

# **Kerr-Tar Rural Planning Organization Locally Developed Coordinated Human Services Public Transportation Plan**



**KARTS**

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**Final Report**

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**Prepared for the  
Kerr-Tar Rural Planning Organization  
And  
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## **CHAPTER I INTRODUCTION**

### **Federal Regulatory Background**

For more than twenty years, the Federal and State governments have been working to better coordinate human service transportation activities it funds. In 1985, during an oversight hearing on Rural Transportation, Congress heard testimony prompted by concerns of the lack of Federal coordination between programs, such as the Department of Health and Human Services (HHS) and the Department of Transportation (DOT).

Aiming to better coordinate activities, the Secretaries of HHS and DOT signed an agreement establishing the Joint DOT/HHS Coordinating Council on Human Service Transportation (CCHST) in 1986. Since the CCHST's creation, the CCHST has concentrated efforts to identify barriers to coordinated transportation. At one time, the agencies identified sixty-four factors that transportation and human service representatives believed were barriers to transportation coordination. Barriers included uncertainty regarding Federal responsibilities for transportation, fragmented accounting and reporting procedures, uncertainty in using resources for recipients other than program constituents, and prohibition against charging fares under the Older Americans Act.

To further support coordination, Congress included several provisions in its 1998 passage of the Transportation Equity Act for the 21st Century (TEA -21), Public Law (PL) 105-178. Most notable was the provision to require Job Access and Reverse Commute (JARC), predecessor program to today's JARC program, projects to be part of a coordinated public transit-human services transportation planning process.

President George W. Bush released an Executive Order on Human Service Transportation Coordination on February 24, 2004, to improve the human service transportation coordination of individuals with disabilities, older adults, and people with lower incomes. The Executive Order established the Interagency Transportation Coordinating Council on Access and Mobility (CCAM), representing 11 Federal departments. CCAM was created to:

- promote interagency cooperation
- establish appropriate mechanisms to minimize duplication and overlap of 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:

There are currently 62 Federal programs run by these Federal departments that provide some kind of transportation service for seniors, people with disabilities, or individuals with lower incomes.

These funds result in a myriad of services that are not coordinated or managed efficiently at the State or local level.

In May 2005, the CCAM issued a report to the President with recommendations for breaking down Federal barriers to transportation for all transportation-disadvantaged populations. The report detailed action plans for each of the eleven Federal agencies who comprise the CCAM. As a result CCAM launched United We Ride (UWR), a national initiative to implement the requirement of the Executive Order, has a website at [www.unitedweride.gov](http://www.unitedweride.gov).

While it has been a long process, the Federal government is working to strengthen its coordination requirements for human service transportation activities. On August 10, 2005, the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) PL 109-059 was signed into law. SAFETEA-LU established a Federal mandate for public transportation and human service coordination planning. Starting in the Fiscal Year 2007, SAFETEA-LU requires that a human service transportation coordination plan be in place before transportation service providers may acquire funding from four Federal Transit Administration (FTA) programs, Community Transportation Program (Section 5311), the Elderly Individuals and Individuals with Disabilities (Section 5310), Job Access and Reverse Commute (JARC, Section 5316), and the New Freedom (Section 5317) Programs.

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 Kerr-Tar 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.

### **Federal Funding Programs**

SAFETEA-LU requires that projects selected for funding under the Elderly Individuals and Individuals with Disabilities (5310), JARC (5316), and New Freedom (5317) programs be derived from a locally developed coordinated transportation plan and that the plan be developed through a process that includes representative from the public, private, and nonprofit transportation and human service providers and the public. The NC Department of Transportation (NCDOT), Public Transportation Division was designated by the Governor in April 2008 to administer both the small urban and non-urbanized area apportionment of funds to North Carolina. NCDOT will only award project funding to the programs that are selected following a call for projects, or application solicitation. The applications are reviewed by a Project Selection Committee consisting of representatives from the Human Service Transportation Council, with support by the Public Transportation Division and the Department of Health and Human Services staff. The selection committee utilizes pre-determined project evaluation criteria to score each application. Those with the highest score receive the available funding. Two year project funding is awarded.

A brief description of the programs and examples of eligible projects for each follows including several additional grant programs available.

#### **Job Access Reverse Commute (JARC)**

The JARC program existed under the previous transportation legislation, the Transportation Equity Act for the 21st Century (TEA-21). SAFETEA-LU has changed the funding from an earmark to a formula program based on the number of low-income individuals in the urbanized area. JARC was created to help address the transportation needs of unemployed and underemployed persons trying to access jobs. Public transit primarily serves people entering the central city area; however entry-level jobs were being created in the suburbs. Previously funded JARC projects that are able to document successful implementation will be eligible for funding. New projects must relate to the development and maintenance of transportation services designed to transport welfare recipients and eligible low-income clients to and from jobs and activities related to their employment. Examples of eligible projects include:

- Public transit late-night and weekend service.
- Public transit guaranteed ride home program
- Expanding fixed-route transit routes
- Vanpools or shuttle services to improve access to employment or training
- Car loan programs that assist individuals in purchasing and maintaining vehicles
- Promotion of public transit for non-traditional work schedules
- Voucher programs targeted to persons entering the workforce or on welfare

### **New Freedom**

The New Freedom Program is a newly created program under SAFETEA-LU. The purpose of New Freedom is to expand transportation services for the elderly and persons with disabilities beyond what is required by the Americans with Disabilities Act (ADA). New Freedom projects must be new service, defined as not in service as of August 10, 2005. Examples of eligible projects include:

- Expansion of paratransit service beyond the  $\frac{3}{4}$  mile required by ADA
- Expansion of current hours of operation for paratransit services that are beyond those provided on fixed route services
- Same day ADA service
- Door-through-door service-provision of escorts
- Purchasing vehicles for new accessible taxi, ride sharing and/or vanpool programs
- Expense related to new voucher programs offered by human service providers
- New volunteer driver and aide programs
- Operational planning for the purchase of intelligent transportation technologies

### **Elderly Persons and Persons with Disabilities (Section 5310)**

This program existed under the previous transportation legislation. The 5310 program provides funds for capital costs associated with providing services to older adults and people with disabilities; generally accessible vehicles are purchased for nonprofit organizations. Additional requirements under SAFETEA-LU include the provision that projects funded under this program must be included in a locally-developed human service transportation coordination plan. North Carolina is one of seven States that are authorized to use up to one-third of the annual statewide allocation for operating costs.

- Purchase of service (POS): the acquisition of transportation service under a purchase of service contract with a public transportation provider
- Vehicles
- Mobility managers and related activities
- Radio and communication equipment
- Vehicle shelters
- Wheelchair lifts and restraints
- Computer hardware and software

### **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

## **CHAPTER 2 PLAN APPROACH**

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 (CPT-HSTP), which should incorporate private and non-profit transportation and human services providers and the general public.

Completing this planning process required the participation of many organizations and agencies and the creation of a planning team. The Kerr-Tar PRO planning team was comprised of representatives of the following organizations:

- Kerr Area Rural Transportation Authority
- Person Area Transit
- Granville County Senior Service
- Kerr-Tar Area Agency on Aging
- Employment Security Commission
- NCDOT Public Transportation Division
- Kerr-Tar Council of Government
- Town of Butner Planning Department
- Town of Oxford Planning Department
- Person County Dept. of Social Service
- Granville County Dept. of Social Service
- Vance Granville Community College
- Five County Mental Health
- Granville Economic Development Corporation
- Citizens

*(See Appendix A-1 for Sign-in Sheet of workshop participants.)*

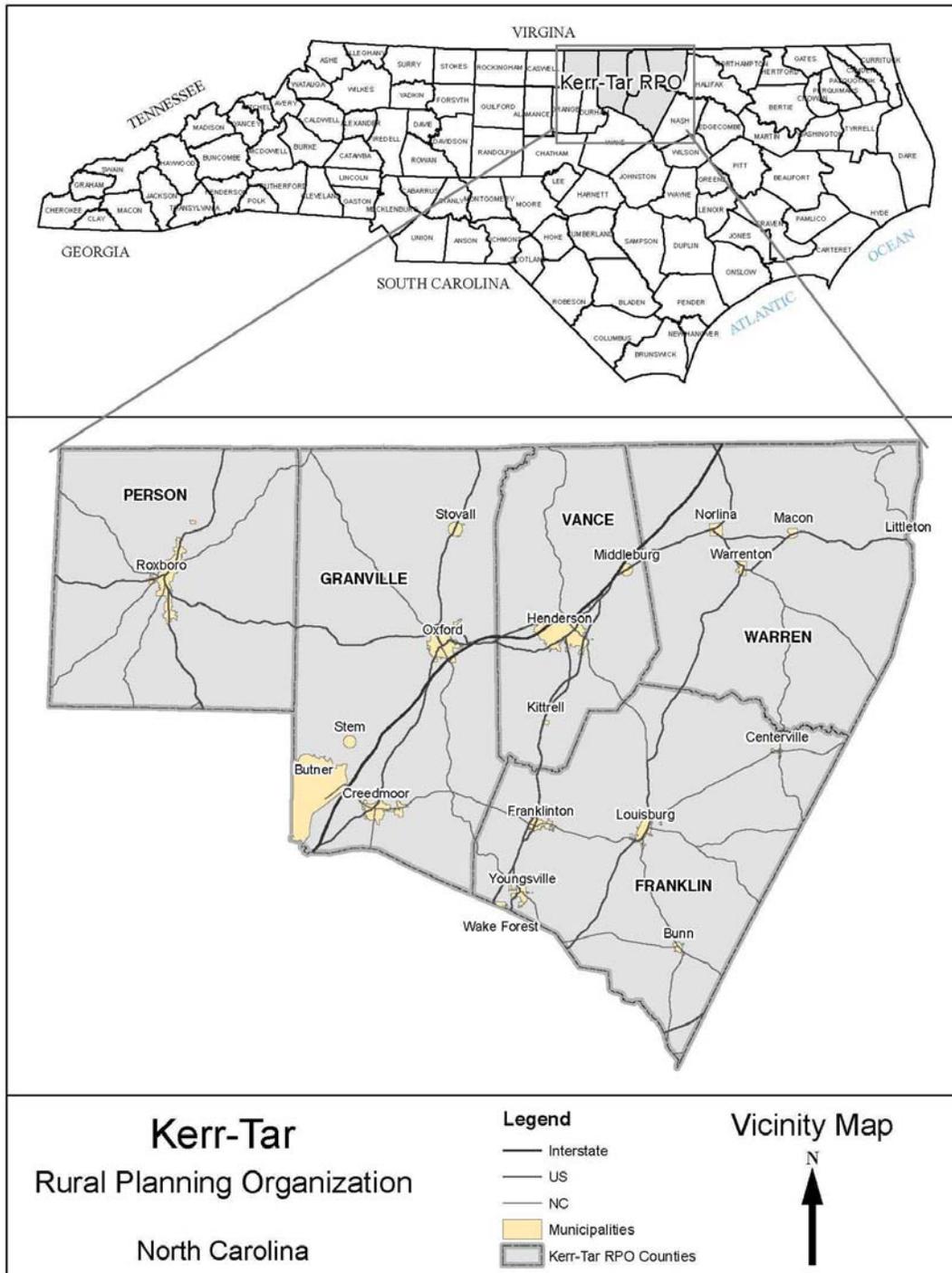
Kerr-Tar Rural Planning Organization served as the lead agency to convene a Local Coordinated Plan workshop held on February 17, 2009 in Oxford, NC. Stakeholders were invited to participate in the workshop to identify needs and gaps in the current transportation service. Unmet needs were identified and prioritized during the workshop.

The results from this workshop are the foundation for the CP-HST and will guide the application process and project selection. The organizations that participated in the workshop represent a broad array of interests and included city/town/county staff, transportation advisory boards, local urban, and out of county public transportation providers, health care professionals, ADA advocates, human service agencies, hospitals, adult day care, sheltered workshops, vocational rehabilitation services, and faith based community. Stakeholders listed above participated in the identification or prioritization of coordinated transportation needs.

The organizations and agencies that received an invitation and attended the Local Coordinated Plan workshop can be found in Appendix A-1.

*(See Appendix A-3 for copy of email invitation to stakeholders.)*

## CHAPTER 3 KERR-TAR RURAL PLANNING ORGANIZATION



**Kerr-Tar Council of Government - KTCOG**

North Carolina’s Rural Planning Organizations (RPOs) grew out of the 1998 federal Transportation Equity Act for the 21st Century, which encouraged participation of local officials and the public in the transportation planning process.

In response, the North Carolina General Assembly in 1997-1998 mandated that the state Board of Transportation, Transportation Secretary and Department of Transportation establish RPOs as a counterpart to the existing Metropolitan Planning Organizations (MPOs). MPOs had been mandated earlier as a condition of receiving federal financial assistance for transportation planning in areas containing an urbanized population of 50,000 or more. RPOs in North Carolina must contain at least three contiguous counties with a combined population of at least 50,000. In January 2008, the KTRPO members readopted a revised Memorandum of Understanding (MOU), thus reaffirming participation by all counties and municipalities in the planning area as participants in the RPO.

In July 2000, the General Assembly amended its legislation to establish a continuing, comprehensive and cooperative rural transportation planning process. It charged the RPOs with four core duties:

- Develop long-range local and regional multi-modal transportation plans in cooperation with the area MPO and the N.C. Department of Transportation.
- Provide a forum for public participation in the rural transportation planning process.
- Develop and prioritize suggestions for transportation projects to be included in the state Transportation Improvement Program (TIP).
- Provide transportation-related information to local governments and other interested organizations and persons.

**Kerr-Tar RPO- KTRPO**

The Kerr-Tar Council of Governments (COG) was one of the original 10 pilot RPOs in North Carolina. The Kerr-Tar COG staff in 2001 developed the initial organizational structure of the Kerr-Tar RPO to include the Rural Transportation Advisory Committee (RTAC) and Rural Transportation Coordinating Committee (RTCC). *(See vicinity map on previous page)*

Kerr-Tar Council of Government staff and the state Department of Transportation (NCDOT) created a Memorandum of Understanding (MOU) for operating the RPO. Participating county and municipal governments reviewed and approved the MOU between August 2001 and October 2001. A revised MOU, based on further review by the NCDOT, was reviewed and adopted by the participating county and municipal governments of the Kerr-Tar Region between October 2001 and November 2001.

The Kerr-Tar Rural Planning Organization (Kerr-Tar RPO) was officially chartered by NCDOT on November 15, 2001.

**Previous Human Service Planning Efforts**

During the February 17, 2009 workshop the planner from KTRPO presented information on data collected during a previous Local Coordinated Human Services Transit planning effort during 2005-2006 for the region including:

- Commute Patterns in the Region
- Population Groups of the Region
- Employment and Employers in the Region
- Income Levels of the Region
- Vehicles per Household in the Region

**CHAPTER 4  
INVENTORY OF PUBLIC TRANSPORTATION SERVICE AND  
COMMUNITY SERVICE**

The coordinated planning process requires a thorough inventory of existing transportation services. An assessment of existing transportation services in the Kerr-Tar Region - public, private and human service – was conducted. The inventory of services and providers follows:

**Kerr Area Regional Transportation System - KARTS**

KARTS is a four-county public transportation program serving both the general public and the clients of human service agencies in Franklin, Granville, Vance and Warren Counties. KARTS is a regional system and clients travel within our 4 county region daily as part of existing routes. Additionally, daily out-of-county trips to Durham, Orange and Wake counties are provided.

In the 07/08 fiscal year, KARTS provided 172,840 trips to residents of the four counties using 45 operational vehicles. KARTS provide these trips to all county Department of Social Services (DSS) programs and senior centers. KARTS also provide a large portion of these trips to the general public through its Rural General Public (RGP) program. Statistics are as follows:

*Table 4-1 Total KARTS Transportation Service*

<b>Total Vehicle Service Hours</b>	86,361
<b>Total Vehicle Service Miles</b>	1,599,982
<b>Total Revenue Miles</b>	1,418,591
<b>Total Passenger Trips</b>	172,840

*Table 4-2 Total Human Service Trips*

	<b>Non-Contract Trips</b>	<b>Medicaid Trips</b>	<b>Other Contract Human Service Agency Trips</b>
<b>Deviated Fixed Route</b>	27,654		
<b>General Public</b>	54,313	38,721	52,152
<b>Total</b>	<b>81,967</b>	<b>38,721</b>	<b>52,152</b>

**INVENTORY OF PUBLIC TRANSPORTATION SERVICE AND COMMUNITY  
SERVICE**

KARTS receives administrative funds from NCDOT and match from the participating counties. Current funding and past allocations are outlined below:

Franklin Co. \$ 25,749  
 Vance Co. \$ 25,749  
 Warren Co: \$ 25,749  
 Granville Co: \$25,749

Note: County funds requested are utilized as the local match for NCDOT funds for administration and capital expenses. NCDOT funds requested for 09/10 are \$784,022.

History (past five years) of all funding sources. Indicate if public or private. (All public)

Franklin Co. \$96,492	Granville Co. \$96,492
Vance Co. \$96,492	Warren Co. \$96,492
NCDOT \$3,015,625	

**Person Area Transportation Service - PATS**

Person Area Transportation System was established in June of 1999 under the vision of the Person County Board of County Commissioners and the Director at the time was Anthony Wilkins.

PATS was a part of KARTS before 1999. Transportation drivers were given work by the week for their regular route and they were given incidental stops over the telephone on a daily basis. Transportation had to be scheduled a week in advance in order to obtain a ride to your desired destination. The vehicles were housed at the employee's home. There were 7 drivers located in Roxboro and vehicles were inspected by KARTS periodically by appointments or by the mechanic coming to Roxboro.

Currently PATS is under the leadership and direction of the Commissioners, County Manager and the current Director Gerald M. Lunsford. PATS has 15 total vehicles with 10 being wheelchair accessible. There are a total of 18 drivers and 2 office staff.

The hours of operation for transportation are from 6 am to 7 pm Monday through Friday, Saturday and Sunday by appointment only.

Six month snapshot of the operation is:

*Table 4-3 Total PATS Transportation Service*

<b>SERVICE TIME:</b>	10,016
<b>REVENUE TIME:</b>	8,892
<b>SERVICE MILES:</b>	201,346
<b>REVENUE MILES:</b>	178,771
<b>TOTAL PASSENGER CARRIED:</b>	29,792

***INVENTORY OF PUBLIC TRANSPORTATION SERVICE AND COMMUNITY  
SERVICE***

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**Other Transportation Service Providers**

(Examples include taxis, agency vans, charter services, fixed route providers, etc.)

- **RAEMAC** – Van Service
- **Star Transportation** – Van (Private)
- **LLS Services** - Vans
- **Tar Heel Transport** – Provides door to door service
- **Mr. McCoy Taxi** – Van
- **Oxford Business Professional** – Van
- **Greyhound** – Intercity located in Henderson
- **Longcreek Charter Service** – Located in Henderson
- **Shuttle from Duke** – Vans
- **Near by fixed route** – Triangle Transit, Capital Area Transit
- **Triangle Transit** – Vanpool referral

## CHAPTER 5 NEEDS ASSESSMENT

A survey of community transportation needs and interests was emailed to local governmental staff, human services agency personnel and other public transportation stakeholders in each of the five KTRPO counties during December 2008. This survey covered a wide variety of issues pertaining to the existing public transportation services and it provided the respondents the opportunity to note issues and needs that must be addressed immediately, those that needed improvement, those that were not critical but needed to be initiated, and those that either required too much effort or that currently lacked adequate funding. A total of ten responses were received from the survey participants. This feedback was reviewed and was helpful in preparing a matrix analysis tool outlining specific needs and strategies to be used in the local workshops.

The matrix analysis exercise (*detailed in Chapter 6*) was used in breakout sessions to identify existing gaps and inadequacies, to identify and discuss existing barriers to adequate or efficient services, and to identify service improvements and opportunities for coordinated services. The breakout group results were orally reported and a composite matrix was prepared for the local workshop.

### Survey Results Prioritization

A total of 10 surveys were received from the stakeholders and with a maximum ranking of 4 points available per survey question. This made it possible for a total of 40 points ranked per survey question.

#### **SERVICE RELATED (40 Possible Points)**

- 36 Need for more service
- 30 Extended hours (weekends and nights)
- 31 Focus on employment trips
- 31 Fill gaps in underserved areas
- 29 Need for door to door service

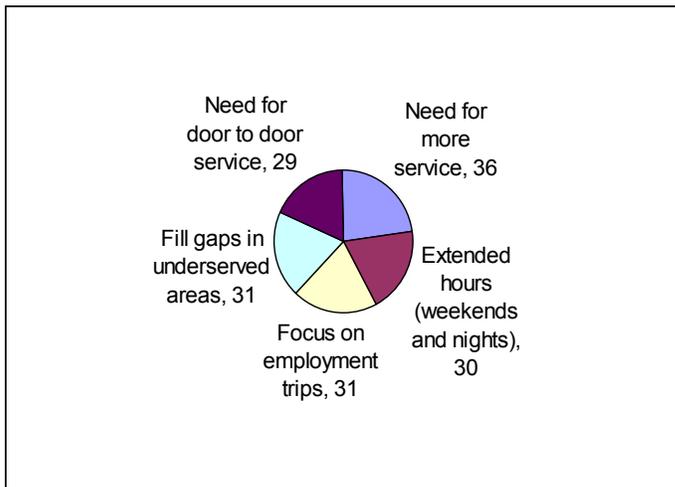


Figure 5-1 Service Related Total Points

**EDUCATION AND MARKETING / CUSTOMER SERVICE (40 Possible Points)**

- 32 Need for advertising service
- 29 Education – Services, Programs, etc.
- 25 Expand and Enhance Transportation Advisory Board

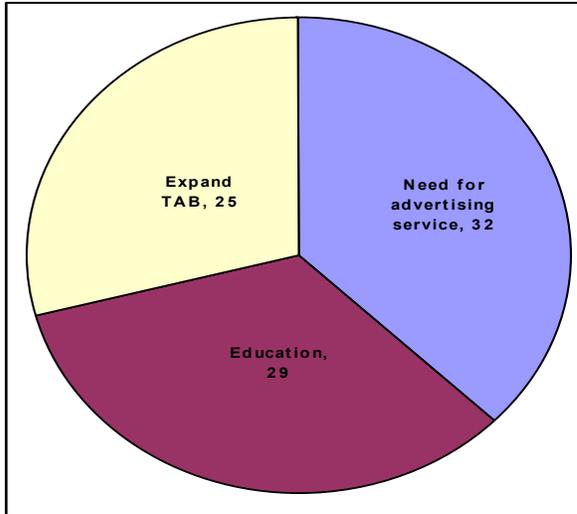


Figure 5-2 Education and Marketing/Customer Service Total Points

**AGENCY RELATED (40 Possible Points)**

- 34 Political support
- 28 Consumer Friendly

**COMMENTS**

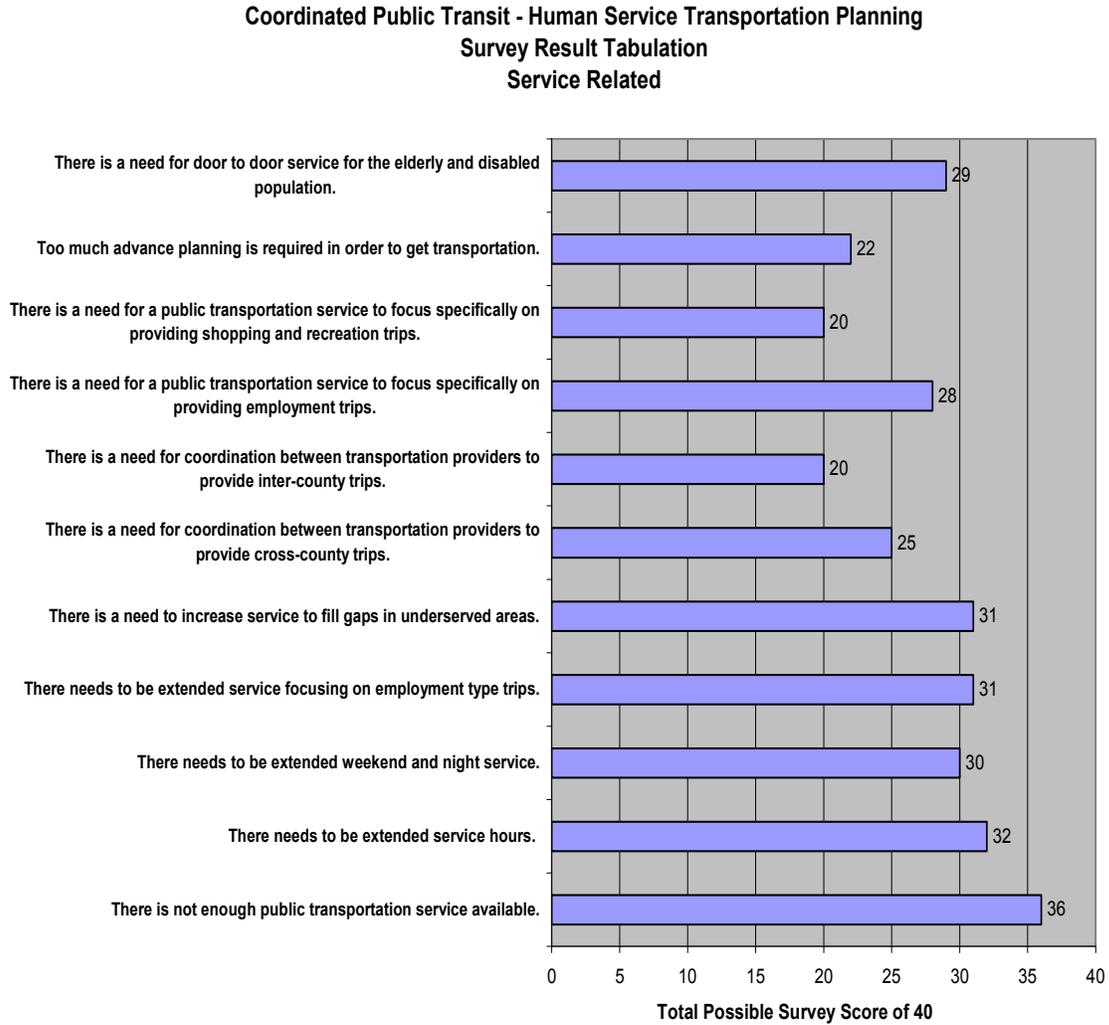
In addition to the survey responses above, several comments were included in the ten survey responses. Those comments are presented below.

Table 5-1 Needs Assessment Additional Comments

ADDITIONAL COMMENTS
Late nights, early morning or weekends, no transportation is available to and from work in the counties of Vance, Franklin, Granville, Warren and Halifax.
Public transportation is inaccessible in some rural areas if yo do not live near an existing route. Examples would be the communities of Pilot, Macon, Berea, Vaughan and Oine.
Transportation for work from the counties of Vance, Franklin, Granville, Warren or Halifax to employment sites in Raleigh or Durham, where many more jobs are available, is nonexistent.
There needs to be an around town shuttle in the Oxford area, like the one in Henderson.
The rural areas of the county are underserved. Individuals need to be able to get to work, as well as doctor's appointment, DSS, ESC etc. Most importantly, these services need to be affordable. KARTS serves some of those needs, but it is not practical or not affordable to use as a daily source of transportation to get to work, for instance.
Due to the fact that KARTS does not transport nights, weekends or holidays DDS has to contract privately over the last few years transportation cost have been a tremendous part of our budget.

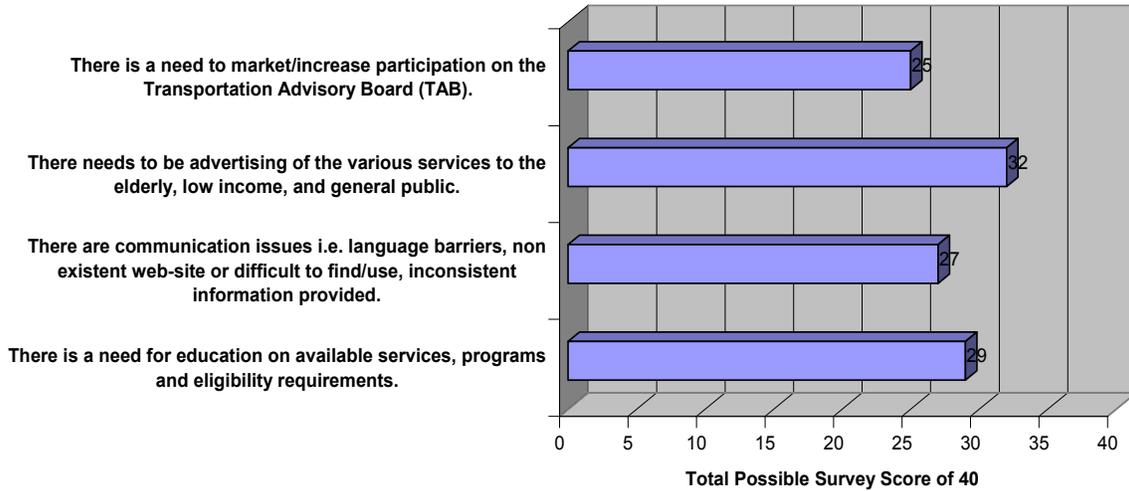
The following charts represent the tabulated summaries of the three survey elements which include; **Service Related**, **Education and Marketing/Customer Service** and **Agency Related**.

*Figure 5-3 Survey Result Tabulation – Service Related*



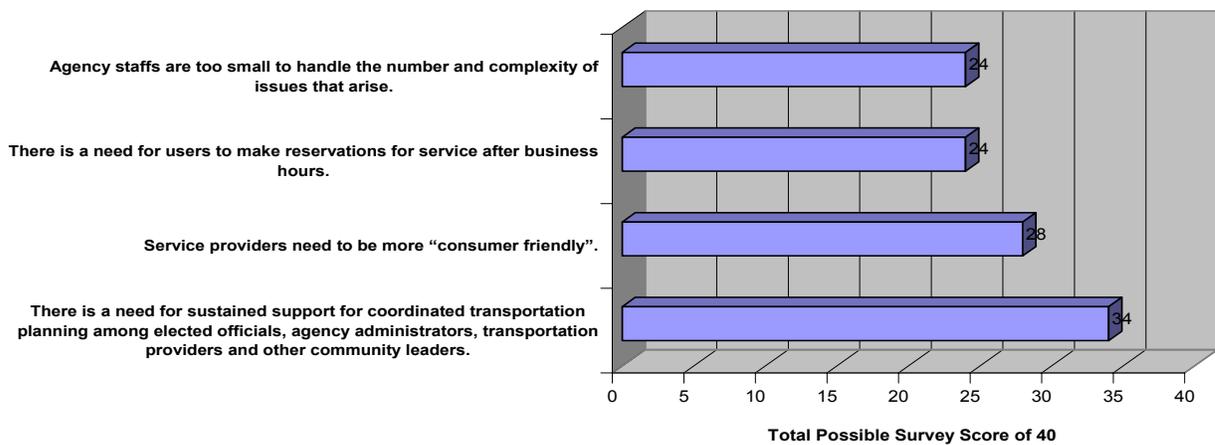
*Figure 5-4 Survey Result Tabulation – Education & Marketing/Customer Service*

**Coordinated Public Transit - Human Service Transportation Planning  
Survey Result Tabulation  
Education & Marketing/Customer Service**



*Figure 5-5 Survey Result Tabulation – Agency Related*

**Coordinated Public Transit - Human Service Transportation Planning  
Survey Result Tabulation  
Agency Related**



**Results of Revlon Needs Assessment Conducted in 2007 by KTCOG (see Appendix A-11 for charts and graphs of results)**

Kerr-Tar COG distributed a needs assessment survey to Revlon employees in January 2007 and left it out for 2 weeks. KTCOG received 388 total responses. Of those, 191 people said they would definitely, probably, or maybe take transit to work if it was available. The main reasons people are not taking KARTS or PATS now are that they prefer driving their own car, and a general unawareness of the availability of the services. Of the 388 responses, 43% indicated they would not take transit no matter what. However, 50% of the respondents indicated they would definitely, maybe or probably take transit to work if it were available. These graphs show how Revlon employees currently get to work.

When asked why they don't take transit now, the employees said they prefer driving their own car, and are unaware that KARTS and PATS have services. These results are filtered for people who might take transit to work. The daycare issue only came up 14 times in the 191 employees. This is about 7% of the responses.

The most popular reason for not currently using transit is the unawareness of the service. The respondents who would definitely take transit overwhelmingly live in Vance Co. Those who responded "other" for county of residence were mostly from Mecklenburg Co Virginia or Wake County. The average hourly income of these workers is \$10.79/hour. They are primarily 1st shift employees.

## CHAPTER 6 NEEDS AND STRATEGIES

### **The ‘Matrix’ Evaluation Process Exercise**

The group was split into three working teams to conduct the ‘matrix’ exercise. The ‘matrix’ exercise is actually a combination of two assessments:

- 1) a needs assessment, with a focus on the needs of
  - Older Adults
  - Persons with Disabilities and,
  - Low income households and/or those without vehicles;
- 2) an assessment of the various transportation strategies that may be relevant to the needs.

The participants added several needs to the initial list they were given; these needs were based on the representation of the client base:

- Reduce wait times
- Emergency Ride Program
- County church network (rural park & ride)
- Affordable transportation

The NCDOT Mobility Development Specialist then shared some of the results of the needs assessment survey and suggested several worthy issues be considered during the matrix evaluation. The **expanded list** became the ‘needs’ column on the ‘matrix’ form. Ten blanks were left for the workshop participants to add any new ‘needs’ that were identified in the pursuant needs discussion. Participants were also encouraged to eliminate any needs from the list that were not relevant. The final list can be viewed in the far left hand column of the completed ‘matrix’ located on the next page.

Finally the NCDOT Mobility Development Specialist listed an extensive array of possible strategies that might be applicable to serve the identified needs. Participants added the following 3 additional needs to this array as they explored each need:

- Legal waiver
- Volunteer Trainer
- Training Program Guidelines

**NEEDS AND STRATEGIES**

Table 6-1 'Matrix' Evaluation Process Exercise

NEEDS / STRATEGIES	Fixed Route	Circulators	Evenings	Week end	Vouchers	Volunteer drivers	Broker trips	Express service	Transit Pass	Agency Operated	Vanpools	Big vehicle	Park & Ride	Door to Door	Add-Legal Waiver	Add-Volunteer Trainer	Add-Training Program Guidelines
Increase service to fill gaps – implies some intercounty fixed route or <b>highway service corridors</b>							√	√			√						
Increase local area service - deviated fixed route, shuttles or <b>circulators</b>	√		√	√					√	√							
Increase <b>time span</b> of existing service; specify early morning, evening, weekend	√		√	√					√	√				√			
Broadcast <b>user-friendly info/education</b> – i.e. Web, public forums	√	√	√	√	√	√	√	√	√	√	√	√	√	√			
Stops with <b>transit amenities</b> – i.e. lighting, benches, audible signs, sidewalks	√	√	√										√				
Increase all types of service to new <b>user groups</b> – i.e. vets, YMCA (please specify group)		√	√	√	√	√	√		√	√	√		√	√			
<b>Travel training</b> for inexperience/hesitant, i.e. for elderly, LEP, etc.							√			√						√	√
Trips need to serve County <b>employment centers</b>	√	√	√	√	√		√	√	√	√	√	√	√		√		
Transportation geared to serve <b>long haul commuters</b>																	
<b>Customer service improvements</b>																	
County-to-County <b>transfer</b> (agreements)			√	√	√		√		√	√	√		√		√		
Remove <b>barriers for mobility impaired</b> i.e. door thru door service							√		√	√				√	√		
<b>Mobility Manager</b>																	
Add-Reduce <b>wait times</b>	√	√			√	√	√	√			√		√		√		
Add- <b>Emergency Ride</b> Program			√	√	√		√		√	√				√			
Add- <b>Church Network</b> Park n Ride	√	√	√	√		√	√		√	√			√		√		
Add- <b>Affordable</b> Transportation					√	√	√		√	√	√	√	√		√		

**NEEDS AND STRATEGIES**

- 1) Increase service to fill gaps – implies some inter-county fixed route or highway service corridors.**
  - a) Broker trips
  - b) Express service
  - c) Vanpools
  
- 2) Increase local area service – deviated fixed route, shuttles or circulators.**
  - a) Fixed Routes
  - b) Circulators
  - c) Evenings
  - d) Weekends
  - e) Transit Pass
  - f) Agency Operated
  
- 3) Increase time span of existing service; specify early morning, evening or weekend.**
  - a) Fixed routes
  - b) Evenings
  - c) Weekends
  - d) Transit Pass
  - e) Agency Operated
  - f) Door to Door
  
- 4) Broadcast user-friendly info/education – i.e. internet, public forums, etc.**
  - a) Fixed route
  - b) Circulators
  - c) Evenings
  - d) Weekends
  - e) Vouchers
  - f) Volunteer drivers
  - g) Broker trips
  - h) Express service
  - i) Transit Pass
  - j) Agency Operated
  - k) Vanpools
  - l) Big vehicles
  - m) Park & Ride
  - n) Door to door
  
- 5) Provide stops with transit amenities – i.e. lighting, benches, audible signs, and sidewalks.**
  - a) Fixed route
  - b) Circulators
  - c) Park & Ride
  - d) Evenings
  
- 6) Increase all types of service to new user groups, i.e. Vets, YMCA, etc.**
  - a) Circulators
  - b) Evenings

- c) Weekends
  - d) Vouchers
  - e) Volunteer drivers
  - f) Transit Pass
  - g) Agency Operated
  - h) Vanpools
  - i) Park & Ride
  - j) Door to door
  - k) Legal waiver
- 7) Provide travel training for inexperienced/hesitant transit riders, i.e. for elderly, disabled, limited English, etc.**
- a) Broker trips
  - b) Agency operated
  - c) Volunteer trainer
  - d) Training Program guidelines
- 8) Trips need to service County employment centers.**
- a) Fixed route
  - b) Circulators
  - c) Evenings
  - d) Weekends
  - e) Vouchers
  - f) Broker trips
  - g) Express service
  - h) Transit Pass
  - i) Agency Operated
  - j) Vanpools
  - k) Big vehicles
  - l) Park & Ride
  - m) Legal waiver
- 9) Develop County to County transfer (agreements).**
- a) Evenings
  - b) Weekends
  - c) Vouchers
  - d) Broker trips
  - e) Transit Pass
  - f) Agency Operated
  - g) Vanpools
  - h) Park & Ride
  - i) Legal waiver
- 10) Remove barriers for mobility impaired (door thru door service).**
- a) Transit Pass
  - b) Agency Operated
  - c) Broker trips
  - d) Door to door
  - e) Legal waiver

**11) Reduce wait times at bus stops.**

- a) Fixed route
- b) Circulators
- c) Vouchers
- d) Volunteer drivers
- e) Broker trips
- f) Express service
- g) Vanpools
- h) Park & Ride
- i) Legal waiver

**12) Initiate an Emergency Ride Program.**

- a) Evenings
- b) Weekends
- c) Vouchers
- d) Broker trips
- e) Transit Pass
- f) Agency Operated
- g) Door to door

**13) Develop a county church network – i.e. rural park & ride facilities.**

- a) Fixed route
- b) Circulators
- c) Evenings
- d) Weekends
- e) Volunteer drivers
- f) Broker trips
- g) Transit Pass
- h) Agency Operated
- i) Park & Ride
- j) Legal waiver

**14) Provide more affordable transportation.**

- a) Vouchers
- b) Volunteer drivers
- c) Broker trips
- d) Transit Pass
- e) Agency Operated
- f) Vanpools
- g) Big vehicles
- h) Park & Ride
- i) Legal waiver

The matrix evaluation process has revealed that there are long lists of project needs in each of the KTRPO counties, even for the near term. Projects must be selected that will address current needs, that will likely produce favorable impacts, and that will tackle core issues with broad service implications. This will help eliminate replications, redundancies and inefficiencies and will provide the greatest returns for the limited funds that are available. Projects must also be

selected that bring not only immediate benefits and improvements but will also contribute to favorable results beyond an initial three-year period. The most helpful resources in identifying and confirming the most needed projects to be funded in any of the county organizations will include the American Public Transportation Association, the Community Transportation Association of America, the Transit Cooperative Research Program of the Transportation Research Board, peer transit agencies, and professional consultants and experts.

The following factors should be considered in selecting and evaluating the merits of individual projects:

1. Maintaining a healthy balance between operating assistance projects with capital projects. Operating assistance projects should be maximized based on match funds from locally available resources to meet the greatest number of needs and to provide the greatest degree of service flexibility. Capital projects may be advantageous in the near-term along travel corridors and in areas where the service demands are greatest and will help build service capacities in later years.
2. Projects that support and optimize schedule adherence for fixed route deviated and demand response services will enhance benefit-cost for the agency and will support further expansion of services.
3. Projects that will serve districts that are being developed based on smart growth and mixed-use principles will provide favorable returns and will actually provide a wider array of services to adjoining areas. The application of smart growth principles in land use will adequately serve many employments and medical travel needs.
4. The KTRPO region will continue to need enhanced, expanded and reliable employment travel services to major urban centers like Raleigh, Durham and the Research Triangle Park. In some instances, it may be advantageous to consider the pooling of funds and resources to initiate these services until satisfactory ridership levels are established along specific travel corridors.

**CHAPTER 7  
PRIORITIZATION OF NEEDS**

**The ranking exercise**

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 ‘matrix’ evaluation process exercise. The results of that Total Dollars Spent and Average Dollars Spent distribution are listed in the table below.

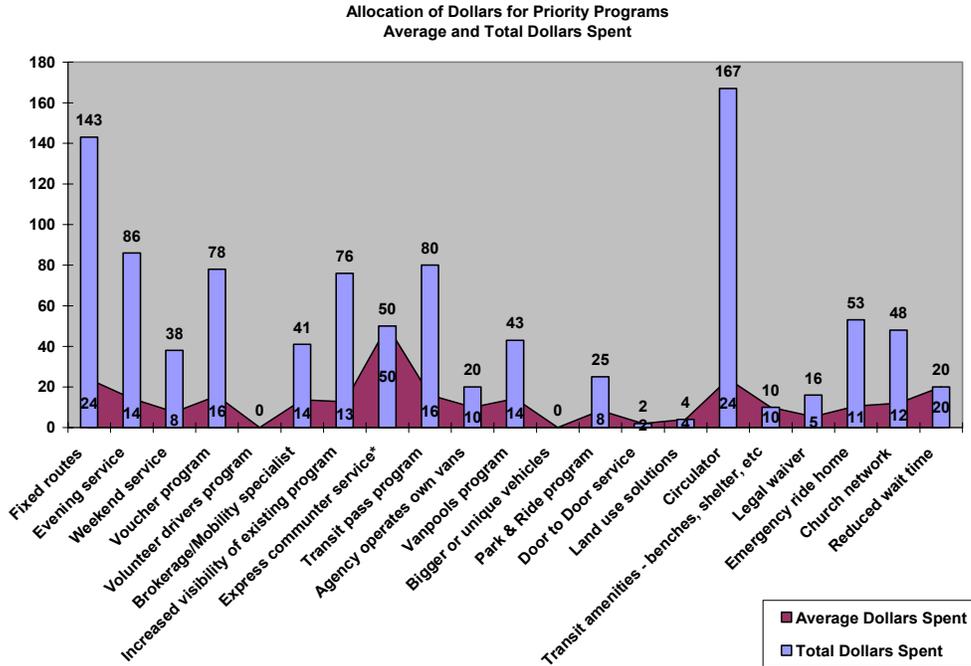
*Table 7-1 Allocation of Dollars for Priority Programs*

<b>RANK</b>	<b>SHOPPING LIST</b>	<b>TOTAL DOLLARS SPENT</b>	<b>AVERAGE DOLLARS SPENT</b>
1	Circulator	\$167	\$24
2	Fixed routes	\$143	\$24
3	Evening service	\$86	\$14
4	Transit pass program	\$80	\$16
5	Voucher program	\$78	\$16
6	Increased visibility of existing program	\$76	\$13
7	Emergency ride home	\$53	\$11
8	Express commuter service	\$50	\$50
9	County church network	\$48	\$12
10	Vanpools program	\$43	\$14
11	Brokerage/Mobility specialist	\$41	\$14
12	Weekend service	\$38	\$8
13	Park & Ride program	\$25	\$8
14	Reduced wait time	\$20	\$20
15	Agency operates own vans	\$20	\$10
16	Legal waiver	\$16	\$5
17	Transit amenities - benches, shelter, etc	\$10	\$10
18	Land use solutions	\$4	\$4
19	Door to Door service	\$2	\$2
20	Bigger or unique vehicles	\$0	\$0
21	Volunteer drivers program	\$0	\$0
	<b>10 Workshop Participants =</b>	<b>\$1,000</b>	

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

The following graph 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 Circulator Service (\$167) and Fixed Route Service (\$142). Evening Service (\$86) and Transit Pass Program (\$80) followed closely behind. It should be noted that one participant allocated half of their \$100 to Express Commuter Service (\$50) which made this strategy far above the rest for Average Dollars Spent.

Figure 7-1 Average and Total Dollars Spent



\*Based on a single \$50 Allocation

Fixed routes and circulator service were the prime solutions needed according to the participants of the workshop. Thus it would appear that there is a need for expanded services in and around the more developed areas in the region, for the elderly and disabled, but could also serve employment needs as well (i.e. seats available). Also, evening service ranked high. This would suggest that the need for evening service was necessary to extend hours on existing door-to-door service for instance.

The circulator could meet some needs for quality of life for the older adults and persons of low income, as well as connect KARTS and PATS to regional and county-to-county transfer vehicles.

Transit passes and voucher programs both ranked high. Therefore some options that meet client needs should be explored. This would be a great opportunity for some flexible programs that utilized more providers than just KARTS and PATS. An extensive list of transportation services were cited during the workshop.

## **CHAPTER 8 SUMMARY**

Many of the invited stakeholders assisted in developing the coordinated plan for the Kerr-Tar RPO. The plan follows the required steps:

- Assess available services (public, private and nonprofit).
- Identify transportation needs for individuals with disabilities, older adults and people with low incomes.
- Develop strategies and/or activities to address the identified gaps and achieve efficiencies, where possible, in service delivery.
- Identify priorities for implementing the strategy/activities based on resources, time, and feasibility for implementation.

### **Final Recommendations**

- 1) Need for more service:
  - i) Extended hours (weekends and nights)
  - ii) Circulator service
  - iii) Fixed routes
- 2) Focus on employment trips
  - i) Transit passes
  - ii) Voucher programs
- 3) Fill gaps in underserved areas
- 4) Need for more transit marketing and educational services and programs
- 5) Continue to encourage local and state political support for transit service funding in the region

### **Approval Process**

Upon approval, the plan will serve as document that will support future requests for funding targeted at the low income, elderly persons and disabled individuals who reside in the Kerr-Tar Region.

As the designated lead transportation providers in the region per the county's Boards of Commissioners, KARTS and PATS are familiar with the federal and state rules, laws and regulations' pertaining to United States Department of Transportation's funding programs. In an effort to prevent duplication of service to ensure compliance with the complex program requirements, KARTS and PATS can provide service under contract to entities that might be selected for funding under Sections 5310, 5311, 5316 and 5317 Programs.

Fund metrics will be developed for each of the programs upon award of a grant. Quarterly and annual performance and financial reporting is required. Furthermore, the programs have to be implemented consistent with federal and state policies, rules and regulations and with the NCDOT State Management Plan for the four programs. (dated 1/09)

## APPENDIX A-1

## List of Invitees and Attendees to February 17, 2009 Workshop

Invited	Attended	
1	1	Shelby Powell – Planning Director KTCOG
1		Vincent Gilreath – Workforce Development Director, KTCOG
1	1	Diane Cox – Area Agency on Aging Director, KTCOG
1	1	Ben Foti – Human Services Planner, KTCOG
1	1	David P Bender – NCDOT PTD
1	1	William R Barlow– NCDOT PTD
1	1	Jeff Crouchey – NCDOT PTD
1		Angela Webb -- Person Co Joblink
1	1	Kathy May – Granville Senior Services
1		Martha Miller – Franklin County DSS
1	1	Pam Wood - Person Co DSS
1		Judi Akers -- Person Co DSS
1		Renee Taylor – Vance ESC
1		Ben Ramsey - Isaiah 158
1	1	Rob Brink – Director of KARTS
1		George Daye – RAEMAC Transportation
1		Sylvia Colen – Granville DSS
1		Gerald Lunsford – PATS
1		Michael Gamble – Human Resources, Revlon
1		Monica Satterwhite
1	1	Sylvia Jones, WIA Coordinator, VGCC
1	1	John Shea – Employment Security Commission
1		Tarsha Bullock, agape
1		Heidi York – Person Co Manager
1		Jon Barlow – Roxboro City Manager
1		Paula Murphy – Person County Planning Director
1		Scottie Wilkins – Granville County Transportation Planner
1		Barry Baker – Granville County Planning Director
1		Brian Alligood – Granville County Manager
1	1	Melissa Hodges – Butner Town Planner
1		Tommy Marrow – Butner Town Manager
1		Dave Roessler – Creedmoor City Planner
1		Mark Donham – Oxford City Manager
1	1	Cheryl Hart – Oxford City Planner
1		Scott Hammerbacher – Franklin County Planning Director
1		Angela Harris – Franklin County Manager
1		Tony King – Louisburg Town Planner
1		Mark Warren – Louisburg Town Manager
1		Ken Krulik – Warren County Planning Director
1		Linda Worth – Warren County Manager
1		John Freeman – Warrenton Town Manager
1		Jerry Ayscue – Vance Co Manager
1	1	Jordan McMillen – Vance Co Planning Director
1		Erris Dunston – Henderson City Planner
1		Timmy Baynes – KTCOG Executive Director
1		Jim Crawford – NC Legislature

*APPENDIXES*

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1		Lucy Allen – NC Legislature
1		Winkie Wilkins – NC Legislature
1		Michael Wray – NC Legislature
1		Doug Berger – NC Legislature
1		Brenda Robbins – Town Clerk, Town of Youngsville
1		Alex Fonvielle – KTCOG Juvenile Services Director
1	1	Glenn Field – 5 County Mental Health Project Manager
1	1	Jay Tilley – Granville Co Economic Development Corporation
1		Ronnie Goswick – Franklin Co Economic Development Corporation
1		Richie Duncan – Franklin Co Economic Development Corporation
1		Julie Kelly – Roxboro Planning Director
1		Franklin Co Volunteers in Medicine Clinic Personnel
1	1	Angel Marzano –Interested citizen
<b>59</b>	<b>17</b>	<b>29% Participation Rate</b>

APPENDIX A-2

**RSVP**

**February 17, 2009 Kerr-Tar RPO Locally Coordinated Human Services Transportation Planning Workshop**

\_\_\_\_\_ I plan to attend this workshop

\_\_\_\_\_ I do not plan to attend this workshop

\_\_\_\_\_ I am sending in the 5 page survey

\_\_\_\_\_

(Name)

\_\_\_\_\_

(Date)

\_\_\_\_\_

(Agency Affiliation)

**(Please return this RSVP to David Bender at NCDOT PTD, [dpbender@ncdot.gov](mailto:dpbender@ncdot.gov) or fax to (919) 733-1391 by February 10, 2009.)**

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**APPENDIX A-3**  
**Invitation Letter to Workshop Participants**

January 28, 2009

**MEMORANDUM**

**TO:** Kerr-Tar COG Local Coordinated Human Services Plan Stakeholders

**FROM:** David P. Bender  
NCDOT Public Transportation Division

**SUBJECT:** Local Coordinated Human Service Plan – Public Transportation Planning Workshop

You are invited to participate in the *rescheduled January 20, 2009 (due to inclement weather)* Kerr-Tar Council of Government Locally Coordinated Human Service - Public Transportation Planning Workshop in **Oxford on February 17, 2009**. This workshop will be planned and directed by the Kerr-Tar Council of Governments (KTCOG) and the North Carolina Department of Transportation Public Transportation Division (NCDOT PTD). I will serve as the workshop facilitator and the KTCOG staff will assist me. This event will be held from **9:00 A.M. to 2:00 P.M.** at the Oxford Public Works Building located in Oxford. There will be snacks provided during breaks and a light lunch.

This workshop is one of numerous similar events that will be held across North Carolina during early 2009. The findings and recommendations of the Kerr-Tar COG workshop will be summarized into a locally coordinated human service - public transportation plan report. This action will ensure the counties eligibility 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”. *In response to several comments we received from stakeholders we revised this survey to be easier to complete and to more accurately reflect current transportation services in the region.* 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 problem areas will include:

- Service Related,

- Education and Marketing/Customer Service,
- Agency Related

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 forward them via email to me at [dpbender@ncdot.gov](mailto:dpbender@ncdot.gov) by February 10, 2009.

If you have any specific questions concerning the survey document, please feel free to contact me (919-733-4713 x238) or by email at [dpbender@ncdot.gov](mailto:dpbender@ncdot.gov). Thank you for your assistance and I hope to see you at the workshop in February.

CC: Bill Barlow, NCDOT PTD  
Shelby Powell, KTCOG

Enclosures (3)

APPENDIX A-4

AGENDA FOR KERR-TAR RURAL PLANNING ORGANIZATION  
 LOCALLY COORDINATED HUMAN SERVICE – PUBLIC TRANSPORTATION DEVELOPMENT PLANS WORKSHOP

TIME	TOPIC	LEADER	FOCAL POINT	SUPPORT DOCUMENTS
9:00	Welcome and Introductions	Shelby Powell	An interactive process	Sign in sheet
9:15	Purpose of workshop	Bill Barlow	Why are we here today?	Agenda
9:25	Kerr-Tar RPO	Shelby Powell	Who are we?	KTRPO hand outs
9:40	Regional profile	Shelby Powell	Target populations	3 maps – transit dependant
9:55	KARTS	Rob Brink	Who are we?	KARTS Brochures
10:10	PATS	Gerald Lunsford	Who are we?	PATS Brochures
10:25	Other Surface Providers	Open Floor	Cross county / private providers, etc.	Subscription and/or service maps
10:35	Break and Survey	David Bender	Complete survey during break	Survey of Community Transportation needs
10:50	Needs assessment exercise	David Bender Bill Barlow	Existing barriers, new ideas (add to the list)	Matrix of goals and needs one per table
11:30	Strategies to meet needs	Bill Barlow	Analysis of matrix (votes)	Consolidated matrix prepared per group consensus
12:30	Working lunch and Coordination Opportunities	Bill Barlow David Bender	Brokering, volunteer programs, agency owned, etc.	Mobility Management handout
1:00	Gap analysis exercise	Bill Barlow	Underserved areas, times and/or groups	Participants draw on maps. Consolidated map prepared.
1:30	Break (Optional)			
1:40	Priority List	David Bender Bill Barlow	Tabulations of exercise	What would you do with \$100?
2:00	Wrap up	Bill Barlow	1 <sup>st</sup> limit expectations 2 <sup>nd</sup> Funding Programs	Hand outs on funding programs (dual language) and Title VI form

## APPENDIX A-5

**KERR-TAR RURAL PLANNING ORGANIZATION  
 LOCALLY COORDINATED HUMAN SERVICE – PUBLIC TRANSPORTATION DEVELOPMENT PLAN WORKSHOP  
 February 17, 2009  
 SIGN-IN SHEET**

<b>NAME</b>	<b>AGENCY / ORGANIZATION</b>	<b>MAILING ADDRESS</b>	<b>EMAIL ADDRESS</b>	<b>PHONE NUMBER</b>
Rob Brink	KARTS	PO Box 249 Henderson, NC	<a href="mailto:rbrink@kartsnc.com">rbrink@kartsnc.com</a>	252-438-2573
Kathy May	Senior Services	120 Orange St. Oxford, NC	<a href="mailto:kathy.may@granvillecounty.org">kathy.may@granvillecounty.org</a>	919-693-1930
Diane Cox	Kerr-Tar Area Agency on Aging	PO Box 709 Henderson NC	<a href="mailto:dcox@kerrtar.cog.org">dcox@kerrtar.cog.org</a>	252-436-2047
Glenn Field	Five County Mental Health	134 S. Garnett St Henderson NC 27536	<a href="mailto:gfield@fivecountymha.org">gfield@fivecountymha.org</a>	252-430-3054
John A. Shea	Employment Security Commission	945-D W. Andrews Ave. Henderson NC	<a href="mailto:John.shea@ncmail.net">John.shea@ncmail.net</a>	252-438-6129
Jeff Crouchley	NCDOT PTD	1550 MSC Raleigh NC	<a href="mailto:jcrouchley@ncdot.gov">jcrouchley@ncdot.gov</a>	919-733-4713
Bill Barlow	NCDOT PTD	1550 MSC Raleigh NC	<a href="mailto:bbarlow@ncdot.gov">bbarlow@ncdot.gov</a>	919-733-4713
Jay Tilley	Granville EDC	PO Box 26 Oxford NC 27565	<a href="mailto:jtilley@granvillecounty.com">jtilley@granvillecounty.com</a>	252-693-5911
Ben Foti	Kerr-Tar COG	PO Box 709 Henderson NC	<a href="mailto:bfoti@kerrtarco.org">bfoti@kerrtarco.org</a>	252-436-2040
Angel Marzano	Citizen	429 Williamsboro St Oxford NC	<a href="mailto:sgmarzano@msn.com">sgmarzano@msn.com</a>	919-603-4248
Melissa Hodges	Town of Butner	PO Box 270 Butner NC	<a href="mailto:Mhodges@butnerNC.org">Mhodges@butnerNC.org</a>	252-575-3031
Cheryl Hart	Town of Oxford	PO Box 1307 Oxford NC	<a href="mailto:cheryl_hart@oxfordnc.org">cheryl_hart@oxfordnc.org</a>	252-603-1117
Jordan McMillen	Vance County	156 Church St Suite 3 Henderson NC	<a href="mailto:jmcmillen@vancecounty.org">jmcmillen@vancecounty.org</a>	252-738-2091
Pam Wood	Person Co. DSS	PO Box 770 Roxboro NC	<a href="mailto:Pam.wood@ncmail.net">Pam.wood@ncmail.net</a>	336-503-1165
Sylvia Jones	VGCC	PO Box 917 Henderson NC	<a href="mailto:joness@vgcc.edu">joness@vgcc.edu</a>	252-738-3297
Sylvia Colen	Granville DSS	PO Box 966 Oxford NC	<a href="mailto:sylvia.cotes@ncmail.net">sylvia.cotes@ncmail.net</a>	919-693-1511

**APPENDIX A-6**  
**Sample Needs Assessment Survey**

In order to assess the transportation issues that need to be addressed in your community – a list of transportation needs have been assembled into the following survey. Please mark all those that apply to your experience.

Prioritize each survey question in accordance to level of importance using the following rankings:

- 4 – Highest Importance**                      **2 – Low Importance**  
**3 – Medium Importance**                      **1 – No Importance**

**SERVICE RELATED**

	There is not enough public transportation service available.
	There needs to be extended service hours
	There needs to be extended weekend and night service
	There needs to be extended service focusing on employment type trips
	There is a need to increase service to fill gaps in underserved areas
	There is a need for coordination between transportation providers to provide cross-county trips
	There is a need for coordination between transportation providers to provide inter-county trips
	There is a need for a public transportation service to focus specifically on providing employment trips
	There is a need for a public transportation service to focus specifically on providing shopping and recreation trips
	Too much advance planning is required in order to get transportation
	There is a need for door to door service for the elderly and disabled population

**EDUCATION & MARKETING/CUSTOMER SERVICE**

	There a need for education on available services, programs and eligibility requirements
	There are communication issues i.e. language barriers, non existent web-site or difficult to find/use, inconsistent information provided
	There needs to be advertising of the various services to the elderly, low income, and general public
	There is a need to market/increase participation on the Transportation Advisory Board (TAB)

**AGENCY RELATED**

	There is a need for sustained support for coordinated transportation planning among elected officials, agency administrators, transportation providers and other community leaders
	Service providers need to be more “consumer friendly”
	There is a need for users to make reservations for service after business hours
	Agency staffs are too small to handle the number and complexity of issues that arise

**Below you should add any additional problems and list any known locations/agencies/times or places the problems occur**


**APPENDIX A-7  
NEEDS ASSESMENT FINAL TABULATION**

Average	Sum	SERVICE RELATED	Survey 1	Survey 2	Survey 3	Survey 4	Survey 5	Survey 6	Survey 7	Survey 8	Survey 9	Survey 10
4	36	There is not enough public transportation service available.	2	4	4	4	4	4	4	4	3	3
3	32	There needs to be extended service hours.	2	2	3	3	4	4	3	4	3	4
3	30	There needs to be extended weekend and night service.	2	1	3	2	3	4	3	4	4	4
3	31	There needs to be extended service focusing on employment type trips.	3	3	4	3	4	3	3	4	2	2
3	31	There is a need to increase service to fill gaps in underserved areas.	3	2	4	3	4	3	3	4	3	2
3	25	There is a need for coordination between transportation providers to provide cross-county trips.	1	4	3		3	3	2	4	3	2
2	20	There is a need for coordination between transportation providers to provide inter-county trips.	1	3	3	1	2	3	2	3	1	1
3	28	There is a need for a public transportation service to focus specifically on providing employment trips.	3	1	4	3	4	2	3	4	2	2
2	20	There is a need for a public transportation service to focus specifically on providing shopping and recreation trips.	2	3	1	2	2	2	2	3	2	1
2	22	Too much advance planning is required in order to get transportation.	3	2	2	4	1	2	3	2	1	2
3	29	There is a need for door to door service for the elderly and disabled population.	1	4	3	4	3	4	3	4	1	2

**APPENDIXES**

<b>Average</b>	<b>Sum</b>	<b>EDUCATION &amp; MARKETING/CUSTOMER SERVICE</b>	<b>Survey 1</b>	<b>Survey 2</b>	<b>Survey 3</b>	<b>Survey 4</b>	<b>Survey 5</b>	<b>Survey 6</b>	<b>Survey 7</b>	<b>Survey 8</b>	<b>Survey 9</b>	<b>Survey 10</b>
3	29	There is a need for education on available services, programs and eligibility requirements.	2	4	3	3	2	3	2	4	4	2
3	27	There are communication issues i.e. language barriers, non existent web-site or difficult to find/use, inconsistent information provided.	2	2	3	3	2	3	2	3	3	4
3	32	There needs to be advertising of the various services to the elderly, low income, and general public.	2	4	3	3	4	3	2	4	4	3
3	25	There is a need to market/increase participation on the Transportation Advisory Board (TAB).	2	4	4	4	0	2	2	4	2	1

<b>Average</b>	<b>Sum</b>	<b>AGENCY RELATED</b>	<b>Survey 1</b>	<b>Survey 2</b>	<b>Survey 3</b>	<b>Survey 4</b>	<b>Survey 5</b>	<b>Survey 6</b>	<b>Survey 7</b>	<b>Survey 8</b>	<b>Survey 9</b>	<b>Survey 10</b>
3	34	There is a need for sustained support for coordinated transportation planning among elected officials, agency administrators, transportation providers and other community leaders.	3	4	4	4	4	3	2	4	2	4
3	28	Service providers need to be more “consumer friendly”.	3	1	3	3	4	3	4	3	3	1
2	24	There is a need for users to make reservations for service after business hours.	2	1	3	3	0	3	3	3	4	2
2	24	Agency staffs are too small to handle the number and complexity of issues that arise.	3	4	3	3	0	3	1	3	3	1

**ADDITIONAL COMMENTS**

Late nights, early morning or weekends, no transportation is available to and from work in the counties of Vance, Franklin, Granville, Warren and Halifax.

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Public transportation is inaccessible in some rural areas if you do not live near an existing route. Examples would be the communities of Pilot, Macon, Berea, Vaughan and Line.
Transportation for work from the counties of Vance, Franklin, Granville, Warren or Halifax to employment sites in Raleigh or Durham, where many more jobs are available, is nonexistent.
There needs to be an around town shuttle in the Oxford area, like the one in Henderson.
The rural areas of the county are underserved. Individuals need to be able to get to work, as well as doctor's appointment, DSS, ESC etc. Most importantly, these services need to be affordable. KARTS serves some of those needs, but it is not practical or not affordable to use as a daily source of transportation to get to work, for instance.
Due to the fact that KARTS does not transport nights, weekends or holidays DDS has to contract privately over the last few years transportation cost have been a tremendous part of our budget.

APPENDIX A-8

**Allocation of Dollars for Priority Programs**

SHOPPING LIST	DOLLARS
Fixed Routes	
Evenings service	
Weekends service	
Vouchers program	
Volunteer drivers program	
Broker trips to others	
Increased visibility of existing program	
Express Service	
Transit Pass program	
Agency operates own vans	
Vanpools program	
Bigger or unique vehicles	
Park & Ride program	
Door to Door or Door- through Door	
Add- Legal Waiver	
Add- emergency Ride Home Program	
Add- Rural Church Network (Park & Ride)	
Add- Reduced Wait Time	
Add-	
<b>Total - not to exceed</b>	<b>\$100</b>

**"Thoughtful Considerations"**

**Education Programs** can be elevated to a high priority due to their relatively low cost and ability to reach all of the target populations. Also, based on a perception of a lack of public knowledge on existing programs this project was elevated. Education on existing transportation services may satisfy existing unmet needs, help to reduce service duplications and improve coordination. Agency related coordination and education forums should be the first step in the educational arena. This will allow agencies to educate the public on transportation services in a coordinated and comprehensive manner.

**Transit Infrastructure** should ensure that more costly services that have long-term operating costs such as expanded paratransit services weren't implemented prior to improvements to the infrastructure that could provide greater access at a lower cost over time. In addition increased access to fixed-route services provides greater freedom and mobility choices than use of the demand response programs limited by eligibility criteria and service boundaries.

**Human service transportation systems** work with human service providers transporting clients to work, school, medical services or shopping activities.

Options include dial-ride service and deviated fixed-route service.

**Increased Evening and Weekend Fixed-route Service** may be priorities but they do not extend service reach to currently unserved areas. Also, these increases may not impact high percentages of the target population. In addition many of these increases have long-term capital and operating costs that may not be financially feasible to the local area if JARC and NF funding is reduced or eliminated (i.e. sustainability issue).

**One-Stop Information Center** must consider the level of technology and authority necessary to implement such a center, this project could be suggested as a long term more visionary goal with small phased start-up steps established as unique projects. The theory of a one-stop center is supported and smaller version coordination efforts that can help facilitate implementation of such a center in the future are encouraged.

**Cross County Service and Circulator and Flexible Routes** are relatively expensive to provide because of their combined operating and capital costs components. In addition cross-county service is less likely to effectively serve disabled populations without additional infrastructure improvements. Circulator service will provide enhancements to small areas and not have the broad geographical reach of other recommended project types. Both project types meet many of the regional goals and objectives and are effective means of providing increased access to public transportation. These services should be evaluated for their impact on the target populations.

**Issues to be addressed included:** increases in frequency, type, quality, reliability, and cost effectiveness. At the same time, a continuous expansion of quality as deemed necessary to accompany the expansion of services. Fare policies and marketing regional system plans. The project issues include: boundary issues, coordination of service delivery, and sharing of information including GIS data, computer-aided dispatching, and customer information systems.

APPENDIX A-9

**Voluntary Title VI Form**

Title VI of the Civil Rights Act of 1964 requires North Carolina Department of Transportation to gather statistical data on participants and beneficiaries of the agency's federal-aid highway programs and activities. The North Carolina Department of Transportation collects information on race, color, national origin and gender of the attendees to this public meeting to ensure the inclusion of all segments of the population affected by a proposed project.

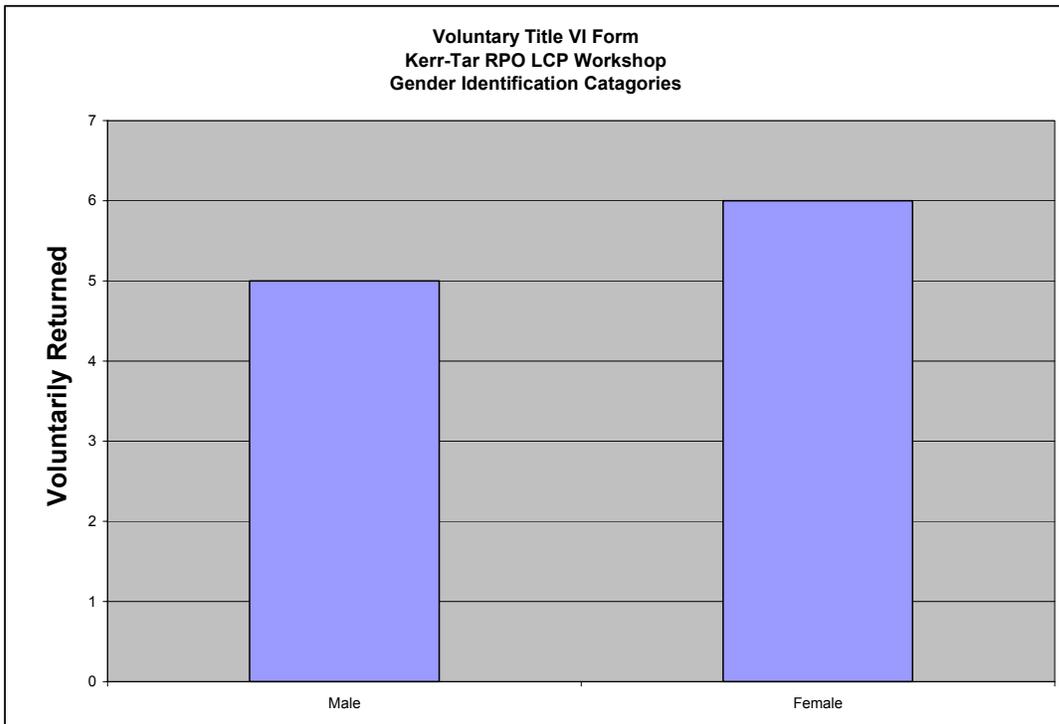
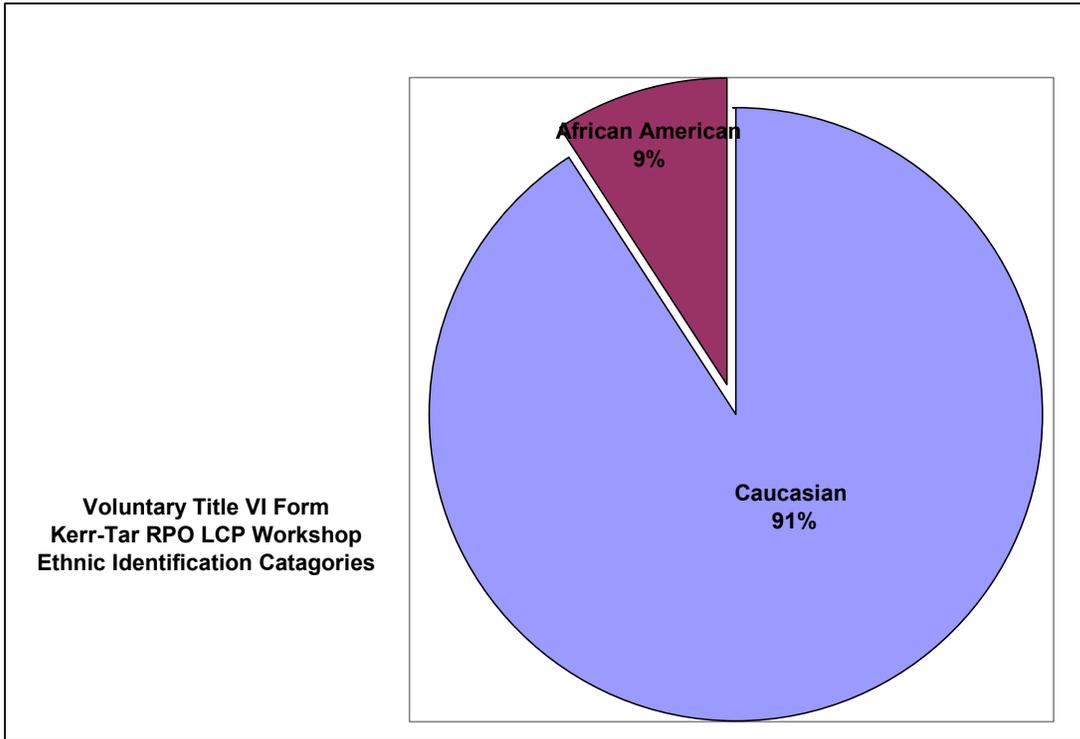
The North Carolina Department of Transportation wishes to clarify that this information gathering process **is completely voluntary** and that you are not required to disclose the statistical data requested in order to participate in this meeting. This form is a public document.

The completed forms will be held on file at the North Carolina Department of Transportation. For Further information regarding this process please contact Sharon Lipscomb, the Title VI Manager at telephone number 919.508.1808 or email at [slipscomb@ncdot.gov](mailto:slipscomb@ncdot.gov).

Project Name:		Date:
Meeting Location:		
Name (please print)		Gender: <input type="checkbox"/> Male <input type="checkbox"/> Female
General ethnic identification categories (check one)		
<input type="checkbox"/> Caucasian	<input type="checkbox"/> Hispanic American	<input type="checkbox"/> American Indian/Alaskan Native
<input type="checkbox"/> African American	<input type="checkbox"/> Asian/Pacific Islander	Other: _____
Color:	National Origin:	

After you complete this form, please fold it and place it inside the designated box on the registration table. Thank you for your cooperation.

**Kerr-Tar RPO Voluntary Title VI Participation– (original forms on file)**



**APPENDIX A-10  
OpStats (Operating Statistics) Results for KARTS and PATS**

**Kerr Area Rural Transportation System  
Historical Operating Statistics**

	2005	2006	2007	% Change 06-07
Total Service Miles	1,417,983	1,442,616	1,587,397	10.04%
Transit System Service Miles	1,367,731	1,442,616	1,587,397	10.04%
Total Service Hours	71,003	80,157	88,225	10.07%
Total Passenger Trips	160,061	169,708	170,154	0.26%
Total Transit System Trips	150,439	169,708	170,154	0.26%
Total Admin/Oper Revenue	\$1,341,564	\$1,619,738	\$1,792,738	10.68%
Total Contract Revenue	\$769,960	\$941,135	\$956,551	1.64%
Fare Revenue	\$76,028	\$92,201	\$121,029	31.27%
Total Admin/Oper Adj. Expense	\$1,349,927	\$1,567,081	\$1,732,513	10.56%
Peak Vehicles	36	36	36	0.00%
Driver FTE	29.80	33.80	37.79	11.80%

**Kerr Area Transportation Authority's Pulse**

	2005	2006	2007
Passenger Trips per Hour (M-F)	2.26	2.12	1.92
Passenger Trips per Mile (M-F)	0.11	0.12	0.11
Total Passenger Trips per Hour	2.25	2.12	1.93
Total Passenger Trips per Mile	0.11	0.12	0.11
Cost per Passenger Trip	\$8.43	\$9.23	\$10.18
Cost per Hour	\$19.01	\$19.55	\$19.64
Cost per Mile	\$0.95	\$1.09	\$1.09
Service Miles per Peak Vehicle	37,866	39,364	44,094
Trips per Driver FTE	5,026	4,917	4,503

**Person Area Transportation System**

**Historical Operating Statistics**

	2005	2006	2007	% Change 06-07
Total Service Miles	337,725	441,159	441,754	0.13%
Transit System Service Miles	337,725	441,159	441,754	0.13%
Total Service Hours	25,370	35,453	36,401	2.67%
Total Passenger Trips	66,375	73,059	73,543	0.66%
Total Transit System Trips	66,375	73,059	73,543	0.66%
Total Admin/Oper Revenue	\$410,169	\$487,570	\$517,903	6.22%
Total Contract Revenue	\$260,252	\$270,260	\$271,345	0.40%
Fare Revenue	\$35,295	\$35,000	\$36,452	4.15%
Total Admin/Oper Adj. Expense	\$457,642	\$496,972	\$517,843	4.20%

Peak Vehicles	12	12	13	8.33%
Driver FTE	9.70	9.76	9.74	-0.23%

**Person County's Pulse**

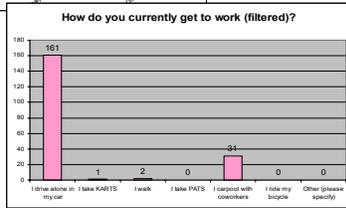
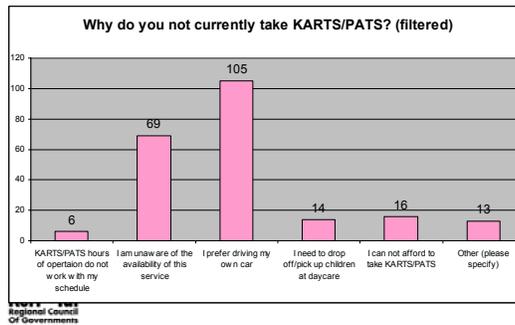
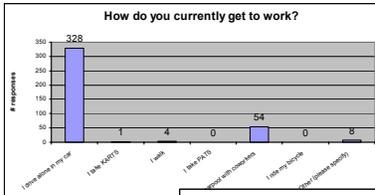
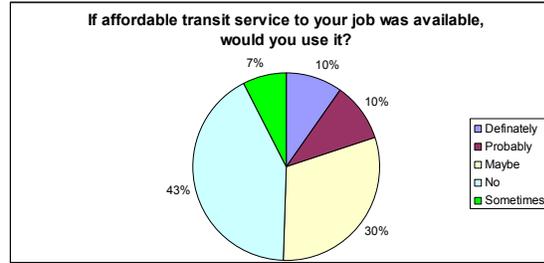
	2005	2006	2007
Passenger Trips per Hour (M-F)	2.63	2.07	2.03
Passenger Trips per Mile (M-F)	0.20	0.17	0.17
Total Passenger Trips per Hour	2.62	2.06	2.02
Total Passenger Trips per Mile	0.20	0.17	0.17
Cost per Passenger Trip	\$6.89	\$6.80	\$7.04
Cost per Hour	\$18.04	\$14.02	\$14.23
Cost per Mile	\$1.36	\$1.13	\$1.17
Service Miles per Peak Vehicle	28,035	36,659	33,981
Trips per Driver FTE	6,821	7,467	7,552

APPENDIX A-11

Summary of Work Revlon Transportation Survey conducted by KTCOG in 2007

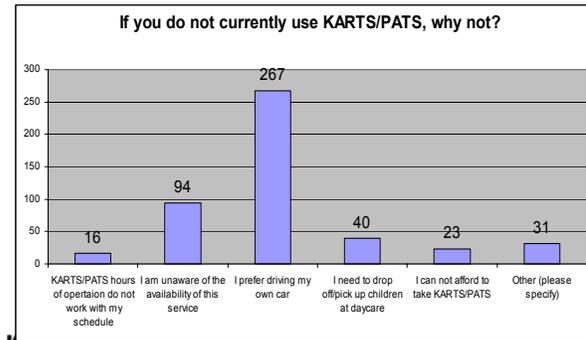
Survey Summary

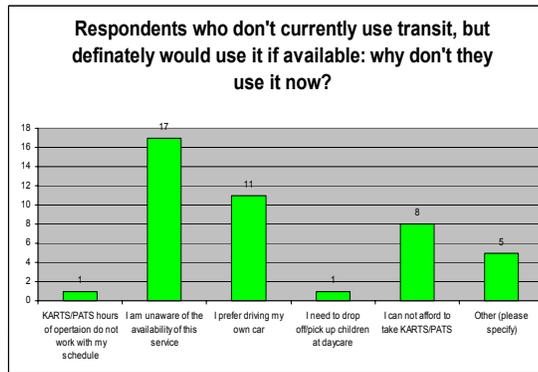
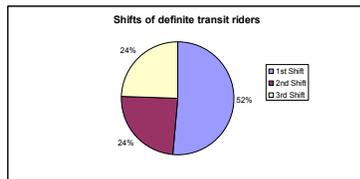
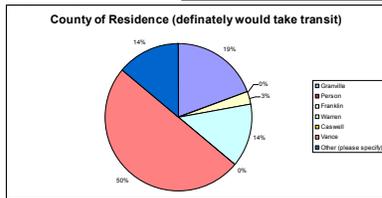
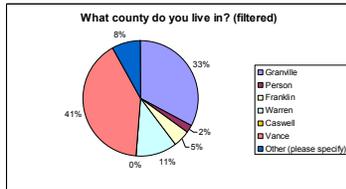
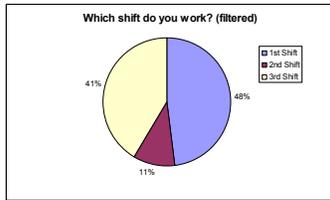
- Distribution at Revlon via HR
- 388 total responses
- 191 surveys – Definitely, Probably or Maybe would take public transit to work
- Mostly 1<sup>st</sup> & 3<sup>rd</sup> Shift Workers
- Main reason for not taking transit: prefer driving & general unawareness of availability



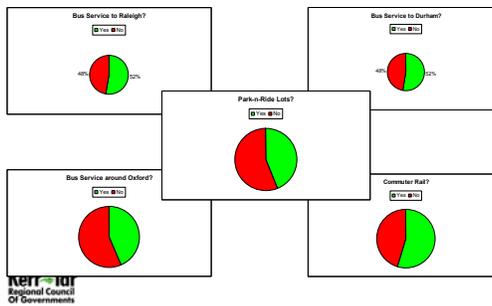
Other reasons for not using KARTS/PATS

- You might want to think about having an on-call vehicle for over-time situations
- I live in Garner, NC
- I live in Mecklenburg County, VA
- medical
- Live too far away
- I live in VA
- Live in Durham
- Would this be cheaper than driving your own vehicle
- Do errands on way home
- Take someone to work
- KARTS/PATS not available in my area (Mecklenburg Co, VA)





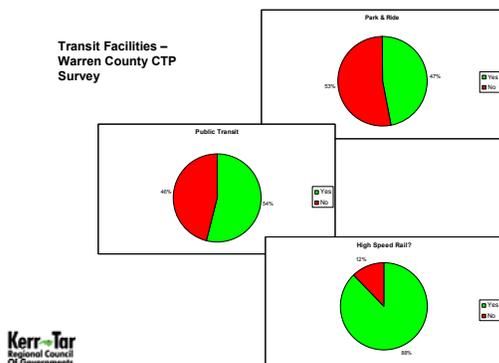
Transit Facilities – Granville County CTP Survey



Summary

- Potential rider-base at Revlon: 1<sup>st</sup>/3<sup>rd</sup> Shifts; Vance County / Granville County residents
- Daycare not as big a barrier as initially thought (age of respondents could be the reason here)
- Unawareness of services is an issue

Transit Facilities – Warren County CTP Survey



**APPENDIX A-12  
Poverty Data for KTRPO Region**

(Source: 2000 Census, Summary File 3: Census Tracts)

**FRANKLIN COUNTY**

Franklin County Census Tract 601				
Block Groups	Total Population	# Below Poverty Level	# Above Poverty Level	% pop below poverty level
Block Group 1	1,295	117	1,178	9.03%
Block Group 2	1,252	326	926	26.04%
Block Group 3	955	186	769	19.48%
Block Group 4	775	106	669	13.68%
<b>Franklin County Census Tract 602</b>				
Block Groups	P089001	P089002	P089021	
Block Group 1	1,886	327	1,559	17.34%
Block Group 2	1,492	195	1,297	13.07%
<b>Franklin County Census Tract 603</b>				
Block Groups	P089001	P089002	P089021	
Block Group 1	1,410	224	1,186	15.89%
Block Group 2	1,600	158	1,442	9.88%
Block Group 3	1,421	206	1,215	14.50%
Block Group 4	706	78	628	11.05%
Block Group 5	1,001	259	742	25.87%
Block Group 6	1,161	162	999	13.95%
<b>Franklin County Census Tract 604</b>				
Block Groups	P089001	P089002	P089021	
Block Group 1	1,871	197	1,674	10.53%
Block Group 2	1,099	183	916	16.65%
Block Group 3	1,867	343	1,524	18.37%
Block Group 4	1,973	304	1,669	15.41%
<b>Franklin County Census Tract 605</b>				
Block Groups	P089001	P089002	P089021	
Block Group 1	3,151	375	2,776	11.90%
Block Group 2	4,453	283	4,170	6.36%
<b>Franklin County Census Tract 606</b>				
Block Groups	P089001	P089002	P089021	
Block Group 1	1,889	219	1,670	11.59%
Block Group 2	3,997	275	3,722	6.88%
<b>Franklin County Census Tract 607</b>				
Block Groups	P089001	P089002	P089021	
Block Group 1	1,234	226	1,008	18.31%
Block Group 2	2,123	91	2,032	4.29%
<b>Franklin County Census Tract 608</b>				
Block Groups	P089001	P089002	P089021	
Block Group 1	1,217	108	1,109	8.87%

Block Group 2	2,228	385	1,843	17.28%
Block Group 3	2,034	221	1,813	10.87%
Block Group 4	1,894	236	1,658	12.46%
			<b>Average:</b>	<b>13.83%</b>

**PERSON COUNTY**

<b>Person County</b> Census Tract 9801				
<b>Block Groups</b>	<b>Total Population</b>	<b># Below Poverty Level</b>	<b># Above Poverty Level</b>	<b>% pop below poverty level</b>
Block Group 1	1,567	91	1,476	5.81%
Block Group 2	1,071	167	904	15.59%
Block Group 3	1,190	120	1,070	10.08%
Block Group 4	1,989	150	1,839	7.54%
<b>Person County</b> Census Tract 9802				
<b>Block Groups</b>	<b>P089001</b>	<b>P089002</b>	<b>P089021</b>	
Block Group 1	1,217	105	1,112	8.63%
Block Group 2	1,582	186	1,396	11.76%
Block Group 3	1,603	174	1,429	10.85%
Block Group 4	2,289	263	2,026	11.49%
<b>Person County</b> Census Tract 9803				
<b>Block Groups</b>	<b>P089001</b>	<b>P089002</b>	<b>P089021</b>	
Block Group 1	1,451	151	1,300	10.41%
Block Group 2	1,442	334	1,108	23.16%
Block Group 3	699	126	573	18.03%
Block Group 4	981	165	816	16.82%
Block Group 5	1,477	133	1,344	9.00%
<b>Person County</b> Census Tract 9804				
<b>Block Groups</b>	<b>P089001</b>	<b>P089002</b>	<b>P089021</b>	
Block Group 1	740	90	650	12.16%
Block Group 2	816	187	629	22.92%
Block Group 3	1,325	122	1,203	9.21%
<b>Person County</b> Census Tract 9805				
<b>Block Groups</b>	<b>P089001</b>	<b>P089002</b>	<b>P089021</b>	
Block Group 1	1,536	259	1,277	16.86%
Block Group 2	3,022	230	2,792	7.61%
Block Group 3	1,163	143	1,020	12.30%
<b>Person County</b> Census Tract 9806				
<b>Block Groups</b>	<b>P089001</b>	<b>P089002</b>	<b>P089021</b>	
Block Group 1	1,754	409	1,345	23.32%
Block Group 2	2,419	217	2,202	8.97%
Block Group 3	1,750	71	1,679	4.06%
Block Group 4	1,258	36	1,222	2.86%
Block Group 5	870	294	576	33.79%

			Average:	13.05%

**GRANVILLE COUNTY**

Granville County Census Tract 9701				
Block Groups	Total Population	# Below Poverty Level	# Above Poverty Level	% pop below poverty level
Block Group 1	1,453	179	1,274	12.32%
Block Group 2	1,909	215	1,694	11.26%
Block Group 3	1,756	160	1,596	9.11%
Block Group 4	2,260	280	1,980	12.39%
Block Group 5	881	65	816	7.38%
<b>Granville County Census Tract 9702</b>				
Block Groups	P089001	P089002	P089021	
Block Group 1	1,066	56	1,010	5.25%
Block Group 2	1,348	175	1,173	12.98%
Block Group 3	825	121	704	14.67%
<b>Granville County Census Tract 9703</b>				
Block Groups	P089001	P089002	P089021	
Block Group 1	1,268	220	1,048	17.35%
Block Group 2	883	133	750	15.06%
Block Group 3	1,575	136	1,439	8.63%
<b>Granville County Census Tract 9704</b>				
Block Groups	P089001	P089002	P089021	
Block Group 1	1,230	118	1,112	9.59%
Block Group 2	1,553	491	1,062	31.62%
Block Group 3	1,068	439	629	41.10%
<b>Granville County Census Tract 9705</b>				
Block Groups	P089001	P089002	P089021	
Block Group 1	1,569	185	1,384	11.79%
Block Group 2	792	21	771	2.65%
Block Group 3	1,007	179	828	17.78%
<b>Granville County Census Tract 9706</b>				
Block Groups	P089001	P089002	P089021	
Block Group 1	2,963	275	2,688	9.28%
Block Group 2	1,469	150	1,319	10.21%
Block Group 3	852	66	786	7.75%
Block Group 4	2,315	314	2,001	13.56%
Block Group 5	894	80	814	8.95%
<b>Block Group 6</b>	<b>3,411</b>	<b>198</b>	<b>3,213</b>	<b>5.80%</b>
<b>Granville County Census Tract 9707</b>				
Block Groups	P089001	P089002	P089021	
Block Group 1	866	88	778	10.16%
Block Group 2	2,818	240	2,578	8.52%
Block Group 3	952	23	929	2.42%

**APPENDIXES**

Block Group 4	49	0	49	0.00%
Block Group 5	2,470	314	2,156	12.71%
Block Group 6	1,421	88	1,333	6.19%
			<b>average</b>	<b>11.60%</b>

**VANCE COUNTY**

<b>Vance County</b> Census Tract 9601				
<b>Block Groups</b>	<b>Total Population</b>	<b># Below Poverty Level</b>	<b># Above Poverty Level</b>	<b>% pop below poverty level</b>
Block Group 1	1,386	160	1,226	11.54%
Block Group 2	1,206	91	1,115	7.55%
Block Group 3	1,314	200	1,114	15.22%
<b>Vance County</b> Census Tract 9602				
<b>Block Groups</b>	<b>P089001</b>	<b>P089002</b>	<b>P089021</b>	
Block Group 1	1,445	107	1,338	7.40%
Block Group 2	1,018	174	844	17.09%
Block Group 3	910	102	808	11.21%
<b>Vance County</b> Census Tract 9603				
<b>Block Groups</b>	<b>P089001</b>	<b>P089002</b>	<b>P089021</b>	
Block Group 1	2,117	262	1,855	12.38%
Block Group 2	1,279	217	1,062	16.97%
Block Group 3	1,386	90	1,296	6.49%
<b>Vance County</b> Census Tract 9604				
<b>Block Groups</b>	<b>P089001</b>	<b>P089002</b>	<b>P089021</b>	
Block Group 1	1,469	177	1,292	12.05%
Block Group 2	922	82	840	8.89%
Block Group 3	1,257	125	1,132	9.94%
<b>Vance County</b> Census Tract 9605				
<b>Block Groups</b>	<b>P089001</b>	<b>P089002</b>	<b>P089021</b>	
Block Group 2	1,336	610	726	45.66%
Block Group 3	731	353	378	48.29%
Block Group 4	1,357	364	993	26.82%
Block Group 5	702	276	426	39.32%
Block Group 6	837	113	724	13.50%
<b>Vance County</b> Census Tract 9606				
<b>Block Groups</b>	<b>P089001</b>	<b>P089002</b>	<b>P089021</b>	
Block Group 1	461	245	216	53.15%
Block Group 2	1,430	487	943	34.06%
<b>Vance County</b> Census Tract 9607				
<b>Block Groups</b>	<b>P089001</b>	<b>P089002</b>	<b>P089021</b>	
Block Group 1	1,221	490	731	40.13%

**APPENDIXES**

Block Group 2	724	182	542	25.14%
Block Group 3	786	309	477	39.31%
Block Group 4	1,313	486	827	37.01%
Block Group 5	683	172	511	25.18%
<b>Vance County</b> Census Tract 9608				
<b>Block Groups</b>	<b>P089001</b>	<b>P089002</b>	<b>P089021</b>	
Block Group 1	947	86	861	9.08%
Block Group 2	846	87	759	10.28%
Block Group 3	532	117	415	21.99%
<b>Vance County</b> Census Tract 9609				
<b>Block Groups</b>	<b>P089001</b>	<b>P089002</b>	<b>P089021</b>	
Block Group 1	1,472	130	1,342	8.83%
Block Group 2	2,519	730	1,789	28.98%
Block Group 3	1,241	336	905	27.07%
Block Group 4	2,248	471	1,777	20.95%
<b>Vance County</b> Census Tract 9610				
<b>Block Groups</b>	<b>P089001</b>	<b>P089002</b>	<b>P089021</b>	
Block Group 1	1,744	216	1,528	12.39%
Block Group 2	2,074	464	1,610	22.37%
Block Group 3	1,319	148	1,171	11.22%
			<b>Average:</b>	<b>21.69%</b>

**WARREN COUNTY**

<b>Warren County</b> Census Tract 9501				
<b>Block Groups</b>	<b>Total Population</b>	<b># Below Poverty Level</b>	<b># Above Poverty Level</b>	<b>% pop below poverty level</b>
Block Group 1	938	55	883	5.86%
Block Group 2	1,039	129	910	12.42%
Block Group 3	1,072	50	1,022	4.66%
Block Group 4	993	187	806	18.83%
Block Group 5	1,751	314	1,437	17.93%
<b>Warren County</b> Census Tract 9502				
<b>Block Groups</b>	<b>P089001</b>	<b>P089002</b>	<b>P089021</b>	
Block Group 1	1,247	178	1,069	14.27%
Block Group 2	1,205	230	975	19.09%
Block Group 3	1,436	360	1,076	25.07%
Block Group 4	923	351	572	38.03%
Block Group 5	724	111	613	15.33%
<b>Warren County</b> Census Tract 9503				
<b>Block Groups</b>	<b>P089001</b>	<b>P089002</b>	<b>P089021</b>	
Block Group 1	1,748	455	1,293	26.03%
Block Group 2	1,416	191	1,225	13.49%
Block Group 3	1,254	263	991	20.97%

*APPENDIXES*

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<b>Warren County Census Tract 9504</b>				
<b>Block Groups</b>	<b>P089001</b>	<b>P089002</b>	<b>P089021</b>	
Block Group 1	1,763	414	1,349	23.48%
Block Group 2	1,627	433	1,194	26.61%
			<b>Average:</b>	<b>18.81%</b>

# CERTIFICATION STATEMENT

## Locally Developed Coordinated Human Services Public Transportation Plan

*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.*

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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:

**Kerr-Tar RPO Locally Coordinated Human Service – Public Transportation Plan** was approved on the 24 day of April 2009, 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	Person County	3	Warren County	5	Franklin County
2	Granville County	4	Vance County	6	

I understand that falsification of this certification will likely result in personnel actions being taken up to and including termination of my employment.

Name: David Bender\_\_\_\_\_

Date: \_\_4/24/09\_\_\_\_\_

Title: Mobility Development Specialist

Organization: NCDOT- PTD