

Mr. William Copeland wanted to answer Commissioner Mann's question concerning riders on the bus. He said he didn't know of any of his riders on the bus who had a car. He said he didn't want them leaving the meeting with the impression that anyone had a Cadillac sitting in their yard.

Chairman Drake thanked Mr. William Copeland for that information.

Mr. Glenn Updike of 22225 Sands Road, Newsoms, VA spoke. He said he just had a couple of comments. He said he just wanted them to know he appreciates the questions this Board is asking tonight. He said he had been to most of the Board of Supervisors meetings and this is the first year that people have asked questions about anything. Everybody used to just says "I" and that is it. He thanked them for the questions. He said he had a couple of questions. He said you stated that Southampton is giving \$6,350.00 and Franklin is giving \$4,411; yet Franklin is getting all the services. We have participated in their project for four years and I may be mistaken, but I think I heard Mr. John Skervin say that we need to find out what services are needed in the county. If you haven't found out what services the people in the county need in four years what is another year or two going to do. He stated that it bothers him as to what is going to happen in 2014. Why start up a project that we cannot fund continuously. He stated he was hearing that it cost \$60.00 an hour round trip in town; he wanted to know what it was going to cost for a round trip out here in the country with only one rider or just a hand full of riders. He stated that was a huge sum of money. He thought they needed to take a survey to find out how many from the country need this service. He would like to see a blueprint of the survey before you commit yourself to too much.

Chairman Drake asked if anyone else wanted to speak.

Mr. Ken Slaughter of 5609 North Street, Suffolk, VA spoke. He stated he had been up here working in Southampton County for the last 16 years. He stated he was working over towards Boykins right now. He said he is very familiar with this county and he knew what they needed. He said boy they need transportation. He said he received calls all the time saying they needed a ride because their family was going to charge them \$200.00 to take them to Suffolk and another one saying a family member wants to charge them \$25.00 to take them to Wal-Mart. He said they do a lot of services in this area besides I-Ride. He stated they do medical service; they do home-bound service, and service other things. Other than I-Ride he has eight to ten buses on the road every day. As far as what they are asking for tonight, he hoped the county would try to work with them in some kind of way. He stated that he had a call today from a guy saying he was going to be charged \$400.00 if Medical Transport carried a family member on a stretcher from Courtland to Franklin. So when you need to be on a stretch he stated they could help them, but to charge somebody \$400.00 to carry somebody on a stretch from Courtland to Franklin is ridiculous. He said he sees what people have to deal with every day. He said he has dealt with public transportation all his life. He said they started this thing off in Smithfield and once he said something about it coming to Franklin, the people in Franklin wanted to know when they could get it. He said they had a few kinks they had to work out and one thing they were going to need to do this was another bus. They started something called on demand response. That means that we will come up here and pick up certain groups in certain spots. They go to Sedley and Boykins and pick up certain groups. He said if you need them you give them a call. He stated that also keeps a lot of vehicles off the road because people are using the bus. He asked them to please try to help I-Ride in some way. He stated that he didn't live up here, but he has been up here for 30 some years and he preferred to work nowhere else. He said when he retired he wanted to retire around here. He said down in Branchville they would call and ask if it was any way they could help them. He said they would go to Branchville and pick people up and take them to the Martin Luther King Center every day. He said they play games, sometimes they eat; sometimes they get some medical attention. They go on trips. He stated they do a lot of things besides I-Ride. He said they do a lot of things besides what you were hearing up here today. He said they just call it I-Ride to get it out here, but we do a lot. The people up here in Smithfield, Southampton, and Isle Of Wight County need transportation and they are discouraged. He said people would call and say could you bring me some food Mr. Slaughter. He said yes they have

frozen food he could take him some frozen food. He couldn't take a hot plate down there in Branchville, but he could take him some frozen food. He said they do a lot of things to help people. He stated they have a lot of services they do. He stated if they had uncertainties they could get the information to the Board. He said he understood what they meant about people using their own transportation if they have it. He said he could go to the upscale neighborhoods, but why waste the time nobody is getting on the bus. He said he went to the neighborhoods where people need rides. When he started this route they wanted to go to places where the people needed them. He stated if they stop going up to the curb to do pickups some of those old people can't make it that far they would have to build some bus shelters for them. We don't want the people sitting out in the rain. He said they need the money because they can't do it all by themselves. He stated he would like a raise if we had the money, but they don't have the money to do that with. He said you would be surprised at what services they do. Don't just look at I-Ride because there are so many other services that Senior Services does. He said he wouldn't be surprised if one of them didn't call up needing some type of service.

Commissioner Mann said he thought this started out with senior services as a venture. A lot of that was going back and forth carrying seniors to get them out during the day. He said what they are hearing a lot of is going to Wal-Mart. Being from the Boykins area, he was wondering if they ever had a call saying they needed a ride to the Dollar Store or the doctor in Boykins because we are dealing with trying to get tax money to do downtown development in Boykins. He stated they didn't want to use tax dollars to transport people to Franklin when they have businesses right there in Boykins.

Mr. Ken Slaughter said they have calls right now from the Boykins area and when the people call they go get them. They go get people from the Boykins area and take them to the Ivor Clinic. Sometimes it is just one or two people but they are working under a grant that is why they are able to do that.

Commissioner Mann said his point is they are taking people out of Boykins. Boykins is trying to re-develop their own community. They have a doctor, a drug store, a bank, and several eateries. They have pretty much everything in Boykins that they have in Franklin other than the hospital and the dialysis machine. They are taking tax dollars competing against tax dollars because we are trying to redevelop that little community. So we took senior services and shifted it to an I-Ride bus so that is why this issue is getting cloudy. We are not against the people that need it, but you just stated that you are going to Branchville and carry them to Franklin.

Mr. Ken Slaughter said they go to the center to eat and play games. He said they have a route already set up to go from Branchville to Franklin. He said when they went to Boykins they didn't get the riders.

Commissioner Mann said he supported the senior citizens going out because four walls can be very confining. They can get old, but those trips were one or two times a week.

Another I-Ride driver said he was familiar with Boykins because they went down there during the Christmas holidays. He said he saw decorations that he hadn't seen in years because they were kind of old. He stated he knew they needed their services and they want to put services down there to help them. He said they had a route already set up; they just wanted people to use their services when they went down there. He stated they were going to Boykins, but the people weren't using the service.

Another I-Ride driver said she had personally been to Boykins and picked up a client on Green Avenue and taken them over to the doctor in Boykins.

Commissioner Mann said **Dr. Taylor**

The driver said yes. She said all they have to do is ask.

Another I-Ride driver said when they go to Capron that people up in Capron want to go to Emporia to shop. He said he wanted to tell them that we want to keep the tax dollars here.

Commissioner Tennessee asked if they have a route coming to Drewryville yet.

The driver responded that right now they are working through the on demand response with Drewryville.

Chairman Drake asked if there were any more questions for Mr. Slaughter.

Commissioner Barham said he would like to know how many here tonight had a Courtland address.

Chairman Drake asked those with a Courtland address to stand. There were a total of three.

Chairman Drake closed the public hearing. He asked the Board if they wanted to discuss it. He stated they had heard testimony and both sides of the issue. He stated he hoped they had gotten all their questions answered. There might still be a little bit of confusion, but he thought they could hash it out.

Commissioner Tennessee said he thought it was a viable service. He stated his mother was 80 years old, but she was fortunate enough to have seven children to take care of her and take her where she needs to go. He stated that he and his wife look after a lady that doesn't have any kids. He stated she is a widow. Her husband died about five or six years ago and they see to it that she gets to her cancer treatments and that her needs are taken care of. That is a service that they try to do in their area to help someone. He said he thought this service is viable. He stated he does understand the point that it could be misused as well other services that are offered in this country today are misused. He feels that with supervision of the program that this could be a viable program. He stated it is a little bit different in Southampton County which is covering 600 square miles. The thought of public transportation in Southampton County is one he thought he would never see. He is fortunate enough that he works outside the county and doing the last couple of years he worked way outside the county and drove about an hour a day so the cost of driving to and from he is well aware of. He thinks this could be a very viable service. He thought for the amount of money with the option to opt out of this he thought it would be a good program.

Chairman Drake thanked Commissioner Tennessee. He asked if anyone else wanted to comment.

Commissioner Chesson asked if it was the goal of this commission to make a recommendation to the Board of Supervisors to adopt the plan and propose a contribution amount.

Chairman Drake said that is correct; it is the Commission's responsibility to make a recommendation to the Board of Supervisors.

Mrs. Beth Lewis said the recommendation would be to adopt a plan. The financial part comes each year when the various social service agencies approach the Board of Supervisors seeking funding.

Commissioner Chesson stated we could lean them in a particular direction.

Mrs. Beth Lewis said that is correct. The adoption of this plan doesn't have a check with it.

Commissioner Harrell said the county has been a supporter for four or five years money wise. He said he can see \$6,350 this year and next year, but if it goes like everything else it could double or triple in five years. Then it would be a tremendous burden on taxes and everybody is always complaining the taxes are too much now. The only thing that he disagrees with is that you get so many programs that are tax funded until the people can hardly support them even though he

knows people need rides and medical attention, etc. He just foresees things blooming over in a few years where it is going to be very costly to the county.

Commissioner Edwards said from his stand point he thinks you could compare last year to this year and see that things are definitely tougher. The financial decisions get tougher and tougher. He is getting very leery of getting into the program and getting started and have this mushroom three or four years down the line. He said he agreed with Commissioner Harrell. He said he thought if it could be funded with local funds without using the tax-payers money that would be great.

Chairman Drake asked if there were any further comments.

Commissioner Parker said he thought it was a great program and something that is needed. It is his understanding we are talking about \$6,350 through 2013. Before you can continue on with the program beyond that you would have to come back to the Board of Supervisors and look at your budget so the county would have the option of turning it down or going along with it. So the initial amount of \$6,350 as much as the service is doing and needed he doesn't see where we are being locked in for ten or fifteen years; we are looking at it for two years so he is for going along with the program and seeing where it goes. It is new they are just getting started so it appears to him they are going to try to get funds and keep the cost to the county down as low as you can. It started out tonight that you can't answer everybody's questions because it is a new program, but it is a good program it appears to him for the county. For \$6,350.00 for the next two years he thinks it is something they need to look at doing.

Chairman Drake thanked Commissioner Parker.

Commissioner Mann said if we just vote on this tonight and approve it; he understood that we are just voting on the plan that the money is not following because it is still up to the Board of Supervisors.

Mrs. Beth Lewis stated that is correct. When you think of another element of the comprehensive plan there are all sorts of actions or ways to implement the plan. There are all sorts of plans with funding following it. So adopting a plan doesn't tie a locality to implementing it year after year after year.

Commissioner Mann asked about the plan that we had been running under the last five years, he wanted to know what the difference was between that plan and this plan.

Mrs. Beth Lewis said this plan for the first two years is an alteration of the services provided in Courtland. Now there is a circulator route in Courtland. This plan calls for the first two years to be changed to an on demand service two days a week, door to door and then five other days a week serving different parts of the county. For the first two years the funding needs would remain the same. It would be a different service than it is today, but the funding would stay the same. The mid-term would foresee some changes to the service, and the long term would see some other changes, but for the first two years this plan shows the funding needs to stay the same and the services changed to serve different parts of the county different ways in the way senior services sees it to be more in line to meet the needs of the customers.

Commissioner Mann says the plan that we have been under the last five years should be in a booklet this thick as well.

Mrs. Beth Lewis said the plan is these routes.

Commissioner Mann said right.

Mrs. Beth Lewis said right now Southampton County does not have a transit plan.

Commissioner Mann said that was what he was getting to. We had been supporting this without a transit development plan for the last five years.

Mrs. Beth Lewis said that is correct.

Commissioner Mann said that is what he wanted to have on record pretty much.

Chairman Drake asked in laymen's terms Mrs. Lewis we are adopting this chart here is that correct.

Mrs. Beth Lewis said this is what they do today. This is an I-Ride schedule that runs today. What this plan calls for in the short term is that the Courtland circulator route be amended to Tuesday and Thursday on demand trip from where you need to go in Southampton County or Franklin and the three phase map to be added as well. So while there would not be a circulator bus in Courtland every hour or thirty minutes or whatever it would be a you call and we come pick you up which would be working with the same funding that they have had.

Chairman Drake said up to five days a week, correct.

Mrs. Beth Lewis said different areas are served different days of the week.

Ms. Cindy Creede said there are four areas to be served.

Commissioner Mann said so we are on a five day schedule now.

Chairman Drake asked about the lady who spoke earlier saying that was her way to get to and from work. He said that wouldn't affect her, correct.

Mrs. Beth Lewis said she lives in Isle of Wight County.

Chairman Drake thanked Mrs. Beth Lewis for clarifying that.

Commissioner Mann stated so we are on a five day schedule now and what they want to do is change it to Tuesday and Thursday on demand and drop the five day service.

Mrs. Beth Lewis said no there would still be five days a week of service it would just be different service than today.

Ms. Cindy Creed said they could cover more areas

Commissioner Mann said right now we are on five days a week for the Courtland area. He said he was just talking about the Courtland area. So we are going to change that from five days a week for Courtland area to Tuesday and Thursday on demand and we aren't going to have a five day in Courtland any more. That is being done so you can fund around and do other spots in the county.

Mrs. Beth Lewis said since it wouldn't be a circulator bus you would hope you wouldn't see empty buses because they would have passengers that had requested that service. You might see one person going from one stop to the other stop, but it would be assumed that there would be fewer empty buses.

Ms. Cindy Creede stated that Mrs. Beth Lewis had said what she was going to say.

Commissioner Edwards said if on the other hand we don't fund this money they will get this money from a private institution or something. He just wanted to remind everybody that we are in financial straits in the county. We are facing cuts.

Mrs. Beth Lewis said it is important to remember that the adoption of a plan and the funding are two separate actions.

Chairman Mann said even to get private funding they need Southampton County to have a transit development plan.

Ms. Cindy Creede said yes if you want to match it with federal dollars.

Commissioner Mann said we could approve this plan tonight because it is a great idea, but if the county decides not to fund it the plan can be funded with the 35% from different non-profit organizations and still get the matching funds from federal and state.

Commissioner Edwards said it was his impression that if we approve it tonight we are approving it with the \$6,350.00.

Commissioner Mann said no.

Mrs. Beth Lewis said that is a request that will go to the Board of Supervisors. If you remember the all hazard mitigation plan that you looked at earlier this year the mitigation actions for Southampton included flood studies in six areas, alterations to the sky light at the high school, purchase of repeatedly flooded properties so there won't be properties there to repeatedly flood. There mitigation actions in that all-hazard mitigation plan, but that doesn't mean the county is obligated to spend money on them. That's how plans work. You have a plan and when there is funding or resources available you can act on some of the plans. The only way Southampton County can get hazard mitigation money is to a plan in place. This plan is along those lines. This plan puts in place something that Southampton County, Franklin, Senior Services, and the community would work together should there be funding.

Commissioner Chesson made a motion to adopt the Transit Development Plan as prepared by Rhodeside & Harwell, Inc. and Foursquare Integrated Transportation Planning on behalf of Senior Services of Southeastern Virginia.

Commissioner Parker seconded he motion.

Chairman Drake said he had a motion and a second. He wanted to know if there was any discussion.

Commissioner Edwards said you are going to approve a plan tonight and send it to the Board with no funding.

Commissioner Chesson said funding was not their decision.

Commissioner Edwards said so the only thing you are approving tonight is the plan.

Mrs. Beth Lewis said that is correct.

Commissioner Mann said then if the Camp Foundation decides that they want to give the 6 or 7 thousand dollars then that opens the door for them to reach all the state and federal funding. If the county Board of Supervisors decides that we have got to cut this money it allows this group to get the money from other entities and still get the state and federal funding for the county. He asked if that was correct.

Mr. John Skervins said yes that is correct. There would also be the requirement for the county and the city to take the necessary steps to become a transportation entity so there would be some obligation on the county's part to participate in the development of a transit entity that would qualify for those federal and state funds.

Commissioner Mann said our participation could be in the planning process only and not in the financial verdict.

Mr. John Skervin stated at this point he didn't know the answer to that, but he would be happy to find out.

Commissioner Edwards stated he thought we ought to have the answer to that.

Chairman said we have a motion on the floor. He asked if there was any other discussion.

Commissioner Harrell said he wondered why if it's that necessary and needed in Southampton County and Franklin why hadn't some private enterprise proceeded to put in some small transit.

Commissioner Mann said that is probably because they are not able to attach the federal and state funding.

Commissioner Harrell said he was talking about private.

Commissioner Mann said he knew, but they are being able to do this because they are able to use federal and state money. He stated that he wanted to ask the one who made the motion and the one who seconded it to back up and wait until they could get an answer to this before they commit the county to this plan since he has asked a question that can't be answered.

Mr. Richard Railey asked if he meant can you table the motion.

Commissioner Mann said yes sir.

Mr. Richard Railey said yes sir.

Chairman Drake said we can table it as is and just not take a vote. He asked if that was correct.

Mr. Richard Railey said a motion to table it takes precedence over everything else.

Chairman Drake said so we don't have to withdraw the motion.

Mr. Richard Railey said you don't have to withdraw it, just lay it on the table.

Commissioner Mann said he would make a motion to table it until they could get all the answers before they back themselves into a corner. He said he likes the plan and if they need the plan to start the ball rolling even if the county does not have to commit money wise he would like to know what their commitments are before they sit here and say this sounds good and then next month we hear oh by the way the federal government said because you approved this you have got to do A, B, C, D, right on through Z. He made a motion to table this motion until they could get definite answers to these questions instead of I don't know; I can find out.

Commissioner Edwards seconded the motion.

Chairman Drake asked Mr. Richard Railey if he was in order.

Mr. Richard Railey said he was in order.

Chairman Drake asked if it was correct for them to vote on the second motion.

Mr. Richard Railey said you vote on the motion to table which takes precedence over any other motion. You are voting on the motion to table.

Chairman Drake stated he had a motion and a second to table the motion. He asked if there was any discussion.

Commissioner Chesson said he would like to make a point that in his opinion the adoption of the plan is not that critical and for this particular agency he hated to tie this plan up in this commission. When it gets to the Board of Supervisors, they don't have to adopt it just because we recommend it. He would personally like to get it out of their court and put it in somebody else's court. So that is why he would vote not to table.

Chairman Drake asked if there were any other comments.

Commissioner Parker said he concurred with Commissioner Chesson. They had discussed this thing for an hour or more and what more are they going to know and what more can they tell them. It is a new program. They are not going to be able to answer every question that someone can come up with and the Board has the final say on it regardless of what they say.

Commissioner Edwards says the Planning Commission is the one that needs to do the work for the Board of Supervisors to work out all the nuts and bolts to answer all the questions answered before it gets to the Board of Supervisors. He stated that since 1996 there has been only one recommendation from this Planning Commission that the Board of Supervisors has not gone along with and that is because the Planning Commission had researched it and worked it out to a tee; and he didn't think they needed to stop tonight.

Commissioner Parker said his question is this. They said that is going to cost the county \$6,300.00 for the next three years. He wanted to know if that was final or if that could change. He wanted to know if there was a possibility of that amount changing.

Commissioner Chesson said what they are saying is that they are making a request to the county to fund. They are not saying this plan is going to cost the county this amount of money.

Commissioner Parker said he thought the whole problem with this committee is talking about what it is going to cost the county. When it goes to the Board of Supervisors they are the ones going to be dealing with the financing, budget and everything else. If it is not there and they can't get outside support for it the program is not going to go regardless of what we do. We could approve it tonight as far the plan, but if the money and the situation is not there for Southampton County the Board of Supervisors is not going to approve it.

Commissioner Mann said he guessed the intent of the motion to table it is to make sure that this plan is what we need to make this happen. He stated he would like to see this project go off, but he doesn't want to just throw it at the Board of Supervisors and they just say we are looking at cutting money and unfortunately this falls in the category. He stated he would like to see this plan take off and he wanted to be sure that they had it set so if the Board of Supervisors doesn't want to fund it that they can find funding somewhere else and make it go so they can use federal and state funding. He stated he didn't want to get into a situation that because they funded it, the federal government says that because you approved the plan the localities got to participate with A through Z which we are not sure what requirements are in that category. He doesn't want to jump in and throw it in the Board of Supervisors lap and not try to make a big attempt to make it work. That is his intent in making the motion. It is not to kill the thing. It is to make sure that we don't move on it so fast that we back ourselves in a corner and back the Board of Supervisors in one too because it is new. He stated that he had tried to participate in programs that when he started reading the fine print he was getting himself in a hole; so that is the intent of the motion not to kill it but so that it can still see the light of day.

Commissioner Edwards said send a good product to the Board so the Board doesn't have any questions about it. He thought that was all that Commissioner Mann was saying. Have everything worked out- every possible question answered. See if there are any controversial things as far as spending money. He said he agreed with this motion. He seconded this motion.

Chairman Drake said it could be privately funded in greater part from that initial thought. He said that was a great product.

Commissioner Mann said he was hearing a yes to that, but he was not hearing a jump up and down firm yes. He sensed that a little bit.

Commissioner Tennessee asked if this would go to the Board of Supervisors at the next meeting or the following meeting.

Mrs. Beth Lewis stated it would not go to the February meeting. It would go to the March meeting if you made a recommendation tonight.

Commissioner Tennessee said he thought they had done their job by asking the questions that they had ask tonight. He thought they should move it forward to the Board of Supervisors and give them the opportunity to answer that at the Board of Supervisors meeting and at that particular time if it is not to their likely then they have the option of not adopting it.

Commissioner Edwards said he could tell you from sitting here that all the questions had not been answered. This question that Commissioner Mann asked is a legitimate question and it hasn't been answered.

Commissioner Tennessee said what he was saying was that by the time it got to the Board of Supervisors they would be able to answer the question.

Commissioner Mann said the I-Ride is set up right now to run right on through until June 2012; the money is in place - correct.

Mr. John Skervin said yes sir.

Commissioner Mann said so it is not going to interfere with any services. It is not going to stop anything. Life is going to be just like it is.

Chairman Drake said so we have it clear and that is a good point.

Commissioner Mann said he wanted to make sure that delaying it for thirty days wasn't putting anybody in a bind.

Chairman Drake called on Mr. John Skervin.

Mr. John Skervin said if he was sitting on the Commission he would support the motion to table it. He stated he appreciated the positive perception of the program. He wanted to make sure he had the question as presented. He stated the question is "what are the actual commitments the county needs to make as the result of this plan". That is a broad question which he will attempt to answer before it goes to the Board of Supervisors because there might be something that would work against the adoption of the plan. He stated he thought it good to be cautious and get the correct answers so they could make a much stronger recommendation to the Board of Supervisors.

Chairman Drake thanked Mr. John Skervin.

Chairman Drake stated they still had a motion on the floor. He asked if there was any other discussion before they voted.

Mr. Richard Railey said on the motion to table it.

Chairman Drake asked that they vote by raising their right hand, please.

The motion to table the issue until the next meeting was carried by five votes.

There were three voting nay Commissioner Chesson, Commissioner Tennessee, and Commissioner Parker.

Ms. Cindy Creede thanked the Commission for their consideration.

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Chairman Drake stated we would move on to item number five which is unfinished business. The first item is the transit development plan.

Mrs. Beth Lewis said we do have some representatives here from senior services this evening to answer any final questions. She said she believes they had some paper work delivered to their homes in the last couple of days answering the questions they had last month. If you have any further questions they will be happy to answer them. She said there are some options.

Chairman Drake said just to be reminded we do have a motion on the floor which has been seconded. He asked wasn't that correct.

Mr. Richard Railey said you had a motion on the floor that was tabled. He said you need a motion to take it off the table and take it back to discussion.

Commissioner Randall made a motion to take the motion off the table and take it back to discussion.

Commissioner Barham seconded the motion which carried unanimously.

Mr. Richard Railey said now you can talk about it.

Chairman Drake said now we are going to discuss. He said he hoped everybody received their information in their packets. He stated he had received his. He asked if there were any questions or discussion.

Commissioner Edwards said his question was once they got into it could they get out of it. Once this plan goes into a comprehensive plan, it is pretty much the law. That is the purpose of what we are discussing. To change that we would have to change the comprehensive plan again.

Mrs. Beth Lewis said it is important to remember that localities adopt plans all the time that don't have a blank check attached to them. This past summer you adopted an all hazard mitigation plan that had several hundred thousands of dollars of mitigation in it. That was an adopted plan. The adoption of the plan doesn't say that next week, next month, or next year that the county is going to begin funding those mitigation actions. In 2008 the county after your recommendation adopted a parks and recreation plan master plan. This plan called for the creation of a park and recreation department and the creation of a parks and recreation facilities. This is an adopted plan, but it didn't have a blank check attached to it. Your 200 page comprehensive plan has an entire chapter of action items that would put the plan into effect. Some of them have been done over the past five years. Many of them haven't been done over the past five years. So the plan is a road map. It doesn't mean you have to start the journey. It means you have a map to follow if you choose to start the journey or however far you choose to make the journey. So the adoption of the transit development plan doesn't put the county on the hook for anything more than the county chooses to finance each year through the budget process. For the next three years their request would be the \$6,350 dollars that the county has given as a donation for the past several years.

Mrs. Cindy Creede stated that would be the request.

Mrs. Beth Lewis said that would be the request. The county would have their choice whether to fund all or part of that. Then from that point on the county would have the choice as to how much of this plan they would choose to implement. The way they would decide how much of the plan they choose to implement would depend on how much money they choose to put into it. Just like with the parks and recreation plan that called for the creation of a parks and recreation department which four years later there is still no parks and recreation department. This plan could be as implemented as that. Part of what the county has done with the parks and recreation plan is for the past several years the Board of Supervisors has created a fund where non-profit organizations that provide recreation for the citizens for Southampton County can apply for that money. So that is one way they have implemented a part of this plan. There are ways to implement parts of plans. The department of park and recreation plan is the money that they give to Sedley Recreation Association and the Courtland Recreation Association. In the same way parts of this plan could be implemented too. She said she hopes that you don't feel just because

a plan is adopted that is puts the county on the hook for more money than the Board of Supervisor would approve one year at a time.

Chairman Drake thanked Mrs. Beth Lewis.

Mrs. Cindy Creede said she didn't think she could add any more than that. Senior services is continuing to provide transportation in the area for seniors and others that ride a fixed route and other kinds of transportation because of necessity and choice. She said they don't plan to stop doing that. They want to look for ways for funding, but work with the communities in a closer way than they have in the past. That what the plan inclusion says to their organization. Remember that the \$70,000 plan was developed with full support - 100% financial support by the department of ground and public transport because rural transportation has come up again and again as an issue in the Commonwealth. She stated she didn't have anything to add unless there was another question.

Chairman Drake asked about the \$70,000. He said that was a grant wasn't it.

Mrs. Cindy Creede said yes that is correct.

Commissioner Edwards asked if there was a pressing time to get this in the comprehensive plan. Mrs. Cindy Creede stated the plan was finished in the fall. So they brought it to the localities as soon as possible so there could be consideration for the plan. If any private funding is developed along the way to support transportation whether it is as it stands today or public that is an ongoing process and it seems the two should follow along; and that the information shared with the Planning Commission and the leadership of each of the localities.

Commissioner Edwards said they are starting to redo the comprehensive plan starting in July and they are having four public or town meetings at that time. He said if there are no time restrictions on that he didn't see why they couldn't wait and let that go to the people in the county. Let the people of the county look at it and see if they wanted it or not

Mrs. Cindy Creede asked if that would be included in the questions that would be asked of the community and if the consultants could do that this late in the game. She said that was her only question.

Commissioner Harrell said if the county is giving \$6,000 a year and they will continue to be able to contribute to whatever the county wants to contribute (Board of Supervisors) what is the use of doing anything. He said if the Board of Supervisors decides to give them \$2,000, \$6,000, or \$8,000 he asked why do we need to put it in the comprehensive plan.

Commissioner Edwards said that is his point. They are coming up with and redoing the whole plan the next calendar year that runs from July to July. We will have town meetings all over the county and a lot of discussion. He stated this was something he had rather not make a decision on. He would rather listen to the citizens of the county and see if they really want this in the comprehensive plan or not regardless of what the Board of Supervisors funds.

Chairman Drake said he was going back to Commissioner Edwards' original question is there a time line.

Mrs. Cindy Creede said the time line is simply the comprehensive plan.

Chairman Drake said correct me if I'm wrong that is going to have to be done within the next year or so.

Mrs. Beth Lewis said we will start the plan in July. One of the options that this Board and the Board of Supervisors has is to accept this plan. We can say thank-you. You can decide to append it to the comprehensive plan now or you can say we will accept it or we will take it and

thank you. That is one of your options. That would not append it to the comprehensive plan at this point it would just acknowledge that we received it

Mrs. Cindy Creede said she hoped that they would accept the plan. A lot of public information was gathered in the development of the plan. She agrees. She thinks to get a comprehensive plan that includes as much as possible that is true to your citizens is what every community wants to do.

Commissioner Edwards said he thinks basically it could be a very good plan. He is not against the plan, but he wants to re-iterate that the best way for them to do it is to let the citizens of the county as a whole look at it. It needs to go through the comprehensive plan process which we are going to start in July and make it part of the program for these four town meetings and have them look at it. He stated he would feel better putting it in the plan if he knew that everybody they represent were in favor of it.

Chairman Drake said that he thought the main sticking point, if that is proper terminology, is that right now the I-Ride buses are coming to Courtland and primarily they are going to Franklin. The thing about it is suppose you want to go to another locality or suppose people in other localities wanted to go to Franklin for that matter. It looks like they are picking out certain areas. It's not the whole county. First of all he has had no one contact him on this issue that is in favor of endorsing this plan. He has had several calls about what is the expected cost to the county in the future. Everybody is worried about the cost. He stated that everybody is worried about the cost because the budget is limited. He said he has not had one single call, other than the people in the audience last month at the meeting that had an interest in this program. This is our third meeting, it has been in the newspaper, and it is a hot topic in the area. He said he even heard about it at the fire department's meeting. Someone brought it up and wanted to know what they thought about the public transportation. He said that people can go to a central intersection get on the bus and go all around the county anywhere they want to go for free, well for a buck - a dollar. That is not exactly what the plan is. Some people think that is what we are looking at doing. When he tells people that right now it is primarily in Courtland with the buses going to Franklin; the people are asking him why we would pay any tax money or any support that we don't get any benefit from. He asked if they were following him.

Mrs. Cindy Creede said she is.

Chairman Drake said then on top of that, and this was in the newspaper, he says it is primarily for the senior citizens as well as handicapped individuals and it is not limited to those. Also, if you want to go to a place of work or child care or whatever, there are many different uses. So it would benefit everybody in the county if it was available to everybody in the county and that is not going to be possible. It is going to be too expensive. He asked if she was following him.

Mrs. Cindy Creede said she was.

Chairman Drake said so how do you pick Courtland over Boykins, or Newsoms, or Branchville, or Drewryville, or Capron, or Iv or. He asked why Courtland. He said that seems to be the dilemma - how is it going to benefit everybody if it is just in the Courtland area.

Mrs. Cindy Creede said that was what was addressed in the zoning. She said it was a recommendation that it be a shared service to keep the price as low as it could be. She said when you get into public transportation you are looking at cost that include safety, FTA regulations. It is comparable to your land management and solid waste disposable. You don't want people who that aren't drug tested and unsafe buses. There are all kinds of costs. It's not so much license fees; it is mainly maintenance and safety. That is why the cost is proportionately more to provide that security for the citizens than it would be to have Joe Blow's Van Service running around; but Joe Blow's Van Service isn't running around because he can't make a living at it. She said they needed outside support to be able to provide the service. She said if more services are needed, they need to find that out and address the plan again. She would have to

get in touch with Mrs. Beth Lewis and ground and public transportation to see what the process would be to revise the plan or maybe they would do it locally. She wasn't sure about the process.

Chairman Drake said he appreciated that comment. He said he would go back to what he mentioned at the last meeting. He said in a city, a suburban type setting you have less square miles that you have to deal with for your routes. Southampton County is one of the largest counties in the State of Virginia. To be fair and equitable you need to service the whole county. He said he didn't think that was possible. He personally doesn't think it is needed. He didn't think the buses needed to be out in the farming, logging, and agricultural districts because of safety concerns. He doesn't see how you can identify one particular town and service with joint tax-payers money for the whole county.

Commissioner Harrell asked how long is it going to be if it is \$6,000 this year before somebody will be looking at the county for \$50,000 or \$100,000 a year to help take care of this program. He said everything just goes higher, higher, and higher. That is what everything does today.

Chairman Drake said he was kind of leading to that. Once you start something it is going to escalate.

Commissioner Harrell asked didn't social services send cars all over the county picking people up elderly people to go to the hospital and doctor's offices and what not.

Mrs. Cindy Creede said not necessarily unless you are talking about the Medicaid transportation that is provided for people that have that insurance which is public insurance. It is for recipients that are eligible for transportation for Medicaid and not all are eligible.

Commissioner Harrell said he didn't feel like we needed to furnish transportation to carry them to Wal-Mart and then carry them back home. That doesn't agree with him.

Mrs. Cindy Creede said she would like to know what the process will be going forward on getting more information back from the county in the comprehensive plan in process.

Mrs. Beth Lewis said the comprehensive plan process will start in July. It will look at our current comprehensive plan, changes that have taken place over the past four years, and items that have come up over the last five years. This may be one of those issues that has come up. The park and recreation plan was adopted in 2008. It is not part of the comprehensive plan because the comprehensive plan was adopted before that so this would be another chapter that would be added to the comprehensive plan. Now this has already been adopted by the Board of Supervisors, but it would be appended. Just like your all hazard mitigation plan that was adopted over the summer, it was adopted by the Board of Supervisors so it would be appended as another chapter.

Mrs. Cindy Creede said there is a transportation element in the comprehensive plan.

Mrs. Beth Lewis said there may be portions of this plan that are added. Information that was gathered in this plan may be added to the comprehensive plan in the transportation element. The transportation element may be beefed up somewhat with information gathered in this transit development plan process.

Chairman Drake said it is a lot of information in the paper. It is very informative. A lot of work was done there.

Mrs. Cindy Creede said we don't need a motion at this point, right, we are just discussing.

Chairman Drake said we are just discussing. There is no motion. Chairman Drake asked if there were any other questions.

Commissioner Barham asked what the benefit to the county was when we are paying \$6,350 dollars to take people out of Southampton County to Franklin to spend their money where

Franklin is receiving sales tax on their purchases and Franklin is only paying \$4,400 for I-Ride transportation. He asked what the benefit was to the county.

Commissioner Edwards said we are paying \$6,350 and Franklin is paying only \$4,400 dollars. He said he talked to some people in Franklin government this week who weren't aware of that. It seems to him that

Chairman Drake said what we are looking at tonight is not paying more for the services; we are talking about adopting the future plan for transportation services. That is the issue tonight. It is up to the Board of Supervisors if they want to continue to pay that yearly cost.

Commissioner Edwards said we are putting it in the comprehensive plan tonight. His thought would be if there is no time restriction, and it doesn't seem to be, he doesn't see why we couldn't put it in the instructions for the new comprehensive plan next year and if the people of Southampton County really want it so be it, it can be put in the plan.

Mrs. Beth Lewis said perhaps your action tonight would be to recommend that the Board of Supervisors accept this plan. Take it, not adopt it, but say thank you for the information.

Commissioner Edwards made a motion that we not ask them to adopt the plan, but to make sure that it gets put in the discussion for all the town meetings to be fair to them and let the citizens of Southampton County take a good look at it in the comprehensive plan period that we are doing for next year and then see what happens.

Chairman Drake said he had a motion on the floor. He asked if he had a second.

Commissioner Barham seconded the motion.

Commissioner Chesson said going back to Robert's Rule of Order you had a motion and a second from the last meeting and he thought that is what they are discussing.

Commissioner Edwards said we tabled it.

Chairman Drake said we dismissed it correct.

Commissioner Chesson said did we pass it or did we put it back on the table.

Mr. Richard Railey said we put it back on the table. He said the way he takes it is that Commissioner Edwards motion amends the original motion and unless the original party yields to the second party party what you do is vote on the amendment and then vote on the motion as amended. He asked if they follow him. He said he didn't mean to make it overly complicated.

Commissioner Chesson said the only comment he has is that even if we accept the plan he is not necessarily in favor of anything being inferred to the Board of Supervisors that the Planning Commission is in favor of them funding it. Granted some people may be inferring they are favor of funding it. If there is not skin *off* of anybody's teeth, he doesn't have a problem accepting it. There is a motion already on the table to take it and consider it later. He said he doesn't see the point in steady stringing this thing out.

Chairman Drake said it will get more citizens input.

Mrs. Beth Lewis said accepting it is kind of closing the circle. The county applied for the grant, received the grant, the work is done, and the report is done; now we are closing this process with the motion as she understands.

Commissioner Chesson said it is up for further consideration.

Mrs. Beth Lewis said right.

Chairman Drake asked if there was any other discussion. He said now we want to go back and vote on the original motion, correct.

Mr. Richard Railey said what you have got to do is vote on the amendment first.

Chairman Drake said the amended motion that Commission Edwards made was to accept the transit plan and request it be part of the comprehensive planning process. He asked if everyone understood the amended motion. He called for a vote to amend the motion which carried unanimously.

Mr. Richard Railey said now vote on the motion as amended.

Chairman Drake asked Mrs. Beth Lewis to help him out on the motion that was amended.

Mrs. Beth Lewis said she had no clue.

Mr. Richard Railey said you voted to amend the motion. Now you have a motion before you, you vote on the amended motion.

Chairman Drake said the motion we are going to vote on is to accept the transit plan and request it be part of the comprehensive planning process. The motion carried unanimously.

Mrs. Cindy Creede thanked the Planning Commission Board.

Improvement Scenario	Major Improvement Elements	Estimated Costs ¹	Possible Funding Sources (other than fares)	Federal and/or State Funding Percentage	Local Match Required
Franklin Fixed-Route Adjustments	<ul style="list-style-type: none"> Re-brand I-Ride services to make it clear service is available to all ages Provide route deviation with 24-hour notice for seniors/disabled only Increase span of service to be from 7:00 am to 6:00 pm Increase frequency of service to be every hour on the hour Eliminate incursions into and through various origin properties, primarily apartment complexes Eliminate, reduce, and consolidate incursions into and through various destination properties, primarily retail establishments Convert the Courtland fixed-route into an on-demand shuttle service to Armory Drive operating two-days per week with one round trip daily Shuttle will operate from 1pm to 4pm Tuesdays and Thursdays and pick up users at their origin location in the Town of Courtland <ul style="list-style-type: none"> Pick-up service requires notice by IOAM same-day Shuttle will serve stops along Armory Drive also served by the Franklin fixed-route Shuttle will be coordinated with I-Ride Franklin to allow for timed transfers between the two routes 	Operations: \$30,000 Capital: \$0	<ul style="list-style-type: none"> State Operating Assistance Jobs Access and Reverse Commute (FTA Section 5316) New Freedom (FTA Section 5317) Rural Assistance (FTA Section 5311) 	Operations: 50%-95% Capital: NA	\$1,500 - \$30,000
Courtland Fixed-Route Conversion	<ul style="list-style-type: none"> Shuttle will serve stops along Armory Drive also served by the Franklin fixed-route Shuttle will be coordinated with I-Ride Franklin to allow for timed transfers between the two routes 	Operations: -\$14,000 (savings) Capital: \$0	NA	NA	NA
CreateTMA	TheTMAwill: <ul style="list-style-type: none"> Centralize coordination, outreach, and expansion elements; organize a human services coordination group; develop targeted outreach to improve general awareness of transit options; coordinate re-branding efforts; create a transit hotline; coordinate with the City, County, State, and local businesses to designate Park & Ride locations for carpooling and vanpooling; provide ride-matching services for persons seeking to carpool/vanpool; develop a formal van pool program through an agreement with a van pool leasing firm; and may oversee the contract for operation of the fixed-route bus service, 	Operations: \$75,000 Administrative: \$25,000	<ul style="list-style-type: none"> State TOM Operating Assistance State Transportation Management Project Assistance Jobs Access and Reverse Commute (FTA Section 5316) New Freedom (FTA Section 5317) Rural Assistance (FTA Section 5311) 	Operations: 50%-80% Administrative: 80%	Operations: \$15,000-\$37,500 Administrative: \$5,000

Improvement Scenario	Major Improvement Elements	Estimated Costs ¹	Possible Funding Sources (other than fares)	Federal and/or State Funding Percentage	Local Match Required
Travel Training	<p>Work with people one-on-one to discuss their transit needs</p> <ul style="list-style-type: none"> o Customized to meet the individuals' needs, whether it is a basic orientation to the fixed-route system or an in-depth, hands-on training 	Operations: \$7,680	<p>State TOM Operating Assistance State Transportation Management Project Assistance Jobs Access and Reverse Commute (FTA Section 5316) New Freedom (FTA Section 5317) Rural Assistance (FTA Section 5311)</p>	Operations: 50%-80%	Operations: \$1,540 - \$3,840
Community Recreation Shuttles	<p>Shuttles during the summer to provide access for children and young people to various programs</p> <ul style="list-style-type: none"> o Alleviate overcrowding on I-Ride fixed-route buses 	<p>Operations: \$13,500 Capital: \$60,000</p>	<ul style="list-style-type: none"> • Camp Foundation Inc. • United Way • County of Southampton • City of Franklin 	0%	\$73,500
Modify Traditional Demand Response	<p>Modify existing Traditional Demand Response service to provide the same basic service, but only available in specific areas of the County on designated days</p> <p>Provide pick-ups in a designated zone of the County on a specified day and transport users to the City of Franklin for services</p> <p>Service outside of Southampton County would not be provided on these days</p> <p>By limiting the service by zone and by day, more trips can be combined improving the efficiency of the service and reducing costs</p> <p>A new shuttle service would be initiated utilizing the same basic structure as the modified demand responsive service, but open to all ages (18+)</p>	None	NA	NA	NA
Remote Communities Shuttle	<ul style="list-style-type: none"> • The shuttle would provide a vital link between remote communities and service in Franklin allowing persons with limited mobility (no transit services, one or zero vehicle households) access to shopping, medical appointments, and other services available in Franklin that are not available in these smaller communities • These shuttles would operate Monday, Wednesday, and Friday only with the same zonal system as the demand responsive (North, West, and South) • This service would require 24-hour advance notice and would cost \$2 each way for a total cost of \$4 round-trip 	<p>Operations: \$33,300 Capital: \$60,000</p>	<ul style="list-style-type: none"> • Rural Areas (FTA Section 5311) • State demonstration Project Assistance 	<p>Operations: 50%-95% Capital: 50%-95%</p>	<p>Operations: \$1,665 - \$16,650 Capital: \$3,000-\$30,000</p>

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Improvement Scenario	Major Improvement Elements	Estimated Costs ¹	Possible Funding Sources (other than fares)	Federal and/or State Funding Percentage	Local Match Required
Franklin Fixed-Route Expansion	<p>Increase the weekday span of service to be from 7:00am to 7:00pm</p> <p>Add a vehicle to the modified Franklin fixed-route to decrease the headway to 30 minutes'</p> <p>Provide weekend service with one-hour headways (one vehicle) including Saturdays from 8:00am to 4:00pm and Sundays from 9:00am to 4:00pm</p> <ul style="list-style-type: none"> • Provide bus stop poles with signs, schedules, and maps at all stop locations based on modified I-Ride Franklin fixed-route • Provide shelters at key locations with the highest number of boardings/alightings 	<p>Operations: \$169,800</p> <p>Capital: \$0</p>	<p>State Operating Assistance</p> <p>Jobs Access and Reverse Commute (FTA Section 5316)</p> <p>New Freedom (FTA Section 5317)</p> <p>Rural Assistance (FTA Section 5311)</p>	<p>Operations: 50%-95%</p> <p>Capital: NA</p>	<p>Operations: \$8,490 - \$84,900</p> <p>Capital: NA</p>
Capital Improvements	<ul style="list-style-type: none"> • As new vehicles are procured, as part of the regular fleet replacement, the new vehicles should come equipped with bike racks' • Install security systems on all buses including' CCTV cameras with recording and download capability 	<p>Operations: \$1,500^f</p> <p>Capital: \$75,500</p>	<p>State Operating Assistance</p> <p>State Capital Assistance</p> <ul style="list-style-type: none"> • Rural Areas (FTA Section 5311) • Surface Transportation Program Flexible Funding 	<p>Operations: 50%-95%</p> <p>Capital: 80%-95%</p>	<p>Operations: \$75-\$750</p> <p>Capital: \$3,775 - \$15,100</p>

^f SSSEVA has sufficient existing vehicles and drivers to accomplish this without a vehicle purchase or personnel hire.
¹ Stop/shelter maintenance and schedule updates (printing)

**Senior Services of Southeastern Virginia
I-Ride Courtland
Ridership Report FY11**

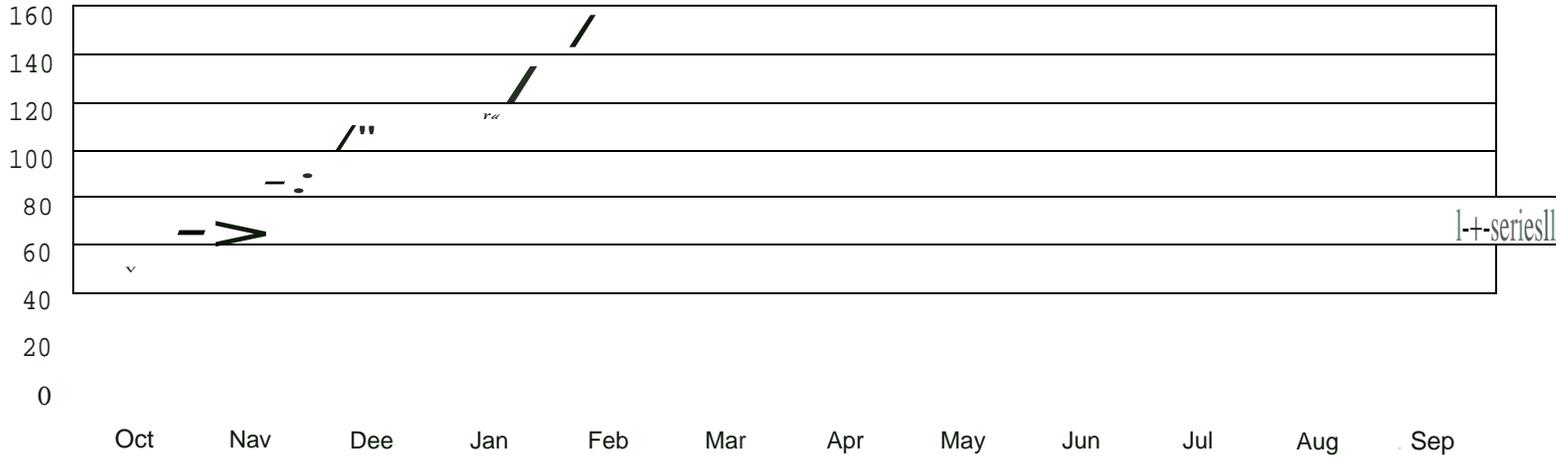
Month	All Riders	Transit Days	Average Riders Daily	Senior Riders	Non-Senior Adult Riders	Child Riders	Fares Collected
Oct	20	10	2.0	10	10	0	\$ 20.00
Nov	28	10	2.8	13	13	21	\$ 26.00
Dec	24	11	2.2	11	13	0	\$ 24.00
Jan	22	13	1.7	14	7	1	\$ 21.00
Feb	34	11	3.1	11	22	1	\$ 33.00
Mar	50	13	3.8	22	22	6	\$ 44.00
Apr	52	13	4.0	23	20	9	\$ 43.00
May	40	12	3.3	19	20	1	\$ 39.00
Jun	53	13	4.1	24	19	10	\$ 43.00
Jul	65	10	6.5	28	27	10	\$ 55.00
Aug	60	13	4.6	23	24	13	\$ 47.00
Sep	55	11	5.0	24	28	3	\$ 52.00
Totals	503	140	3.6	222	225	75	\$ 447.00

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I., Ride Courtland FY12



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	SOUTHAMPTON TRANSIT DEVELOPMENT PLAN				
	Draft Public Engagement Contact List				
	30-Jun-11				
	TASK FORCE				
	contact name	postion or title	organization name	email	phone
PT	Barry Cheatham	member-Ward 1	Franklin City Council	ward-1@franklinva.com	757.569.9747
MJ	Philip Sherman	Code Enforcement Officer	Franklin City - Planning		757-562-8580
MJ	Nicole Imabinet	Executive Director	Franklin Redevelopment & Housing Authority		(757) 562-0384
MJ	Frank Davis	Director	Franklin Parks and Recreation		757.562.2475
MJ	Russ Pace	Director	Franklin Dept. Pu blic Works		757.562.8564
MJ	Phil Hardison (or Mark Cornell)	Chief	Franklin Police		757-562-8575
MJ	Dr. Michelle Belle	Su perintendent	Franklin School District	mbelle@franklincity.k12.va.us	(757) 569-8111
PT	Jon Mendenhall	Asst. County Administrator/ Public Works	Southampton	jmendenhall@co.southampton.state.va.us	(757) 653-3015
MJ	Dr. Alan Edwards	member	Southampton Planning Commission		757.562.4196
MJ	Dallas O. Jones	Chairman	Southampton Board of Supervisors-Drewryville District		434.634.3987
PT	Beth Lewis	Director	Southampton Community Development	blewis@co.southampton.state.va.us	(757)653-3008
MJ	Charles Turner	Superintendent	Southampton County School District		757.653.2692
MJ	Mercer Neale	Head of School	Southampton Academy		757.653.2512
CC	Teresa Beale	Executive Director	Franklin-Southampton Area Chamber of Commerce	teresa@fsachamber.com	(757) 562-4900
MJ	Vernie Francis	Sheriff	Southampton County Sheriff's Office		(757) 653-2100
EF	Veronica Ferguson	Executive Director	Franklin Co-Op Ministry	vferguson@Franklincoopministry.com	757.516.6322

CC	Dan Howe	Executive Director	Downtown Franklin Association, Inc.		757.562.6900 or 757.647.4833 fax-(757)562-5666
EF	Reverend Peggy Scott	Senior Founding Pastor	Minister's Alliance; Fellowship Around the Word Church	peggysscottministries@msn.com	(757) 516-2720
MJ	Edna King	Retired Franklin Teacher, Community Volunteer	Franklin School Board		(757) 562-2623
EF	Paul William Conco, Ph.D.	President	Paul D. Camp Community College		(757) 569-6712 fax-(757) 569-6795
EF	Ida Council	Staff member	Head Start-Franklin and resident	idacouncil@aol.com	(757) 304-9409
EF	Randy Best	Executive Director	Workforce Development Center	{?}	757-569-6050
PT	John Smolak	President & CEO	Franklin - Southampton Economic Development, Inc.	jsmolak@franklinsouthamptonva.co m	(757) 562-1958
EF	Anne Williams	Senior Circle Coord / Media Specialist	Southampton Memorial Hospital; United Way Board President		(757) 569-6100
EF	Annie and Clyde Johnson	Community Leaders	Community Leaders		(757) 562-4402
EF	Maurice Biggs		AARP	wbiggsjr@yahoo.com	O: 569-9046; Cell: 304- 1657
EF	Rhonda Stewart	Administrator	Village at Woods Edge		(757) 562-3100
			Franklin Nursing Home		
			Assisted Living Lifecare Community		
			Portland Health Center		
CC			Franklin / Southampton Charities		757-569-1611
CC	Anne Bryant	Executive Director	Franklin / Southampton United Way	franklinuw@charterinternet.com	(757) 569-8929
CC	Gina Pitrone	Executive Director	Obici Healthcare Foundation	gpitrone@obicihcf.org	(757) 539-8810
JS	Westbrook J. Parker	Executive Director	Camp and Ruth Camp Campbell Foundations	wparker@elmsfoundation.org	(757) 562-3439
	Bobby B. Worrell	former ED	Camp and Ruth Camp Campbell Foundations	bworrell@elmsfoundation.org	(757) 562-3439
EF			Narricot Industries		(757) 654-6131
CC			Ivor Medical Center		(757) 859-6161
EF			Courtland Healthcare Center		(757) 53-0908
CC	Nancy Green		Blackwater Baptist Assoc.		(757) 242-4131

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POSSIBLE INTERVIEWS (list to be discussed further)					
contact name	postion or title	organization name	email	phone	
Clarence Baker	Hayden Partner-SSSEVA	Baker Home	clarecebaker@bakershomeinc.com	757.569.9005	
Brian Hedgpeth	CEO	Bronco Fed. Credit Union			
Jimmy Gray	Manager	Franklin Airport			
Dr. Alvin Harris	Physician				
Tracy Kellem		Girl Scouts			
		Franklin-Southampton YMCA			

