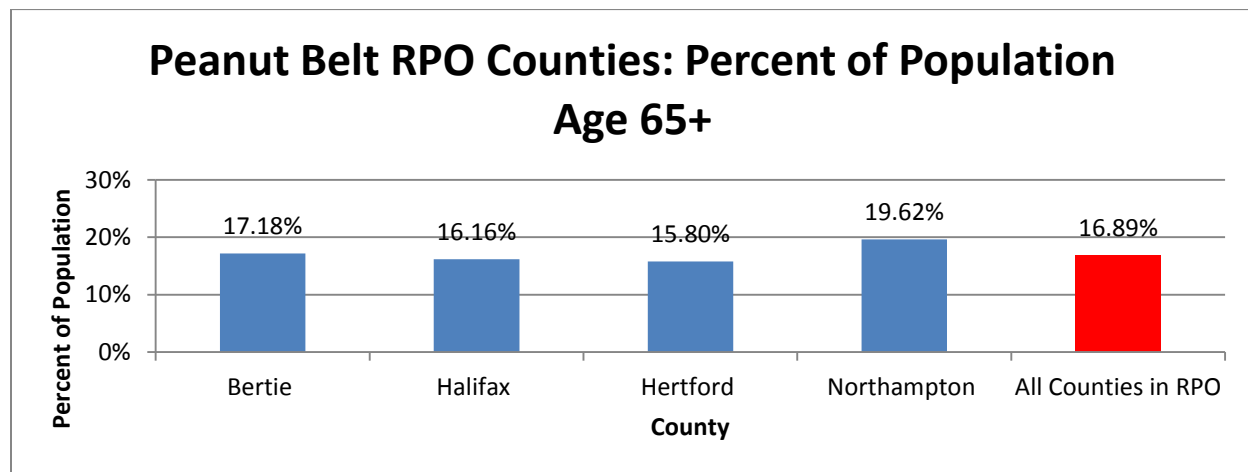
are age 65 and over. Per capita income in 2011 dollars is \$17,880. 66% of residents live and work in Washington County. 33.6% of residents commute to other counties to work. Less than 1% of residents work outside of the state. 94% of residents in the county have access to one or more vehicles, and 6% have no vehicle available. Mean travel time to work is 25.4 minutes.





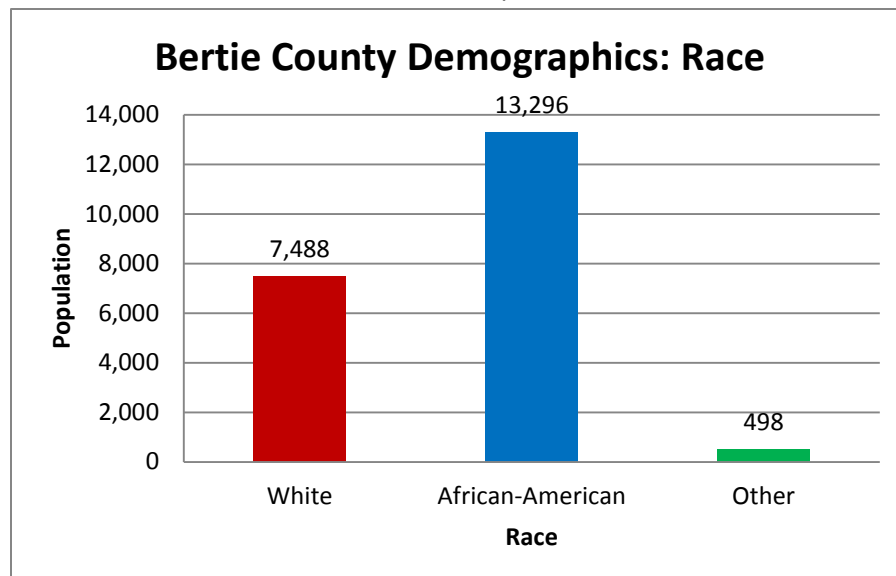
**PEANUT BELT RPO DEMOGRAPHICS**

The population of the Peanut Belt region as a whole has been fairly stable for the past 20 years. Halifax County has shown a loss in population, while Bertie, Hertford and Northampton have experienced a small increase in population growth over the past 20 year period. However, there have been variations in migration patterns in all the counties over that time interval.



**BERTIE COUNTY**

The total population of Bertie County is 21,282 persons. 7,488 of the total are white and 13,296 are black/African American. There are 498 persons of various other races living in the county.

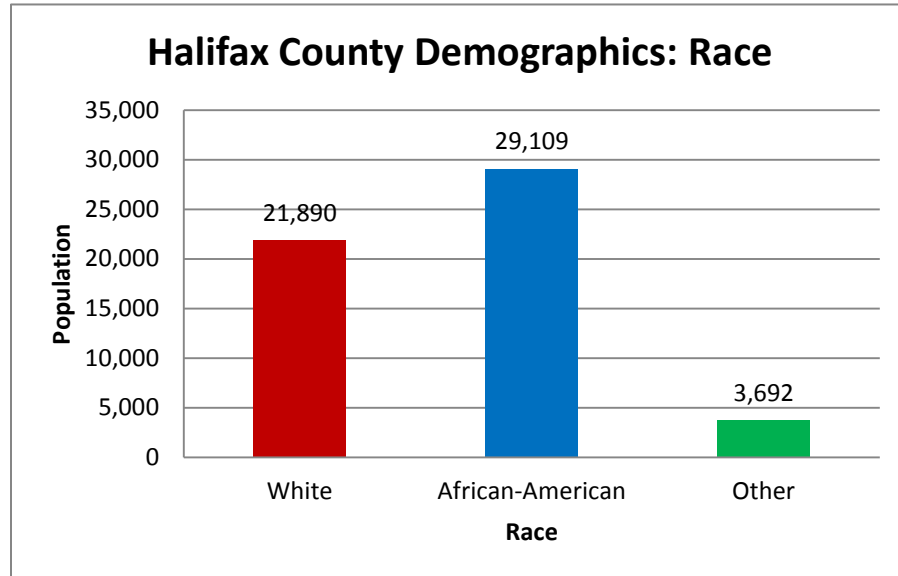


Of those numbers, 4,012 report having one or more disabilities, or 20% of the population. 3,656 persons are age 65 and over. Per capita income in 2011 dollars is \$17,880. 7,984 people live and work in Bertie County. 4,821 commute to other counties to work. 7,171 people in the county have access to

one or more vehicles, and 847 have no vehicle available. Mean travel time to work is 25.3 minutes.

**HALIFAX COUNTY**

The total population of Halifax County is 54,691 persons, of whom 21,890 are white and 29,109 are black/African American. 3,692 persons of various other races reside in the county.

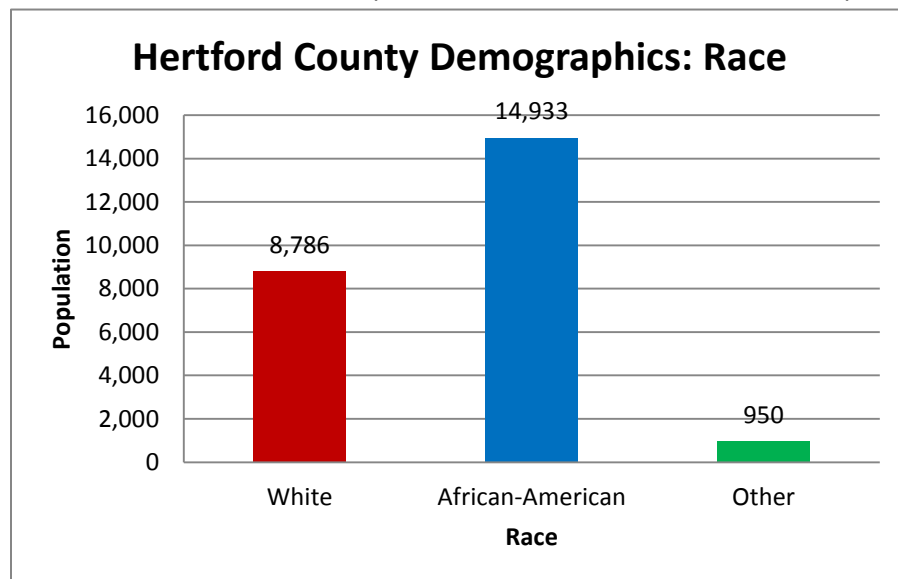


12,298 persons in Halifax County report having one or more disabilities, or 23.2% of the population. Persons age 65 and over total 8,836. Per capita income in 1999 dollars is \$17,934. 20,149 people who live in Halifax County also work there. 13,250 people commute to other counties to work. 19,069 people have access to one or more vehicles, and 2,448 have no vehicle

available. Mean travel time to work is 21.5 minutes.

**HERTFORD COUNTY**

The total population of Hertford County is 24,669 persons, 8,786 of whom are white and 14,933 are black/ African American. 950 persons of various other races make up the rest of the total population.

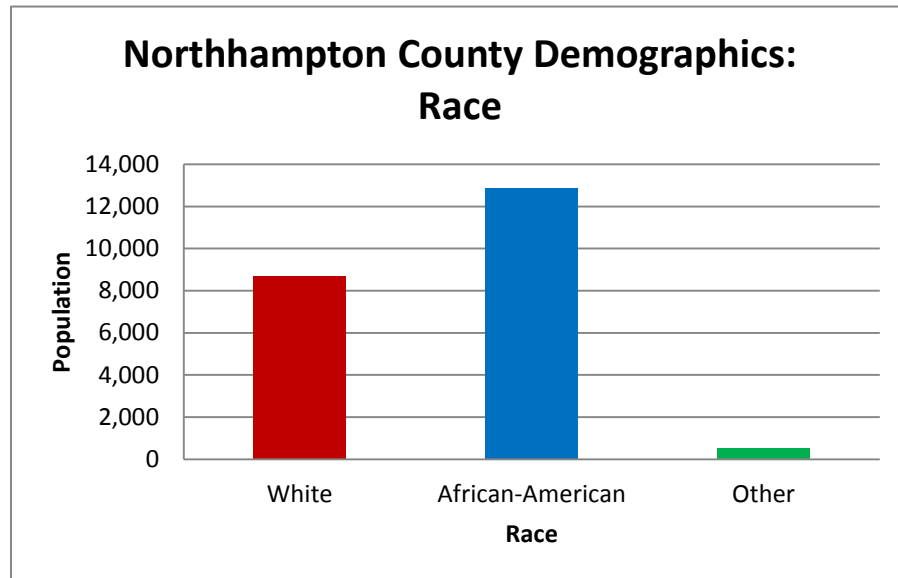


There are 5,756 disabled persons living in Hertford County, or 25% of the population. 3,898 are age 65 and over. Per capita income in 2011 dollars is \$17,425. 8,673 people live and work in Hertford County. 5,808 commute to other counties to work. Of 8,994 occupied housing units reporting, there are 7,827 who have access to one or more vehicles, with 1,167 reporting no access

to a vehicle. Mean travel time to work is 23.4 minutes.

**NORTHAMPTON COUNTY**

The population of Northampton County is 22,099 persons. 8,668 are of the white race and 12,895 are black/African American. Persons of various other races account for the remaining 536 persons. 5,809



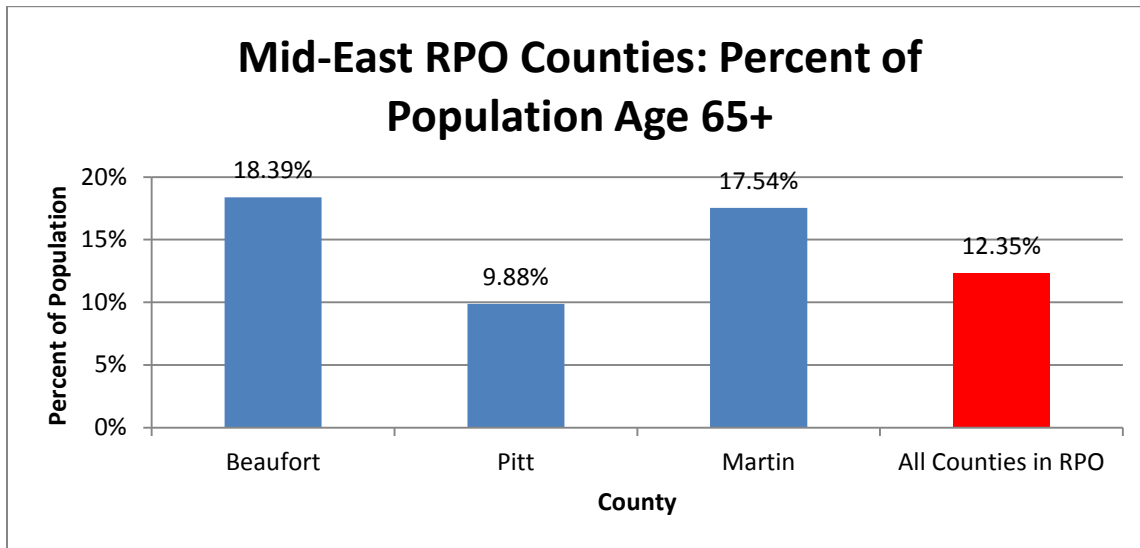
people report having one or more disabilities, or 27.3% of the population. 4,336 of the total population is age 65 or over. Per capita income in 2011 dollars is \$17,676. 7,929 people live and work in Northampton County. 3,322 commute to other counties to work. 7,549 people report having access to one or more vehicles, and 956 report

having no vehicle access out of 8,505 occupied housing units reporting.



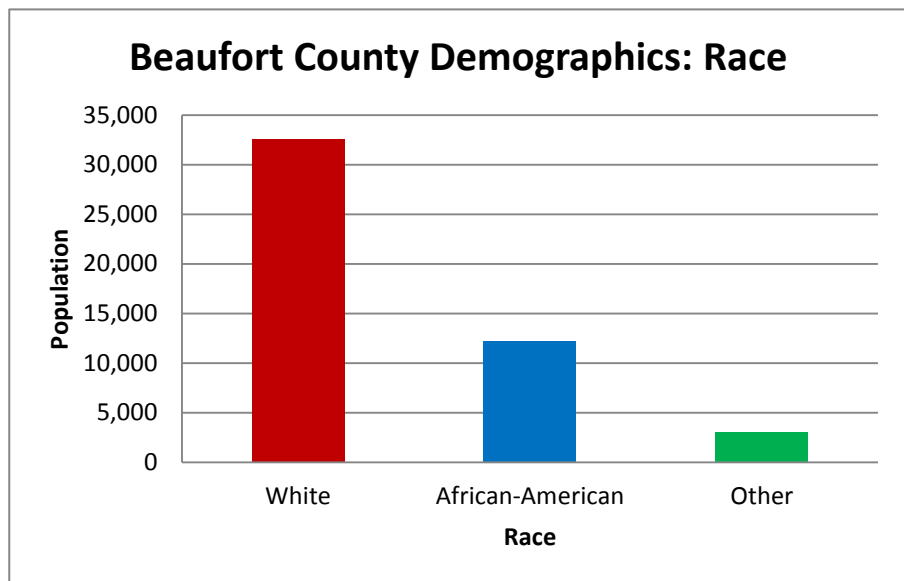
**MID-EAST RPO DEMOGRAPHICS**

The population of the Mid-East region as a whole has seen steady growth for the past 20 years, with a large majority of that growth occurring in Pitt County. Much of this growth however, has taken place in and around the Greenville area, which is served by the GREAT Transit System. Beaufort County has seen its population grow over the past 20 years, while neighboring Martin County has seen a slight decrease from 2000 to 2010 following growth from 1990 to 2000.



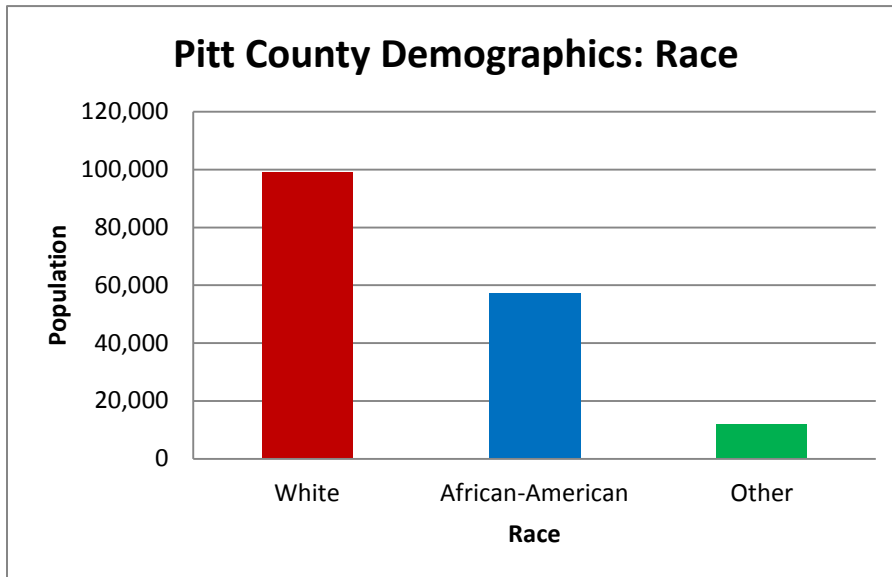
**BEAUFORT COUNTY**

The total population of Beaufort County is 47,759 persons. 32,551 of the total are white and 12,223 are black/African American. There are 2,985 persons of various other races living in the county. Among this population, 8,663 report having one or more disabilities, or 18.3% of the population. 8,782 persons are age 65 and over. Per capita income in



2011 dollars is \$23,209. 19,287 people live and work in Beaufort County. 17,281 commute to other counties to work. 17,899 people in the county have access to one or more vehicles, and 1,932 have no vehicle available. Mean travel time to work is 25.4 minutes.

**PITT COUNTY**

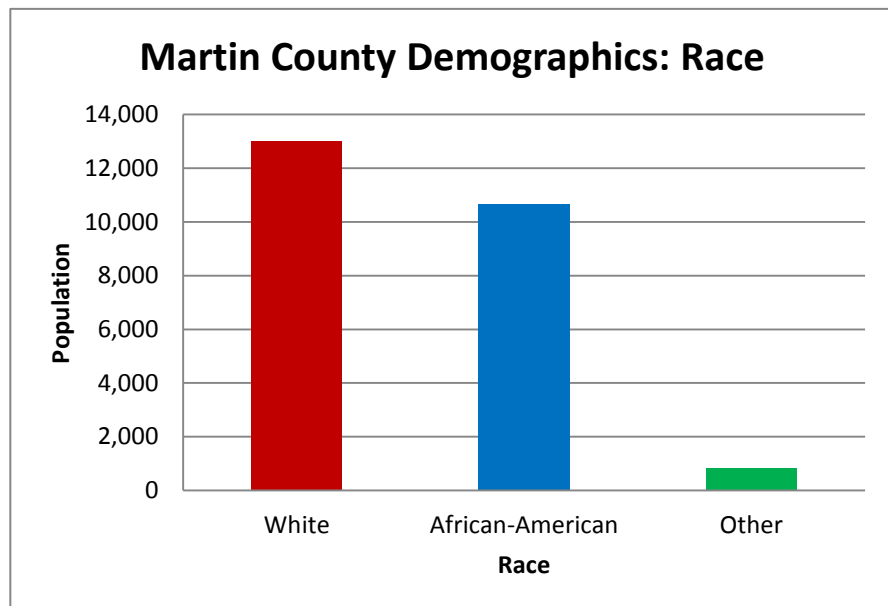


The total population of Pitt County is 168,148 persons. 99,075 of the total are white and 57,257 are black/African American. There are 11,816 persons of various other races living in the county. Among this population, 20,715 report having one or more disabilities, or 12.2% of the population. 16,619 persons are age 65 and over. Per capita income in 2011

dollars is \$22,656. 75,401 people live and work in Pitt County. 64,721 commute to other counties to work. 59,140 people in the county have access to one or more vehicles, and 5,367 have no vehicle available. Mean travel time to work is 19.8 minutes.

**MARTIN COUNTY**

The total population of Martin County is 24,505 persons. 13,019 of the total are white and 10,651 are black/African American. There are 835 persons of various other races living in the county. Among this population, 4,853 report having one or more disabilities, or 20% of the population. 4,297 persons are age 65 and over. Per capita income in 2011 dollars is \$19,286. 9,902



people live and work in Martin County. 5,709 commute to other counties to work. 8,966 people in the county have access to one or more vehicles, and 918 have no vehicle available. Mean travel time to work is 23.9 minutes.

## **PLAN APPROACH**

The Albemarle Plain Rural Planning Organization (RPO) Mideast Rural Planning Organization, and the Peanut Belt Rural Planning Organization, working as the lead planning agencies, coordinated with the NCDOT Public Transportation Division to prepare an approach for the development of the Northeast Regional Locally Coordinated Transit Plan (NERLCP). Other Coordinated Public Transit-Human Services Transportation Plans, already underway across the state, allowed for utilizing already existing surveys and workshop activities, which resulted in constructive input and valuable data. The RPOs previously completed Locally Coordinated Plans in 2009 (Pitt Area Transit, Albemarle RPO) and 2010 (Choanoke Pubic Transportation Authority, Beaufort Area Transit & Martin County Transit) respectively and this is an update of those plans.

Projects funded through the Elderly and Persons with Disabilities (Section 5310), Job Access and Reverse Commute (Section 5316 - JARC) and New Freedom (Section 5317) programs require the development of a Locally Coordinated Public Transit-Human Services Transportation Plan, which should incorporate private and non-profit transportation and human services providers and the general public.

In an attempt to attract a diverse representation of stakeholders to participate in the NERLCP, invitations (included in appendix) requesting participation in the NERLCP stakeholder committee meetings, workshops, and group exercises were sent to public and private transit providers, each County's Social Services Director, county Planning Directors, Area Agency on Aging staff, and Senior Center staff members..

The RPOs organized the NERLCP workshops on March 18<sup>th</sup> in Washington, March 19<sup>th</sup> in Elizabeth City, June 4<sup>th</sup> in Elizabeth City, and June 5<sup>th</sup> in Washington. Throughout the workshop, stakeholders helped identify the needs and gaps within the current transportation service through workshop exercises as well as group discussion. Unmet needs were identified and programs were prioritized during through these exercises.

The data gathered from the NERLCP workshop acts as the foundation for NERLCP. The NERLCP will guide funding decisions relating to the Job Access Reverse Commute (JARC) Program (Section 5316), the New Freedom Program (Section 5317), and the Elderly and Disabled Individuals Program (Section 5310).

## EXISTING SERVICES

### ALBEMARLE RURAL PLANNING ORGANIZATION



#### **DARE COUNTY TRANSPORTATION SYSTEM (DCTS)**

DCTS is a single rural county system that provides free general public transportation to all Dare County residents. The system operates seven vehicles – four have wheelchair lifts, two are standard vans and one is a mini van. One van is out-posted in Buxton and parked at the EMS station. The full-time driver lives nearby. The Buxton area is approximately 60-70 miles from the DCTS office. The DCTS staff has four full-time employees.

The DCTS office located in Manteo and is open 8:30am to 5:00pm Monday through Friday. However, the van runs begin earlier in the mornings according to the time of medical appointments for in-county and out-of-county transportation. Every effort is made to complete services and have passengers returned home by 5:00pm. Late pickups from in-county appointments may run after 5:00pm drivers then fuel the vans and perform post-checks of their vehicles. In-county drivers may work seven to nine hours per day.

Out-of-county appointments are not scheduled after 1:30pm so that all riders may be on board the vehicle and heading to back to Dare County by 3:00pm. The driver will call the office as they cross the bridge into Dare County to let the staff know that they are in the county before the office closes. Drivers then fuel and post-check their vehicles. Out-of-county drivers may work 10-12 hours per day.

Out-of-county transportation is available Tuesdays, Thursdays, and Fridays to medical facilities in Elizabeth City and to the nearest cities in Virginia, such as Chesapeake, Norfolk, Virginia Beach and to the VA Hospital in Hampton. DCTS also utilizes volunteer drivers for services to hospitals in Greenville, Chapel Hill and Durham.

#### DCTS'S ANNUAL STATISTICS

- Total vehicle service hours: 13,500
- Total vehicle service miles: 252,000
- Total passenger trips: 18,000



### **GATES COUNTY INTER-REGIONAL TRANSPORTATION SYSTEM**

Gates County Inter-Regional Transportation System (GITS) is the coordinated transportation program for the County of Gates. GITS will provide transportation for any county resident to various areas within our region. GITS will utilize deviated fixed routes and demand response trips to service clients.

The primary areas requested for transportation are Ahoskie (in Hertford County), Elizabeth City (in Pasquotank County), Edenton (in Chowan County), and Suffolk, Smithfield, and Norfolk, Virginia. These trips are available to the rural general public.

Four trips to Ahoskie are conducted daily; at 8:00am, 10:30am, 2:00pm, and 3:00pm is our final pick-up. These trips are operated as deviated fixed-route, general public and subscription. These trips to Elizabeth City; at 8:00am, 10:30am, 12:00 noon, and 3:30pm are available to deviated fixed route, subscription, and general public passengers. Trips to Edenton are provided Monday, Wednesday, and Friday mornings for deviated fixed-route, subscription, and general public. Four general public trips per day are available to Suffolk, VA, departing at 6:30am, 10:30am; 2:00pm, and 5:00. Trips to Greenville are operated on Tuesdays; on the second and fourth Wednesday service is available to Portsmouth, VA. On the first and third Wednesday service is available to Hampton, VA from 10:00am to 1:00pm. Monday, Tuesday, and Thursday from 10:00am to 1:00pm Norfolk service for medical passengers is offered. Norfolk. Additionally, Ahoskie service has an additional 5:00pm trip on Thursdays. Demand response trips are provided in county anytime during the service hours and other areas upon request and availability.

General hours of operation are 5:00am to 7:00pm Monday through Friday, with Saturday service available on request.

Vehicles are assigned based on service areas and passenger requirements. Should passengers using wheelchairs or other mobility devices need transportation, vehicles with on-board lifts will be assigned to the run.

#### **GITS's ANNUAL STATISTICS**

- Total Vehicle Service Hours: 13,978
- Total Vehicle Revenue Miles: 332,309
- Total trips: 27,185





### **HYDE COUNTY TRANSIT (HCT)**

Hyde County Transit was incorporated in 1987 by a group of organizations, human service agencies, and other public stakeholders. Hyde County is a rural county with a population of 5,826 of which an estimated 19% live below the poverty level. HCT serves clients of human service agencies as well as the general public of Hyde County. Hyde County Transit provides passenger trips to other surrounding counties such as Beaufort, Dare, and Pitt Counties.

Currently, Hyde County Transit has a fleet of 6 vehicles, 3 of which are wheelchair accessible. In 2008, Hyde County Transit served over 16,000 passenger trips for various needs such as medical, shopping, recreational, human service, and general public.

#### **HCT'S ANNUAL STATISTICS**

- Total vehicle service hours: 5,327
- Total vehicle service miles: 155,971
- Total passenger trips: 19,257



### **INTER-COUNTY PUBLIC TRANSPORTATION AUTHORITY (ICPTA)**

Inter-County Public Transportation Authority (ICPTA), a subsidiary of Albemarle Regional Health Services, was founded in 1978. ICPTA is a five-county regional public transportation system, providing general public and human service agency transportation to the people who live in or visit Chowan, Perquimans, Pasquotank, Camden, or Currituck Counties. ICPTA also provides out-of-region transportation to Norfolk, VA and Greenville, NC.

ICPTA provides demand response and subscription transportation services between the hours of 4:30am and 7:30pm Monday through Friday utilizing a staff of 38 employees (21 full time & 17 part time drivers). The fleet is made up of 29 vehicles (23 lift equipped), which are out posted throughout the five counties ICPTA serves. An important part of ICPTA's service is the timely delivery of passengers to their destination. This enhances the program's reliability and trust with contracted agencies and the general public. Drivers are required to participate in drug and alcohol testing, road training, on-the-job training, emergency operating training, and periodic safety meetings. Services are advertised to the public under an "Anyone Can Ride" campaign.

#### **ICPTA'S PROGRAM GOALS**

- To enhance passenger accessibility in rural areas to health care, shopping, education, employment, public services, and recreation.
- To assist in the maintenance, development, improvement, and use of public transportation systems in rural areas.

- To encourage and facilitate the most efficient and effective use of Federal, State, and Local funds to provide quality passenger transportation through coordination of local programs and services in ICPTA's service area.

#### ICPTA'S ANNUAL STATISTICS

- Total vehicle service hours: 47,584
- Total vehicle service miles: 871,858
- Total passenger trips: 99,264



#### **RIVERLIGHT TRANSIT**

The Washington County Center for Human Services administers Riverlight Transit which is Washington County's community transportation program. Riverlight Transit was started during 1997 combining existing transportation programs operated by the Roanoke Developmental Center, Inc. and the Washington County Department of Social Services. Riverlight Transit is a single county transportation program which provides deviated fixed route transportation services.

Currently, Riverlight Transit has a total of eight vehicles in its fleet. There are three lift equipped vehicles in the fleet. There are five vehicles operated daily between the hours of 8:00am and 4:30pm. The system employs a full-time Transportation Coordinator and five full-time vehicle operators. Riverlight Transit provides medical, nutrition, recreation, shopping, educational and human service trips. Out-of-county destinations include Martin County, Chowan County, Pitt County, Beaufort County and other nearby counties.



#### **Tyrrell County Senior & Disabled Transportation System**

TCS&DTS was established in the early 1980s as a result of a need to provide nutrition transportation for senior citizens to the county senior center. In later years the system expanded to providing agency-sponsored transportation services for the county's communities.

TCS&DTS has been operating as single county human service transportation program (one of only two in North Carolina that does not operate rural general public service) serving the clients of human service agencies in Tyrrell County for about 25 years. It is the smallest system in the state with 2 vehicles in its fleet. Operations are supplemented by a small network of volunteer drivers who use their personal vehicles to provide service to the citizens of the county. TCS&DTS currently provides demand response and subscription rides, although the addition of general-public service and integrated service with adjacent counties has been recently explored.

TCS&DTS is the only public (although not general public) transportation program in Tyrrell County. As a small rural county, Tyrrell does not have any major medical or dental facilities, nor any major shopping centers. As a result, the bulk of agency-sponsored trips are out of county.

#### TCS AND DTS'S ANNUAL STATISTICS

This data was not received at the time of the report

### MIDEAST RURAL PLANNING ORGANIZATION



#### BEAUFORT COUNTY AREA TRANSIT (BATS)

The Beaufort Area Transit System was established to meet the general public, special needs of the elderly, persons with disabilities, and disadvantaged persons for whom mass transportation services are unavailable, insufficient or inappropriate. Beaufort Area Transit was developed through a partnership between Beaufort County and the NC Department of Transportation, when the Beaufort County Developmental Center agreed to serve as the county's lead transportation agency.

Beaufort Area Transit is a coordinated rural transportation system made up of four, twelve passenger conversion vans, one minivan, four lift equipped vans, one eighteen passenger bus with lift, one twenty four passenger bus and one 10 passenger LTV with lift.

The system provides transportation to citizens in small towns and rural areas of the county. The system provides rural residents with access to employment, education, social events, medical and recreational activities.

Beaufort Area Transit serves everybody by providing transportation to:

- Nutritional sites for meals
- Doctor's appointments
- Sources of medical treatment
- Drug Stores
- Grocery Stores
- Work
- Class/School
- Shopping malls



#### MARTIN COUNTY TRANSIT (MCT)

Martin County Transit (MCT) is a public transportation system that operates as a branch of county government, with funding assistance from the state and federal government. The system operates a fleet of vehicles, including specially modified vans to accommodate the elderly and/or disabled.

MCT provides General Public Transportation to citizens of Martin County. This is a state supported program where anyone who is a resident of Martin County can purchase transportation services. MCT also provides Medical Transportation for clients of Martin County's governmental agencies. For efficiency purposes, multiple clients are generally picked-up on the same trip / route.

Martin County Transit currently provides services to the following:

- Martin County Department of Social Services
- Martin County Department of Aging
- Martin-Tyrrell-Washington Regional Health Department
- Work First
- SSI (Supplemental Security Income)
- Physicians East – Center for Infectious Disease
- Marion Shepherd Cancer Center
- Leo Jenkins Cancer Center
- Alcoholics Anonymous
- General public

#### MCT's ANNUAL STATISTICS

- Total vehicle service hours: 17,051
- Total vehicle service miles: 359,737
- Total passenger trips: 34,289



#### **PITT AREA TRANSIT SYSTEM (PATS)**

Pitt Area Transit System (PATS) is the coordinated public transportation system for Pitt County. Established in 1984, Pitt Area Transit remained a 501(c) 3 corporation until July 2007 when it was reformed as a department within Pitt County Government. In FY08, Pitt Area Transit System provided a total of 50,181 passenger trips. PATS provides transportation for human service agencies, the elderly, people with disabilities, and the general public of Pitt County outside of the city limits of Greenville. Pitt Area Transit System handles the transportation needs of over 50% of the population of Pitt County. PATS offers subscription, para-transit service, and limited demand response service between 6:00 am and 7:30 pm Monday through Saturday. There is no Sunday service available and PATS is also closed on holidays observed by Pitt County Government. PATS also provides complementary para-transit service for the GREAT Bus System within the Greenville City limits. Requests for all transportation must be made at least one business day in advance between the hours of 9:00 a.m. and 2:00 p.m.

## PEANUT BELT RURAL PLANNING ORGANIZATION



### CHOANOKE PUBLIC TRANSPORTATION AUTHORITY (CPTA)

The Choanoke Public Transportation Authority (CPTA) was created on November 7, 1977 by a joint resolution between Bertie, Halifax, Hertford, and Northampton Counties. CPTA is a four-county regional public transportation system, providing human service and general public transportation to the citizens of Bertie, Halifax, Hertford and Northampton Counties. CPTA also provides out-of-county transportation to Rocky Mount, North Carolina and Greenville, North Carolina.

CPTA provides subscription transportation and demand response services Monday through Friday between the hours of 4:30 a.m. and 6:30 p.m. utilizing a staff of 44 employees (20 full-time & 24 part-time employees). Services may be requested for medical, shopping, dialysis, day cares, and community colleges, etc. and are open to anyone needing a ride. The fleet is made up of 45 vehicles (30 lift equipped), which are posted throughout the four county area. The mission of the service is to provide safe, adequate and convenient transportation for the citizens of the four county area. Drivers are required to participate in drug and alcohol testing, on-the-job training, road training, OSHA training, and periodic safety meetings.

#### CPTA'S PROGRAM GOALS

- To ensure that citizens with transportation needs will be able to access the service
- To provide transportation services at the lowest possible cost
- To address needs of increasing accessibility to the elderly and handicapped

#### CPTA'S ANNUAL STATISTICS

- Total vehicle service hours      51,615
- Total vehicle service miles      1,331,807
- Total passenger trips              192,623

## **EXERCISE 1 - UNMET NEEDS ASSESSMENT**

As discussed in the introduction section of this document, RPO's in the region have been meeting on a quarterly basis with all transit stakeholders in the area. Given the regular communication between the transit stakeholders and RPO's over this time, Planners did not deem it necessary to survey the stakeholders based on the information they had collected on unmet needs during the workshops. These workshops were held on the following dates:

- October 11<sup>th</sup> 2011
- April 23<sup>rd</sup> 2012
- August 21<sup>st</sup> 2012
- January 26<sup>th</sup> 2013

These unmet needs were the basis for discussion in the LCP Workshops that were held. Among the most critical issues include:

- Services to Medical Facilities
  - Greenville, Washington, New Bern, Durham, Chapel Hill, Hampton Roads
- Services to Employment Centers
- Services to Shopping Centers/Grocery Stores
- Agency Cooperation (Transfer Rider System/Stations)
- Education/Promotion (Older/First Time/Inexperienced Riders)
  - Aging Agencies concerned about seniors who are unable to get to meetings, get groceries, or access medical care

## EXERCISE 2 – GAPS ANALYSIS EXERCISE

A gap analysis exercise was completed at both the Washington and Elizabeth City workshops. Participants used maps of their specific region, as well as a larger full region map, to mark any unmet transportation needs. Participants were separated into different groups based on the region in which they were geographically located. At that point they were instructed to draw on the maps, identifying where there were gaps in services and where future service may be beneficial. No instruction was given to the groups as to how they should depict their thought and therefore each map was developed differently than the others. A total of 20 maps were submitted and the results of this exercise are organized in the following table as well as depicted in the maps on pages 34-43.

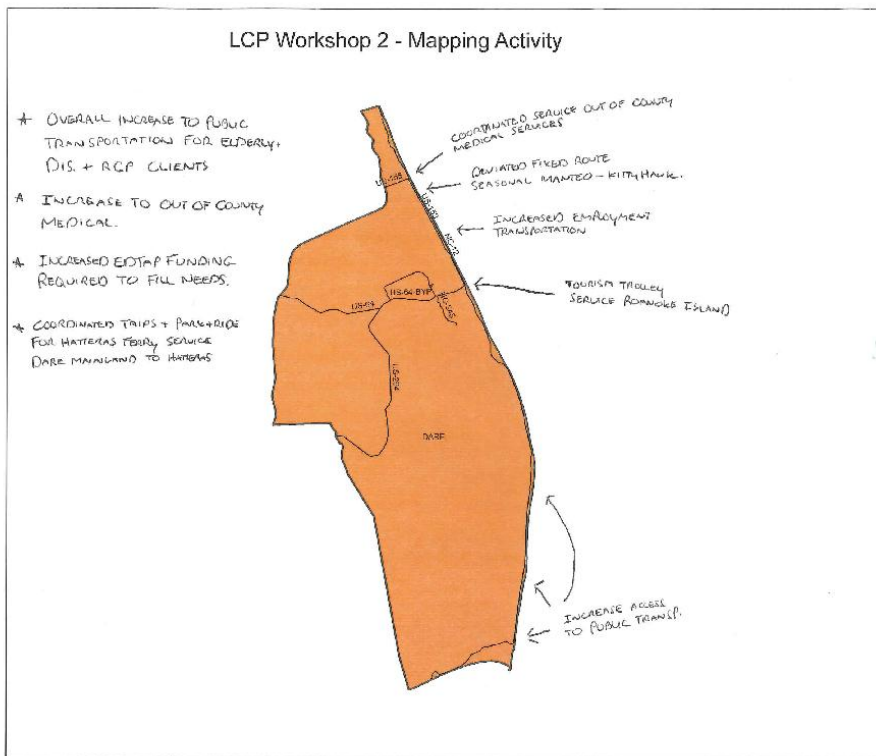
Albemarle RPO Area Transit Systems	Identified Gaps
Dare County Transportation System (Dare County)	<ul style="list-style-type: none"> <li>• Increase Public Transportation for Elderly and Disabled, Out of County Medical, and Employment Transportation</li> <li>• Increased EDTAP Funding to fill needs</li> <li>• Coordinated Trips and Park and Ride for Hatteras Ferry Service (Mainland Dare to Hatteras</li> <li>• Tourism Trolley to serve Roanoke Island</li> <li>• Seasonal Deviated Fixed Route (Manteo to Kitty Hawk)</li> </ul>
Gates County Inter-Regional Transportation System (Gates County)	<ul style="list-style-type: none"> <li>• Services to Medical</li> <li>• Services to Shopping</li> <li>• Coordination with VA</li> <li>• Services for individuals without Medicaid</li> <li>• Increased Access to rural areas of County</li> <li>• Coordination with other counties Beach Trips during Summer Months</li> <li>• Connector (feeder) services for Nutrition due to time restraints</li> <li>• Increased Disabled/Mental Health programming</li> <li>• Increase funding for Veteran Service Trips</li> </ul>
Hyde County Transit (Hyde County)	<ul style="list-style-type: none"> <li>• Services to Medical</li> <li>• Services to Employment Centers                             <ul style="list-style-type: none"> <li>○ Fairfield Area</li> <li>○ Dare County</li> </ul> </li> <li>• Services to Shopping</li> <li>• Services for individuals without Medicaid</li> <li>• Increased Access to areas with service gaps</li> <li>• Education Service to Beaufort County Community College for Classes</li> <li>• Shuttle Service from Hatteras Ferry to Ocracoke Village during peak tourism season</li> <li>• Park and Ride Lot in Ocracoke</li> </ul>

<p>Inter-County Public Transportation Authority (Camden, Chowan, Currituck, Pasquotank, and Perquimans County)</p>	<ul style="list-style-type: none"> <li>• Van Pool service for Employment</li> <li>• Weekend Service for EDTAP</li> <li>• Evening Service for Employment or EDTAP</li> <li>• Need more EDTAP; not enough for entire region</li> <li>• Larger Vehicles needed to meet demand for Employment and EDTAP</li> <li>• More training for inexperienced/hesitant clients that are Elderly/Disabled</li> <li>• Services to Greenville Hospital/Medical EDTAP</li> </ul>
<p>Riverlight Transit (Washington County)</p>	<ul style="list-style-type: none"> <li>• Services to Medical</li> <li>• Services to Employment Centers</li> <li>• Services to Shopping</li> <li>• Evening Service</li> <li>• Increased Access to areas with service gaps</li> </ul>
<p>Tyrrell County Senior &amp; Disabled Transportation System (Tyrrell County)</p>	<ul style="list-style-type: none"> <li>• Increase Service for General Public (Human Service Only)</li> <li>• Extra Vehicles for Expanded Service</li> <li>• Increased Access to Medical (Out to County)</li> </ul>
<p>Mid-East RPO Area Transit Systems</p>	<p>Identified Gaps</p>
<p>Beaufort/Martin Area (Beaufort and Martin Counties)</p>	<ul style="list-style-type: none"> <li>• Medical Access to Greenville M-F</li> <li>• Coordinating with Pitt Area Transit in Stokes to increase coverage in an area currently underserved</li> <li>• Coordinate with Pitt Area Transit in Bethel</li> <li>• Beaufort Area Transit and Martin County will coordinate transfers at the end of Market Street for riders going to Washington on MWF</li> <li>• Increased Service for Medical to Greenville, Raleigh/Durham</li> <li>• Increased cross county transportation need to Williamston Senior Center</li> </ul>
<p>Pitt Area Transit Service (Pitt County)</p>	<ul style="list-style-type: none"> <li>• Volunteer Driver/Voucher Program</li> <li>• Transportation Opportunities outside of main travel roads</li> <li>• Coordinating with Beaufort Area Transit and Martin County Transit in Stokes to increase coverage in an area currently underserved</li> <li>• Coordinate with Martin County in Bethel</li> <li>• Fixed Route Service to areas in southern Pitt (Ayden/Grifton)</li> <li>• Expanded GREAT (Greenville Transit) into Winterville along NC 11/903</li> </ul>



Peanut Belt RPO Area Transit Systems	Identified Gaps
<p>Choanoke Public Transportation Authority (Bertie, Halifax, Hertford, and Northampton Counties)</p>	<ul style="list-style-type: none"> <li>• Increase service to western end of Bertie County</li> <li>• Evening Service to provide additional trips to               <ul style="list-style-type: none"> <li>○ Shopping Centers</li> <li>○ Elder Fair</li> <li>○ Educational Opportunities</li> </ul> </li> <li>• Food Pantry Coordination               <ul style="list-style-type: none"> <li>○ Center Locations &amp; Schedules</li> </ul> </li> <li>• Voucher Program for Volunteers</li> <li>• Saturday Service</li> <li>• Education Trips</li> <li>• Recreation Trips</li> <li>• Mobility manager</li> <li>• Medical Trips to Durham VA, Duke, UNC-CH, Vidant (Greenville), Richmond VA, Hampton Roads VA</li> <li>• Post-Hospital Discharge follow up visits (for frail, weak, sick) to primary care/pharmacy</li> <li>• Access to Social Security Administration Offices/DSS/Health Depts.</li> <li>• Increase affordable shopping trips from Jackson to Roanoke Rapids</li> <li>• Increase affordable shopping trips from Scotland Neck/Hollister to Rocky Mount/Tarboro</li> </ul>

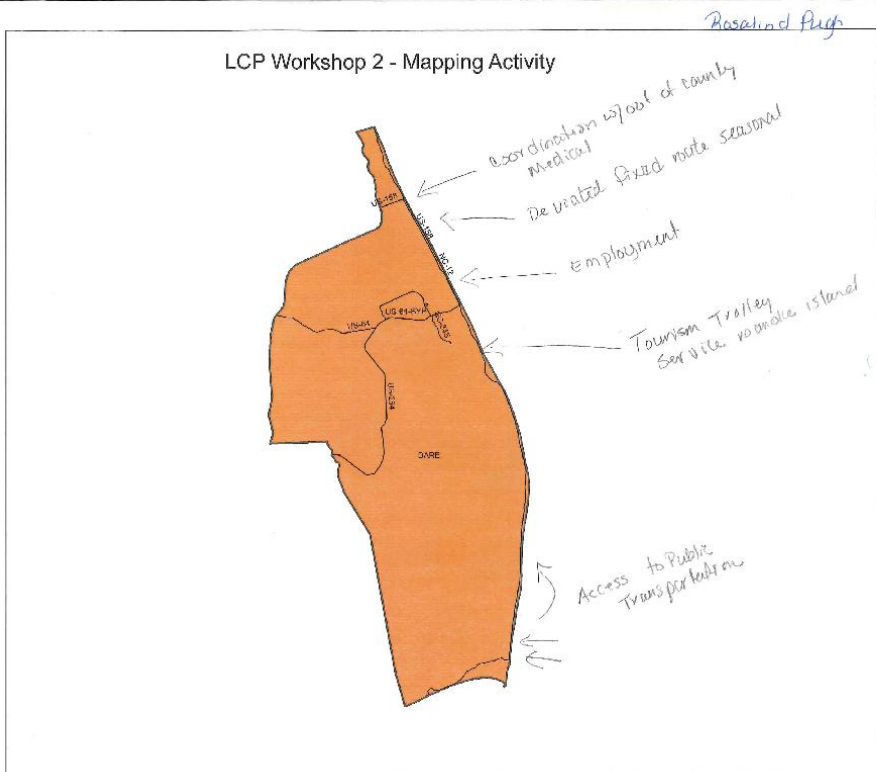
Dare County Transportation System (Dare County)



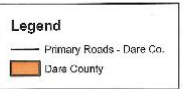
Dare Co. Region Map



Map Produced: June 3 2013



Dare Co. Region Map

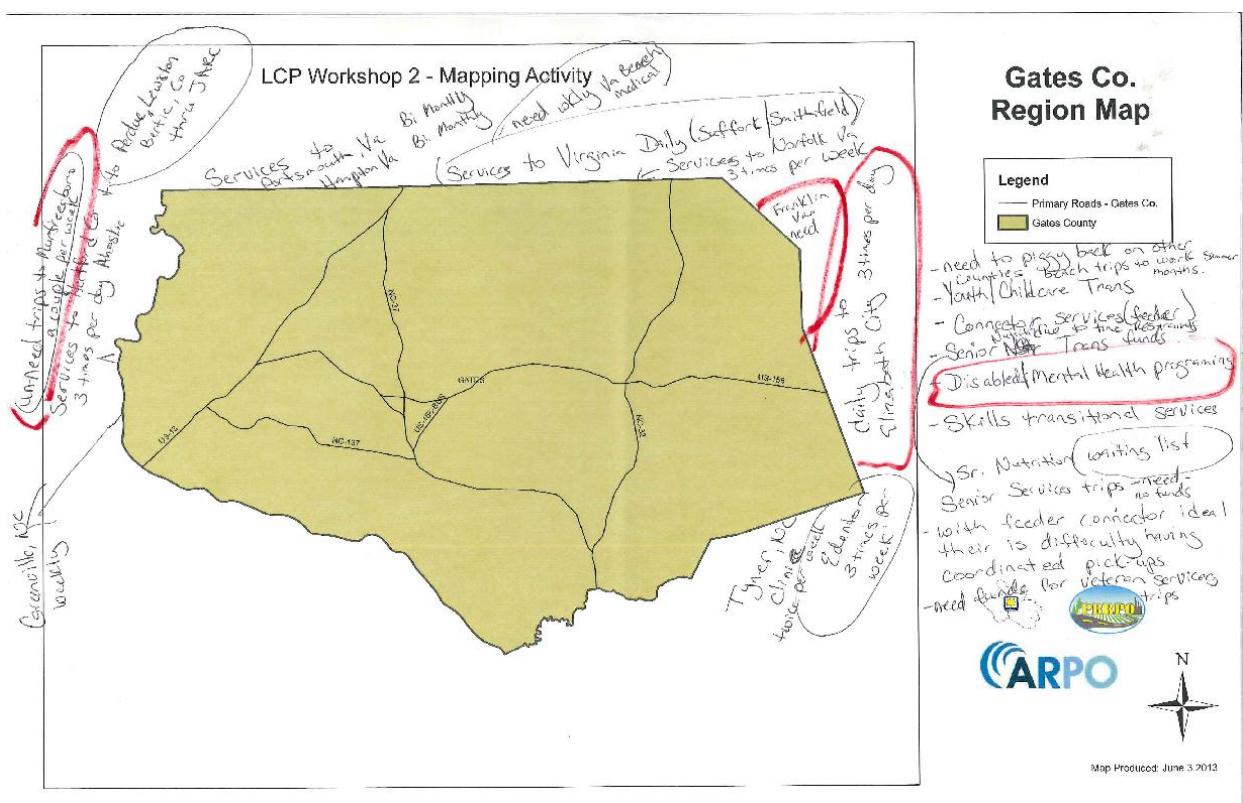
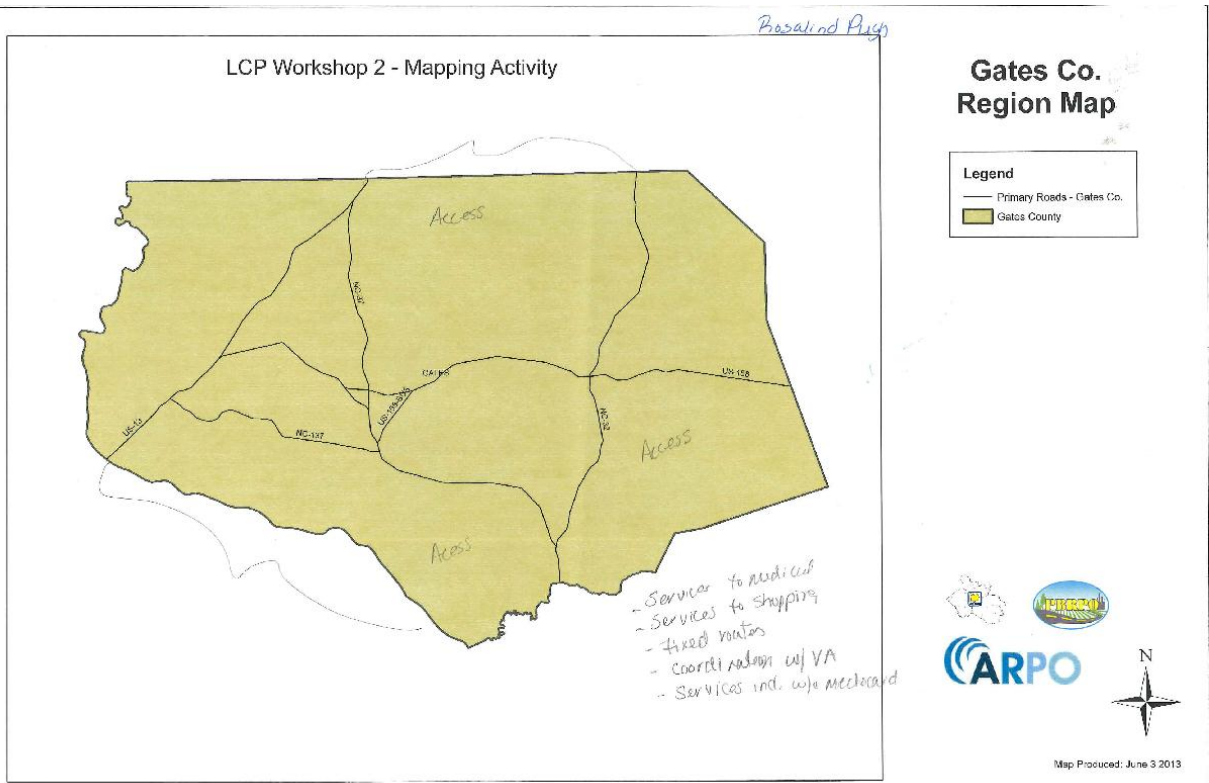


\* Increase to out of County medical

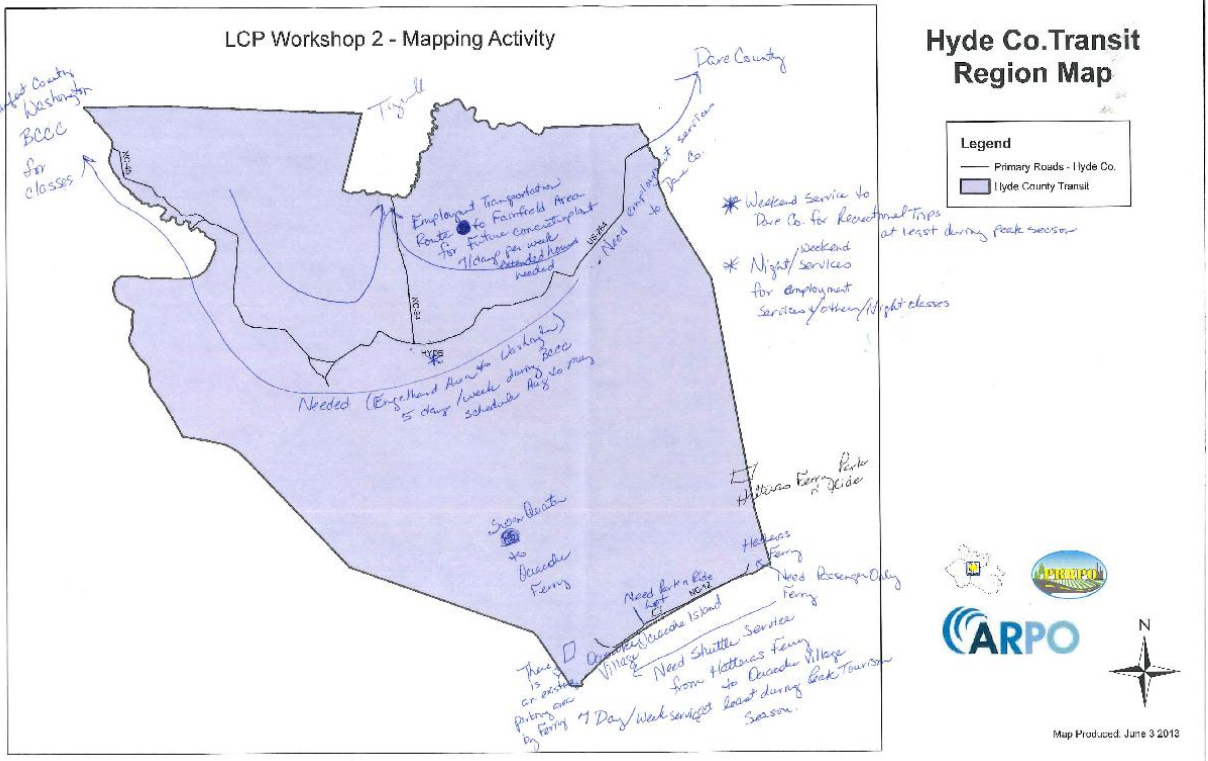
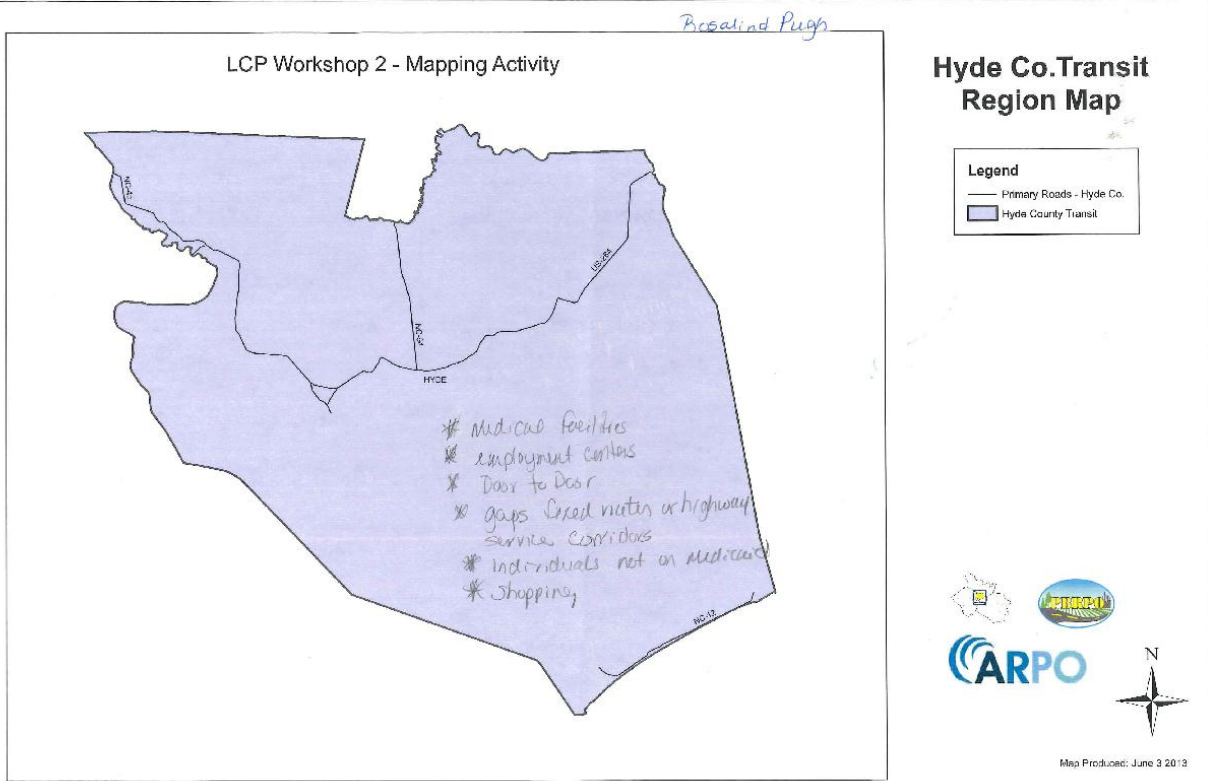


Map Produced: June 3 2013

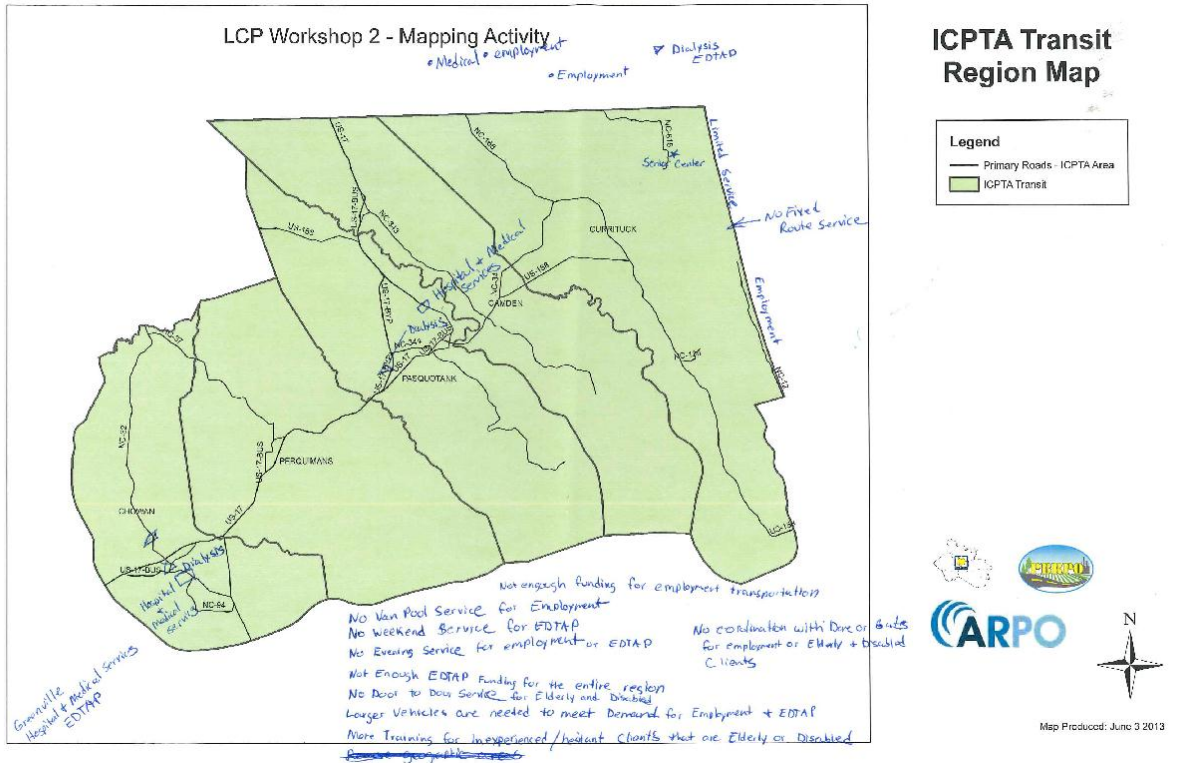
Gates County Inter-Regional Transportation System (Gates County)

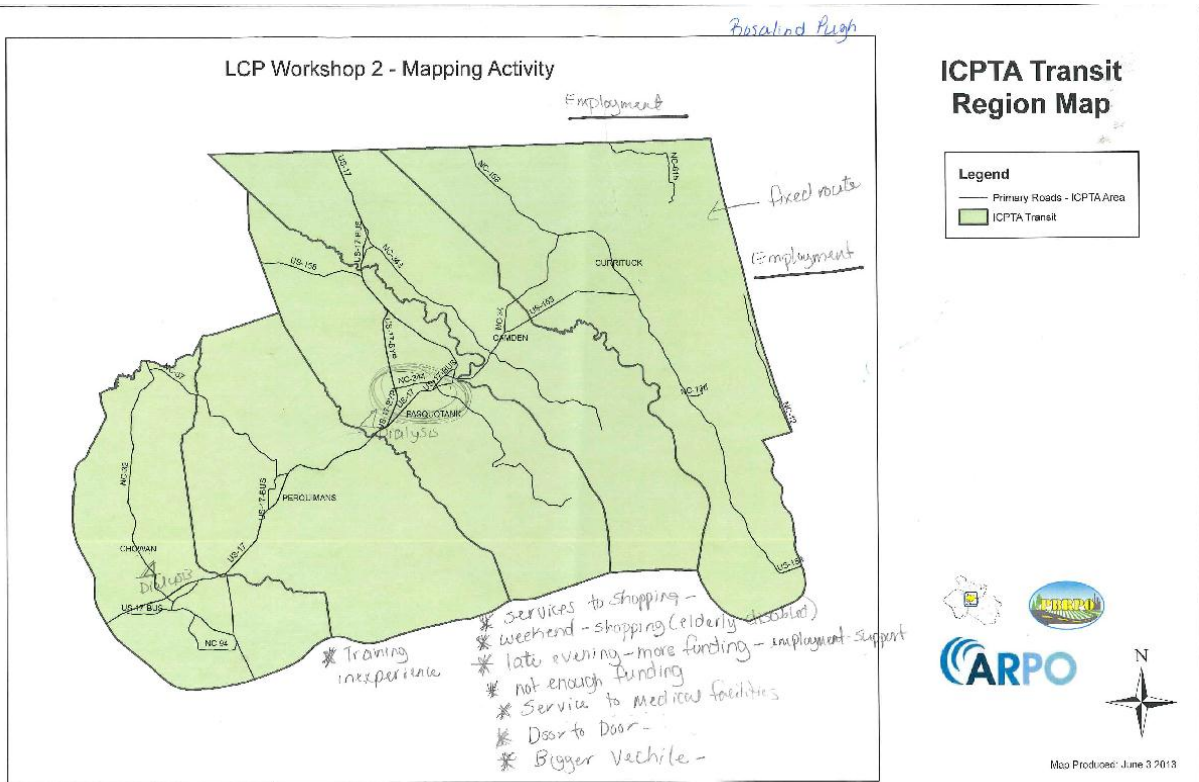


Hyde County Transit (Hyde County)

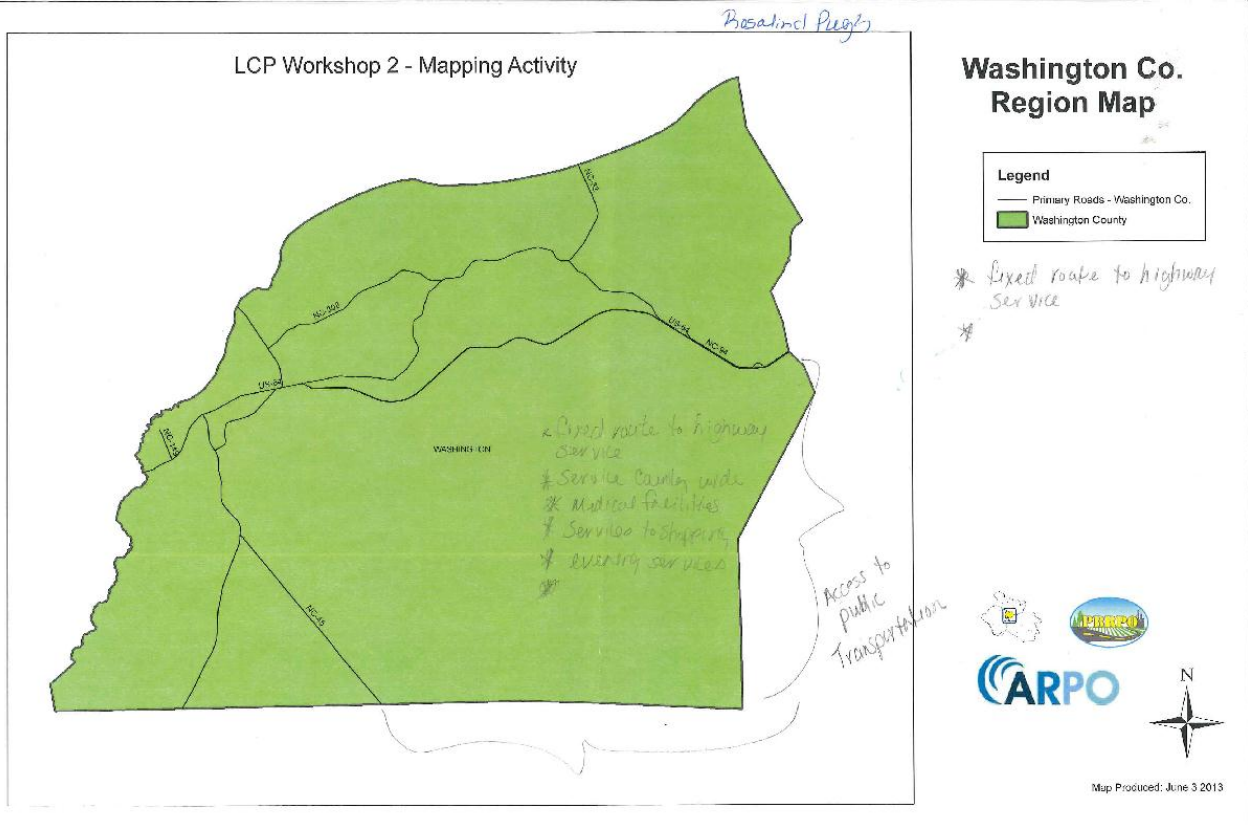


Inter-County Public Transportation Authority (Camden, Chowan, Currituck, Pasquotank, and Perquimans County)

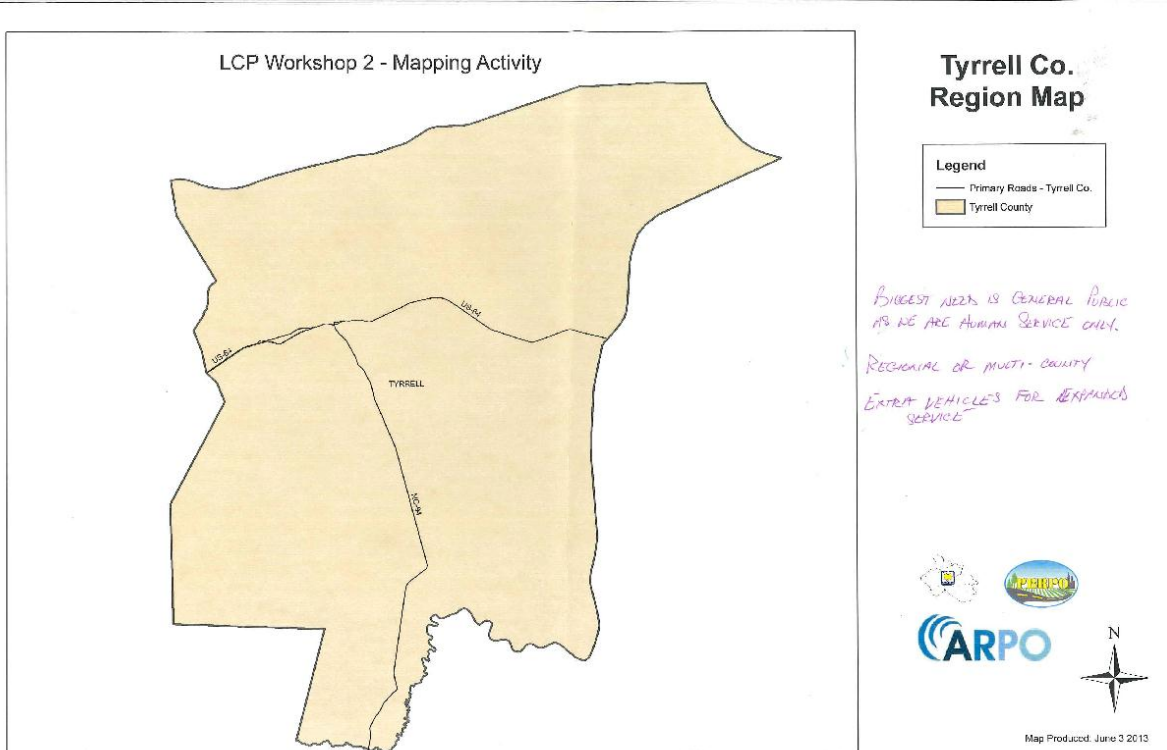
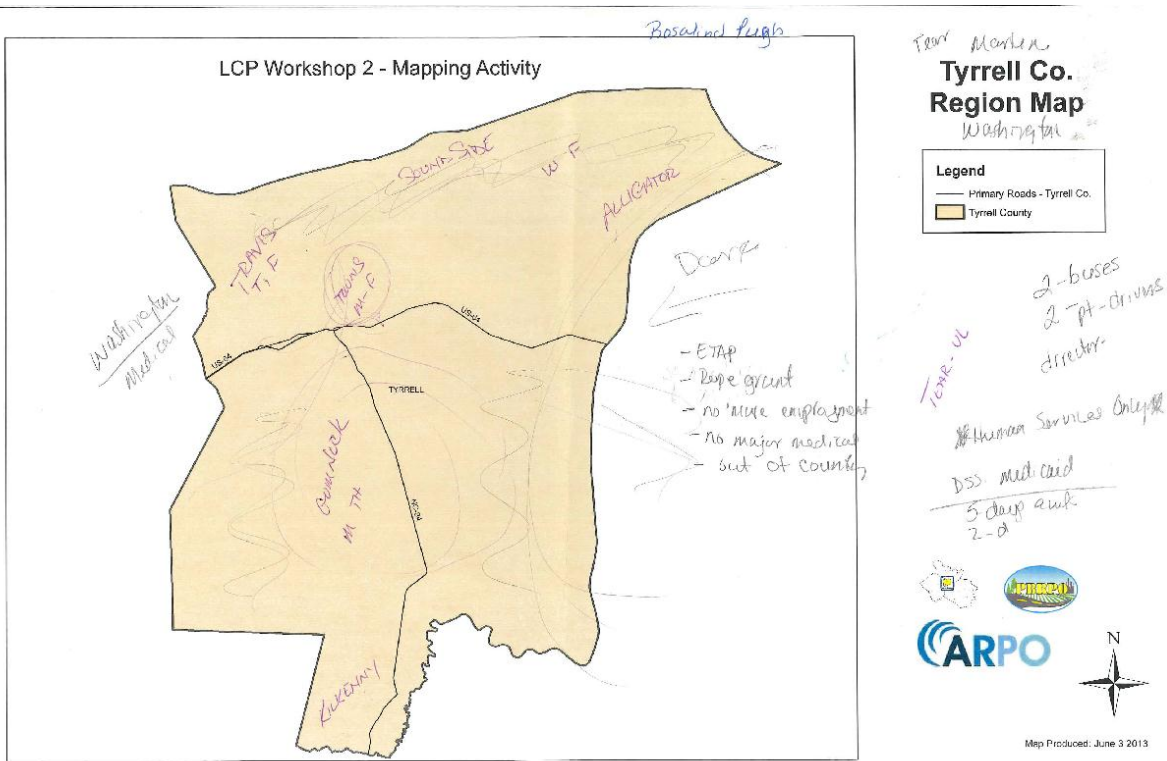




Riverlight Transit (Washington County)

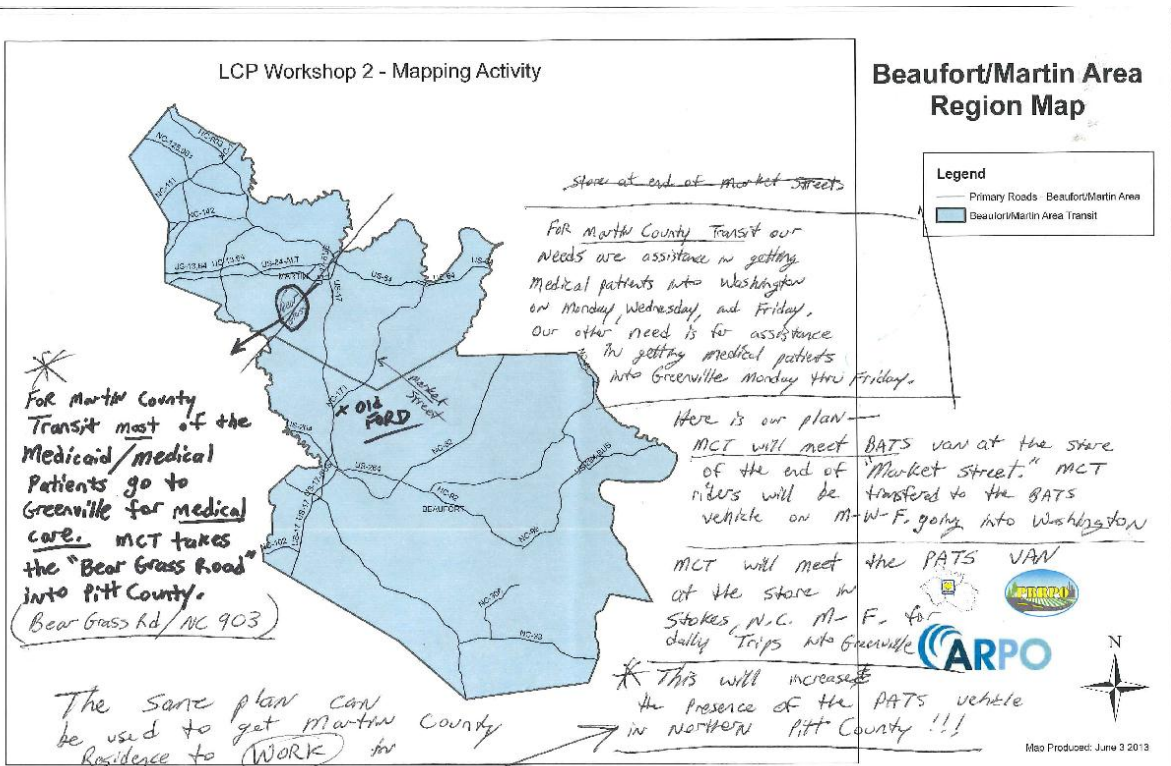
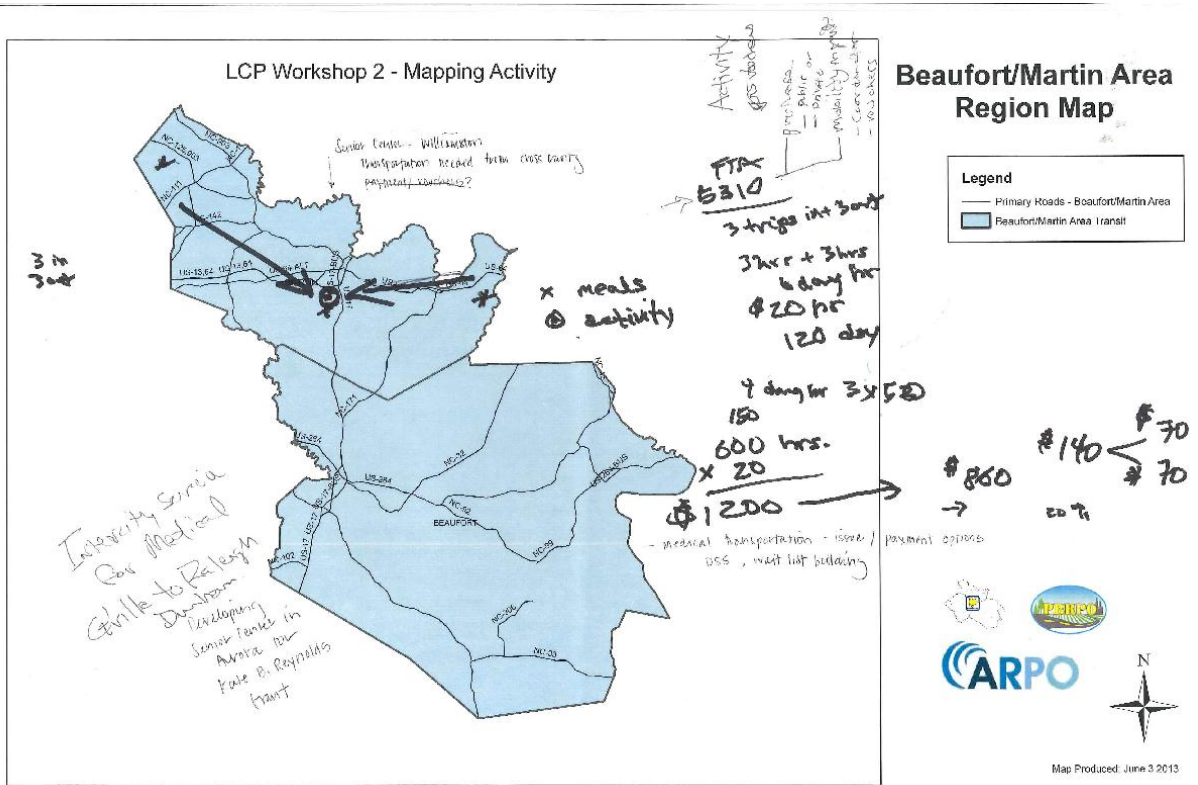


Tyrrell County Senior & Disabled Transportation System (Tyrrell County)

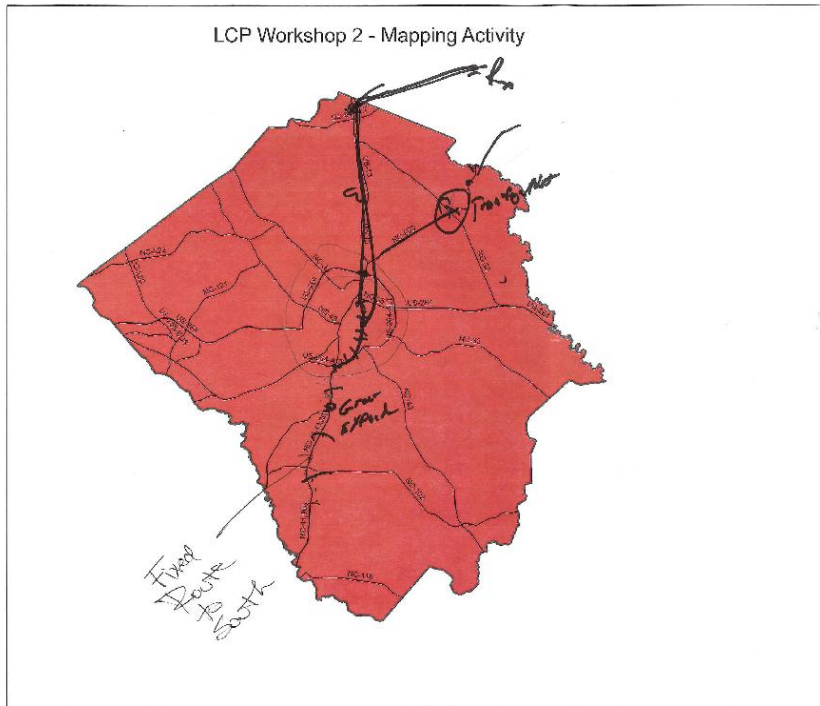




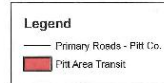
Beaufort/Martin Area (Beaufort and Martin Counties)



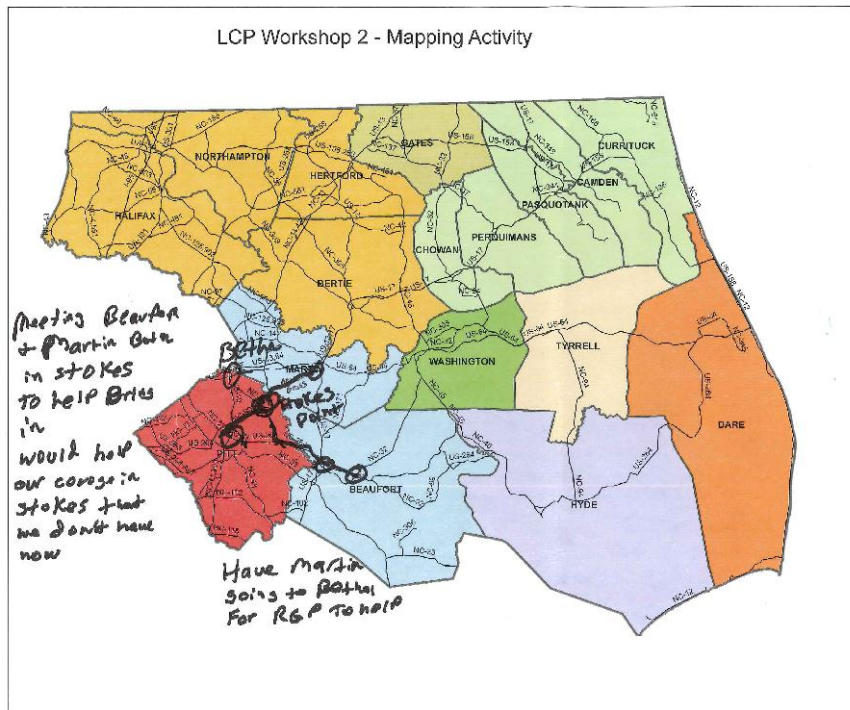
Pitt Area Transit Service (Pitt County)



Pitt Area Transit Region Map



Map Produced: June 3 2013

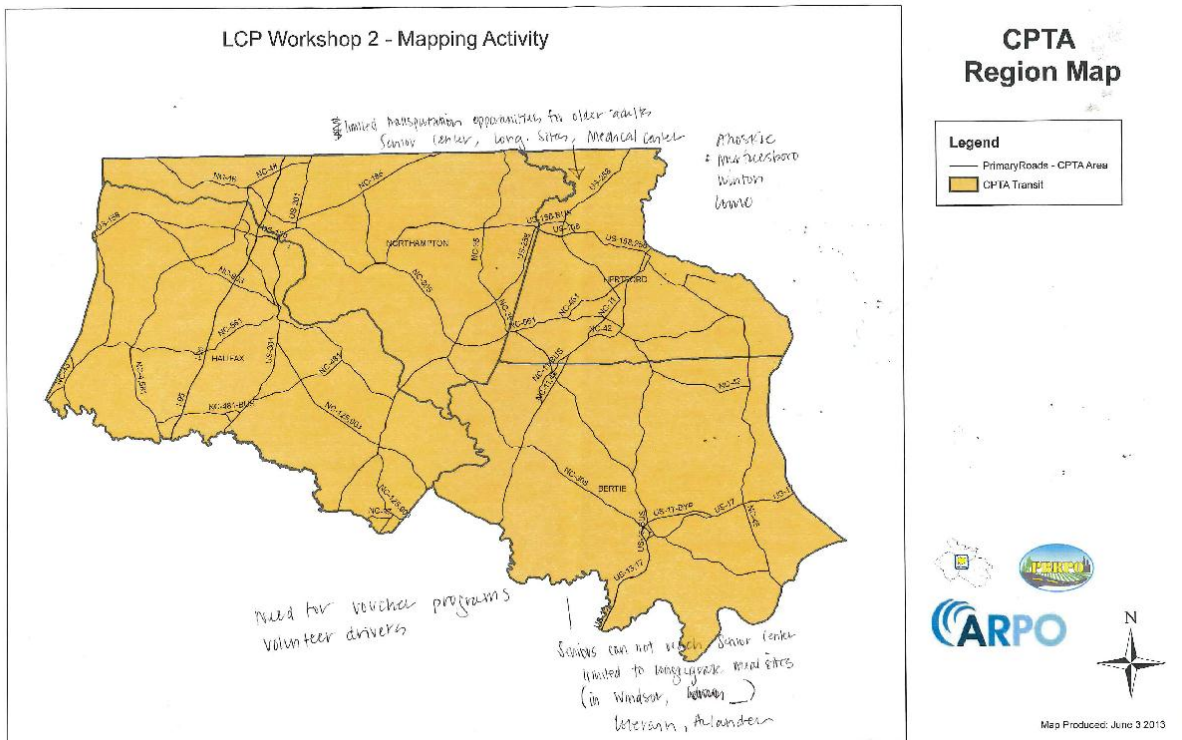
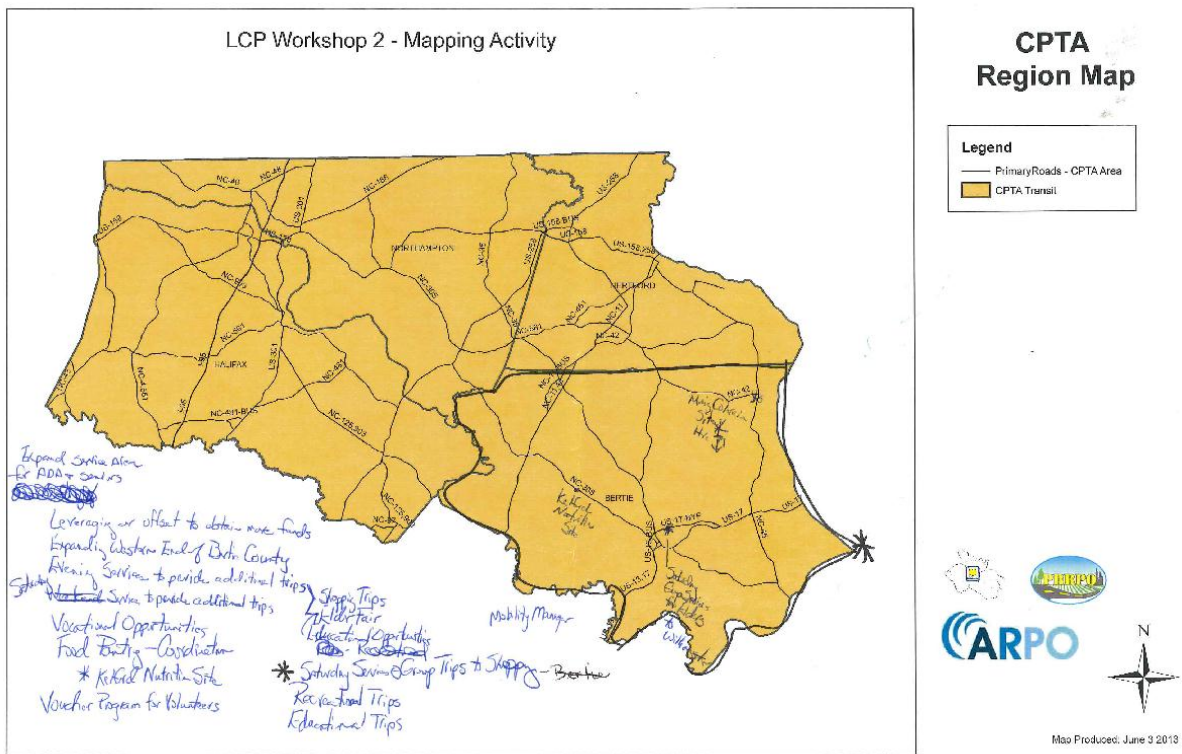


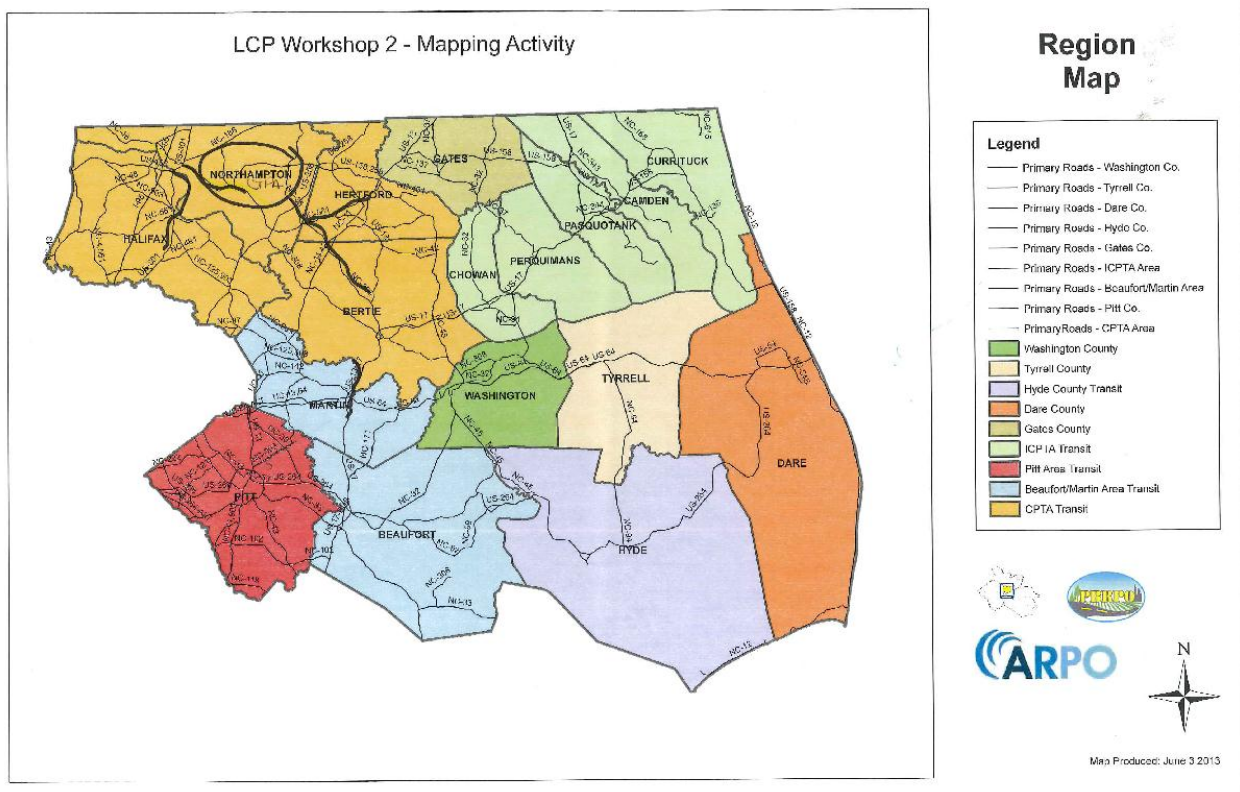
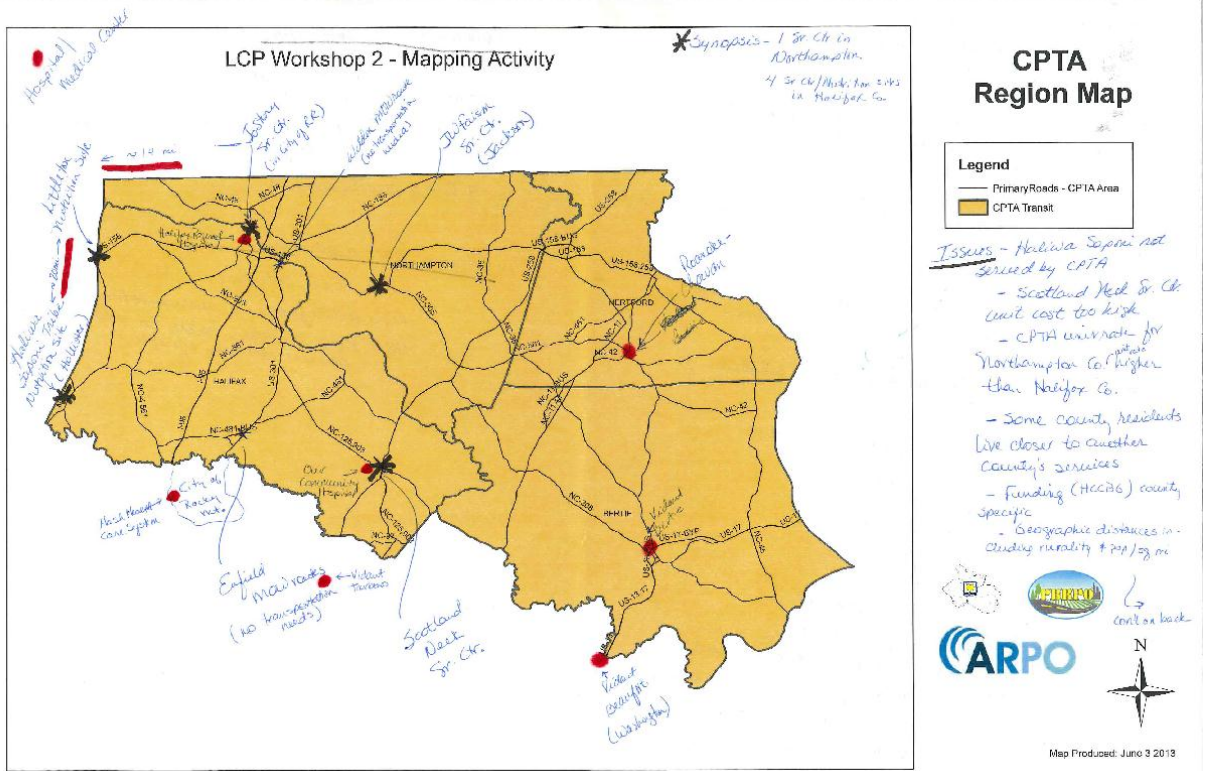
Region Map



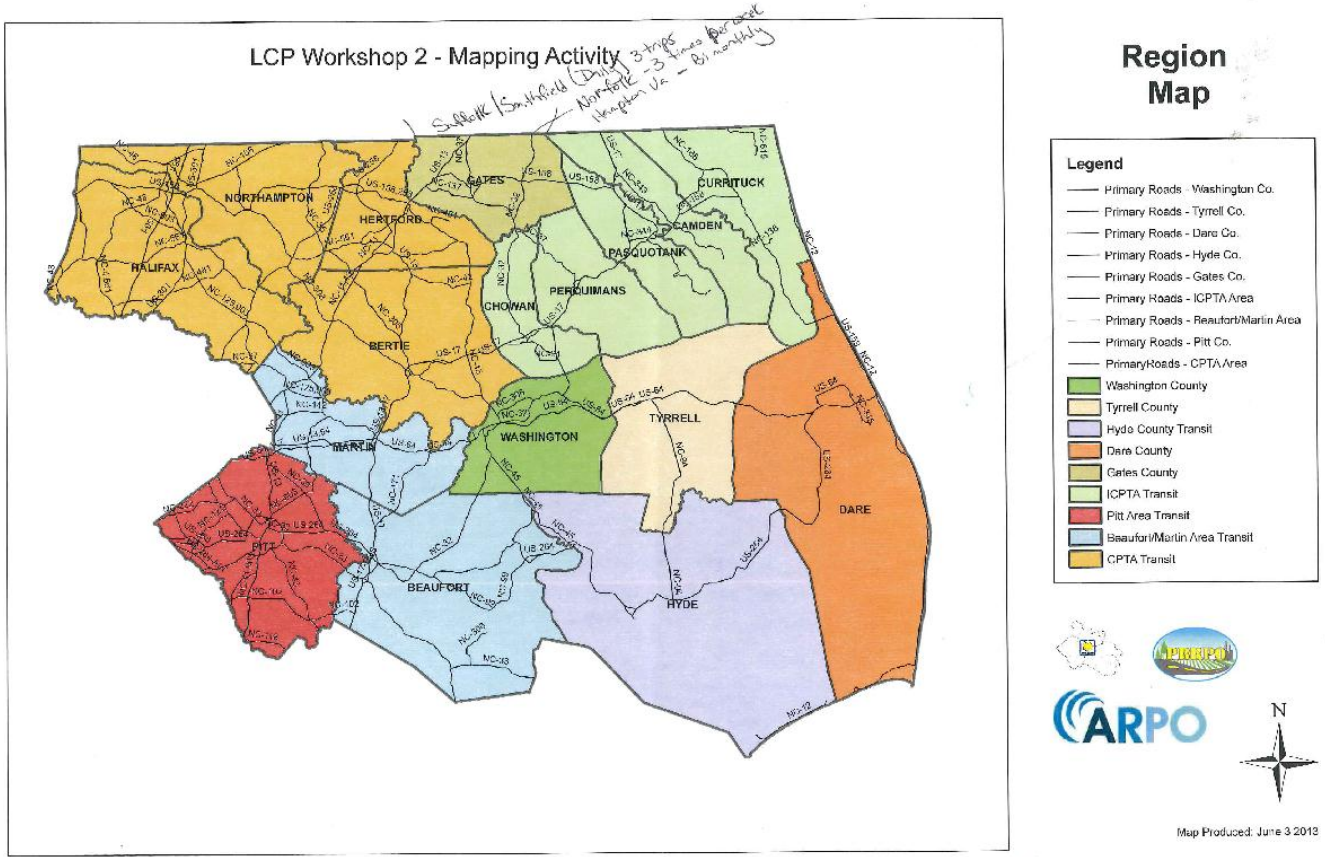
Map Produced: June 3 2013

Choanoke Public Transportation Authority (Bertie, Halifax, Hertford, and Northampton Counties)





Recommended Out of State Route Needs



## EXERCISE 3 – NEEDS AND STRATEGIES MATRIX EXERCISE

A needs and strategies matrix exercise was completed as part of the NERPOLCP public workshop. The attendees of the workshop were divided into groups and provided a matrix describing several possible needs of a coordinated transit system and several strategies to accomplish them. Each matrix provided to the groups contained additional space to identify items the participants felt were important although not already identified. The collaboration by the workshop participants on identifying strategies to help accomplish each need not only allowed for participatory problem solving but helped further identify existing gaps, inadequacies, barriers, and opportunities for coordinated services that were previously unrecognized.

Upon completion of the needs and strategies matrix exercise, a spokesperson presented their groups matrix to the remainder of the workshop members. The matrices were then collected and compiled for both the Washington and Elizabeth City workshops to create a collective analysis of the needs and strategies, for the region.

### WASHINGTON MEETING

#### NEEDS AND STRATEGIES

- 1) Increase Service to Fill Gaps
  - a. Fixed Routes Deviated
  - b. Evenings
  - c. Weekends
  - d. Broker Trips
  - e. Van Pools
  - f. Express Services
  - g. Door to Door
  - h. Volunteer Drivers
  - i. Increased Visibility
  - j. Medical Express Service
  - k. Park and Ride
  - l. Feeder Service
  - m. Vouchers
  - n. Older Adult Rider Aid
  - o. Tourism Trolley
  - p. Out of County (State) Service
  - q. Food Pantry
  
- 2) Better inter-connections and/or Coordinated Services
  - a. Evenings
  - b. Weekends
  - c. Broker Trips
  - d. Door to Door
  - e. Volunteer Drivers
  - f. Increased Visibility
  - g. Medical Express Service

- h. Feeder Service
- i. Vouchers
- j. Older Adult Rider Aid
- k. Out of County (State) Service

3) Services for individuals not on Medicaid

- a. Fixed Routes Deviated
- b. Evenings
- c. Weekends
- d. Broker Trips
- e. Express Services
- f. Door to Door
- g. Volunteer Drivers
- h. Increased Visibility
- i. Medical Express Service
- j. Feeder Service
- k. Vouchers
- l. Older Adult Rider Aid
- m. Out of County (State) Service

4) Low Fares

- a. Fixed Routes Deviated
- b. Evenings
- c. Weekends
- d. Broker Trips
- e. Van Pools
- f. Express Services
- g. Door to Door
- h. Volunteer Drivers
- i. Increased Visibility
- j. Medical Express Service
- k. Park and Ride
- l. Feeder Service
- m. Vouchers
- n. Older Adult Rider Aid
- o. Tourism Trolley
- p. Out of County (State) Service
- q. Food Pantry

5) Services Countywide

- a. Fixed Routes Deviated
- b. Evenings
- c. Weekends
- d. Broker Trips
- e. Van Pools
- f. Express Services

- g. Door to Door
  - h. Volunteer Drivers
  - i. Increased Visibility
  - j. Medical Express Service
  - k. Park and Ride
  - l. Feeder Service
  - m. Vouchers
  - n. Older Adult Rider Aid
  - o. Out of County (State) Service
  - p. Food Pantry
- 6) Stops with amenities – i.e. lighting, benches, audible signs, sidewalks
- a. Fixed Routes Deviated
  - b. Evenings
  - c. Weekends
  - d. Park and Ride
  - e. Tourism Trolley
- 7) Customer Service Improvements; On Time Service
- a. Evenings
  - b. Weekends
  - c. Express Services
  - d. Door to Door
  - e. Increased Visibility
  - f. Agency Operated
  - g. Medical Express Service
  - h. Feeder Service
  - i. Out of County (State) Service
  - j. Food Pantry
- 8) Services to Medical Facilities
- a. Evenings
  - b. Weekends
  - c. Broker Trips
  - d. Door to Door
  - e. Volunteer Drivers
  - f. Increased Visibility
  - g. Agency Operated
  - h. Medical Express Service
  - i. Feeder Service
  - j. Vouchers
  - k. Older Adult Rider Aid
- 9) Services to Educational Facilities
- a. Evenings
  - b. Increased Visibility



- c. Agency Operated
- d. Feeder Service
- e. Out of County (State) Service

10) Services to Employment Centers

- a. Evenings
- b. Weekends
- c. Van Pools
- d. Volunteer Drivers
- e. Increased Visibility
- f. Park and Ride

11) Services to Shopping

- a. Evenings
- b. Weekends
- c. Door to Door
- d. Volunteer Drivers
- e. Increased Visibility
- f. Agency Operated
- g. Park and Ride
- h. Older Adult Rider Aid

12) Travel Training for Inexperienced/hesitant; i.e. for elderly, limited English, ect.

- a. Fixed Routes Deviated
- b. Evenings
- c. Weekends
- d. Express Services
- e. Increased Visibility
- f. Medical Express Service
- g. Park and Ride
- h. Feeder Service
- i. Vouchers
- j. Older Adult Rider Aid
- k. Food Pantry

13) Remove barriers for mobility impaired

- a. Fixed Routes Deviated
- b. Express Services
- c. Medical Express Service
- d. Park and Ride
- e. Feeder Service
- f. Older Adult Rider Aid

14) Senior Centers

- a. Fixed Routes Deviated
- b. Weekends

- c. Door to Door
- d. Volunteer Drivers
- e. Increased Visibility
- f. Feeder Service
- g. Vouchers
- h. Older Adult Rider Aid
- i. Food Pantry

15) Inter City Bus

- a. Evenings
- b. Weekends
- c. Express Services
- d. Increased Visibility
- e. Medical Express Service
- f. Park and Ride
- g. Feeder Service
- h. Vouchers
- i. Older Adult Rider Aid
- j. Out of County (State) Service

16) Increased Demand & Response

- a. Fixed Routes Deviated
- b. Evenings
- c. Weekends
- d. Broker Trips
- e. Van Pools
- f. Express Services
- g. Door to Door
- h. Increased Visibility
- i. Medical Express Service
- j. Park and Ride
- k. Feeder Service
- l. Vouchers
- m. Older Adult Rider Aid
- n. Food Pantry

17) Mobility Management

- a. Fixed Routes Deviated
- b. Evenings
- c. Weekends
- d. Broker Trips
- e. Van Pools
- f. Express Services
- g. Door to Door
- h. Volunteer Drivers
- i. Increased Visibility

- j. Agency Operated
- k. Medical Express Service
- l. Feeder Service
- m. Vouchers
- n. Older Adult Rider Aid
- o. Food Pantry

Needs/Strategies	Needs/Strategies																	
	Fixed Routes Deviated	Evenings	Weekends	Broker Trips	Van Pools	Expres Services	Door to Door	Volunteer Drivers	Increased Visibility	Agency Operated	Medical Express Service	Park and Ride	Feeder Service	Vouchers	Older Adult Rider Aid	Tourism Trolley	Out of County (State) Service	Food Pantry
Increase service to fill gaps	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√
Better inter-connections and/or coordinated services		√	√	√			√	√	√		√	√	√	√			√	
Services for individuals not on Medicaid	√	√	√	√		√	√	√	√		√	√	√	√			√	
Bus System - Fixed Routes																		
Low Fares	√	√	√	√	√	√	√	√	√		√	√	√	√	√	√	√	√
Servies County-Wide	√	√	√	√	√	√	√	√	√		√	√	√	√	√		√	√
Stops with ammentities - i.e. lighting, benches, audible signs, sidewalks	√	√	√									√				√		
Customer Service Improvements; On Time Service		√	√			√	√		√	√	√		√				√	
Services to Medical Facilities		√	√	√			√	√	√	√		√	√	√				
Services to Educational Facilities		√							√	√			√				√	
Services to Employment Centers		√	√		√			√	√			√						
Services to Shopping		√	√				√		√	√		√			√			
Travel training for inexperienced/hesitant, i.e. for elderly, limited english, etc.	√	√	√			√			√		√	√	√	√	√			√
Remove barriers for mobility impaired	√					√					√	√	√	√				
Senior Centers	√		√				√	√	√				√	√	√			√
Inter City Bus		√	√			√			√		√	√	√	√	√		√	
Increased Demand & Response	√	√	√	√	√	√	√		√		√	√	√	√	√			√
Mobility Management	√	√	√	√	√	√	√	√	√	√	√	√	√	√	√			√

## **ELIZABETH CITY MEETING**

### **NEEDS AND STRATEGIES**

- 1) Increase Service to Fill Gaps
  - a. Evenings
  - b. Weekends
  - c. Door to Door
  - d. Increased Visibility
  - e. Big Vehicles
  - f. Park and Ride
  - g. Tourism Trolley
  - h. Out of County (State) Service
  - i. Deviated Fixed Route
  
- 2) Better inter-connections and/or Coordinated Services
  - a. Volunteer Drivers
  - b. Increased Visibility
  - c. Transit Pass
  - d. Vouchers
  - e. Tourism Trolley
  - f. Out of County (State) Service
  
- 3) Services for individuals not on Medicaid
  - a. Evenings
  - b. Weekends
  - c. Door to Door
  - d. Park and Ride
  - e. Transit Pass
  - f. Vouchers
  - g. Tourism Trolley
  - h. Out of County (State) Service
  - i. Deviated Fixed Route
  
- 4) Low Fares
  - a. Evenings
  - b. Weekends
  - c. Door to Door
  - d. Increased Visibility
  - e. Big Vehicles
  - f. Park and Ride
  - g. Transit Pass
  - h. Vouchers
  - i. Tourism Trolley
  - j. Out of County (State) Service
  - k. Deviated Fixed Route

- 5) Services Countywide
  - a. Evenings
  - b. Weekends
  - c. Van Pools
  - d. Door to Door
  - e. Volunteer Drivers
  - f. Increased Visibility
  - g. Big Vehicles
  - h. Park and Ride
  - i. Transit Pass
  - j. Vouchers
  - k. Tourism Trolley
  - l. Out of County (State) Service
  - m. Deviated Fixed Route
  
- 6) Stops with amenities – i.e. lighting, benches, audible signs, sidewalks
  - a. Fixed Routes
  - b. Increased Visibility
  - c. Big Vehicles
  - d. Park and Ride
  - e. Older Adult Rider Aid
  - f. Tourism Trolley
  - g. Out of County (State) Service
  - h. Deviated Fixed Route
  
- 7) Customer Service Improvements; On Time Service
  - a. Fixed Routes
  - b. Evenings
  - c. Weekends
  - d. Broker Trips
  - e. Van Pools
  - f. Express Services
  - g. Door to Door
  - h. Volunteer Drivers
  - i. Increased Visibility
  - j. Agency Operated
  - k. Big Vehicles
  - l. Park and Ride
  - m. Transit Pass
  - n. Vouchers
  - o. Older Adult Rider Aid
  - p. Tourism Trolley
  - q. Out of County (State) Service
  - r. Deviated Fixed Route

- 8) Services to Medical Facilities
  - a. Fixed Routes
  - b. Evenings
  - c. Weekends
  - d. Broker Trips
  - e. Door to Door
  - f. Volunteer Drivers
  - g. Increased Visibility
  - h. Agency Operated
  - i. Big Vehicles
  - j. Transit Pass
  - k. Vouchers
  - l. Older Adult Rider Aid
  
- 9) Services to Educational Facilities
  - a. Fixed Routes
  - b. Evenings
  - c. Weekends
  - d. Broker Trips
  - e. Express Services
  - f. Door to Door
  - g. Volunteer Drivers
  - h. Increased Visibility
  - i. Agency Operated
  - j. Big Vehicles
  - k. Park and Ride
  - l. Transit Pass
  - m. Vouchers
  - n. Older Adult Rider Aid
  - o. Out of County (State) Service
  
- 10) Services to Employment Centers
  - a. Fixed Routes
  - b. Evenings
  - c. Weekends
  - d. Broker Trips
  - e. Van Pools
  - f. Express Services
  - g. Door to Door
  - h. Volunteer Drivers
  - i. Increased Visibility
  - j. Agency Operated
  - k. Big Vehicles
  - l. Park and Ride
  - m. Transit Pass
  - n. Vouchers

- o. Older Adult Rider Aid
- p. Tourism Trolley
- q. Out of County (State) Service
- r. Deviated Fixed Route

11) Services to Shopping

- a. Fixed Routes
- b. Evenings
- c. Weekends
- d. Express Services
- e. Door to Door
- f. Volunteer Drivers
- g. Increased Visibility
- h. Agency Operated
- i. Big Vehicles
- j. Park and Ride
- k. Transit Pass
- l. Vouchers
- m. Older Adult Rider Aid
- n. Tourism Trolley
- o. Out of County (State) Service
- p. Deviated Fixed Route

12) Travel Training for Inexperienced/hesitant; i.e. for elderly, limited English, ect.

- a. Evenings
- b. Increased Visibility
- c. Agency Operated
- d. Out of County (State) Service

13) Remove barriers for mobility impaired

- a. Evenings
- b. Weekends
- c. Volunteer Drivers
- d. Increased Visibility
- e. Older Adult Rider Aid
- f. Out of County (State) Service
- g. Food Pantry

14) Coordinated with VA

- a. Evenings
- b. Weekends
- c. Increased Visibility
- d. Out of County (State) Service

15) Service to Roanoke Island

- a. Evenings
- b. Weekends
- c. Increased Visibility
- d. Park and Ride
- e. Tourism Trolley
- f. Out of County (State) Service

16) Vocational Opportunities

- a. Evenings
- b. Weekends
- c. Increased Visibility
- d. Out of County (State) Service

17) Access to Nutritional Sites

- a. Evenings
- b. Weekends
- c. Volunteer Drivers
- d. Increased Visibility
- e. Vouchers
- f. Food Pantry



Northeast Regional LCP

Needs/Strategies	Fixed Routes	Evenings	Weekends	Broker Trips	Van Pools	Expres Services	Door to Door	Volunteer Drivers	Increased Visibility	Agency Operated	Big Vehicles	Park and Ride	Trasit Pass	Vouchers	Older Adult Rider Aid	Tourism Trolley	Out of County (State) Service	Deviated Fixed Route	Food Pantry
Increase service to fill gaps		✓	✓				✓		✓		✓	✓				✓	✓	✓	
Better inter-connections and/or coordinated services								✓	✓				✓	✓		✓	✓		
Services for individuals not on Medicaid		✓	✓				✓					✓	✓	✓		✓	✓	✓	
Bus System - Fixed Routes																			
Low Fares		✓	✓				✓		✓		✓	✓	✓	✓		✓	✓	✓	
Servies County-Wide		✓	✓		✓		✓	✓	✓		✓	✓	✓	✓		✓	✓	✓	
Stops with ammentities - i.e. lighting, benches, audible signs, sidewalks	✓								✓		✓	✓			✓	✓	✓	✓	
Customer Service Improvements; On Time Service	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Services to Medical Facilities	✓	✓	✓	✓			✓	✓	✓	✓	✓		✓	✓	✓				
Services to Educational Facilities	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓		
Services to Employment Centers	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Services to Shopping	✓	✓	✓			✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Travel training for inexperienced/hesitant, i.e. for elderly, limited english, etc		✓							✓	✓							✓		
Remove barriers for mobility impaired		✓	✓					✓	✓						✓		✓		✓
Coordinated with VA		✓	✓						✓								✓		
Service to Roanoake Is		✓	✓						✓		✓					✓	✓		
Vocational Opportunities		✓	✓						✓								✓		
Access to Nutritional Sites		✓	✓				✓	✓						✓					✓

## PRIORITIZATION OF STRATEGIES

In the final exercise of the LCP workshops, participants were asked to rank the strategies they individually found most appropriate for their clients or the interests they represented. This was done by asking the participants to allocate an imaginary \$100 spread over the strategies they had recommended in the prior exercises. They were reminded to be creative and not consider current budgetary restrictions in their allocation of their \$100. The results of the exercise are listed below.

### WASHINGTON MEETING

Shopping List	Dollars	Total	Rank
Medical Express Service	10 10 30 45 10	\$105.00	1
Increased Visibility	10 60 10	\$80.00	2
Feeder Service	20 20 20 10	\$70.00	3
Out of County (State) Service	15 20 35	\$70.00	3
Agency operates own vans	40 25	\$65.00	4
Express Services	10 5 25 10 10	\$60.00	5
Van Pools	25 20 10	\$55.00	6
Broker Trips	5 25 10	\$40.00	7
Older Adult Rider Aid	10 10 10 10	\$40.00	7
Door to Door	10 10 10	\$30.00	8
Weekends Service	5 10 10	\$25.00	9
Vouchers	5 5 10	\$20.00	10
Volunteer Drivers	20	\$20.00	10
Evenings service	5 10	\$15.00	11
Park and Ride Program	5	\$5.00	12

### ELIZABETH CITY MEETING

Shopping List	Dollars	Total	Rank
Weekends Service	25 25 10 10 40	\$110.00	1
Food Pantry	25 25 10 25	\$85.00	2
Evenings service	25 10 10 10 20	\$75.00	3
Out of County Service	5 10 10 15 15	\$55.00	4
Agency operates own vans	5 50	\$55.00	4
Volunteer drivers	5 40 5	\$50.00	5
Door To Door	10 10 10 10	\$40.00	6
Increased Visibility	20 5 15	\$40.00	6
Vouchers	20 5 10	\$35.00	7
Older Adult Rider Aide	10 10 10	\$30.00	8
Tourism Trolley	10 5 15	\$30.00	8
Fixed Routes	20 5	\$25.00	9
Park and Ride Program	5 15	\$20.00	10
Deviated Fixed Route	5 15	\$20.00	10
Bigger Vehicles	10	\$10.00	11
Van Pools	10	\$10.00	11
Transit Pass	5	\$5.00	12
Express Services	5	\$5.00	12

<b>PRIORITY</b>	<b>SHOPPING LIST</b>	<b>TOTAL DOLLARS SPENT</b>
1	Weekends Service	\$135.00
2	Out of County Service	\$125.00
3 (Tie)	Agency operates own vans	\$120.00
3 (Tie)	Increased Visibility	\$120.00
4	Medical Express Service	\$105.00
5	Evenings service	\$90.00
6	Food Pantry	\$85.00
7 (Tie)	Volunteer drivers	\$70.00
7 (Tie)	Door To Door	\$70.00
7 (Tie)	Older Adult Rider Aide	\$70.00
7 (Tie)	Feeder Service	\$70.00
8 (Tie)	Van Pools	\$65.00
8 (Tie)	Express Services	\$65.00
9	Vouchers	\$55.00
10	Broker Trips	\$40.00
11	Tourism Trolley	\$30.00
12 (Tie)	Fixed Routes	\$25.00
12 (Tie)	Park and Ride Program	\$25.00
13	Deviated Fixed Route	\$20.00
14	Bigger Vehicles	\$10.00
15	Transit Pass	\$5.00

Within the region, the provision of weekend service service was seen as the prime transportation need of the region's disabled, elderly, and low-income population. This service would expand on some of the current transportation services available to the target communities. Second in the findings priority is an interest in out of county (and state) service, expanding on the existing transportation destination offerings available. There was a tie for third, with agencies operating their own vans and increased visibility each coming in as high priorities within the region.

The research in the region indicates that the top-listed strategies were in the forefront of the region's needs. The area's transportation providers should endeavor to satisfy these and other public transportation needs as outlined in the prioritization list over the life of this LCP. Future LCP revisions will address the then-current transportation needs of the region, coupled with updated demographic data from within the region.

## **CONCLUSION**

With its rural setting, northeastern North Carolina is a transportation dependent region. With medical, shopping, employment, and educational sectors centrally located in the area, transportation is a must for nearly every task people living in the region undertake. With numerous citizens unable to transport themselves, due either to disability or lack of a vehicle, there is a large segment of the population that relies on transit services to provide them an option to go about their everyday lives.

Over the past two years, the Albemarle RPO, Mid-East RPO, and Peanut Belt RPO have been working along with the 10 major transit service providers in the 17 county region to improve offerings and services not only in each transit provider's respective area, but the entire region as a whole. As individual's needs for travel outside of their local service area continues to increase, providers are finding it increasingly difficult to accommodate the incoming requests.

The RPO's, along with the North Carolina Department of Transportation's Public Transportation Division, have worked together to develop a successful approach towards better understanding the region's transit systems as it exists today, as well as gather information on the needs providers face in trying to provide a thriving coordinated transit system in the future. Several local workshops, including two during the development of this LCP, provided the opportunity for the public and local organizations to discuss their transportation needs and participate in suggesting strategies for improving the systems collectively.

As seen in the overview of the region's demographics, the numbers depict a region that will need to find a way to continue to expand transportation services. Providing greater access to medical, shopping, employment, and educational sectors will assist the elderly, low-income, and disabled individuals in retaining their independence while satisfying their basic transportation requirements.

Within the region, the provision of weekend service was seen at the prime transportation need of the region's disabled, elderly, and low-income population. This service would expand on some of the current transportation services available to the target communities. Second in the findings priority is an interest in out of county (and state) service, expanding on the existing transportation destination offerings available. There was a tie for third, with agencies operating their own vans and increased visibility each coming in as high priorities within the region.

### **Final Recommendations**

#### **1) Need for more service:**

- a) Weekend Service
- b) Out of County Service
- c) Medical Express Service
- d) Evening Service

- e) Tourism Trolley
- f) Fixed Routes
- g) Deviated Fixed Routes
- h) Keep existing service and routes in place

**2) Focus on employment trips**

- a) Vanpool Program
- b) Express Service
- c) Park & Ride Program
- d) Vouchers
- e) Transit Pass

**3) Expand level of service**

- a) Agency Operates Own Vans
- b) Increased Visibility
- c) Food Pantry
- d) Volunteer Drivers
- e) Door to Door
- f) Older Adult Rider Aide
- g) Feeder Service
- h) Broker Trips
- i) Bigger Vehicles

## **APPROVAL PROCESS**

Each transit system included in this Plan has adopted resolutions by the participating transit system's governing bodies. The RPO will not be required to have the final Plan reviewed and adopted by TAC and TCC members.

The dates of the governing bodies adopted resolutions are displayed prominently on the cover of the final version of this plan. Copies of each adopted resolution can be reviewed in the Appendix.

Upon approval, this plan will serve as the document to support future requests for funding targeted at the low income, elderly persons and disabled individuals who reside in the Albemarle, Mid-East, and Peanut Belt RPO Regions, as well as providing regional decision makers with important information about needs and opportunities for enhancing existing systems.

## APPENDIX

### Justin Oakes

---

**From:** Justin Oakes  
**Sent:** Tuesday, February 12, 2013 1:13 PM  
**To:** beverly paul; Carolyne Everett; Diane Skalko; Gray Hodges; Herb Mullen; Jody Riddle; Laura Jett; Leggett, Lori; linda.blackburn@hertfordcountync.gov; Pamela Perry; Clayton, Rebecca; Rosalind Pugh; Steven Lambert; Tameka Riggsbee; Bender, David P; susan.davenport@martincountyncgov.com; frank.halsey@martincountyncgov.com; dailmarty@yahoo.com; venita.thompson@bertie.nc.gov  
**Subject:** Locally Coordinated Transit Plan Update Workshop  
**Importance:** High

Good Afternoon Everyone,

Hope this message finds each of you doing well. I would like to thank each of you who were able to attend the most recent RPO/Transit Provider Workshop last month. We had great discussions among participants and an insightful presentation from David Bender with NCDOT Public Transit Division. A part of those discussions were regarding the upcoming updates required for each transit providers Locally Coordinated Plan (LCP). These plans were most recently completed/updated in 2009 or 2010, and are in need of update after 3 years. Transit Providers must have these plans updated in order to apply for funding later this year. You can view your areas LCP as well as neighboring LCP's at the following link:

<http://www.ncdot.gov/nctransit/download/Plans/LocallyCoordinatedPlan.pdf>

A portion of these updates is a Stakeholders Workshop which brings stakeholders together to discuss needs for their area. These needs can then be included in the plan update and potentially addressed through grant opportunities. If these **needs are not documented in the update to the LCP, they will not be eligible for grant funding**. It is for this reason that it is important to bring every relevant stakeholder to the table for the LCP Input Workshop. Given the success we have had with the format for our RPO/Transit Provider Workshops, we have decided to expand off of this platform for our LCP Input Workshops for the LCP Updates. Given that we have approached the RPO/Transit Provider Workshops as a regional effort, we will be doing the same when updating the LCP's for each provider. As geographically the area spans 17 counties, we will be holding 2 LCP Input Workshops to ensure everyone the chance to participate, one being in Washington NC and the other at a yet to be determined location within the Albemarle RPO area.

The LCP Input Workshop in Washington would be held at **Beaufort County Community College**, just like our usual workshops. The LCP Input Workshop would last a bit longer than our typical workshop, **beginning at 10 AM and running until around 3 PM**, with lunch included. Currently, we have proposed this meeting take place on **Monday March 18<sup>th</sup>**. If you would, **please check your calendars and let me know your availability on this date by Friday February 15<sup>th</sup>**. I look forward to hearing from you.

Thanks,

Justin Oakes  
Planning Technician/RPO Planner  
Mid-East Commission/Peanut Belt RPO  
1385 John Small Avenue  
Washington, NC 27889  
252-974-1843

**LCP Stakeholder Workshop  
Monday March 18, 2013  
Beaufort County Community College - Washington NC**

# Sign In

<u>Name</u>	<u>Address</u>	<u>Phone Number(s)</u>	<u>E-Mail</u>
<u>Priscilla Fitch</u>	<u>PO Box 2005 Greenville, NC 27835</u>	<u>(252) 926-8637</u>	<u>priscilla.fitch@nc.gov</u>
<u>Diane Skalko</u>	<u>4551 County Home Dr Greenville, NC 27838</u>	<u>252-752-1717</u>	<u>dskalko@pitcoo.com</u>
<u>Rose Battle</u>	<u>Hahloax, NC</u>	<u>252-583-1080 ext 2284</u>	<u>battle@halifaxnc.com</u>
<u>Antonia...</u>	<u>...</u>	<u>252-978-1232</u>	<u>antonias@midstate...</u>
<u>Mark...</u>	<u>PO Box 109 Edinboro, PA</u>	<u>252-53-4477</u>	<u>mark@edboro-nc.org</u>
<u>Franklin...</u>	<u>PO Box 220 Raleigh, NC</u>	<u>252-938-2172</u>	<u>franklin@...</u>
<u>Lucy...</u>	<u>...</u>	<u>252-333-2000</u>	<u>lucy@...</u>
<u>...</u>	<u>1717 W. 5th St</u>	<u>252-402-1071</u>	<u>john@...</u>
<u>Rebecca Clifton</u>	<u>1717 W. 5th St</u>	<u>252-402-2010</u>	<u>rebecca.clifton@nc.gov</u>
<u>Clara...</u>	<u>1234 N. 5th St</u>	<u>252-444-5778</u>	<u>clara@...</u>
<u>DAVID BENDER</u>	<u>1 S. WILMINGTON ST</u>	<u>919-707-6789</u>	<u>DBBENDER@...</u>
<u>Bryan F. Brock</u>	<u>1235 W. 5th St</u>	<u>252-974-1894</u>	<u>brock@...</u>
<u>...</u>	<u>...</u>	<u>252-358-7830</u>	<u>...</u>
<u>Adonica Hampton</u>	<u>PO Box 218 Winton NC 27986</u>	<u>252-358-7830</u>	<u>Adonica.hampton@...</u>
<u>Avis C. Murphy</u>	<u>PO Box 218 Winton NC 27986</u>	<u>252-358-7830</u>	<u>avis.wonack@...</u>
<u>Maudie V. Chambers</u>	<u>P.O. Box 218 Winton, NC 27986</u>	<u>252-358-7830</u>	<u>maudie.chambers@...</u>
<u>Sue Powell</u>	<u>1180 Support Pk Kinston, NC 28504</u>	<u>252-500-0082</u>	<u>spowell@nc.gov</u>



**LCP Stakeholder Workshop  
 Tuesday March 19, 2013  
 Inter-County Public Transportation Authority -  
 Elizabeth City, NC**

# Sign In

Name	Address	Phone Number(s)	E-Mail
Rosalind Pugh	512 Church St. Hertford, NC	426-5759	rplugh@albemarlecommission.org
Susan Deavenport	305 E. Main St., Williamston	252-789-9402	Susan.Deavenport@martincounty.nc.gov
Frank Halsey	305 E. Main St., Williamston, NC 27892	252-789-4496	frank_halsey@martincounty.nc.gov
Vernetta M. Henderson	PO Box 1027, Windsor, NC	252-794-8007	vernetta.henderson@bertie.nc.gov
Cindy A. Perry	P.O. Box 1027, Windsor, NC 27893	799-6302	cindy.perry@bertie.nc.gov
Charita Jones-Jackson	PO Box 1027, Windsor, NC 27893	252-794-8007	Charita.Jones-Jackson@bertie.nc.gov
CARIS ROUNTREE	P.O. Box 69, Halifax, NC 27837	252-794-8007	routreec@halifaxnc.com
Raymond Lambert	3022 John Small Ave., Raleigh, NC	252-774-1554	
STEVE LAMBERT	AK, PO		
DOW CABANA	PO Box 1000, Manteo, NC 27954	252-475-8641	
Dale Dezi Burch	PO Box 249, Currituck, NC 27935	794-6316	
Abigail Williams	Currituck, NC		
406 Miller St. Currituck, NC 27935	252-511-4177	danielle@curritucknc.gov	

## Justin Oakes

---

**Subject:** Stakeholder Workshop 2 - Locally Coordinated Public Transportation Human Service Transportation Plan

**Location:** Elizabeth City, NC (5/21/13) & Washington, NC (5/22/13)

**Start:** Tue 5/21/2013 10:00 AM

**End:** Wed 5/22/2013 1:30 PM

**Show Time As:** Tentative

**Recurrence:** (none)

**Meeting Status:** Not yet responded

**Organizer:** Justin Oakes

**Required Attendees:** Beverly Paul; Carolyn Everett; Diane Skalko; Gray Hodges; Herb Mullen; Jody Riddle; Laura Jett; Leggett, Lori; linda.blackburn@hertfordcountync.gov; Pamela Perry; Clayton, Rebecca; Steven Lambert; Tameka Riggsbee; Bender, David P; 'susan.davenport@martincountyncgov.com'; 'frank.halsey@martincountyncgov.com'; 'dailmarty@yahoo.com'; 'venita.thompson@bertie.nc.gov'; faisoncenter@yahoo.com; taylorl@halifaxnc.gov; debby.warren@nhcnc.net; Linda Speller; Phyllis.cannon@nhcnc.net; sheila.evans@nhcnc.net; Adonica Hampton; Bryant Buck; Brandon Holland; Tony Hammond; windsor.admin@mchsi.com; rountreec@halifaxnc.com; jscherer@roanokerapidsnc.com; wayne.jenkins@nhcnc.net; Annette Eubanks; Rhodes, James; Kelly Lasky; David P. Hodgkins; traci.white@bertie.nc.gov; rpugh@albemarlecommission.org; vernetta.henderson@bertie.nc.gov; cindy.perry@bertie.nc.gov; charita.jones-jackson@bertie.nc.gov; dbullock@tyrrellcounty.net; battler@halifaxnc.com; Hill, Jonas (jonas.hill@pittcountync.gov); Powell, Sue A; avis.womack@hertfordcountync.gov; maudie.chambers@hertfordcountync.gov

**Importance:** High

Good Afternoon Everyone,

On behalf of the Albemarle, Mid-East, and Peanut Belt RPO'S and their respective Public Transportation Providers, I would like to thank all of those who attended our first LCP Update Workshops back in March. For those who were in attendance, as well as those who may have been unable to make it in March, we again invite you to participate in the upcoming Stakeholder Input Workshop 2 as we continue the process of updating each transit providers Locally Coordinated Public Transportation Human Service Transportation Plan.

As we did in March, we again **will be conducting 2 workshops**, one in Washington and the other in Elizabeth City. You can attend whichever one is most convenient for you, but **you do not need to attend both**. The meeting times and locations are as follows:

**Tuesday May 21st, 2013:**

Elizabeth City, NC – Inter-County Public Transportation Authority  
10:00 AM – 1:30 PM (Lunch Provided)

**Wednesday May 22<sup>nd</sup>, 2013:**

Washington, NC – Beaufort County Community College – Building 10 Board Room

**Justin Oakes**

---

**From:** Justin Oakes  
**Sent:** Thursday, May 16, 2013 11:06 AM  
**To:** 'beverly paul'; Carolyne Everett; Diane Skalko; 'Gray Hodges'; 'Herb Mullen'; 'Jody Riddle'; Laura Jett; 'Leggett, Lori'; Linda Blackburn; 'Pamela Perry'; 'Clayton, Rebecca'; 'Steven Lambert'; Tameka Riggsbee; 'Bender, David P'; 'susan.davenport@martincountyncgov.com'; 'frank.halsey@martincountyncgov.com'; 'dailmarty@yahoo.com'; 'venita.thompson@bertie.nc.gov'; 'faisoncenter@yahoo.com'; 'taylorl@halifaxnc.gov'; 'debby.warren@nhcnc.net'; Linda Speller; 'Phyllis.cannon@nhcnc.net'; 'sheila.evans@nhcnc.net'; Adonica Hampton; Bryant Buck; 'Brandon Holland'; 'Tony Hammond'; 'windsor.admin@mchsi.com'; 'routtreec@halifaxnc.com'; 'jscherer@roanokerapidsnc.com'; 'wayne.jenkins@nhcnc.net'; Annette Eubanks; 'Rhodes, James'; 'Kelly Lasky'; 'David P. Hodgkins'; 'traci.white@bertie.nc.gov'; 'rpugh@albemarlecommission.org'; 'vernetta.henderson@bertie.nc.gov'; 'cindy.perry@bertie.nc.gov'; 'charita.jones-jackson@bertie.nc.gov'; 'dbullock@tyrrellcounty.net'; 'battler@halifaxnc.com'; Hill, Jonas (jonas.hill@pittcountync.gov); Powell, Sue A; 'avis.womack@hertfordcountync.gov'; 'maudie.chambers@hertfordcountync.gov'  
**Subject:** RE: Stakeholder Workshop 2 - Locally Coordinated Public Transportation Human Service Transportation Plan  
**Importance:** High

Good Morning Everyone,

Each of you received the e-mail on May 2 with the meeting dates for the 2<sup>nd</sup> LCP Workshop. Due to a scheduling conflict beyond our control, we need to change the proposed meeting dates. The LCP Workshops will now be held on the following dates:

Tuesday June 4<sup>th</sup> – Elizabeth City  
Wednesday June 5<sup>th</sup> – Washington

Like before, please respond noting if you will be able to attend as well as which workshop you will attend. This will help us with the numbers for lunch. If you have any questions, don't hesitate to contact me. Sorry for the late change in the schedule.

Thanks,

Justin Oakes, MS  
Planning Technician/RPO Planner  
Mid-East Commission/Peanut Belt RPO  
1385 John Small Avenue  
Washington, NC 27889  
252-974-1843

**LCP Stakeholder Workshop  
 Tuesday June 4, 2013  
 Inter-County Public Transportation Authority –  
 Elizabeth City, NC**

# Sign In

<u>Name</u>	<u>Address</u>	<u>Phone Number(s)</u>	<u>E-Mail</u>
Charita Jackson	Bertie County	794-6302	Charita.Jackson@bertie.nc.gov
Don CARANA	DARE COUNTY	475-5641	DonC@DARENC.COM
Herb Mullen	NOA Kitty Hawk Lane EC	252 3384477	hmullen@nrc.org
DAVID BADEN	RALEIGH	919-707-4678	dbaden@nc.gov
Sue Powell	Kinston	252-522-0082	spowell@nc.gov
Rosellene Pugh	Heartland, NC	252-456-5123	rpugh@nc.gov
Vanessa Thompson	Bertie County	794-5316	vanessa.thompson@bertie.nc.gov
Bryant Davis	PERPO	252-974-1844	bdavis@perpo.com
Justin Oakes	PERPO	252-974-1843	joakes@perpo.com

**LCP Stakeholder Workshop  
 Wednesday June 5, 2013  
 Beaufort County Community College –  
 Washington, NC**

# Sign In

<u>Name</u>	<u>Address</u>	<u>Phone Number(s)</u>	<u>E-Mail</u>
<i>John A. Johnson</i>	<i>Peru County</i>	<i>817-902-9910</i>	<i>johnjohnson@perc.org</i>
<i>Frank Halsey</i>	<i>Marion County Transit</i>	<i>252-789-4496</i>	<i>Frank.halsey@marioncountync.gov</i>
<i>Susan Davenport</i>	<i>Marion County Transit</i>	<i>252-789-4462</i>	<i>Susan.Davenport@marioncountync.gov</i>
<i>Mary Hinton</i>	<i>Herford County Hinton's Employment Recorp. Serv</i>	<i>252-817-9898</i>	<i>hnts256@yahoo.com</i>
<i>TAMARA RIGGSBEE</i>	<i>MEO-AMA</i>	<i>362-927-1888</i>	<i>trigsbee@maidesclara.org</i>
<i>Sue Powell</i>	<i>NC DOT/PTD</i>	<i>252-522-0282</i>	<i>spowell1@ncdot.gov</i>
<i>Patricia Lassiter</i>	<i>Golden Co Transit</i>	<i>252-352-4187</i>	<i>plassiter@emborgmail.com</i>
<i>David Buck</i>	<i>MCRPO</i>	<i>252-974-1878</i>	<i>dbuck@mcrpo.org</i>
<i>Chris Hooper</i>	<i>BRTD</i>	<i>919-577-6</i>	<i>CHooper@brtd.com</i>
<i>DAVID P BENDER</i>	<i>PTD</i>	<i>919-207-4678</i>	<i>dbender@ptd.org</i>
<i>Justin Jones</i>	<i>PSRPO</i>	<i>252-974-1143</i>	<i>jjones@psrpo.com</i>
<i>Bill Barlow</i>	<i>Stantec</i>	<i>919-834-7380</i>	<i>wbarlow@stantec.com</i>