



# 2025-2029

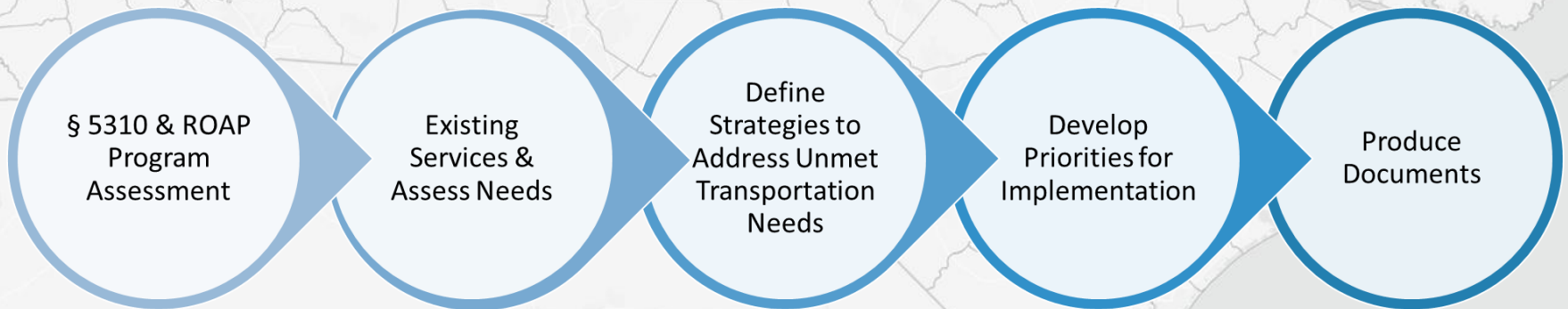
## Statewide Locally Coordinated Plan



# What is a Locally Coordinated Plan?

The statewide Locally Coordinated Plan (LCP), prepared under the guidance of the North Carolina Department of Transportation (NCDOT), serves as a strategic framework to expand mobility options to seniors and individuals with disabilities, particularly in small urban and rural communities of North Carolina. The LCP fosters statewide coordination of federal and state transportation grant programs, including “Section 5310” – Enhanced Mobility of Seniors and Individuals with Disabilities Program and the Rural Operating Assistance Program (ROAP).

To be eligible for Section 5310 funding, the Bipartisan Infrastructure Law (BIL) requires a comprehensive planning and coordinated process to identify and select eligible projects. This process included transportation planning agencies, public and private transportation providers, non-profit transportation providers, human services providers, and other government agencies that administer social service programs. The process also involved members of the public, including seniors and people with disabilities. This Statewide LCP also supports North Carolina’s ROAP administered by NCDOT.





# North Carolina Department of Transportation

## § 5310 Fact Sheet

The goal of the § 5310 program is to enhance the mobility of older adults and individuals with disabilities by removing barriers to transportation services and expanding transportation options available.

Section 5310 funding is formula apportioned to designated recipients based upon the state's population of seniors and individuals with disabilities. A senior is defined as an individual who is 65 years of age or older and the term 'disability' is defined in section 3(1) of the ADA.

Designated recipients of § 5310 funding include state agencies, typically the department of transportation. However, in large urban areas where the population is greater than 200,000, an appointed public agency can be considered a designated recipient and eligible to apply for § 5310 funding directly from the FTA. Appointed by the Governor, the NCDOT is the designated recipient of § 5310 program funding for small urban and rural communities in North Carolina.

All small urban and rural § 5310 projects (categorized into operating, capital purchase of service, and mobility management) are competitive and will be scored based on a set of criteria aligning with NCDOT Integrated Mobility Division's (IMD) mission and goals. Funding for any project is not guaranteed.

**Operating\*** and **Capital Purchase of Services** include projects that:

- Are planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities;
- Exceed the requirements of the ADA of 1990 (42 U.S.C. 12101 et seq.);
- Improve access to fixed route service and decrease reliance on complementary paratransit; and
- Are alternatives to public transportation projects that assist seniors and individuals with disabilities with transportation.

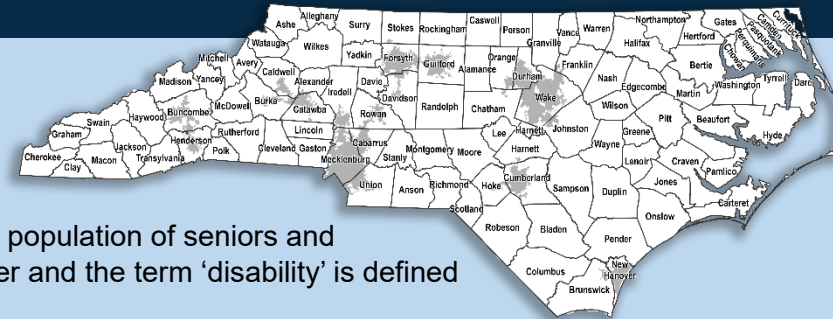
*\*Only applications from Community Transportation systems proposing projects benefiting seniors and individuals with disabilities living in rural areas and/or small urban areas, or non-transit systems such as a Rural Planning Organization (RPO) applying for volunteer reimbursement projects will be reviewed.*

**Mobility Management:**

- Mobility Manager, a position that consists of implementing short-range planning and management activities, including projects for improving coordination among public transportation and other transportation-service providers.

**Eligibility Criteria:**

- Increase Access - eliminate transportation barriers and ensure all North Carolinians have equal access to opportunities and services
- Enhance Quality of Life - offer a convenient network of multi-modal choices to enhance the quality of life for North Carolinians
- Ensure Safety - ensure all road users can travel safely by building complete streets and proactively correcting areas susceptible to crashes involving vulnerable road users



# Overview and Administration of the Rural Operating Assistance Program

The ROAP is a state funded public transportation program administered by the IMD. County governments or eligible regional public transportation authorities are eligible for funding distributed by formula across three funding programs:

- Elderly and Disabled Transportation Assistance Program (EDTAP)
- Employment and Transportation Assistance Program (EMPL)
- Rural General Public Program (RGP)

Although the funds will be allocated to specific funding programs, there is some opportunity for allocation flexibility. EDTAP funds must remain allocated to EDTAP uses, but employment and RGP funds are transferrable to any ROAP program. It is important to note that the amount of funding is based on the State's budget and applying for ROAP funds is not included in the Unified Grant Application (UGA).

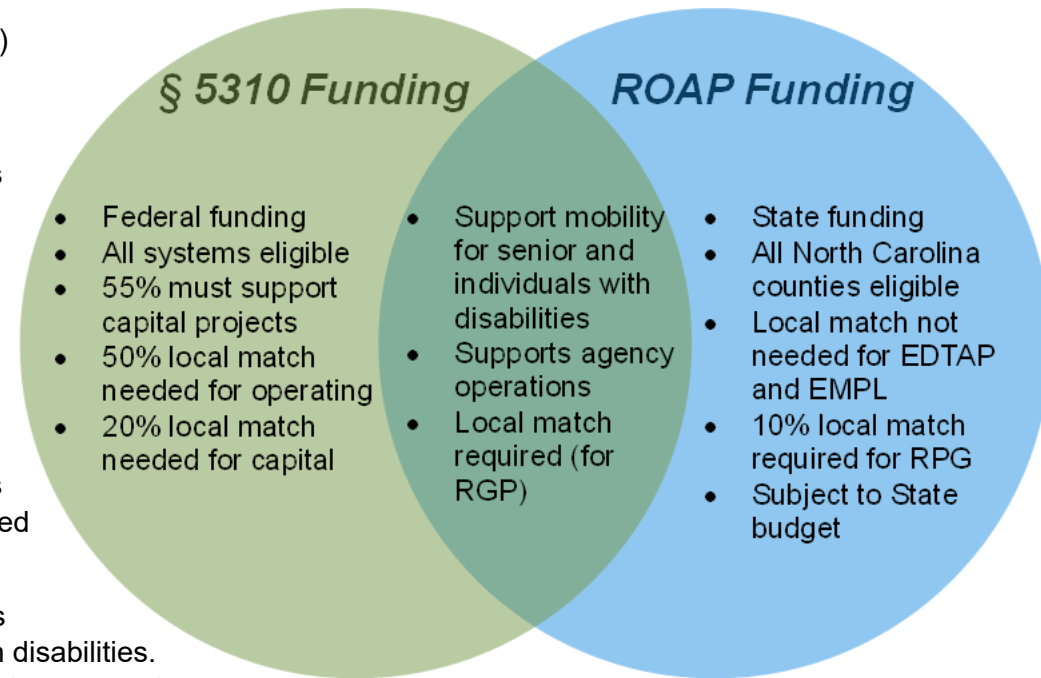
## ROAP and § 5310 Funding Difference

Both funding programs are essential for enhancing transportation options in North Carolina, particularly in rural areas or for individuals with increased mobility barriers.

ROAP funding is dependent on the North Carolina budget while § 5310 is federally apportioned based on the number of elderly and individuals with disabilities.

While ROAP is composed of three programs to support various needs, only one needs a local match of 10% whereas § 5310 has a local match requirement of 50% for operating and 20% for capital projects. Furthermore, § 5310 requires 55% of funding to be dedicated to capital projects.

The combination of ROAP, which supports operational costs, and § 5310, which mostly funds capital projects, allows for a comprehensive approach to address the transportation challenges faced by these communities.



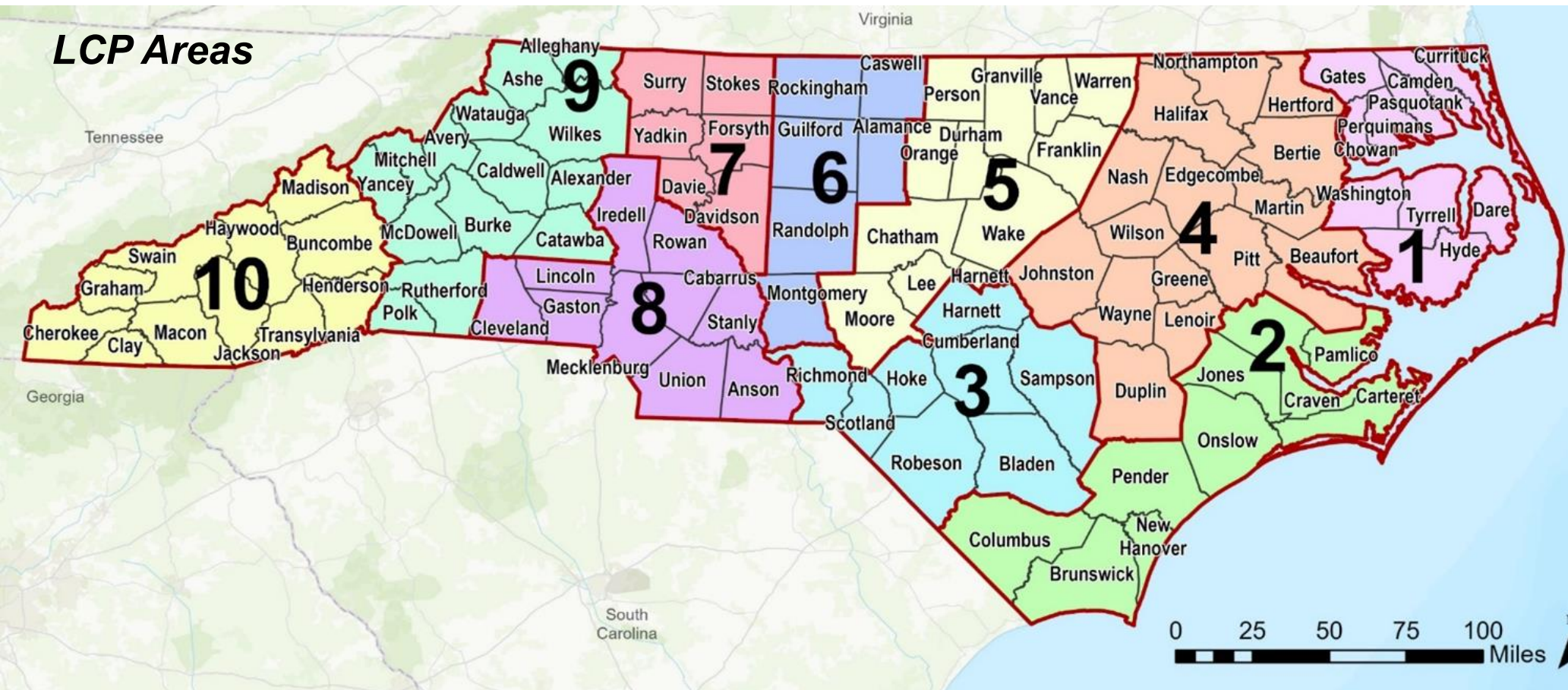


# Study Area and LCP Areas

The LCP evaluated all small urban and rural communities in North Carolina by county, excluding large urban areas. The counties were grouped into 10 LCP study areas.



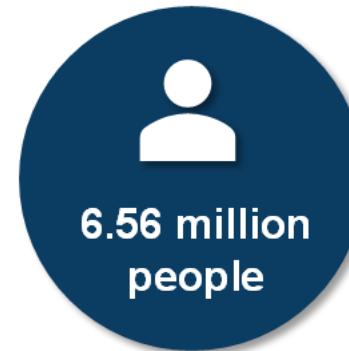
## LCP Areas



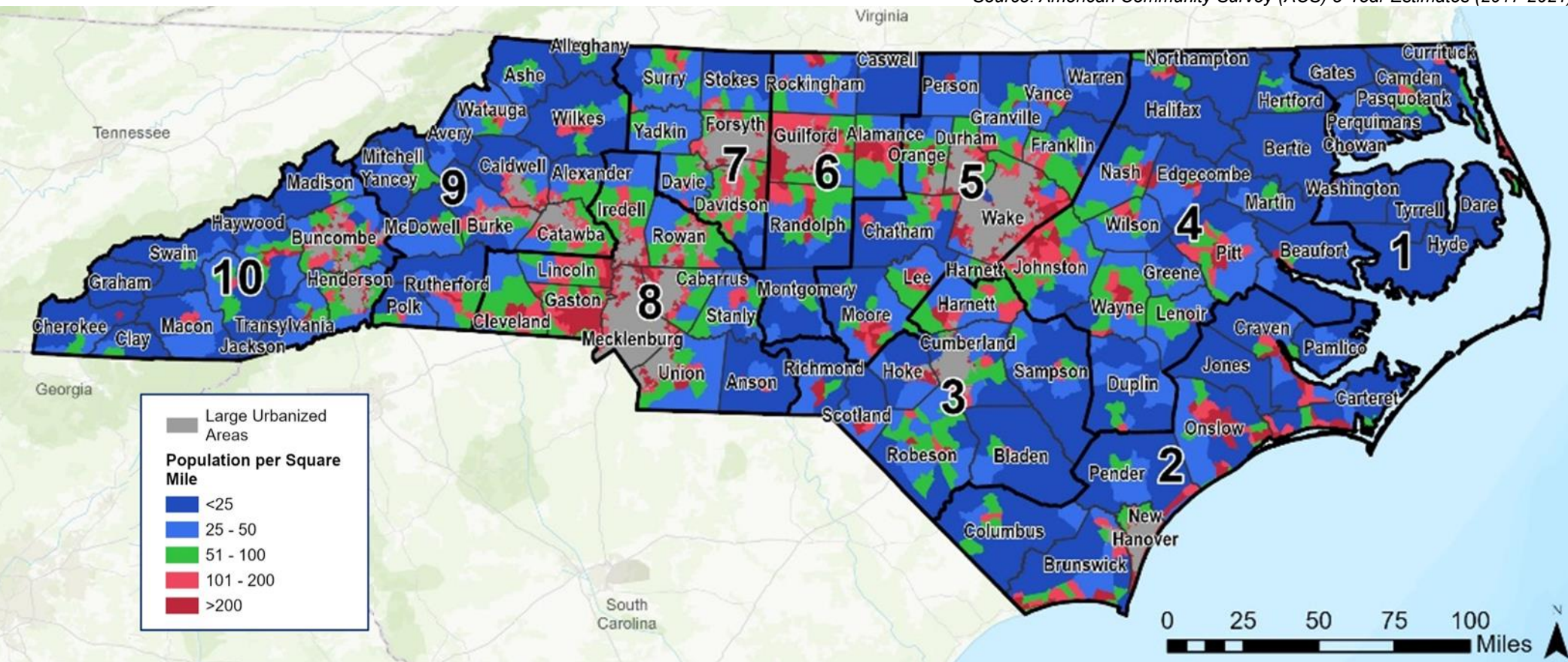


# Population Density

Public Transportation is a vital part of the transportation network in North Carolina, so how it should evolve in the future it is critically important. Public transportation can be a crucial lifeline for older adults and individuals with disabilities who may be more likely to rely on these services.



Source: American Community Survey (ACS) 5-Year Estimates (2017-2021)

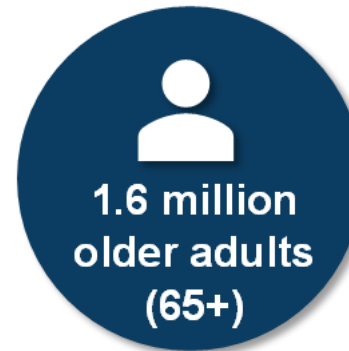




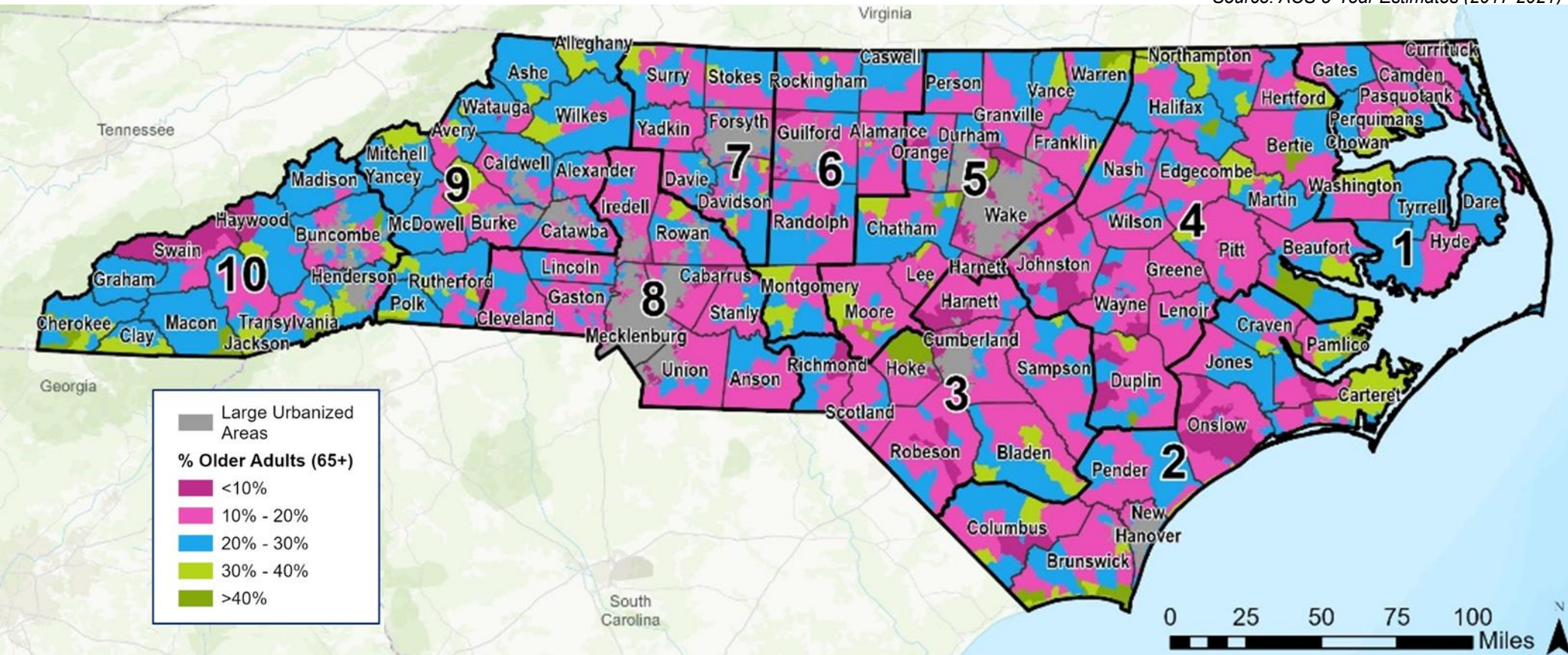
# Older Adults

A review of small urban and rural areas shows that almost one in four residents are 65 years or older.

LCP districts 1, 9, and 10 have an above average proportion of older adults (65+) population.



Source: ACS 5-Year Estimates (2017-2021)





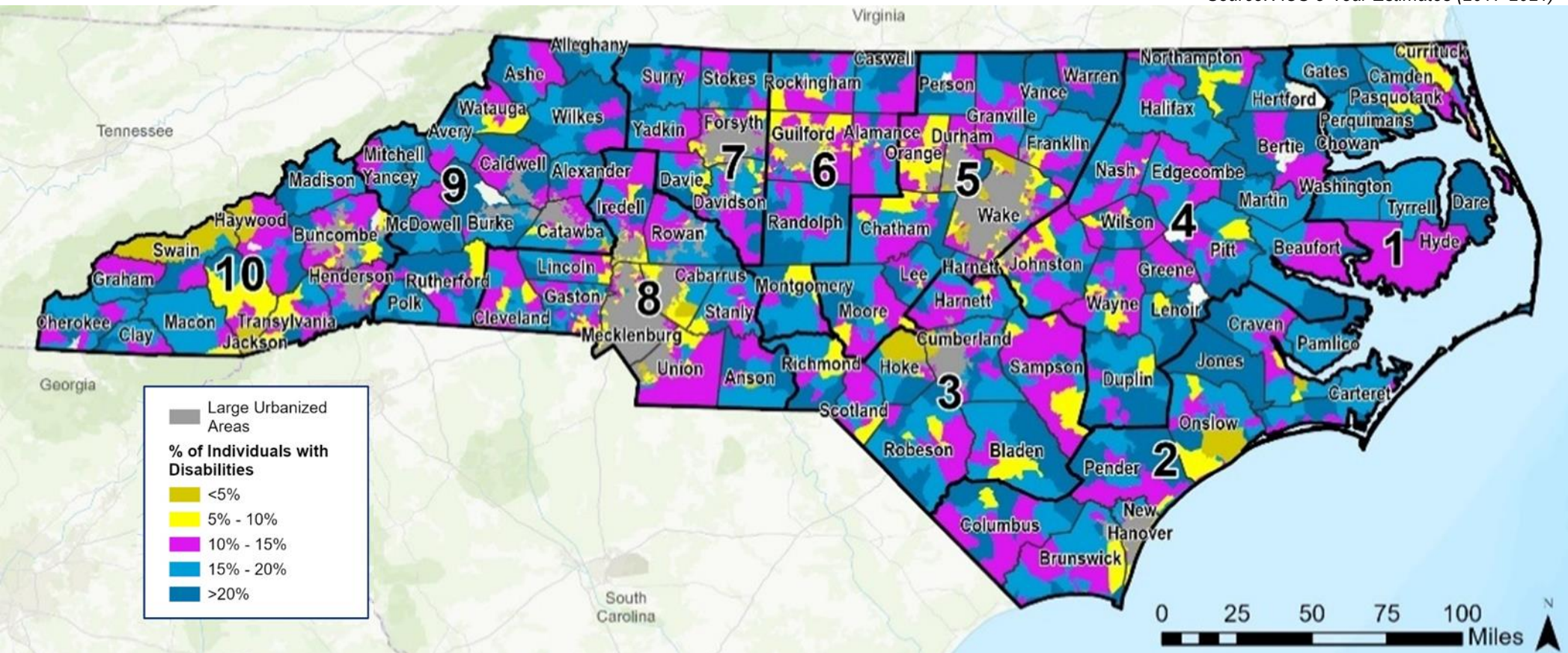
# Individuals with Disabilities

A review of small urban and rural areas shows that approximately 15% of the population are persons with disabilities.

LCP districts 3, 4, and 9 have an above average proportion of individuals with a disability.



Source: ACS 5-Year Estimates (2017-2021)





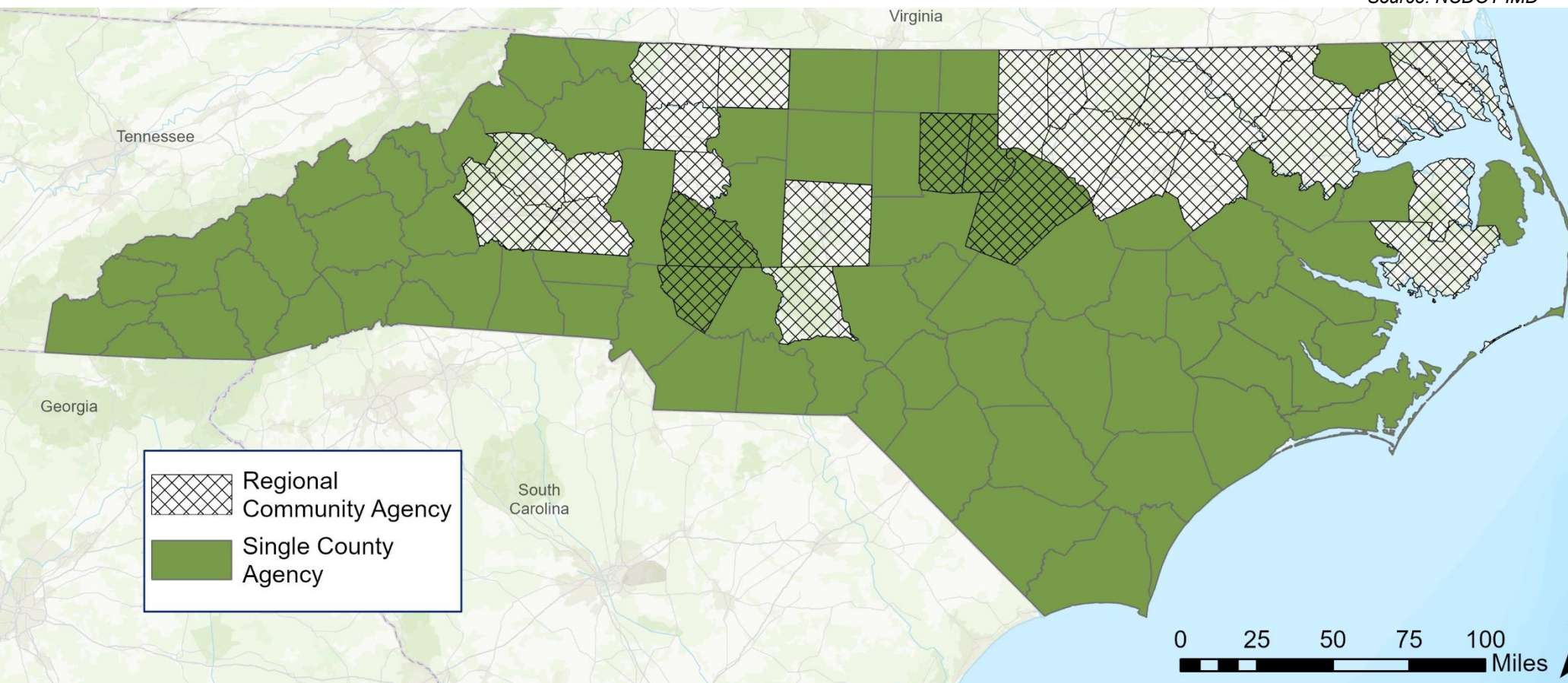
## Existing Services

There are 98 public transportation agencies statewide, with 78 (including multi-county and single county agencies) that primarily serve the study area.

In 2022, there were 6.2 million transit trips in rural and small urban areas. Furthermore, transit supported approximately 2,800 jobs.



\*Source: NCDOT IMD



# Public Engagement

Public involvement efforts provided critical feedback and were part of the basis for developing an understanding of transit needs in a community. Several public involvement techniques and activities were used to ensure a wide range of opportunities for the community and key stakeholders to actively participate in the plan development.

Activities to engage the public included:

- Coordinating Committee Meetings
- Public Workshops
- Public Input Surveys
- Virtual Room
- Social Media Outreach
- Email Blasts

**2,676** Engaged

**1,809**

Public Input Survey Responses

**209**

Public Workshop  
Participants

**658**

Virtual Rooms Visits



**57%**

Do not think transit  
is prioritized



**17%**

Use Transit Daily  
or Weekly



# Identification of Needs and Strategies to Meet Unmet Needs

Unmet transportation needs were identified through public input, including a public input survey and public workshops, data analysis, Coordinating Committee member comments, and review of existing transit levels. Funding limitations were not considered when identifying unmet needs, so additional funding may be necessary.

Unmet Need	1	2	3	4	5	6	7	8	9	10
Limited funding	★	★	★	★	★	★	★	★	★	★
New service types	★	★	★	★	★	★	★	★	★	★
Accessible vehicle procurement/replacement	★	★	★	★	★	★	★	★	★	★
Extended service span	★	★	★	★	★	★	★	★	★	★
Service area expansion	★	★	★	★	★	★	★	★	★	★
Weekend service	✓	★	★	★	★	★	★	★	★	★
Infrastructure improvements and accessibility	★	★	✓	★	★	★	★	★	✓	✓
Affordable transportation	✓	★	✓	✓	✓	★	★	★	★	★
New trip types	✓	✓	✓	✓	✓	★	★	★	★	★
Bus stop implementation and improvement	✓	✓	★	✓	✓	✓	★	★	✓	✓
Applicable information technology systems	★	✓	✓	✓	✓	✓	✓	✓	✓	✓
Multimodal infrastructure improvements and accessibility	✓	✓	★	✓	✓	✓	✓	✓	✓	✓

★ Denotes a prioritized need

✓ Denotes a need

The strategies to meet unmet transportation needs were developed by incorporating the needs of older adults and individuals with disabilities with input from:

- The Coordinating Committee
- Stakeholders and
- The public.

The strategies address the identified needs effectively and benefit older adults and individuals with disabilities by enhancing accessibility, increasing service options, and improving inclusive safety elements. The following are general strategic action items for each LCP district and the respective transit agencies.