

Upper Coastal Plain RPO Coordinated Public Transit-Human Services Plan

Adopted June 20, 2013

UPPER COASTAL PLAIN
RURAL PLANNING ORGANIZATION

WILSON COUNTY North Carolina



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Section 1: Introduction

Transportation has been and continues to be an issue of great concern for most people around the world. Whether traveling down the street for a cup of coffee or across town for a doctor's appointment, individuals rely on some sort of transportation to get where they are going. In large metropolitan areas, transportation needs are commonly addressed through public transit options such as buses or subways. Outside of these large metropolitan areas, public transportation options are often extremely limited.

Low income individuals, the aging community and persons with disabilities are the ones who suffer the most from the scarcity of public transportation. Many of these same individuals, however, take advantage of programs offered by the Department of Social Services which arrange transportation to and from hospitals and their doctors' offices. Other programs also exist which offer similar services with little to no coordination between individuals or agencies.

President George W. Bush issued Executive Order 13330 on February 24, 2004 establishing the Interagency Transportation Coordinating Council on Access and Mobility (CCAM). Prompted by the fragmentation of services and resources provided by Federal agencies, CCAM was instructed to serve the following functions:

- Promote interagency cooperation and the establishment of appropriate mechanisms to minimize duplication and overlap Federal programs and services so that transportation-disadvantaged persons have access to more transportation services;
- Facilitate access to the most appropriate, cost-effective transportation services within existing resources;
- Encourage enhanced customer access to the variety of transportation and resources available;
- Formulate and implement administrative, policy , and procedural mechanisms that enhance transportation services at all levels; and
- Develop and implement a method for monitoring progress on achieving the goals of [Executive Order 13330].

In 2006, the CCAM issued two policy statements that take important steps to bring Federal programs together to help people with disabilities, older adults, and lower income families get the transportation they need for their day-to-day mobility. The CCAM policy statements focus on two key areas: (1) coordinated human service transportation planning and (2) vehicle sharing. These policies support communities and organizations receiving Federal funding to plan transportation services together and to share resources. The policies were included as part of the recommendations in a 2005 report to the White House on Human Service Transportation Coordination. Each department on the CCAM was charged with taking action to implement these policies.

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 Upper Coastal Plain RPO Region 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; and
- Prioritization of implementation strategies.

Section 2: Federal Funding Programs

Enacted in 2005 through the passage of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which stipulated that starting in Fiscal Year 2007, projects funded through three SAFETEA-LU programs — the Job Access and Reverse Commute Program (JARC, Section 5316), the New Freedom Program (Section 5317) and the Formula Program for Elderly Individuals and Individuals with Disabilities (Section 5310) — are required to be derived from a locally developed, coordinated public transit–human services transportation plan. SAFETEA-LU guidance issued by the Federal Transit Administration (FTA) described the plan as a **“unified, comprehensive strategy for public transportation service delivery that identifies the transportation needs of individuals with disabilities, older adults, and individuals with limited income, laying out strategies for meeting these needs, and prioritizing services.”**

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

Section 3: Demographics

Regional Profile

The Upper Coastal Plain region consists of Edgecombe, Johnston, Nash, and Wilson Counties. With a combined population of approximately 402,842, the Upper Coastal Plain region accounts for approximately 4.2 percent of North Carolina's population. The region's total area also covers nearly five percent of the state. Note that the Rocky Mount MPO covers portions of both Nash and Edgecombe Counties and that the Capital Area MPO covers part of Johnston County.

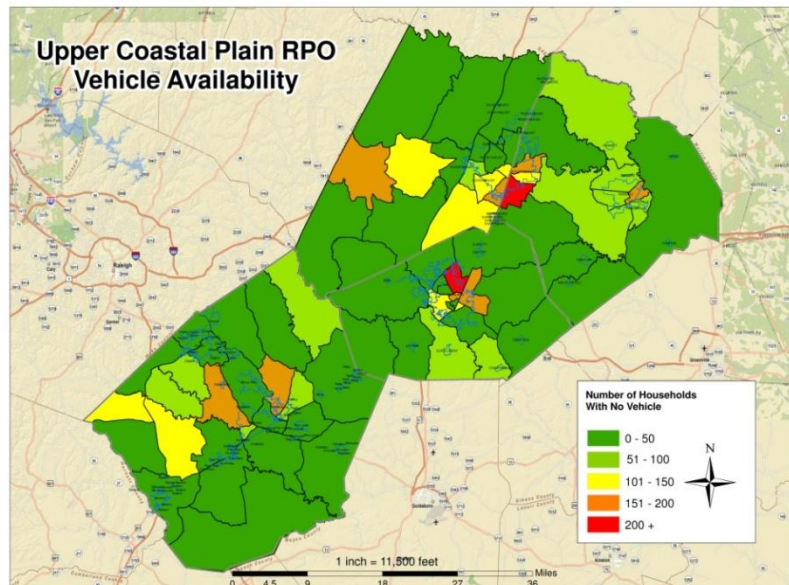
Edgecombe County

Edgecombe County is located in eastern North Carolina adjacent to Nash and Wilson Counties and covers an area of approximately 505 square miles. Edgecombe County has a population density of 111 persons per square mile. The County consists of ten incorporated municipalities and unincorporated areas within fourteen townships. The Town of Tarboro serves as the County seat. Edgecombe County exists as a mostly rural county with urban areas existing in the City of Rocky Mount (including parts of Edgecombe and Nash counties) and the Town of Tarboro.

The 2009-2011 ACS (American Communities Survey, US Census Bureau) population estimate for Edgecombe County was calculated at 56,277, ranking it 50th in North Carolina by population, with approximately 8,441 residents 65 years of age or older (15.0 %). According to the 2009-2011 ACS, 18.0 percent of Edgecombe County's population was disabled, and 24.0 percent of individuals were living below the poverty line. 15.9 percent were unemployed in 2011 according to the NC Division of Employment Security.

Johnston County

Johnston County is located adjacent to Nash and Wilson Counties and covers an area of approximately 796 square miles. Johnston County has a population density of 213 persons per square mile. The County consists of ten incorporated municipalities and unincorporated areas within seventeen townships. The Town of Smithfield serves as the County seat. Johnston County exists as a mostly rural county with urban areas existing in the City of Clayton and the Towns of Smithfield and Selma, plus developing areas in parts of the unincorporated county.



The 2009-2011 ACS population estimate for Johnston County was calculated at 169,582, ranking it the 13th most populated county in North Carolina with approximately 16,958 residents 65 years of age or older (10.0%). According to the 2009-2011 ACS, 12.0 percent of Johnston County's population was disabled, and 17.0 percent of individuals were living below the poverty line. 9.6 percent were unemployed in 2011 according to the NC Division of Employment Security.

Nash County

Nash County is located adjacent to Edgecombe, Johnston, and Wilson Counties and covers an area of approximately 540 square miles. Nash County has a population density of 177 persons per square mile. The County includes eleven incorporated municipalities and unincorporated areas located within seventeen townships. The Town of Nashville serves as the County seat. Nash County exists as a mostly rural county with urban areas existing in the City of Rocky Mount (including parts of Edgecombe and Nash counties) and the Town of Nashville.

The 2009-2011 ACS population estimate for Nash County was calculated at 95,820, ranking it the 29th most populated county in North Carolina with approximately 13,415 residents 65 years of age or older (14.0%). According to the 2009-2011 ACS censuses, 15.0 percent of Nash County's population was disabled, and 17.0 percent of individuals were living below the poverty line. 13.0 percent were unemployed in 2011 according to the NC Division of Employment Security.

Wilson County

Wilson County is located adjacent to Edgecombe, Johnston, and Nash Counties and covers an area of approximately 374 square miles. Wilson County has a population density of 217 persons per square mile. The County consists of seven incorporated municipalities and unincorporated areas located within ten townships. The City of Wilson serves as the County seat. Wilson County exists as a rural county with a continuously expanding urban center located in the City of Wilson.

The 2009-2011 ACS population estimate for Wilson County was calculated at 81,163, ranking it 34th in North Carolina with approximately 11,363 residents 65 years of age or older (14.0%). According to the 2009-2011 ACS censuses, 16.0 percent of Wilson County's population was disabled, and 24.0 percent of individuals were living below the poverty line. 13.5 percent were unemployed in 2011 according to the NC Division of Employment Security.

Section 4: Plan Methodology

The Upper Coastal Plain Rural Planning Organization (RPO), working as the lead planning agency, coordinated with the NCDOT Public Transportation Division to prepare an approach for the development of the Upper Coastal Plain Locally Coordinated Transit Plan (UCPLCP). 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 UCPRPO completed a previous Locally Coordinated Plan in 2009 and this is an update of that plan.

The update of the UCPLCP is in response to grant opportunities made available through SAFTEA-LU and/or MAP-21 legislation.

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 local, 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 UCPLCP, invitations (Appendix A) requesting participation in the UCPLCP public workshop and Transportation Public Input Surveys were sent to public and private transit providers, each County's Social Services Director, County planning directors, area community colleges, hospitals, mental health care



centers, area YMCAs, County and Council of Government's Aging offices, care centers, senior citizens affairs offices, Habitat for Humanity, as well as the region's shelters (Appendix B). Advertisements for the UCPLCP public workshop were also placed in each county's major local newspaper requesting participation from the public.

The Upper Coastal Plain RPO organized the UCPLCP workshop held on March 26, 2013 in Wilson, NC at the Wilson Operations Center in their training room. 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 UCPLCP workshop acts as the foundation for UCPLCP. The UCPLCP 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).

Section 5: Existing Services

The Upper Coastal Plain region encompasses four major transportation providers. These systems work to provide services within the region to the general public as well as persons with disabilities, low income individuals, as well as the local aging community. In addition to these major providers, services are augmented by several private and nonprofit service providers expanding the services offered and the transportation network of the region.

Johnston County Area Transit System (JCATS)

Operating under the management of Community and Senior Services of Johnston County Inc., JCATS⁽¹⁾ serves as the designated county transportation service for all Johnston County residents. JCATS operates under the guidance and direction of two boards; the Transportation Advisory Board and Community and Senior Services of Johnston County, Inc Board. The CSS Board serves as the governing authority and is responsible for the overall management of JCATS.



JCATS currently operates with a fleet size of 28. This is comprised of buses and vans, most of which are wheelchair accessible. JCATS currently employs 33 CDL Drivers and 6 office staff.

Mission Statement: JCATS strives to be the premier provider of transportation services for Johnston County Residents.

As the consolidated transportation system for Johnston County, JCATS provides a combination of paratransit, subscription and on-demand transportation services within Johnston County and to points of destination outside of the county.

Service Hours

Monday - Friday 4:30 a.m. - 9:00 p.m.

Saturdays and Minor Holidays (primarily for dialysis passengers) 4:30 a.m. - 5:00 p.m.

Holiday Schedule

JCATS does not operate on Christmas Day or New Year's Day.

Routes and Schedules

Because JCATS is not a fixed route system, routes and schedules are not available. As a paratransit system, however, JCATS is able to offer a wide variety of human services transportation to Johnston County residents. These include medical trips in county as well as out of county, senior centers, workplace and job training, school, child care centers, social services, work, dental care, etc. Additionally, some public transportation is provided. These requests are considered individually to determine if the ride can be scheduled.

Fares

Generally, if a human service agency is scheduling transportation, there is no direct cost to the passenger. However, agencies may have the option to charge a fee to help cover the cost. Public transportation is provided for \$2.00 per ride in county and \$15 per ride out of county. These rates are subject to change.

Tar River Transit

Operating out of the City of Rocky Mount Administrative Offices, Tar River Transit ⁽²⁾ functions as a *Regional Community Transportation System* ⁽³⁾ providing coordinated and consolidated services to both Edgecombe and Nash Counties. Tar River Transit is overseen by the Rocky Mount Assistant City Manager with daily activities managed by the Tar River Transit Administrator.



Providing services in urban and rural areas, the Tar River Transit System operates both a fixed-route bus service and a paratransit service known as DARTS. The Tar River Transit fixed-route bus service operates on a regular schedule and is available to the general public.

Service Hours

The hours of operation are as follows:

Monday – Friday:
6:45am – 6:45pm

Saturday:
9:15am – 5:45pm

Holiday Schedule

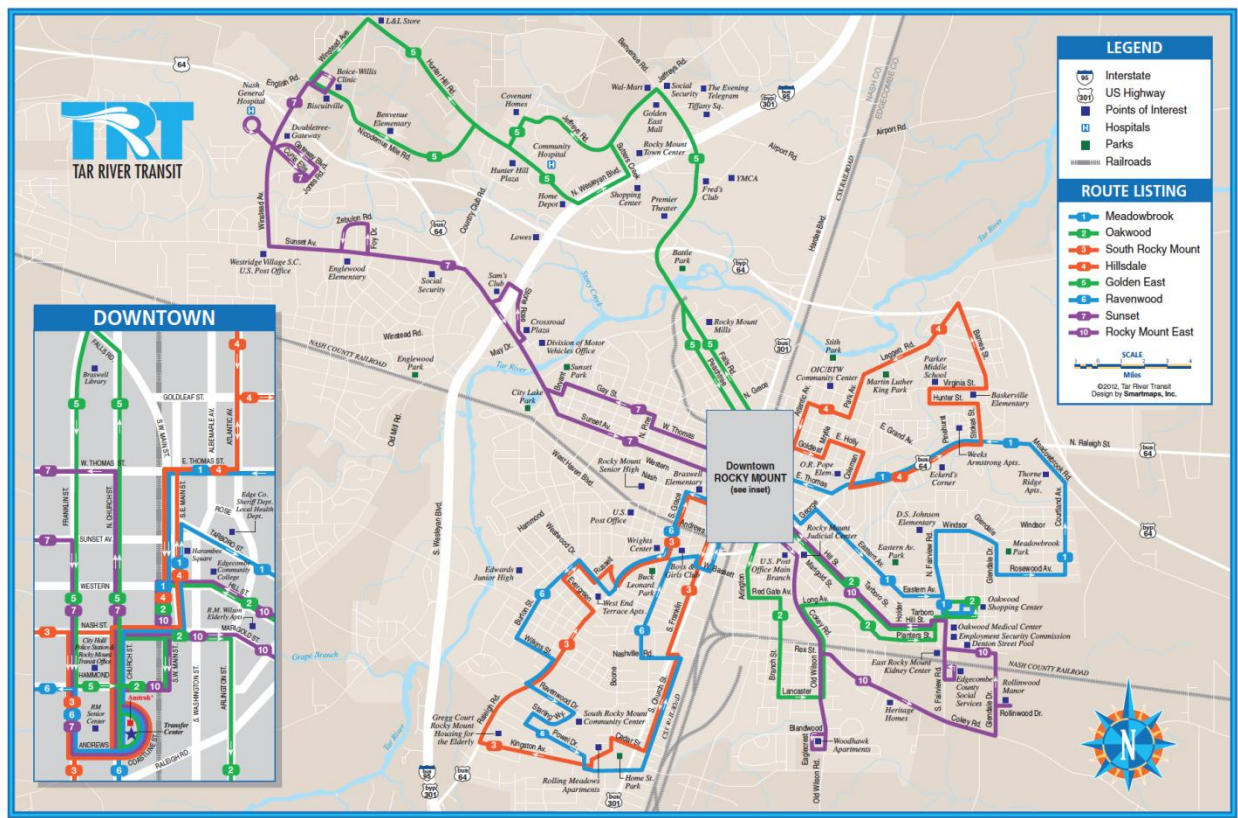
The fixed-route services as well as DARTS do not operate on the following observed holidays:

New Years Day
Martin Luther King, Jr. Day
Memorial Day
Independence Day
Labor Day
Thanksgiving Day
Christmas Day

Routes & Schedules

Tar River Transit maintains eight individual routes throughout the Rocky Mount Urban area. These routes exist as the Tar River Transit fixed-route service and operate according to a scheduled itinerary.

To accommodate individuals traveling to Rocky Mount from Nashville, Spring Hope, Castalia, Middlesex, Tarboro, Pinetops, Conetoe, and Whitakers or from Rocky Mount to one of these locations, Tar River Transit offers two Rural General Public routes. These routes run Monday thru Friday and follow the same holiday schedule as the regular fixed-route service.



The routes and areas served exist as followed:

Route #	Route Name	Area Served
1	MEADOWBROOK	Downtown Rocky Mount, Edgecombe Community College, Eastern Avenue Park, Oakwood Shopping Center, Thorne Ridge Apartments, Weeks Armstrong Apartments, Eckerd's Corner
2	OAKWOOD	Downtown Rocky Mount, US Post Office/Main Branch, East Rocky Mount Kidney Center, Edgecombe DSS, Oakwood Shopping Center
3	SOUTH ROCKY MOUNT	Downtown Rocky Mount, S. Church Street, Kingston Avenue, Raleigh Road, Rolling Meadows Apartments
4	HILLSDALE	O.R. Pope Elementary, Edgecombe Shopping Center, Fairview - E. Grand - Raleigh Street Connection, Weeks Armstrong Apartments, Martin Luther King Park, Leggett Road
5	GOLDEN EAST	Hunter Hill Road, Wal-Mart, Golden East Mall, Braswell Memorial Public Library
6	RAVENWOOD	Raleigh Road, West End Terrace Apartments, Burton Street, Ravenwood Drive, Kingston Avenue, S. Church Street
7	SUNSET	Sunset Avenue, Holiday Inn - Gateway, Rocky Mount Medical Center, Nash General Hospital
8	NASH COMMUNITY COLLEGE/LITTLE EASONBURG SHUTTLE	Downtown Rocky Mount, Rocky Mount Senior High, Edwards Jr. High, Little Easonburg, McIntyre Acres, Nash Community College
9	BATTLEBORO/ GOLDROCK SHUTTLE	Downtown Rocky Mount, TCI, Wal-Mart, Golden East Mall, Battleboro Community Center, Goldrock
10	ROCKY MOUNT EAST	Transit Center to and from Rollinwood Manor

More detailed information regarding the Tar River Transit routes and schedules can be found in Appendix E.

Fares

Tar River Transit charges a base fare of \$1.25 for general public transportation on its fixed-route system. Rural General Public services charge a base fare of \$4.00. Discounted rates are available but must be applied for by the rider prior to the discounted trip. The special programs offered are:

HALF FARE - HALF FARE is a fare discount program for individuals who receive Medicare benefits. The program allows the individuals to ride the regular fixed-route system for half the regular fare.

Applying

The individual needs to bring a Medicare card to the transit office. A transit staff member will prepare a Half Fare identification card for the individual.



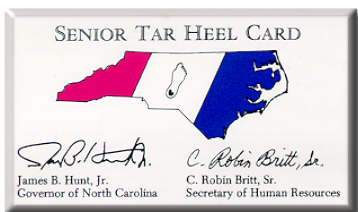
What Happens Next?

Upon boarding the bus, the individual must present the card to the bus operator. The operator will permit the individual to ride the bus for half the regular fare.

SENIOR TAR HEEL - Senior Tar Heel is a fare discount program for individuals age 60 and over. The program allows the individuals to ride the regular fixed-route system for half the regular fare.

Applying

The Individual needs to bring proof of his/her age to the Human Relations department (located on the first floor of the City Administrative Complex). A staff member will prepare a Senior Tar Heel identification card for the individual.



What Happens Next?

Upon boarding the bus, the individual must present the card to the bus operator. The operator will permit the individual to ride the bus

for half the regular fare.

S.N.A.P. (Special Needs Awareness Program) - S.N.A.P. is the half-fare program for individuals who have disabilities that make it difficult, but not impossible, for them to ride the regular fixed-route system.

Applying

In order to qualify for the half-fare, individuals need to complete Part I of the S.N.A.P. application. Part II of the application must be completed and signed by a medical professional who is familiar with the individual. The completed application should be returned to Tar River Transit.



What Happens Next?

The Transit Administrator will review the entire application, and determine whether the applicant is eligible for the S.N.A.P. program.

Eligible

Once the Transit Administrator has determined that the applicant is eligible, an approval packet is sent to the individual.

Packet Contents:

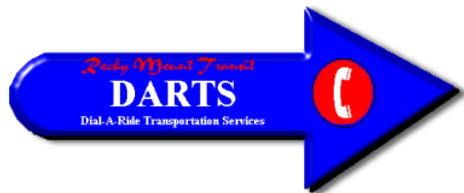
Letter of Eligibility
S.N.A.P. Identification Card

Not Eligible

If the Transit Administrator determines that the individual is not eligible for the S.N.A.P. program, a denial letter is sent to the applicant. The applicant has thirty (30) days from receipt of the letter to appeal the decision to the Assistant City Manager responsible for oversight of Tar River Transit. The Assistant City Manager's decision is final.

DARTS (Dial-A-Ride Transportation Services)

DARTS⁽²⁾ operates as a paratransit service for individuals with disabilities. The DARTS service is reserved for disabled individuals whom are unable to access the regular Tar River Transit bus service due to their disability. In order to benefit from the DARTS service, individuals must apply to the DARTS service



program. Upon the completion and submittal of the DARTS application, an in-person assessment of the applicant is performed by professional therapist. The purpose of this assessment is to evaluate the applicants' ability to perform functions necessary to travel from his/her origin to a bus stop, board the bus, ride the bus, determine where to disembark,

disembark the bus, and travel from the bus stop to his/her destination. The surrounding natural environment will also be evaluated, as this too plays a role in traveling to and from a bus stop.

Eligible

Once the Transit Administrator has determined that the applicant is eligible, an approval packet is sent to the individual.

Packet Contents:

Letter of Eligibility
DARTS Identification Card
DARTS Program Guidelines
DARTS No-Show Policy
Sample Sheet Showing How to Complete the Trip Coupons
DARTS Wait Time Guidelines

Conditional Eligibility

The Transit Administrator may determine that the applicant is conditionally eligible for the DARTS program. This means that the applicant may use the DARTS program only under certain conditions. The conditions for use may limit service to trips to certain locations, trips only on inclement weather days, trips when medical conditions may be worse on certain days.

Not Eligible

If the Transit Administrator determines that the individual is not eligible for the DARTS program, a denial letter is sent to the applicant. The applicant has thirty (30) days from receipt of the letter to appeal the decision to the Assistant City Manager responsible for oversight of Tar River Transit. The Assistant City Manager's decision is final.

Applicants denied eligibility for the DARTS program will be given the chance to apply for the S.N.A.P. program. This recognizes that the individual does have a disability, but it only makes it difficult, not impossible to ride the regular bus system. The individual only needs to complete Part I of the S.N.A.P. application and return it to Tar River Transit.

For individuals who are not eligible to use the DARTS service but do not know how to use the fixed route bus system, travel training is available. Travel training is one-on-one training or may be group training on how to use the fixed-route system. Travel training teaches individuals how to recognize bus stop signs, how to read the bus schedule, how to ride the bus, how to let the driver know that he/she wishes to exit the bus, and even what to do if he/she gets confused or lost. Someone from the transit staff will work with the individual to help them plan his/her trips and make practice trips with the individual to help them become comfortable with the system. For individuals with vision impairments Tar River Transit will work with the mobility specialist of the individual's choice to aid him/her in locating bus stops and riding the bus.

Wilson City Transit

The City of Wilson provides transportation services to the public by way of the Wilson Transit System (WTS). WTS operates with the purpose “to provide a safe, convenient, courteous and efficient transportation system to all citizens of Wilson which includes a fixed route service to the general public utilizing clean, mechanically sound buses and alternative facilities for the mobility impaired, bus shelters, including provisions for disabled riders; and a safe, attractive and well maintained Transportation Center for citizens, employees and travelers who utilize or pass through it” ⁽⁴⁾. Operating under the management of the City of Wilson, WTS’s daily activities are overseen by the City of Wilson Transportation Manager. The staff of WTS consists of ten full-time: Transportation Manager, Administrative Clerk, Transit Apprentice, Lead Transit Operator, Transit Dispatcher and five Transit Operators; and 3 part-time Transit Operators ⁽⁴⁾.



WTS operates fixed route and demand response service. The transportation manager also regulates the taxi, limousine and van transportation services within the city limits of Wilson separately from the Wilson Transit System. Paratransit transportation services are offered to individuals that are physically and/or mentally unable to access normal fixed route service.

Service Hours

The hours of operation are as follows:

Business Office

Monday – Friday:

8:00am – 5:00pm

Fixed Route Services

Monday – Friday:

6:25am – 6:00pm

Saturday:

8:55am – 5:02pm

Fixed Route pickup and drop off times vary according to the individual route. The WTS bus schedule is available in Appendix B:

Holiday Schedule

The Wilson Transit System does not operate on the following observed holidays:

- New Years Day
- Martin Luther King, Jr. Day
- Good Friday
- Memorial Day
- Independence Day
- Labor Day
- Veteran’s Day
- Thanksgiving Day
- Christmas Day and the Following Day

Routes and Schedules

The Wilson Transit System maintains six individual routes⁽⁵⁾ throughout the City of Wilson Urban area. These routes exist as the Wilson Transit System fixed-route service and operate according to a scheduled itinerary.

The Shuttle Route covering Medical Park Drive, Glendale Drive, Madison Drive, Wal-Mart, Forest Hills Center, Gateway Plaza, Heritage Crossing, WestPoint, Lowes and the Social Security Administration leaves the Transportation Center at 20 minutes past each hour starting at 8:20 am and ending at 5:20 pm Monday through Friday. On Saturdays these areas are covered by the Red Route which leaves the Transportation Center at 11 minutes past each hour starting at 9:11 am and ending at 4:11 pm

The Red Route covers Woodard & Finch, Hines & Edwards, Downtown, Elizabeth & Forrest, the Wilson Mall, and Regency Plaza.

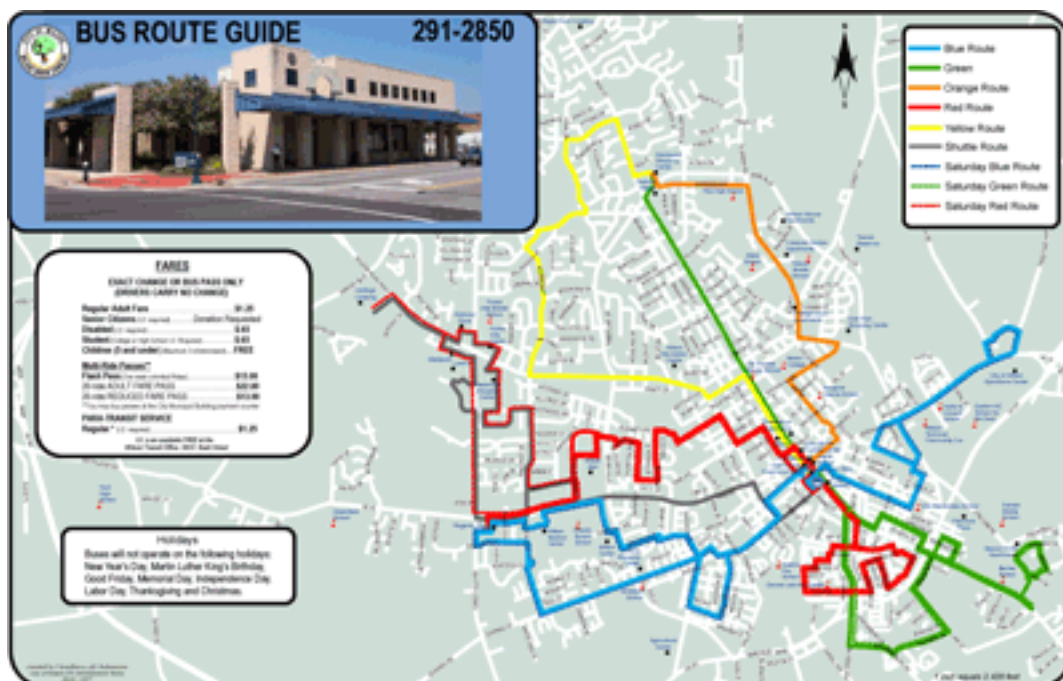
The Blue Route covers EB Jordan Homes, Gold & Reid, Downtown, Crawford & Lodge, Downing & Ward, Regency Plaza, and Fleming Stadium.

The Green Route covers Brentwood Center, Kincaid & W. Nash, Downtown, Snowden Dr., Beacon Point Apartments, and Tuskegee & Carolina.

The Orange Route covers Brentwood Center, Fike, Crescent Gardens, Barton College, and Downtown.

The Yellow Route covers Brentwood Center, Ridge Rd. & Canal, Parkside & Lakeside, Lakeside & Raleigh Rd., Raleigh Rd. & Hines, and Downtown.

The pickup and drop off times for each route and a larger bus route map can be located in Appendix F.



Fares

Wilson Transit System breaks its fares ⁽⁶⁾ down accordingly:

- Regular Adult Fare - \$1.25
- Senior Citizens (Wilson Transit Issued Identification Card Required) - Donation Requested
- Disabled (Wilson Transit Issued Identification Card Required) - 65 Cents
- Students (College or High School Identification Card Required) - 65 Cents
- Children (5 years old and under) - Free
(Maximum 3 children per adult)
- Paratransit Service (On contracted Vehicles) - \$1.25
- Wilson Transit Issued Identification Cards and applications for cards are available free at the Wilson Transit Office, 320 E. Nash Street Wilson, NC
- Multi-Ride Passes (You may buy passes at the Customer Service Center, 208 Nash Street NE, Wilson, NC)
- Flash Pass (One Week Unlimited Rides) - \$13.00
- 20-Ride ADULT Fare Pass - \$22.00
- 20-Ride REDUCED Fare Pass - \$13.00



Transfers

It may be necessary to use two or more routes to complete your trip. To do this, you will need a transfer. Please remember the following rules:

- You must ask the driver for a transfer when you pay your fare. Transfers will not be issued at any other time during your trip. You cannot obtain one when you are exiting.
- The transfer will have an expiration time on it. It expires when your connecting bus leaves the transfer point.
- When you request a transfer, the driver will notify the other bus so that you will be assured of making your connection.
- Transfers can be accepted only at designated Transfer Points.
- If your bus is delayed, and you miss your transfer, the driver will make arrangements to help you complete your trip.
- When you board the second bus, give your transfer to the driver.
- Transfers are not valid for making a round trip. For example, you may not ride the bus downtown, shop for 30 minutes and use the transfer to return home.
- Transfers may not be sold or given away.

Special Services

The Wilson Transit System offers special services ⁽⁷⁾ outside of their typical fixed-route services.

Taxi Shuttle

This service is only offered on weekday between 6:50a.m. - 5:00p.m. The Taxi Shuttle service is provided at request to specific areas with some restrictions.

Paratransit Services

This service is offered to individuals whom are unable to access the Wilson Transit System fixed-route service. Pre-approval for this service is required and restrictions for this service may apply. To apply for the Paratransit Service, individuals must contact the Wilson Transit System office at 252-291-2850 for an application and/or more information.

Dial-a-Ride (DAR) Service

This service corresponds to the DAR services listed on the WTS bus schedule (Appendix F). DAR services are provide at request and must be done at least thirty (30) minutes before you wish to leave. Individuals eligible for this service must be located within a quarter (1/4) mile of a fixed route. Individuals wishing to arrange for the DAR service or requesting more information should contact the Wilson Transit System office at 252-291-2850.

Wilson County Transportation Services



The Wilson County Transportation Services (WCTS) provides services to Wilson County residents outside of the City of Wilson urban area. Service is also available within the City of Wilson urban area before and after the hours of the City of Wilson's fixed routed bus service. The mission of WCTS is states as "to provide transportation services, within it capabilities, to the residents of Wilson County and the agencies that serve the public" ⁽⁸⁾. A division of the Wilson County Planning Department with a coordinator on staff, the daily operations of WCTS is contracted to MV Transportation. WCTS operates 15 vehicles, 13 of which are lift-equipped.

Service Hours

Transportation services are available to individuals 24 hours a day Monday through Friday.

Holiday Schedule

Wilson County Transportation Services does not operate on the following observed holidays:

Christmas Day

Routes and Schedules

Because WCTS is not a fixed route system, routes and schedules are not available. Some of the agencies that are currently using Wilson County Transportation Services are:

- Wilson County Department of Social Services
- Diversified opportunities
- Wilson Transit System
- Wilson County Office of Senior Citizens Affairs
- Wilson County Services for the Blind
- Independent Living (OIC)
- Work First
- AN & FC Barnes
- General public



Transportation services are also available to additional destinations. All requests are considered individually as to determine if the ride can be scheduled. Individuals are instructed to call WCTS before 2:00pm the previous day for all transporation requests.

Fares

Rural General Public Transportation ⁽⁹⁾ is available to residents who reside and/or have destinations at least a quarter (1/4) of a mile outside of the City of Wilson's bus route. This service is offered for non-agency affiliated passengers.

Public:

\$3.00 for each one-way trip (minimum)

Other Service Providers in the UCPRPO Region

On Time Transit

Local and Suburban Transit
2720 Chinquapin Rd.
Tarboro, NC 27886
252-446-2960

Greyhound

Intercity Transportation from Rocky Mount
111 COASTLINE ST
Rocky Mount, NC 27801
252-442-6200

Mobility Transportation Services, LLC

Non-Emergency Transportation Service Provider
P.O. Box 566
Battleboro, NC 27809
252-446-3778

Kota Transportation Service LLC.

Personal and Non-Emergency Transit Services
1125 S Cambridge Cir
Rocky Mount, NC 27801
252-467-1078

Rocky Mount Cab

Personal Transportation
308 Tarboro St,
Rocky Mount, NC 27801
252-985-1200

United Cab Co

Personal Transportation
226 Falls Rd,
Rocky Mount, NC 27804
252-442-4141

Checker Cab Company

Personal Transportation
179 Ridgewood Rd,
Tarboro, NC 27886
252-641-1785

Northeastern Chartered Bus Service Inc

Chartered Bus Service
Pinetops, NC 27864
252-827-4498

Tarheel Medical Transport

Medical Transportation
4215 Williamson Rd,
Wilson, NC 27893
252-291-2707

Blue Star Cab Co Inc

Personal Transportation
320 Nash St,
Wilson, NC 27893
252-237-1134

On Demand Transportation Services

Personal Transportation
956 Freedom Rd.
Smithfield, NC 27577
866-934-4565

Yellow & Checker Cab Co.

Personal Transportation
504 E. Market St.
Smithfield, NC 27577
919-934-2552

Tele Taxi

Personal Transportation
1006 S. Pollock St.
Selma, NC 27576
919-202-4511

Benson Cab Co.

Personal Transportation
100 W. Church St.
Benson, NC 2754
919-701-5120

Eddie Bee's Executive Coach

Personal Transportation
200 Daffodil Ln.
Clayton, NC 27527
919-533-1791

William Transportation Services

Personal Transportation
320 Stancil St
Smithfield, NC 27577
919-934-4565

Section 6: Unmet Needs Assessment

A survey was developed and sent out to better assess the unmet transportation needs and potential for transit coordination within the Upper Coastal Plain RPO study area. The survey was distributed to the diverse set of organizations described in section 4, along with an invitation (Appendix A) requesting their participation in the UCP RPO Locally Coordinated Plan (LCP) Workshop and a pre-paid envelope for returning the survey. The survey consisted of seven open-ended questions (Appendix G) focusing on existing services and asking the surveyor to think about new services that do not exist. Of the (57) fifty-seven surveys that were sent out, (16) sixteen surveys were returned. The number one destination need highlighted by the sixteen respondents of the survey was for Medical Purposes. A close second destination was for Employment (Figure 6.1).

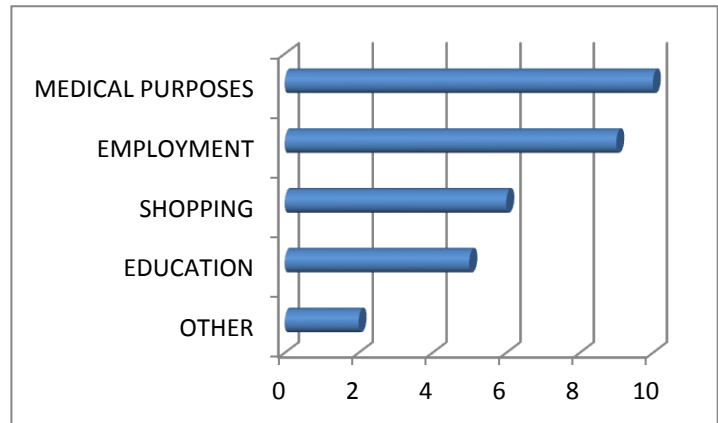


Figure 6.1

The information gathered from the survey is grouped into four categories below, with corresponding examples of the unmet needs.

Improvements	<ul style="list-style-type: none"> • More Rural Services for Small Towns • Public Bus with Routine Schedule – Fixed Routes • Timeliness; Availability; Extended Destinations • Services for Students • Increased Services to New Destinations 	<ul style="list-style-type: none"> • Vanpool/Park and Ride • Employment – DSS • EDTAP • Multi-Model Connectivity • Increase in Service Hours for Employment
Service Not Provided	<ul style="list-style-type: none"> • Services for Individuals Who Do Not Receive Medicaid • Bus System – Fixed Routes • City Shuttles – Van Services at Low Fees • Commuters to All Parts of County • Door to Door Services 	<ul style="list-style-type: none"> • General County-Wide Public Transportation • Increase Services to Medical and Senior Centers • Services for Out of County Employment • Park and Ride Services
Potential Users of Service(s)	<ul style="list-style-type: none"> • General Public • Elderly • Disabled • Youth • Individuals Accessing Health Dept. and/or Social Services • Workers 	<ul style="list-style-type: none"> • Shoppers • Students • Clients of Vocational Rehabilitation • Increase Services for Households Without Vehicles

Destinations	<ul style="list-style-type: none"> • Municipalities • Locations within the Municipality • Medical Offices • Grocery Stores • Pharmacies • Hospitals • Treatment Centers • Vocational Rehabilitation Center 	<ul style="list-style-type: none"> • Banks • Home • Place of Employment • Shopping Centers • Social Services • Community Colleges • Parks
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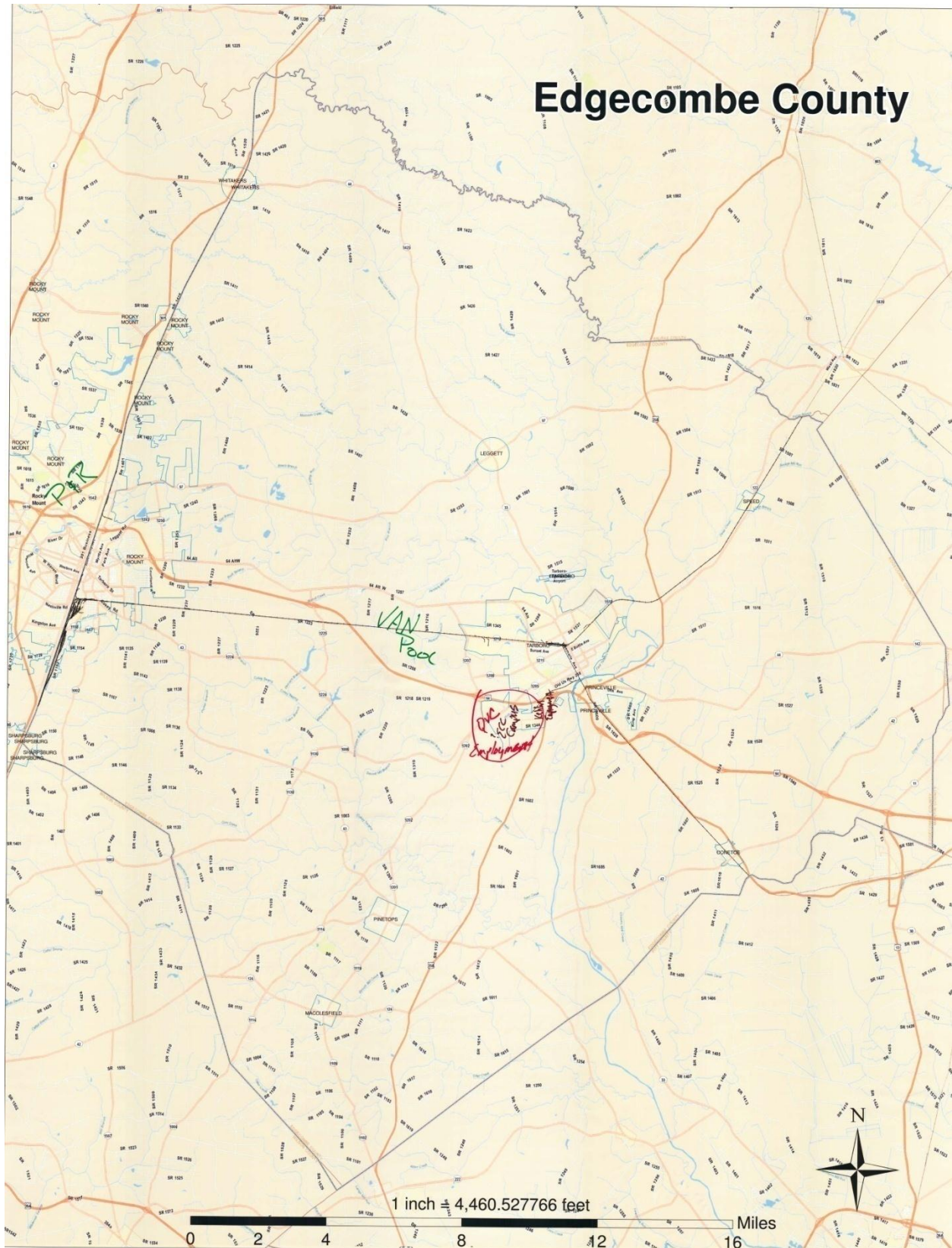
Additional comments received from the survey also included the following:

- Increase the service quality due to buses running late. Cab fares are “outrageous” for individuals making minimum wages. County transportation vans are overworked and not available to City residents.
- It was strongly requested that efforts to include individuals who cannot drive due to a disability, age or other impediment be set as a priority. Often individuals without family resources for transportation must move into assisted living centers at the expense of the government. If we can manage transportation and keep them independent, not only does it save funding but highly increases the quality of life for the these individuals.
- Rural Planning Organizations need to encourage and assist Counties with applications for all funding grant applications.
- A need for increased services for employees without vehicles.

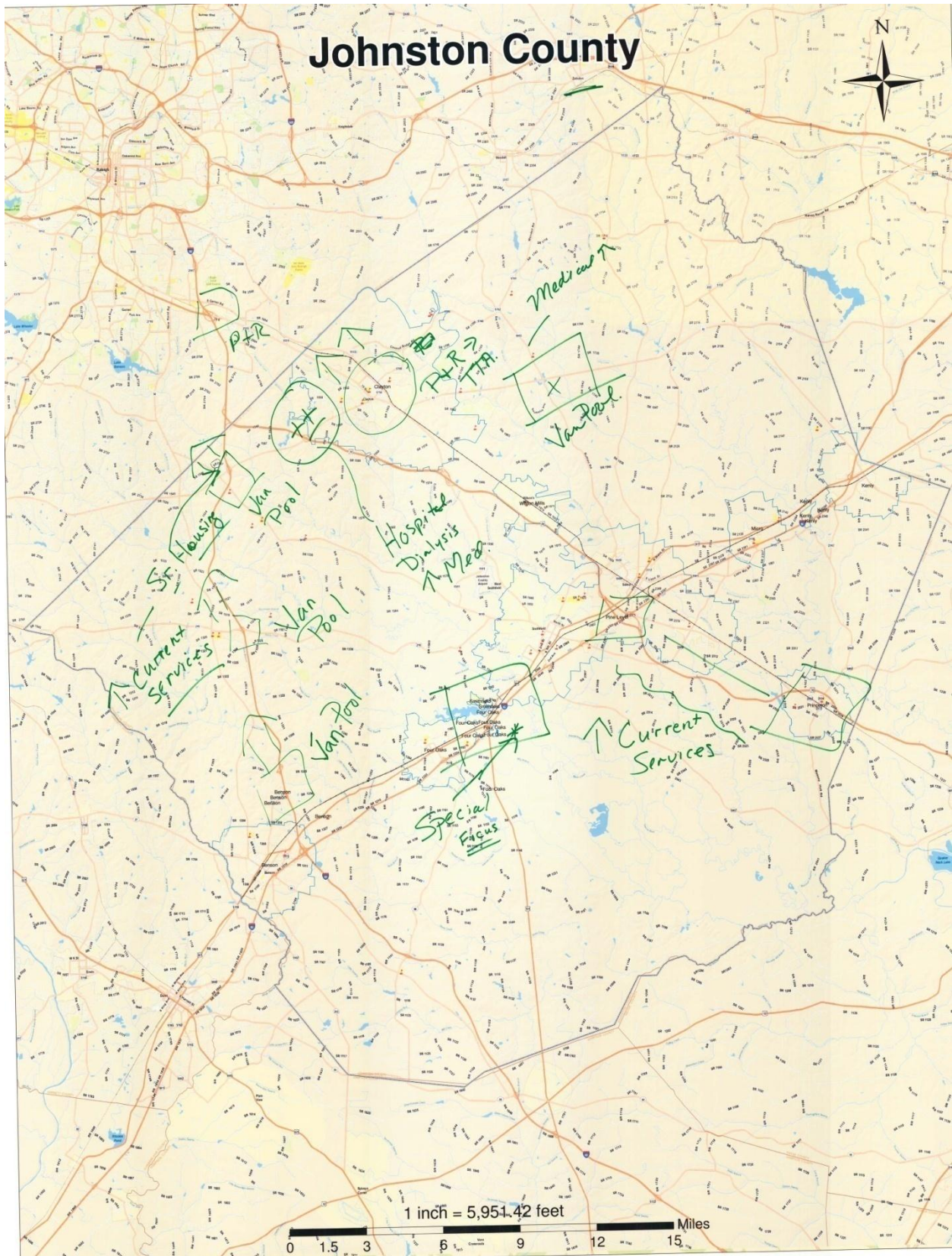
Section 7: Gaps Analysis Exercise

To further explore the unmet transportation needs for the region, a gap analysis exercise was completed using County maps of the UCPRPO region. This exercise was administered by placing four maps, one for each county, on four separate tables. Instructions were then given for the workshop participants to go to which ever table had the map of the county in which their interests lie. 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. Maps 6.1, 6.2, 6.3, and 6.4 are the results of this exercise.

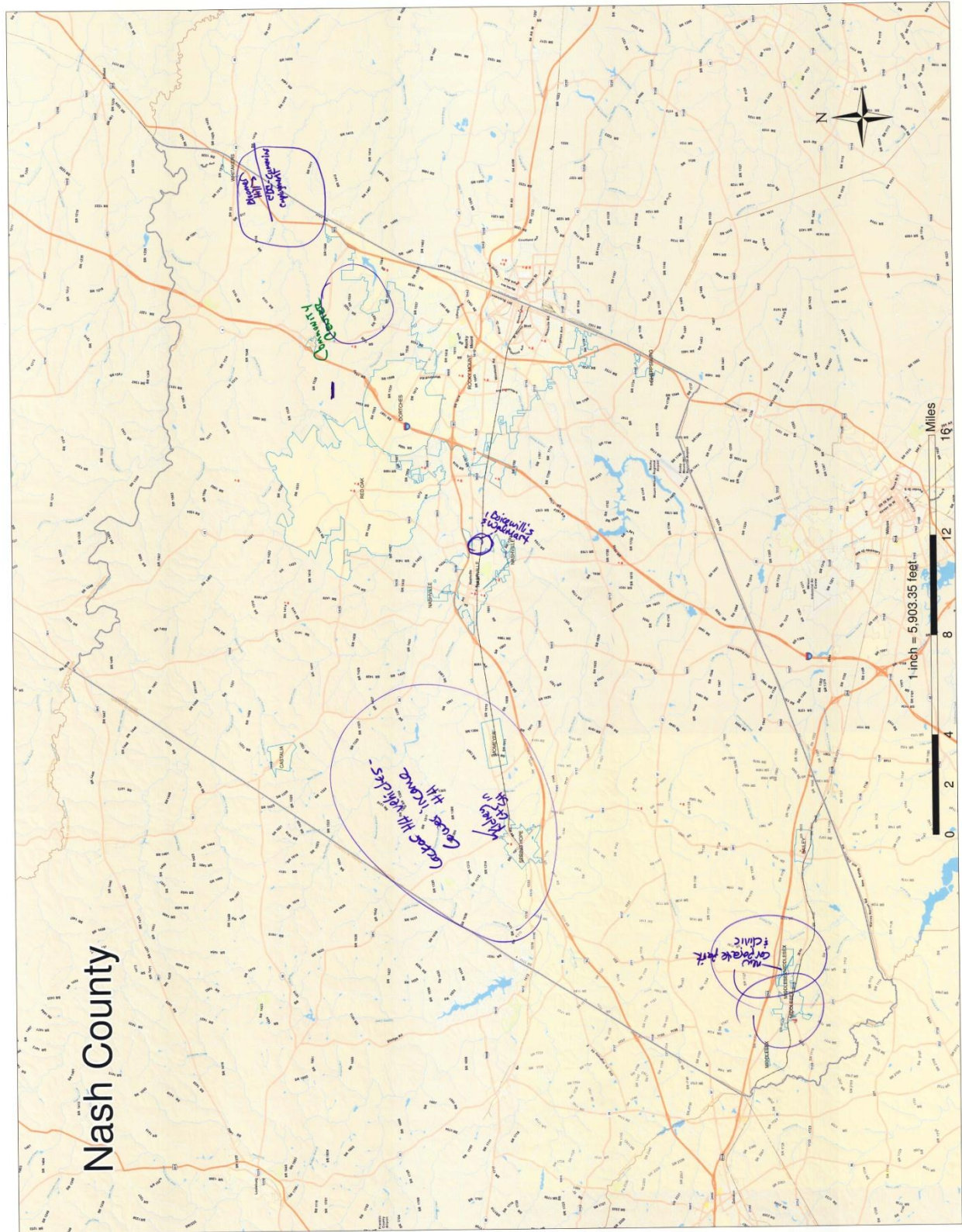
Edgecombe County Identified Gaps	<ul style="list-style-type: none">• Transportation Services from Rocky Mount to Employment Centers within Tarboro
Johnston County Identified Gaps	<ul style="list-style-type: none">• Additional Services for Dialysis and Medical Services into Raleigh Area• Park & Ride Services to Employment into Raleigh Area• Van Pool Services into Employment Centers out of County• Van Pool Services to Medical Facilities in the Zebulon Area• Additional Services between Princeton and Pine Level.• Special Focus on additional services around Four Oaks.
Nash County Identified Gaps	<ul style="list-style-type: none">• Additional Services to western Nash County for Households with No Vehicle and Households with Low Income.• Services to new Dialysis Center in Spring Hope.• Services to new Corporate Park and Medical Center in Middlesex.• Services to Boicewillis & Walmart east of Nashville.• Additional Services to Bloomer Hill and Cummins Employment near Whitakers.• Additional Services to the Community Center northeast of Dortches.
Wilson County Identified Gaps	<ul style="list-style-type: none">• Additional Transportation Services for all night employment.• Additional Services along 301 corridor to Tobacco Factories to the North of Wilson.• Additional Service for night classes at Wilson Community College.• Services to Dialysis Centers in the Wilson Area.• Night and Weekend Services for Wal-mart and other shopping needs.• Additional Services in general for the western area of Wilson.

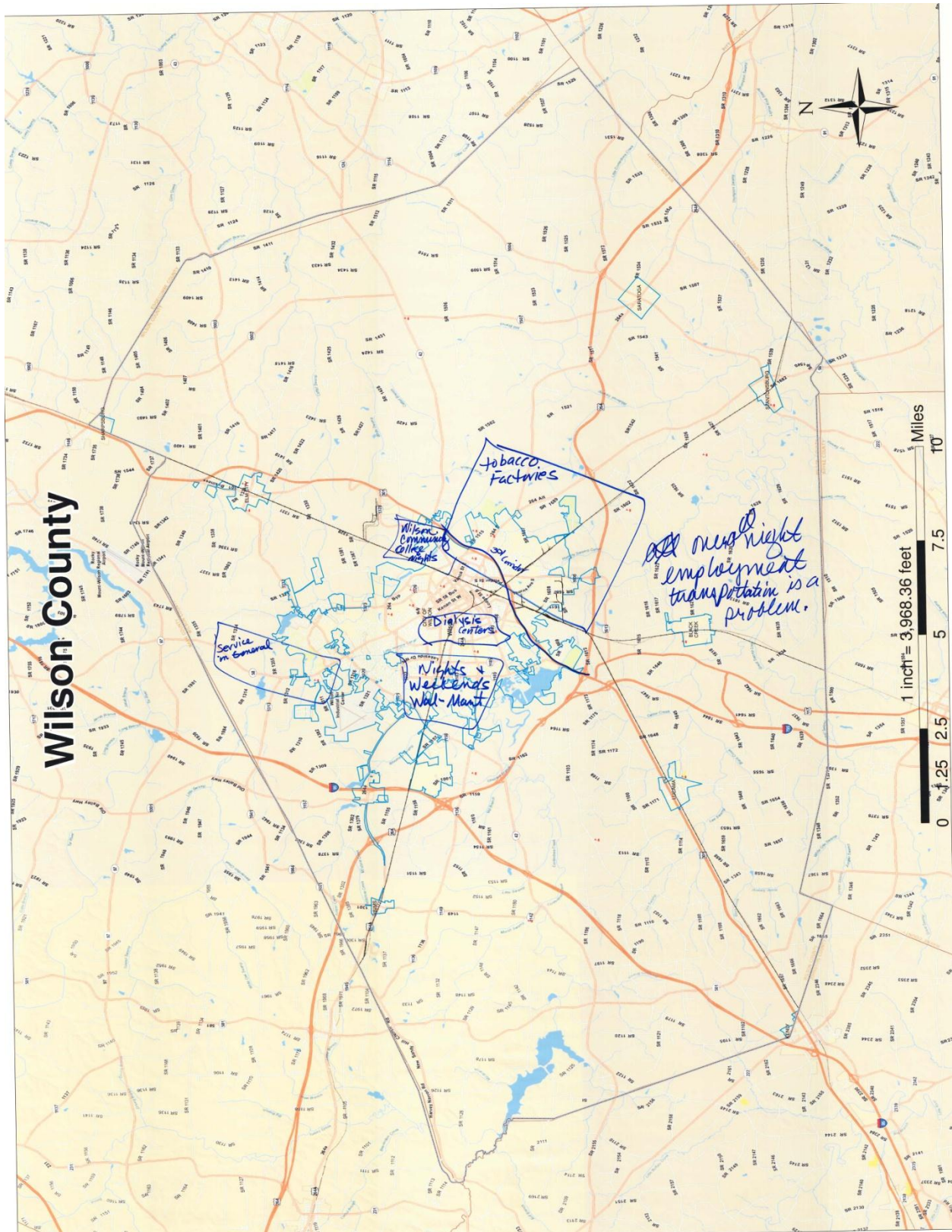


Map 6.1



Map 6.2





Map 6.4

Section 8: Needs and Strategies Matrix Exercises

To supplement the information received from the surveys, a needs and strategies matrix exercise was completed as part of the UCPLCP public workshop. The attendees of the workshop were divided into three groups and provided a matrix (Appendix H) 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 to create a collective analysis of the needs and strategies, for the region. The collective results of this exercise are presented in Table 8.1.



Additional space was provided on the matrix to identify needs the participants felt were important although not already identified. Additional needs which were written in are as follows:

- Van Pool and Park & Ride Services
- Multimodal Connectivity
- Increase Hours for Employment
- Provide out of County Trips for Employment
- Services for Households without Vehicles
- Services to City/County Public Services

Additional strategies to help meet the identified needs were:

- Attendant
- Mobility Manager
- Subscription

The needs assessment exercise exposed a multitude of coordinated transit needs within the Upper Coastal Plain RPO region. For (13) thirteen of the (20) twenty needs listed, the strategy that was most commonly identified strategy was that of Park & Ride Services. The second most common strategy to meet the needs with (12) twelve of the (20) twenty needs listed was a Mobility Manager. It should be noted that during discussions of identifying needs that several transit agencies reported having “waiting lists” indicating the need for more capacity for services is needed. As improvements are made to Upper Coastal Plain PRO region’s transit systems, it will be important to view these needs and strategies as ways to help the area’s transit needs. Coordination in these areas will be of growing importance as individual needs for travel outside of current service areas continues to increase.

Nees and Strategies

1) Increase service to fill gaps.

- a) Deviated Fixed Routes
- b) Evenings
- c) Weekends
- d) Van Pools
- e) Express Services
- f) Door to Door
- g) Agency Operated
- h) Big Vehicles
- i) Park & Ride
- j) Transit Pas
- k) Vouchers
- l) Attendent
- m) Mobility Manager

2) Better inter-connections and/or coordinated services.

- a) Evenings
- b) Weekends
- c) Broker Trips
- d) Van Pools
- e) Big Vehicles
- f) Park & Ride
- g) Mobility Manager

3) Services for individuals not on Medicaid

- a) Deviated Fixed Routes
- b) Evenings
- c) Weekends
- d) Broker Trips
- e) Big Vehicles
- f) Park & Ride
- g) Transit Pas
- h) Vouchers
- i) Mobility Manager

4) Bus System – Fixed Routes

- a) Deviated Fixed Routes
- b) Big Vehicles
- c) Park & Ride
- d) Transit Pass
- e) Vouchers

5) Low Fares

- a) Van Pools
- b) Volunteer Drivers
- c) Big Vehicles
- d) Vouchers
- e) Attendant
- f) Mobility Manager

6) Services County-wide

- a) Broker Trips
- b) Van Pools
- c) Increase Visibility
- d) Mobility Manager

7) Stops with amenities – i.e. Lighting, benches, audible signs, sidewalks

- a) Deviated Fixed Routes
- b) Park & Ride

8) Customer improvement; On Time Service

- a) Increase Visibility
- b) Park & Ride

9) Services to Medical Facilities

- a) Van Pools
- b) Attendant

10) Services to Educational Facilities (Community College)

- a) Evenings
- b) Weekends
- c) Van Pools
- d) Transit Pass

11) Services to Employment Centers

- a) Evenings
- b) Weekends
- c) Express Services
- d) Park & Ride

12) Services to Shopping

- a) Evenings
- b) Weekends
- c) Express Services
- d) Big Vehicles
- e) Park & Ride

13) Travel training for inexperience/hesitant, i.e. for elderly, limited English, etc.

- 14) Door to Door
- 15) Attendent
- 16) Mobility Manager

17) Remove barriers for mobility impaired

- a) Door to Door
- b) Attendent
- c) Mobility Manager

18) Van Pool & Park & Ride

- a) Deviated Fixed Routes
- b) Evenings
- c) Weekends
- d) Van Pools
- e) Express Services
- f) Door to Door
- g) Increase Visibility
- h) Big Vehicles
- i) Park & Ride
- j) Transit Pass
- k) Vouchers
- l) Attendent
- m) Mobility Manager

19) Multimodal Connectivity

- a) Evenings
- b) Weekends
- c) Van Pools
- d) Express Services
- e) Door to Door
- f) Increase Visibility
- g) Big Vehicles
- h) Park & Ride
- i) Transit Pass
- j) Vouchers
- k) Mobility Manager

20) Increase hour for employment trips

- a) Evenings
- b) Weekends
- c) Van Pools

- d) Express Services
- e) Door to Door
- f) Increase Visibiity
- g) Big Vehicles
- h) Park & Ride
- i) Transit Pas
- j) Vouchers
- k) Mobility Manager

21) Services for handicap

- a) Deviated Fixed Routes
- b) Evenings
- c) Weekends
- d) Van Pools
- e) Express Services
- f) Door to Door
- g) Increase Visibiity
- h) Big Vehicles
- i) Park & Ride
- j) Transit Pas
- k) Vouchers
- l) Mobility Manager

22) Services to City Public Services

- a) Subscription

Table 8.1

NEEDS COMMUNITY STRATEGIES	DEVELOPED													
	Fixed Routes	Evenings	Weekends	Broker Trips	Van Pools	Express Services	Door to Door	Volunteer Drivers	Increased Visibility	Agency Operated	Big Vehicles	Park & Ride	Transit Pass	Vouchers
Increase service to fill gaps - Implement some inter-county, fixed route or high-miles service corridors.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Better inter-connections and/or coordinated services		✓	✓	✓	✓						✓	✓	✓	✓
Services for individuals not on Medicaid	✓	✓	✓	✓							✓	✓	✓	✓
Bus System - Fixed Routes	✓													
Low Fares					✓			✓			✓	✓	✓	✓
Services County-wide				✓	✓				✓					
Stops with amenities - i.e. lighting, benches, audible signs, sidewalks	✓											✓		
Customer Service Improvements; On Time Service									✓			✓		
Services to Medical Facilities					✓									✓
Services to Educational Facilities Community College		✓	✓		✓							✓		
Services to Employment Centers		✓	✓			✓					✓	✓		
Services to Shopping			✓											
Travel training for inexperienced/hesitant, i.e. for elderly, limited english, etc.							✓							✓
Remove barriers for mobility impaired							✓							
Add: VAN POOL & PARK & RIDE	✓	✓	✓		✓	✓	✓		✓		✓	✓	✓	✓
Add: MULTIMODEL CONNECTIVITY		✓	✓		✓	✓	✓		✓		✓	✓	✓	✓
Add: INCREASE HOUR FOR EMPLOY		✓	✓		✓	✓	✓		✓		✓	✓	✓	✓
Add: OUT OF COUNTY EMPLOY TRIPS		✓	✓		✓	✓	✓		✓		✓	✓	✓	✓
Add: SERVICES FOR HOUSING & VEH	✓				✓	✓	✓		✓		✓	✓	✓	✓
Add: SERVICES City Public Services														
Add:														
SERVE TARGET POPULATION														
Elderly														
Disabled														
Unemployed														
Low-income														
Everyone														

Section 9: Prioritization of Strategies

Near the conclusion of the workshop, the participants were invited to rank the strategies they individually found most appropriate for their clients or the interest they represented. This was done by asking the participants to allocate \$100 spread over the strategies they had recommended in the prior needs and strategies matrix exercise. The results of the Total and Average Dollars Spent distribution are listed in the Table 9.1 below.

Shopping List	Total	Average
Evening Service	\$160	\$14.55
Vanpools Program	\$160	\$14.55
Fixed Routes	\$140	\$12.73
Weekend Service	\$135	\$12.27
Park & Ride Program	\$100	\$9.09
Bigger or Unique Vehicles	\$80	\$7.27
Subscription (Added)	\$75	\$6.82
Transit Pass	\$50	\$4.55
Broker Trips to Others	\$30	\$2.73
Vouchers	\$30	\$2.73
Attendant (Added)	\$30	\$2.73
Mobility Manager (Added)	\$30	\$2.73
Express Service	\$17	\$1.55
Door to Door Service	\$15	\$1.36
Agency Operates Own Van	\$15	\$1.36
Volunteer Drivers	\$10	\$0.91
Increased Visibilty	\$7	\$0.64
Total	\$1,084	

Table 9.1

Allocation of Dollars for Priority Programs – Average and Total Dollars Spent

The following graph (Figure 9.1) shows the relationship between the Average Dollars Spent and the Total Dollars Spent per strategy. It is obvious to note that the two strategies participants afforded the majority of their allocated \$100.00 was Van Pool Services (\$160) and Evening Services (\$160). Fixed Routes (\$140) and Weekend Services (\$135) followed next in line.

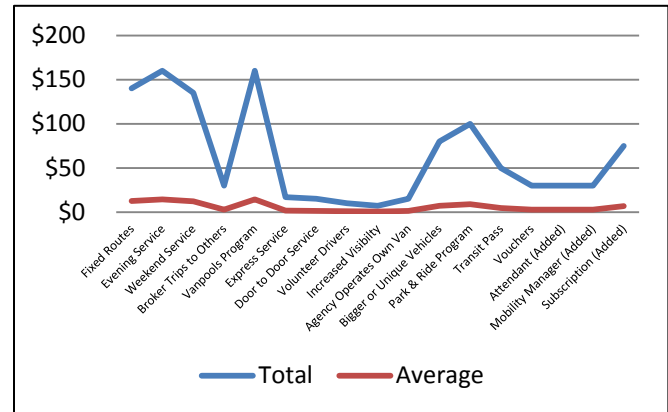


Figure 9.1

While the majority of the allocated funding went to Van Pool Services and Evening Services, when taking the median dollars spent for each strategy the priorities remain for Van Pool Services but increase to show Fixed Routes are viewed as a higher priority (Figure 9.2).

Through the prioritization exercise Van Pool Services, Fixed Route Services, and Evening Services were identified as the highest priority strategies for the transit systems in the Upper Coastal Plain region. Improvements made to fixed route services by either increasing services offered within existing fixed route systems or initiating routes for systems that have not previously offered services are recognized as potentially improving the transportation situation for both the elderly and disabled as well as low income individuals.

Park & Ride Services along with Bigger Vehicles also ranked high in the prioritization exercise as

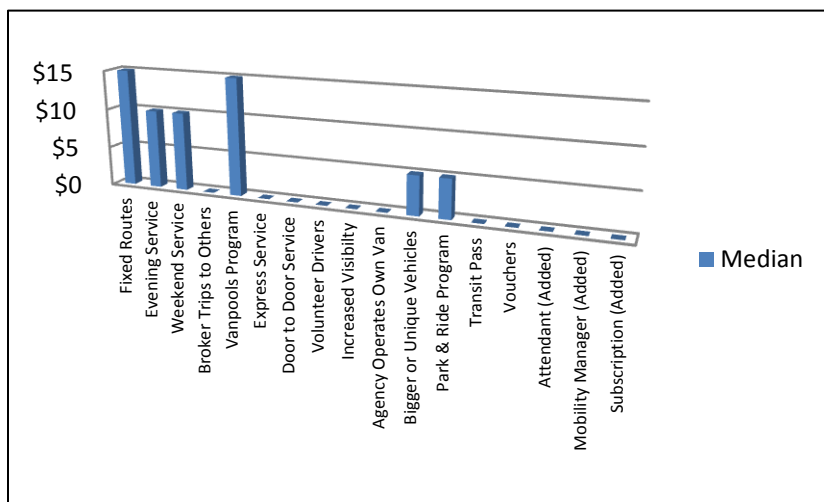


Figure 9.2

strategies for the regions transit systems. The combination of developing both Van Pool Services and Park & Ride opportunities should be reviewed and considered as a serious strategy for transit system improvements. While hours of operation vary between transit systems as seen in section 5, exploring the possibility and feasibility of providing additional services should not be dismissed.

Section 10: Conclusion

Transportation plays a very important role in every individual's everyday life. We are dependent upon transportation for nearly every task we undertake throughout the day and take for granted the ease in which most are able to commute with little or no impedance. Transit services provide an option for those individuals that are confronted with impeding factors in their everyday lives. Currently the Upper Coastal Plain RPO region supports four major transit service providers offering similar services in their respective areas. Individual needs for travel outside of service continues to increase and these same providers are finding it increasingly difficult to accommodate the incoming requests.

The Upper Coastal Plain RPO, in coordination with the North Carolina Department of Transportation – Public Transportation Division developed a successful approach towards better understanding the region's transit system as it exists today and gathering information as to the needs required for pursuing a thriving coordinated transit system in the future. The local workshop provided the opportunity for the public and local organizations to discuss their transportation needs and participate in suggesting strategies for improving the systems collectively. While suggestions were easily provided, most were accompanied by statements like "if the funds were available."

During the local workshop the following was reported as primary needs for the UCPRPO region:

- The Johnston County Area Transit System (JCATS) reported their most primary need was the ability to increase services for Demand Response and Subscription Services;
- The Tar River Transit System reported the need to expand services into western Nash County;
- Wilson County stated their need for additional capacity to meet current needs. They reported having a current waiting list of 129 requests;
- The City of Wilson Transit System stated their primary need was to increase capacity to offer more evening services.

As seen in Section 3, the Upper Coastal Plain region's demographics depict a region that will greatly benefit from expanding transportation services. Providing greater access to places of employment, health care, and other services assist the elderly, low-income, and disabled individuals retain their independence while satisfying their basic transportation requirements.

Final Recommendations

1) Need for more service:

- a) Extended hours of operation (evenings and weekends)
- b) Fixed Routes
- c) Mobility Manager
- d) Bigger or Unique Vehicles
- e) Subscription

2) Focus on employment trips

- a) Park & Ride Program

- b) Vanpool Program
- c) Express Service
- d) Increase access to transit
- e) Transit Pass
- f) Vouchers

3) Expand level of service

- a) Attendant
- b) Door to Door Service

Approval Process

Each transit system included in this Plan have 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 body adopted resolutions are displayed prominently on the cover of the final version of this plan and includes copies of each adopted resolutions which can be reviewed in Appendix I.

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 Upper Coastal Plain RPO Regions, as well as providing regional decision makers with important information about needs and opportunities for enhancing existing systems.

Appendix A: Invitation Letter

Upper Coastal Plain RPO

EDGECOMBE * JOHNSTON * NASH * WILSON

120 W. WASHINGTON ST. SUIT 2110 • NASHVILLE, NORTH CAROLINA 27856
(P) 252/459-2642 • (F) 252/459-1381
JSALMONS@UCPRPO.ORG

March 6, 2013

You are invited to participate in the Upper Coastal Plain RPO Locally Coordinated Human Service - Public Transportation Planning (LCP) Workshop in the City of Wilson on **March 26, 2013**. This workshop will be planned and directed by the Upper Coastal Plain RPO and the North Carolina Department of Transportation Public Transportation Division (NCDOT PTD). I will serve as the workshop facilitator and the NCDOT PTD staff will assist me. This event will be held from 8:00 A.M. to 2:00 P.M. at the City of Wilson Operations Center, Educational Training Room, 1800 Herring Ave, Wilson, NC 27893. Sandwiches and tea will be provided for lunch.

This workshop is one of numerous similar events that will be held across North Carolina during early 2013. The findings and recommendations of the RPO workshop will be summarized into a locally coordinated human service - public transportation plan report. This action will ensure that the transit system and other interested transportation entities will be eligible for certain funds authorized under the Federal 2005 Safe Accountable, Flexible Efficient Transportation Equity Act: A Legacy for Users; specifically – New Freedom (5317), Job Access and Reverse Commute (5316), and Elderly and Disabled Individuals Transportation Assistance (5310). The thrust of the locally coordinated plan will be to identify the specific areas of need for individuals with disabilities, older adults and persons with low incomes; to propose strategies for meeting these local needs; and to prioritize public transportation services for funding and responsive actions. Attached for your ready information is a brief overview of the coordinated human service transportation process.

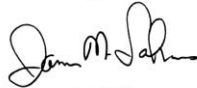
To assist with the planning and preparation for this workshop, it is requested that you review and complete the attached survey document, “Coordinated Public Transit – Human Service Transportation Planning.” Instructions are provided at the beginning of the document as to how to provide your responses. Your feedback in identifying specific service related problems will be invaluable. The areas of interest include:

- education and information,
- accessibility and safety,
- cross county trips and coordination,
- applications and eligibility,
- general and specific service related,
- customer service,
- customer price,
- program funding,
- agency development

You are also provided the opportunity to provide feedback concerning other specific concerns or other personal observations. While this review may seem to be a daunting task, it should be readily manageable if you focus on your personal observations and specific experiences of the past few years. Remember there are no right answers. The information that is included in your responses will be helpful for the workshop itself and will provide helpful documentation for the development of the locally coordinated human services transportation plan report. It is requested that you complete this survey document and the RSVP form and return them via email in the attached pre-metered envelope by March 21, 2013.

If you have any specific questions concerning the survey document, please feel free to contact me (email address, phone number). Thank you for your assistance and I hope to see you at the workshop in January.

Sincerely,

A handwritten signature in black ink, appearing to read "James M. Salmons".

James M Salmons
Transportation Planner
Upper Coastal Plain RPO
252-459-1545
jsalmons@ucprpo.org

Enclosures (4)

Appendix B: Invitees

Nancy Nixon
Planning Director Nash County
120 West Washington St. Suite 2110
Nashville, NC 27856

Mark Johnson
Planning Director Wilson County
P.O. Box 1728
Wilson, NC 27894

Berry Gray
Planning Director Johnston County
309 E. Market St.
Smithfield, NC 27577

Brian Hassell
Planning Director Edgecombe County
P.O. Box 10
Tarboro, NC 27886

Jane Shirmer
Director Council on Aging/JCATS
1363 W. Market St.
Smithfield, NC 27577

Todd Gardner
Administrator Tar River Transit
P.O. Box 1180
Rocky Mount, NC 27802

Gronna Jones
Coordinator Wilson City Transit
P.O. Box 10
Wilson, NC 27894

Marvin T. Sharpe
Coordinator Wilson County Transit
2201 Miller Rd. S
Wilson, NC 27893

Melvia Batts
Social Services Director Nash County
120 West Washington St.
Nashville, NC 27856

Lorenzo Carmon
Social Services Director Edgecombe County
3003 N. Main St.
Tarboro, NC 27886

G. Marett
Social Services Director Johnston County
P.O. Box 911
Smithfield, NC 27577

G. Osborne
Social Services Director Wilson County
P.O. Box 459
Wilson, NC 27894

Amanda H. Metts
Director of Admissions Barton College
P.O. Box 5000
Wilson, NC 27893

Don Boyette
Dean of Student Services Wilson
Community College
P.O. Box 4305
Wilson, NC 27893

Wil Van der Meulen
Associate Dean, Student And Enrollment
Services
Nash Community College
522 N. Old Carriage Rd.
Rocky Mount, NC 27804

Michael Jordan
Vice President of Student Services
Edgecombe Community College
2009 W. Wilson St.
Tarboro, NC 27886

Carrol Warren
Director of Student Support Services
Johnston Community College
P.O. Box 2350
Smithfield, NC 27577

Jeff Hedgepeth
Public Relations Director Nash General
Hospital
2460 Curtis Ellis Dr.
Rocky Mount, NC 27804

Lisa Briley
Marketing and Foundation Manager Wilson
Medical Center
1705 Tarboro St. SW
Wilson, NC 27893

Jim Perpich
Public Relations Director Johnston Memorial
Hospital
P.O. Box 1376
Smithfield, NC 27577

Dr. Janis Nutt
Director Johnston County Mental Health
Center
P.O. Box 411
Smithfield, NC 27577

Operations Director YMCA
P.O. Box 4063
Rocky Mount, NC 27803
252-972-9622

Kathryn Davis
Executive Director
YMCA
3436-C Airport Blvd
Wilson, NC 27896

Melissa Oliver
Branch Director YMCA
PO Box 1447
Clayton, NC 27528

Stacie Shatzer
Nash County Aging Department
103 N. Alston St.
Nashville, NC 27856

Whom it May Concern
Transportation Nash County
Aging Department
103 N. Alston St.
Nashville, NC 27856

Bill Newkirk
Director Spaulding Family Resource Center
600 S. Pine St.
Spring Hope, NC 27882

Sandra Carter
Director
Wilson Senior Center
1808 South Goldsboro St.
Wilson, NC 27893

Myra McKaw
Edgecombe Co. Home Care
PO Box 100
Tarboro, NC 27886

Debra Coley
Edgecombe Co. Office on Aging
PO Box 10
Tarboro, NC 27886

Debbie Raper
Wilson's Office of Senior Citizens Affairs
2306 Cedar Run Pl.
Wilson, NC 27896

Brenda Collins
Director
Williford Family Resource Center
801 Williford St.
Rocky Mount, NC 27803

Whom It May Concern
Wesley Shelter
106 East Vance St.
Wilson, NC 27893

Transportation Coordinator
Johnston-Lee-Harnett Community Action
1102 Massey Street
Smithfield, NC 27277

Chris Battle
Executive Director
The Bassett Center
916 Branch St.
Rocky Mount, NC 27801

Vicki Shore, Vice Chairman
Johnston County Industries
1100 East Preston St.
Selma, NC 27576

Neal Davis
Community & Senior Services
1363 W. Market Street
Smithfield, NC 27577

Terry Keene
Johnston County Department of Social Services
P.O. Box # 911
Smithfield, NC 27577

Marie Watson
Johnston-Lee Community Action
P.O. Drawer # 711
Smithfield, NC 27577

Area Director
The Beacon Center
500 Nash Medical Arts Mall
Rocky Mount, NC 27804

JoAnn Steward
Executive Administrator Habitat For
Humanity
P.O. Box 2057
Smithfield, NC 27577

Howard Jones
President and CEO
OIC of Wilson
801 Reid St.
Wilson, NC 27893

Jody Riddle
Area Agency on Aging Program Director
Upper Coastal Plain Council of Government
P.O. Box 9
Wilson, NC 27893

Meredith Holland
Executive Director
My Sister's House
P.O. Box 7665
Rocky Mount, NC 27804

Donna White
Johnston County Board of Education
Division of Aging and Adult Services
1330 West Main Street
Clayton, NC 27520

Scott Daniel
Vocational Rehabilitation Services
18 Noble Street
Smithfield, NC 27577

Jimmy Parker
CSS Board Chair
512 Thunder Rd
Four Oaks, NC 28524

Allison Smith
Johnston Co. Dept. Of Social Services
PO Box 911
Smithfield, NC 27577

Whom It May Concern
Habitat For Humanity
PO Box 1973
Wilson, NC 27894

Donna Creech
Johnston County Council on Aging
PO Box 2235
Smithfield, NC 27577

Donna Jones
Director of Operations
Harbor, Inc.
P.O. Box 1903
Smithfield, NC 27577

Joan Pellettier
Area Agency on Aging Program Director
Triangle J Council of Governments
P.O. Box 12276
Research Triangle Park, NC 27709

Steve Strickland, Chairman
Johnston County Health Department
517 North
Brightleaf Blvd. Smithfield, NC 27577

Ted Godwin
Johnston County Commissioner
395 Hawkins Rd.
Selma, NC 27576

Kim Robertson/ Darrell Alford
Johnston County Emergency Service
124 S Third St.
Smithfield, NC 27577

Ms. Betty Barnes
Johnston Co. Dept. Of Social Services
PO Box 911
Smithfield, NC 27577

Joy Callahan
Johnston Community College, Economic
and Community Development
135 Bestwood Dr.,
Clayton NC 27520

Appendix C: Attendees

Upper Coastal Plain RPO Coordinated Transit Plan - 2013

Name	Organization	Email	Mail Address
Jody Riddle	UCPCOG AAA	jridde@ucpcog.org	121 W Nash St. Wilson, NC 27893
Lynn Lamberth	JCATS	lynn@jcats.org	1050 W. Noble St Selma NC 27576
Barbara Joyner	WC DSS	bjoyner@wilson-co.com	PO Box 459 Wilson NC 27894
Berry Gray	JC Planning	berry.gray@johnstonnc.com	309 E Market St. Smithfield, NC 27577
Regina Mcclain	DHHS. DSB	regina.mcclain@dhhs.nc.gov	PO Box 459 Wilson, NC 27894
Lamont Jackson	Tar River	LJackson.trt@EmbargoMail.com	100 Coastline St Suite 315 Rocky Mount, NC 27804
Carrie Hinton	Heart to Heart Home Care	carriehinton@aol.com	201 Morrison Ave Tarboro, NC. 28886
Allison Smith	JCDSS	allison.smith@johnstonnc.com	PO Box 911 Smithfield NC 27577
Lindsay Robinson	JCDSS	Lindsay.Robinson@johnstonnc.com	PO Box 911 Smithfield NC 27577
Mark Johnson	Wilson County	mmjohnson@wilson-co.com	
DAVID BENDER	NC DOT	DPBENDER@NCDOT.GOV	
Marvin Sharpe	Wilson County	mtsharpe@wilson-co.com	

Upper Coastal Plain RPO Coordinated Transit Plan - 2013

Name	Organization	Email	Mail Address
Nancy Nixon	Nash County	nancy.nixon@nashcountync.gov	120 W. Washington St Nashville, NC 27856
Gloria Jones	City of Wilsn	transit@wilsnnc.org	PO Box 10 Wilsn, NC 27894
James Salmons	UCPRPO	JSALMONS@UCPRPO.ORG	120 W. WASHINGTON ST NASHVILLE, NC 27856

Appendix D: News Paper Advertisements

eds Upper Coastal The Daily Southerner WEDNESDAY, MARCH 13, 2013 3B

cash deposit (no prorated to the ef- (910) 392-4988.
personal checks) fective date of the FAX: (910) 392-

Do you have an interest in transportation needs in Edgecombe, Johnston, Nash or Wilson County?

The Upper Coastal Plain RPO is preparing a Local Coordinated Transportation Plan to help address transportation needs for the transportation disadvantaged.

To help identify the needs and possible solutions a meeting will be held as follows:

Date: Tuesday, March 26, 2013

Time: 8:00am to 2:00pm

Place: City of Wilson Operations Center,
Educational Training Room,
1800 Herring Avenue, Wilson, NC 27893

Be a part of the solution. Public involvement is encouraged.

MORE INFO: James Salmons 252-459-2642
jsalmons@ucprpo.org

4872

6	1	9	4	7	2	8	5	3
4	8	5	3	6	9	7	1	2

The Japanese puzzle called
Sudoku relies on reasoning
and logic.

Love, Patricia Linton, Family & Friends

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**MORE INFO: James Salmons 252-459-2642
jsalmons@ucprpo.org**

Car
Sor

V
g

By
Tim

Greenfield School, with Sheila Milne and Susan Myers, shows a letter from Justice

OF THE COURT

REPORT

replacement value of \$14.6 million; deferred maintenance costs: \$206,530; total cost to bring up to standard \$277,647; top maintenance issues: code/safety \$74,000; painting exterior windows and doors \$35,000; mechanical \$30,000.

BENVENUE — Report states: asphalt aging out, minor drainage issues, add walkway canopy, replace flooring, mechanical system older, replace about half of students desks and chairs; main building, elementary building, gym, covered walk, all built 1987, valued at \$8,654,421 with a replacement value of \$10,549,852; deferred maintenance costs: \$1,649,000; total cost to bring up to standard: \$2,094,527; top maintenance issues: mechanical \$492,000, Americans with Disabilities Act (ADA) toilets compliance \$354,400, flooring \$163,000, furniture/equipment for classrooms, administration, and casework \$107,000.

BRASWELL — Report states: site smaller than NCDPI recommendations, create a drive on eastern side of building to alleviate congestion on streets and allow better control

1965, maintenance issue built drives \$504,278, ed at \$442,894, circulation/mechanical/walls \$32,958;

COOPERS — Resists: add walkway can with loading/unloa greatest need in place older electri

and refinish floors? bleachers to be cant, replace older few rooms; main b 2000, cafeteria b gym built 1962, building built 1957 walk built 1956, ings valued at \$ with a replacement \$10,093,557; deferen tenance costs: \$ total cost to bring dard: \$1,906,108; tenance issues: \$380,200, furni ment for classroom istration, bleachers windows \$158,730

JOHNSON — Re vehicle traffic pro parking space, pi phalt existing pa replace exterior so cafeteria and me replace older wir doors and lighting replace ceiling til floors, replace about half or

Fax (252) 462-0020 • Cell (919) 986-5642
solishbodyshop@bellsouth.net

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Educational Training Room,
1800 Herring Avenue, Wilson, NC 27893**

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MORE INFO:

James Salmons 252-459-2642

jsalmons@ucprpo.org

M-T
St
Cic

medium to long-range use of ROE but plan to replace the main building, local units, and perhaps the three classrooms; main building built 1932, primary building built 1959, cafeteria building built 1951, gym built 1959, principal's home built 1960, covered walk built 1965, storage building built 1941, all buildings valued at \$2,177,725 with a replacement value of \$5,402,918; deferred maintenance costs: \$3,912,184; total cost to bring up to standard: \$8,429,527; top maintenance issues: mechanical \$760,552, circulation/mechanical/walls \$733,855, other building interior \$525,238; top renovation to bring up to standard: academic spaces \$820,433.

SPRING HOPE — Report states: add walkway canopy for bus/parent drop off, reconfigure and lengthen queue, improve older sections' structural and infrastructure issues, room sizes significantly smaller than NCDPI minimums and class size reductions should be considered, older buildings are more than 75 years old and exceed 50-year replacement rule, replace flooring, electrical system is undersized to support

Continued from page 1-A

place windows and ceilings and lighting; main building built 1949, fourth grade building built 1961, third grade building built 1958, gym built 1967, covered walk built 1961, all buildings valued at \$3,659,159 with a replacement value of \$6,902,120; deferred maintenance costs: \$4,568,901; total cost to bring up to standard: \$10,001,697; top maintenance issues: mechanical \$921,902, ADA toilets \$544,734, windows \$516,075; top renovation to bring up to standard: food service \$943,306, other renovations \$579,214.

WILLIFORD — Report states: acreage well below NCDPI recommended minimum; improve site drainage through reducing below-grade water tables to alleviating some water pumping through floor slabs; add canopy for students loading/unloading, older sections approaching end of life cycle, replace windows and ceilings and floors and doors, electrical system maximized with computer loads that were never intended to be supported, replace mechanical systems; third- and fourth-grade building built 1956, recent grade building built

spaces \$413,592, arts education created by current technology and other mechanical needs

THANK YOU for your ad submission!

This is your confirmation that your order has been submitted. Below are the details of your transaction. Please save this confirmation for your records.

Job Details

Order Number:

W00041317

Business Type:

Anniversary

Ad Size:

Anniversary

Ad Cost:

\$48.00

Payment Type:

Visa

Account Details

James Salmons

120 West Washington Street, Suite 2110

Nashville, NC 27856

(252) 459-1545

jsalmons@ucprpo.org

Credit Card - Visa *****5688

User Name - JamesSalmons

Account Number - W0021134

Schedule for ad number W00043938

Sun Mar 17, 2013

The Herald Smithfield

**Upper Coastal
Plain RPO**

Do you have an interest in transportation needs in Edgecombe, Johnston, Nash or Wilson County?

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Time: 8:00am to 2:00 p.m.

Place: City of Wilson Operations Center, Educational Training Room, 1800 Herring Avenue, Wilson, NC 27893.

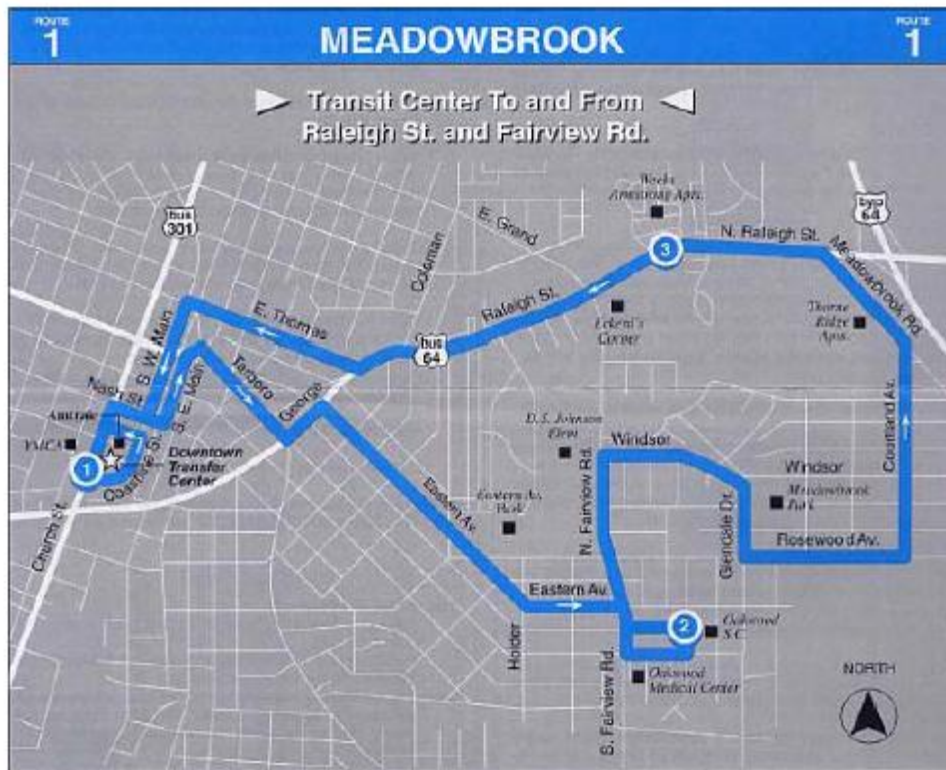
Be a part of the solution. Public involvement is encouraged.

MORE INFO: James Salmons
252-459-2642

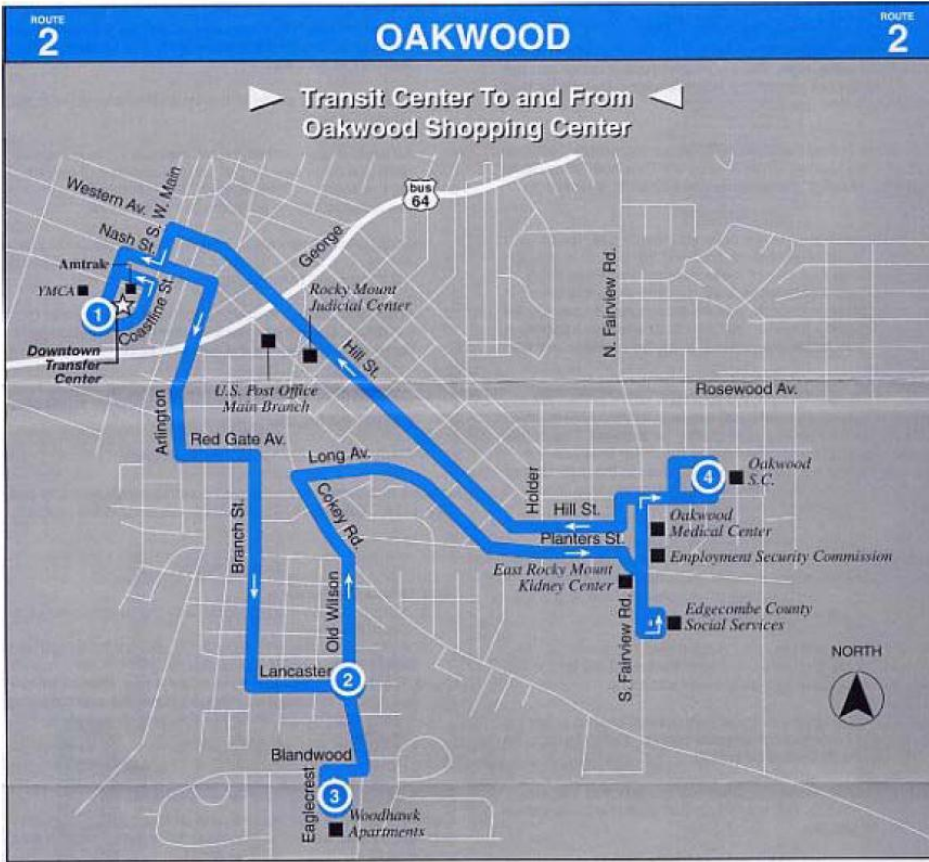
jsalmons@ucprpo.org

Upper Coastal
Plain RPO

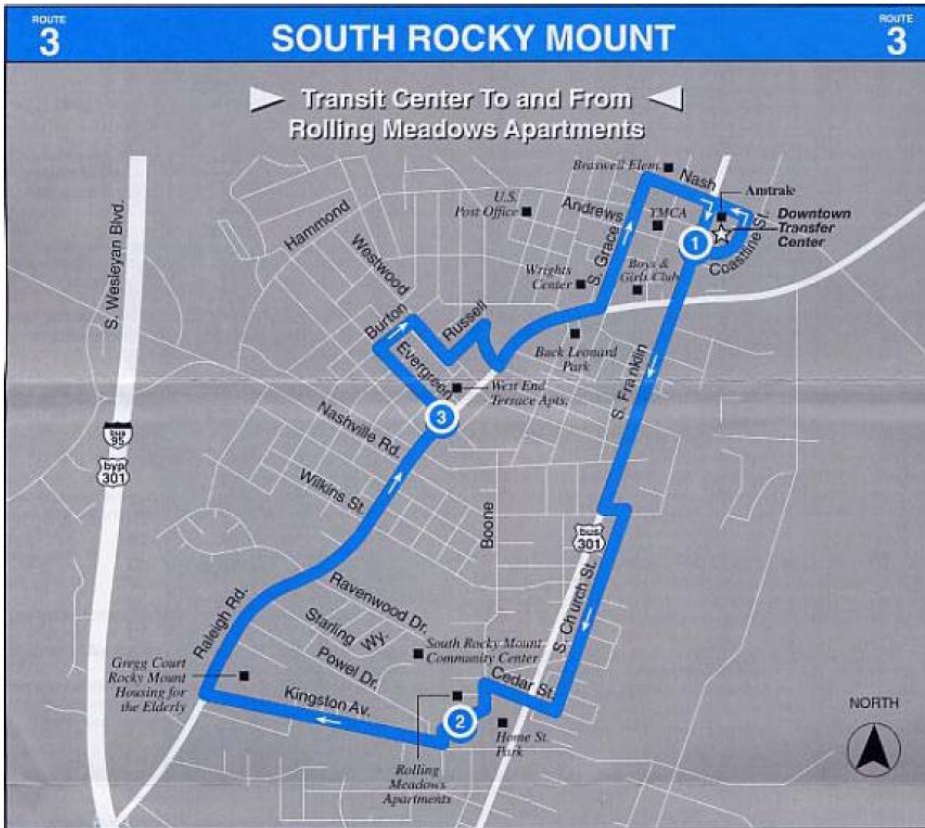
Appendix E: Tar River Transit – Routes & Schedules



	1 BUS STARTS at Downtown Transfer Center	2 Bus Leaves from Oakwood Shopping Center	3 Bus Leaves from Weeks Armstrong Apartments	1 BUS ENDS at Downtown Transfer Center
WEEKDAYS				
A.M.	7:15	7:20	7:35	7:45
	8:15	8:20	8:35	8:45
	9:15	9:20	9:35	9:45
	10:15	10:20	10:35	10:45
	11:15	11:20	11:35	11:45
P.M.	12:15	12:20	12:35	12:45
	1:15	1:20	1:35	1:45
	2:15	2:20	2:35	2:45
	3:15	3:20	3:35	3:45
	4:15	4:20	4:35	4:45
	5:15	5:20	5:35	5:45
	6:15	6:20	6:35	6:45
SATURDAY				
A.M.	9:15	9:20	9:35	9:45
	10:15	10:20	10:35	10:45
	11:15	11:20	11:35	11:45
P.M.	12:15	12:20	12:35	12:45
	1:15	1:20	1:35	1:45
	2:15	2:20	2:35	2:45
	3:15	3:20	3:35	3:45
	4:15	4:20	4:35	4:45
	5:15	5:20	5:35	5:45



	1 BUS STARTS at Downtown Transfer Center	2 Bus Leaves from Lancaster St. and Old Wilson Rd.	3 Bus Leaves from Woodhawk Apartments	4 Bus Leaves from Oakwood Shopping Center	1 BUS ENDS at Downtown Transfer Center <i>Upon Return to Transfer Center this route continues to Meadowbrook</i>
WEEKDAYS					
A.M.	6:45	6:50	6:52	7:00	7:15
	7:45	7:50	—	8:00	8:15
	8:45	8:50	8:52	9:00	9:15
	9:45	9:50	—	10:00	10:15
	10:45	10:50	10:52	11:00	11:15
	11:45	11:50	—	12:00	12:15
P.M.	12:45	12:50	12:52	1:00	1:15
	1:45	1:50	—	2:00	2:15
	2:45	2:50	2:52	3:00	3:15
	3:45	3:50	—	4:00	4:15
	4:45	4:50	4:52	5:00	5:15
	5:45	5:50	—	6:00	6:15
	6:15	6:20	6:22	6:30	6:45
SATURDAY					
A.M.	9:45	9:50	9:52	10:00	10:15
	10:45	10:50	—	11:00	11:15
	11:45	11:50	11:52	12:00	12:15
P.M.	12:45	12:50	—	1:00	1:15
	1:45	1:50	1:52	2:00	2:15
	2:45	2:50	—	3:00	3:15
	3:45	3:50	3:52	4:00	4:15
	4:45	4:50	—	5:00	5:15
	5:15	5:20	5:22	5:30	5:45



1 BUS STARTS at Downtown Transfer Center	2 Bus Leaves from Rolling Meadows Apartments	3 Bus Leaves from Evergreen St and Raleigh Rd.	1 BUS ENDS at Downtown Transfer Center	This route continues to Hillsdale.
WEEKDAYS				
A.M.	7:15	7:25	7:35	7:45
	8:15	8:25	8:35	8:45
	9:15	9:25	9:35	9:45
	10:15	10:25	10:35	10:45
	11:15	11:25	11:35	11:45
P.M.	12:15	12:25	12:35	12:45
	1:15	1:25	1:35	1:45
	2:15	2:25	2:35	2:45
	3:15	3:25	3:35	3:45
	4:15	4:25	4:35	4:45
	5:15	5:25	5:35	5:45
	6:15	6:25	6:35	6:45
SATURDAY				
A.M.	9:15	9:25	9:35	9:45
	10:15	10:25	10:35	10:45
	11:15	11:25	11:35	11:45
P.M.	12:15	12:25	12:35	12:45
	1:15	1:25	1:35	1:45
	2:15	2:25	2:35	2:45
	3:15	3:25	3:35	3:45
	4:15	4:25	4:35	4:45
	5:15	5:25	5:35	5:45



	1 BUS STARTS at Downtown Transfer Center	2 Bus Leaves from O.R. Pope School	3 Bus Leaves from Park Av. and E. Grand Av.	1 BUS ENDS at Downtown Transfer Center	This route continues to South Rocky Mount.
WEEKDAYS					
A.M.	6:45	6:55	7:05	7:15	
	7:45	7:55	8:05	8:15	
	8:45	8:55	9:05	9:15	
	9:45	9:55	10:05	10:15	
	10:45	10:55	11:05	11:15	
	11:45	11:55	12:05	12:15	
P.M.	12:45	12:55	1:05	1:15	
	1:45	1:55	2:05	2:15	
	2:45	2:55	3:05	3:15	
	3:45	3:55	4:05	4:15	
	4:45	4:55	5:05	5:15	
	5:45	5:55	6:05	6:15	
SATURDAY					
A.M.	9:45	9:55	10:05	10:15	
	10:45	10:55	11:05	11:15	
	11:45	11:55	12:05	12:15	
P.M.	12:45	12:55	1:05	1:15	
	1:45	1:55	2:05	2:15	
	2:45	2:55	3:05	3:15	
	3:45	3:55	4:05	4:15	
	4:45	4:55	5:05	5:15	

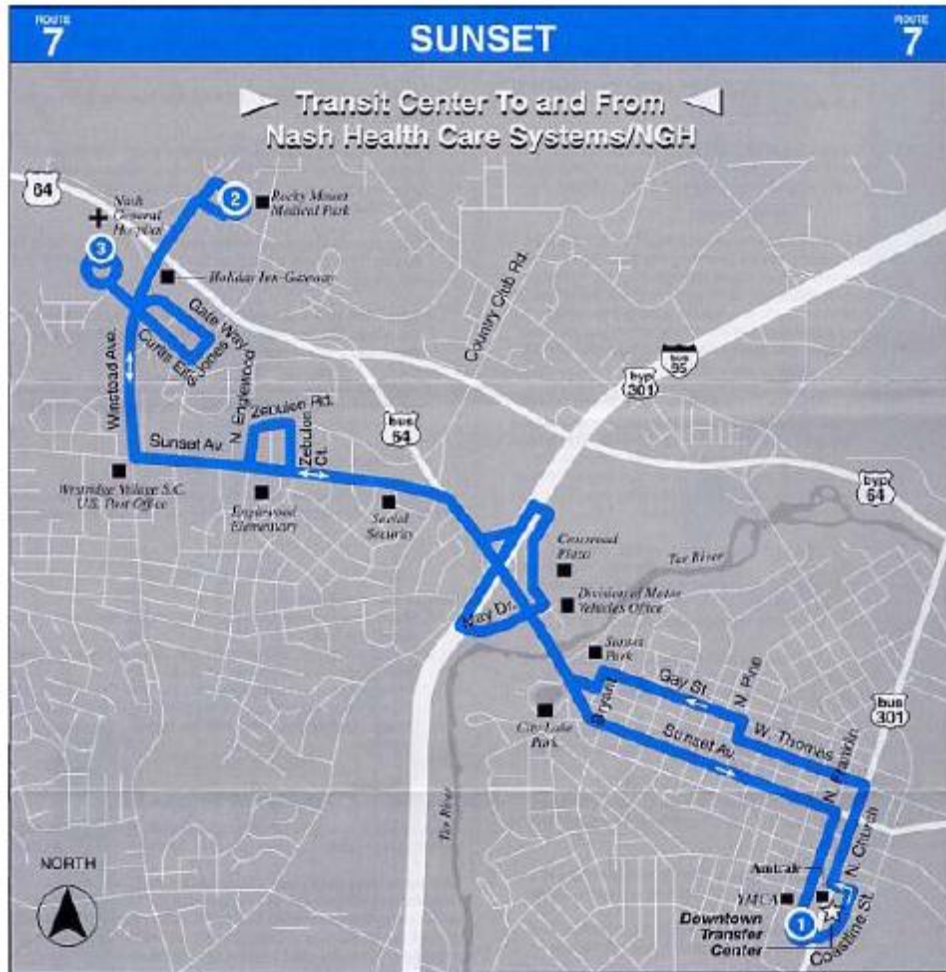


	1 BUS STARTS at Downtown Transfer Center	2 Bus Leaves from Hunter Hill Shopping Center	3 Bus Leaves from Wal-Mart Shopping Center	4 Bus Leaves from Golden East Mall	5 Bus Leaves from Benvenue at Fred's Club	1 BUS ENDS at Downtown Transfer Center
WEEKDAYS						
A.M.	7:15	7:22	7:30	7:33	7:37	7:45
	8:15	8:22	8:30	8:33	8:37	8:45
	9:15	9:22	9:30	9:33	9:37	9:45
	10:15	10:22	10:30	10:33	10:37	10:45
	11:15	11:22	11:30	11:33	11:37	11:45
P.M.	12:15	12:22	12:30	12:33	12:37	12:45
	1:15	1:22	1:30	1:33	1:37	1:45
	2:15	2:22	2:30	2:33	2:37	2:45
	3:15	3:22	3:30	3:33	3:37	3:45
	4:15	4:22	4:30	4:33	4:37	4:45
	5:15	5:22	5:30	5:33	5:37	5:45
SATURDAY						
A.M.	9:15	9:22	9:30	9:33	9:37	9:45
	9:45	9:52	10:00	10:03	10:07	10:15
	10:15	10:22	10:30	10:33	10:37	10:45
	10:45	10:52	11:00	11:03	11:07	11:15
	11:15	11:22	11:30	11:33	11:37	11:45
	11:45	11:52	12:00	12:03	12:07	12:15
P.M.	12:15	12:22	12:30	12:33	12:37	12:45
	12:45	12:52	1:00	1:03	1:07	1:15
	1:15	1:22	1:30	1:33	1:37	1:45
	1:45	1:52	2:00	2:03	2:07	2:15
	2:15	2:22	2:30	2:33	2:37	2:45
	2:45	2:52	3:00	3:03	3:07	3:15
	3:15	3:22	3:30	3:33	3:37	3:45
	3:45	3:52	4:00	4:03	4:07	4:15
	4:15	4:22	4:30	4:33	4:37	4:45
	4:45	4:52	5:00	5:03	5:07	5:15



	1 BUS STARTS at Downtown Transfer Center	2 BUS Leaves from Burton St. and Nashville Rd.	3 BUS Leaves from Kingston Av. and Church St.	1 BUS ENDS at Downtown Transfer Center	This route continues to Golden East.
WEEKDAYS					
A.M.	6:45	6:55	7:05	7:15	
	7:45	7:55	8:05	8:15	
	8:45	8:55	9:05	9:15	
	9:45	9:55	10:05	10:15	
	10:45	10:55	11:05	11:15	
P.M.	11:45	11:55	12:05	12:15	
	12:45	12:55	1:05	1:15	
	1:45	1:55	2:05	2:15	
	2:45	2:55	3:05	3:15	
	3:45	3:55	4:05	4:15	
	4:45	4:55	5:05	5:15	
	5:45	5:55	6:05	6:15	
SATURDAY					

No Saturday Service on Ravenwood.
This Area is served by Route 3 - South Rocky Mount.



	1 BUS STARTS at Downtown Transfer Center	2 Bus Leaves from Rocky Mount Medical Park	3 Bus Leaves from Nash General Hospital	1 BUS ENDS at Downtown Transfer Center
WEEKDAYS				
A.M.	7:15	7:40	7:50	8:15
	8:15	8:40	8:50	9:15
	9:15	9:40	9:50	10:15
	10:15	10:40	10:50	11:15
	11:15	11:40	11:50	12:15
P.M.	12:15	12:40	12:50	1:15
	1:15	1:40	1:50	2:15
	2:15	2:40	2:50	3:15
	3:15	3:40	3:50	4:15
	4:15	4:40	4:50	5:15
	5:15	5:40	5:50	6:15
SATURDAY				
Saturday services begin at 9:15 and end at 5:15.				

INBOUND NASH COMMUNITY COLLEGE/LITTLE EASONBURG SHUTTLE

Nash Community College	Sunset West MHP	Winstead Elementary	Bullock McLeod	Edwards Junior High	Transfer Center
7:50	7:55	7:59	8:05	8:10	8:15
8:50	8:55	8:59	9:05	9:10	9:15
9:50	9:55	9:59	10:05	10:10	10:15
10:50	10:55	10:59	11:05	11:10	11:15
11:50	11:55	11:59	12:05	12:10	12:15
12:50	12:55	12:59	1:05	1:10	13:15
1:50	1:55	1:59	2:05	2:10	2:15
2:50	2:55	2:59	3:05	3:10	3:15
3:50	3:55	3:59	4:05	4:10	4:15

OUTBOUND NASH COMMUNITY COLLEGE/LITTLE EASONBURG SHUTTLE

Transfer Center	Edwards Middle School	Rocky Mount Senior High School	Kingsway/ McIntyre Acres	Sunset West MHP	Nash Community College
7:15	7:20	7:29	7:38	7:45	7:50
8:15	8:20	8:29	8:38	8:45	8:50
9:15	9:20	9:29	9:38	9:45	9:50
10:15	10:20	10:29	10:38	10:45	10:50
11:15	11:20	11:29	11:38	11:45	11:50
12:15	12:20	12:29	12:38	12:45	12:50
1:15	1:20	1:29	1:38	1:45	1:50
2:15	2:20	2:29	2:38	2:45	2:50
3:15	3:20	3:29	3:38	3:45	3:50



TPT

8

NASH COMMUNITY COLLEGE / LITTLE EASONBURG SHUTTLE

Serving:

Downtown Rocky Mount
 ROCKY MOUNT SR. HIGH
 EDWARDS JR. HIGH
 LITTLE EASONBURG
 MCINTYRE ACRES
 NASH COMMUNITY COLLEGE

MONDAY — FRIDAY
 7:15 A.M. TO 4:15 P.M.
NO SATURDAY SERVICE

For Route and Fare Information
 Call or Visit:

TAR RIVER TRANSIT
 100 COASTLINE ST.—SUITE 315
 P.O. BOX 1180
 ROCKY MOUNT, NC 27802
 Phone: 252-972-1174
 Fax: 252-972-1576
 Website:
www.rockymountnc.gov/trt/

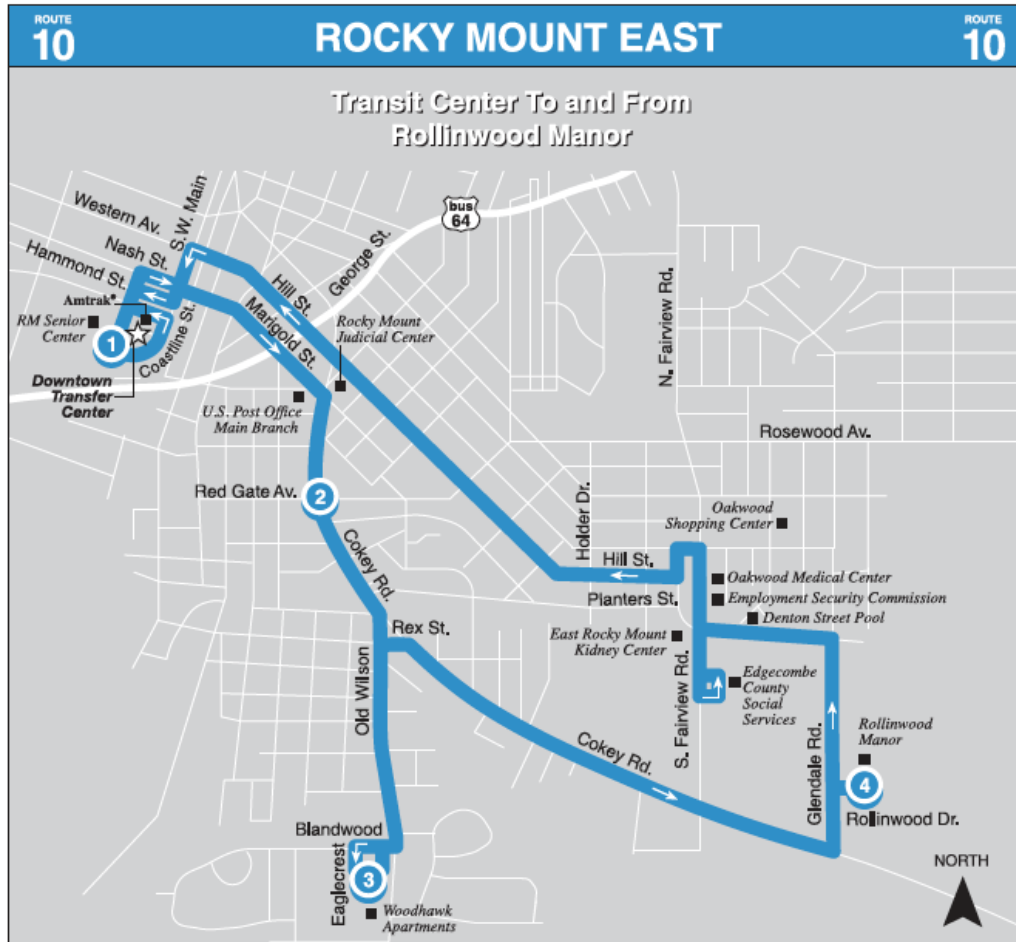
Battleboro/Goldrock Shuttle

Inbound

	Battleboro	Wesleyan	Golden East		Transfer
Goldrock	Main / Daniels	College	Mall	TCI	Center
8:00	8:10	8:17	8:28	8:35	8:45
9:30	9:40	9:47	9:58	10:05	10:15
11:00	11:10	11:17	11:28	11:35	11:45
2:00	2:10	2:17	2:28	2:35	2:45
3:30	3:40	3:47	3:58	4:05	4:15
5:00	5:10	5:17	5:28	5:35	5:45

Outbound

Transfer		Golden East	Wesleyan	Battleboro	
Center	TCI	Mall	College	Main / Daniels	Goldrock
7:15	7:23	7:35	7:43	7:50	8:00
8:45	8:53	9:05	9:13	9:20	9:30
10:15	10:23	10:35	10:43	10:50	11:00
1:15	1:23	1:35	1:43	1:50	2:00
2:45	2:53	3:05	3:13	3:20	3:30
4:15	4:23	4:35	4:43	4:50	5:00



1
BUS
STARTS
at
Downtown
Transfer
Center

2
Bus
Leaves
from
Cokey Rd.
and
Red Gate Av.

3
Bus
Leaves
from
Woodhawk
Apartments

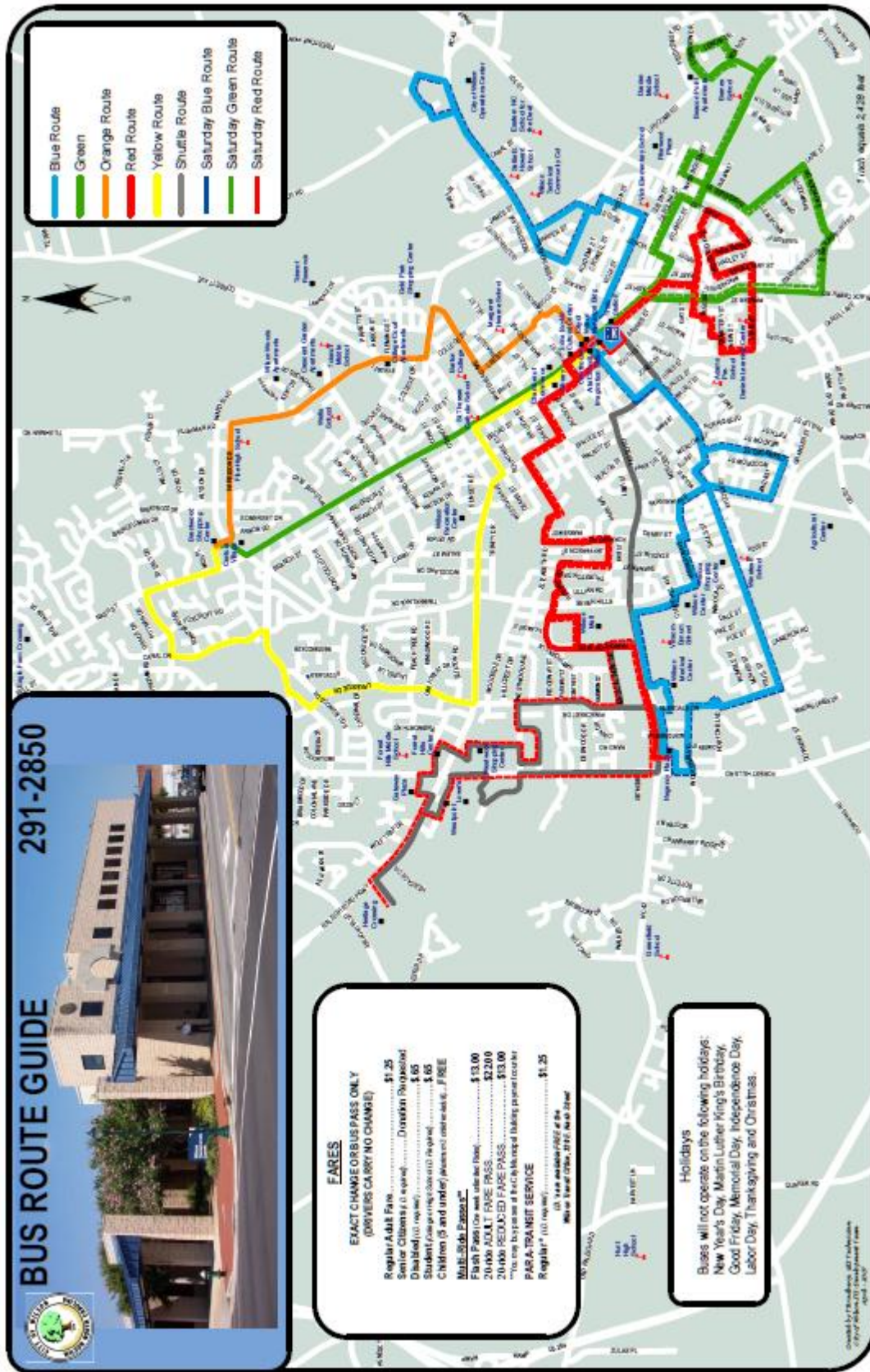
4
Bus
Leaves
from
Rollinwood
Manor

1
BUS
ENDS
at
Downtown
Transfer
Center

*Upon return
to Transfer
Center this
route
continues to
Ravenwood.*

WEEKDAYS					
A.M.	7:15	7:20	7:23	7:32	7:45
	8:15	8:20	8:23	8:32	8:45
	9:15	9:20	9:23	9:32	9:45
	10:15	10:20	10:23	10:32	10:45
P.M.	11:15	11:20	11:23	11:32	11:45
	12:15	12:20	12:23	12:32	12:45
	1:15	1:20	1:23	1:32	1:45
	2:15	2:20	2:23	2:32	2:45
	3:15	3:20	3:23	3:32	3:45
	4:15	4:20	4:23	4:32	4:45
	5:15	5:20	5:23	5:32	5:45
SATURDAY					
A.M.	9:15	9:20	9:23	9:32	9:45
	10:15	10:20	10:23	10:32	10:45
	11:15	11:20	11:23	11:32	11:45
P.M.	12:15	12:20	12:23	12:32	12:45
	1:15	1:20	1:23	1:32	1:45
	2:15	2:20	2:23	2:32	2:45
	3:15	3:20	3:23	3:32	3:45
	4:15	4:20	4:23	4:32	4:45
	5:15	5:20	5:23	5:32	5:45

Appendix F: Wilson Transit Service – Routes & Schedules



Red Route		WEEKDAY ONLY	
To Regency Plaza			
Woodard & Finch	Woodard & Finch	Downtown	Woodard & Finch
AM	6:25	DAR	DAR
6:50	6:57	7:02/06	7:13
7:25	8:02	8:07/11	8:18
8:55	9:02	9:07/11	9:18
9:55	10:02	10:07/11	10:18
10:55	11:02	11:07/11	11:18
PM	11:55	12:02	12:07/11
12:55	1:02	1:07/11	1:18
1:55	2:02	2:07/11	2:18
2:55	3:02	3:07/11	3:18
3:55	4:02	4:07/11	4:18
5:00	5:07	5:12/16	5:23

Red Route		SATURDAY	
To Regency Plaza			
Woodard & Finch	Woodard & Finch	Downtown	Woodard & Finch
AM	8:55	9:02	9:07/11
9:55	10:02	10:07/11	10:18
10:55	11:02	11:07/11	11:18
PM	12:55	1:02	1:07/11
1:55	2:02	2:07/11	2:18
2:55	3:02	3:07/11	3:18
3:55	4:02	4:07/11	4:18
4:55	5:02	---	---

Blue Route		WEEKDAY ONLY	
To Regency Plaza			
Woodard & Finch	Woodard & Finch	Downtown	Woodard & Finch
AM	6:25	DAR	DAR
6:50	7:00	7:05/10	7:16
8:00	8:05	8:10/12	8:21
9:00	9:05	9:10/12	9:21
10:00	10:05	10:10/12	10:21
11:00	11:05	11:10/12	11:21
PM	12:00	12:05	12:10/12
1:00	1:05	1:10/12	1:21
2:00	2:05	2:10/12	2:21
3:00	3:05	3:10/12	3:21
4:00	4:05	4:10/12	4:21
5:05	5:10	5:15/17	5:26

Blue Route		SATURDAY	
To Regency Plaza			
Woodard & Finch	Woodard & Finch	Downtown	Woodard & Finch
AM	9:00	9:05	9:10/12
10:00	10:05	10:10/12	10:21
11:00	11:05	11:10/12	11:21
PM	12:00	12:05	12:10/12
1:00	1:05	1:10/12	1:21
2:00	2:05	2:10/12	2:21
3:00	3:05	3:10/12	3:21
4:00	4:05	4:10/12	4:21

Green Route		WEEKDAY ONLY	
To Brentwood Center			
Brentwood Center	Brentwood Center	Downtown	Brentwood Center
AM	6:25	DAR	DAR
7:25	7:28	7:35/43	7:48
8:30	8:34	8:40/48	8:53
9:30	9:34	9:40/48	9:53
PM	10:30	10:34	10:40/48
11:30	11:34	11:40/48	11:53
12:30	12:34	12:40/48	12:53
1:30	1:34	1:40/48	1:53
2:30	2:34	2:40/48	2:53
3:30	3:34	3:40/48	3:53
4:30	4:34	4:40/48	4:53

Green Route		SATURDAY	
To Brentwood Center			
Brentwood Center	Brentwood Center	Downtown	Brentwood Center
AM	9:50	9:55	10:00
10:50	10:55	11:00	11:05
11:50	11:55	12:00	12:05
12:50	12:55	1:00	1:05
PM	1:50	1:55	2:00
2:50	2:55	3:00	3:05
3:50	3:55	4:00	4:05

Yellow Route		WEEKDAY ONLY	
To Regency Plaza			
Woodard & Finch	Woodard & Finch	Downtown	Woodard & Finch
AM	7:55	8:00	8:04
PM	5:00	DAR	DAR

Red Route		WEEKDAY ONLY	
To Woodard & Finch			
Regency Plaza	Regency Plaza	Downtown	Regency Plaza
AM	6:25	DAR	DAR
7:25	7:30	7:37	7:44/46
8:30	8:35	8:42	8:49/51
PM	9:30	9:35	9:42
10:30	10:35	10:42	10:49/51
11:30	11:35	11:42	11:49/51
PM	12:30	12:35	12:42
1:30	1:35	1:42	1:49/51
2:30	2:35	2:42	2:49/51
3:30	3:35	3:42	3:49/51
4:35	4:40	4:47	4:54/56
5:35	5:40	5:47	5:54/56

Red Route		SATURDAY	
To Woodard & Finch			
Regency Plaza	Regency Plaza	Downtown	Regency Plaza
AM	9:30	9:35	9:42
10:30	10:35	10:42	10:49/51
11:30	11:35	11:42	11:49/51
PM	12:30	12:35	12:42
1:30	1:35	1:42	1:49/51
2:30	2:35	2:42	2:49/51
3:30	3:35	3:42	3:49/51
4:30	4:35	4:42	4:49/51

Blue Route		WEEKDAY ONLY	
To E.B. Jordan Homes			
Regency Plaza	Regency Plaza	Downtown	Regency Plaza
AM	6:25	DAR	DAR
7:25	7:31	7:36	7:42/44
8:30	8:36	8:41	8:46/48
9:30	9:36	9:41	9:46/48
10:30	10:36	10:41	10:46/48
11:30	11:36	11:41	11:46/48
PM	12:30	12:36	12:41
1:30	1:36	1:41	1:46/48
2:30	2:36	2:41	2:46/48
3:30	3:36	3:41	3:46/48
4:35	4:41	4:46	4:52/55
5:35	5:41	5:46	5:52/55

Blue Route		SATURDAY	
To E.B. Jordan Homes			
Regency Plaza	Regency Plaza	Downtown	Regency Plaza
AM	9:30	9:36	9:41
10:30	10:36	10:41	10:46/48
11:30	11:36	11:41	11:46/48
PM	12:30	12:36	12:41
1:30	1:36	1:41	1:46/48
2:30	2:36	2:41	2:46/48
3:30	3:36	3:41	3:46/48
4:35	4:36	4:41	4:46/48

Green Route		WEEKDAY ONLY	
To Beacon Point Apts			
Beacon Point Apts	Beacon Point Apts	Downtown	Beacon Point Apts
AM	6:25	DAR	DAR
7:25	7:28	7:35/43	7:48
8:30	8:34	8:40/48	8:53
9:30	9:34	9:40/48	9:53
PM	10:30	10:34	10:40/48
11:30	11:34	11:40/48	11:53
12:30	12:34	12:40/48	12:53
1:30	1:34	1:40/48	1:53
2:30	2:34	2:40/48	2:53
3:30	3:34	3:40/48	3:53
4:35	4:39	4:45	---

Orange Route		WEEKDAY ONLY	
To Regency Plaza			
Regency Plaza	Regency Plaza	Downtown	Regency Plaza
AM	6:25	DAR	DAR
7:25	DAR	DAR	DAR
9:00	9:02	9:04	9:07
10:00	10:02	10:04	10:07
PM	12:00	12:02	12:04
2:00	2:02	2:04	2:07
4:00	4:02	4:04	4:07

Orange Route		WEEKDAY ONLY	
To Regency Plaza			
Regency Plaza	Regency Plaza	Downtown	Regency Plaza
AM	10:50	10:53	10:56
12:50	12:53	12:56	12:58
PM	2:50	2:53	2:56
4:55	4:58	5:00	5:03

BUS RIDE GUIDE

FOR INFORMATION OR ASSISTANCE

CALL 291-2850

MONDAY – FRIDAY 6:00 am – 5:00 pm

*Our dispatcher will tell you which route to take, where to wait and what time the bus is due.

*If you have questions while riding a WBT bus, please ask your driver.

WAITING

*Wait by a bus stop sign. Signal the driver to make sure you are seen.

*Check the sign over the bus windshield for your route name.

BOARDING

*Please have your EXACT FARE, I.D. OR PASS ready before boarding the bus. Bus drivers carry no money and cannot make change.

*If you do not show your I.D. or PASS upon boarding, you will be required to pay full fare.

RIDING

*Please, NO SMOKING, DRINKING, EATING, OR PLAYING RADIOS without Earphones on the bus.

*Except to ask information, do not talk to the drivers; they must concentrate on driving.

*After paying your fare move towards the rear of the bus. Please hold on to the grab rails or seat belts.

*Please leave the front seats for Senior Citizens and disabled passengers.

*Help us stay tidy. Please use the trash containers at the front of each bus.

TRANSFERS

It may be necessary to use two routes to complete your trip. To do this you will need a transfer. Please remember the following regulations.

*You must ask the driver for a transfer when you pay your fare. Transfers will not be issued any other time during your trip. You cannot obtain one when you are exiting.

*The transfer will have an expiration time on it. It expires when your connecting bus leaves the transfer point.

*When you request a transfer, the driver will notify the other bus so that you will be assured of making your connection.

*Transfers can be accepted only at designated Transfer Points.

*If your bus is delayed, and you miss your transfer, the driver will make arrangements to help you complete your trip.

*When boarding the second bus, give the transfer to the driver.

*Transfers are not valid for making a round trip. For example, you may not ride the bus downtown, shop for 30 minutes and use the transfer to return home.

*Transfers may not be sold or given away.

*In case of a dispute with a driver, please pay the fare and call 291-2850. We will resolve the problem.

EXITING

*Pull the bell at least one block before your stop. Remain seated until bus comes to a full stop.

*Use the rear exit door, so boarding passengers can use the front door.

*Buses will discharge only at marked bus stops.

*DO NOT cross street in front of the bus.

PARA-TRANSIT SERVICES

*Lift-equipped dial-a-ride service is available to residents of Wilson who are confined to a wheelchair or otherwise unable to use our regular bus service. Some restrictions apply.

TAXI-SHUTTLE

Week Days only: 6:30 am – 5:00 pm

*Service is provided to certain areas by request only. Ask your bus driver or call 291-2850 for information or to request service. Some restrictions apply.

DIAL-A-RIDE

*Service provided at times noted on the schedule with a "DAR" are provided by request only. Call 291-2850 by 6:05 am, to arrange for service. A Wilson Transit vehicle will pick you up and take you to your destination. You must be within 1/4 mile of the fixed route to qualify for service. FOR MORE INFORMATION, Call 291-2850. Some restrictions apply.

LOST & FOUND: 291-2850

SHUTTLE ROUTE WEEKDAY ONLY

The Shuttle Route covering Medical Park Drive, Glendale Drive, Madison Drive, Wal-Mart, Forest Hills Center, Gateway Plaza, Heritage Crossing, WestPoint, Lowes and the Social Security Administration leaves the Transportation Center at 20 minutes past each hour starting at 8:20 am and ending at 5:20 pm Monday through Friday.

On Saturdays these areas are covered by the Red Route which leaves the Transportation Center at 11 minutes past each hour starting at 9:11 am and ending at 4:11 pm.

Appendix G: Public Input Survey

UPPER COASTAL PLAIN TRANSPORTATION PLAN PUBLIC INPUT SURVEY

We encourage you to provide feedback about current and needed public transportation service in our four-county area. The information you provide will be used to help identify future transportation services as well as improve existing services.

EXISTING SERVICE

- What county do you live in? _____
- Do you currently use public transportation (Check one) YES_____ NO_____
- What improvements would you like to see made to existing public transportation service in your county? (Example: frequency of service, hours of service, new destinations)

NEW SERVICE

- What kind of transportation service, not currently provided, is needed in your county?

- What group of people would use this service? (Example: commuters, elderly, disabled, shoppers, etc.)

- What destinations would be connected by this service? (Example: hospitals, schools, office parks, etc.)

- Do you have any additional comments?

Thank you for your time. You may return this survey to:

James M Salmons, Upper Coastal Plain RPO
120 W. Washington St. Suite 2110
Nashville, NC 27856
FAX - (252) 459-1381
jsalmons@ucprpo.org

Appendix H: Goals and Strategies

[illegible]

Appendix I: Adopted Resolutions

R-016-13

**RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF WILSON
ADOPTING UPPER COASTAL PLAIN RPO COORDINATED HUMAN SERVICE
TRANSPORTATION PLAN**

WHEREAS, the federal SAFETEA-LU transportation authorization passed by Congress in 2005 and the current transportation authorization, MAP-21 passed by Congress in 2012 requires a, 'locally developed, coordinated public transportation human services transportation plan' intended to improve the transportation services for person with disabilities, individuals who are elderly, and individuals with lower incomes; and

WHEREAS, the authority assumed the role of lead agency for coordinating and preparing the plan to ensure eligibility of funds that require adoption of said plan; and

WHEREAS, Upper Coastal Plain RPO held a workshop on March 26, 2013 that included representatives from human services providers and advocates, special transportation providers, and others concerned with transportation in Wilson, Nash, Johnston and Edgecombe Counties ; and

WHEREAS, Upper Coastal Plain RPO has created summaries of special transportation needs, and the various existing transportation programs, services, and other assets for transportation disadvantaged groups necessary for development of the Coordinated Public Transit-Human Services Transportation Plan by Upper Coastal Plain RPO;

NOW, THEREFORE, IT BE RESOLVED that the City Council of the City of Wilson hereby adopts the Upper Coastal Plain RPO Coordinated Public Transit-Human Service Transportation Plan.

DULY ADOPTED this 20th day of June, 2013.



ATTEST:

Jamie L. Batts
Jamie L. Batts, City Clerk

Signature of Certifying Official

C. Bruce Rose
C. Bruce Rose, Mayor

Subscribed and sworn to me

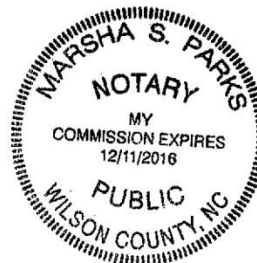
Marsha S. Parks
Notary Public

Printed Name:

Marsha S. Parks

My commission expires

12/11/2016



RESOLUTION ADOPTING THE UPPER COASTAL PLAIN RPO COORDINATED PUBLIC TRANSIT-HUMAN SERVICES PLAN.

WHEREAS, the federal SAFETEA-LU transportation authorization passed by Congress in 2005 and the current transportation authorization, MAP-21 passed by Congress in 2012 requires a, 'locally developed, coordinated public transportation human services transportation plan' intended to improve the transportation services for person with disabilities, individuals who are elderly, and individuals with lower incomes; and

WHEREAS, the Upper Coastal Plain RPO, representing Edgecombe, Johnston, Nash and Wilson Counties, assumed the role of lead agency for coordinating and preparing the plan to ensure eligibility of funds that require adoption of said plan; and

WHEREAS, the Upper Coastal Plain RPO held a workshop on March 26, 2013 that included representatives from human services providers and advocates, special transportation providers, and others concerned with transportation in Edgecombe, Johnston, Nash and Wilson Counties ; and

WHEREAS, the Upper Coastal Plain RPO has created summaries of special transportation needs, and the various existing transportation programs, services, and other assets for transportation disadvantaged groups necessary for development of the Coordinated Public Transit-Human Service Transportation Plan;

NOW, THEREFORE, IT BE RESOLVED that the Community and Senior Services of Johnston County, Inc. Board of Directors hereby adopts the Upper Coastal Plain RPO Coordinated Public Transit-Human Services Plan.



James Parker, Chairman, CSS Board of Directors

6-27-2013

Date



100 Coastline Street, Suite 315 • P.O. Box 1180 • Rocky Mount, NC 27802-1180 • Phone (252) 972-1174 • Fax (252) 972-1576

RESOLUTION ADOPTING TAR RIVER TRANSIT COORDINATED HUMAN SERVICE TRANSPORTATION PLAN

WHEREAS, the federal SAFETEA-LU transportation authorization passed by Congress in 2005 and the current transportation authorization, MAP-21 passed by Congress in 2012 requires a, 'locally developed, coordinated public transportation human services transportation plan' intended to improve the transportation services for person with disabilities, individuals who are elderly, and individuals with lower incomes; and

WHEREAS, the authority assumed the role of lead agency for coordinating and preparing the plan to ensure eligibility of funds that require adoption of said plan; and

WHEREAS, Tar River Transit held a workshop on March 26, 2013 that included representatives from human services providers and advocates, special transportation providers, and others concerned with transportation in Nash and Edgecombe Counties ; and

WHEREAS, Tar River Transit has created summaries of special transportation needs, and the various existing transportation programs, services, and other assets for transportation disadvantaged groups necessary for development of the Coordinated Human Service Transportation Plan by Tar River Transit;

NOW, THEREFORE, IT BE RESOLVED that the Tar River Transit Governing Board hereby adopts the Tar River Transit Coordinated Human Service Transportation Plan.

A handwritten signature in black ink that reads 'Fred Belfield, Jr.' The signature is written in a cursive style with a large, stylized 'F' and 'B'.

Fred Belfield

Chairman, Tar River Transit Governing Board

**RESOLUTION ADOPTING UPPER COASTAL PLAIN RPO COORDINATED HUMAN
SERVICE TRANSPORTATION PLAN**

WHEREAS, the federal SAFETEA-LU transportation authorization passed by Congress in 2005 and the current transportation authorization, MAP-21 passed by Congress in 2012 requires a, 'locally developed, coordinated public transportation human services transportation plan' intended to improve the transportation services for person with disabilities, individuals who are elderly, and individuals with lower incomes; and

WHEREAS, the authority assumed the role of lead agency for coordinating and preparing the plan to ensure eligibility of funds that require adoption of said plan; and

WHEREAS, Upper Coastal Plain RPO held a workshop on March 26, 2013 that included representatives from human services providers and advocates, special transportation providers, and others concerned with transportation in 'Wilson County' ; and

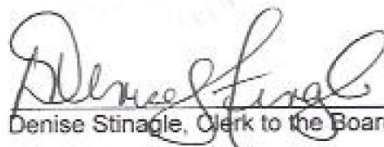
WHEREAS, Upper Coastal Plain RPO has created summaries of special transportation needs, and the various existing transportation programs, services, and other assets for transportation disadvantaged groups necessary for development of the Coordinated Public Transit-Human Services Transportation Plan by Upper Coastal Plain RPO;

NOW, THEREFORE, IT BE RESOLVED that the 'Wilson County Board of Commissioners' hereby adopts the Upper Coastal Plain RPO Coordinated Public Transit-Human Service Transportation Plan.

This resolution adopted this 5th day of August, 2013.


Thomas Lucas, Chairman
Wilson County Board of Commissioners

ATTEST:


Denise Stinagle, Clerk to the Board

Appendix J: NCDOT PTD Certification

CERTIFICATION STATEMENT

Locally Developed Coordinated Human Services Public Transportation Plan SAFETEA-LU

Title 49 U.S.C. Sections 5310, 5316 and 5317 as amended by SAFETEA-LU, requires a recipient of these funds to certify that projects selected are derived from a locally developed, coordinated public transit-human services transportation plan developed through a process that includes representatives of public, private, and non-profit transportation and human service providers, participation by the public, and representatives addressing the needs of older adults and individuals with disabilities.

I certify that a good faith effort was made by the lead agency/ies and/or persons serving on the steering committee to identify, contact, and include organizations or persons representing the interest of persons identified in Federal Sections 5310, 5316 and 5317 Circulars which includes representatives of public, private, non-profit transportation and human services providers in the local coordinated plan development.

I certify that the final locally developed coordinated human service public transportation plan named: Upper Coastal Plain RPO Coordinated Public Transit-Human Services Plan was approved on the 20th day of June 2013, by a process that was agreed upon by the steering committee and or stakeholders, and that the approval process included a requirement that the minimum plan elements identified in the respective Federal Circulars be satisfactorily addressed in the final plan.

I certify to my thorough review of official documents and/or my direct knowledge through my active participation on the planning steering committee and/or workshops held in the development of the above named locally developed coordinated human service public transportation plan that it is SAFETEA-LU compliant.

The plan covers geographical areas in the following county/ies,

1	Johnston County	3	Edgecombe County	5	City of Wilson
2	Wilson County	4	Nash County	6	

Name: David P Bender

Date: July 9 2013

Signature: 

Title: Mobility Development Specialist

Organization: NCDOT- PTD

Works Cited

1. **Johnston County Area Transit System.** Home. *JCATS*. [Online] Ridikuluss Productions, 2013. <http://www.jcats.org/index.htm>.
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