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**Transylvania County Transportation Advisory Board  
August 13, 2025 at 2:00 PM  
Large DSS Conference Room  
[Teams Call Link](#)**

**AGENDA**

**CALL TO ORDER**

- I. WELCOME**
- II. AGENDA MODIFICATIONS**
- III. CONSENT AGENDA**
  - A. Minutes (May 14, 2-25)
  - B. Transportation Updates from Staff
    - i. Planner Resignation & Replacement Status
- IV. ORGANIZATIONAL MEETING**
  - A. Election of Chair and Vice Chair
- V. OLD BUSINESS**
  - A. FY25 Transylvania County Transportation Operational Statistics
    - a. Summary of Demand Response
    - b. Fixed Route Summary
  - B. Fixed Route Rerouting
    - i. Review & Recommendation
  - C. Land of Sky – RPO
- VI. NEW BUSINESS**
  - A. Unified Grant Application for FY27
    - i. 5311 Administrative Application
    - ii. Combined Capital Application
    - iii. 5310 Operating Application
- VII. PUBLIC COMMENT** (15-minute time limit. Speakers are limited to three minutes.)
- VIII. BOARD MEMBERS' COMMENTS**

**ADJOURNMENT**

Teams Call Link: [https://teams.microsoft.com/l/meetup-join/19%3ameeting\\_ODBhNWJhZDctNDZjMi00ZWl2LTkwNzltNjZhOTkwMzAzNGQx%40thread.v2/0?context=%7b%22Tid%22%3a%2274421f34-7ed7-4ffd-996e-03f6db8a2da7%22%2c%22Oid%22%3a%22aa4f3af0-f270-4faa-a1b6-0a4e2d58770e%22%7d](https://teams.microsoft.com/l/meetup-join/19%3ameeting_ODBhNWJhZDctNDZjMi00ZWl2LTkwNzltNjZhOTkwMzAzNGQx%40thread.v2/0?context=%7b%22Tid%22%3a%2274421f34-7ed7-4ffd-996e-03f6db8a2da7%22%2c%22Oid%22%3a%22aa4f3af0-f270-4faa-a1b6-0a4e2d58770e%22%7d)

**PLANNING AND  
COMMUNITY DEVELOPMENT**

Jeff Adams, Director  
Darby Terrell, Planner  
Ashley Minery, Planner



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**Transylvania County Transportation  
Advisory Board  
May 14, 2025, at 2:00 PM**

**MINUTES**

**CALL TO ORDER**

I. **WELCOME:** Sabrina Griffin, Chair, called the meeting to order at 2:02 PM. Also presents was Greta Gosnell, Jeff Adams, Deb Haight, Shana Norris, and Sara Knapp were present in the room. Members present on Zoom were Abby Incze, Vicki Eastland and Amy Freeman. Carla Hill was absent but excused. A quorum was present. Darby Terrell, Planner was present as well. James (Jamie) Green was present in the meeting as public and potential new member.

II. **AGENDA MODIFICATIONS:** There were no agenda modifications.

III. **CONSENT AGENDA**

A. Minutes (November 13, 2024)

Ms. Amy Freeman motioned to approve the minutes as presented, seconded by Mr. Jeff Adams. The motion passed unanimously.

IV. **OLD BUSINESS:**

A. Q2 FY25 Transylvania County Operational Statistics

- i. Quarter Breakdown Summary of Demand Response
- ii. Fixed Route Summary

Ms. Terrell went over the organizational statistics for the previous quarter. She highlighted that compared to last fiscal year. She pointed out during the meeting that in all categories there was a drop in the total quarter numbers compared to last year. While discussing it with the members Ms. Gosnell and Ms. Terrell mentioned that there were quite a few days in January and February when the system was closed down due to the weather. Looking at the months individually through the charts it was shown that March for the Demand Response Van service was in fact surpassing last years month totals, and even at the beginning of next quarter in April it was over by 22 rides/trips. For the Fixed Route it was just below last year's numbers in April, by 3 rides/trips. Staff mentioned they hope the trend continues in the warmer months with higher numbers. The TAB discussed the

numbers presented and asked clarifying questions on the charts and ridership numbers. Ms. Eastland asked if they have been tracking the numbers since COVID, since most transit systems still haven't fully rebounded from the pandemic. Ms. Terrell pulled the spreadsheet showing the chart where it shows the system is increasing to what the pre-COVID ridership was, but as Ms. Eastland mentioned it still hasn't caught up currently. The graph showed the Demand Response ridership was around 21,413 in the year 2024, compared to 2019's 26,934. Though one of the vans is now focused solely on Fixed Route, the Demand Response does have one less van compared to pre-COVID.

B. Fixed Route Rerouting Update

kklk

C. Land of Sky – RPO: There was no update from the Land of Sky RPO.

D. Transportation updates from Staff

i. Silver Squirrel Update

Mr. Adams updated the board on the Silver Squirrel voucher program. He informed the board the department had received more funding for the upcoming year and he would present numbers at the next meeting.

**V. NEW BUSINESS**

A. 5310 Operating Application Review

Mr. Adams informed the board of the total number that was approved by the Board of Commissioners for the Unified Grant Applications for FY2026. He also went over each line item of what budgets have been, the actual amount we have received/used so far this year, and what has been proposed next year.

**VI. PUBLIC COMMENT**

Mr. Adams mentioned he would start presenting to the Board what comments and complaints the department has received in this section of the meeting going forward. He believes this is part of the board's purview.

**VII. BOARD MEMBERS' COMMENTS:**

No comments were made.

**ADJOURNMENT**

Ms. Shana Norris motioned to adjourn the meeting at 3:10 PM, seconded by Ms. Abby Incze. The motion passed unanimously.

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Darby Terrell, Planner

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Chair

**WEEKLY TOTALS: Transylvania County (175)**

**NO DATA ENTRY ON THIS FORM**

<b>FY2025</b>	<b>July</b>	<b>August</b>	<b>September</b>	<b>October</b>	<b>November</b>	<b>December</b>	<b>January</b>	<b>February</b>	<b>March</b>	<b>April</b>	<b>May</b>	<b>June</b>	<b>Quarter 1</b>	<b>Quarter 2</b>	<b>Quarter 3</b>	<b>Quarter 4</b>	<b>YTD Totals</b>
Operating Days	22	22	18	23	18	18	17	18	21	21	21	21	62	59	56	63	240
<b>Demand Response Directly Operated (DR DO)</b>																	
Hours	510	532	378	453	464	425	400	462	540	511	475	500	1420	1343	1403	1487	5652
Miles	9104	9472	6945	8146	8659	7931	7579	8724	10216	9520	9259	9151	25521	24736	26519	27930	104706
Passenger Trips: Non-Contract	1848	1898	1338	1610	1577	1415	1275	1501	1699	1687	1656	1666	5084	4602	4475	5009	19170
Medicaid Contract	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Non-Medicaid Contract	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Brokered Medicaid Contract	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Passenger Trips for This Mode</b>	<b>1848</b>	<b>1898</b>	<b>1338</b>	<b>1610</b>	<b>1577</b>	<b>1415</b>	<b>1275</b>	<b>1501</b>	<b>1699</b>	<b>1687</b>	<b>1656</b>	<b>1666</b>	<b>5084</b>	<b>4602</b>	<b>4475</b>	<b>5009</b>	<b>19170</b>
<b>Demand Response Purchased (DR PT)</b>																	
Hours	88	76	56	61	62	65	48	69	85	89	89	97	221	188	202	275	886
Miles	1741	1263	1149	1279	1200	1282	1117	1616	1803	1309	1908	2154	4153.97	3761.2	4536.4	5371	17822.57
Passenger Trips: Non-Contract	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Medicaid Contract	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Non-Medicaid Contract	220	228	164	174	164	104	127	193	189	186	216	231	612	442	509	633	2196
Brokered Medicaid Contract	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Passenger Trips for This Mode</b>	<b>220</b>	<b>228</b>	<b>164</b>	<b>174</b>	<b>164</b>	<b>104</b>	<b>127</b>	<b>193</b>	<b>189</b>	<b>186</b>	<b>216</b>	<b>231</b>	<b>612</b>	<b>442</b>	<b>509</b>	<b>633</b>	<b>2196</b>
<b>Fixed Route Directly Operated (MB DO)</b>																	
Hours	229	230	167	209	187	181	166	190	205	218	221	217	626	578	561	655	2421
Miles	3890	3909	2838	3549	3207	3146	2280	3129	3497	3746	3746	3814	10637	9902	8906	11306	40751
Passenger Trips: Non-Contract	107	139	150	182	160	115	130	135	142	165	171	184	396	457	407	520	1780
Medicaid Contract	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Non-Medicaid Contract	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Brokered Medicaid Contract	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Passenger Trips for This Mode</b>	<b>107</b>	<b>139</b>	<b>150</b>	<b>182</b>	<b>160</b>	<b>115</b>	<b>130</b>	<b>135</b>	<b>142</b>	<b>165</b>	<b>171</b>	<b>184</b>	<b>396</b>	<b>457</b>	<b>407</b>	<b>520</b>	<b>1780</b>
<b>Fixed Route Purchased (MB PT)</b>																	
Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Miles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passenger Trips: Non-Contract	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Medicaid Contract	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Non-Medicaid Contract	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Brokered Medicaid Contract	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Passenger Trips for This Mode</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Microtransit (MT DO)</b>																	
Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Miles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passenger Trips: Non-Contract	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Medicaid Contract	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Non-Medicaid Contract	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Brokered Medicaid Contract	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Passenger Trips- Other Providers</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Microtransit (MT PT)</b>																	
Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Miles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Passenger Trips: Non-Contract	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Medicaid Contract	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Non-Medicaid Contract	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Brokered Medicaid Contract	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Passenger Trips- Other Providers</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Transit Totals</b>																	
Hours	827	838	601	723	714	672	614	721	831	818	785	814	2266	2109	2167	2417	8958
Miles	14735	14644	10932	12974	13066	12359	10976	13469	15516	14575	14913	15119	40312	38399	39961	44607	163280
Passenger Trips: Non-Contract	1955	2037	1488	1792	1737	1530	1405	1636	1841	1852	1827	1850	5480	5059	4882	5529	20950
Medicaid Contract	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Non-Medicaid Contract	220	228	164	174	164	104	127	193	189	186	216	231	612	442	509	633	2196
Brokered Medicaid Contract	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Passenger Trips for All Modes</b>	<b>2175</b>	<b>2265</b>	<b>1652</b>	<b>1966</b>	<b>1901</b>	<b>1634</b>	<b>1532</b>	<b>1829</b>	<b>2030</b>	<b>2038</b>	<b>2043</b>	<b>2081</b>	<b>6092</b>	<b>5501</b>	<b>5391</b>	<b>6162</b>	<b>23146</b>

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# Transportation Advisory Board

## Staff Report: Fixed-Route Re-Routing

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**Agenda Date:** August 13, 2025

**Prepared By:** Jeff Adams

**Agenda Item:** V-B

### GENERAL INFORMATION

#### NOTICE

Public hearing will be satisfied before Board of Commissioners;

#### DISCLOSURES

Any disclosures (i.e. conflicts of interest, site visits or ex parte communications)?

#### ATTACHMENTS

##### **“B” Exhibits – Application Materials**

- B-1** Transylvania Fixed Route Service Area Map
- B-2** Fixed Route Stop Statistics Data
- B-3** Re-Route Version One
- B-4** Re-Route Version Two
- B-5** Re-Route Version Three
- B-6** Re-Routing Versions: Timetables
- B-7** Collected TAB member comments

### Background

The Fixed Route service began in 2021 after receiving expansion funding from the State/Federal Government through our annual grant process. Despite operating for nearly four years, it has yet to exceed 250 riders per month, resulting in a daily ridership of 10 or fewer riders. The Transportation Advisory Board (TAB) has been exploring ways to increase ridership.

In 2023, the Board considered changing the stops based on staff suggestions. The primary issue identified was the community's lack of awareness about the service. Although efforts were made to improve advertising, the absence of physical stop signs at most locations remains a significant problem. During the initial roll-out of the fixed-route service, many businesses or property owners were reluctant to have signs installed on their property and thus, only a few are posted. The Board has also expressed

interest in adding transit shelters at the stops. Both drivers and TAB members participated in a survey to suggest improvements for the Fixed Route service.

In 2024, staff proposed three route change options to TAB. The Board requested a public survey to gather more input from the community and riders. The initial survey received only 32 responses. After reviewing the results, the Board directed staff to create a shorter survey, which was then advertised through a newspaper story and staff presentations to community groups. The Survey results can be found in this agenda packet.

### Current Stop Location Analysis

Over the past three years, our Fixed Route service has shown some clear trends in passenger pickups. The highest pickup locations are **Sharing House** and **Forest Gate Shopping Center**, followed closely by **Jarrett's**, **Ingles** and **Food Lion**. On the other hand, the stops with the lowest pickups are **TVS**, **WCCA**, **Messino Cancer Center**, and the **Park-n-Ride in Rosman**.

### Ridership Breakdown: Demand vs. Fixed-Route

In the broader picture, the Fixed-Route must be weighed in light of the other options and with consideration of what it brings to the citizens and guests of the county, as opposed to those options. The Fixed-Route is currently averaging just .73 trips per hour of operation, while travelling an average of 21.9 miles for each passenger trip. When this is compared to a van providing Demand Response service, where that same van could offer 3.19 trips per hour and only cover 5.9 miles per passenger trip, it is hard to defend continuing to run a Fixed-Route service. However, without fixed signage at stop locations, very little advertising and marketing, the Fixed-Route service hasn't quite been on a level playing field when compared to other area transit services.

	FY21Q3	FY22Q3	FY23Q3	FY24Q3	FY25Q3
<b>DRHRS</b>	829	1216	2616	1255	1403
<b>DRMILES</b>	14186	20145	20948	22887	26519
<b>DRTRIPS</b>	2528	3717	4745	4659	4475
<b>FRHRS</b>	555	560	677	620	561
<b>FRMILES</b>	9128	9864	11577	10556	8906
<b>FRTRIPS</b>	118	351	624	568	407
<b>DRTRIPS per HR</b>	3.05	3.06	1.81	3.71	3.19
<b>DRTRIPS per MILE</b>	0.18	0.18	0.23	0.20	0.17

<b>FRTRIPS per HR</b>	0.21	0.63	0.92	0.92	0.73
<b>FRTRIPS per MILE</b>	0.01	0.04	0.05	0.05	0.05
<b>DRHRS per TRIP</b>	0.3	0.3	0.6	0.3	0.3
<b>DRMILES per TRIP</b>	5.6	5.4	4.4	4.9	5.9
<b>FRHRS per TRIP</b>	4.7	1.6	1.1	1.1	1.4
<b>FRMILES per TRIP</b>	77.4	28.1	18.6	18.6	21.9

### Second Survey Analysis

The second survey results indicate a strong desire for new stops at Aldi, CVS, Silvermont, and Food Matters—locations that staff and the board have identified as potential additions. Unlike the earlier survey of the Fixed Route, this survey did not inquire about which stops could be removed. Instead, it focused on public awareness of our system, preferred new stops, reasons for not using the service, and opinions on expansion.

#### Key Findings

1. **Public Awareness and Stop Preferences:** The survey reveals that most respondents do not use the service because they have access to a car and prefer stops closer to their homes. There is a notable interest in expanding the service to weekends, particularly Saturdays, or adjusting weekday service hours to 7 am - 7 pm.
2. **Independence:** Most respondents don't feel the need to take transit, as they have access to cars and don't see the benefits since many indicate they don't live near a stop or just don't know where stops are.
3. **Barriers to Usage:** Many comments highlight a lack of knowledge about stop locations and a need for transit shelters or signage. Thus, two challenges are raised by current operations: the first challenge, is that lack of signage poses the greatest barrier to someone utilizing the service, and secondly, most stops are on private property, making it difficult to mark stop locations effectively, as property owners have not been compelled to sign agreements allowing for proper signage at stop locations.

For the comment section the below breakdown gives a short overview of the comments that were received.

1. **Service Expansion:**
  - Extend service area and times, including weekends and evenings.
  - Add stops at key locations like high schools, colleges, churches, and community centers.
  - Introduce new routes to areas like Cedar Mountain, Sapphire, and Balsam Grove.
  - Provide service for special events and performances.

2. **Improved Communication and Visibility:**
  - Better advertising of stop times and routes.
  - Clear signage and shelters at bus stops.
  - Develop an app for schedules and live tracking.
  - Increase community outreach and publicity.
3. **Enhanced User Experience:**
  - Offer free trials and reduced-rate monthly passes.
  - Ensure accessibility for handicapped individuals.
  - Provide bus shelters and bike racks.
  - Improve reliability and avoid cancellations tied to school schedules.
4. **Additional Suggestions:**
  - Partner with educational institutions for student transportation.
  - Consider electric buses and environmentally friendly options.
  - Address specific needs of seniors and low-income areas.
  - Implement reverse routes for more efficient travel.

## **Re-Routing Options or Scenarios**

The Transportation Advisory Board has spent previous meetings weighing various routing versions, considering timing limitations and moving stops towards the street to make stops more timely and more public. TAB members have also spent time riding the fixed-route van and seeing how it is utilized.

Staff presented three re-routing versions for consideration, after driving the various routes for timing and safety. Those three versions were sent to TAB members in a survey for their consideration prior to the August 13 meeting. Four responses were received and they were consistent that the most important stops to retain were Ingles, Forest Gate Shopping Center, County Government Campus, Blue Ridge Community College, Brevard College, Sharing House and the Hospital, while those that should be dropped or no longer considered are the WCCA, Visitor's Center, Silvermont, Food Matters, Silversteen Park & Lumber Yard.

Of the three versions provided Version One and Two were tied amongst respondents and when asked, 'Considering that the Fixed Route is currently averaging just 7.4 riders per day, compared to 16 per day per van for Demand Response, does it make sense to continue the Fixed Route?' Respondents were once again tied, with fifty percent responding, 'Yes, as long as changes are made to the routing, signage and marketing,' while fifty percent voted 'No.'

### **Version One**

Version One removes eight stops, moves seven stops, including a couple to the curb, while replacing Walgreen's with Aldis and the soon to be built Pisgah Forst Park-n-Ride for the Messino Cancer Center Stop. The fourteen stops drops approximately 10 minutes, making for a much safer and more timely routing.

	<b>Version One</b>
	<b>SavMor</b>
:00	<b>1. County Gov Campus</b>
	<b>Johnson St / E Main St</b>
:04	<b>2. E-French Broad St BC Library</b>
:06	<b>3. Ingles</b>
:09	<b>4. BRCC</b>
	<b>Cedar Hill Apt</b>
:15	<b>5. Transylvania Reg Hospital</b>
	<b>Grocery Outlet</b>
	<b>Dollar General - PF</b>
:18	<b>6. Messino Cancer Centers PF Park-n-Ride</b>
:20	<b>7. Forest Gate Shopping Ctr</b>
	<b>Lowe's</b>
:26	<b>8. Sports Complex</b>
	<b>TVS</b>
:30	<b>9. Broad River Terrace Apt</b>
:35	<b>10. Walgreen's Aldis</b>
:38	<b>11. Food Lion</b>
:42	<b>12. England St / W Main St</b>
	<b>WCCA</b>
:47	<b>13. Pine Crest / Hillview Apts</b>
:50	<b>14. Sharing House</b>

**Version Two**

Version Two adds two new stops, the Library as the transfer point for the south route and Food Matters on the return trip from Pisgah Forest, while keeping the other alterations from Version One. The additional stops would make the routing a bit tighter but should still be able to be safely operated in the hour window.

	<b>Version Two</b>
:00	<b>1. Library (Transfer)</b>
:02	<b>2. County Gov Campus</b>
:06	<b>3. BC Library</b>
:08	<b>4. Ingles</b>
:11	<b>5. BRCC</b>
:17	<b>6. Transylvania Reg Hospital</b>
:21	<b>7. Sports Complex</b>
:24	<b>8. Broad River Terrace Apt</b>
:32	<b>9. PF Park-n-Ride</b>
:34	<b>10. Forest Gate Shopping Ctr</b>
:38	<b>11. Food Matters</b>
:42	<b>12. Aldis</b>
:46	<b>13. Food Lion</b>
:50	<b>14. Downtown Brevard</b>
:53	<b>15. Pine Crest / Hillview Apts</b>
:55	<b>16. Sharing House</b>

**Version Three**

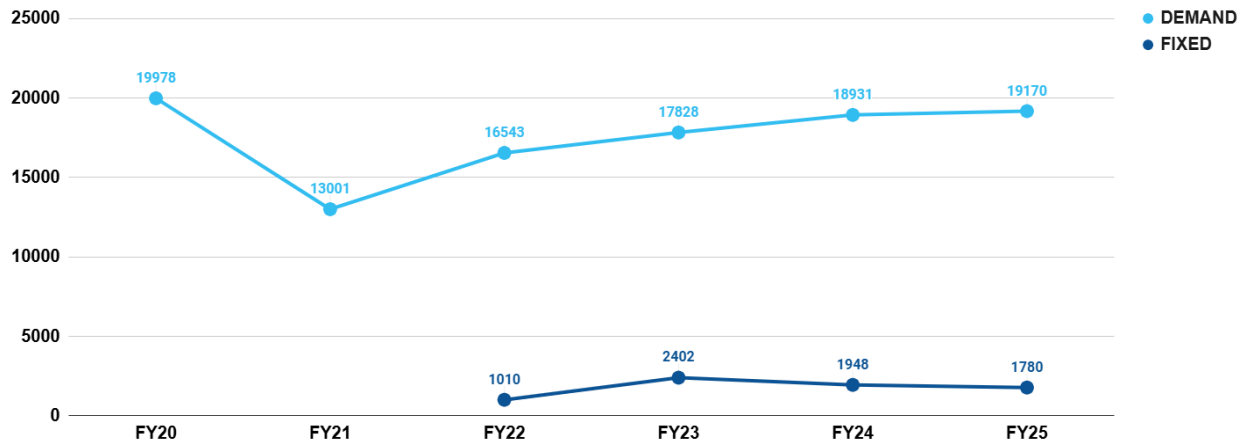
Version Three asks the most of the three versions, adding seven new locations for a total of twenty stops, and operating at the very limits of the one-hour loop. At previous meetings the TAB considered new locations that might attract more new riders, including visitors to Transylvania County, Version Three offers some of those visitor locations. No matter the routing chosen, staff could not find a routing that included Pisgah Forest Visitors Center that could work with the one-hour time constraints.

	<b>Version Three</b>
:00	<b>1. Library (Transfer)</b>
:03	<b>2. Silvermont</b>
:05	<b>3. Visitor's Center</b>
:07	<b>4. BC Library</b>
:12	<b>5. Ingles</b>
:15	<b>6. BRCC</b>
:17	<b>7. Transylvania Reg Hospital</b>
:22	<b>8. Sports Complex</b>
:25	<b>9. Broad River Terrace Apt</b>
34	<b>10. PF Park-n-Ride</b>
:36	<b>11. Forest Gate Shopping Ctr</b>
:40	<b>12. Pardee Medical</b>
:42	<b>13. Food Matters</b>
:45	<b>14. Aldis</b>
:48	<b>15. Food Lion</b>
:50	<b>16. Lumber Yard</b>
:52	<b>17. Downtown Brevard</b>
:54	<b>18. Silversteen Park</b>
:57	<b>19. Pine Crest / Hillview Apts</b>
:59	<b>20. Sharing House</b>

**Recommendation:**

As the TAB weighs changes to the Fixed-Route system, it is important to note that the fixed-route van is currently the only 'same day service' option available to Transylvania County citizens and visitors. The TAB has voiced concerns over the lack of knowledge of the system and yet TIMs has spent over \$3,500 in FY25, doubling the FY24 advertising total of \$1,473, which in itself, totaled more than the previous three years expenditures combined. In other words, although marketing of TIMS has continued to increase over the past three years, the ridership numbers have not responded in the same manner, falling from 2,402 in FY23 to 1,948 in FY24 and just 1,780 in FY25.

TIMS Fiscal Year Ridership Totals, by Mode



Although the Fixed Route service began in the midst of the pandemic, with little fanfare or marketing behind its launch, there have been numerous press releases, newspaper and social media stories, surveys and advertisements, as well as, presentations and event marketing deployed in the past couple of years with very little to show for such efforts in terms of ridership.

This is not to say that more effective marketing isn't achievable, that moving some stop locations to the street, better fixed signage and stop furniture could very well lead to more ridership. Staff have also discussed micro-transit as a plausible option to be studied for future service needs but if the Fixed Route is to continue, it is advisable to cut back on the number of stops for safety purposes.

With the added congestion of NCDOT highway construction for the foreseeable future, the twenty-two stop current route puts too much pressure on drivers to finish the hour-loop in a timely manner. With the current heavily loaded routing of groceries, it would likely also be a safety concern to move those stops to the curb, when most locations would be moved to the heavily used Highway-64.

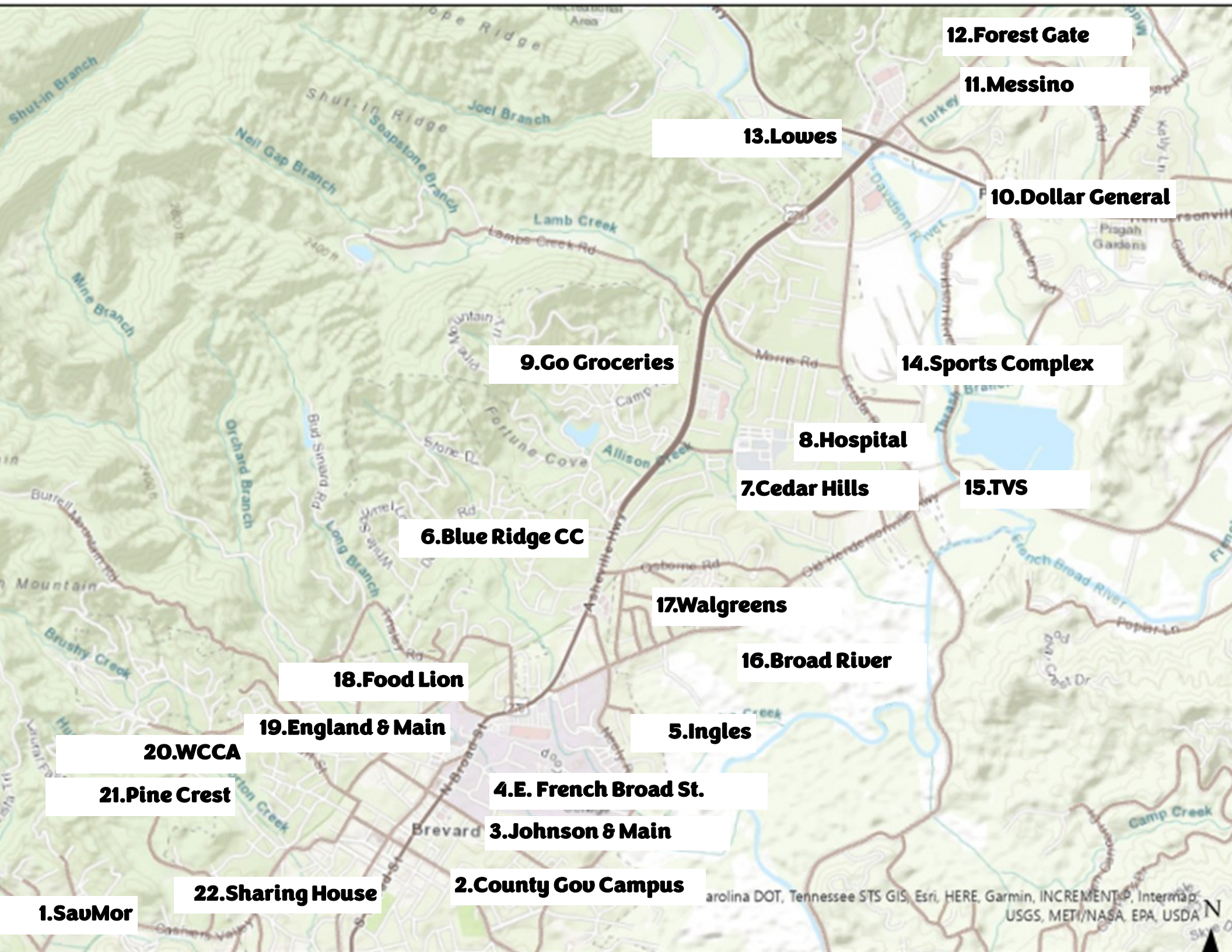
### Extended & Expanded Service

TAB discussions and previous surveys have also considered expanded and extended service options. Currently TIMS offers limited trips to Buncombe and Henderson Counties, through a third-party sub-contractor, providing on average one rider per day a trip to surrounding counties. Expanded daily service to the Asheville Airport and Hendersonville has often been discussed and staff have reached out to Henderson County on a possible transfer location, but such expansion is only in the planning stages.

There are apparently NCDOT funds towards Inter-City travel for three or more service providers to provide regional travel. Staff will explore these options in the coming year.

Extended hours have also been discussed regarding later service weekday hours for commuters. Extending past the current service ending-hour of 5PM would provide more opportunities for commuters and other riders but operational considerations would need to be analyzed before taking such steps.

Survey respondents have also said that extending service to Saturday might benefit riders who don't normally ride TIMS and add an option for those working weekends. Staff recommends exploring these operational expansions in FY26.



**12.Forest Gate**

**11.Messino**

**13.Lowes**

**10.Dollar General**

**9.Go Groceries**

**14.Sports Complex**

**8.Hospital**

**7.Cedar Hills**

**15.TVS**

**6.Blue Ridge CC**

**17.Walgreens**

**16.Broad River**

**18.Food Lion**

**5.Ingles**

**19.England & Main**

**20.WCCA**

**4.E. French Broad St.**

**3.Johnson & Main**

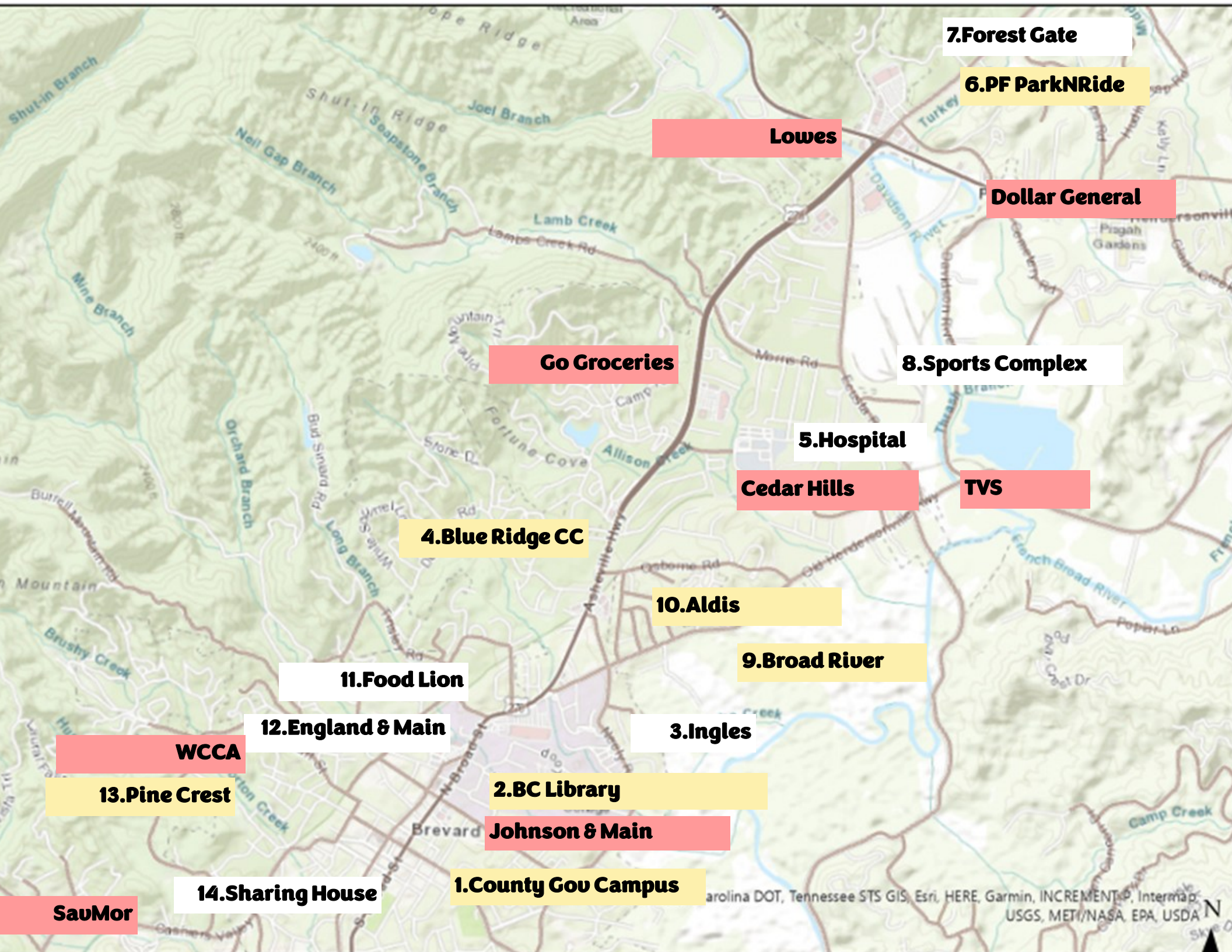
**21.Pine Crest**

**22.Sharing House**

**2.County Gov Campus**

**1.SauMor**

LOCATION	STOP	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	TOT
Sav-More	N01			1	0	0	0	3	3	2	6	24	10	0	1	8	8	12	10	9	2	0	0	0	3	1	3	0	1	0	4	4	2	5	13	6	1	142
County Gov't Campus	N02			1	1	1	3	3	2	1	6	10	7	1	6	25	2	3	9	4	14	6	7	10	0	2	5	6	11	3	1	2	6	9	6	3	5	181
Johnson St./Main St	N03			5	3	3	8	2	9	8	6	10	11	7	8	2	1	0	5	1	1	0	0	0	1	1	0	1	0	3	2	2	3	0	8	5	3	119
E French Broad St	N04			1	4	2	0	2	8	7	9	4	4	3	7	9	5	1	2	6	9	3	1	2	3	4	6	5	2	2	1	1	0	1	1	2	1	118
Ingles	N05			0	0	2	6	3	21	20	17	12	7	6	17	10	6	20	12	15	16	2	6	9	5	17	17	17	8	7	3	2	8	7	4	3	5	310
BRCC	N06			1	0	1	11	2	15	5	18	14	4	5	7	5	6	10	1	9	7	4	5	7	6	13	16	6	9	4	1	1	1	2	3	1	1	201
Cedar Hill Apt	N07			1	1	10	10	11	7	2	5	6	0	6	11	6	6	6	1	0	5	4	9	2	2	6	5	2	2	2	1	2	4	4	5	2	2	148
Transylvania Reg Hospt	N08			2	0	2	4	4	1	3	6	18	8	7	23	16	16	18	4	3	9	7	2	2	0	5	3	0	2	1	2	3	5	0	4	3	1	184
Grocery Outlet	N09			4	2	0	0	3	5	4	3	3	2	3	4	7	4	2	1	1	2	0	0	0	1	1	6	1	1	0	1	0	2	3	0	1	0	67
Dollar General- PF	N10			6	3	1	3	4	3	8	4	0	2	1	7	13	6	3	4	4	4	6	5	2	0	0	1	1	0	0	2	2	0	0	2	7	3	107
Messino Cancer Centers	N11			0	0	1	6		5	5	2	0	2	0	3	0	1	1	0	0	8	4	2	5	4	0	1	1	5	0	0	5	0	3	3	0	67	
Forest Gate Shopping Ct	N12			9	5	8	16	11	15	36	42	45	31	28	27	20	30	31	20	36	32	16	13	17	14	16	11	6	2	8	6	6	23	36	39	44	20	719
Lowe's	N13			1	0	1	3	4	4	12	9	9	13	15	12	7	6	9	14	13	6	3	2	8	2	5	2	2	1	3	0	0	8	4	4	3	10	195
Sports Complex	N14			1	1	2	2	2	9	5	8	8	0	3	19	11	3	10	19	5	4	5	5	1	1	4	2	0	2	1	0	0	2	0	0	1	3	139
TVS	N15			0	0	0	0					1	0	2	0	2	0	0	0	0	4	0	0	0	1	0	0	0	0	0	1	1	2	0	0	0	2	16
Broad River Terrace Apt	N16			8	8	8	11	5	6	7	2	2	4	1	1	1	0	1	4	3	1	0	0	3	6	4	6	1	8	10	16	20	10	11	6	8	1	183
Walgreens	N17			0	0	0	7	1	1	8	8	6	12	7	10	8	10	10	10	8	11	4	2	10	8	9	14	5	8	4	4	5	6	7	9	4	9	225
Food Lion	N18			3	6	4	8	8	9	9	11	16	3	13	12	14	23	18	7	3	20	10	11	7	6	7	17	2	7	5	10	10	7	5	9	5	4	309
England St/ W Main St	N19			1	1	1	5	1	3	2	3	8	7	1	4	5	4	2	2	3	1	1	1	2	2	0	3	1	1	1	2	2	1	2	2	1	0	76
WCCA	N20			0	0	0	1			2	1	1	1	0	2	5	0	0	1	0	3	0	0	0	2	1	0	1	2	1	0	0	0	1	0	0	1	26
Pine Crest/Hillview Apt	N21			0	0	0	2			2		5	12	25	26	15	27	23	3	2	19	4	6	6	1	16	16	7	21	5	2	2	8	3	4	3	0	265
Sharing House	N22			2	2	2	5	7	7	47	27	55	22	8	8	5	3	13	13	23	20	20	9	11	5	15	34	18	21	23	8	10	12	23	34	30	15	557
Harmony Korner	S01			0	0	0	0	2	1	1		0	1	1	1	0	1	0	1	0	9	2	3	2	5	25	6	1	21	15	3	3	0	0	1	0	0	105
Dollar General- Rosman	S02			0	0	0	0	1	18	17	11	4	1	1	1	9	10	0	6	12	0	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	96
The Store (Queens Mini)	S03			1	0	0	0	8	5		1	1	5	6	5	7	14	17	19	19	10	20	39	27	33	24	17	12	21	20	17	17	11	18	18	15	17	444
Jarrett's	S04			18	19	22	9	13	11	14	4	10	4	1	3	6	4	5	12	8	3	2	7	7	10	13	10	4	10	8	10	10	8	6	8	4	10	293
Park-n-Ride	S05			0	0	0	0	2		2	2	2	6	5	4	2	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	28
				0	66	56	71	120	102	168	229	211	274	179	156	229	218	197	215	180	187	220	123	135	140	122	191	201	101	163	131	97	105	135	147	183	154	5206



**7.Forest Gate**

**6.PF ParkNRide**

**Lowes**

**Dollar General**

**Go Groceries**

**8.Sports Complex**

**5.Hospital**

**Cedar Hills**

**TVS**

**4.Blue Ridge CC**

**10.Aldis**

**9.Broad River**

**11.Food Lion**

**3.Ingles**

**12.England & Main**

**WCCA**

**2.BC Library**

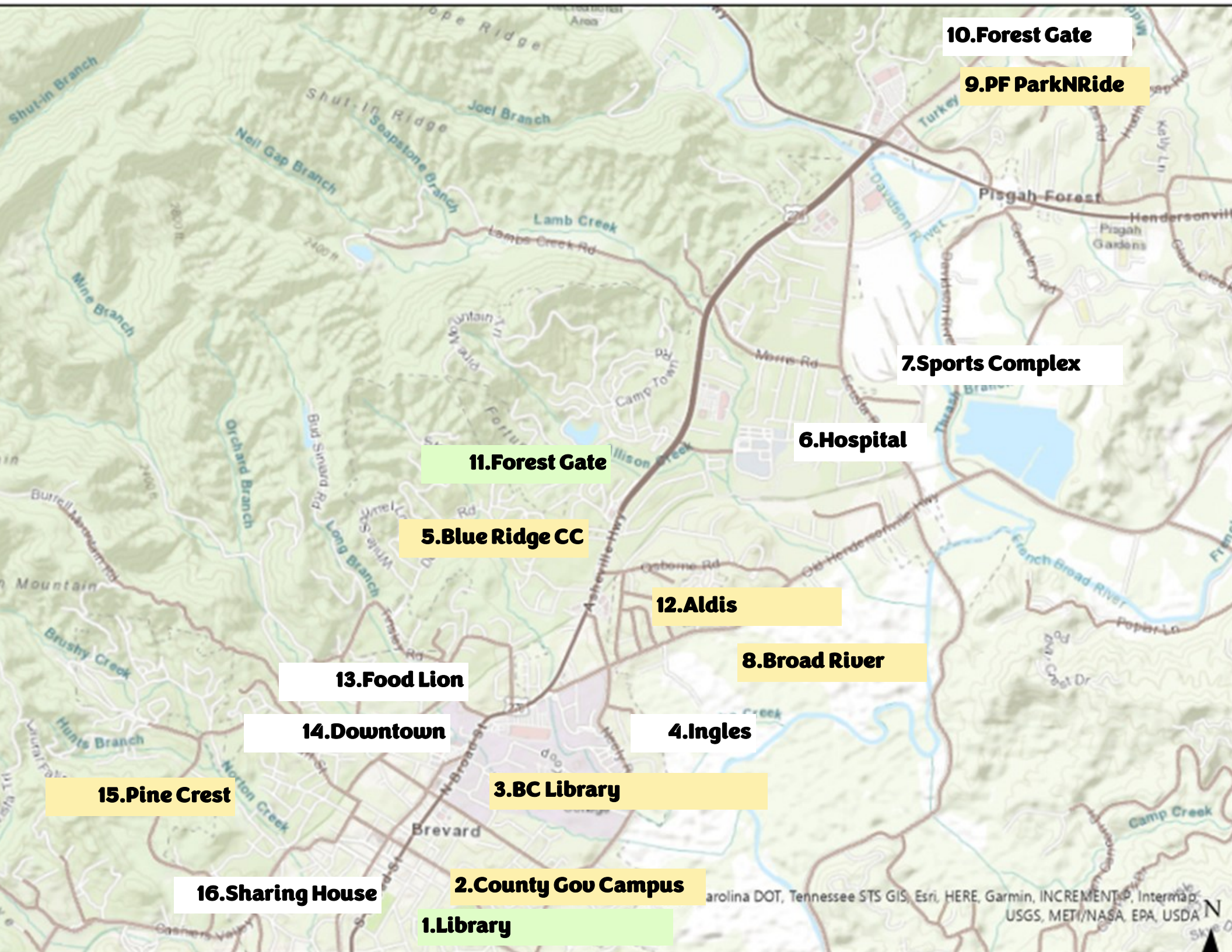
**13.Pine Crest**

**Johnson & Main**

**14.Sharing House**

**1.County Gov Campus**

**SauMor**



**10. Forest Gate**

**9. PF ParkNRide**

**7. Sports Complex**

**6. Hospital**

**11. Forest Gate**

**5. Blue Ridge CC**

**12. Aldis**

**8. Broad River**

**13. Food Lion**

**14. Downtown**

**4. Ingles**

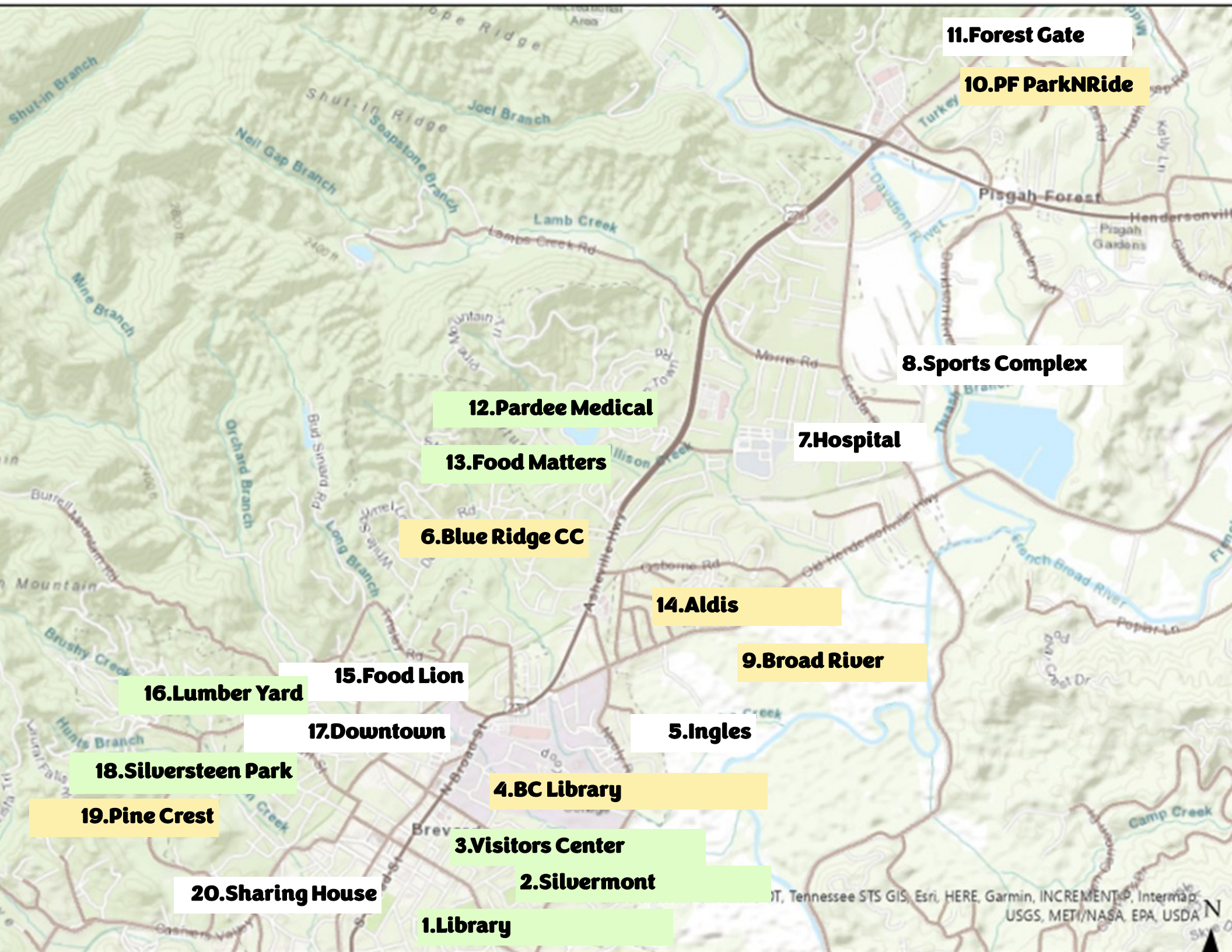
**15. Pine Crest**

**3. BC Library**

**16. Sharing House**

**2. County Gov Campus**

**1. Library**



**11.Forest Gate**

**10.PF ParkNRide**

**8.Sports Complex**

**7.Hospital**

**12.Pardee Medical**

**13.Food Matters**

**6.Blue Ridge CC**

**14.Aldis**

**9.Broad River**

**15.Food Lion**

**16.Lumber Yard**

**17.Downtown**

**5.Ingles**

**18.Silversteen Park**

**4.BC Library**

**19.Pine Crest**

**3.Visitors Center**

**20.Sharing House**

**2.Silvermont**

**1.Library**

## ReRouting Versions

	Current Route
:00	1. SavMor
:04	2. County Gov Campus
:06	3. Johnson St / E Main St
:08	4. E French Broad St
:11	5. Ingles
:14	6. BRCC
:18	7. Cedar Hill Apt
:21	8. Transylvania Reg Hospital
:24	9. Grocery Outlet
:28	10. Dollar General - PF
:29	11. Messino Cancer Centers
:31	12. Forest Gate Shopping Ctr
:34	13. Lowes
:36	14. Sports Complex
:39	15. TVS
:41	16. Broad River Terrace Apt
:43	17. Walgreen's
:47	18. Food Lion
:49	19. England St / W Main St
:52	20. WCCA
:54	21. Pine Crest / Hillview Apts
:57	22. Sharing House

	Version One
	SavMor
:00	1. County Gov Campus
	Johnson St / E Main St
:04	2. <del>E French Broad St</del> BC Library
:06	3. Ingles
:09	4. BRCC
	Cedar Hill Apt
:15	5. Transylvania Reg Hospital
	Grocery Outlet
	Dollar General - PF
:18	6. <del>Messino Cancer Centers</del> PF Park-n-Ride
:20	7. Forest Gate Shopping Ctr
	Lowes
:26	8. Sports Complex
	TVS
:30	9. Broad River Terrace Apt
:35	10. <del>Walgreen's</del> Aldis
:38	11. Food Lion
:42	12. England St / W Main St
	WCCA
:47	13. Pine Crest / Hillview Apts
:50	14. Sharing House

	Version Two
:00	1. Library (Transfer)
:02	2. County Gov Campus
:06	3. BC Library
:08	4. Ingles
:11	5. BRCC
:17	6. Transylvania Reg Hospital
:21	7. Sports Complex
:24	8. Broad River Terrace Apt
:32	9. PF Park-n-Ride
:34	10. Forest Gate Shopping Ctr
:38	11. Food Matters
:42	12. Aldis
:46	13. Food Lion
:50	14. Downtown Brevard
:53	15. Pine Crest / Hillview Apts
:55	16. Sharing House

	Version Three
:00	1. Library (Transfer)
:03	2. Silvermont
:05	3. Visitor's Center
:07	4. BC Library
:12	5. Ingles
:15	6. BRCC
:17	7. Transylvania Reg Hospital
:22	8. Sports Complex
:25	9. Broad River Terrace Apt
34	10. PF Park-n-Ride
:36	11. Forest Gate Shopping Ctr
:40	12. Pardee Medical
:42	13. Food Matters
:45	14. Aldis
:48	15. Food Lion
:50	16. Lumber Yard
:52	17. Downtown Brevard
:54	18. Silversteen Park
:57	19. Pine Crest / Hillview Apts
:59	20. Sharing House

**fixed route**

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**From** Carla Hill <carla.hill@tvsinc.org>

**Date** Fri 6/20/2025 3:09 PM

**To** Darby Terrell <Darby.Terrell@transylvaniacounty.org>; Greta Gosnell <Greta.Gosnell@transylvaniacounty.org>

I had a lovely time riding the fixed route with Maria (e)? ( I'm bad with names). She was delightful and even though I was the only rider I learned a lot about her passion for the fixed route riders and her job. She is a person "in the right seat".

Thank you for the invitation.

Carla Hill, MSW, LCSW

*Program Director*

Pronouns: She, her

**TVS**

11 Mountain Industrial Drive

Brevard, North Carolina 28712

**Direct Office Line: (828) 884-1575**

FAX 828 884-3102

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**Re: Taking the Fixed Route**

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From Deb Haight <dhaight@wncsource.org>

Date Mon 6/16/2025 9:33 AM

To Jeffrey Adams <Jeffrey.Adams@transylvaniacounty.org>

Cc Darby Terrell <Darby.Terrell@transylvaniacounty.org>; Deb Haight <dhaight@wncsource.org>; Greta Gosnell <Greta.Gosnell@transylvaniacounty.org>; Sara Knapp <sknapp.sfk@gmail.com>

Hi Jeff,

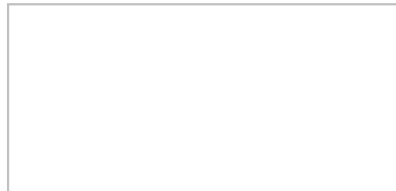
Sara and I had an eye opening experience riding the van. I was very surprised by the lack of ridership on the vans. I think we picked up 2 folks during our trip. After riding, I was not surprised since the trip was so long! We left the first stop shortly after 10 and returned around 11:30. That seems like quite a time commitment. I do understand that if you are shopping it may not seem like so long between drop off and pick up.

We were surprised by the lack of signage. I had directions to the County Gov. Campus stop and I still couldn't find it until I came from a different location.

Maria was delightful. She clearly loves her job and cares about providing exceptional service. She has a wealth of knowledge, which she is happy to share.

Thanks for this opportunity to provide feedback.

**Deb Haight**  
**Director of Older Adult Services and Thrift**  
**Stores**  
[dhaight@wncsource.org](mailto:dhaight@wncsource.org)  
[WNCSource.org](http://WNCSource.org) (formerly WCCA)



Office: (828) 693-1711 x-112

*[Children's Services](#) | [Housing](#) | [Transportation](#) | [Older Adult Services](#)*



[@WNCSource](#) | [@WNCSourceChildrensServices](#)

On Fri, Jun 13, 2025 at 10:34 AM Sara Knapp <[sknapp.sfk@gmail.com](mailto:sknapp.sfk@gmail.com)> wrote:

Hi Darby --

Deb and I both enjoyed riding the fixed route yesterday morning. It really gave a much better feel for how the bus runs. Marie was very helpful in sharing information concerning who rides the bus and a couple of challenges concerning the route. She loves her job and was very positive throughout the journey.

I like some of the thoughtfulness that went into planning the existing route, including the avoidance of the busy Broad & Main intersection. I agree that many of the turnouts add unnecessary time to the route, but believe each should be evaluated separately. I think the original design of the route purposely avoided stops on Asheville Highway. On the other hand, many more people would know about the transit system if they were inconvenienced by a van pulling over to the curb to pick up or drop off passengers. 🙄

Deb and I noticed that there were more than a couple of signs along the route. My notes show seven of them, and Deb might have one or two more. I think the biggest problem is the positioning of the signs. A pedestrian on the sidewalk who is looking for the bus stop doesn't see a sign that is facing the street. The signs could also be made more colorful so they are less easy to miss.

Thank you for suggesting we do this. It was fun.

Sara Knapp



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## Transportation Stops

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From Sabrina Griffin <Sabrina.Griffin@transylvaniacounty.org>

Date Fri 6/13/2025 5:07 PM

To Darby Terrell <Darby.Terrell@transylvaniacounty.org>; Jeffrey Adams <Jeffrey.Adams@transylvaniacounty.org>

Hi Darby and Jeff,

Thanks for the opportunity to be able to ride and experience the fixed route today. It really helps put into perspective the things that you both describe to us in the meetings by seeing it firsthand. Since I will not be at the August meeting to vote I just wanted to share a few observations related to the options.

Option 1 – I think this could make things more streamlined for the drivers to move the stops to the road where you could put more signage, possibly even larger signage where people really know where the stops are. I would only see this being feasible for stops on roads with a lower speed limit such as around town or through town. I would be hesitant to suggest this for a stop such as SavMor if that stayed on the list as I could see that causing a wreck right there. Of course, this would need to be advertised and communicated well so not only those using the van know the change, but so the community as a whole are aware the vans will be making these stops. I think you would be fine to remove those suggested for removal on option 1 as they are not being used as much.

Option 2 – On option 2, I think it would be doable with moving the stops to the street with the exception of the Pisgah Forest Visitors Center. This one seems like an extreme long shot to be able to get up there and back especially during this time of year.

Option 3- I think this option would also be a doable option with moving the stops to the road.

I think it is also a good idea to look at stops where no one has been picked up at frequently. For example, the park and ride in Rosman. If this stop is not being used maybe it could be removed from the list, as it seems to be a hard one to easily get in and out of for drivers, especially during summer traffic days. I know there are talks of expanding that, but as we had discussed in one of those meetings before that it seems to be used more for traffic going on up into the upper end of the county.

I know another concern of riders is the wait times between drop off and pickup. If there was a way to add another van on the fixed route to maybe come behind this van where there was not as much time in between that may also increase ridership. Of course, I know this is a long shot, but might be something helpful to increase the ridership, however you probably must justify an increase in ridership before that would be allocated.

Thanks again for the opportunity to learn more about the services that your department provides. I honestly did not know about all that is available from TIM prior to serving on this board. If you have any specific questions, please let me know. I wanted to go ahead and send while this was fresh on my mind before I am out of the office next week.

Sabrina Griffin, BSN, RN, CPHN  
Clinical Planner/Evaluator

Phone 828.884.1734

Fax 828.884.4272

[Sabrina.griffin@transylvaniacounty.org](mailto:Sabrina.griffin@transylvaniacounty.org)



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[transylvaniahealth.org](http://transylvaniahealth.org)

**EVERYDAY. EVERYWHERE. EVERYONE.**

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## Review of TIMS Fixed Route

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From Sara Knapp <sknapp.sfk@gmail.com>

Date Mon 6/23/2025 11:42 AM

To Darby Terrell <Darby.Terrell@transylvaniacounty.org>; Jeffrey Adams <Jeffrey.Adams@transylvaniacounty.org>

Darby and Jeff:

It's been a slow time for other activities, so I decided to document notes from my travel along the Fixed Route and take a closer look at the Re-Routing Options described in the report shared with the TAB in May. Here are my key observations as input for our next meeting in August --

**Signage:** Transit stop signs need to be visible to pedestrians approaching from all directions. A one-sided sign won't accomplish this. The image at the end of this message provides an example of the type of signage used elsewhere.

**Moving Stops to the Street:** I generally agree with this proposal. I understand the benefit of locating stops within NCDOT or municipal right-of-way from both the perspective of having better control of stop location and signage as well as improving route times. There are a few cases, however, where it might be prudent to make an exception. My greatest concern is the Forest Gate Shopping Center, where stores are located uphill from bordering highways with no sidewalks for pedestrians.

**Proposed Adjusted Routes:** I believe the selected route will ultimately be a compromise between the two options shown in the May report. My specific comments follow.

### Route segment: Starting point to Hospital

- The key question is whether or not to include a stop at Silvermont. My wish is for this, but it only makes sense if riders are actually interested in using the stop. It might be good to canvas Silvermont program participants and those visiting the park to see whether they would consider using the transit system if it stopped there.
- I'm indifferent about whether to have separate stops for Walgreens and BRCC or a single stop between the two. The consideration of impact on Asheville Hwy traffic would argue for having a combined stop.

### Route segment: Hospital to Forest Gate Shopping Ctr

- I expect Go Grocery to be the next stop after the Hospital, with the stop located on Asheville Highway rather than in the parking area. There is an existing pullout area on the highway in front of Fuji Yama restaurant that might make a natural location for this transit stop (lack of sidewalk might be an issue).
- I don't like the idea of using the back entrance from the hospital to get to the Sports Complex. Temple Church Rd is narrow, and the residents really don't want extra traffic on it. Seeing the transit van may encourage others to use the same route. It's much better to keep the Go Grocery stop after the Hospital, then use Morris Road to the Sports Complex.

- Where is the PF Park n Ride? Will it be at the corner of Deavor Rd and Asheville Hwy? I agree with eliminating the stop at the PF Dollar General and creating a single stop to cover Messino Cancer Ctr/Pardee Urgent Care as well as Sycamore Cycles/El Chapala/whatever replaces Pisgah Fish Camp. The current stop is somewhat hidden and appears to be exclusively for the medical center. The stop should be visible from either Hwy 64 (by Sycamore Cycles) or 280 (by the intersection with Deavor Rd).

### **Route segment: Forest Gate Shopping Ctr to Food Lion**

- The Pisgah Visitors Center is more than 1-1/2 mi beyond the HUB/Pizza Hut. Unless you know there will be someone waiting, that's a long way to go for just one stop, adding nearly 6 minutes to the route. I assume that, if offered, the stop would only be used when the park facilities are open (April - October). I also think the stop should be limited to twice a day (once in the morning, once in the afternoon). PNF staff should be consulted concerning hours and stop location (Davidson River Campground vs Visitor Center). Maria mentioned she sometimes picks up itinerants who are living in the forest, so the stop might be useful, but Job Corps closing could negatively impact the value of this stop.

### **Route segment: Food Lion to Sharing House**

- The Lumber Yard as a proposed new stop won't add much of a diversion relative to the current route, however I wonder what will draw riders to this area on weekdays. We might first want to canvas businesses and residents in this neighborhood to see if they think a transit stop would be useful.
- I suggest Mary C Jenkins and WNCC/English Hills be consolidated into a single stop near the corner of Hillview Cir and Hillview St. (by Silverstein Park).
- The stop for Pine Crest/Hillview Apts creates a large transit loop serving just one stop. We might want to canvas riders using this stop to see where they are coming from and how inconvenient it would be to use a stop located on Hillview Circle.

### **South Route**

- I've heard that left turns are the bane of transit routes. The Rosman Park-and-Ride stop has extremely low ridership, yet requires the navigation of two left turns onto Hwy 64 without assistance from traffic signals (approach from Pickens Hwy to Hwy 64 West, then exit via left turn onto Hwy 64 East). I suggest eliminating this stop. If policies prescribe stopping at designated park and ride locations, I suggest eliminating at least one of the potentially problematic left turns by stopping at the Park and Ride before turning into the Rosman loop. This means the Rosman loop would then be taken from Pickens Hwy to Old Rosman Hwy rather than the other direction.

One additional comment: In my experience working at Brevard Tax-Aide, the area from which we get the most comments about difficulty arranging transportation is College Walk. The second area from which people have transportation challenges is Rosman and points further west. This is perhaps something to keep in mind when considering potential expansion of the transit routes.

I hope these comments are useful. Once the proposed new routes have been determined, we can discuss how to promote the route and its stops.

Sara Knapp



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# Transportation Advisory Board

## Staff Report: TIMS FY27 UGA application

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**Agenda Date:** August 143, 2025

**Prepared By:** Jeff Adams

**Agenda Item:** VI-A

### GENERAL INFORMATION

#### ATTACHMENTS

#### A-1 Public Hearing Notice for Board of Commissioners Meeting

### Background

The Transportation Advisory Board annually reviews the application to NCDOT's Integrated Mobility Division (IMD). On behalf of rural communities, the NCDOT's IMD completes applications for formula grants for rural areas (Section 5311) and formula grants for the enhanced mobility of Seniors & Individuals with Disabilities (5310) and capital improvements for transit systems. This allows rural communities to work directly with their state rather than needing to apply directly for funding through the Federal Transit Administration (FTA). There are traditionally three grants we apply for each year, those being the 5311 Administrative grants, the Combined 5310 Operating program and Combined Capital. These three grants are funded through the combination of federal, state and local funds. TAB is required to review each year's application before submittal. Once TAB has seen the amounts we are requesting, a public hearing must be scheduled before the Board of Commissioners, who must pass a resolution supporting the request for local match funding from the county's budget. **The FY27 UGA application is scheduled to go to the County Commissioners for a public hearing on Monday, September 8, 2025, at 4pm.**

#### FY2027 5311 Administrative

The Section 5311 grant program is apportioned to individual counties based on a formula that considers factors such as land area, population, population growth rates, vehicle miles and the number of low-income individuals. In North Carolina, Section 5311 subsidizes the administrative costs of running a transportation system, allowing communities to focus their resources predominantly on operations.

In this application, Transylvania County Transportation requests a total of \$161,834 in support for the administrative expenditures of its transit program. This requires a County local match of \$28,559 (15%) of the total.

FY2027 Combined Capital Program

Just as NCDOT IMD applies for formula funding through the Federal Transit Administration, it also applies for funding to maintain the fleet of publicly supported transit vehicles and other capital needs.

Transylvania County has no vehicles needing replacement in this funding cycle.

FY2027 5310 Operating Program

Transylvania County was successful in the approval of 5310 funds for Fiscal Year 2026. For Fiscal Year 2027, Transylvania County plans to apply for the same amount of \$104,000, this requires a county match of \$52,000 (50%) of the total. The County currently budgets \$52,000 for the purchase of rides through a local private operator.

The 5310 grants have been able to help restore out of County transportation to the elderly and disabled as well as enabling these individuals to travel from unincorporated areas within Transylvania County to incorporated areas of the county.

Standard State match for 5311 Administrative Grant funding is 5% and Combined Capital is 10%. For Fiscal Year 2024, Applicants have been notified by the NCDOT IMD that the local share amount is subject to State funding availability.

Breakdown of Request in numbers:

<u>Project</u>	<u>Total Amount</u>	<u>Local Share</u>
5311 Administrative	\$ 161,834	\$ 28,559 (15%)
5310 Operating	\$ 104,000	\$ 52,000 (50%)
<b>TOTAL PROJECT</b>	<b>\$268,470</b>	<b>\$80,669</b>
	<b>Total Funding Request</b>	<b>Total Local Share</b>

**Recommendation:** Staff recommends approval.

**BOARD OF COMMISSIONERS**  
 Jason Chappell, Chair  
 Jake Dalton, Vice-Chairman  
 Emmett Casciato  
 Larry Chapman  
 Teresa McCall



**COUNTY MANAGER**  
 Jaime Laughter  
 828-884-3100  
 Fax 828-884-3119  
 101 South Broad Street  
 Brevard, NC 28712

**PUBLIC HEARING NOTICE**

***FY27 Transylvania County Transportation Federal Section 5311, 5310, 5339, 5307 Transportation funding and applicable State funding, or combination thereof.***

This is to inform the public that a public hearing will be held on the proposed Transylvania County Community Transportation Program Application to be submitted to the North Carolina Department of Transportation no later than October 3, 2025. The public hearing will be held on Monday, September 8th, 2025 at 4:00 PM before the Transylvania County Board of Commissioners.

Those interested in attending the public hearing and needing either auxiliary aids and services under the Americans with Disabilities Act (ADA) or a language translator should contact Jeff Adams on or before September 8, 2025, at telephone number (828) 884-1870 or via email at [jeff.adams@transylvaniacounty.org](mailto:jeff.adams@transylvaniacounty.org).

The Community Transportation Program provides assistance to coordinate existing transportation programs operating in Transylvania County as well as provides transportation options and services for the communities within this service area. These services are currently provided using a combination of NCDOT-sponsored vans and contracts with local private transportation companies. Services are rendered by the Transylvania County Transportation Department.

The total estimated amount requested for the period July 1, 2026, through June 30, 2027.

**NOTE: Local share amount is subject to State funding availability.**

<u>Project</u>	<u>Total Amount</u>	<u>Local Share</u>
5311 Administrative	\$ 161,834	\$ 28,559 (15%)
5310 Operating	\$ 104,000	\$ 52,000 (50%)
<b>TOTAL PROJECT</b>	<b>\$268,470</b>	<b>\$80,669</b>
	<b>Total Funding Request</b>	<b>Total Local Share</b>

This application may be inspected at Transylvania County Transportation Office (106 E. Morgan Street, Suite 207, Brevard, NC) from Monday through Friday, 8:30 AM to 5:00 PM. Written comments should be directed to Jeff Adams before September 7, 2024.