



## Public Transportation Division

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# TRANSIT 101 OVERVIEW

- ❑ Role of the Public Transportation Division
- ❑ Transit in N.C.
- ❑ What is Community Transportation?
- ❑ Federal, State and Local Partnership
- ❑ How can we collaborate?





# Public Transportation Division

- ❑ General Statute 136-44.20 designates NCDOT as the agency to receive and administer federal and state public transportation funds
- ❑ Public Transportation Division does not own the transit vehicle fleet or operate local transit services
- ❑ State and federal funds are passed through to local governments, transportation authorities, nonprofit agencies and private transportation companies to operate services





# Public Transportation Division

## PTD Mission

- It is the mission of the PTD, in partnership with other public and private entities, to support and promote the availability of high-quality public transportation services and partnerships throughout the state by delivering funding, technical assistance and leadership





## Why Alternative Transportation Is Important

- ❑ Can't build way out of congestion
- ❑ Saves money
- ❑ Helps the environment
- ❑ Lessens stress
- ❑ Enhances personal opportunity and options for diverse populations
- ❑ Benefits local economy





# N.C. Public Transit Systems



- 15 – Urban – *Single City*
- 3 – Fixed Route in Small Cities
- 68 – Community –  
*Single County/Tribe*
- 4 – Consolidated Urban-  
Community
- 2 – Regional urban
- 7 – Regional community





## N.C. Public Transportation (FY10 Operating Statistics)

- ❑ Received \$345 million in federal, state, local funding
- ❑ Employed 5,000+ people
- ❑ Transported 68 million passengers
- ❑ Operated 2,600 vehicles
- ❑ Provided 128 million miles of service





# What is Community Transportation and How does it Operate in N.C.?

- ❑ Community Transportation is the term used to refer to transportation systems serving non-urban areas of North Carolina
- ❑ A lead transportation provider in each service area (city, county or multiple counties if a regional system) is designated by the Board of Commissioners or City/Town Council through a planning process (1980s and early 1990s)
- ❑ N.C. approach - coordinated planning and delivery of services versus multiple transportation systems functioning within a service area
- ❑ Foundation of most systems is the contracts with human service agencies, except for small cities that use large buses
- ❑ Receipt of federal funds (FTA Section 5311) requires systems to focus on general public transit needs





## Continued..

- ❑ Most CT systems provide demand-response service (call in advance to schedule a trip, typically 24 hours)
- ❑ Many provide subscription service (pick up same person on a pre-determined, frequent schedule for same destination)
- ❑ Some systems provide fixed-route service (travel same route and times with predetermined stops along the route) or deviated fixed-route (vehicle will slightly deviate from its route to pick up passengers within a certain distance of the fixed route)
- ❑ CT systems must provide equivalent service to individuals in wheelchairs as to those who are not (non-ambulatory vs. ambulatory)
- ❑ Federal funds (Section 5311) requires that service be adequately marketed
- ❑ Title VI Program requirements to serve low income and minority populations throughout the state

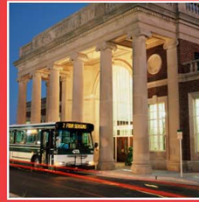
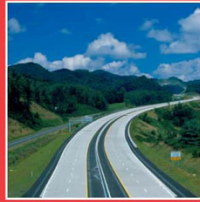




**SFY12 Funding**  
State — \$90.5 million  
Federal — \$40.08 million \*

*\* administered by NCDOT for 5 FTA programs*





	Governor's Proposed FY12/FY13 Budget	6% Reduction	Final Budget
Program Description			
Statewide Grant Program	\$5,650,000	\$339,000	\$5,311,000
International Trade Show Transportation	\$1,200,000	\$272,000	\$928,000
Rural Programs			
Rural Capital Program (vehicles/technology/facility)	\$7,500,000	\$450,000	*\$2,019,344
Rural Intercity Program	\$750,000	\$45,000	\$705,000
Rural General Public	\$4,500,000	\$270,000	*\$6,745,328
Elderly and Disabled Transportation Assistance Program	\$5,500,000	\$330,000	*\$7,685,328
Human Services Transportation Management Program	\$1,148,000	\$68,880	\$1,079,120
Work First/Employment Transportation Program	\$2,500,000	\$150,000	\$2,350,000
Subtotal Rural Programs	\$21,898,000	\$1,313,880	\$20,584,120
Urban Programs			
Urban and Regional Program (SMAP)	\$33,589,054	\$2,015,343	\$31,573,711
Urban/Regional Technology	\$800,000	\$48,000	\$752,000
Urban/Regional Bus and Facility Program	\$2,585,000	\$155,100	\$2,429,900
Subtotal Urban Programs	\$36,974,054	\$2,218,443	\$34,755,611
New Start Program			
Regional Transportation (New Starts Program)	\$30,822,175	\$1,849,331	\$28,972,845
Total	\$96,544,229	\$5,992,654	\$90,551,575
<b>Funds transferred from Rural Capital to EDTAP &amp; RGP \$5M</b>			



## How can we collaborate?

- ❑ Planning - data collection/preparation, mapping, Locally Coordinated Plan updates
- ❑ Grant preparation – assist in development of FTA grants for the elderly, disabled, employment transportation and capital projects, i.e. sidewalks and paths for safe pedestrian access to transit
- ❑ Public involvement – conduct outreach meetings and stakeholder involvement sessions
- ❑ Transit advisory board – become a member of the local TAB

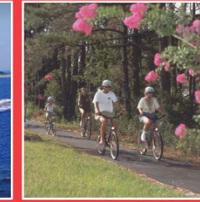




## Upcoming Opportunities

- ❑ Collaboration on all rural transit planning activities, including Locally Coordinated Plan updates (most are in need of an update to support the SFY13 call for projects) and Community Transportation Services Plan (CTSP)
- ❑ Regionalization/seamless service opportunities
- ❑ Federal grant collaboration– grant development, implementation, data collection/reporting and compliance





QUESTIONS?

