Transit Mobility Program
Texas A&M Transportation Institute
701 N. Post Oak Rd.
Houston, TX 77024

713-613-9240
tti.tamu.edu/group/transit-mobility

TECHNICAL MEMORANDUM

TO: Kelly Kirkland, TxDOT PTN Planning and Support Section Director

FROM: Shuman Tan, TTI Assistant Transportation Researcher
Jinuk Hwang, TTI Graduate Student Researcher
Jonathan Brooks, TTI Assistant Research Scientist

DATE: December 18, 2015

SUBJECT: **Fiscal Year 2016 Subtask 3B: Part 1. Transit District Profiles**

The Texas Transportation Code Chapter 458 authorizes 26 urban transit districts (UTDs) and 37 rural transit districts (RTDs) to provide and/or coordinate transit services for people in Texas. UTDs and RTDs receive public transportation money through the Texas Department of Transportation (TxDOT). The TxDOT Public Transportation Division (PTN) requested that Texas A&M Transportation Institute (TTI) form a consistent set of profiles for each transit district, providing a quick, easy way for interested parties to comprehensively understand each transit district.

Nine transit districts serve as both a UTD and an RTD. These nine agencies are referred to as urban and rural transit districts (URTDs). As a result, there are three categories of transit districts profiled: UTDs (17 districts), URTDs (9 districts), and RTDs (28 districts).

This memorandum accompanies the district profiles and functions as a user's guide, explaining each page of a sample profile.

Appendix A contains a list of transit districts for the three categories. Ten profiles for agencies who have not responded are marked as "draft". Appendix B contains the profiles of 54 transit districts. A specific profile or a compilation of all the profiles can be downloaded from: https://my.syncplicity.com/share/u3bbexvdxirlfaa/Transit%20District%20Profiles%20(as%20of%20121815).

PROFILE AT A GLANCE

Each profile includes the following information about the respective district, in order of occurrence:

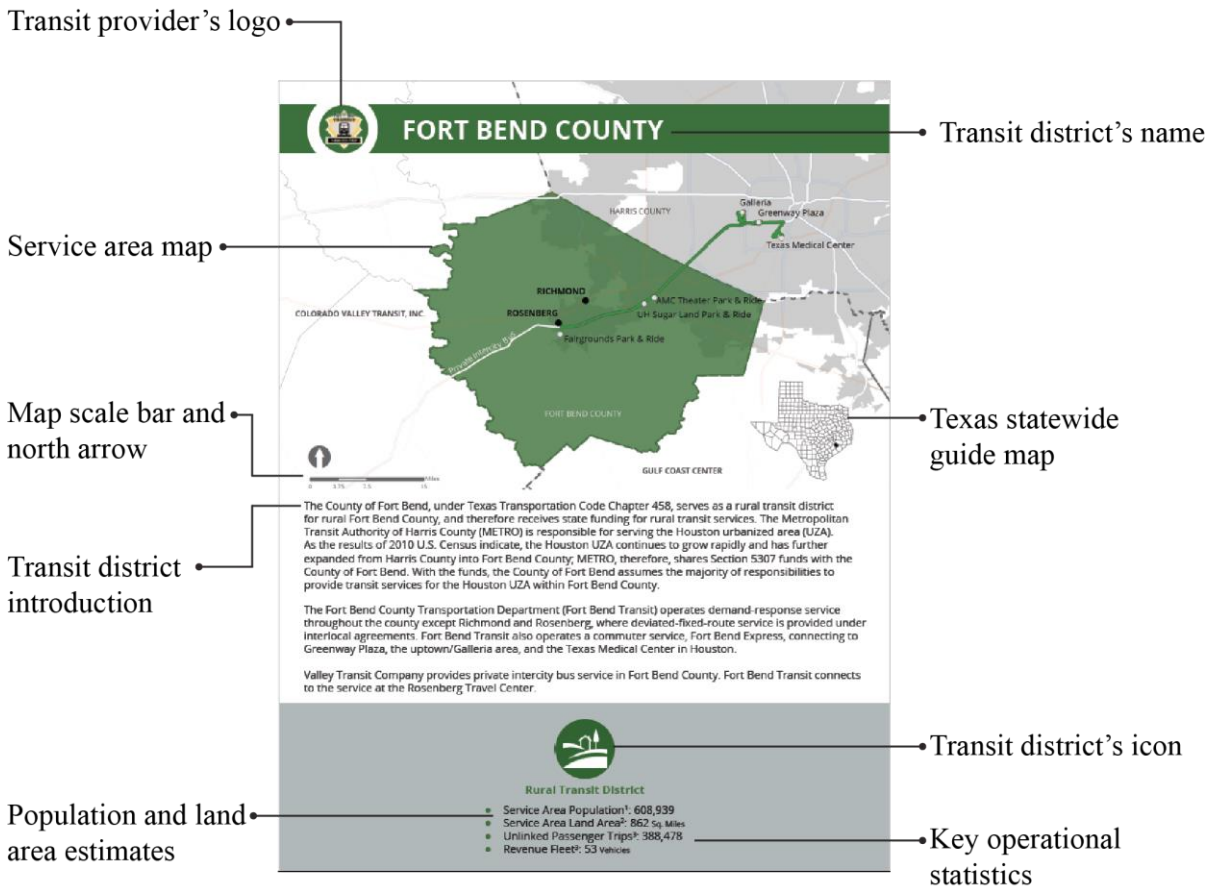
- Transit provider(s) for the transit district.
- Governance.
- Service area population and land area.
- Transit service information by mode.
- Fare structure and fare media by mode.
- Operating days and hours (excluding holidays) by mode.
- Financial status, based on TxDOT PTN-128 data.
- Performance statistics from TxDOT PTN-128 data.
- Planned projects in the coming years.

The profile format may vary depending on the category that the profile belongs to. UTD and RTD profiles are four-page documents. URTD profiles have a similar structure but with separated RTD and UTD information. If there is more than one transit provider for either RTD (such as the Galveston County Transit District) or UTD (such as the Brazos Transit District and Lower Rio Grande Valley Development Council), the URTD profile has separate information for each transit provider as well.

Profile content may also vary depending on the year the transit district was established and the availability of information. For example, the McLennan County Rural Transit District began service on July 1, 2015. Therefore, its financial status is based on TxDOT PTN-128 fiscal year (FY) 2015 data, while other transit districts' financial statuses are based on FY 2014 data, which was the latest data when the task began. Another example is the Senior Center Resources and Public Transit Service. The agency provides a list of project with priorities. Therefore, on page four, instead of presenting projects in the proposed 2015–2018 Statewide Transportation Improvement Plan, the profile uses the list that the agency provides.

In the following sections, TTI researchers use the Fort Bend County profile as an example to provide some tips for using the profiles and ancillary information about categorizing transit modes and submodes used in the profiles.

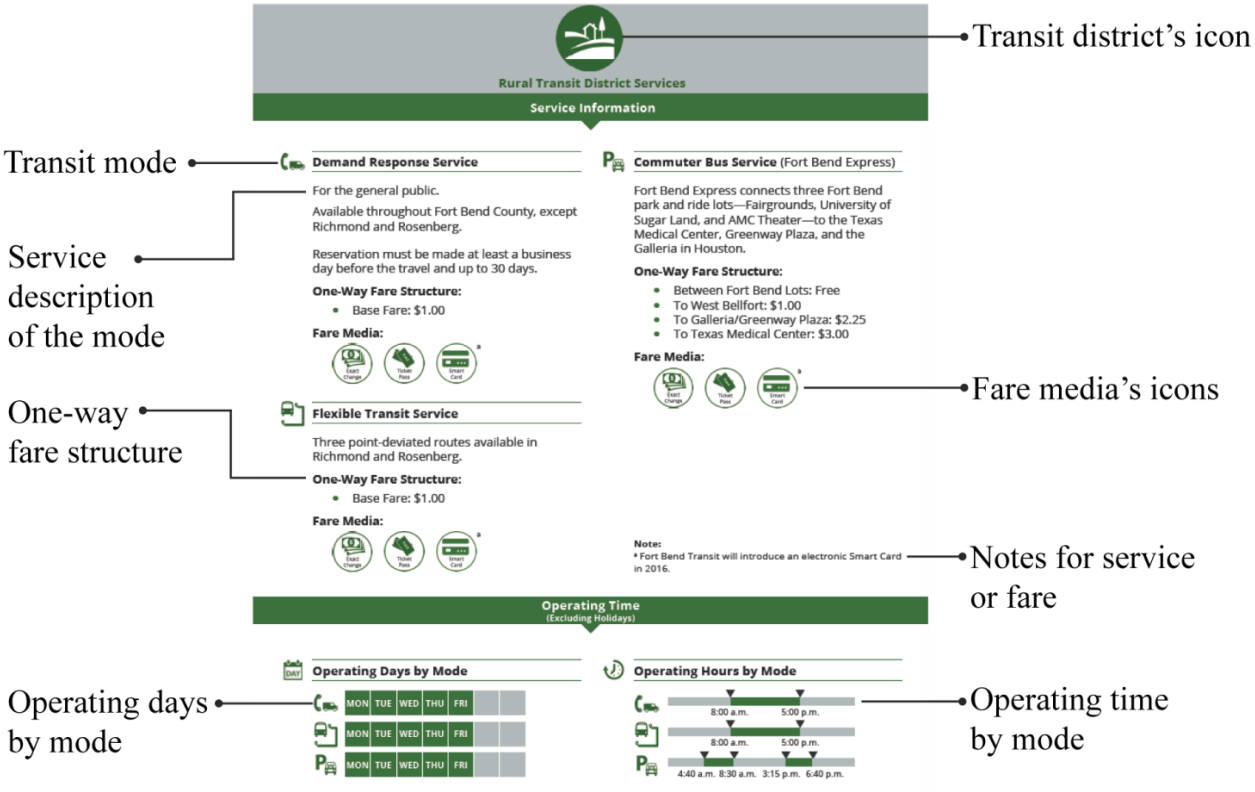
PAGE ONE



Page one includes a map, an introduction, and four key statistics for the transit district. The following are some tips for reading the map:

- Tips applicable to the image above and other profiles:
  - Grey areas are the U.S. Census–designated urbanized areas.
  - Color shows demand-response service.
  - A black dot means a flexible transit service is available at that location.
- Tips not applicable to the image above but applicable to other profiles:
  - A colored-line-bounded transit district does not provide demand-response service.
  - A thin black line boundary means the area is served under an interlocal agreement.
  - A black dot with a buffer means a local fixed-route service is available at that location.

PAGE TWO



Page two provides detailed service information and operating time by mode.

TRANSIT MODE

Based on *TCRP Report 165: Transit Capacity and Quality of Service Manual, Third Edition*, TTI researchers categorized available transit services in Texas into four main modes: fixed-route transit, demand-response transit, vanpool, and water cruiser. Fixed-route transit and demand-response transit have four and five submodes, respectively. The submodes are defined in the following sections.

Fixed-Route Transit

- **Trolley-replica bus service ( )**—rubber-tired vehicles that have an exterior designed to look like a streetcar from the early 1900s and not powered by electric current from overhead wires.
- **Local bus service ( )**—rubber-tired passenger vehicles that operate over roadways with fixed routes and schedules, typically within the city limits.
- **Regional bus service ( )**—rubber-tired passenger vehicles that operate over roadways with fixed routes and schedules, connecting two urbanized areas (UZAs) or rural areas with a UZA. The term is used to avoid confusion between this kind of service and the private intercity bus service.

- **Commuter bus service ( )**—fixed-route bus service that provides at least 5 miles of closed-door service, typically connecting outlying areas to a limited number of central city stops and typically featuring peak scheduling.

Demand-Response Transit

Demand-response transit is a form of public transportation characterized by flexible routing and scheduling of small to medium-size vehicles operating in a shared-ride mode between pickup and drop-off locations according to passengers' needs.

- **General-public demand-response service ( )**—the demand-response service that responds to requests from the general public.
- **Limited-eligibility demand-response service ( )**— the demand-response service that responds to requests only from defined rider groups, often older adults and people with disabilities.
- **ADA paratransit service ( )**—the Americans with Disabilities Act of 1990 (ADA) requires transit agencies to provide paratransit service to eligible people with disabilities within 3/4 mile on either side of fixed-route services. Transit agencies can operate a separate ADA paratransit service and can also use the demand-response service for the general public to meet ADA paratransit requirements.
- **Flexible transit service ( )**—the service combines attributes of fixed-route, fixed-schedule service and demand-response service, including route-deviation service (also called flex route) and point-deviation service.
- **Human transportation service ( )**—human service transportation is shared-ride, advance-scheduled transportation for users and clients of human service programs, typically mixed with the demand-response service for the general public.

Vanpool

Vanpools ( ) provide shared rides in vans or buses between homes or a central location (such as a park-and-ride lot) to a regular destination. The same group of riders uses the vehicle each day; driving duties may be assigned to one of the riders (possibly in exchange for a reduced or eliminated fare or limited after-hours use of the vehicle) or rotated among the riders.

Waterway Cruiser

Waterway cruiser ( ) provides a water connection among population destinations. Only The Woodlands Township, a transit provider of the Brazos Transit District, operates a waterway cruiser.

FARE MEDIA

Fare media refers to how the trip is paid for. In addition to paying cash for each trip, the majority of transit districts offer other fare payment options. TTI researchers summarized the options and created icons for each option, which are listed as follows.

Fare is paid for each trip when boarding by the exact amount of money.

Fare is paid for each trip when boarding by a piece paper issued by the transit agency.

Fare is paid for each trip when boarding by a piece resembling a coin issued by the transit agency.

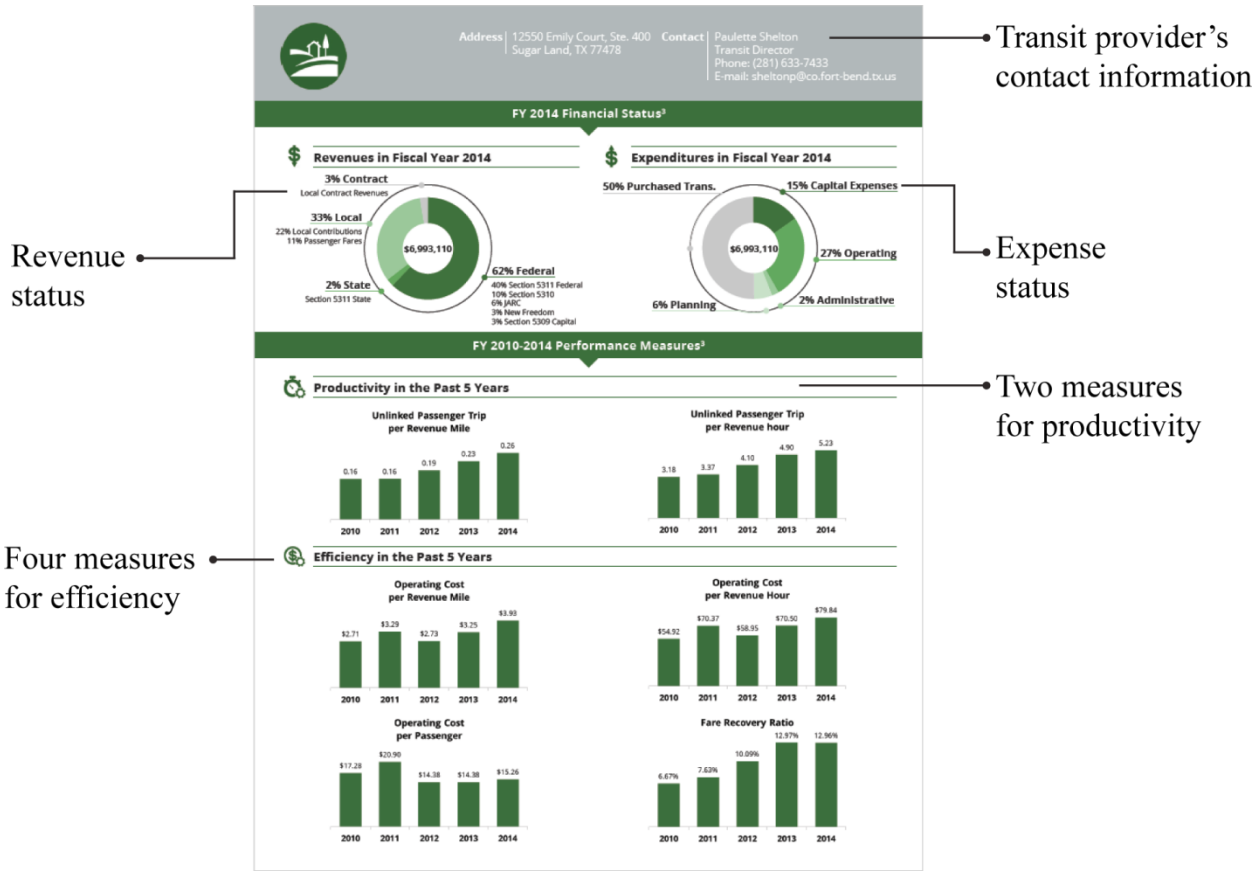
Fare is prepaid and loaded onto the card issued by the transit agency. The card is refillable and has a chip inside that stores information.

Fare is prepaid for more than one trip without a discount.

Fare is prepaid for more than one trip with a discount. The discount can be offered according to the number of trips, time period (such as daily, weekly, and monthly), and rider groups (such as seniors and people with disabilities).

Fare is prepaid for a type of transit service over a certain period.

PAGE THREE

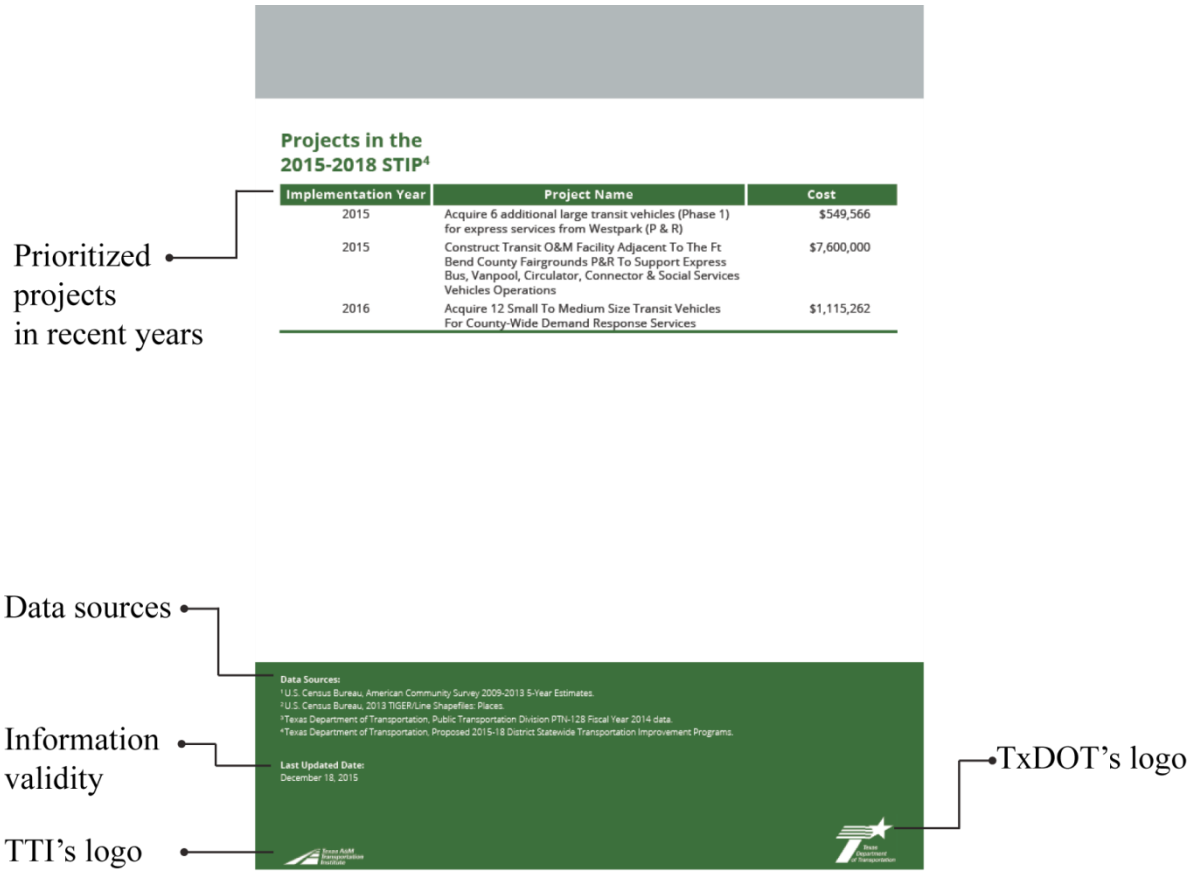


Page three presents financial status and performance measures.

TTI researchers select two performance measures for productivity and four performance measures for efficiency. These measures are comparable among different transit districts.

- Productivity measures:
  - Unlinked passenger trips per revenue mile = total unlinked passenger trips ÷ total revenue miles.
  - Unlinked passenger trips per revenue hour = total unlinked passenger trips ÷ total revenue hours.
- Efficiency measures:
  - Operating cost per revenue mile = total operating cost ÷ total revenue miles.
  - Operating cost per revenue hour = total operating cost ÷ total revenue hours.
  - Operating cost per passenger = total operating cost ÷ total passenger trips.
  - Fare recovery ratio = total fare revenues ÷ total operating cost.

PAGE FOUR



Page four provides information about prioritized projects, data sources, and the date the profile was last updated.

APPENDIX A: TRANSIT DISTRICTS

URBAN TRANSIT DISTRICTS

1. City of Abilene
2. City of Amarillo
3. City of Arlington
4. City of Beaumont
5. City of Brownsville
6. City of Grand Prairie
7. City of Laredo
8. City of Longview
9. City of Lubbock
10. City of Mesquite
11. City of Port Arthur
12. City of Tyler
13. City of Waco
14. City of Wichita Falls
15. Midland Odessa Urban Transit District
16. Northeast Transportation Service
17. Texarkana Urban Transit District

URBAN AND RURAL TRANSIT DISTRICTS

1. Brazos Transit District
    - 5307: College Station-Bryan UZA
    - 5307: Conroe-The Woodlands UZA
    - 5311: Brazos Transit District
2. Capital Area Rural Transportation System
    - 5307: San Marcos UZA
    - 5310: Capital Area Rural Transportation System
3. Concho Valley Transit District
    - 5307: San Angelo UZA
    - 5311: Concho Valley Transit District
4. Galveston County Transit District
    - 5307: Texas City UZA
    - 5311: Gulf Coast Center
    - 5311: City of Galveston
5. Golden Crescent Regional Planning Commission
    - 5307: Victoria UZA
    - 5311: Golden Crescent Regional Planning Commission
6. Gulf Coast Center
    - 5307: Lake Jackson UZA
    - 5311: Gulf Coast Center
7. Hill Country Transit District
    - 5307: Killeen UZA
    - 5307: Temple UZA
    - 5311: Hill Country Transit District
8. Lower Rio Grande Valley Development Council (Draft)
    - 5307: McAllen UZA
    - 5307: Harlingen UZA
    - 5311: Lower Rio Grande Valley Development Council

9. Texoma Area Paratransit System, Inc.[1]
    - 5307: Sherman-Denson UZA
    - 5307: McKinney UZA
    - 5311: Texoma Area Paratransit System, Inc.

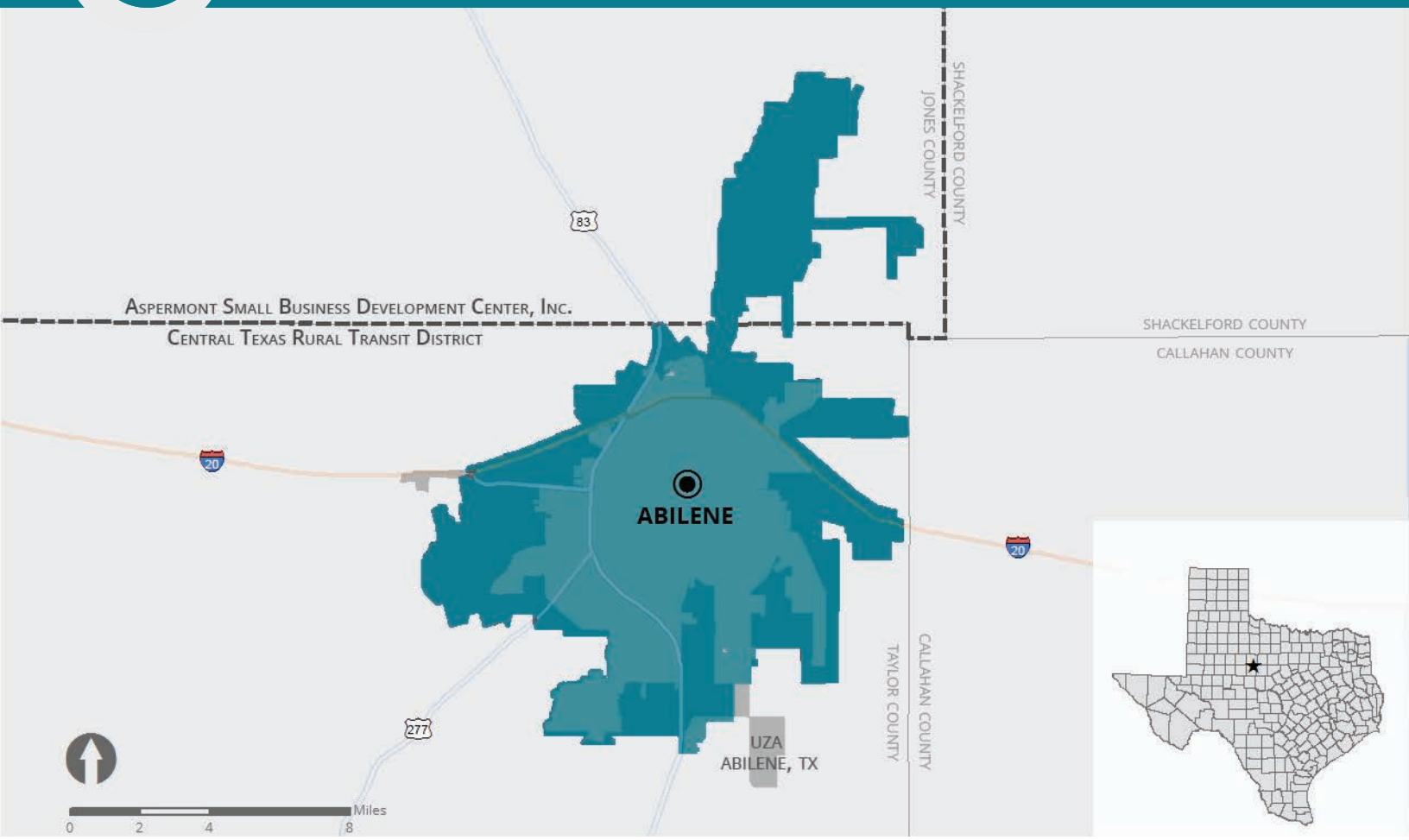
RURAL TRANSIT DISTRICTS

1. Alamo Area Council of Governments
2. Ark-Tex Council of Governments (Draft)
3. Aspermont Small Business Development Center (Draft)
4. Central Texas Rural Transit District
5. Cleburne, City of
6. Colorado Valley Transit
7. Community Services, Inc.
8. Del Rio, City of
9. East Texas Council of Governments
10. El Paso, County of (Draft)
11. Fort Bend County Rural Transit District
12. Heart of Texas Council of Governments
13. Kleberg County Human Services (Draft)
14. McLennan County Rural Transit District (Draft)
15. Panhandle Community Services, Inc. (Draft)
16. Public Transit Services
17. Rolling Plains Management Corporation (Draft)
18. Rural Economic Assistance League, Inc. (Draft)
19. Senior Center Resources and Public Transit, Inc.
20. Services Program for Aging Needs
21. South East Texas Regional Planning Commission
22. South Padre Island
23. South Plains Community Action Association, Inc. (Draft)
24. Southwest Area Regional Transit District
25. STAR Transit
26. The Transit System, Inc.
27. Webb County Community Action Agency
28. West Texas Opportunities, Inc.

[1] The profile for Texoma Area Paratransit System, Inc., (TAPS) is not currently available due to TAPS's financial crisis and the possibility of service change.

APPENDIX B: DISTRICT PROFILES

CITY OF ABILENE



The City of Abilene serves as an urban transit district (UTD) for the Abilene urbanized area (UZA) under Texas Transportation Code Chapter 458 and therefore receives state funding. Abilene Transit Management, Inc., known as CityLink, is a public transit provider in the UTD, providing fixed-route local bus service, ADA paratransit service, and demand-response service within the city limits of Abilene. The service area crosses Jones and Taylor Counties, covering 98.1 percent of the population and 94.5 percent of the land area[1] of the Abilene UZA. The rural areas of Jones County are served by the Aspermont Small Business Development Center, Inc. (ASBDC), and the rural areas of Taylor County are served by the Central Texas Rural Transit District (CTRTD). CityLink partners with ASBDC's Double Mountain Coach and CTRTD's City and Rural Rides to deliver public transportation for people in the region.

CityLink is administrated by the City of Abilene Public Works Department and is governed by the seven-member Abilene City Council. Daily operations of CityLink are managed and operated by contract with First Transit Group, Inc.

Urban Transit District

- Service Area Population[2]: 119,721
- Service Area Land Area[3]: 106.58 Sq. Miles
- Unlinked Passenger Trips[4]: 617,971
- Revenue Fleet[4]: 57 Vehicles

Urban Transit District Services

Service Information

Local Bus Service

13 bus routes available in Abilene.

One-Way Fare Structure:

- Base Fare: $1.25
- Discounted Fares: $0.75[a] or $0.40[b]

Fare Media:

Exact Change | Ticket Pass

ADA Paratransit Service

Available throughout Abilene, but primarily service area is areas within 3/4-mile on both sides of the fixed-route services.

Reservation must be made at least a day before the travel day, up to 14 days in advance.

One-Way Fare Structure:

- Base Fare: $1.50
- Extra Fare[d] (in Addition to Base Fare): $0.75

Fare Media:

Exact Change | Ticket Book

Demand-Response Service

For the general public.

Available within the city limits of Abilene.

Reservation must be made at least a day in advance.

One-Way Fare Structure:

- Base Fare: $5.00
- Discounted Fare[c]: $2.00

Fare Media:

Exact Change | Ticket Book

Notes:

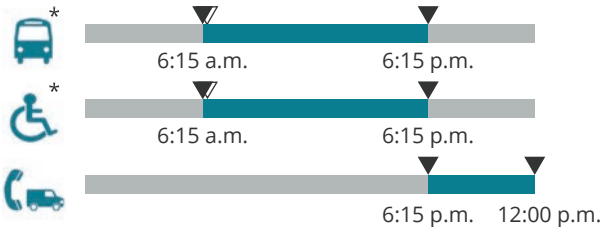
[a] Children (ages 5–18).
[b] Medicare card holders, seniors and people with disabilities.
[c] For work, school, or training related trips.
[d] Extra fare will be charged if either origin or destination of a trip is located outside the primary service area.

Operating Time
(Excluding Holidays)

Operating Days by Mode

	MON	TUE	WED	THU	FRI	SAT	
Local Bus	MON	TUE	WED	THU	FRI	SAT	
ADA Paratransit	MON	TUE	WED	THU	FRI	SAT	
Demand-Response	MON	TUE	WED	THU	FRI	SAT	

Operating Hours by Mode



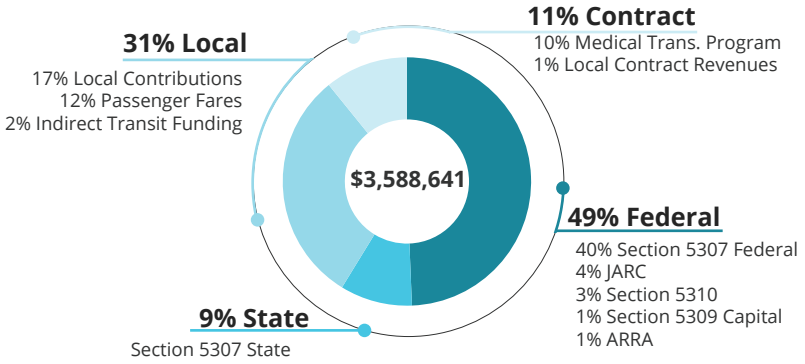
* Saturday services begin at 6:30 a.m.

Address | 1189 S. Second St.
Abilene, TX 79602-1411

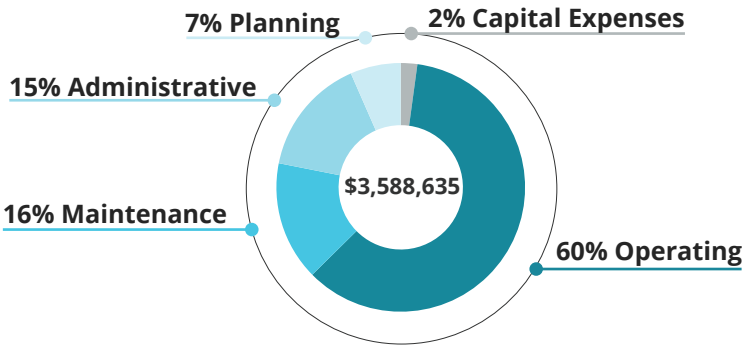
Contact | James Oliver
General Manager
Phone: (325) 676-6403
E-mail: james.oliver@abilenetx.com

FY 2014 Financial Status[4]

Revenues in Fiscal Year 2014



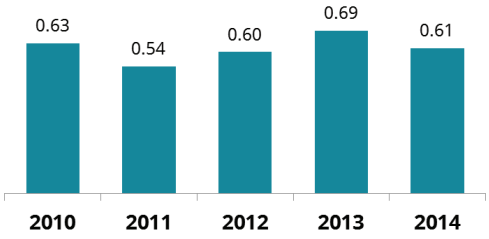
Expenditures in Fiscal Year 2014



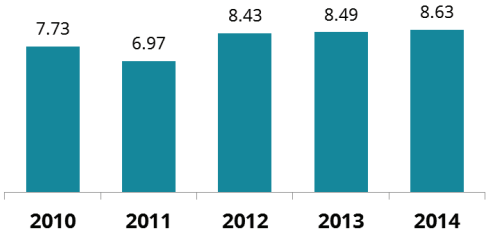
FY 2010–2014 Performance Measures[4]

Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile

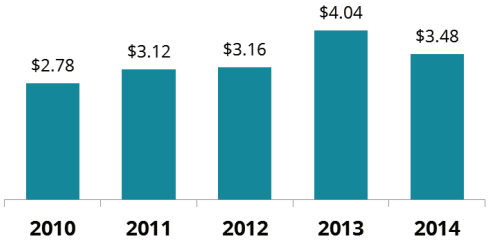


Unlinked Passenger Trips per Revenue Hour



Efficiency in the Past 5 Years

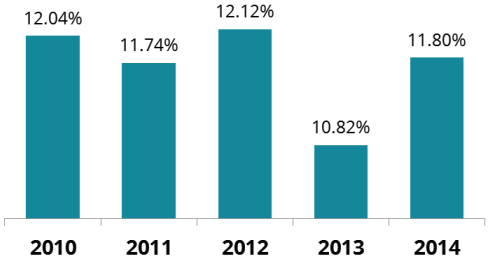
Operating Cost per Revenue Mile



Operating Cost per Revenue Hour

Operating Cost per Passenger

Fare Recovery Ratio



Projects in the 2015–2018 STIP[5]

Implementation Year	Project Name	Cost
2015	Operations	$2,496,648
2015	Planning	$86,800
2015	Capital	$273,600
2015	Capital - ADA Paratransit Expenses	$240,207
2015	Capital - Preventive Maintenance	$514,666
2016	Operations	$2,496,648
2016	Planning	$86,800
2016	Capital	$273,600
2016	Capital - ADA Paratransit Expenses	$240,207
2016	Capital - Preventive Maintenance	$514,666
2017	Operations	$2,496,648
2017	Planning	$86,800
2017	Capital	$273,600
2017	Capital - ADA Paratransit Expenses	$240,207
2017	Capital - Preventive Maintenance	$514,666
2018	Operations	$2,496,648
2018	Planning	$86,800
2018	Capital	$273,600
2018	Capital - ADA Paratransit Expenses	$240,207
2018	Capital - Preventive Maintenance	$514,666

Data Sources:

[1] Texas A&M Transportation Institute, Urban Gap Analysis using U.S. Census 2010 data.
[2] U.S. Census Bureau, American Community Survey 2009–2013 5-year estimates.
[3] U.S. Census Bureau, 2013 TIGER/Line Shapefiles: Places.
[4] Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011–2014 Data.
[5] Texas Department of Transportation, Proposed 2015–2018 District Statewide Transportation Improvement Programs.

Last Updated Date:
December 18, 2015

Projects in the 2015–2018 STIP[5]

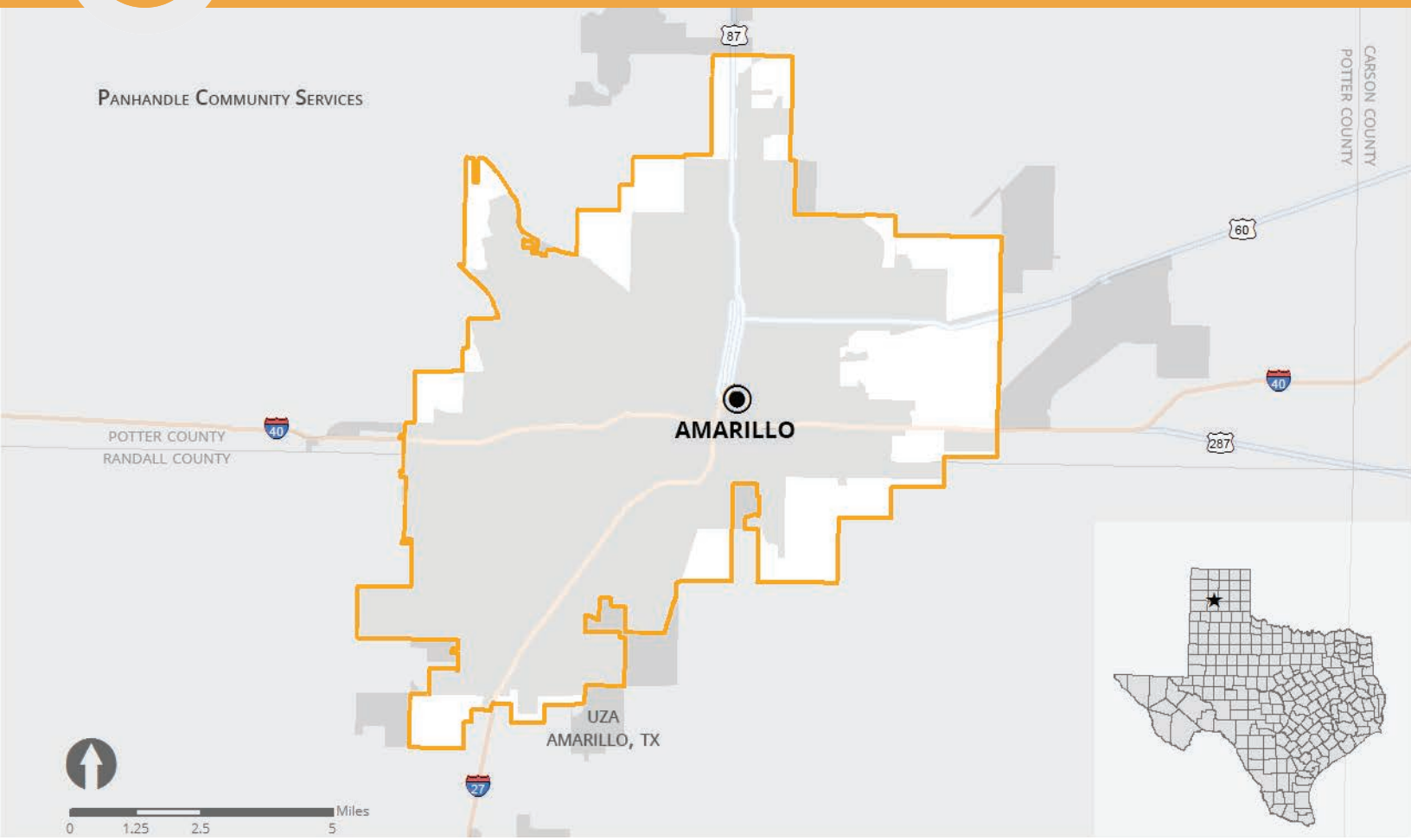
Implementation Year	Project Name	Cost
2015	Operations	$2,496,648
2015	Planning	$86,800
2015	Capital	$273,600
2015	Capital - ADA Paratransit Expenses	$240,207
2015	Capital - Preventive Maintenance	$514,666
2016	Operations	$2,496,648
2016	Planning	$86,800
2016	Capital	$273,600
2016	Capital - ADA Paratransit Expenses	$240,207
2016	Capital - Preventive Maintenance	$514,666
2017	Operations	$2,496,648
2017	Planning	$86,800
2017	Capital	$273,600
2017	Capital - ADA Paratransit Expenses	$240,207
2017	Capital - Preventive Maintenance	$514,666
2018	Operations	$2,496,648
2018	Planning	$86,800
2018	Capital	$273,600
2018	Capital - ADA Paratransit Expenses	$240,207
2018	Capital - Preventive Maintenance	$514,666

Data Sources:

[1] Texas A&M Transportation Institute, Urban Gap Analysis using U.S. Census 2010 data.
[2] U.S. Census Bureau, American Community Survey 2009–2013 5-year estimates.
[3] U.S. Census Bureau, 2013 TIGER/Line Shapefiles: Places.
[4] Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011–2014 Data.
[5] Texas Department of Transportation, Proposed 2015–2018 District Statewide Transportation Improvement Programs.

Last Updated Date:
December 18, 2015

CITY OF AMARILLO



The City of Amarillo serves as an urban transit district (UTD) for the Amarillo urbanized area (UZA) under Texas Transportation Code Chapter 458 and therefore receives state funding. Amarillo City Transit (ACT) is a public transit provider in the UTD, providing fixed-route local bus service and ADA paratransit service Spec-Trans within the city limits west of Lakeside Drive. The service area crosses Potter and Randall Counties, covering 95.2 percent of the population and 80.1 percent of the land area[1] of the Amarillo UZA. The rural parts of both counties are served by the rural transit district Panhandle Community Services (PCS).

ACT is administrated by the City of Amarillo Transit Department and is governed by the mayor and four other members of the Amarillo City Council. Currently, ACT staff operates the two types of transit services in-house. ACT fixed-route service was operated by a private company until the City of Amarillo took over the operation in 1966. The ADA paratransit service Spec-Trans was launched by the department in 1987 to comply with the Americans with Disabilities Act.

Urban Transit District

- Service Area Population[2]: 187,304
- Service Area Land Area[3]: 85.45 Sq. Miles
- Unlinked Passenger Trips[4]: 408,440
- Revenue Fleet[4]: 28 Vehicles

Urban Transit District Services

Service Information

Local Bus Service

Eight bus routes available within the city limits west of Lakeside Drive.

One-Way Fare Structure:

- Base Fare: $0.75
- Discounted Fares: $0.60[a] or $0.35[b]
- Free Fare[c]

Fare Media:

Exact Change

Ticket Book

ADA Paratransit Service

Available within the city limits west of Lakeside Drive.

Reservation must be made at least a day in advance, up to 14 days in advance.

One-Way Fare Structure:

- Base Fare: $1.50

Fare Media:

Exact Change

Ticket Book

Notes:

[a] Children (6–12), and middle/high school students.
[b] Medicare cardholders, seniors, and people with disabilities.
[c] Children under 6 with paying customer.

Operating Time
(Excluding Holidays)

Operating Days by Mode

MON	TUE	WED	THU	FRI	SAT	
MON	TUE	WED	THU	FRI	SAT	

Operating Hours by Mode

6:30 a.m. — 7:00 p.m.

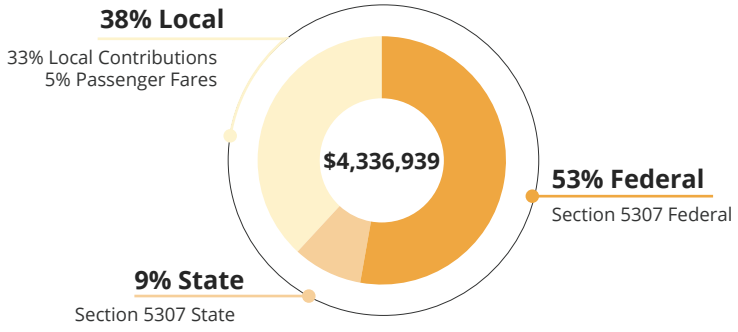
6:30 a.m. — 7:00 p.m.

Address | P.O. Box 1971
Amarillo, TX 79105-1971

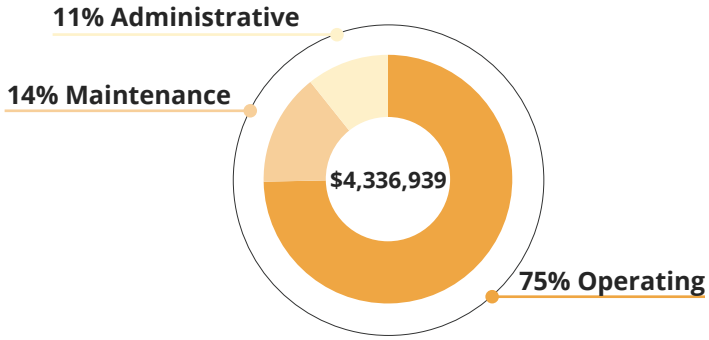
Contact | Judy Phelps
Transit Manager
Phone: (806) 378-6842
E-mail: judy.phelps@ci.amarillo.tx.us

FY 2014 Financial Status[4]

Revenues in Fiscal Year 2014



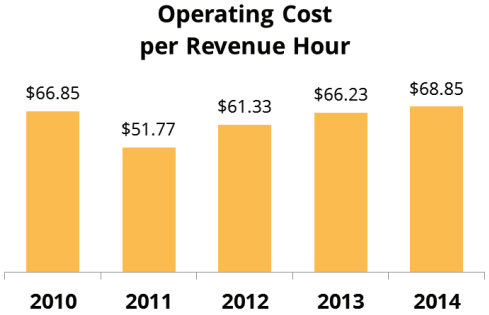
Expenditures in Fiscal Year 2014

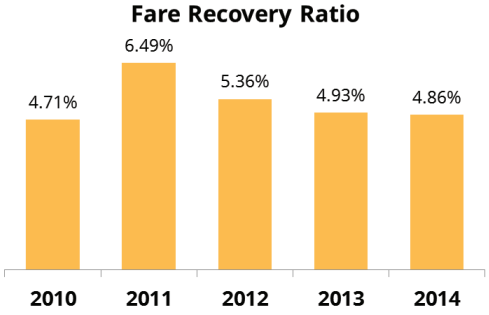


FY 2010–2014 Performance Measures[4]

Productivity in the Past 5 Years

Efficiency in the Past 5 Years





Projects in the 2015–2018 STIP[5]

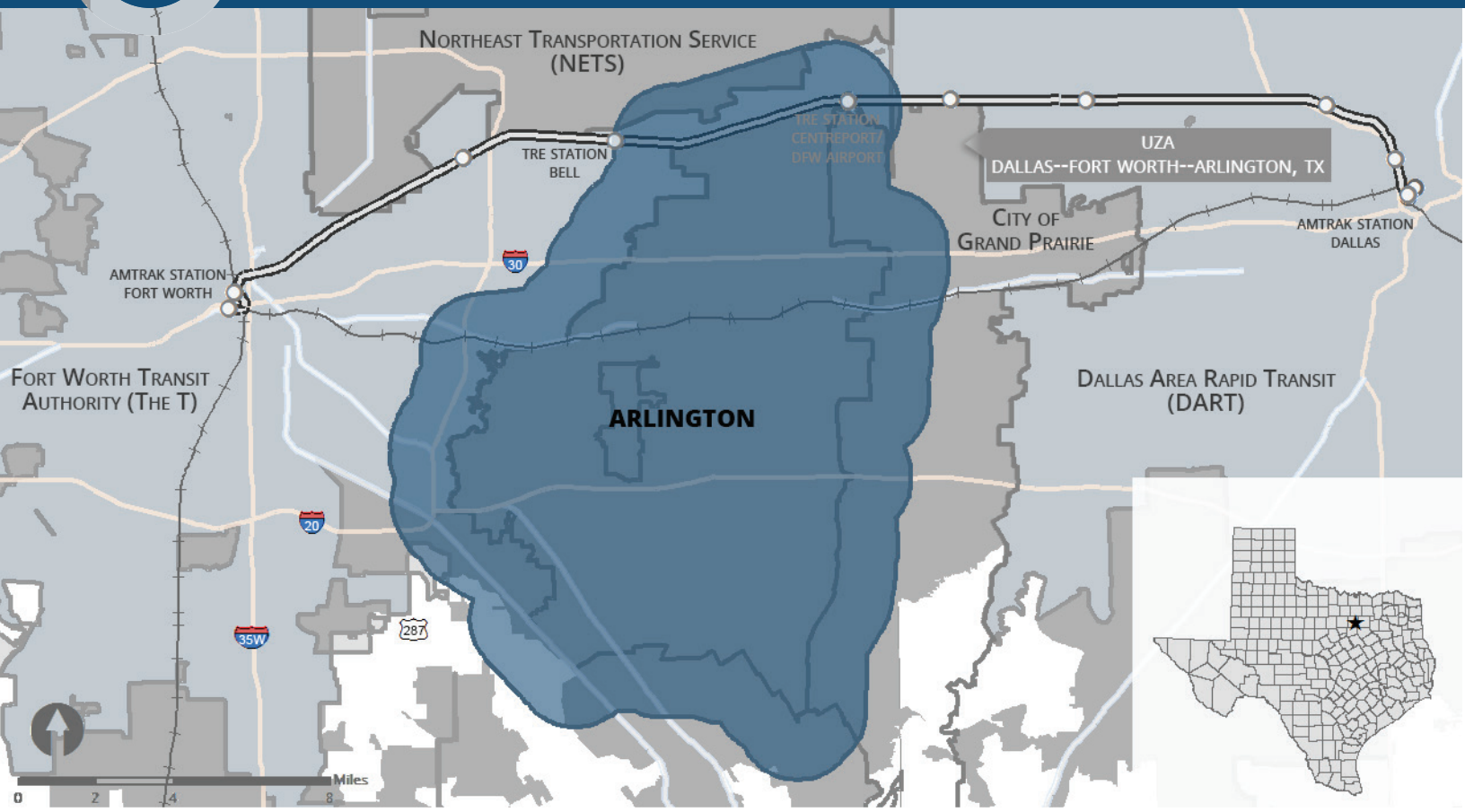
Implementation Year	Project Name	Cost
2015	Operating Expenses	$3,878,520
2015	Preventive Maintenance	$775,000
2015	Replace Bus Vehicles	$231,650
2015	Shop Equipment	$15,000
2015	Passenger Amenities	$25,000
2016	Operating Expenses	$3,917,304
2016	Preventive Maintenance	$780,000
2016	Shop Equipment	$25,000
2016	Support Vehicle	$25,000
2017	Operating Expenses	$3,956,476
2017	Preventive Maintenance	$785,000
2017	Replace Bus Vehicles	$125,049
2017	Shop Equipment	$15,000
2017	Passenger Amenities	$25,000
2017	Computer Equipment	$50,000
2018	Operating Expenses	$3,996,042
2018	Replace Bus Vehicles	$199,408

Data Sources:

[1] Texas A&M Transportation Institute, Urban Gap Analysis using U.S. Census 2010 data.
[2] U.S. Census Bureau, American Community Survey 2009–2013 5-year estimates.
[3] U.S. Census Bureau, 2013 TIGER/Line Shapefiles: Places, and TTI calculation.
[4] Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011-2014 Data.
[5] Texas Department of Transportation, Proposed 2015–2018 District Statewide Transportation Improvement Programs.

Last Updated Date:
December 18, 2015

CITY OF ARLINGTON



The City of Arlington, under Texas Transportation Code Chapter 458, serves as an urban transit district for the part of the Dallas-Fort Worth-Arlington (DFWA) urbanized area (UZA) within its service area and therefore receives state funding. The transit program, Handitran, provides demand-response service only for people who are elderly and people with disabilities; therefore, the City of Arlington is a limited eligibility transit provider.

The service area extends 1.5 miles beyond the city limits, and the vast majority falls into Tarrant County and is urbanized. The remaining parts of the DFWA UZA are served by two regional transportation authorities (Dallas Area Rapid Transit [DART] and the Fort Worth Transportation Authority [The T]), two other limited eligibility transit agencies (Grand Prairie and Northeast Transportation Services), and the City of Mesquite. Handitran connects to the METRO ArlingtonXpress operated by DART, the Trinity Tail Express at Bell Spur and Centreport stations, and one bus stop of The T in northwest Arlington.

Handitran is the transit department of the City of Arlington. It is governed by the city council, and the seven-member Special Transit Advisory Board reviews operations and complaints.

Urban Transit District

- Service Area Population[1]: 562,016
- Service Area Land Area[2]: 183.76 Sq. Miles
- Unlinked Passenger Trips[3]: 126,036
- Revenue Fleet[3]: 28 Vehicles

Urban Transit District Service

Service Information

Demand-Response Service

Door-to-Door service available within the city limits of Arlington and1.5-mile extended areas beyond the city limits.

Reservations can be made 14 days in advance until the day of travel.

For Limited-Eligibility Riders:

- Senior citizens 65 and over
- Citizens with disabilities

One-Way Fare Structure:

- Base Fare: $2.00

Fare Media:

Exact Change

Ticket Pass

Operating Time
(Excluding Holidays)

Operating Days by Mode

MON TUE WED THU FRI SAT

Operating Hours by Mode

WKD: 7:00 a.m. – 10:00 p.m.

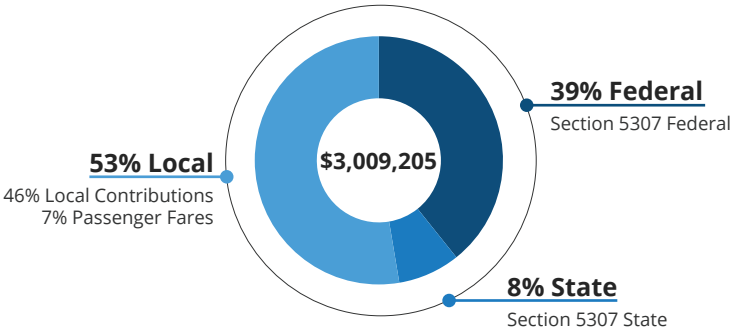
SAT: 8:00 a.m. – 9:00 p.m.

Address P.O. Box 90231, Mail Stop #06-0100
Arlington, TX 76004-0231

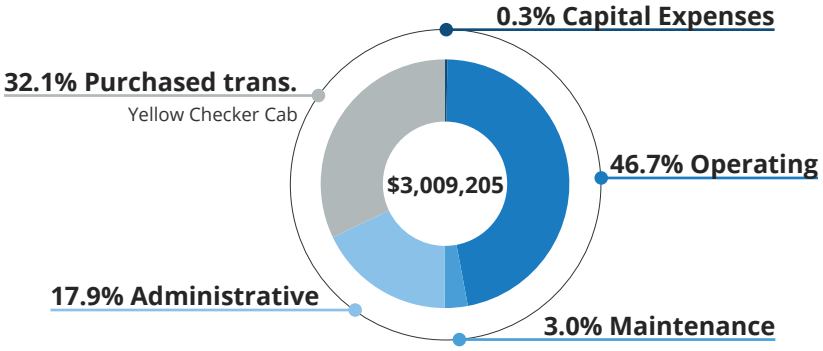
Contact Bob Johnson
Special Transit Manager
Phone: (817) 459-5390
E-mail: bob.johnson@arlingtontx.gov

FY 2014 Financial Status[3]

Revenues in Fiscal Year 2014

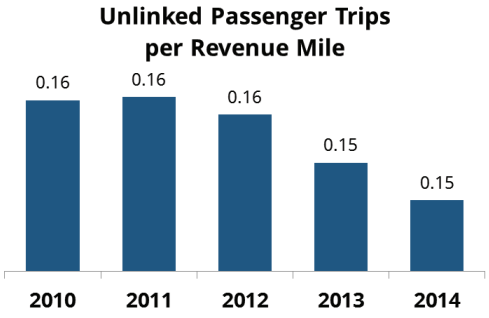


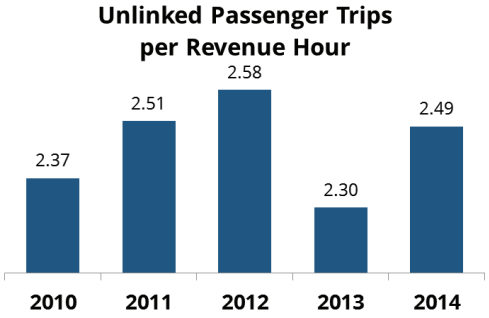
Expenditures in Fiscal Year 2014



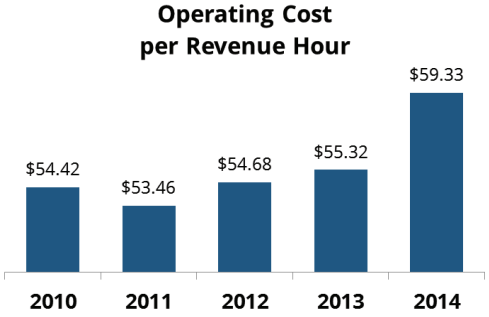
FY 2010–2014 Performance Measures[3]

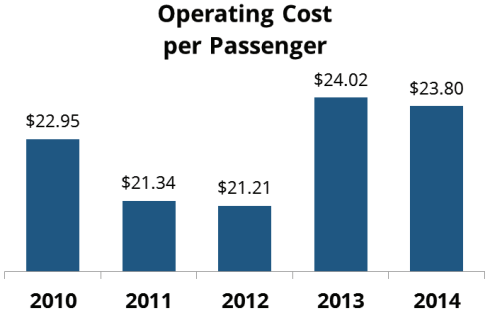
Productivity in the Past 5 Years





Efficiency in the Past 5 Years





Projects in the 2015–2018 STIP[4]

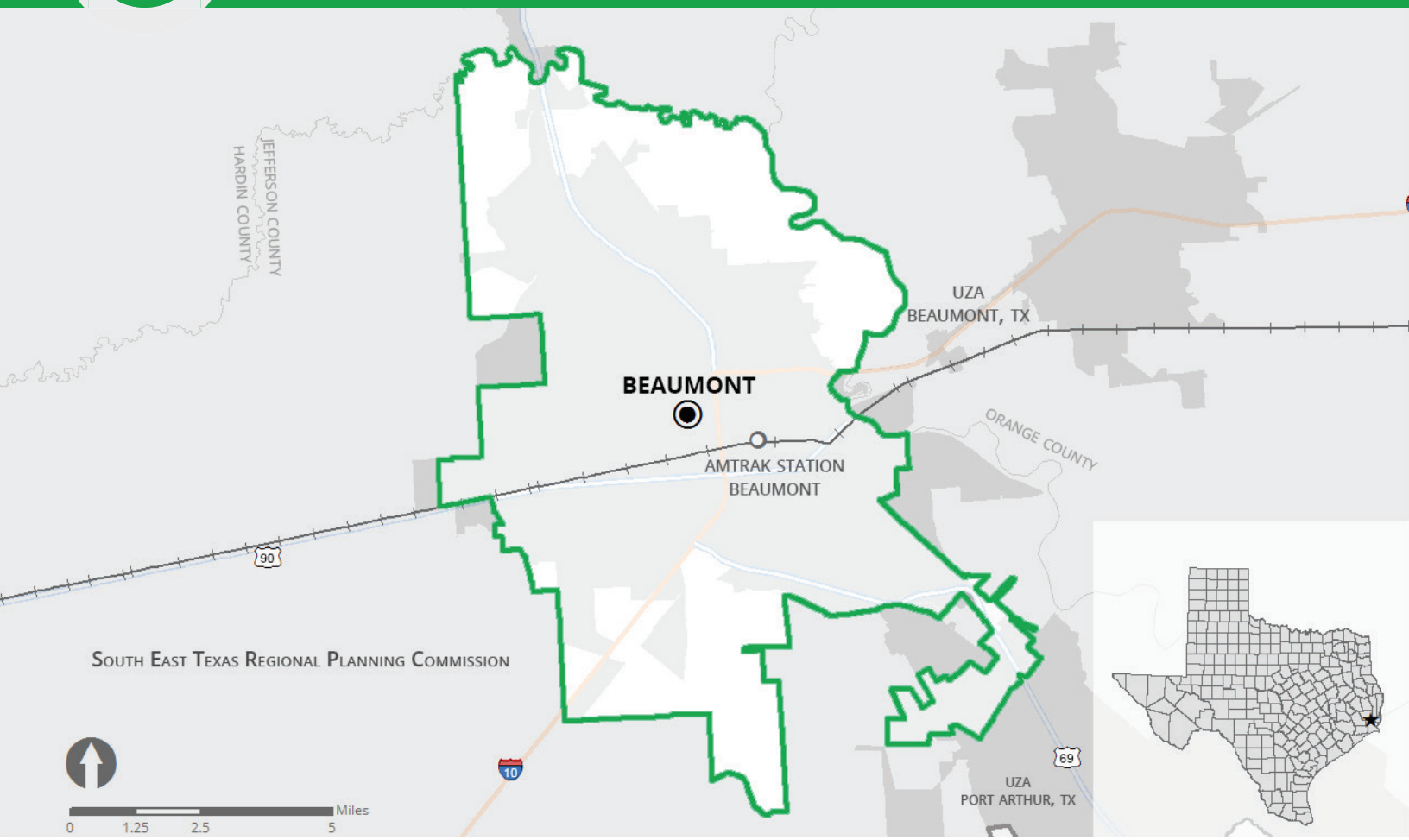
Implementation Year	Project Name	Cost
2015	Capital - Support Urbanized Area Transit Service	$1,578,063
2016	Capital - Support Urbanized Area Transit Service	$1,578,063

Data Sources:

[1] Texas A&M Transportation Institute, Population estimates using American Community Survey 2009–2013 5-Year Estimates.
[2] U.S. Census Bureau, 2013 TIGER/Line Shapefiles: Places.
[3] Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011–2014 Data.
[4] Texas Department of Transportation, Proposed 2015-2018 District Statewide Transportation Improvement Programs.

Last Updated Date:
December 18, 2015

CITY OF BEAUMONT



The City of Beaumont serves as an urban transit district (UTD) for the Beaumont urbanized area (UZA) under Texas Transportation Code Chapter 458 and therefore receives state funding. Beaumont Municipal Transit (BMT) is a public transit provider in the UTD, providing fixed-route local bus service and ADA paratransit service within the city limits of Beaumont. The service area falls entirely into Jefferson County, covering 76.9 percent of the population and 58.6 percent of the land area[1] of the Beaumont UZA. The Port Arthur UZA, bordering the Beaumont UZA in Jefferson County, is served by the other UTD, Port Arthur Transit. The rural parts of Jefferson County and adjacent Hardin and Orange Counties are served by a rural transit district, the South East Texas Regional Planning Commission (SETRPC). Residents who live in rural areas of Beaumont are qualified to use the demand-response service provided by SETRPC's rural transportation program, South East Texas Transit. Amtrak passenger rail service is also available in Beaumont.

BMT is administrated by the City of Beaumont Public Works Department and is governed by the Beaumont City Council.

Urban Transit District

- Service Area Population[2]: 117,478
- Service Area Land Area[3]: 82.13 Sq. Miles
- Unlinked Passenger Trips[4]: 559,616
- Revenue Fleet[4]: 29 Vehicles

Urban Transit District Services

Service Information

Local Bus Service

10 bus routes available within the city limits of Beaumont.

One-Way Fare Structure:

- Base Fare: $1.50
- Discounted Fare[a]: $0.75
- Free Fare[b]

Fare Media:

Exact Change

Ticket Pass

ADA Paratransit Service

Available in areas within 3/4-mile on both sides of the fixed-route services.

Reservation must be made on the day prior to the day of travel. Scheduling office operates on weekdays, trips for Saturday and Monday must be reserved on Friday.

One-Way Fare Structure:

- Base Fare: $2.50

Fare Media:

Exact Change

Ticket Book

Ticket Pass

Notes:
[a] Children (6–18), seniors, and people with disabilities.
[b] Children under 6 with paying customer.

Operating Time
(Excluding Holidays)

Operating Days by Mode

	MON	TUE	WED	THU	FRI	SAT	
	MON	TUE	WED	THU	FRI	SAT	

Operating Hours by Mode

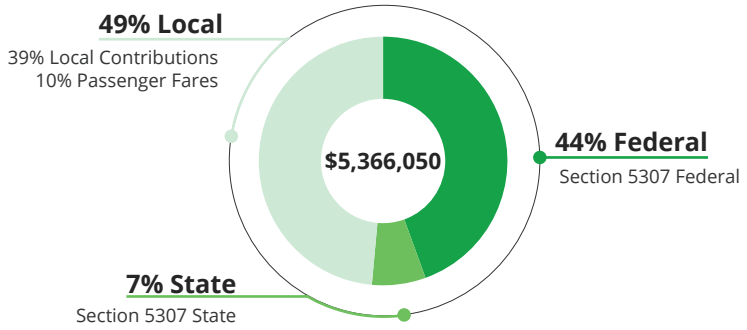
WKD		6:00 a.m.	9:30 p.m.
		6:00 a.m.	9:30 p.m.
SAT		7:30 a.m.	9:00 p.m.
		7:30 a.m.	9:00 p.m.

Address | 550 Milam St.
Beaumont, TX 77701-4405

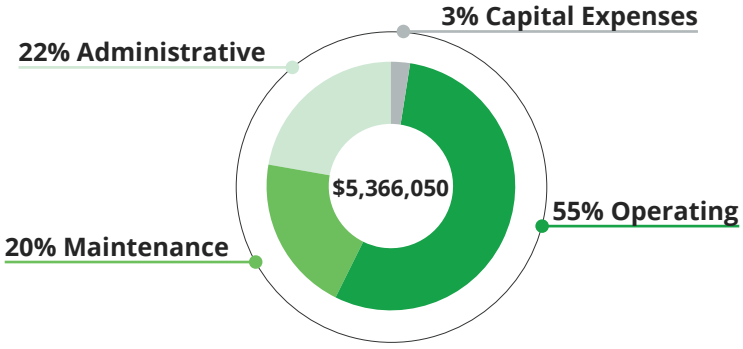
Contact | William Munson
Transit Manager
Phone: (409) 835-7895
E-mail: bmunson@beaumonttransit.com

FY 2014 Financial Status[4]

Revenues in Fiscal Year 2014



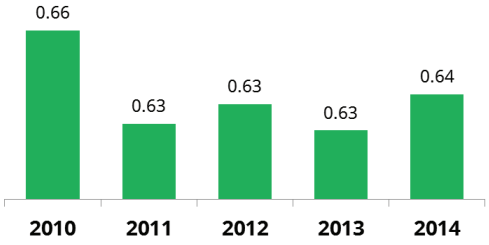
Expenditures in Fiscal Year 2014



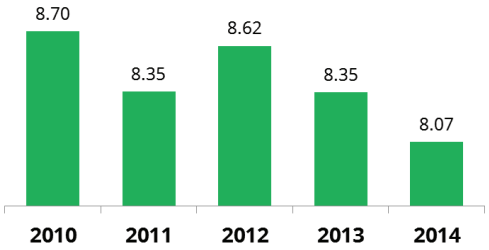
FY 2010–2014 Performance Measures[4]

Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile

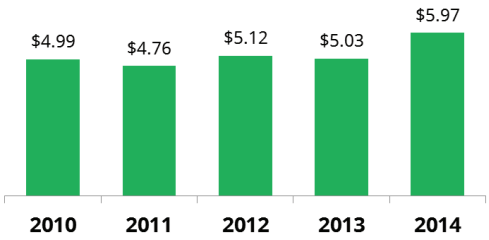


Unlinked Passenger Trips per Revenue Hour

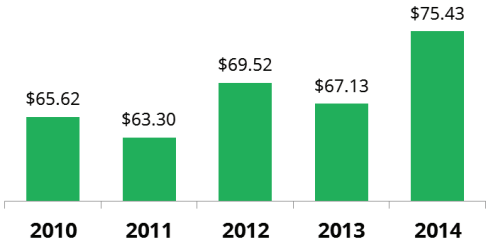


Efficiency in the Past 5 Years

Operating Cost per Revenue Mile

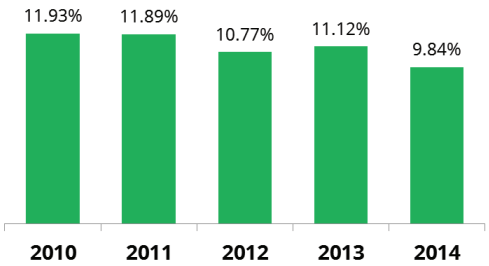


Operating Cost per Revenue Hour



Operating Cost per Passenger

Fare Recovery Ratio



Projects in the 2015–2018 STIP[5]

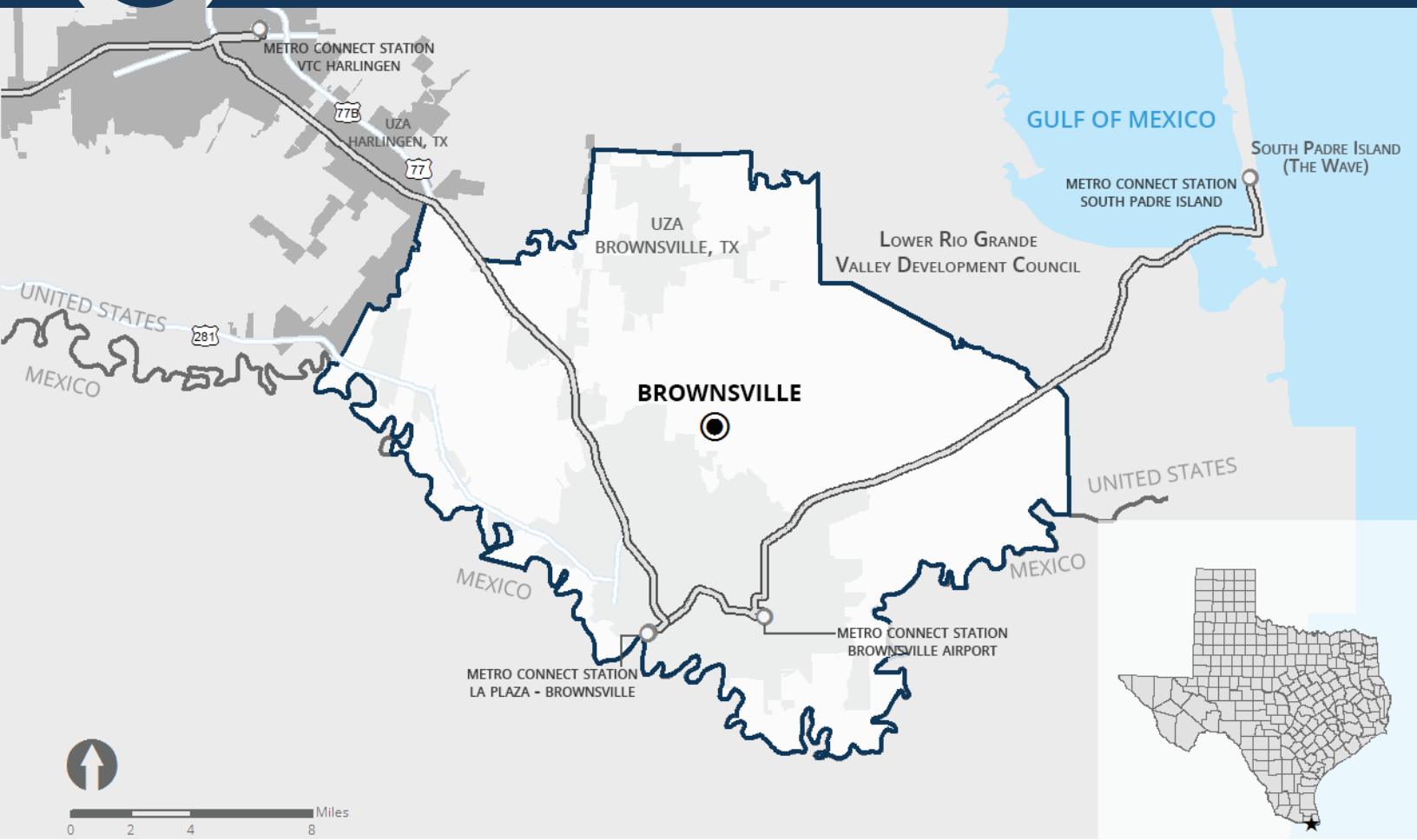
Implementation Year	Project Name	Cost
2015	Operating Assistance	$4,765,000
2016	Operating Assistance	$4,815,000
2017	Operating Assistance	$4,865,000
2018	Operating Assistance	$4,915,000

Data Sources:

[1] Texas A&M Transportation Institute, Urban Gap Analysis using U.S. Census 2010 data.
[2] U.S. Census Bureau, American Community Survey 2009–2013 5-Year Estimates.
[3] U.S. Census Bureau, 2013 TIGER/Line Shapefiles: Places.
[4] Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011–2014 Data.
[5] Texas Department of Transportation, Proposed 2015–2018 District Statewide Transportation Improvement Programs.

Last Updated Date:
December 18, 2015

CITY OF BROWNSVILLE



The City of Brownsville serves as an urban transit district (UTD) for the Brownsville urbanized area (UZA) under Texas Transportation Code Chapter 458 and therefore receives state funding. Brownsville Metro (B Metro), formerly known as the Brownsville Urban System, is a public transit provider in the UTD. B Metro provides fixed-route local bus service and ADA paratransit service throughout the Brownsville metropolitan area. The service area falls entirely into Cameron County, covering the vast majority of the Brownsville UZA and a small portion of the Harlingen UZA. In the region, the City of South Padre Island operates Island Metro, Metro McAllen provides transit services to McAllen in Hidalgo County, and the Lower Rio Grande Valley Development Council serves the Harlingen UZA and rural areas of Cameron and Hidalgo Counties. B Metro, Island Metro, and Metro McAllen coordinate to deliver regional express bus service—Metro Connect—for residents to travel in Brownsville, Edinburg, Harlingen, McAllen, Mercedes, and South Padre Island.

B Metro is a department of the City of Brownsville. It is governed by the City Commission of Brownsville and advised by the six-member Transit Advisory Committee.

Urban Transit District

- Service Area Population[1]: 273,693
- Service Area Land Area[2]: 278.39 Sq. Miles
- Unlinked Passenger Trips[3]: 1,742,179
- Revenue Fleet[3]: 27 Vehicles

Urban Transit District Services

Service Information

Local Bus Service

16 bus routes available within the city limits of Brownsville.

One-Way Fare Structure:

- Base Fare: $1.00
- Discounted Fares: $0.75[a] or $0.50[b]
- Free Fare[c]

Fare Media:

Exact Change | Ticket Pass

Regional Bus Service (Metro Connect)

Three bus lines connect South Padre Island, Brownsville, Harlingen, Mercedes, McAllen and Edinburg.

Fare Structure:

- Day Pass: $5.00[d] or $10.00[e]
- Unlimited 30 Day Pass: $90[d] or $100[e]
- Discounted Pass: $25[d,f]

Fare Media:

Ticket Pass

ADA Paratransit Service

Available in areas within 3/4-mile on both sides of the fixed-route services.

Passengers must schedule their trip between one to seven days in advance.

One-Way Fare Structure:

- Base Fare: $1.50

Fare Media:

Exact Change | Ticket Book

Notes:

[a] Students, seniors, and people with disabilities.
[b] Medicare cardholders, seniors, and people with disabilities.
[c] Children under 6.
[d] Metro Connect only.
[e] All regional systems.
[f] Students and faculty members.

Operating Time
(Excluding Holidays)

Operating Days by Mode

	MON	TUE	WED	THU	FRI	SAT	
	MON	TUE	WED	THU	FRI	SAT	
	MON	TUE	WED	THU	FRI	SAT	SUN

Operating Hours by Mode

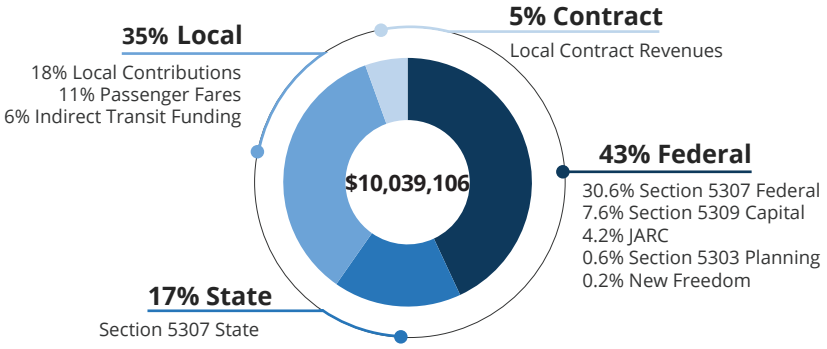
	6:00 a.m.	8:00 p.m.
	6:30 a.m.	8:00 p.m.
	5:20 a.m.	9:00 p.m.

Address | 755 International Blvd.
Brownsville, TX 78520

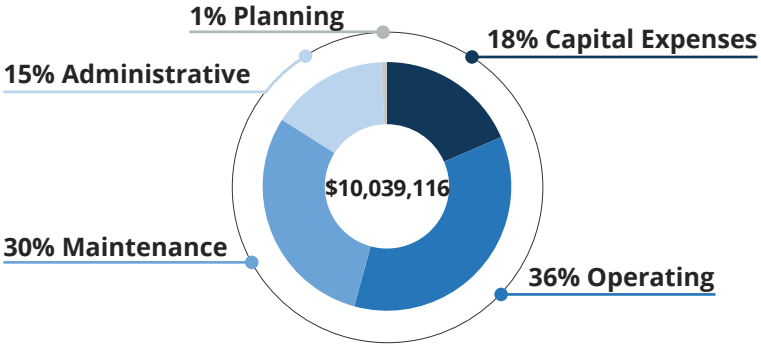
Contact | Norma Zamora
Transit Director
Phone: (956) 541-4881
E-mail: normaz@cob.us

FY 2014 Financial Status[3]

Revenues in Fiscal Year 2014



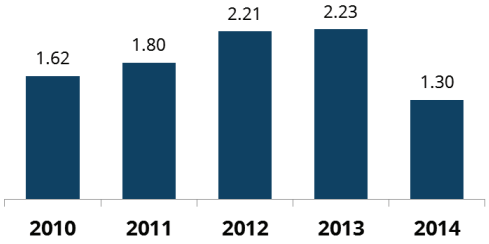
Expenditures in Fiscal Year 2014



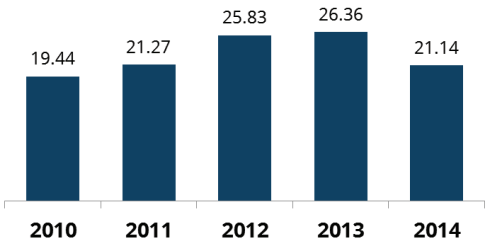
FY 2010–2014 Performance Measures[3]

Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile



Unlinked Passenger Trips per Revenue Hour



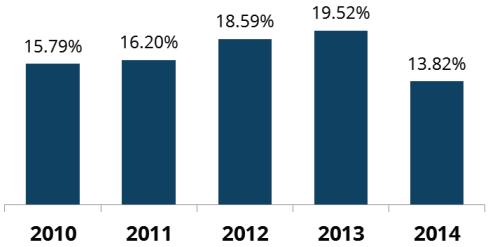
Efficiency in the Past 5 Years

Operating Cost per Revenue Mile

Operating Cost per Revenue Hour

Operating Cost per Passenger

Fare Recovery Ratio



Projects in the 2015–2018 STIP[4]

Implementation Year	Project Name	Cost
2015	Operating Assistance	$3,526,358
2015	Other Capital Program Items	$1,541,124
2015	Stations Stops/Terminals	$500,000
2015	Planning Assistance - Short Range/Travel	$25,000
2015	Revenue Rolling Stock	$140,810
2015	Other Capital Program Items	$51,694
2015	Revenue Rolling Stock	$350,000
2015	Revenue Rolling Stock	$350,000
2015	Operating Assistance	$1,392,438
2015	Revenue Rolling Stock	$288,000
2016	Operating Assistance	$3,526,358
2016	Other Capital Program Items	$1,541,124
2016	Stations Stops/Terminals	$500,000
2016	Planning Assistance - Short Range/Travel	$125,000
2016	Revenue Rolling Stock	$140,810
2016	Other Capital Program Items	$51,694
2016	Revenue Rolling Stock	$350,000
2016	Operating Assistance	$1,392,438
2017	Operating Assistance	$3,526,358
2017	Other Capital Program Items	$1,541,124
2017	Planning Assistance - Short Range/Travel	$25,000
2017	Revenue Rolling Stock	$140,810
2017	Other Capital Program Items	$51,694
2017	Revenue Rolling Stock	$375,000
2017	Revenue Rolling Stock	$350,000
2017	Operating Assistance	$1,392,438

Continue on the next page

Projects in the 2015-2018 STIP[4] (Cont'd)

Implementation Year	Project Name	Cost
2018	Operating Assistance	$3,526,358
2018	Other Capital Program Items	$1,541,124
2018	Planning Assistance - Short Range/Travel	$25,000
2018	Revenue Rolling Stock	$140,810
2018	Other Capital Program Items	$51,694
2018	Revenue Rolling Stock	$375,000
2018	Revenue Rolling Stock	$350,000
2018	Operating Assistance	$1,392,438

Data Sources:

[1] Brownsville Metro.

[2] Texas A&M Transportation Institute, land area calculation based on the boundary of Brownsville metropolitan planning organization.

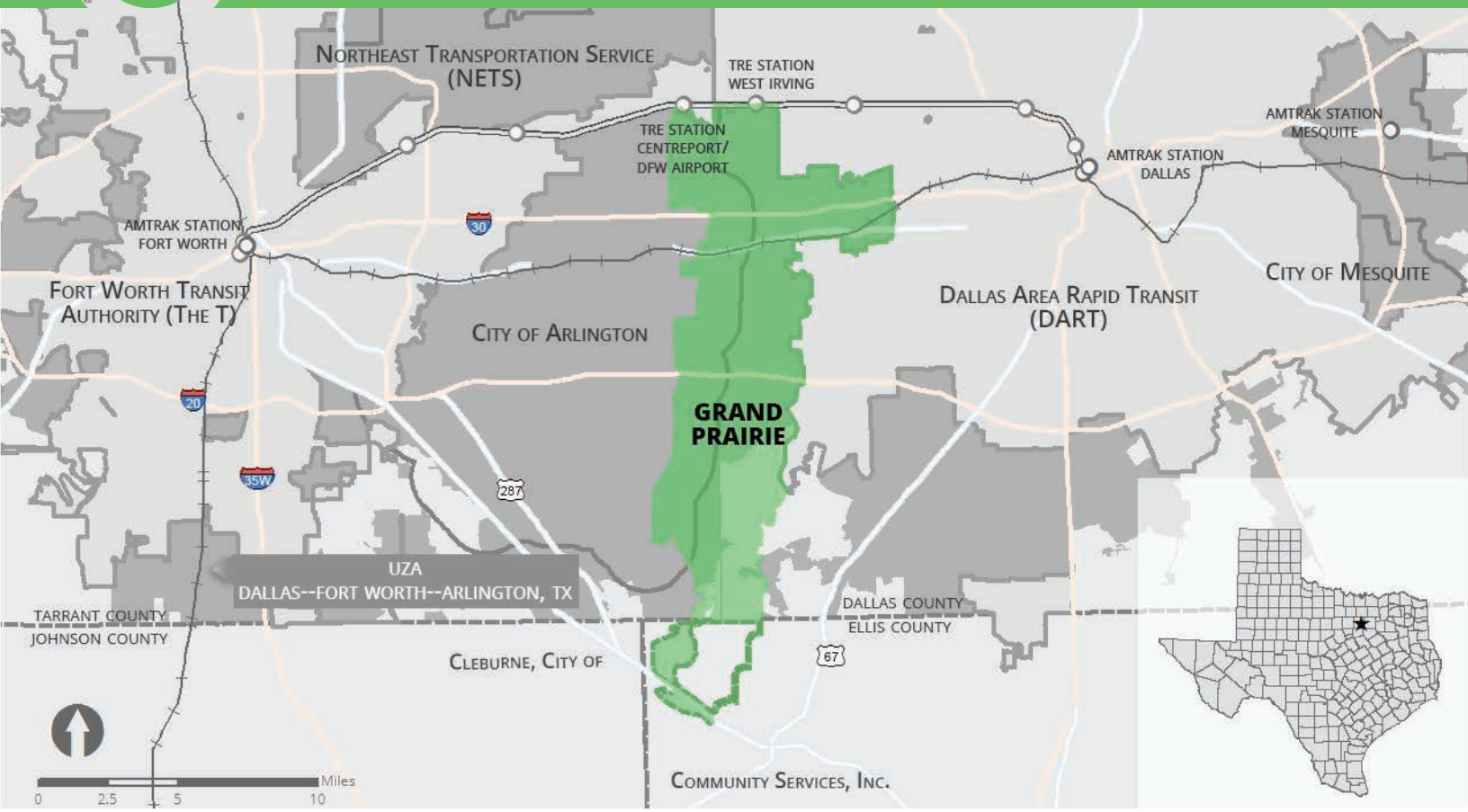
[3] Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011–2014 data.

[4] Texas Department of Transportation, Proposed 2015–2018 District Statewide Transportation Improvement Programs.

Last Updated Date:

December 18, 2015

CITY OF GRAND PRAIRIE



The City of Grande Prairie, under Texas Transportation Code Chapter 458, serves as an urban transit district for the part of the Dallas-Fort Worth-Arlington (DFWA) urbanized area (UZA) within the city limits of Grande Prairie and therefore receives state funding. The transit program, Grand Connection, provides demand-response service only for people who are elderly and people with disabilities within the city limits of Grand Prairie; therefore, the City of Grande Prairie is a limited eligibility transit provider. In 2015, the city opened the first park-and-ride (P&R) facility on the eastbound side of IH 30. P&R service is expected to begin in 2016.

The service area of Grande Prairie crosses Dallas, Ellis, and Tarrant Counties, and the vast majority is urbanized. The remaining parts of the DFWA UZA are served by two regional transportation authorities (Dallas Area Rapid Transit [DART] and the Fort Worth Transportation Authority [The T]), two other limited eligibility transit agencies (Arlington and Northeast Transportation Services), and Mesquite. Public transportation options are extensive in the region, including intercity bus services, Amtrak passenger rail service, the rail and bus services of DART and The T, and rural transportation service provided by Community Services, Inc. Grand Connection connects with the DART West Irving light-rail station at the north border of the city.

Grand Connection and the new P&R services are administrated by the Transportation Department of the City of Grand Prairie and are governed by the Grand Prairie City Council.

Urban Transit District

- Service Area Population[1]: 178,195
- Service Area Land Area[2]: 72.24 Sq. Miles
- Unlinked Passenger Trips[3]: 42,206
- Revenue Fleet[3]: 12 Vehicles

Urban Transit District Services

Service Information

Demand-Response Service

Available within the city limits of Grand Prairie. Trip destinations may be outside the city limits.

Reservations can be made 2 weeks in advance until the day of travel.

For Limited-Eligibility Riders:

- Senior citizens 60 and over
- Citizens with disabilities

One-Way Fare Structure:

- Base Fare: $1.00
- Free Fare[a]

Fare Media:

Exact Change

Ticket Book

Carpool Service

Carpool service is scheduled to open in 2016.

Note:
[a] For medical/dental appointments to the Dallas County Health and Human Services Nutrition Program.

Operating Time
(Excluding Holidays)

Operating Days by Mode

MON | TUE | WED | THU | FRI

Operating Hours by Mode

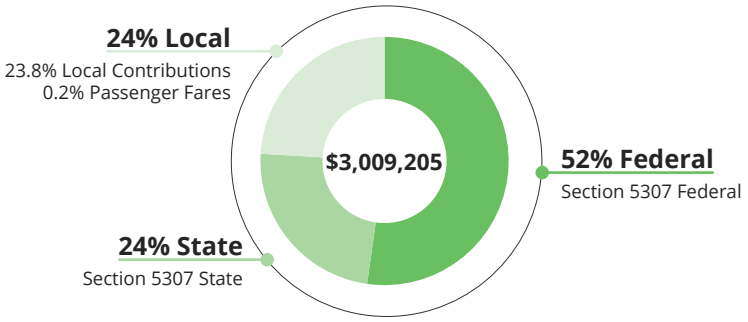
4:30 a.m. — 5:00 p.m.

Address | 1821 S. Highway 161
Grand Prairie, TX 75051

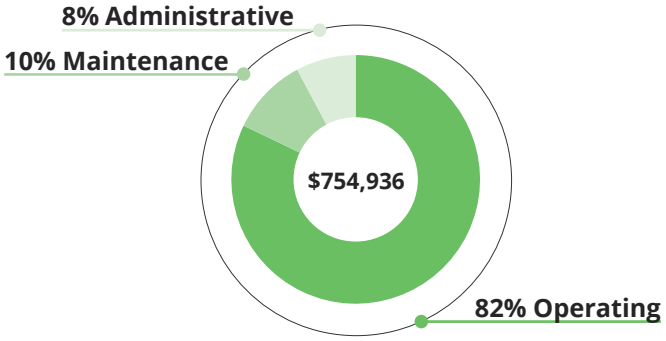
Contact | Anthony Flowers
Transit Coordinator
Phone: (972) 237-8545
E-mail: aflowers@gptx.org

FY 2014 Financial Status[3]

Revenues in Fiscal Year 2014



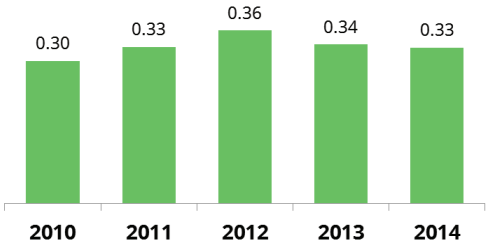
Expenditures in Fiscal Year 2014



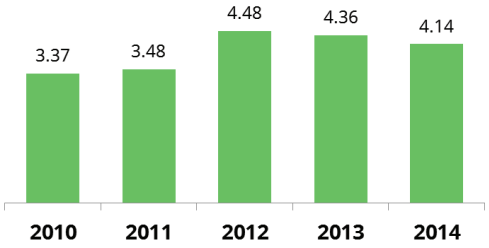
FY 2010–2014 Performance Measures[3]

Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile



Unlinked Passenger Trips per Revenue Hour



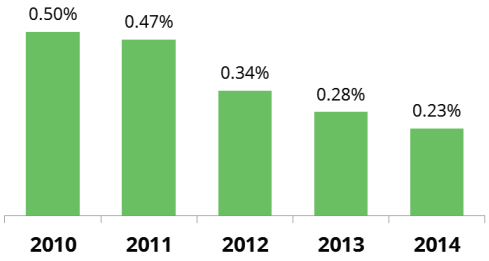
Efficiency in the Past 5 Years

Operating Cost per Revenue Mile

Operating Cost per Revenue Hour

Operating Cost per Passenger

Fare Recovery Ratio



Projects in the 2015–2018 STIP[4]

Implementation Year	Project Name	Cost
2015	Capital - Support Urbanized Area Transit Service	$617,562
2015	Operating Assistance	$524,000
2016	Capital - Support Urbanized Area Transit Service	$617,562
2016	Operating Assistance	$524,000
2017	Capital - Support Urbanized Area Transit Service	$617,562
2017	Operating Assistance	$524,000
2018	Capital - Support Urbanized Area Transit Service	$617,562
2018	Operating Assistance	$524,000

Data Sources:

[1] U.S. Census Bureau, American Community Survey 2009–2013 5-Year Estimates.

[2] U.S. Census Bureau, 2013 TIGER/Line Shapefiles: Places.

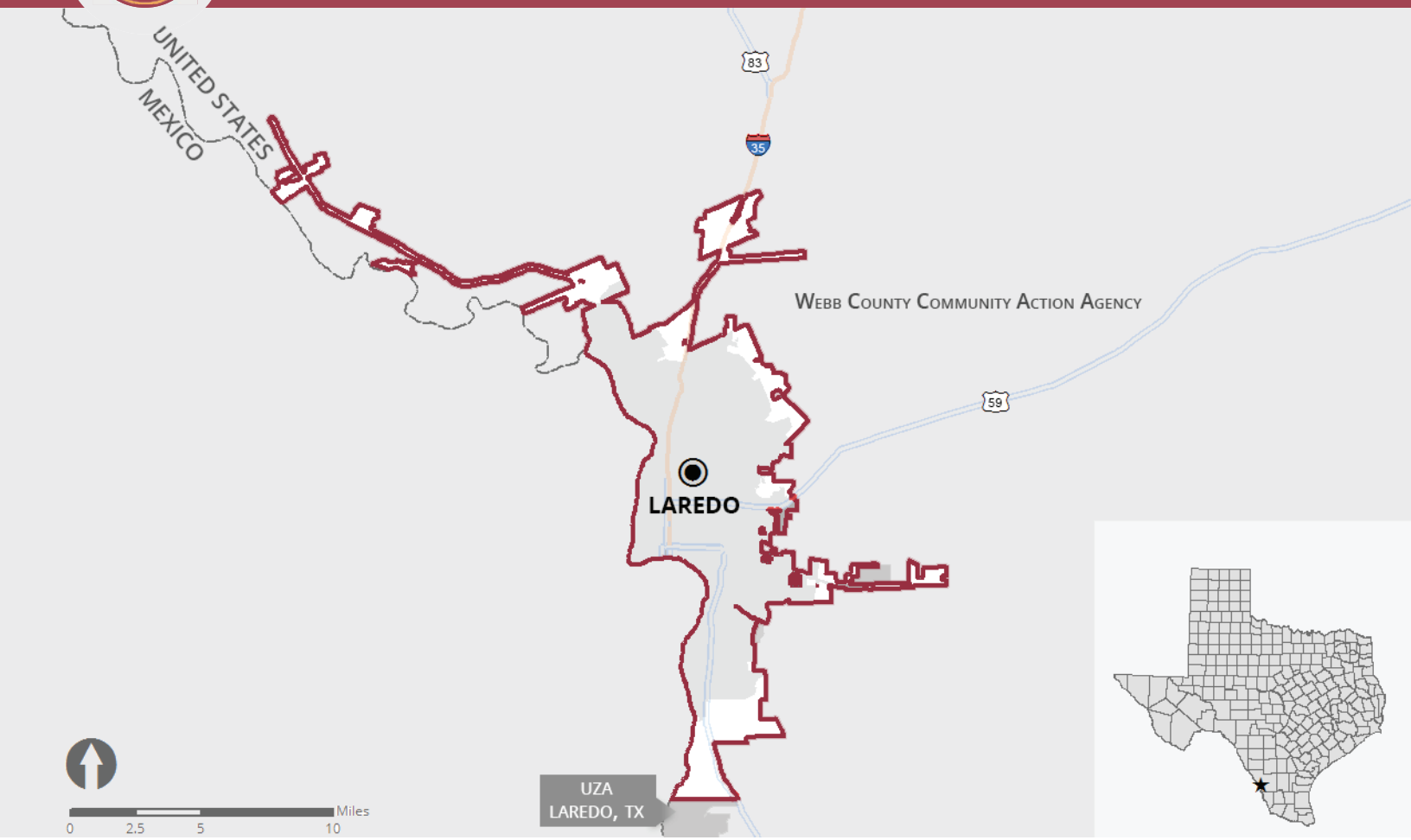
[3] Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011–2014 data.

[4] Texas Department of Transportation, Proposed 2015–2018 District Statewide Transportation Improvement Programs.

Last Updated Date:

December 18, 2015

CITY OF LAREDO



The City of Laredo serves as an urban transit district (UTD) for the Laredo urbanized area (UZA) under Texas Transportation Code (TTC) Chapter 458 and therefore receives state funding. The City of Laredo, under TTC Chapter 453, is also a municipal transit department with a local sales tax dedicated to transit. Laredo Transit Management, Inc., known as El Metro, is a public transit provider in the UTD, providing fixed-route bus service and ADA paratransit service throughout Laredo. The service area falls entirely into Webb County, covering 99.4 percent of the population and 96.6 percent of the land area[1] of the Laredo UZA. The rural part of Webb County is served by the El Aguila Rural Transit System of Webb County Community Action Agency (WCCAA).

El Metro is a department of the City of Laredo and is governed by the nine-member Laredo Mass Transit Board. The City of Laredo currently contracts with First Transit to manage the daily operation of El Metro.

Urban Transit District

- Service Area Population[2]: 240,524
- Service Area Land Area[3]: 92.28 Sq. Miles
- Unlinked Passenger Trips[4]: 3,221,013
- Revenue Fleet[4]: 67 Vehicles

Urban Transit District Services

Service Information

Local Bus Service

23 bus routes available within the city limits of Laredo.

One-Way Fare Structure:

- Base Fare: $1.50
- Discounted Fares:
  $1.25[a], $0.75[b], $0.50[c], $0.35[d], $0.25[e]

Fare Media:

Exact Change

ADA Paratransit Service

Available in areas within 3/4-mile on both sides of the fixed-route services.

Trips can be scheduled up to 7 days in advance, up to the day before the trip.

One-Way Fare Structure:

- Base Fare: $1.00

Fare Media:

Exact Change

Ticket Pass

Notes:
[a] Students.
[b] Seniors, people with disabilities, and Medicare cardholders.
[c] Children (5–11).
[d] Seniors (62+) and people with disabilities riding during peak hours.
[e] People with disabilities riding during off-peak hours.

Operating Time
(Excluding Holidays)

Operating Days by Mode

	MON	TUE	WED	THU	FRI	SAT	SUN
	MON	TUE	WED	THU	FRI	SAT	SUN

Operating Hours by Mode

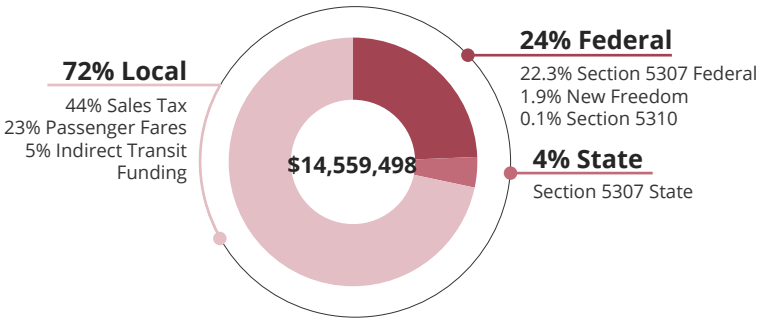
MON SAT		6:00 a.m.	10:00 p.m.
		6:00 a.m.	10:00 p.m.
SUN		7:00 a.m.	9:00 p.m.
		7:00 a.m.	8:30 p.m.

Address 1301 Farragut St.
3rd Floor West Wing
Laredo, TX 78040

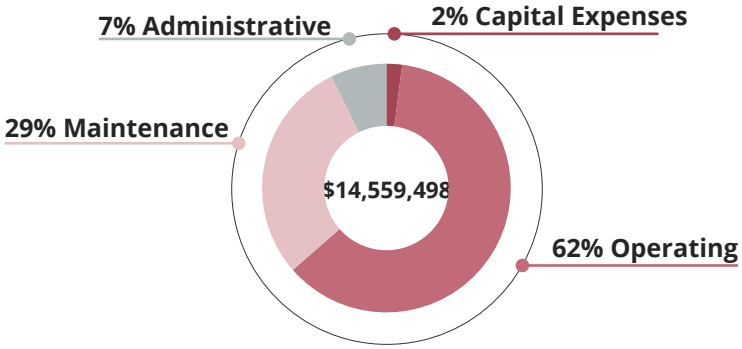
Contact Claudia San Miguel
General Manager
Phone: (956) 795-2288 ext. 234
E-mail: csanmiguel@ci.laredo.tx.us

FY 2014 Financial Status[4]

Revenues in Fiscal Year 2014

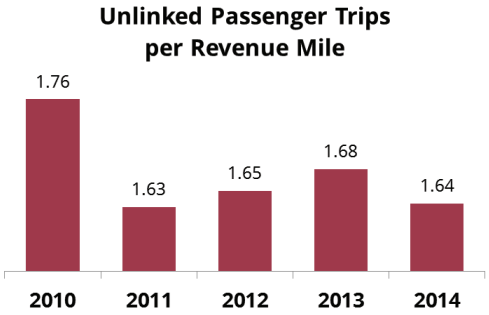


Expenditures in Fiscal Year 2014

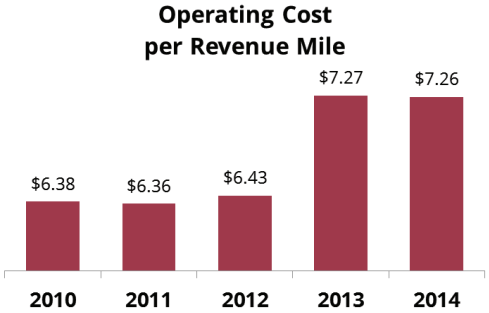


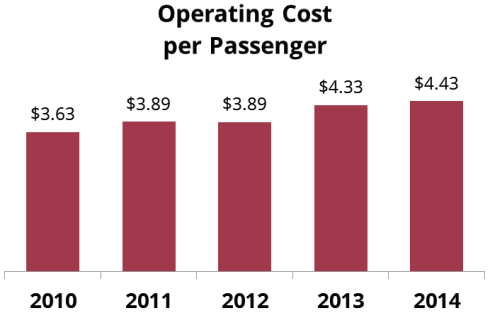
FY 2010–2014 Performance Measures[4]

Productivity in the Past 5 Years



Efficiency in the Past 5 Years





Projects in the 2015–2018 STIP[5]

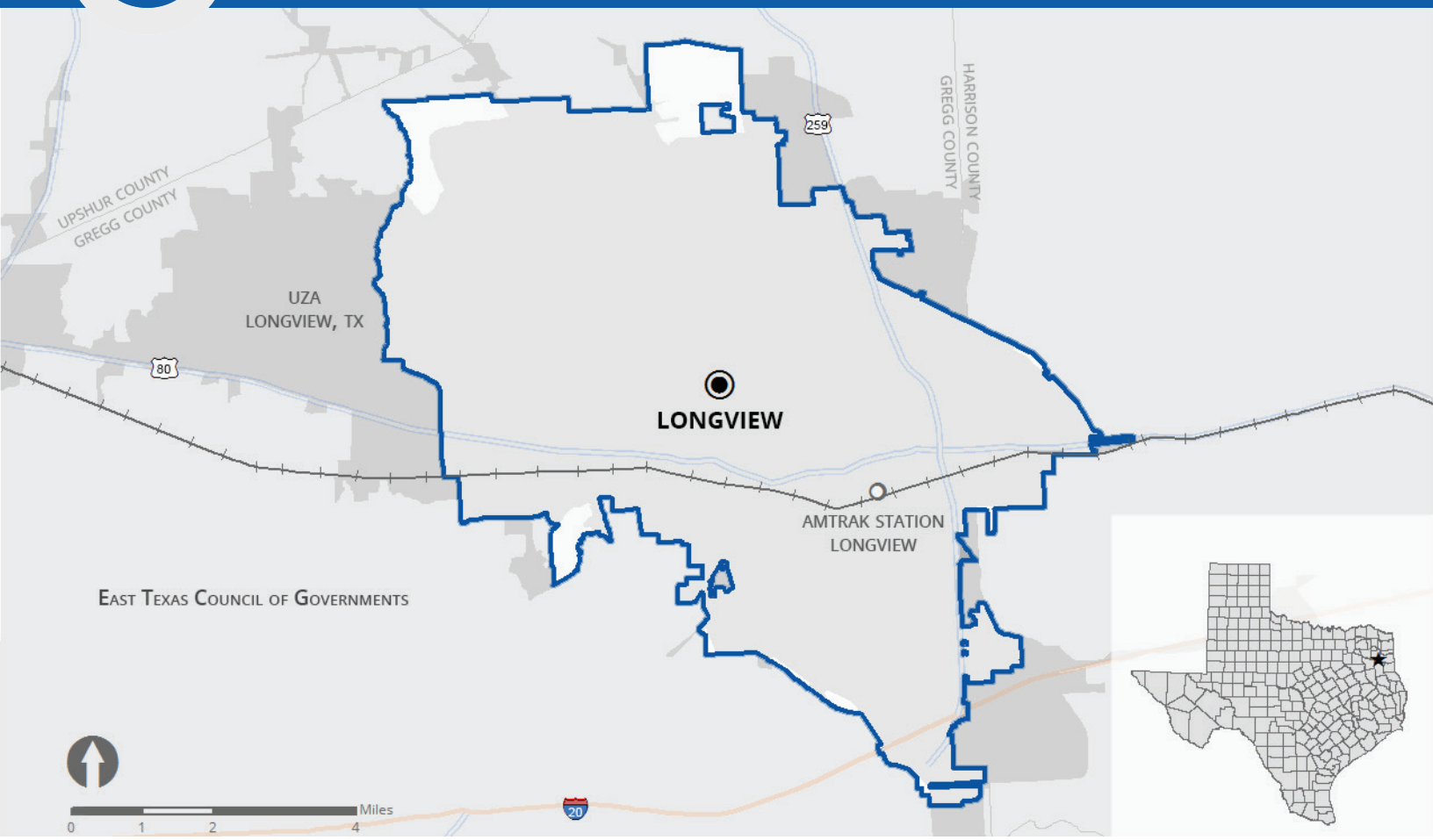
Implementation Year	Project Name	Cost
2015	Bus Replacement	$3,400,000
2016	Operations and Maintenance	$13,710,614
2016	Transportation for Seniors & Disabled	$208,060
2016	Bus Replacement & Bus Facility Improvements	$439,246
2017	Operations and Maintenance	$13,710,614
2017	Transportation for Seniors & Disabled	$208,060
2017	Bus Replacement & Bus Facility Improvements	$439,246
2018	Operations and Maintenance	$13,710,614
2018	Transportation for Seniors & Disabled	$208,060
2018	Bus Replacement & Bus Facility Improvements	$439,246

Data Sources:

[1] Texas A&M Transportation Institute, Urban Gap Analysis using U.S. Census 2010 data.
[2] U.S. Census Bureau, American Community Survey 2009–2013 5-Year Estimates.
[3] U.S. Census Bureau, 2013 TIGER/Line Shapefiles: Places.
[4] Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011–2014 data.
[5] Texas Department of Transportation, Proposed 2015–2018 District Statewide Transportation Improvement Programs.

Last Updated Date:
December 18, 2015

CITY OF LONGVIEW



The City of Longview serves as an urban transit district (UTD) for the Longview urbanized area (UZA) under Texas Transportation Code Chapter 458 and therefore receives state funding. Longview Transit Management, Inc., known as Longview Transit, is a public transit provider in the UTD, providing fixed-route bus service and ADA paratransit service throughout Longview. The service area crosses Gregg and Harrison Counties, covering 81 percent of the population and 63.2 percent of the land area[1] of the Longview UZA. Rural areas of Gregg County, Harrison County, and adjacent counties are served by the East Texas Council of Governments (ETCOG). Greyhound intercity bus and Amtrak passenger rail pass through the city, providing regional transit options for Longview citizens. Both Greyhound and Amtrak stations are a few blocks away from Longview Transit's transfer center at Magrill Plaza.

Longview Transit is administrated by the City of Longview and is governed by the Longview City Council. The daily operation of Longview Transit is managed by McDonald Transit Associates.

Urban Transit District

- Service Area Population[2]: 81,435
- Service Area Land Area[3]: 55.69 Sq. Miles
- Unlinked Passenger Trips[4]: 253,521
- Revenue Fleet[4]: 13 Vehicles

Urban Transit District Services

Service Information

Local Bus Service

Six routes available within the city limits of Longview.

One-Way Fare Structure:

- Base Fare: $1.25
- Discounted Fares: $0.65[a] or $0.60[b]
- Free Fare[c]

Fare Media:

Exact Change | Single Ticket | Ticket Book | Ticket Pass

ADA Paratransit Service

Available within the city limits of Longview. Trip origins must be within a 3/4-mile corridor on each side of each fixed route, destinations can be anywhere within the city limits.

Trips can be scheduled up to 14 days in advance, up to 24 hours before the trip.

One-Way Fare Structure:

- Base Fare: $2.50

Fare Media:

Exact Change | Ticket Book

Notes:

[a] Children (age 6–14) and students.
[b] Medicare card holders, seniors, and people with disabilities.
[c] Children (age 5 and under).

Operating Time
(Excluding Holidays)

Operating Days by Mode

	MON	TUE	WED	THU	FRI	SAT	
Bus	MON	TUE	WED	THU	FRI	SAT	
ADA	MON	TUE	WED	THU	FRI	SAT	

Operating Hours by Mode

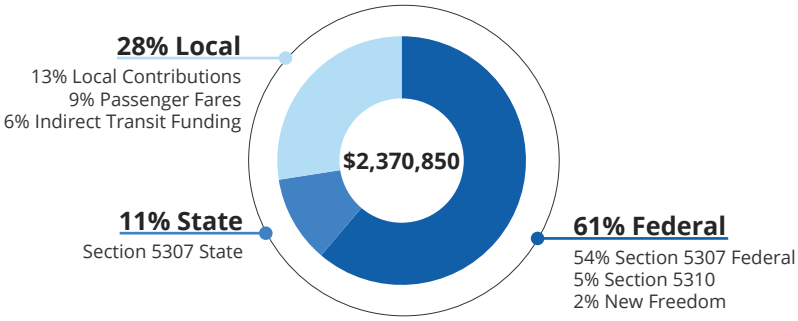
WKD	Bus	6:15 a.m.	7:15 p.m.
	ADA	6:15 a.m.	7:15 p.m.
SAT	Bus	7:15 a.m.	7:15 p.m.
	ADA	7:15 a.m.	7:15 p.m.

Address 908 Pacific Ave, Suite 200
Longview, TX 75602

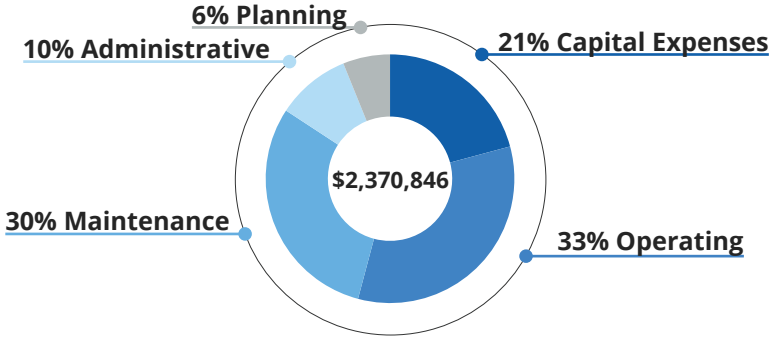
Contact Scott Lewis
General Manager
Phone: (903) 753-2287
E-mail: slewis@longviewtransit.com

FY 2014 Financial Status[4]

Revenues in Fiscal Year 2014



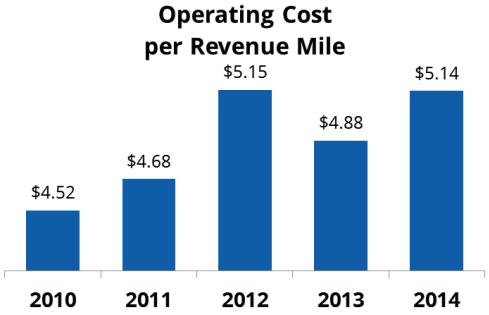
Expenditures in Fiscal Year 2014

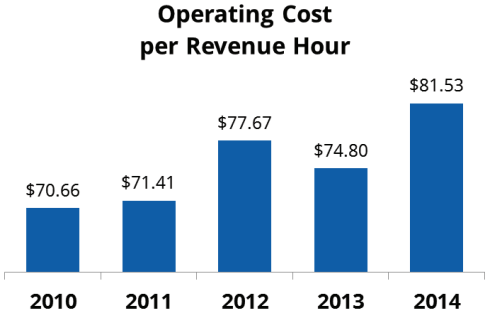


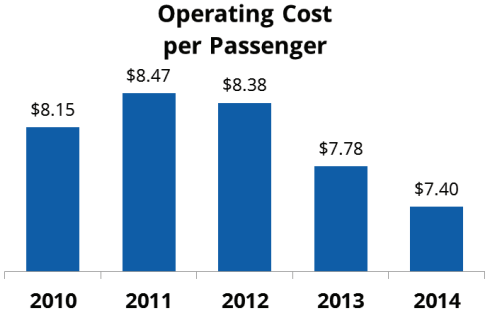
FY 2010–2014 Performance Measures[4]

Productivity in the Past 5 Years

Efficiency in the Past 5 Years







Projects in the 2015–2018 STIP[5]

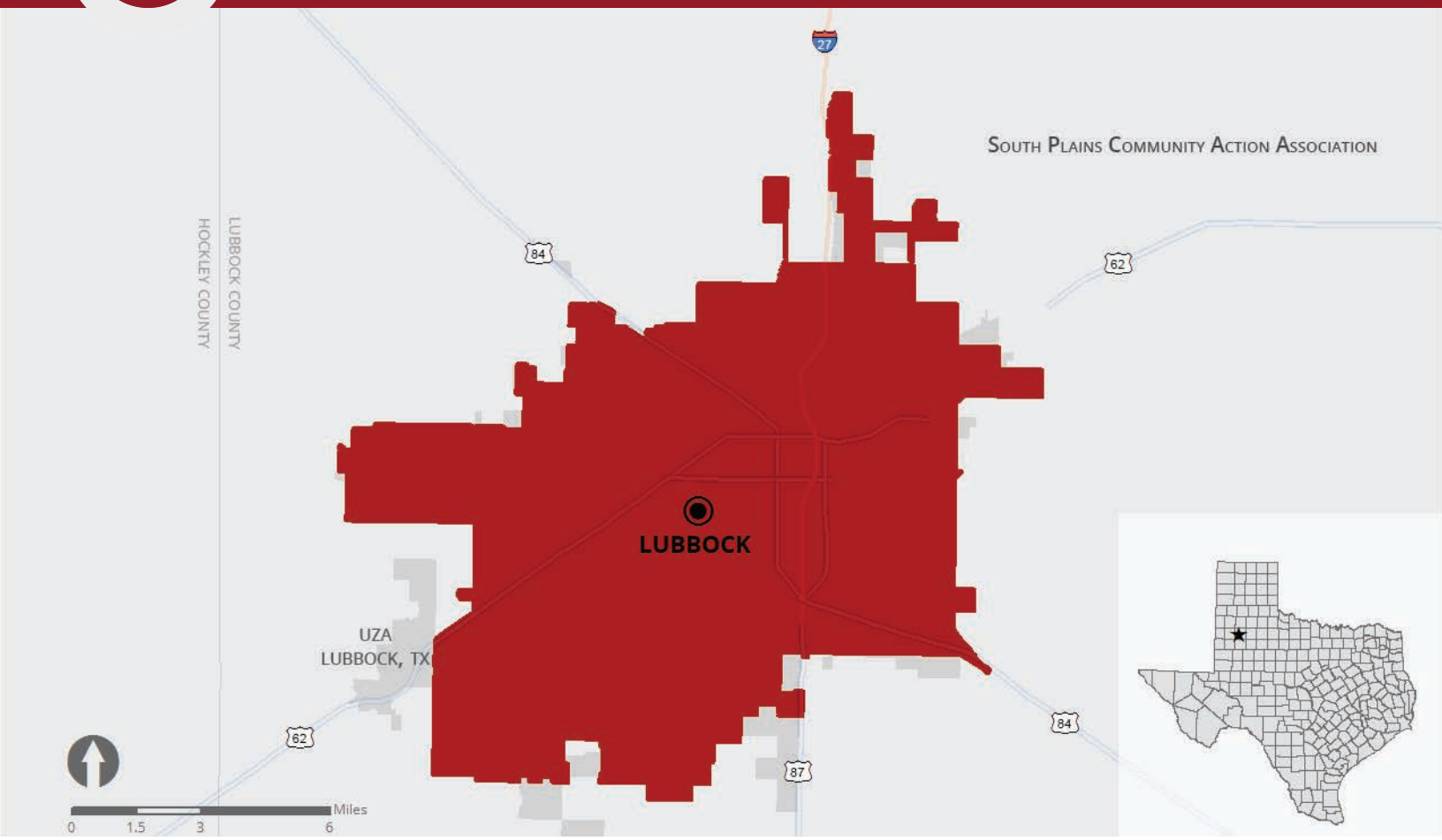
Implementation Year	Project Name	Cost
2015	Capital - Equipment, Preventive Maintenance, Rolling Stock	$1,337,440
2015	Planning - Technical Study	$88,400
2015	Operating - Public Transit	$624,000
2015	Capital - ADA	$156,725
2015	Construction - Parking & Driveway at Multimodel Center	$312,000
2016	Capital - Equipment, Preventive Maintenance, Rolling Stock	$1,124,864
2016	Planning - Technical Study	$97,344
2016	Operating - Public Transit	$648,960
2016	Capital - ADA	$162,994
2017	Capital - Equipment, Preventive Maintenance, Rolling Stock	$1,141,737
2017	Planning - Technical Study	$106,862
2017	Operating - Public Transit	$674,919
2017	Capital - ADA	$175,760
2018	Capital - Equipment, Preventive Maintenance, Rolling Stock	$1,187,406
2018	Planning - Technical Study	$113,476
2018	Operating - Public Transit	$701,916
2018	Capital - ADA	$183,521

Data Sources:

[1] Texas A&M Transportation Institute, Urban Gap Analysis using U.S. Census 2010 data.
[2] U.S. Census Bureau, American Community Survey 2009–2013 5-Year Estimates.
[3] U.S. Census Bureau, 2013 TIGER/Line Shapefiles: Places.
[4] Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011–2014 Data.
[5] Texas Department of Transportation, Proposed 2015–2018 District Statewide Transportation Improvement Programs.

Last Updated Date:
December 18, 2015

CITY OF LUBBOCK



The City of Lubbock serves as an urban transit district (UTD) for the Lubbock urbanized area (UZA) under Texas Transportation Code Chapter 458 and therefore receives state funding. City Transit Management Company, Inc., known as Citibus, is a public transit provider in the UTD, providing fixed-route bus service, ADA paratransit service CitiAccess, and the evening demand-response service NiteRide throughout Lubbock. The service area falls entirely within Lubbock County, covering 95.2 percent of the population and 87.8 percent of the land area[1] of the Lubbock UZA. The 16 adjacent counties and rural areas of Lubbock are served by the South Plains Community Action Association's SPATRAN Transportation Division. Greyhound intercity bus service is available in Lubbock. Citibus connects with Greyhound service via the downtown transfer plaza. Citibus is also a contracted transportation provider of Texas Tech University, providing fixed-route bus service and extended night bus service for the students of Texas Tech on and off campus.

Citibus is administrated by the City of Lubbock and is governed by the Public Transit Advisory Board, of which seven members are appointed by the city council. The daily operation of Citibus is managed by McDonald Transit Associates.

Urban Transit District

- Service Area Population[2]: 233,162
- Service Area Land Area[3]: 122.42 Sq. Miles
- Unlinked Passenger Trips[4]: 4,020,550
- Revenue Fleet[4]: 102 Vehicles

Urban Transit District Services

Service Information

Local Bus Service

Nine routes available within the city limits of Lubbock.

One-Way Fare Structure:

- Base Fare: $1.75
- Discounted Fares: $0.75[a] or $0.85[b]
- Free Fare[c]

Fare Media:

Exact Change | Ticket Pass

Demand-Response Service

Available within the city limit of Lubbock and two destinations beyond the city limit - Reese Center and the Turf Therapy Center.

One-Way Fare Structure:

- Base Fare:
  Within the City Limit: $4.50
  Beyond the City Limit: $12.00
- Extra Fare for Same Day Trip
  (in Addition to Base Fare):
  Within the City Limit: $3.00
  Beyond the City Limit: $12.00

Fare Media:

Exact Change | Ticket Pass

ADA Paratransit Service

Available within the city limits of Lubbock and two destinations beyond the city limits—Reese Center and the Turf Therapy Center.

- ADA service area: within a 3/4-mile corridor on each side of each fixed route,
- Extended service area: the area beyond the ADA Service Area but within the Lubbock city limits,
- Premium service locations: trips to/from Reese Center and Turf Therapy.

One-Way Fare Structure:

- Base Fare:
  ADA Service Area: $3.50
  Extended Service Area: $11.50
  Premium Service Locations: $15.00

Fare Media:

Exact Change | Ticket Book

Notes:
Services here do not include those provided for the Texas Tech University.

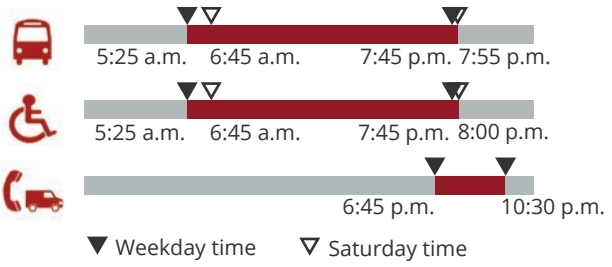
[a] Children (age 6-12)
[b] Medicare card holders, seniors, people with disabilities
[c] Children under 5

Operating Time
(Excluding Holidays)

Operating Days by Mode

MON	TUE	WED	THU	FRI	SAT	
MON	TUE	WED	THU	FRI	SAT	
MON	TUE	WED	THU	FRI	SAT	

Operating Hours by Mode

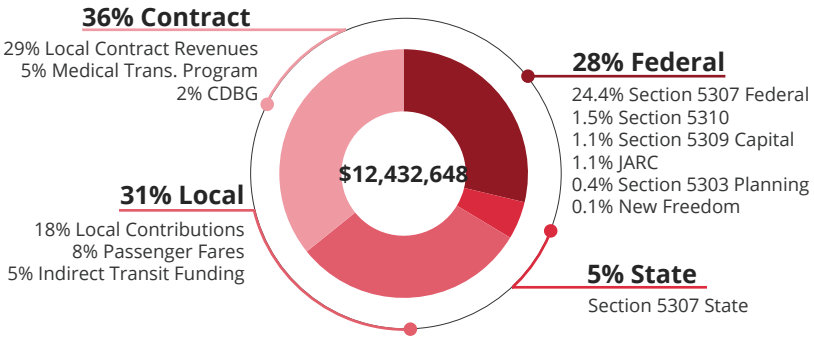


Address | P.O. Box 2000
Lubbock, TX 79457

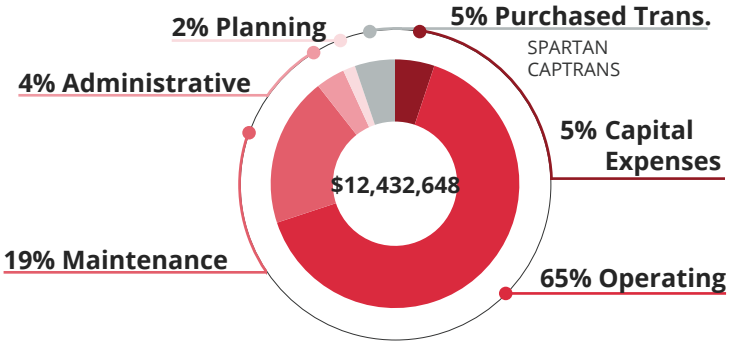
Contact | Maurice Pearl
General Manager
Phone: (806) 712-2000
E-mail: mpearl@citibus.com

FY 2014 Financial Status[4]

Revenues in Fiscal Year 2014

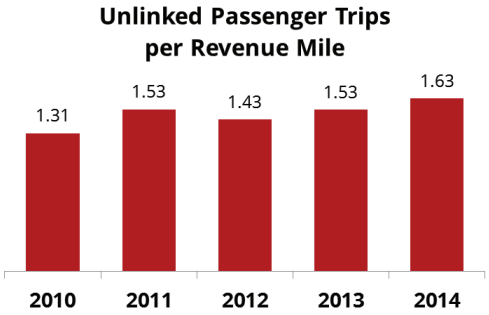


Expenditures in Fiscal Year 2014

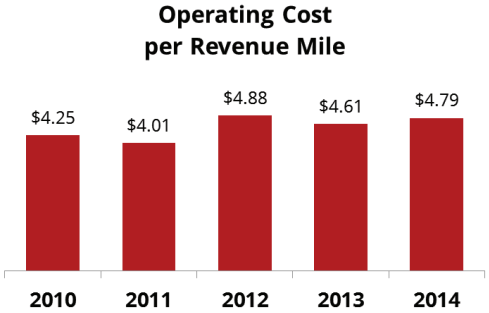


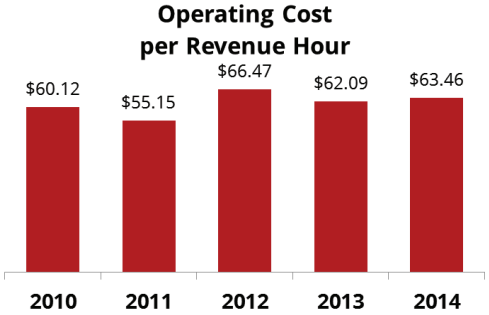
FY 2010–2014 Performance Measures[4]

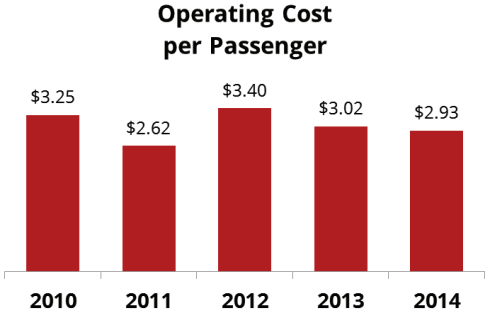
Productivity in the Past 5 Years

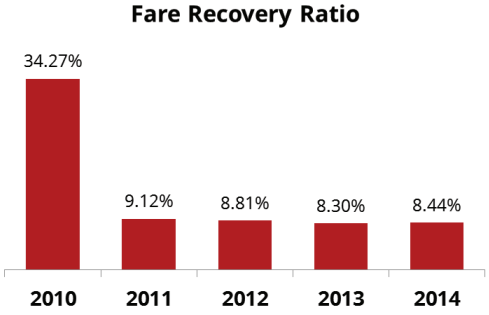


Efficiency in the Past 5 Years









Projects in the 2015–2018 STIP[5]

Implementation Year	Project Name	Cost
2015	Planning Assistance (via LMPO)	$60,000
2015	FTA Formula Grant—Operating Assistance	$1,300,000
2015	FTA Formula Grant—Job Access Reverse Commute Project	$367,500
2015	TxDOT Formula Grant—Operating Assistance	$725,000
2015	FTA Formula Grant—Planning Assistance	$136,250
2015	FTA Formula Grant—Capital	$375,000
2015	FTA Formula Grant—ADA Paratransit	$426,563
2015	FTA Formula Grant—Preventive Maintenance	$2,165,625
2015	FTA Discretionary Grant — Bus & Bus Facilities, State of Good Repair, TIGER	$2,500,000
2015	FTA Discretionary Grant —State of Good Repair (Facility Renovation/ Expansion)	$5,000,000
2015	FTA Discretionary Grant —State of Good Repair (Technology Upgrades)	$313,600
2015	FTA Elderly & Disabled —Preventive Maintenance & New Freedom Projects	$269,063
2016	Planning Assistance (via LMPO)	$60,000
2016	FTA Formula Grant—Operating Assistance	$1,365,000
2016	FTA Formula Grant—Job Access Reverse Commute Project	$385,876
2016	TxDOT Formula Grant—Operating Assistance	$750,000
2016	FTA Formula Grant—Planning Assistance	$143,063
2016	FTA Formula Grant—Capital	$393,750
2016	FTA Formula Grant—ADA Paratransit	$426,563
2016	FTA Formula Grant—Preventive Maintenance	$2,273,906
2016	FTA Discretionary Grant —Bus & Bus Facilities, State of Good Repair, TIGER	$2,500,000
2016	FTA Discretionary Grant —State of Good Repair (Facility Renovation/ Expansion)	$15,000,000
2016	FTA Discretionary Grant —State of Good Repair (Technology Upgrades)	$75,000

Continue on the next page

Projects in the 2015-2018 STIP[5] (Cont'd)

Implementation Year	Project Name	Cost
2016	FTA Elderly & Disabled —Preventive Maintenance & New Freedom Projects	$282,516
2017	Planning Assistance (via LMPO)	$60,000
2017	FTA Formula Grant—Operating Assistance	$1,433,250
2017	FTA Formula Grant— Job Access Reverse Commute Project	$405,170
2017	TxDOT Formula Grant—Operating Assistance	$775,000
2017	FTA Formula Grant—Planning Assistance	$150,216
2017	FTA Formula Grant—Capital	$413,438
2017	FTA Formula Grant—ADA Paratransit	$447,891
2017	FTA Formula Grant—Preventive Maintenance	$2,387,601
2017	FTA Discretionary Grant —Bus & Bus Facilities, State of Good Repair, TIGER	$2,500,000
2017	FTA Discretionary Grant —State of Good Repair (Technology Upgrades)	$75,000
2017	FTA Elderly & Disabled —Preventive Maintenance & New Freedom Projects	$296,643
2018	Planning Assistance (via LMPO)	$60,000
2018	FTA Formula Grant—Operating Assistance	$1,504,912
2018	FTA Formula Grant—Job Access Reverse Commute Project	$425,428
2018	TxDOT Formula Grant—Operating Assistance	$800,000
2018	FTA Formula Grant—Planning Assistance	$157,728
2018	FTA Formula Grant—Capital	$434,110
2018	FTA Formula Grant—ADA Paratransit	$470,286
2018	FTA Formula Grant— Preventive Maintenance	$2,506,981
2018	FTA Discretionary Grant —Bus & Bus Facilities, State of Good Repair, TIGER	$2,500,000
2018	FTA Discretionary Grant —State of Good Repair (Technology Upgrades)	$75,000
2018	FTA Elderly & Disabled —Preventive Maintenance & New Freedom Projects	$311,475

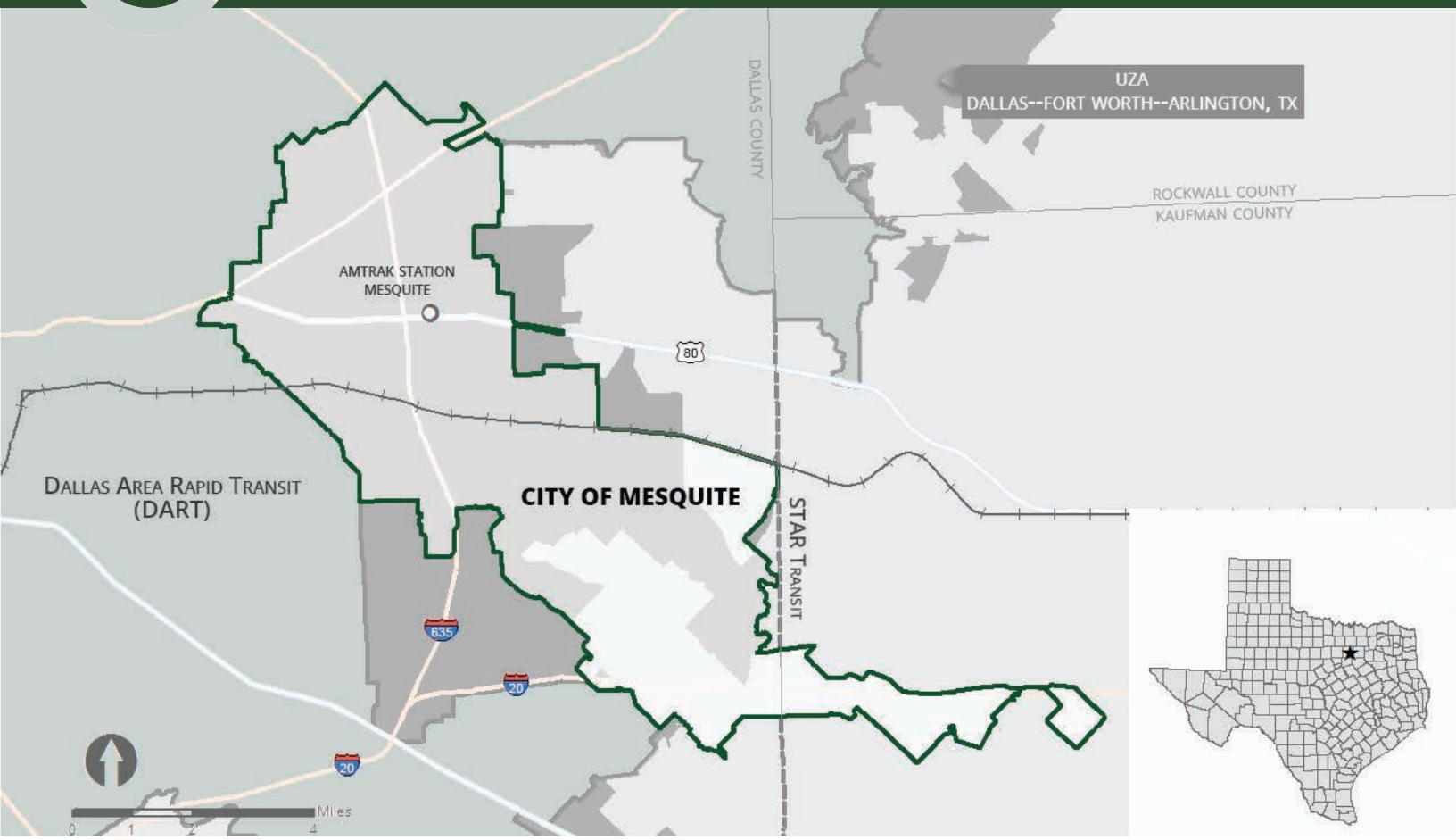
Data Sources:

[1] Texas A&M Transportation Institute, Urban Gap Analysis using U.S. Census 2010 data.
[2] U.S. Census Bureau, American Community Survey 2009–2013 5-Year Estimates.
[3] U.S. Census Bureau, 2013 TIGER/Line Shapefiles: Places.
[4] Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011–2014 Data.
[5] Texas Department of Transportation, Proposed 2015–2018 District Statewide Transportation Improvement Programs.

Texas Department of Transportation

Texas A&M Transportation Institute

CITY OF MESQUITE



The City of Mesquite, under Texas Transportation Code Chapter 458, serves as an urban transit district for the part of the Dallas-Fort Worth-Arlington (DFWA) urbanized area (UZA) within the city limits of Mesquite and therefore receives state funding. The City of Mesquite was a limited eligibility transit provider until 2015 when STAR Transit assumed the responsibility to operate demand-response service for the general public in Mesquite. The City of Mesquite currently contracts with STAR Transit to operate the commuter bus service COMPASS.

The service area of the City of Mesquite is the city limits, crossing Dallas and Kaufman Counties. Two regional transportation authorities (Dallas Area Rapid Transit and the Fort Worth Transportation Authority) and three limited eligibility transit agencies (Arlington, Grand Prairie, and Northeast Transportation Services) serve the DFWA UZA beyond the city limits of Mesquite. STAR Transit is the public transportation provider in the rural areas of Kaufman County.

The governing board for the transit services of the City of Mesquite is the Mesquite City Council.

Urban Transit District

- Service Area Population[1]: 141,201
- Service Area Land Area[2]: 47.23 Sq. Miles
- Unlinked Passenger Trips[3]: 29,777
- Revenue Fleet[3]: 23 Vehicles

Urban Transit District Service

Service Information

Commuter Bus Service

COMPASS, identified as Express Bus Route 282 on the DART website, connects Mesquite's Hanby Stadium and Lawnview Station on the DART Green Line.

Fare Structure:

- Day Pass $7

Fare Media:

Ticket Pass

Operating Time
(Excluding Holidays)

Operating Days by Mode

MON TUE WED THU FRI

Operating Hours by Mode

5:00 a.m. 9:00 a.m. 3:30 p.m. 7:00 p.m.

Every half hour

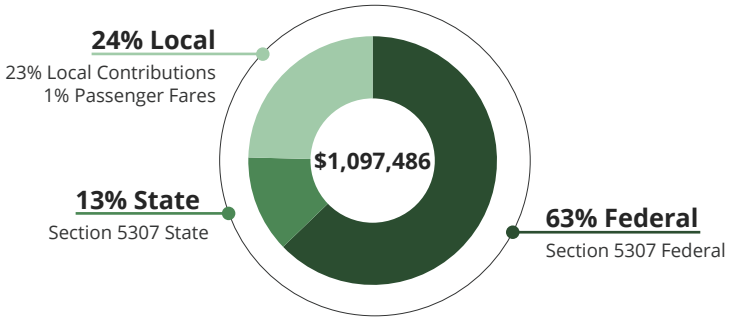
Every one hour

Address P.O. Box 850137
Mesquite, TX 75185-0137

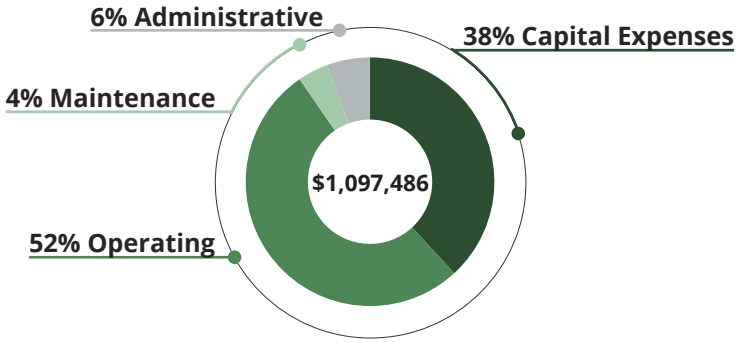
Contact Sunil John
Transportation Coordinator
Phone: (972) 329-8337
E-mail: sjohn@cityofmesquite.com

FY 2014 Financial Status[3]

Revenues in Fiscal Year 2014



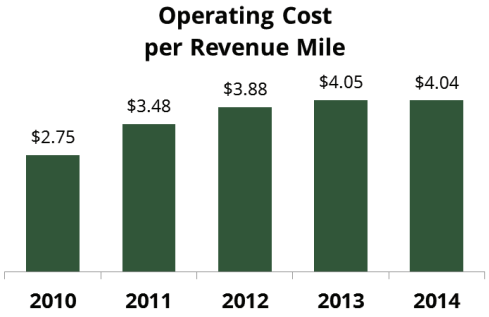
Expenditures in Fiscal Year 2014

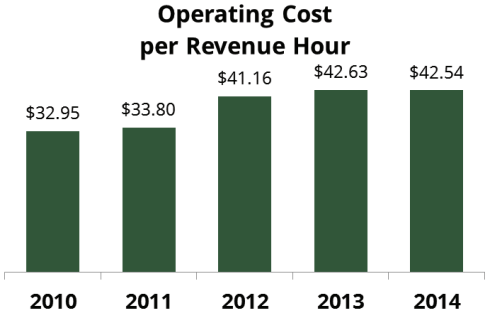


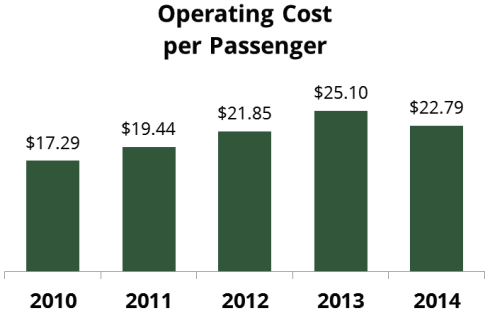
FY 2010–2014 Performance Measures[4]

Productivity in the Past 5 Years

Efficiency in the Past 5 Years







Projects in the 2015–2018 STIP[4]

Implementation Year	Project Name	Cost
2015	Capital - Support Urbanized Area Transit Service	$575,000
2015	Operating Assistance	$500,000
2016	Capital - Support Urbanized Area Transit Service	$575,000
2016	Operating Assistance	$500,000
2017	Capital - Support Urbanized Area Transit Service	$575,000
2017	Operating Assistance	$500,000
2018	Capital - Support Urbanized Area Transit Service	$575,000
2018	Operating Assistance	$500,000

Data Sources:

[1] U.S. Census Bureau, American Community Survey 2009–2013 5-Year Estimates.

[2] U.S. Census Bureau, 2013 TIGER/Line Shapefiles: Places.

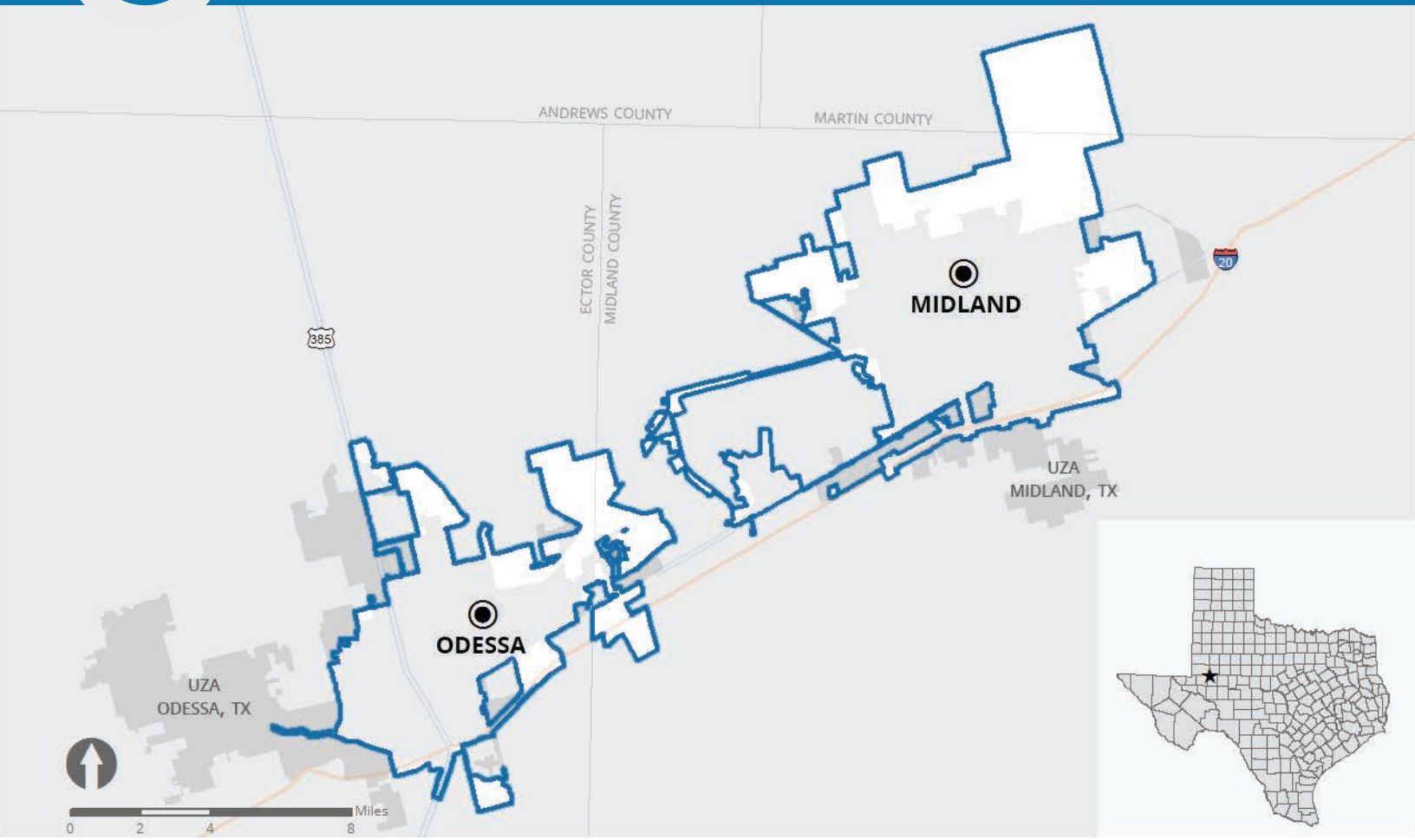
[3] Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011–2014 Data.

[4] Texas Department of Transportation, Proposed 2015–2018 District Statewide Transportation Improvement Programs.

Last Updated Date:

December 18, 2015

MIDLAND ODESSA URBAN TRANSIT DISTRICT



The Midland Odessa Urban Transit District, known as Ez-rider, was established in 2003 under Texas Transportation Code Chapter 458 to operate transit services for the Midland and Odessa urbanized areas (UZAs) and therefore receives state funding. Ez-rider currently operates fixed-route bus service, ADA paratransit service in Midland and Odessa, and Ez-Connect commuter service connecting the two cities. The service area crosses Ector, Martin, and Midland Counties, covering 92.3 percent of the population and 77.8 percent of the land area[1] of the Midland UZA as well as 78.7 percent of the population and 47.1 of the land area[1] of the Odessa UZA. Adjacent counties and rural areas of Ector, Martin, and Midland Counties are served by West Texas Opportunities, Inc. (WTO).

The Midland Odessa Urban Transit District Board is the governing body of Ez-rider. The board is comprised of six members from Midland and Odessa, appointed by their city councils.

Urban Transit District

- Service Area Population[2]: 220,126
- Service Area Land Area[3]: 118.18 Sq. Miles
- Unlinked Passenger Trips[4]: 429,696
- Revenue Fleet[4]: 27 Vehicles

Urban Transit District Services

Service Information

Local Bus Service

Available in Midland and Odessa.

One-Way Fare Structure:

- Base Fare: $1.25
- Discounted Fare: $1.00[a] or $0.60[b]
- Free Fare[c]

Fare Media:

Exact Change | Ticket Book | Ticket Pass

ADA Paratransit Service

Available within the city limits of Midland and Odessa.

One-Way Fare Structure:

- Base Fare:
  Within the ADA Required Area[d]: $2.50
- Extra Fare (in Addition to Base Fare):
  Outside the ADA Required Area: $5.00

Fare Media:

Single Ticket | Ticket Book

Commuter Bus Service

The Ez-Connects, formerly the Ez-Express, connects Midland and Odessa and provides convenience access to the local bus service in both cities at park-and-ride lots—the Midland Park Mall in Midland and the Music City Mall in Odessa —and at downtown transfer plaza.

One-Way Fare Structure:

- Base Fare: $1.25
- Discounted Fare: $1.00[a] or $0.60[b]
- Free Fare[c]

Fare Media:

Exact Change | Ticket Pass

Notes:

[a] Children (6-18), and students.
[b] Seniors (60+) and people with disabilities.
[c] Child age 5 and under.
[d] Area within 3/4-mile on both sides of the local fixed routes.

Operating Time
(Excluding Holidays)

Operating Days by Mode

	MON	TUE	WED	THU	FRI	SAT	
Bus	MON	TUE	WED	THU	FRI	SAT	
Accessible	MON	TUE	WED	THU	FRI	SAT	
Commuter Bus	MON	TUE	WED	THU	FRI		

Operating Hours by Mode

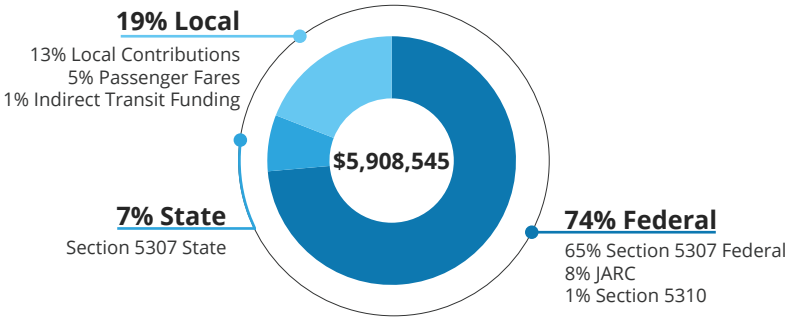
WKD	Bus	6:15 a.m.	6:15 p.m.
	Accessible	6:15 a.m.	6:15 p.m.
	Commuter Bus	6:15 a.m.	9:45 a.m. / 2:45 p.m. / 5:45 p.m.
SAT	Bus	8:15 a.m.	4:15 p.m.
	Accessible	8:15 a.m.	4:15 p.m.

Address | P.O. Box 60808
Midland, TX 79711

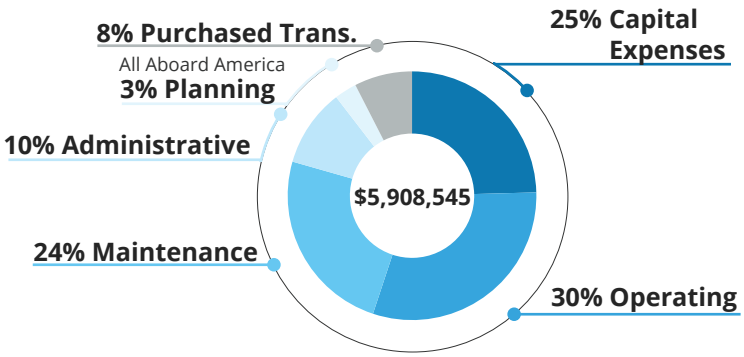
Contact | Rob W. Stephens
General Manager
Phone: (432) 561-9990
E-mail: rstephens@ez-rider.org

FY 2014 Financial Status[4]

Revenues in Fiscal Year 2014



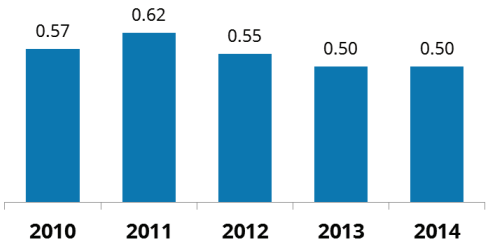
Expenditures in Fiscal Year 2014



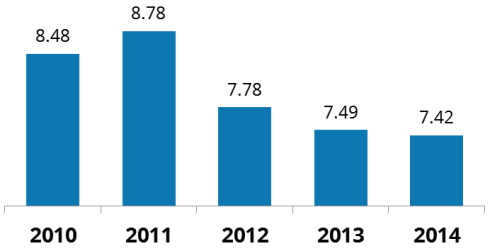
FY 2010–2014 Performance Measures[4]

Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile

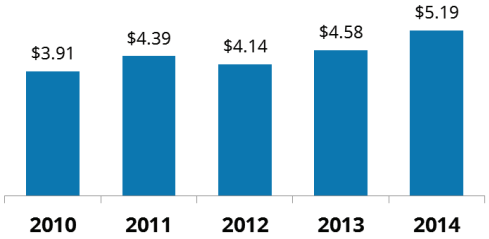


Unlinked Passenger Trips per Revenue Hour

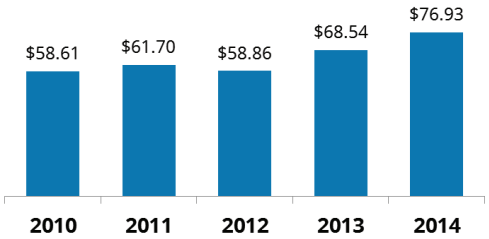


Efficiency in the Past 5 Years

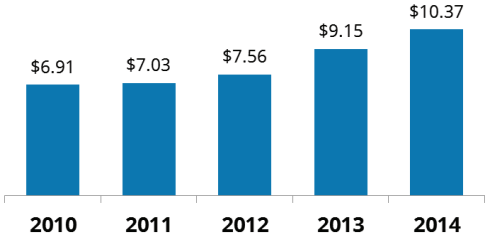
Operating Cost per Revenue Mile



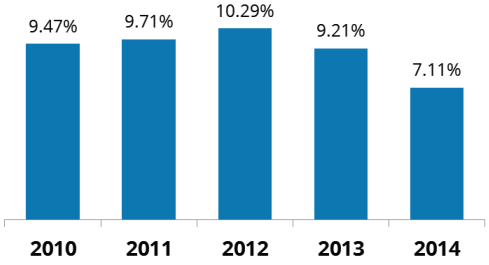
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



Projects in the 2015-2018 STIP[5]

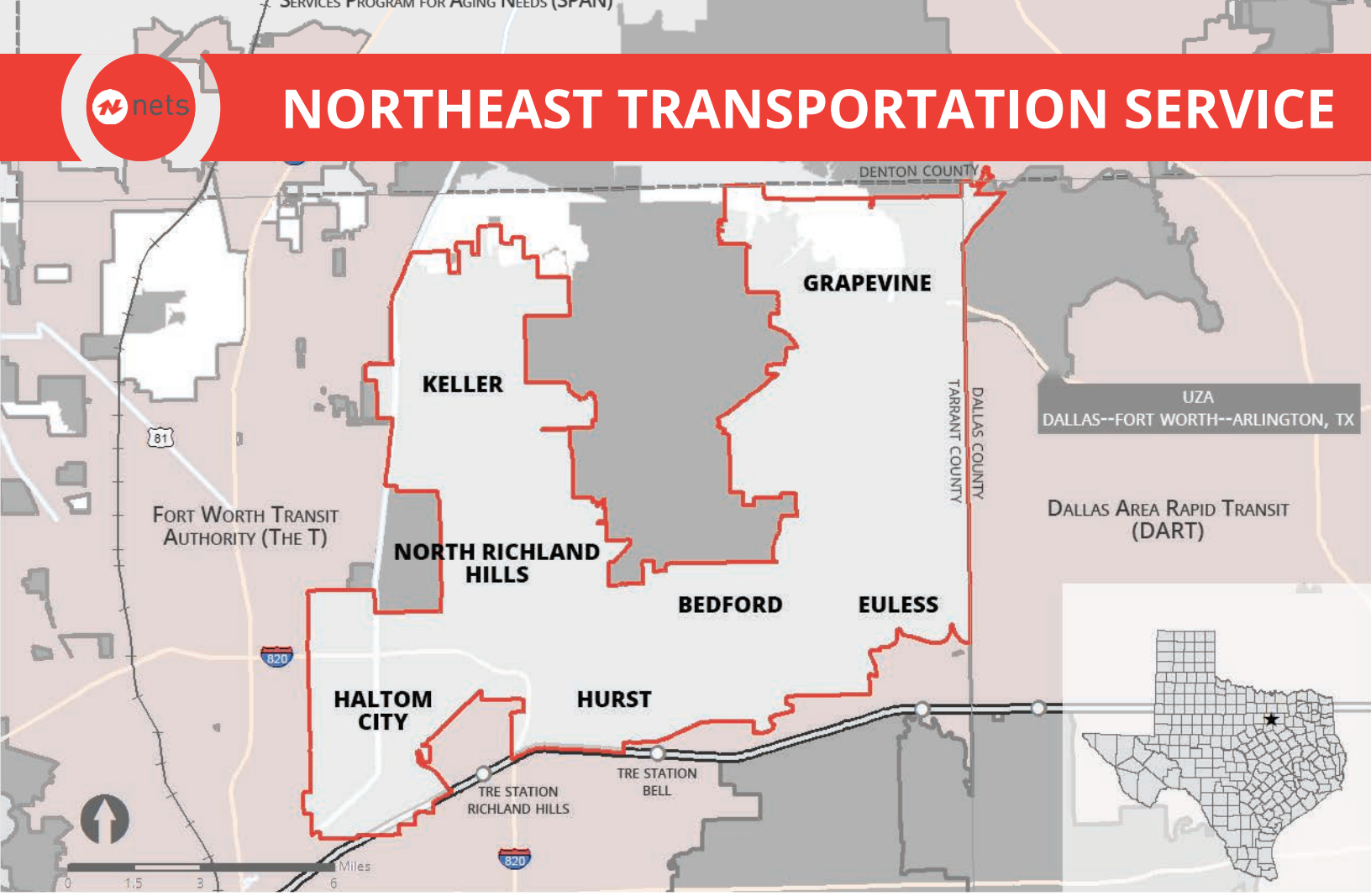
Implementation Year	Project Name	Cost
2015	Preventive Maintenance	$937,000
2015	Planning	$112,500
2015	Operating	$2,840,000
2015	ADA Paratransit	$350,000
2015	Construction of Multi-modal Facility	$1,200,000
2015	Solar Panels/ Green initiatives	$350,000
2016	Preventive Maintenance	$937,000
2016	Planning	$112,500
2016	Operating	$2,840,000
2016	ADA Paratransit	$350,000
2017	Preventive Maintenance	$1,221,000
2017	Planning	$281,250
2017	Operating	$2,100,000
2017	ADA Paratransit	$500,000
2017	Rolling Stock	$1,200,000
2018	Preventive Maintenance	$1,221,000
2018	Planning	$281,250
2018	Operating	$2,100,000
2018	ADA Paratransit	$500,000
2018	Rolling Stock	$240,000

Data Sources:

[1] Texas A&M Transportation Institute, Urban Gap Analysis using U.S. Census 2010 data.
[2] U.S. Census Bureau, American Community Survey 2009–2013 5-Year Estimates.
[3] U.S. Census Bureau, 2013 TIGER/Line Shapefiles: Places.
[4] Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011–2014 data.
[5] Texas Department of Transportation, Proposed 2015–2018 District Statewide Transportation Improvement Programs.

Last Updated Date:
December 18, 2015

NORTHEAST TRANSPORTATION SERVICE



The Northeast Transportation Service (NETS), under Texas Transportation Code Chapter 458, serves as an urban transit district for the part of the Dallas-Fort Worth-Arlington (DFWA) urbanized area (UZA) within seven cities in northeast Tarrant County including Bedford, Euless, Grapevine, Haltom City, Hurst, Keller, and North Richland Hills; NETS therefore receives state funding. NETS provides demand-response service only for people who are elderly and people with disabilities; therefore, NETS is a limited eligibility transit provider.

The service area of NETS is municipal boundaries; the vast majority falls into Tarrant County and is urbanized. The remaining parts of the DFWA UZA are served by two regional transportation authorities (Dallas Area Rapid Transit [DART] and the Fort Worth Transportation Authority [The T]), two other limited eligibility transit agencies (Arlington and Grand Prairie), and Mesquite. Public transportation options are extensive in the region, including intercity bus services, Amtrak passenger rail service, and the rail and bus services of DART and The T.

The governing body of NETS is the board of directors of the NETS Urban Transit District, which is comprised of the city manager of each member city. NETS has a partnership with The T through an interlocal agreement. The T then contracts with Catholic Charities Fort Worth to operate the NETS service and maintain the NETS vehicles.

Urban Transit District

- Service Area Population[1]: 290,913
- Service Area Land Area[2]: 117.05 Sq. Miles
- Unlinked Passenger Trips[3]: 30,096
- Revenue Fleet[3]: 7 Vehicles

Urban Transit District Service

Service Information

Demand-Response Service

Door-to-door service available within the NETS service area.

All trip requests must be made at least 48 hours in advance.

For Limited-Eligibility Riders:

- Senior citizens 55 and over
- Citizens with disabilities

One-Way Fare Structure:

- Base Fare: $1.50

Fare Media:

Exact Change

Ticket Book

Operating Time
(Excluding Holidays)

Operating Days by Mode

MON TUE WED THU FRI

Operating Hours by Mode

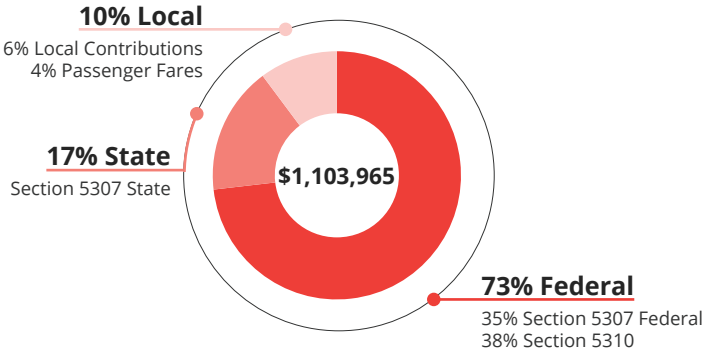
6:00 a.m. 6:00 p.m.

Address | 1600 E. Lancaster Ave
Ft. Worth, TX 76102

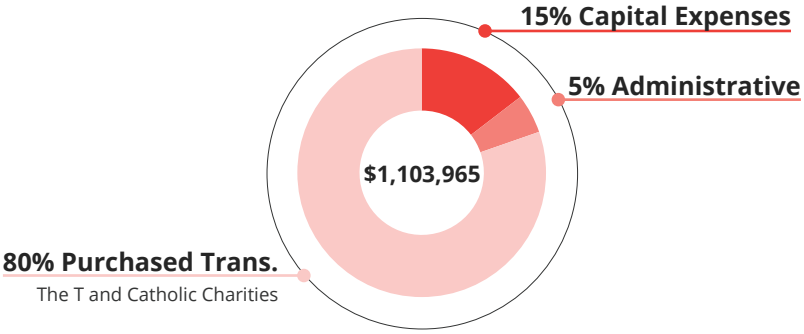
Contact | Carla Forman
Assistant Vice President
Phone: (817) 215-8903
E-mail: cforman@the-t.com

FY 2014 Financial Status[3]

Revenues in Fiscal Year 2014



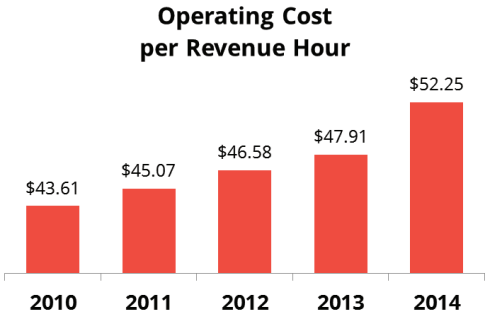
Expenditures in Fiscal Year 2014



FY 2010–2014 Performance Measures[3]

Productivity in the Past 5 Years

Efficiency in the Past 5 Years



Projects in the 2015-2016 STIP[4]

Implementation Year	Project Name	Cost
2015	Operating - Support Urbanized Area Transit Service	$520,000
2016	Operating - Support Urbanized Area Transit Service	$520,000

Data Sources:

[1] U.S. Census Bureau, American Community Survey 2009–2013 5-Year Estimates.

[2] U.S. Census Bureau, 2013 TIGER/Line Shapefiles: Places.

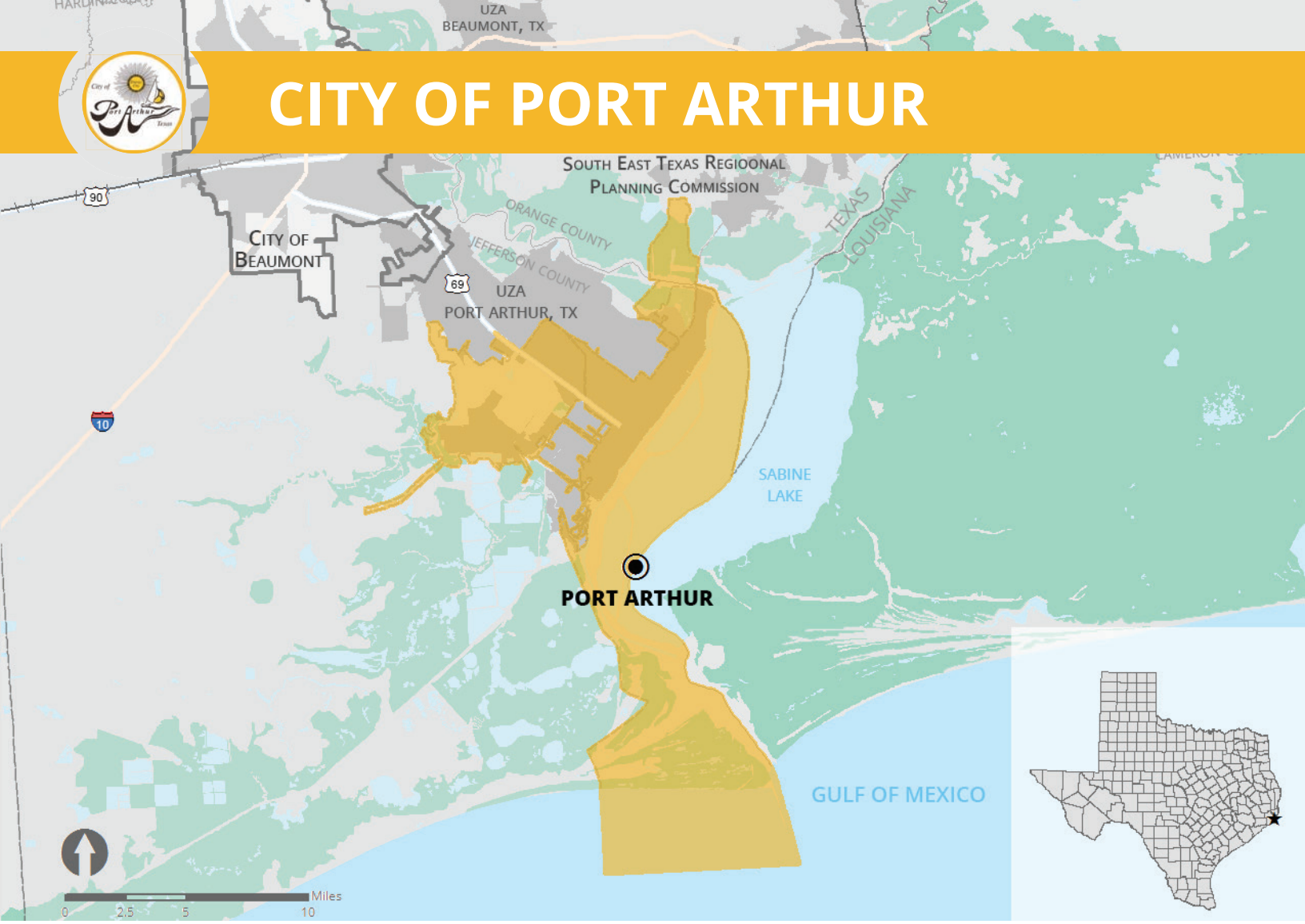
[3] Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011–2014 data.

[4] Texas Department of Transportation, Proposed 2015–2018 District Statewide Transportation Improvement Programs.

Last Updated Date:

December 18, 2015

CITY OF PORT ARTHUR



The City of Port Arthur serves as an urban transit district (UTD) for the Port Arthur urbanized area (UZA) under Texas Transportation Code Chapter 458 and therefore receives state funding. Port Arthur Transit (PAT) is a public transit provider in the UTD, providing fixed-route bus service, ADA paratransit service, and demand-response service within the city limits of Port Arthur. The service area crosses Jefferson and Orange Counties, covering 35.9 percent of the population and 30.5 percent of the land area[1] of the Port Arthur UZA. The Beaumont UZA, bordering the Port Arthur UZA in Jefferson County, is served by the other public transit provider, Beaumont Municipal Transit (BMT). The rural parts of Jefferson and Orange Counties are served by a rural transit district, the South East Texas Regional Planning Commission (SETRPC). Residents who live in rural areas of Port Arthur are qualified to use the demand-response service provided by SETRPC's rural transportation program, South East Texas Transit.

PAT is administrated by the City of Port Arthur Transit Department and is governed by the city council.

Urban Transit District

- Service Area Population[2]: 54,193
- Service Area Land Area[3]: 76.92 Sq. Miles
- Unlinked Passenger Trips[4]: 131,647
- Revenue Fleet[4]: 15 Vehicles

Urban Transit District Services

Service Information

Local Bus Service

Six loop bus routes available within the city limits of Port Arthur.

One-Way Fare Structure:

- Base Fare: $1.00
- Discounted Fare[a]: $0.50
- Free Fare[b]

Fare Media:

Exact Change | Ticket Book | Ticket Pass

ADA Paratransit Service

Available in areas within 3/4-mile on both sides of the fixed-route services.

Trips must be scheduled a day before the day of travel, up to 14 days in advance.

One-Way Fare Structure:

- Base Fare: $2.00

Fare Media:

Exact Change | Ticket Book

Demand-Response Service

Dial-A-Ride available along the previous Route 11 in the west area of the city between Highway 69 and 73.

Passengers can request the service by calling PAT in advance to make reservation.

One-Way Fare Structure:

- Base Fare: $1.00

Fare Media:

Exact Change | Ticket Book | Ticket Pass

Notes:
[a] Seniors, Medicare card holders, persons with disabilities, full-time students, and children (5-12).
[b] Children under 5 with paying customer.

Operating Time
(Excluding Holidays)

Operating Days by Mode

	MON	TUE	WED	THU	FRI		
	MON	TUE	WED	THU	FRI		
	MON	TUE	WED	THU	FRI		

Operating Hours by Mode

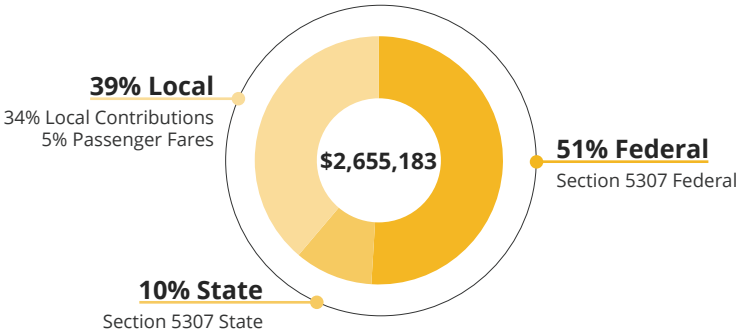
	6:15 a.m.	6:15 p.m.
	6:15 a.m.	6:15 p.m.
	6:15 a.m.	6:15 p.m.

Address | P.O. Box 1089
Port Arthur, TX 77641-1089

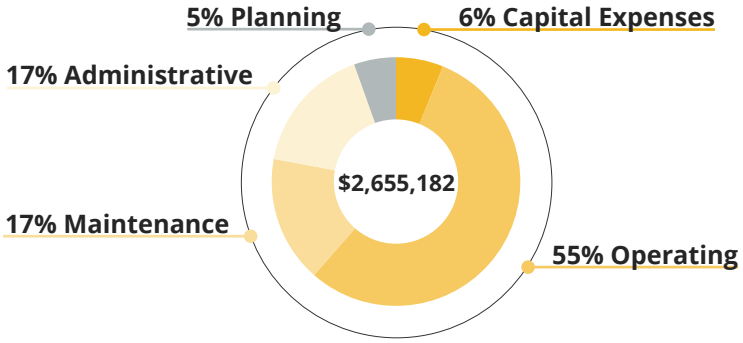
Contact | Ronald McElhose
Transit Manager
Phone: (409) 983-8793
E-mail: ronald.mcelhose@portarthurtx.gov

FY 2014 Financial Status[4]

Revenues in Fiscal Year 2014



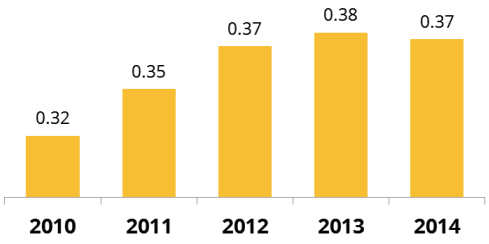
Expenditures in Fiscal Year 2014



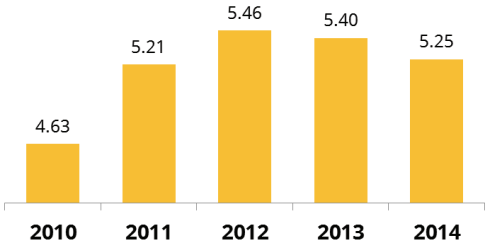
FY 2010–2014 Performance Measures[4]

Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile

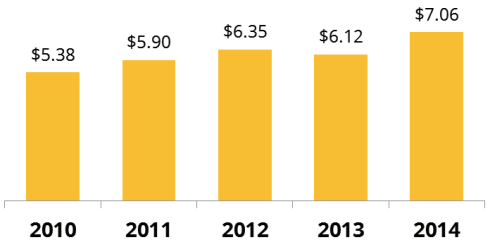


Unlinked Passenger Trips per Revenue Hour

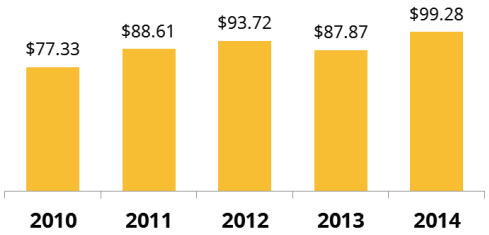


Efficiency in the Past 5 Years

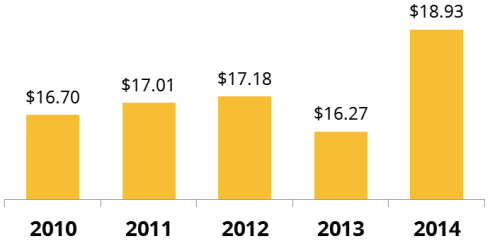
Operating Cost per Revenue Mile



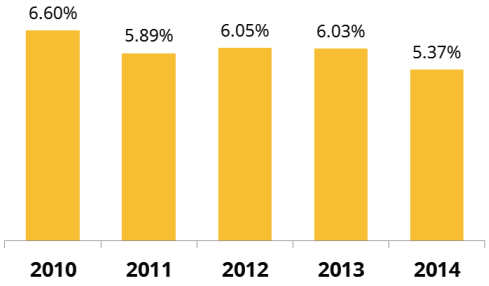
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



Projects in the 2015-2018 STIP[5]

Implementation Year	Project Name	Cost
2015	Operating Assistance	$2,035,528
2016	Operating Assistance	$2,076,239
2017	Operating Assistance	$2,076,239
2018	Operating Assistance	$2,076,239

Data Sources:

[1] Texas A&M Transportation Institute, Urban Gap Analysis using U.S. Census 2010 data.

[2] U.S. Census Bureau, American Community Survey 2009–2013 5-Year Estimates.

[3] U.S. Census Bureau, 2013 TIGER/Line Shapefiles: Places.

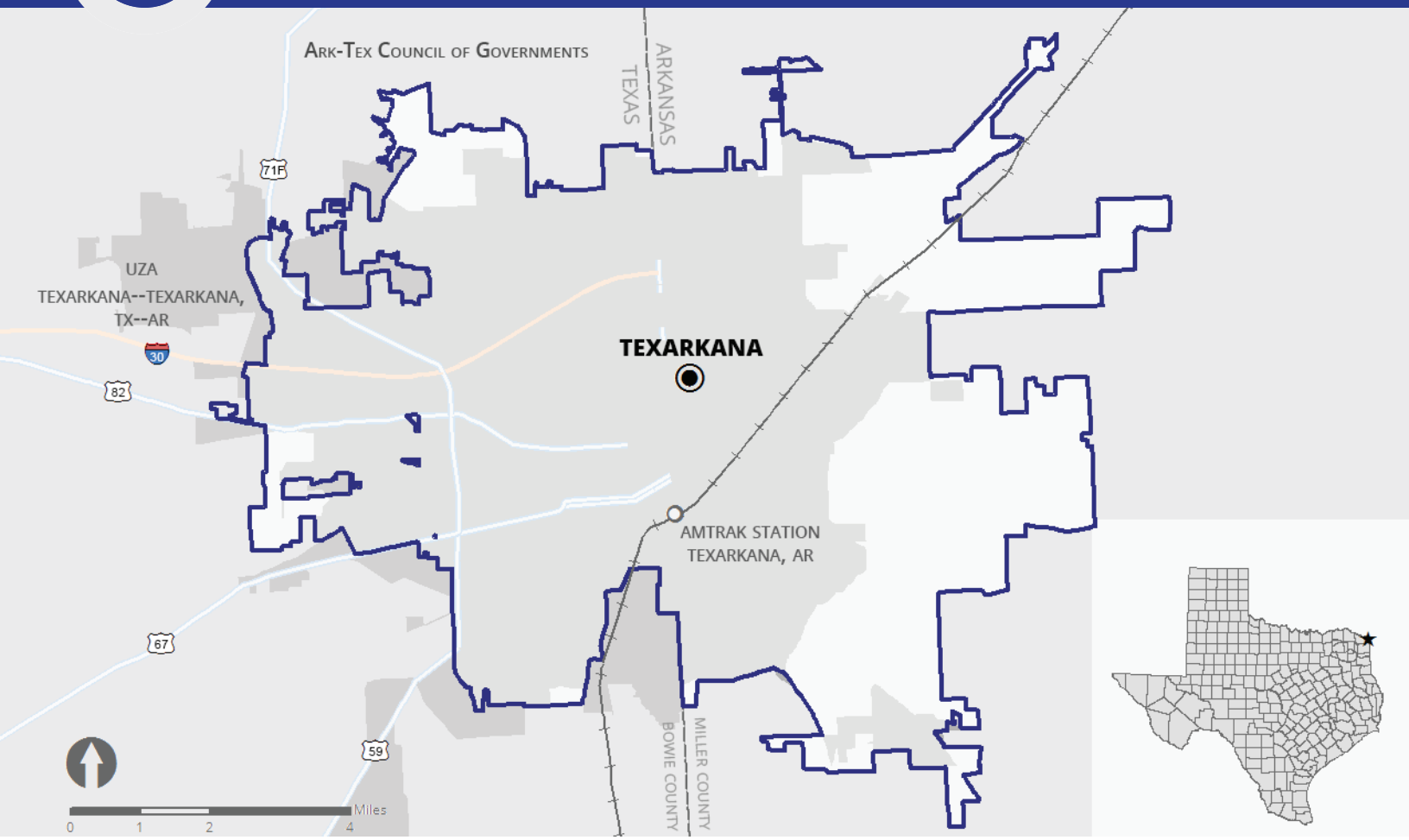
[4] Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011–2014 data.

[5] Texas Department of Transportation, Proposed 2015–2018 District Statewide Transportation Improvement Programs.

Last Updated Date:

December 18, 2015

TEXARKANA URBAN TRANSIT DISTRICT



The Texarkana Urban Transit District, known as T-Line, operates fixed-route bus service and ADA paratransit service in Nash, Texarkana, and Wake Village in Texas and Texarkana in Arkansas. In Texas, T-Line is an urban transit district authorized under Texas Transportation Code Chapter 458 and therefore receives Texas state funding. T-Line's service area in Texas falls entirely into Bowie County, covering 85.5 percent of the population and 72.4 percent of the land area[1] of the Texas part of the Texarkana urbanized area. The rural areas of Bowie County are served by the Ark-Tek Council of Governments (ATCOG). T-Line contracts with ATCOG to provide management and fiscal services to the T-Line system, as well as to operate the ADA paratransit service using ATCOG's vehicle. Amtrak passenger rail stops at the boundary of Texas and Arkansas, and T-Line bus routes provide walkable access to the Amtrak station.

The Texarkana Urban Transit Board is the governing body of T-Line. The board is comprised of two members from each of the Texas cities— Nash, Texarkana, and Wake Village—and three members from Texarkana, Arkansas.

Urban Transit District

- Service Area Population[2]: 75,342
- Service Area Land Area[3]: 76.97 Sq. Miles
- Unlinked Passenger Trips[4]: 315,215
- Revenue Fleet[4]: 11 Vehicles

Urban Transit District Services

Service Information

Local Bus Service

Eight routes available in Texarkana, Texas; Nash, Texas; Wake Village, Texas; and Texarkana, Arkansas.

One-Way Fare Structure:

- Base Fare: $1.25
- Discounted Fare: $1.00[a] or $0.60[b]
- Free Fare[c]

Fare Media:

Exact Change | Ticket Book | Ticket Pass

Notes:
[a] Children (6-18) and students
[b] Seniors (65+) and people with disabilities
[c] Children 5 and under

ADA Paratransit Service

Available in areas within 3/4-mile on both sides of the fixed-route services.

Trips must be scheduled at least a day before the day of travel, up to 14 days in advance.

One-Way Fare Structure:

- Base Fare: $2.50

Fare Media:

Exact Change | Ticket Book

Operating Time
(Excluding Holidays)

Operating Days by Mode

MON	TUE	WED	THU	FRI	SAT	
MON	TUE	WED	THU	FRI	SAT	

Operating Hours by Mode

5:30 a.m. – 6:20 p.m.

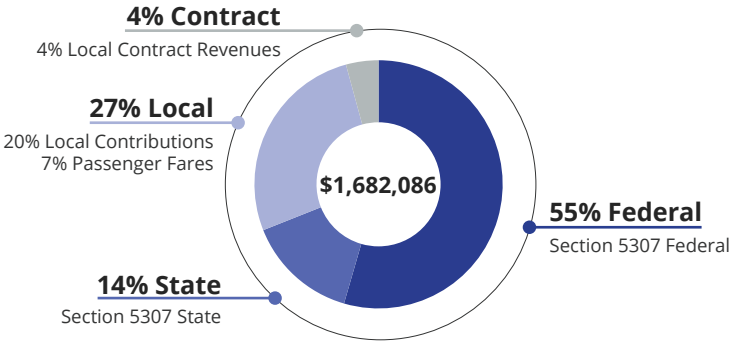
6:00 a.m. – 6:00 p.m.

Address 1402 Texas Blvd
Texarkana, TX 75501

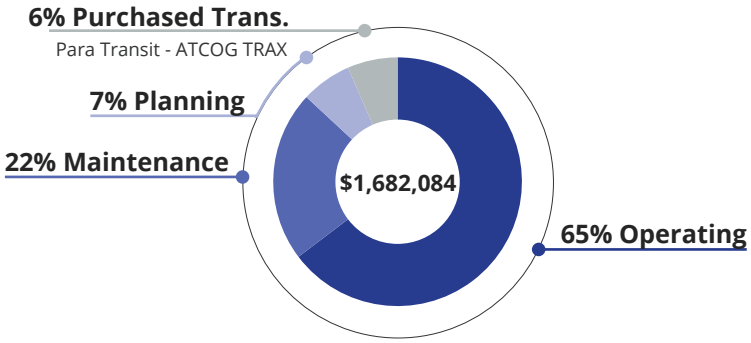
Contact Owetta Walton-Bost
Transportation Manager
Phone: (956) 969-5761
E-mail: owalton@atcog.org

FY 2014 Financial Status[4]

Revenues in Fiscal Year 2014



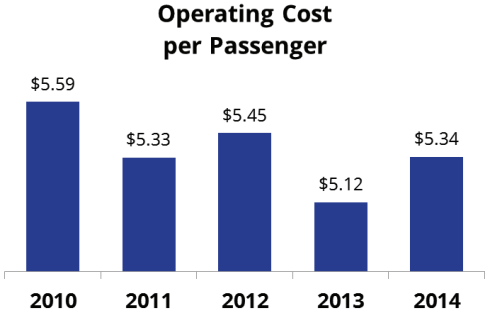
Expenditures in Fiscal Year 2014



FY 2010–2014 Performance Measures[4]

Productivity in the Past 5 Years

Efficiency in the Past 5 Years



Projects in the 2015-2018 STIP[5]

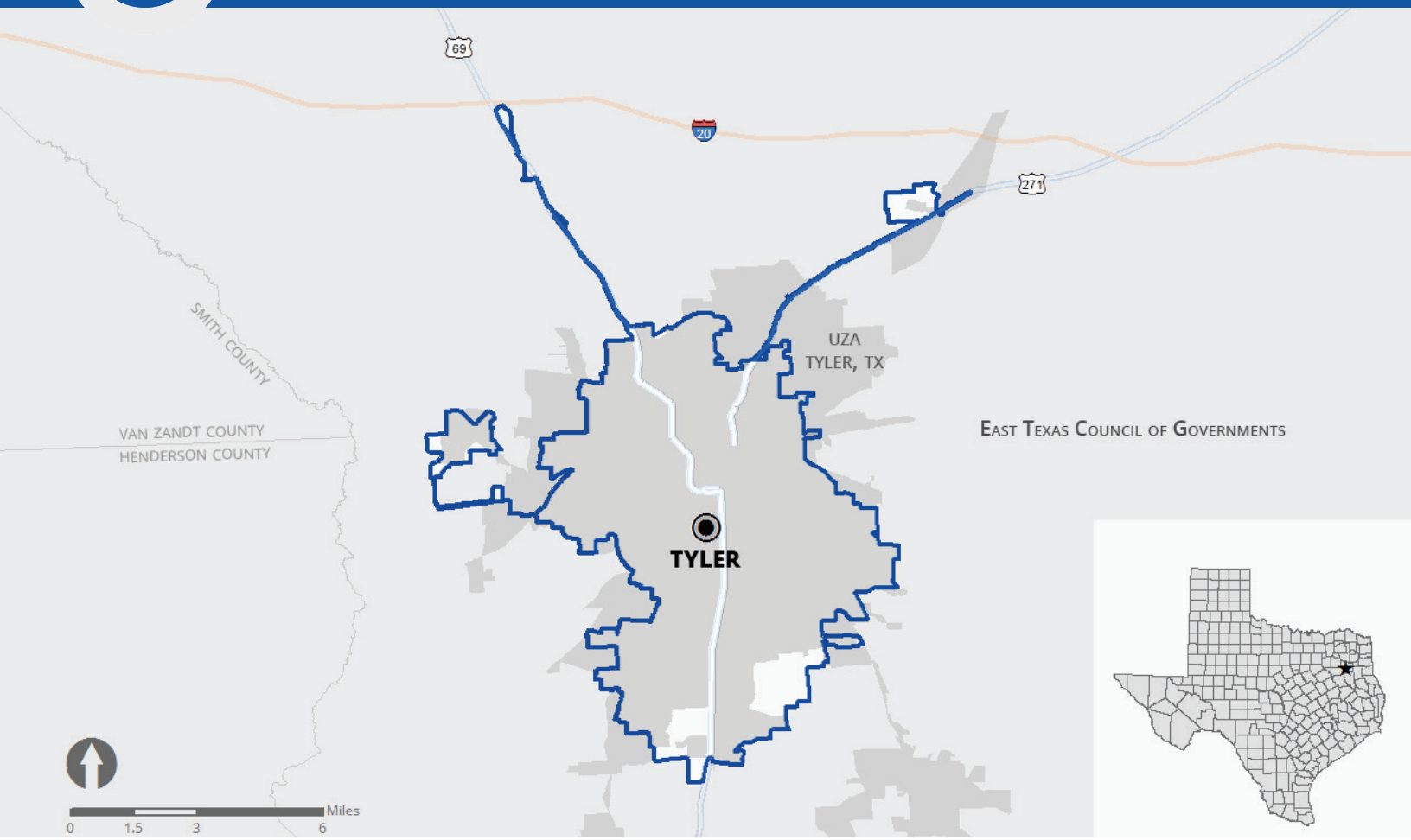
Implementation Year	Project Name	Cost
2015	Operating Assistance	$686,000
2015	Capital - Preventive Maintenance	$300,000
2015	Capital - Paratransit	$80,000
2015	Seniors and Disabled	$153,000
2016	Operating Assistance	$686,000
2016	Capital - Preventive Maintenance	$300,000
2016	Capital - Paratransit	$80,000
2016	Seniors and Disabled	$153,000
2017	Operating Assistance	$686,000
2017	Capital - Preventive Maintenance	$300,000
2017	Capital - Paratransit	$80,000
2017	Seniors and Disabled	$153,000
2018	Operating Assistance	$686,000
2018	Capital - Preventive Maintenance	$300,000
2018	Capital - Paratransit	$80,000
2018	Seniors and Disabled	$153,000

Data Sources:

[1] Texas A&M Transportation Institute, Urban Gap Analysis using U.S. Census 2010 data.
[2] U.S. Census Bureau, American Community Survey 2009–2013 5-Year Estimates.
[3] U.S. Census Bureau, 2013 TIGER/Line Shapefiles: Places.
[4] Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011–2014 data.
[5] Texas Department of Transportation, Proposed 2015–2018 District Statewide Transportation Improvement Programs.

Last Updated Date:
December 18, 2015

CITY OF TYLER



The City of Tyler serves as an urban transit district (UTD) for the Tyler urbanized area (UZA) under Texas Transportation Code Chapter 458, and therefore receives state funding. Tyler Transit is a public transit provider in the UTD, providing fixed-route bus service, ADA paratransit service within the city limit of Tyler. The service area entirely falls into Smith County, covering 74% of population and 58.1% of land area[1] of the Tyler UZA; rural areas of Smith County and adjacent Gregg County as well as all of the other adjacent counties are served by a rural transit district – East Texas Council of Governments (ETCOG).

Tyler Transit is a department of the City of Tyler and is governed by the City Council composed of a Mayor elected at-large and six single member district Council members who represent the citizen of the City of Tyler.

Urban Transit District

- Service Area Population[2]: 98,335
- Service Area Land Area[3]: 56.64 Sq. Miles
- Unlinked Passenger Trips[4]: 190,518
- Revenue Fleet[4]: 22 Vehicles

Urban Transit District Services

Service Information

Local Bus Service

Five bus routes available within the city limits of Tyler.

One-Way Fare Structure:

- Base Fare: $1.00
- Discounted Fare[a]: $0.50

Fare Media:

Exact Change | Single Ticket | Ticket Pass

ADA Paratransit Service

Available in areas within 3/4-mile on both sides of the fixed-route services.

Trips must be scheduled at least one day before the travel day, up to 14 days in advance.

One-Way Fare Structure:

- Base fare: $1.50

Fare Media:

Exact Change | Single Ticket | Ticket Book

Note:
[a] Children (11 and under), Medicare card holders, seniors (65+), and people with disabilities.

Operating Time
(Excluding Holidays)

Operating Days by Mode

MON	TUE	WED	THU	FRI	SAT	
MON	TUE	WED	THU	FRI	SAT	

Operating Hours by Mode

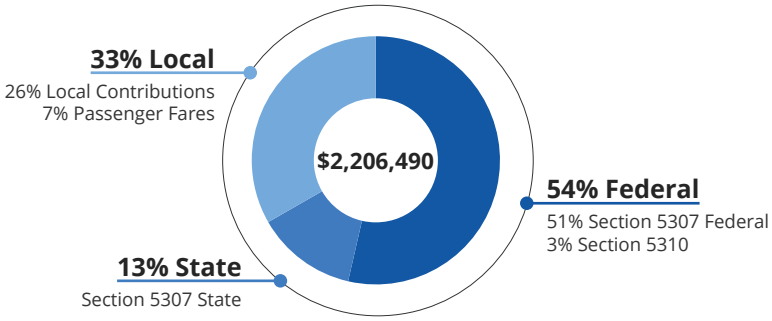
WKD	6:00 a.m.	8:15 p.m.
	6:00 a.m.	8:15 p.m.
SAT	9:00 a.m.	6:00 p.m.
	9:00 a.m.	6:00 p.m.

Address | 210 E. Oakwood St.
Tyler, TX 75072

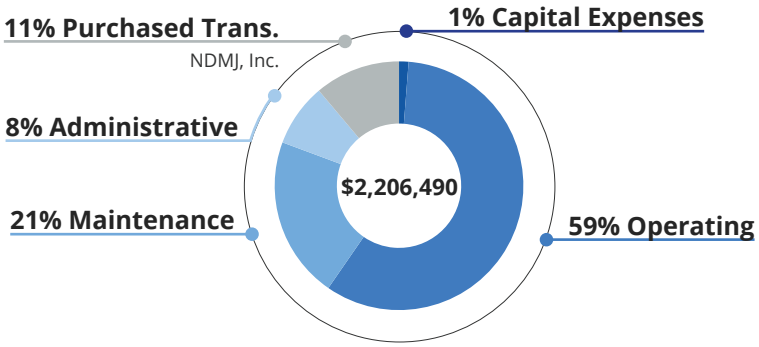
Contact | Russ Jackson
Director
Phone: (903) 533-8057
E-mail: rjackson@tylertexas.com

FY 2014 Financial Status[4]

Revenues in Fiscal Year 2014

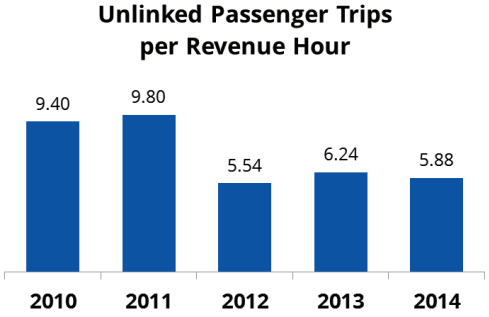


Expenditures in Fiscal Year 2014

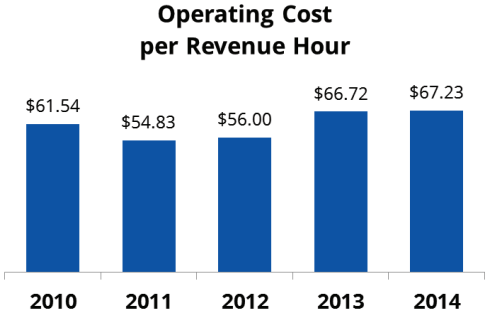


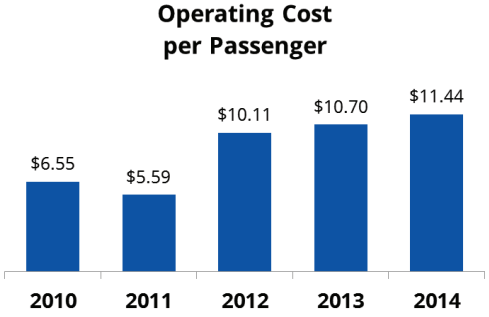
FY 2010–2014 Performance Measures[4]

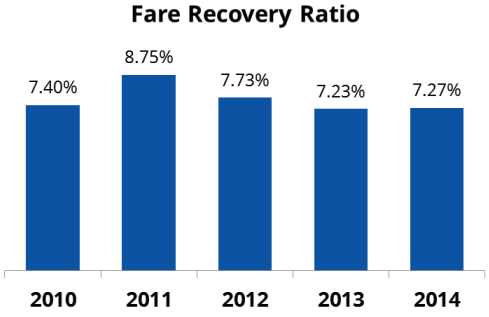
Productivity in the Past 5 Years



Efficiency in the Past 5 Years







Projects in the 2015-2018 STIP[5]

Implementation Year	Project Name	Cost
2015	Capital Expenses ADA	$115,520
2015	Capital and Preventive Maintenance	$761,043
2015	Planning - Administrative Cost	$20,000
2015	Security Expenses	$10,000
2015	Operating Expenses	$1,067,660
2015	Capital Expenses related to ADA Bus Maintenance/Bus Purchase	$125,000
2016	Capital Expenses ADA	$115,520
2016	Capital and Preventive Maintenance	$761,043
2016	Security Expenses	$10,000
2016	Operating Expenses	$1,067,660
2016	Capital Expenses related to ADA Bus Maintenance/Bus Purchase	$125,000
2016	Planning Review/Evaluation of Routes to Include UZA Zones	$15,000
2016	Capital Expense for Bus Purchase/Bus Equipment	$375,000
2017	Capital Expenses ADA	$75,000
2017	Capital and Preventive Maintenance	$825,000
2017	Security Expenses	$10,000
2017	Operating Expenses	$1,271,986
2017	Capital Expenses related to ADA Bus Maintenance/Bus Purchase	$150,000
2018	Capital Expenses ADA	$100,000
2018	Capital and Preventive Maintenance	$825,000
2018	Security Expenses	$15,000
2018	Operating Expenses	$1,026,596
2018	Capital Expenses related to ADA Bus Maintenance/Bus Purchase	$175,000
2018	Capital Expense for Bus Purchase/Bus Equipment	$400,000

Data Sources:

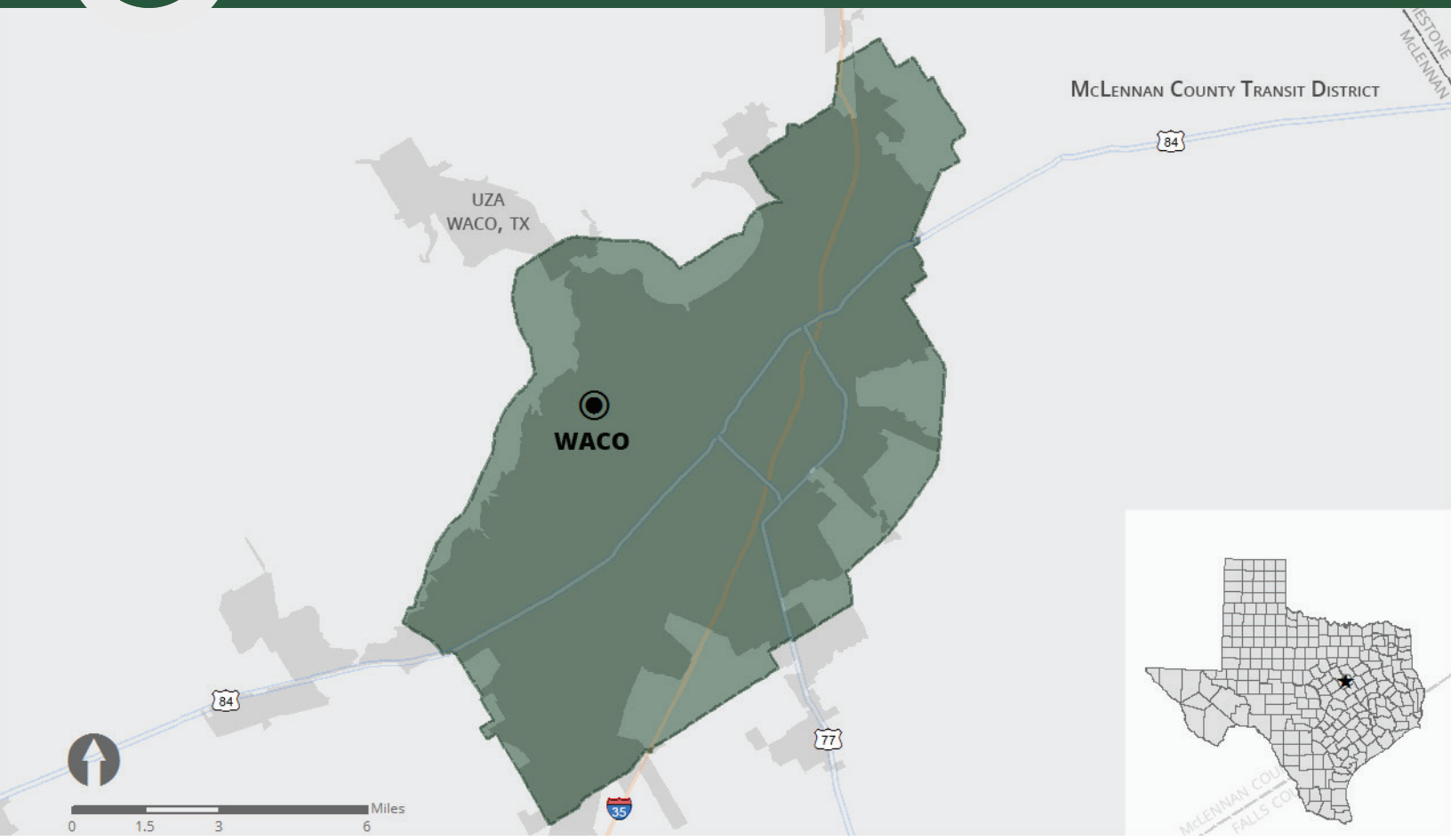
[1] Texas A&M Transportation Institute, Urban Gap Analysis using U.S. Census 2010 data.
[2] U.S. Census Bureau, American Community Survey 2009–2013 5-Year Estimates.
[3] U.S. Census Bureau, 2013 TIGER/Line Shapefiles: Places.
[4] Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011–2014 data.
[5] Texas Department of Transportation, Proposed 2015–2018 District Statewide Transportation Improvement Programs.

Last Updated Date:
December 18, 2015

Texas A&M Transportation Institute

Texas Department of Transportation

CITY OF WACO



The City of Waco serves as an urban transit district (UTD) for the Waco urbanized area (UZA) under Texas Transportation Code Chapter 458 and therefore receives state funding. Waco Transit is a public transit provider in the UTD, providing fixed-route bus service, ADA paratransit service, the downtown circulator DASH within the city limits of Waco, and the demand-response service Evening LINK within the service area. In addition, Waco Transit partners with the Baylor University Parking and Transportation Division to provide campus shuttle services. Waco Transit also contracts with LogistiCare Solutions to provide Medicaid transportation for McLennan County and surrounding counties

The service area of Waco Transit encompasses portions of the city limits of Bellmead, Hewitt, Lacy-Lakeview, Robinson, Waco, and Woodway. The service area falls entirely into McLennan County, covering 89.1 percent of the population and 80.8 percent of the land area[1] of the Waco UZA. The rural areas of McLennan County are served by the McLennan County Rural Transit District, newly created in 2015.

Waco Transit is a city agency and is governed by a board composed of members from the city council, metropolitan planning organization, and transportation committee.

Urban Transit District

- Service Area Population[2]: 155,152
- Service Area Land Area[3]: 94.05 Sq. Miles
- Unlinked Passenger Trips[4]: 1,129,343
- Revenue Fleet[4]: 63 Vehicles

Urban Transit District Services

Service Information
(Excluding services provided under contracts)

Local Bus Service

10 bus routes available within the city limits of Waco.

One-Way Fare Structure:

- Base Fare: $1.50
- Discounted Fare: $1.00[a] or $0.50[b]
- Free Fare[c]

Fare Media:

Exact Change | Single Ticket | Ticket Book | Ticket Pass

Demand-Response Service

Evening LINK available within the service area of Waco Transit.

Trip can be scheduled at least one day before the day of travel, up to 14 days in advance.

One-Way Fare Structure:

- Base Fare: $3.00

Fare Media:

Exact Change | Single Ticket | Ticket Book

ADA Paratransit Service

Available in areas within 3/4-mile on both sides of the fixed-route services.

Passengers may schedule their trip the day before the trip, up to 14 days in advance.

One-Way Fare Structure:

- Base Fare: $3.00
- Extra Fare (in Addition to Base Fare):
  Same Day Reservation: $1.00
  No Show Charge: $1.00

Fare Media:

Exact Change | Ticket Book

Trolley-Replica Bus Service

One "flag-stop" DASH route available in downtown Waco.

One-Way Fare Structure:

- Free Fare

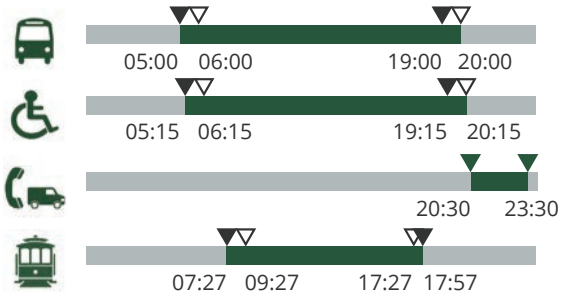
Notes:
[a] Students 6 years through 12th grade.
[b] Seniors and people with disabilities.
[c] Children 5 and under.

Operating Time
(Excluding Holidays)

Operating Days by Mode

	MON	TUE	WED	THU	FRI	SAT	
Local Bus	MON	TUE	WED	THU	FRI	SAT	
ADA Paratransit	MON	TUE	WED	THU	FRI	SAT	
Demand-Response	MON	TUE	WED	THU	FRI	SAT	
Trolley-Replica Bus	MON	TUE	WED	THU	FRI	SAT	

Operating Hours by Mode



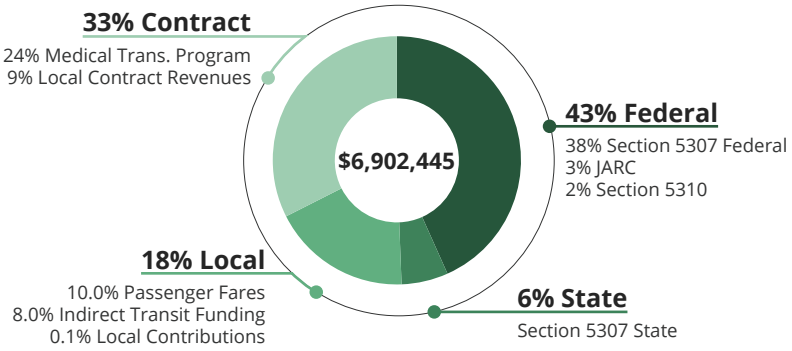
▼ Weekday time ▽ Saturday time ▼ Monday–Saturday time

Address 301 S. 8th St., Ste. 100
Waco, TX 76701-1417

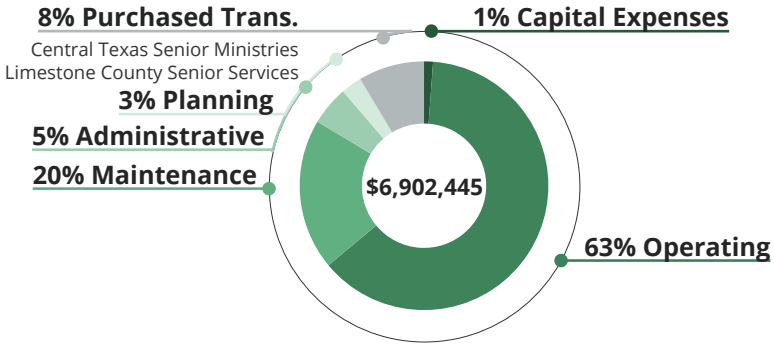
Contact John Hendrickson
General Manager
Phone: (254) 750-1900
E-mail: johnhe@ci.waco.tx.us

FY 2014 Financial Status[4]

Revenues in Fiscal Year 2014

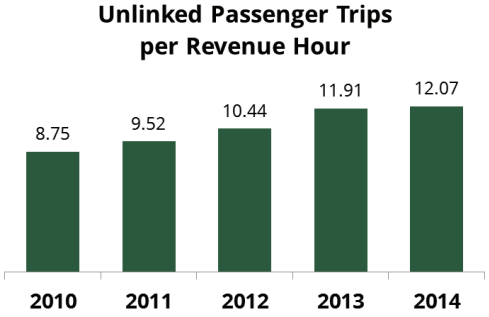


Expenditures in Fiscal Year 2014

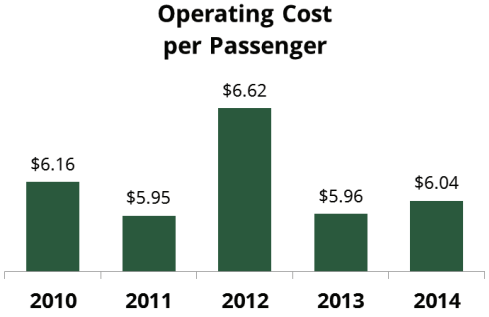


FY 2010–2014 Performance Measures[4]

Productivity in the Past 5 Years



Efficiency in the Past 5 Years



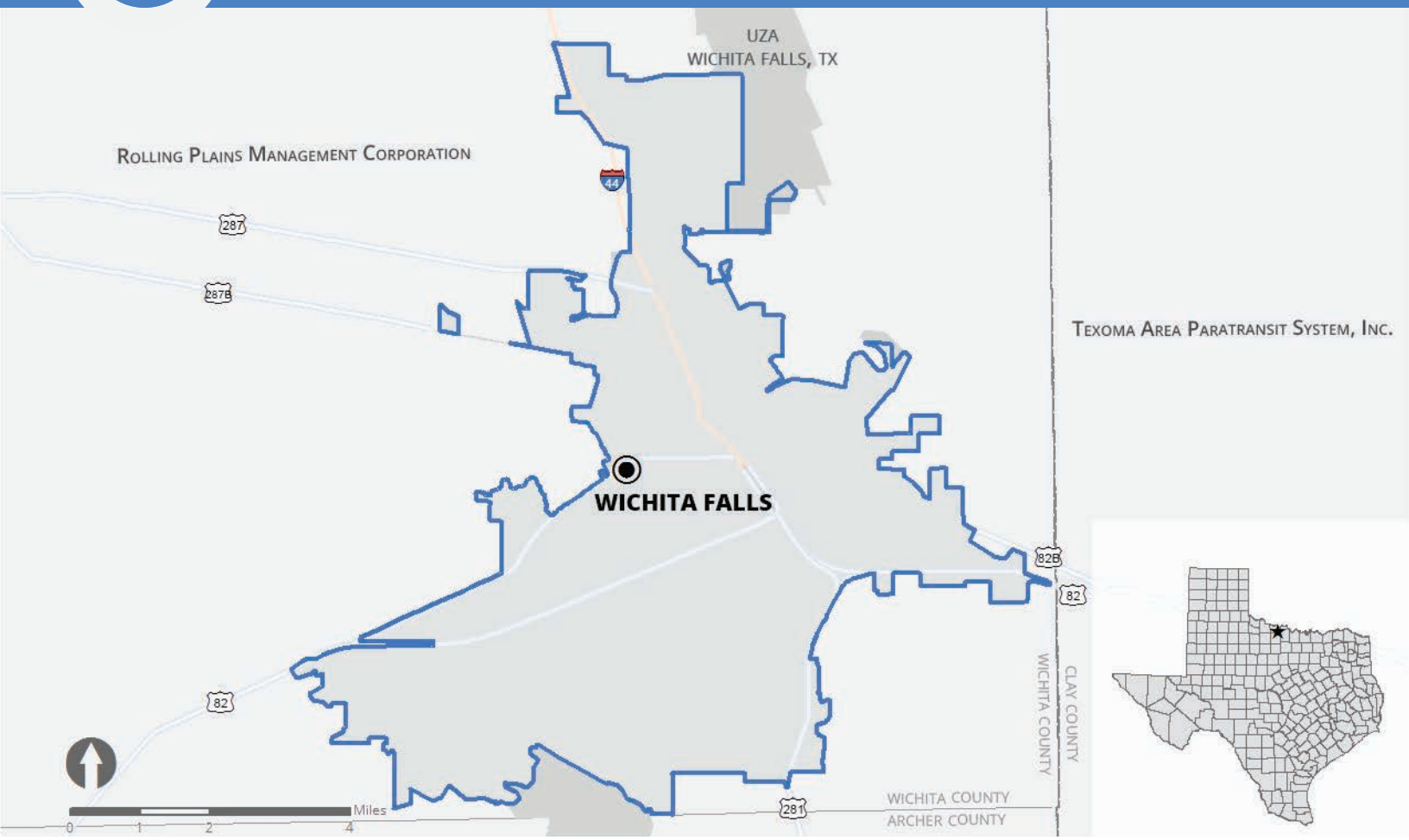
Projects in the 2015-2018 STIP[5]

Implementation Year	Project Name	Cost
2015	Preventive Maintenance Expenses	$1,378,000
2015	ADA Related Expenses	$364,000
2015	Operating Expenses	$2,496,000
2015	Short Range Transportation Planning	$143,000
2015	Purchase of Passenger Amenities	$54,080
2015	Rural Transportation Program - Operating Expenses	$85,916
2016	Preventive Maintenance Expenses	$1,433,000
2016	ADA Related Expenses	$378,500
2016	Operating Expenses	$2,596,000
2016	Short Range Transportation Planning	$149,000
2016	Purchase of Passenger Amenities	$56,250
2016	Rural Transportation Program - Operating Expenses	$89,352
2017	Preventive Maintenance Expenses	$1,490,000
2017	ADA Related Expenses	$393,500
2017	Operating Expenses	$2,700,000
2017	Short Range Transportation Planning	$155,000
2017	Purchase of Passenger Amenities	$56,250
2017	Rural Transportation Program - Operating Expenses	$92,900
2018	Preventive Maintenance Expenses	$1,550,000
2018	ADA Related Expenses	$409,000
2018	Operating Expenses	$2,808,000
2018	Short Range Transportation Planning	$161,000
2018	Purchase of Passenger Amenities	$56,250
2018	Rural Transportation Program - Operating Expenses	$96,600

Data Sources:

[1] Texas A&M Transportation Institute, Urban Gap Analysis using U.S. Census 2010 data.
[2] U.S. Census Bureau, American Community Survey 2009–2013 5-Year Estimates.
[3] U.S. Census Bureau, 2013 TIGER/Line Shapefiles: Places.
[4] Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011–2014 data.
[5] Texas Department of Transportation, Proposed 2015–2018 District Statewide Transportation Improvement Programs.

CITY OF WICHITA FALLS



The City of Wichita Falls serves as an urban transit district (UTD) for the Wichita Falls urbanized area (UZA) under Texas Transportation Code Chapter 458 and therefore receives state funding. The Wichita Falls Transit System, known as Falls Ride, is a public transit provider in the UTD. Falls Ride changed from a fixed-route service to a deviated-fixed-route bus service in 1992 to provide additional transit services for the qualifying elderly population and people with disabilities. Falls Ride also offers demand-response service for the same population for grocery shopping only throughout Wichita Falls.

The service area falls entirely into Wichita County, covering 99 percent of the population and 89.4 percent of the land area[1] of the Wichita Falls UZA. The rural areas of Wichita County and all adjacent counties, except Clay County, are served by the Rolling Plains Management Corporation (RPMC). Clay County is one of the counties served by Texoma Area Paratransit, Inc. (TAPS).

Falls Ride is administrated by the Aviation, Traffic, and Transportation Department of the City of Wichita Falls and is governed by the city council.

Urban Transit District

- Service Area Population[2]: 92,148
- Service Area Land Area[3]: 44.94 Sq. Miles
- Unlinked Passenger Trips[4]: 453,206
- Revenue Fleet[4]: 13 Vehicles

Urban Transit District Services

Service Information

Flexible Transit Service

Seven routes available within the city limits of Wichita Falls.

Eligible seniors and people with disabilities can request a curb-to-curb deviation service. Buses will deviate for a distance up to 1/4 mile from the regular route.

Deviation reservations must be made 24-hours in advance.

One-Way Fare Structure:

- Base Fare: $1.50
- Discounted Fare[a]: $0.75
- Extra Fare (in Addition to Base Fare):
  Deviations: $1.50
  Sheppard Express: $0.50
- Free Fare

Fare Media:

Exact Change

Ticket Pass

Demand-Response Service

The Grocery Cart Program available in three different zones of Wichita Falls on Tuesday, Wednesday and Thursday.

Reservations must be made 24-hours in advance.

For Limited-Eligibility Riders:

- Seniors 60 and over
- People with disabilities

One-Way Fare Structure:

- Base Fare: $1.00

Fare Media:

Exact Change

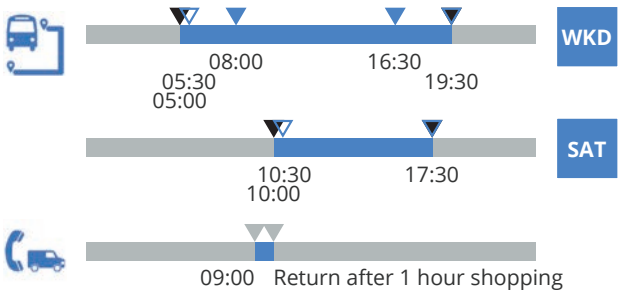
Notes:
[a] Seniors (65+), people with disabilities, student/youth (5-18), Medicare Card holders.
[b] Children under 5.

Operating Time
(Excluding Holidays)

Operating Days by Mode

	MON	TUE	WED	THU	FRI	SAT	
		TUE	WED	THU			

Operating Hours by Mode



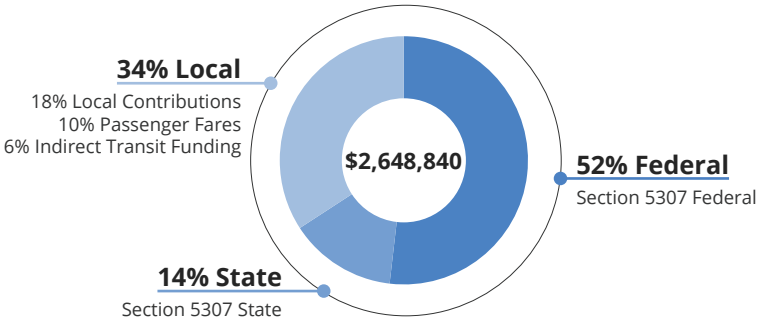
Regular routes
Disabled Transit Program
Elderly Transit Program
Grocery Cart Program

Address | 2100 Seymour Highway
Wichita Falls, TX 76301

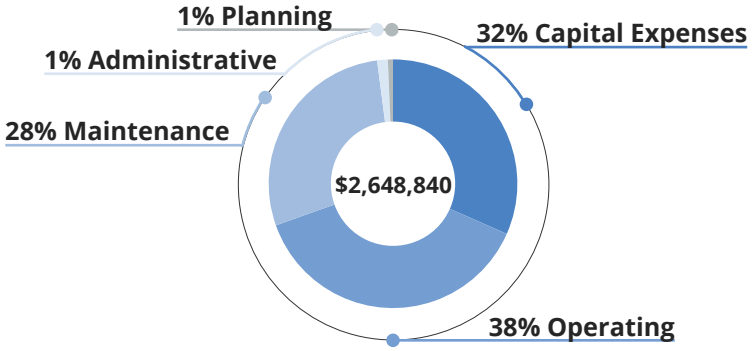
Contact | Dennis Burket
Transit Administrator
Phone: (940) 761-7433
E-mail: dennis.burket@wichitafallstx.gov

FY 2014 Financial Status[4]

Revenues in Fiscal Year 2014



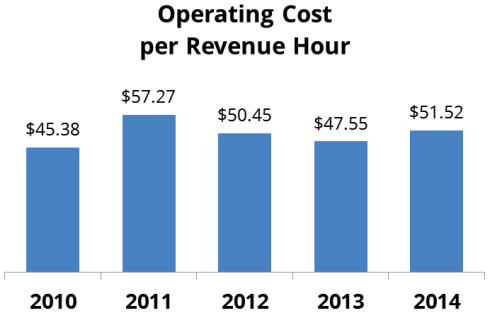
Expenditures in Fiscal Year 2014

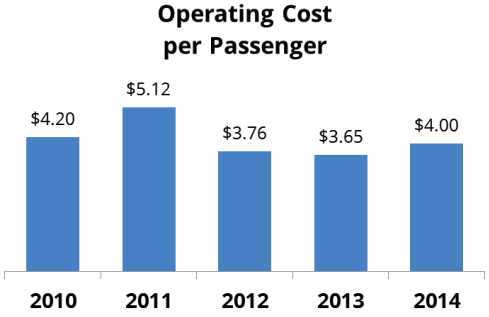


FY 2010–2014 Performance Measures[4]

Productivity in the Past 5 Years

Efficiency in the Past 5 Years





Projects in the 2015-2018 STIP[5]

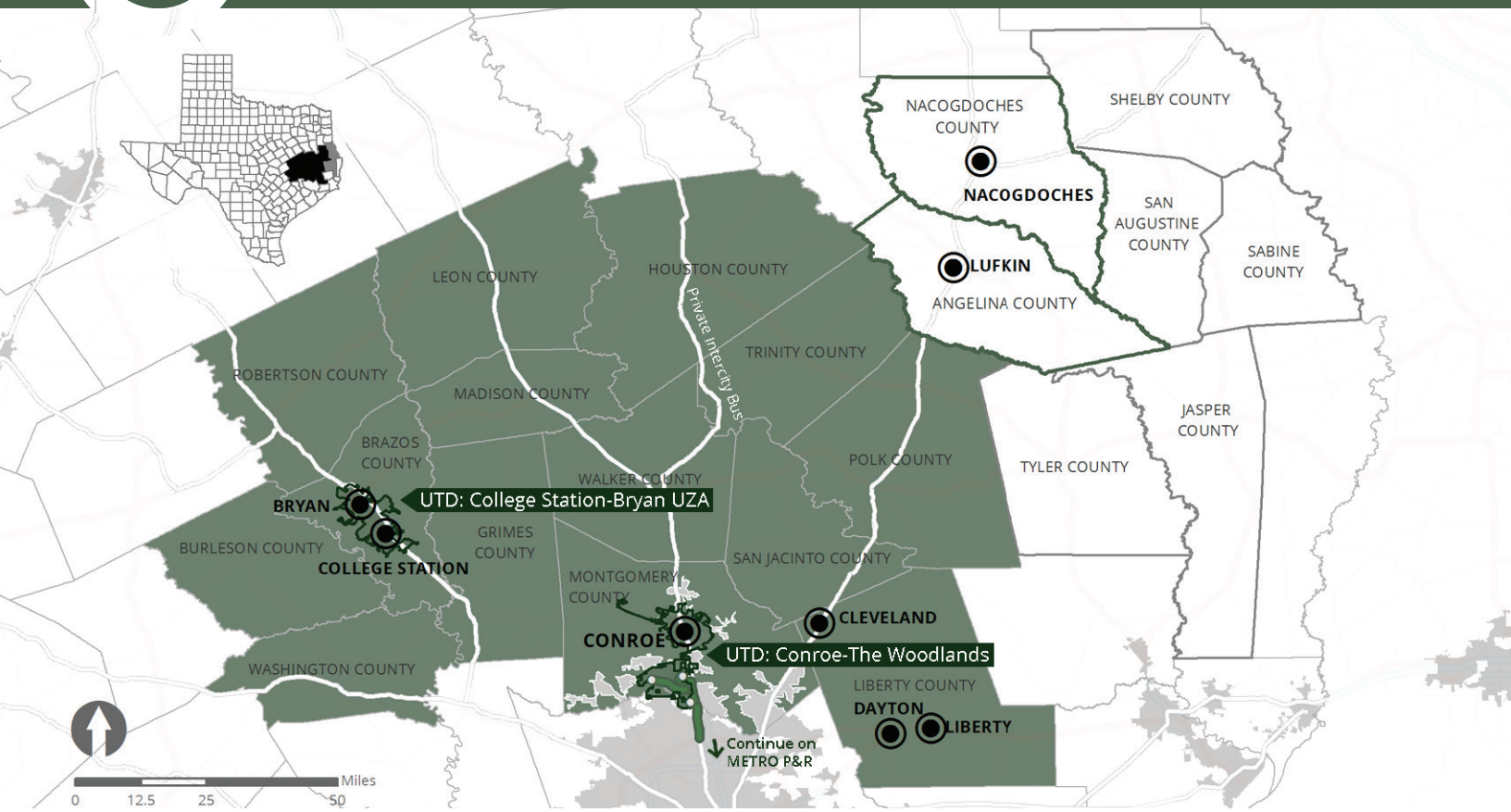
Implementation Year	Project Name	Cost
2015	Shop Equipment	$730,800
2015	Preventive Maintenance	$535,163
2015	Operating Assistance	$994,700
2015	Planning Expenditures	$55,825
2016	Bus Acquisition	$741,762
2016	Preventive Maintenance	$543,190
2016	Operating Assistance	$1,009,621
2016	Planning Expenditures	$56,662
2017	Shop Equipment	$752,889
2017	Preventive Maintenance	$551,338
2017	Operating Assistance	$1,024,765
2017	Planning Expenditures	$57,512
2018	Bus Acquisition	$764,181
2018	Preventive Maintenance	$559,608
2018	Operating Assistance	$1,040,136
2018	Planning Expenditures	$58,375

Data Sources:

[1] Texas A&M Transportation Institute, Urban Gap Analysis using U.S. Census 2010 data.
[2] U.S. Census Bureau, American Community Survey 2009–2013 5-year estimates.
[3] U.S. Census Bureau, 2013 TIGER/Line Shapefiles: Places, and TTI calculation.
[4] Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011-2014 Data.
[5] Texas Department of Transportation, Proposed 2015–2018 District Statewide Transportation Improvement Programs.

Last Updated Date:
December 18, 2015

BRAZOS TRANSIT DISTRICT



The Brazos Transit District (BTD) is a political subdivision of Texas that Texas Transportation Code Chapter 458 authorized to establish in 1974, and therefore receives state funds for transit services. Now, BTD serves as a rural transit district (RTD) for 21 counties in central and eastern Texas, including Angelina, Brazos, Burleson, Grimes, Houston, Jasper, Leon, Liberty, Madison, Montgomery, Nacogdoches, Polk, Robertson, Sabine, San Augustine, San Jacinto, Shelby, Trinity, Tyler, Walker, and Washington Counties. BTD also serves as an urban transit district (UTD) for the College Station–Bryan and Conroe–The Woodlands urbanized areas (UZAs).

As an RTD, BTD provides transit services in 16 out of its contracted 21 counties. Counties not served are Jasper, Sabine, San Augustine, Shelby, and Tyler Counties. In the 16 counties served, BTD operates demand-response service in rural areas of all counties except Angelina and Nacogdoches Counties. In Angelina and Nacogdoches Counties, the demand-response service is only available in Lufkin and Nacogdoches. BTD offers fixed-route bus and ADA paratransit services in Cleveland, Dayton, Liberty, Lufkin, and Nacogdoches.

As a UTD, BTD provides demand-response service for the College Station–Bryan UZA, and self-operates fixed-route bus and ADA paratransit services within the city limits of Bryan and College Station. BTD passes the allocated state funds for the Conroe–The Woodlands UZA to two providers in the UZA: the City of Conroe and The Woodlands Township. The City of Conroe provides fixed-route bus and ADA paratransit services within the city limits through Conroe Connection. The Woodlands Township provides trolley circulator and waterway cruiser services in The Woodlands Town Center and contracts with 1st Class Tours to operate The Woodlands Express connecting to downtown Houston.

Greyhound Lines, Inc., provide private intercity bus service in BTD's service area. BTD can provide connections to the service.

BTD is governed by a seven-member board. Each board member is elected from defined regions, including College Station and Bryan; Brazos, Liberty, and Montgomery Counties; the Deep East Texas Region; the Central Region; the Southeast Region; and the Brazos Valley. Conroe Connection, a department of the city, is governed by the mayor and city council. The Woodlands Township is governed by a board of directors composed of seven members who are elected by the community.

Rural Transit District

- Service Area Population[1]: 640,973
- Service Area Land Area[2]: 11,345 Sq. Miles
- Unlinked Passenger Trips[3]: 241,430
- Revenue Fleet[3]: 58 Vehicles

Rural Transit District Services

Service Information

Local Bus Service

Available in Cleveland, Dayton[a], Liberty[a], Lufkin, and Nacogdoches.

One-Way Fare Structure:

- Base Fare: $1.50
- Discounted Fare[b]: $0.75
- Free Fare[c]

Fare Media:

Exact Change | Single Ticket | Ticket Book | Ticket Pass

ADA Paratransit Service

Available in areas within 3/4-mile on both sides of the fixed-route services.

One-Way Fare Structure:

- Base Fare: $3.00
- Extra Fare for Additional Trips[d]: $2.00 (In Addition to Base Fare)

Fare Media:

Exact Change | Single Ticket | Ticket Book | Ticket Pass

Demand-Response Service

For the general public and eligible Medicaid clients.

Available in Burleson, Grimes, Houston, Leon, Liberty, Madison, Polk, Robertson, San Jacinto, Trinity, Walker, and Washington Counties; and non-urbanized areas of Brazos and Montgomery Counties.

Reservation can be made up to 5:00 p.m. the day before the day of travel, up to 7 days in advance.

One-Way Fare Structure:

- Base Fare:
  Within the Same County: $3.50
  Crossing One County: $4.00
  Crossing Two Counties: $5.00
- Extra Fare (in Addition to Base Fare):
  Additional County: $4.00
  Additional Trip[d]: $2.50
  Same-Day Trip: $2.00
- Free Fare[b]

Fare Media:

Exact Change | Single Ticket | Ticket Book | Ticket Pass

Notes:

[a] Service in Dayton and Liberty is community circular.
[b] Children (6–12), seniors, people with disabilities, and Medicare cardholders.
[c] Children under six with paying customer.
[d] Additional fare will be charged if more than one destination is requested during one trip period.

Operating Time
(Excluding Holidays)

Operating Days by Mode

	MON	TUE	WED	THU	FRI		
	MON	TUE	WED	THU	FRI		
	MON	TUE	WED	THU	FRI		

Operating Hours by Mode

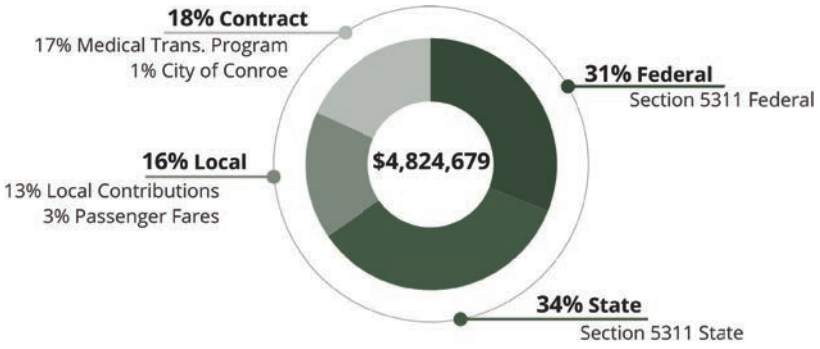
	5:00 a.m.	7:00 p.m.
	6:00 a.m.	6:00 p.m.
	5:00 a.m.	7:00 p.m.

Address | 1759 N. Earl Rudder Freeway
Bryan, TX 77803-5167

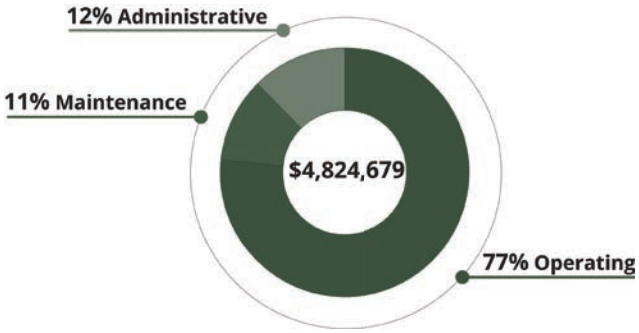
Contact | Alivia Youree
Director of Administration
Phone: (979) 778-0607
E-mail: alivia@btd.org

FY 2014 Financial Status[3]

Revenues in Fiscal Year 2014



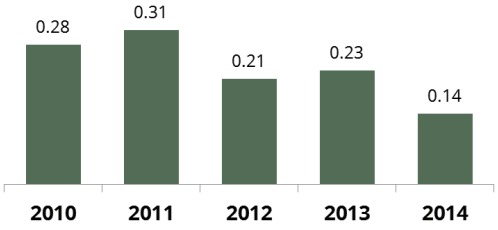
Expenditures in Fiscal Year 2014



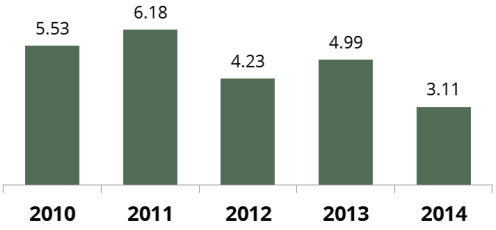
FY 2010–2014 Performance Measures[3]

Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile



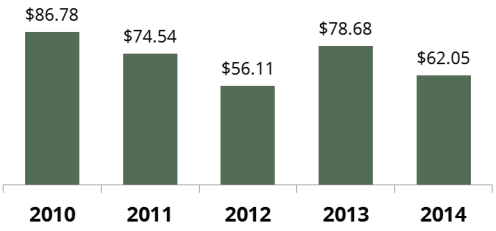
Unlinked Passenger Trips per Revenue Hour



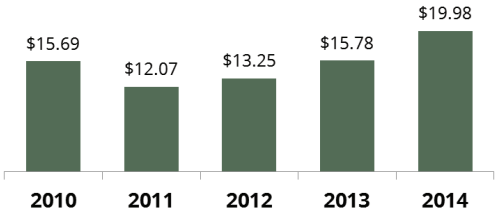
Efficiency in the Past 5 Years

Operating Cost per Revenue Mile

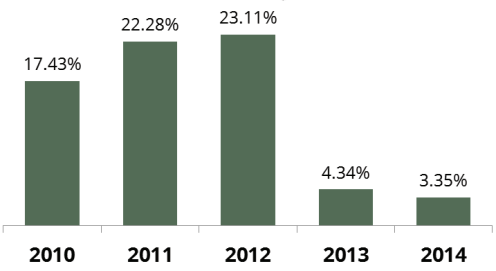
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



Urban Transit District

For College–Bryan UZA
(Provider: BTD)

- Service Area Population[1]: 171,345
- Service Area Land Area[2]: 71 Sq. Miles
- Unlinked Passenger Trips[3]: 6,834,163
- Revenue Fleet[3]: 16 Vehicles

For Conroe–The Woodlands UZA
(Providers: Conroe Connection and The Woodlands Township)

- Service Area Population[1]: 160,852
- Service Area Land Area[2]: 98 Sq. Miles
- Unlinked Passenger Trips[3]: 817,069
- Revenue Fleet[3]: 40 Vehicles

BTD Services

Service Information

Local Bus Service

Available in Bryan and College Station.

One-Way Fare Structure:

- Base Fare: $1.50
- Discounted Fare[b]: $0.75
- Free Fare[c]

Fare Media:

Exact Change | Single Ticket | Ticket Book | Ticket Pass

ADA Paratransit Service

Available in areas within 3/4-mile on both sides of the fixed-route services.

One-Way Fare Structure:

- Base Fare: $3.00
- Extra Fare for Additional Trips[d]: $2.00 (in Addition to Base Fare)

Fare Media:

Exact Change | Single Ticket | Ticket Book | Ticket Pass

Demand-Response Service

For the general public and eligible Medicaid clients.

Available in urbanized areas of Brazos County.

Reservation can be made up to 5:00 pm the day before the day of travel, up to 7 days in advance.

One-Way Fare Structure:

- Base Fare: $3.50
- Extra Fare (in Addition to Base Fare):
  Additional Trip[d]: $2.50
  Same-Day Trip: $2.00
- Free Fare[c]

Fare Media:

Exact Change | Single Ticket | Ticket Book | Ticket Pass

Notes:

[b] Children (6–12), seniors, people with disabilities, and Medicare cardholders.
[c] Children under six with paying customer.
[d] Additional fare will be charged if more than one destination is requested during one trip period.

Operating Time
(Excluding Holidays)

Operating Days by Mode

Local Bus	MON	TUE	WED	THU	FRI		
ADA Paratransit	MON	TUE	WED	THU	FRI		
Demand-Response	MON	TUE	WED	THU	FRI		

Operating Hours by Mode

Local Bus	5:00 a.m.	7:00 p.m.
ADA Paratransit	5:00 a.m.	7:00 p.m.
Demand-Response	5:00 a.m.	7:00 p.m.

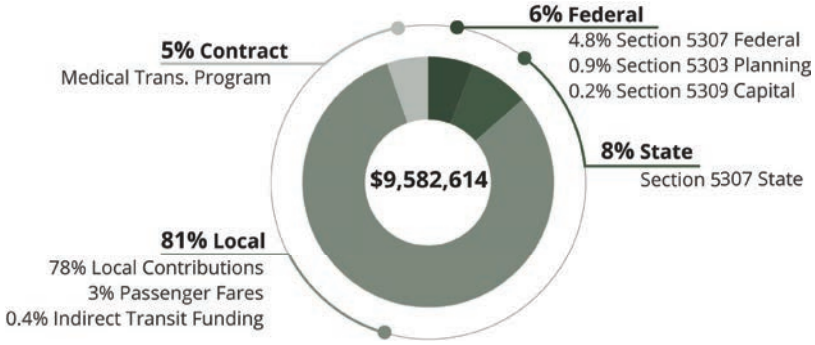
BTD Services

Address 1759 N. Earl Rudder Freeway
Bryan, TX 77803-5167

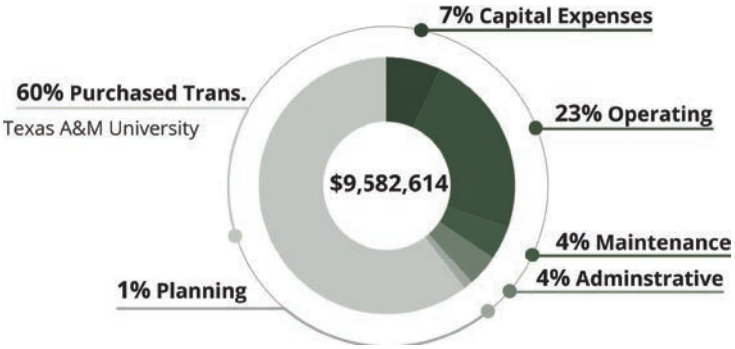
Contact Alivia Youree
Director of Administration
Phone: (979) 778-0607
E-mail: alivia@btd.org

FY 2014 Financial Status[3]

Revenues in Fiscal Year 2014



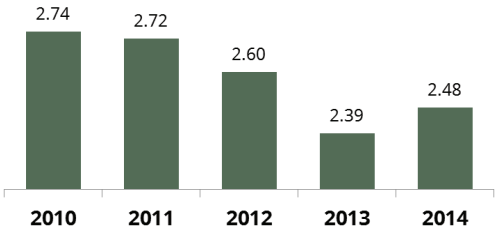
Expenditures in Fiscal Year 2014



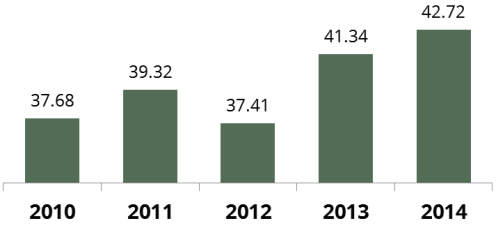
FY 2010–2014 Performance Measures[3]

Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile

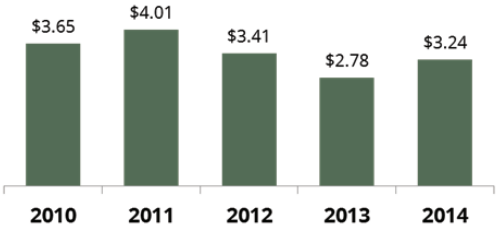


Unlinked Passenger Trips per Revenue Hour



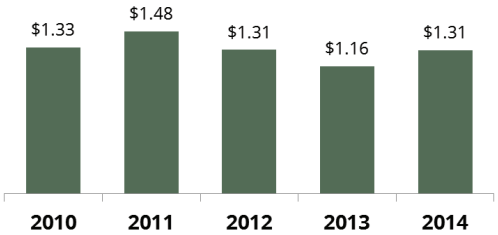
Efficiency in the Past 5 Years

Operating Cost per Revenue Mile

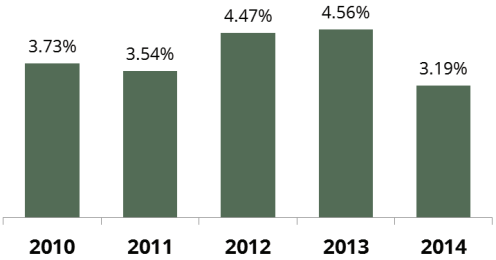


Operating Cost per Revenue Hour

Operating Cost per Passenger



Fare Recovery Ratio



Projects in the 2015–2018 STIP[4]

Implementation Year	Project Name	Cost
2015	Operating Assistance B/CS	$3,057,306
2015	ADA Paratransit B/CS	$75,000
2015	Preventive Maintenance B/CS	$62,500
2015	Debt Service	$1,500,000
2016	Operating Assistance B/CS	$3,057,306
2016	ADA Paratransit B/CS	$75,000
2016	Preventive Maintenance B/CS	$62,500
2016	Debt Service	$1,500,000
2017	Operating Assistance B/CS	$3,057,306
2017	ADA Paratransit B/CS	$75,000
2017	Preventive Maintenance B/CS	$62,500
2017	Debt Service	$1,500,000
2018	Operating Assistance B/CS	$3,057,306
2018	ADA Paratransit B/CS	$75,000
2018	Preventive Maintenance B/CS	$62,500
2018	Debt Service	$1,500,000

Conroe Connection Services

Service Information

Local Bus Service

Two routes available within the city limits of Conroe.

One-Way Fare Structure:

- Base Fare: $1.00
- Discounted Fare[e]: $0.50
- Free Fare[f]

Fare Media:

Exact Change

Single Ticket[g]

ADA Paratransit Service

Available in areas within 3/4-mile on both sides of the fixed-route services.

Trips can be scheduled up to 7 days in advance, up to the day before the trip.

One-Way Fare Structure:

- Base Fare: $2.00

Fare Media:

Exact Change

Notes:

[e] Seniors (65 and over), people with disabilities, children (6–12), and students (13–18).
[f] Children under 6 with paying customer.
[g] Sold in bulk to social service agencies.

Operating Time
(Excluding Holidays)

Operating Days by Mode

	MON	TUE	WED	THU	FRI		
	MON	TUE	WED	THU	FRI		

Operating Hours by Mode

7:00 a.m. 7:00 p.m.

7:00 a.m. 7:00 p.m.

The Woodlands Township Services

Service Information

Trolley-Replica Bus Service

Available along The Woodlands Waterway. Two trolleybuses connect The Woodlands Mall, Market Street, businesses, and residences along the route.

One-Way Fare Structure:

- Base Fare: Free

Waterway Cruiser

Six boats available in a 1.4-mile corridor in The Woodlands downtown area.

One-Way Fare Structure:

- Base Fare: $5.00
- Discounted Fare[h]: $2.50
- Free Fare[i]

Fare Media:

Exact Change

Commuter Bus Service

The Woodlands Express connects Sterling Ridge, Sawdust, and Research Forest park-and-ride lots and downtown Houston.

One-Way Fare:

- Base Fare: Free

Fare Media:

Single Ticket

Ticket Book

Notes:

[h] Children (4–12), Seniors (65+), and people with disabilities

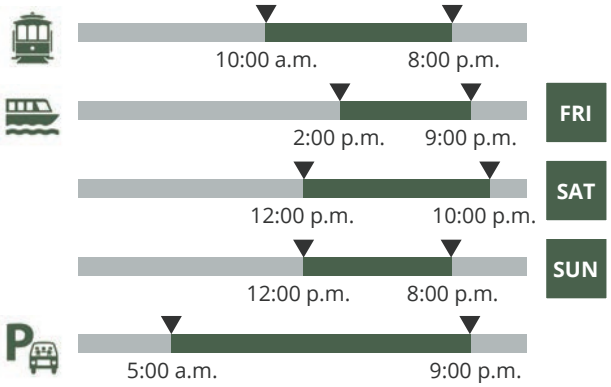
[i] Children ages 3 and under.

Operating Time
(Excluding Holidays)

Operating Days by Mode

	MON	TUE	WED	THU	FRI	SAT	SUN
Trolley-Replica Bus Service	MON	TUE	WED	THU	FRI	SAT	SUN
Waterway Cruiser					FRI	SAT	SUN
Commuter Bus Service	MON	TUE	WED	THU	FRI		

Operating Hours by Mode



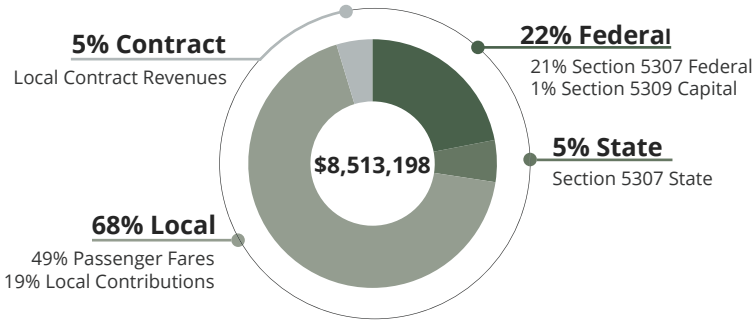
Address | 1759 N. Earl Rudder Freeway
Bryan, TX 77803-5167

Contact | Alivia Youree
Director of Administration
Phone: (979) 778-0607
E-mail: alivia@btd.org

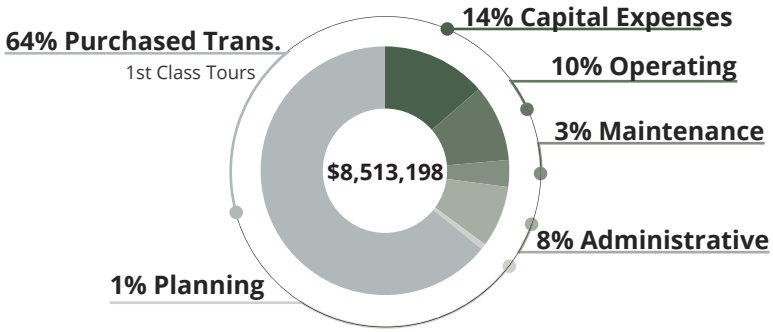
Conroe and The Woodlands Services

FY 2014 Financial Status[3]

Revenues in Fiscal Year 2014



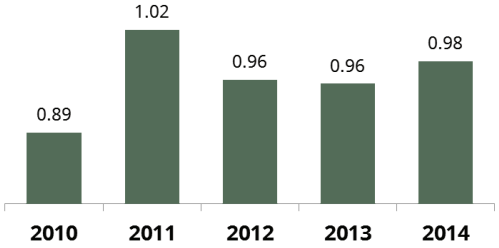
Expenditures in Fiscal Year 2014



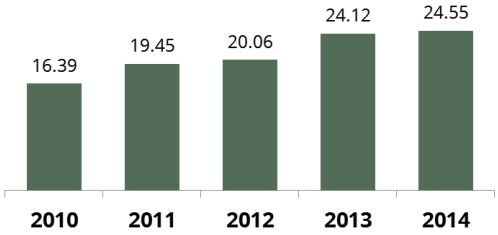
FY 2010–2014 Performance Measures[3]

Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile



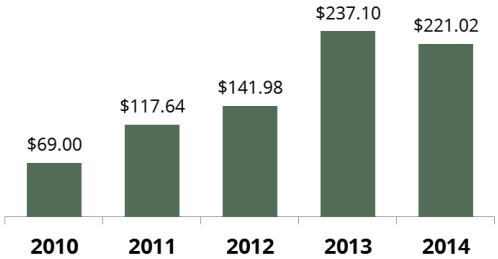
Unlinked Passenger Trips per Revenue Hour



Efficiency in the Past 5 Years

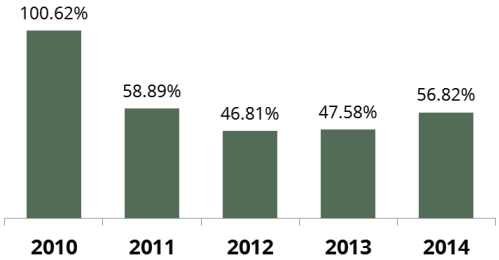
Operating Cost per Revenue Mile

Operating Cost per Revenue Hour



Operating Cost per Passenger

Fare Recovery Ratio



Projects in the 2015–2018 STIP[4]

Implementation Year	Project Name	Cost
2016	Design & Construction of P & R facility	$1,000,000

Data Sources:

[1] U.S. Census Bureau, American Community Survey 2009–2013 5-Year Estimates and 2010 Census Summary File 1.

[2] U.S. Census Bureau, 2010 and 2013 TIGER/Line Shapefiles: Places, and Urban Areas.

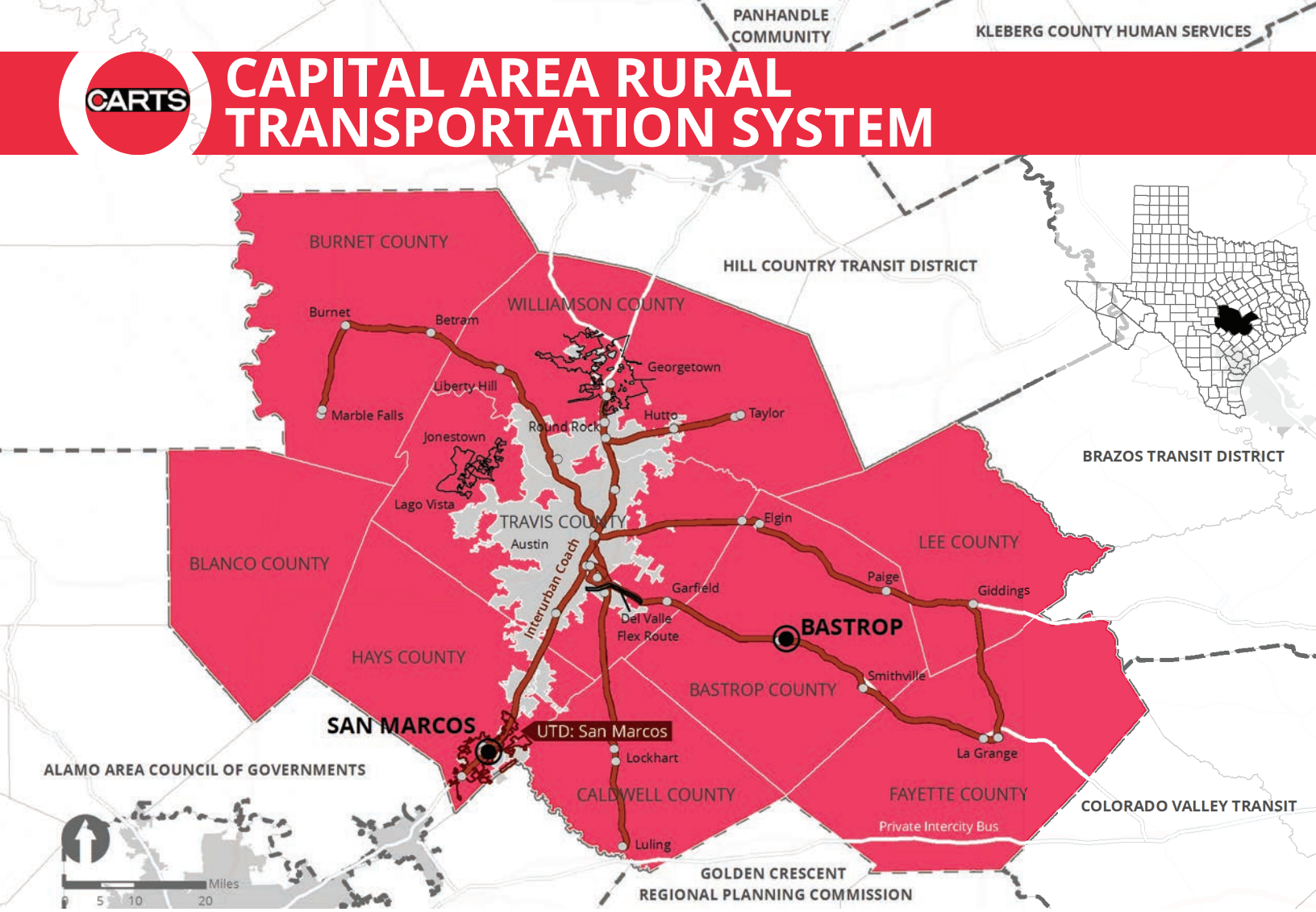
[3] Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011–2014 data.

[4] Texas Department of Transportation, Proposed 2015–2018 District Statewide Transportation Improvement Programs.

Last Updated Date:

December 18, 2015

CAPITAL AREA RURAL TRANSPORTATION SYSTEM



The Capital Area Rural Transportation System (CARTS) is a political subdivision of Texas that Texas Transportation Code Chapter 458 authorized to establish in 1978, and therefore receives state funds for transit services. Since then, CARTS has served as a rural transit district (RTD) for nine counties in central Texas, including Bastrop, Blanco, Burnet, Caldwell, Fayette, Hays, Lee, Travis, and Williamson Counties. In 2012, the U.S. Census Bureau designated San Marcos as an urbanized area (UZA) based on the results of the 2010 U.S. Census. Therefore, CARTS also serves as an urban transit district (UTD) for the San Marcos UZA.

As an RTD, CARTS operates the demand-response service Country Bus in rural areas of its service area; the flex bus service Bastrop Transit within the city limits of Bastrop; and commuter services providing connections between Smithville/Bastrop and Austin. CARTS also operates scheduled regional bus service (Interurban) that connects Austin and 17 surrounding cities. Seven CARTS stations are located in Austin, Bastrop, Georgetown, Round Rock, San Marcos, Smithville, and Taylor. They also serve as Greyhound stations. In addition, CARTS provides connections to intercity bus service with connections to Greyhound, Arrow Trailways and Kerrville Bus Lines. As a UTD, CARTS operates fixed-route bus and complementary ADA paratransit services within the city limits of San Marcos. The brand name of this service changed from CARTS Around Town to THE BUS, effective January 5, 2015.

CARTS maintains interlocal governmental agreements (ILAs) with the Capital Metropolitan Transportation Authority (Capital Metro) and Travis County. Under the ILA with Capital Metro, CARTS provides transit services for Georgetown, Del Valle, Northeast Austin, Jonestown/Lago Vista as well as a collaborative commuter service between Elgin and Austin. For Travis County, services are provided to the rural portion of Travis County for access to County sponsored services such as congregate meal centers. CARTS also contracts with Logisticare Solutions to provide non-emergency medical transportation for Medicaid eligible residents in its service area.

CARTS is governed by a board made up of a member from each of the nine county commissioners courts and an appointed representative of the San Marcos City Council.

Rural Transit District

- Service Area Population[1]: 511,043
- Service Area Land Area[2]: 6,979 Sq. Miles
- Unlinked Passenger Trips[3]: 573,260
- Revenue Fleet[3]: 116 Vehicles

Rural Transit District Services

Service Information

Demand-Response Service (Country Bus)

For the general public and eligible participants of Medical Transportation Program and Bluebonnet Trails Mental Health Mental Retardation.

Available in non-UZA of Bastrop, Blanco, Burnet, Caldwell, Fayette, Hays, Lee, Travis, and Williamson Counties, and UZA in Georgetown.

One-Way Fare Structure:

- Base Fare:
  $1.00 (In-Town) or $4.00 (Out-of-Town)
- Discounted Fare[a]: half-fare
- Free[b]

Fare Media:

Exact Change | Ticket Pass | Smart Card

Commuter Bus Service

Metro Connector connects to Capital Metro services and two commuter routes connect Smithville and Bastrop to Austin on a monthly subscription basis.

One-Way Fare: Monthly passes only

Fare Media:

Ticket Pass

Regional Bus Service (Interurban Coach)

Nine bus lines connect Austin and surrounding cities: Bastrop, Betram, Burnet, Elgin, Georgetown, Giddings, Hutto, La Grange, Liberty Hill, Lockhart, Luling, Marble Falls, Paige, Round Rock, San Marcos, Smithville, and Taylor.

One-Way Fare Structure:

- Zone 1:$2.00 (Intra-County)
- Zone 2: $4.00 (Inter-County)

Fare Media:

Exact Change | Ticket Pass | Smart Card

Flexible Transit Service (Bastrop Transit)

Three flex routes available in the city limits of Bastrop.

One-Way Fare Structure:

- Base Fare: $1.00
- Discounted Fare[a,b]: $0.50
- Free[c]

Fare Media:

Exact Change | Ticket Pass

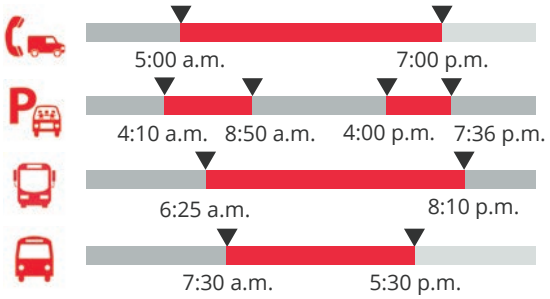
Notes: [a] People with disabilities, and seniors (65+).
[b] Eligible Medicare cardholders.
[c] Children (under 5) with paying customer.

Operating Time
(Excluding Holidays)

Operating Days by Mode

	MON	TUE	WED	THU	FRI		
	MON	TUE	WED	THU	FRI		
	MON	TUE	WED	THU	FRI		
	MON	TUE	WED	THU	FRI		

Operating Hours by Mode

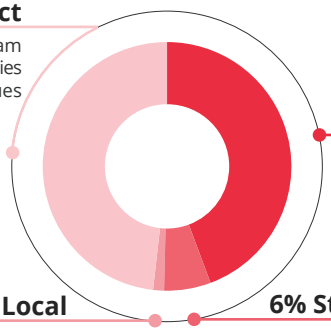


Address 2010 E. 6th St.
Austin, TX 78702

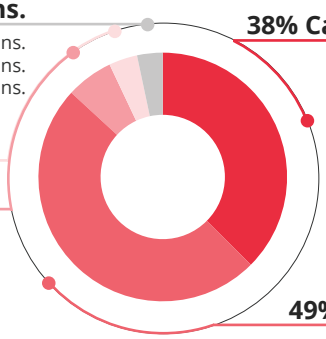
Contact David Marsh
Executive Director
Phone: (512) 481-1011
E-mail: dave@ridecarts.com

FY 2014 Financial Status[3]

Revenues in Fiscal Year 2014



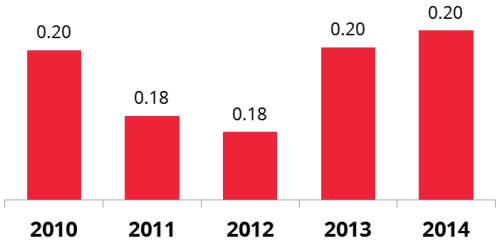
Expenditures in Fiscal Year 2014



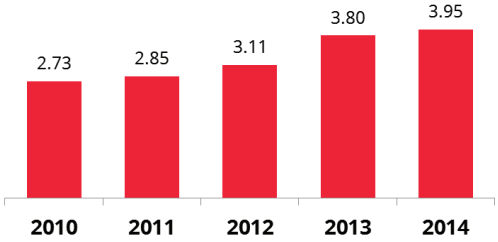
FY 2010–2014 Performance Measures[3]

Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile



Unlinked Passenger Trips per Revenue Hour



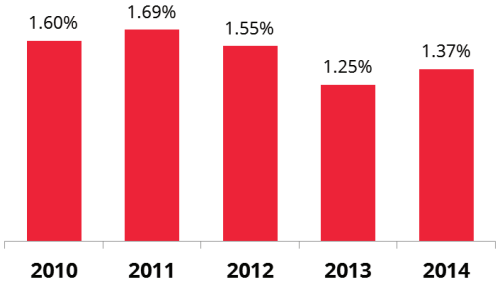
Efficiency in the Past 5 Years

Operating Cost per Revenue Mile

Operating Cost per Revenue Hour

Operating Cost per Passenger

Fare Recovery Ratio



Urban Transit District

For San Marcos UZA

- Service Area Population[1]: 48,291
- Service Area Land Area[2]: 30 Sq. Miles
- Unlinked Passenger Trips[3]: 144,936
- Revenue Fleet[3]: 14 Vehicles

Urban Transit District Services

Service Information

Local Bus Service (THE BUS)

Seven bus routes available within the city limits of San Marcos.

One-Way Fare Structure:

- Base Fare: $1.00
- Discounted Fare[a,b]: $0.50
- Free[c]

Fare Media:

Exact Change

Ticket Pass

ADA Paratransit Service

Available in areas within 3/4-mile on both sides of the fixed-route bus service.

Reservation must be made at least 5 p.m. the day before, up to 14 days in advance.

One-Way Fare Structure:

- Base Fare: $2.00
- Discounted Fare: $1.00

Fare Media:

Exact Change

Notes:

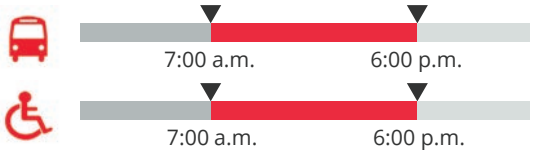
[a] People with disabilities, and seniors (65+).
[b] Eligible Medicare cardholder.
[c] Children (under 5) with paying customer.

Operating Time
(Excluding Holidays)

Operating Days by Mode

	MON	TUE	WED	THU	FRI		
	MON	TUE	WED	THU	FRI		

Operating Hours by Mode

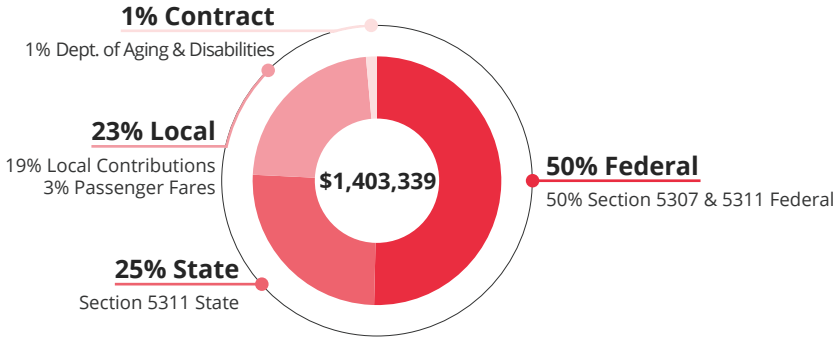


Address 2010 E. 6th St.
Austin, TX 78702

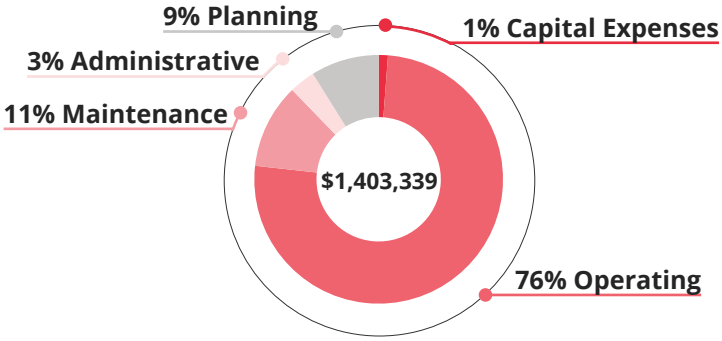
Contact David Marsh
Executive Director
Phone: (512) 481-1011
E-mail: dave@ridecarts.com

FY 2014 Financial Status[3]

Revenues in Fiscal Year 2014

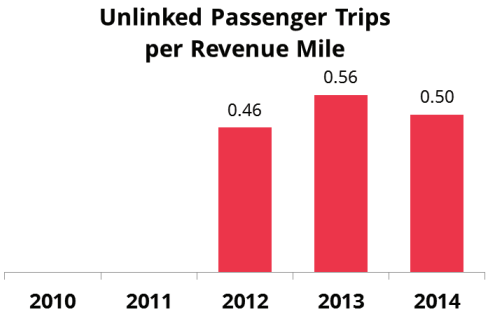


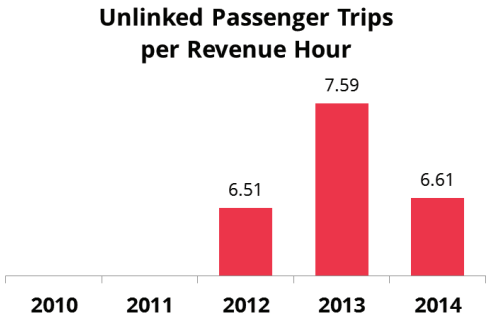
Expenditures in Fiscal Year 2014



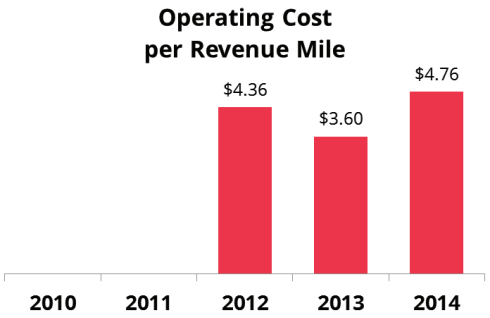
FY 2010–2014 Performance Measures[3]

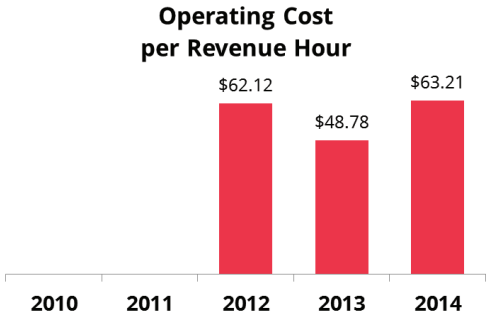
Productivity in the Past 5 Years

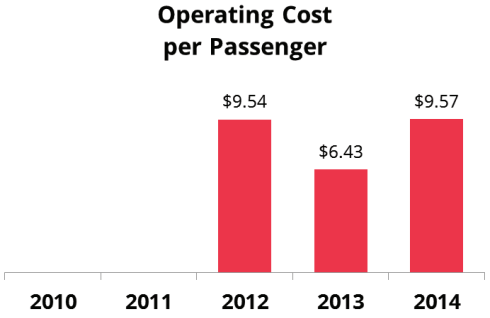


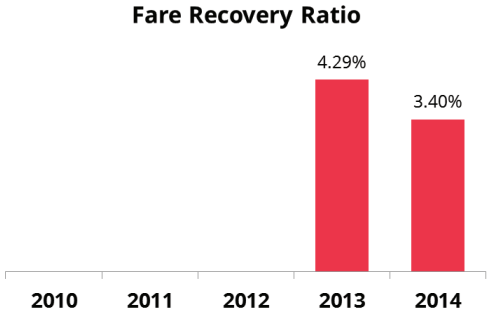


Efficiency in the Past 5 Years









Projects in the 2015–2018 STIP[4]

Implementation Year	Project Name	Cost
2015	CARTS District San Marcos UZA Operations	$1,470,508
2015	San Marcos Fixed Operations	$1,800,000
2015	Smart Bus Transit Technology	$120,000
2015	San Marcos Fixed Routes	$8,400,000
2015	San Marcos Station	$1,500,000
2015	Smart Bus Transit Technology	$240,000
2015	Taylor Station Build-Out	$625,000
2015	Digital Network Upgrade	$1,625,000
2015	Elgin Transit Center	$3,750,000
2015	Marble Falls Station	$62,500
2015	Rolling Stock/Buses	$13,125,000
2015	Passenger Shelters and Amenities	$312,500
2015	Southeast Austin Facility	$11,625,000

Data Sources:

[1] U.S. Census Bureau, American Community Survey 2009–2013 5-Year Estimates and 2010 Census Summary File 1.

[2] U.S. Census Bureau, 2010 and 2013 TIGER/Line Shapefiles: Places, and Urban Areas.

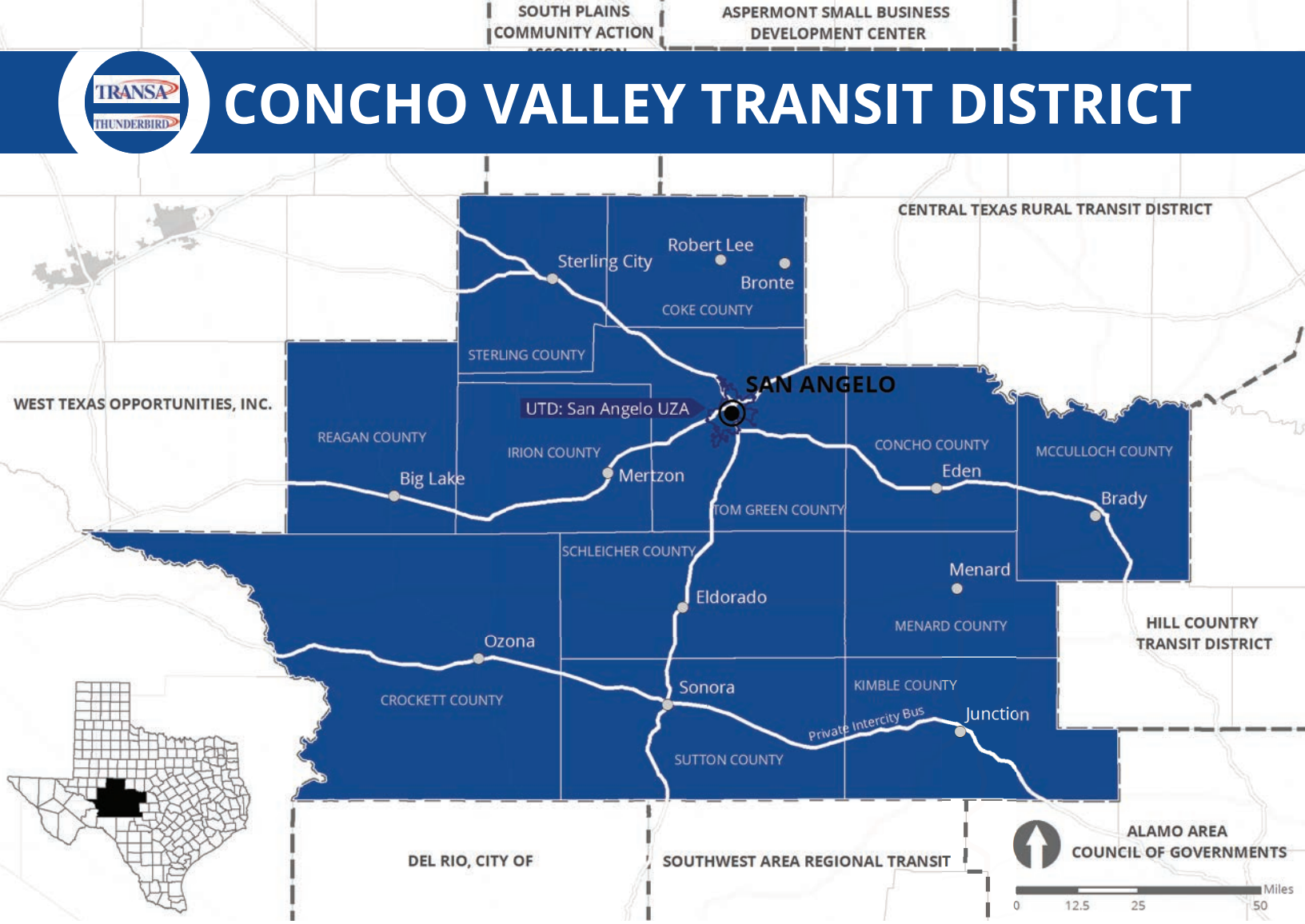
[3] Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011–2014 data.

[4] Texas Department of Transportation, Proposed 2015–2018 District Statewide Transportation Improvement Programs.

Last Updated Date:

December 18, 2015

CONCHO VALLEY TRANSIT DISTRICT



The Concho Valley Transit District (CVTD) is a political subdivision of Texas that Texas Transportation Code Chapter 458 authorizes, and therefore receives state funds for transit services. CVTD serves as a rural transit district (RTD) for 12 counties in central and western Texas, including Coke, Concho, Crockett, Irion, Kimble, McCulloch, Menard, Reagan, Schleicher, Sterling, Sutton, and Tom Green Counties. In 2006, CVTD took over the responsibility from the City of San Angelo to provide public transportation for the San Angelo urbanized area (UZA), starting to serve as an urban transit district (UTD) as well.

As an RTD, CVTD operates the demand-response service Thunderbird in rural areas of Tom Green County and the other 11 counties. CVTD develops a fixed schedule for each county to provide regular out-of-county bus service. As a UTD, CVTD operates the fixed-route service TRANSA and ADA paratransit service within the boundary of the San Angelo UZA. In addition, CVTD contracts with American Medical Response to provide non-emergency medical transportation for eligible residents in the entire Concho Valley region. CVTD also partners with several local agencies and organizations, such as the Adult Enrichment Center and Area Agency on Aging, to provide transit services to their clients.

Concho Coaches, Inc., and ECHO Coach Lines provide private intercity bus service in CVTD's service area. CVTD can provide connections to the service.

The Concho Valley Council of Governments (CVCOG) is the parent agency of CVTD. CVCOG is a voluntary association of local governments from the 12 counties that CVTD serves and Edwards and Mason Counties. CVCOG is governed by an 18-member executive committee, including 14 members assigned by each member county's commissioners court, one councilman representing San Angelo, one member representing independent school districts, and two Texas state representatives.

Rural Transit District

- Service Area Population[1]: 59,023
- Service Area Land Area[2]: 15,311 Sq. Miles
- Unlinked Passenger Trips[3]: 37,979
- Revenue Fleet[3]: 54 Vehicles

Rural Transit District Service

Service Information

Demand-Response Service (Thunderbird)

For the general public and eligible participants of Medical Transportation Program and local human service programs.

Available in the rural area of Tom Green County and all of the rest 11 counties.

Out-of-county trips must be scheduled at least 24 hours in advance.

One-Way Fare Structure:

- Base Fare:
  - *All Counties Except Tom Green:*
    In-Town: $0.75
    In-County: $1.50
    Out-of-County: $2.00
  - *Tom Green County: $2.00*
- Discounted Fare[a]: $0.50

Fare Media:

Exact Change

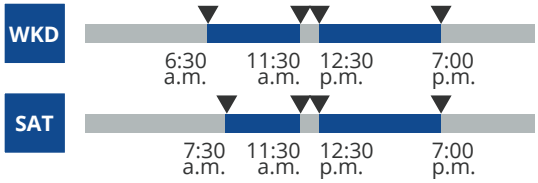
Note:
[a] Students.

Operating Time
(Excluding Holidays)

Operating Days by Mode

MON	TUE	WED	THU	FRI	SAT	

Operating Hours by Mode

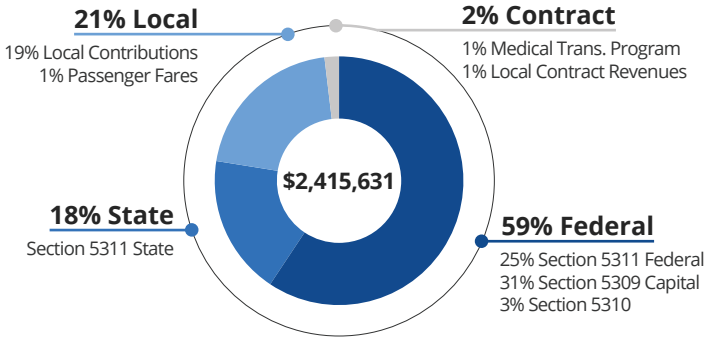


Address | P.O. Box 60050
San Angelo, TX 76906-0050

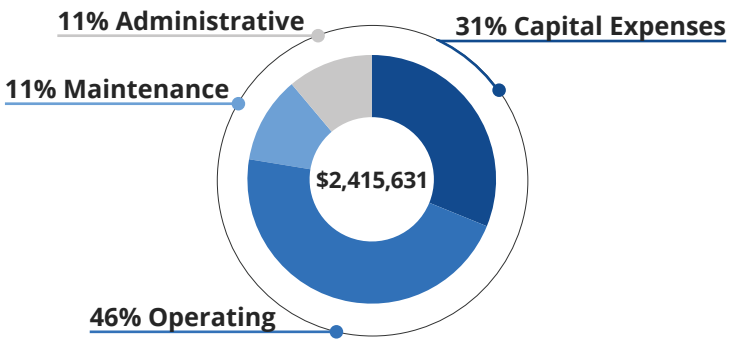
Contact | John Austin Stokes
Executive Director
Phone: (325) 947-8729
E-mail: john.stokes@cvcog.org

FY 2014 Financial Status[3]

Revenues in Fiscal Year 2014



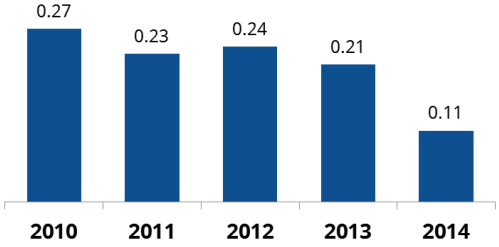
Expenditures in Fiscal Year 2014



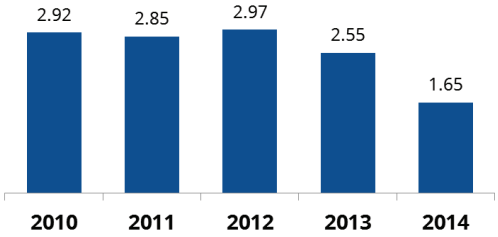
FY 2010-14 Performance Measures[3]

Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile



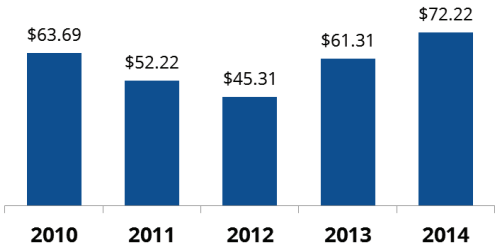
Unlinked Passenger Trips per Revenue Hour



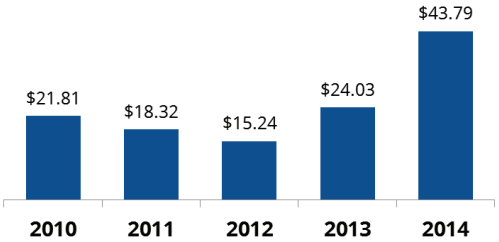
Efficiency in the Past 5 Years

Operating Cost per Revenue Mile

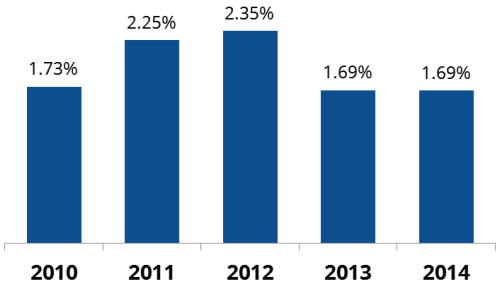
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



Urban Transit District

- Service Area Population[1]: 92,984
- Service Area Land Area[2]: 47 Sq. Miles
- Unlinked Passenger Trips[3]: 269,801
- Revenue Fleet[3]: 23 Vehicles

Urban Transit District Services

Service Information

Local Bus Service (TRANSA)

Six fixed routes available within the city limits of San Angelo.

One-Way Fare Structure:

- Base Fare: $1.00
- Discounted Fares[a,b]: $0.50
- Free Fare[c]

Fare Media:

Exact Change

Ticket Pass

ADA Paratransit Service

Available in areas within 3/4-mile on both sides of the fixed-route bus service.

One-Way Fare Structure:

- Base Fare: $2.00

Fare Media:

Exact Change

Demand-Response Service (Thunderbird)

For the general public and eligible participants of Medical Transportation Program and local human service programs.

Available in the San Angelo UZA outside the city limits of San Angelo.

Out-of-county trips must be scheduled at least 24 hours in advance.

One-Way Fare Structure:

- Base Fare: $2.00
- Discounted Fare[a]: $0.50

Fare Media:

Exact Change

Notes:

[a] Students.

[b] People with disabilities, seniors (60+), and veterans.

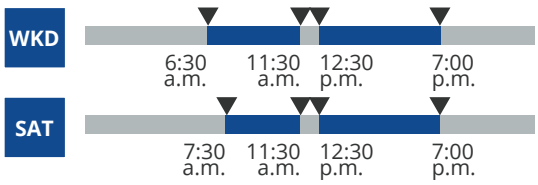
[c] Children under 6 with paying customer.

Operating Time
(Excluding Holidays)

Operating Days by Mode

	MON	TUE	WED	THU	FRI	SAT
Local Bus Service	■	■	■	■	■	■
ADA Paratransit Service	■	■	■	■	■	■
Demand-Response Service	■	■	■	■	■	■

Operating Hours by Mode

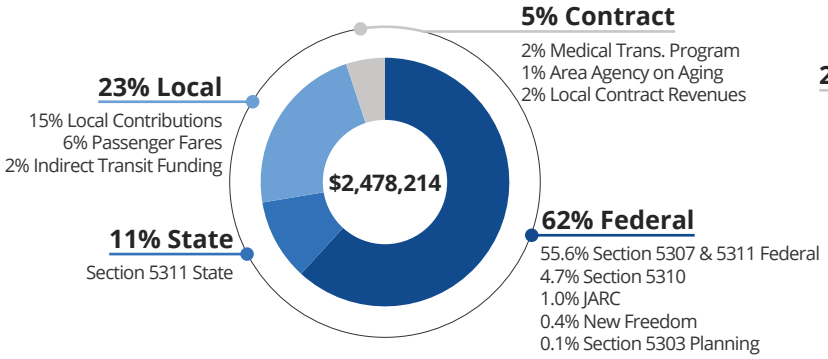


Address | P.O. Box 60050
San Angelo, TX 76906-0050

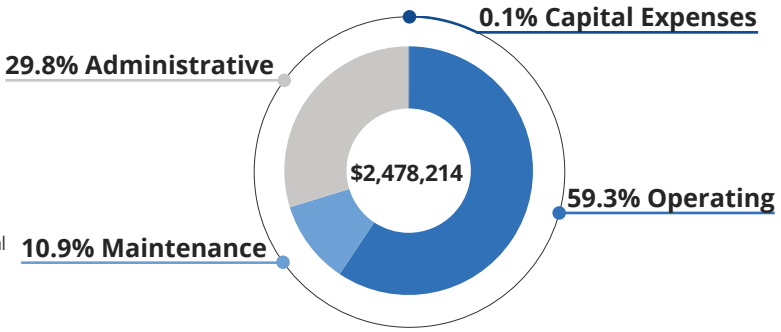
Contact | John Austin Stokes
Executive Director
Phone: (325) 947-8729
E-mail: john.stokes@cvcog.org

FY 2014 Financial Status[3]

Revenues in Fiscal Year 2014

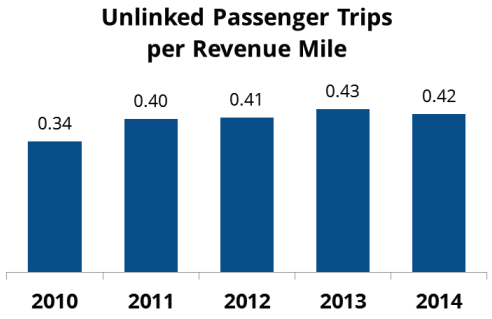


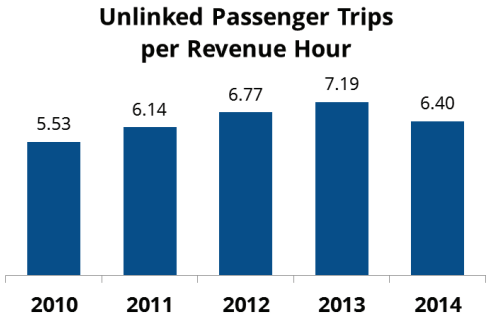
Expenditures in Fiscal Year 2014



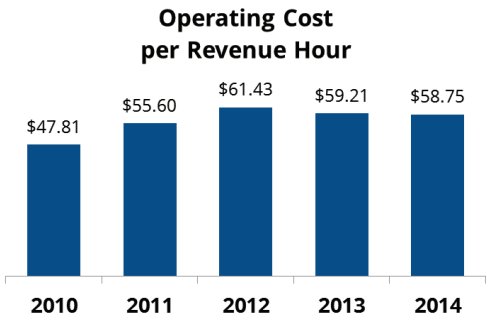
FY 2010–2014 Performance Measures[3]

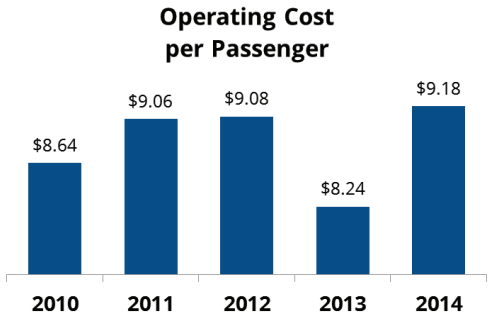
Productivity in the Past 5 Years





Efficiency in the Past 5 Years





Projects in 2015–2018[4]

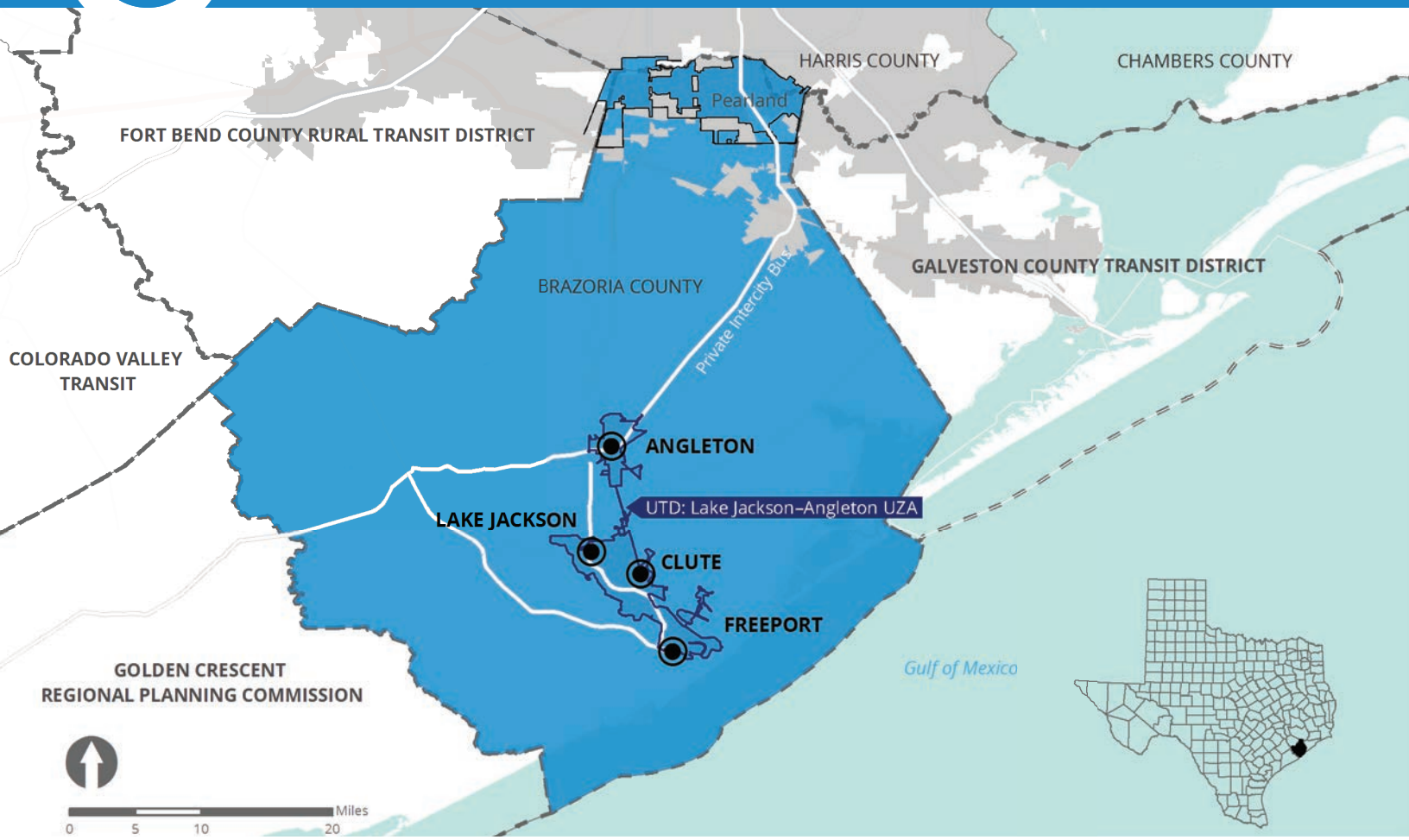
Implementation Year	Project Name	Cost
2015	Operating Assistance	$1,670,000
2015	ADA Service	$140,000
2015	Capital Projects	$300,000
2015	Capital Lease	$130,000
2015	Security	$33,000
2016	Operating Assistance	$1,710,000
2016	ADA Service	$145,000
2016	Capital Projects	$300,000
2016	Capital Lease	$130,000
2016	Security	$14,500
2017	Operating Assistance	$1,760,000
2017	ADA Service	$150,000
2017	Capital Projects	$500,000
2017	Capital Lease	$130,000
2017	Security	$25,000
2018	Operating Assistance	$1,860,000
2018	ADA Service	$160,000
2018	Capital Projects	$500,000
2018	Capital Lease	$130,000
2018	Security	$36,000

Data Sources:

[1] U.S. Census Bureau, American Community Survey 2009–2013 5-Year Estimates and 2010 Census Summary File 1.
[2] U.S. Census Bureau, 2010 and 2013 TIGER/Line Shapefiles: Places, and Urban Areas.
[3] Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011–2014 Data.
[4] Concho Valley Transit District.

Last Updated Date:
December 18, 2015

GULF COAST CENTER



The Gulf Coast Center (GCC) is a political subdivision of Texas that Texas Transportation Code Chapter 458 authorizes, and therefore receives state funds for transit services. GCC serves as a rural transit district for rural areas of Brazoria County and serves as an urban transit district for the Lake Jackson–Angleton urbanized area.

GCC, through its transportation program Connect Transit, operates demand-response service in rural Brazoria County, and the fixed-route service Southern Brazoria County Transit and ADA paratransit service within the city limits of Angleton, Clute, Freeport, and Lake Jackson. Under an interlocal governmental agreement (ILA) with the Galveston County Transit District, GCC provides fixed-route bus, ADA paratransit, demand-response, and commuter services to Galveston County. Please see the Galveston County Transit District profile for more information. In addition, GCC maintains an ILA with Harris County Rides. Under the ILA, Harris County Rides provides taxi service to seniors and people with disabilities in Pearland, League City, and Friendswood.

Valley Transit Company, Inc., operates private intercity bus service in GCC's service area. GCC can provide connections to the service.

GCC is governed by an eight-member board of trustees. The Galveston County Commissioners Court appoints four members, and the Brazoria County Commissioners Court appoints the other four members.

Rural Transit District

- Service Area Population[1]: 92,529
- Service Area Land Area[2]: 1,239 Sq. Miles
- Unlinked Passenger Trips[3]: 21,753
- Revenue Fleet[3]: 9 Vehicles

Rural Transit District Service

Service Information

Demand-Response Service

For the general public.

Available in the rural areas of Brazoria County.

Reservation must be made five business days in advance and up to 1.5 hour before.

One-Way Fare Structure:

- Base Fare: $1.00
- Extra Fare[a] *(in Addition to Base Fare)*: $2.50

Fare Media:

Exact Change

Ticket Book

Note:
[a] For trips to the Veteran's Hospital in Harris County.

Operating Time
(Excluding Holidays)

Operating Days by Mode

MON | TUE | WED | THU | FRI

Operating Hours by Mode

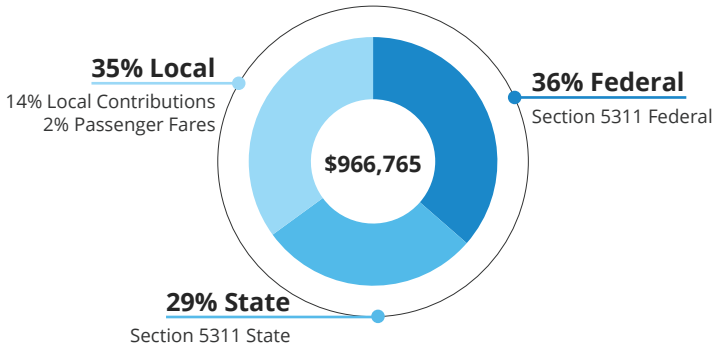
7:00 a.m. — 5:00 p.m.

Address 4352 E.F. Lowry Expressway
Texas City, TX 77591

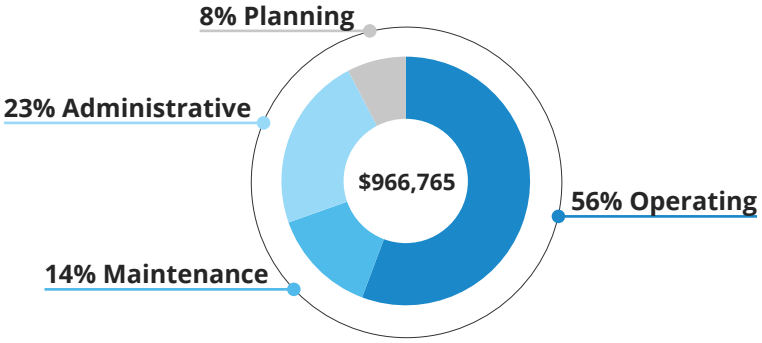
Contact James Hollis
Transportation Director
Phone: (409) 944-4446
E-mail: jamesh@gcmhmr.com

FY 2014 Financial Status[3]

Revenues in Fiscal Year 2014



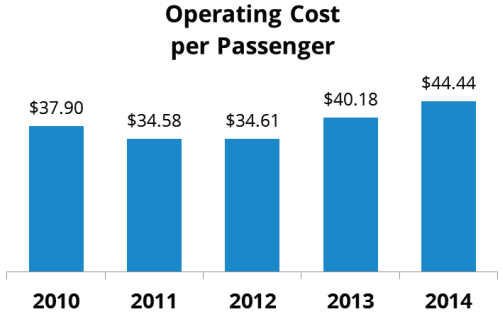
Expenditures in Fiscal Year 2014



FY 2010–2014 Performance Measures[3]

Productivity in the Past 5 Years

Efficiency in the Past 5 Years



Urban Transit District

- Service Area Population[1]: 74,830
- Service Area Land Area[2]: 42 Sq. Miles
- Unlinked Passenger Trips[3]: 124,773
- Revenue Fleet[3]: 13 Vehicles

Urban Transit District Services

Service Information

Local Bus Service

Known as Southern Brazoria County Transit.

Five fixed routes available within the city limits of Lake Jackson, Angleton, Freeport, and Clute.

One-Way Fare Structure:

- Base Fare: $1.00
- Discounted Fare[b]: $0.50

Fare Media:

Exact Change

Ticket Pass

ADA Paratransit Service

Available in areas within 3/4-mile on both sides of the fixed-route services.

Reservation must be made five business days in advance and up to 5:00 p.m. before.

One-Way Fare: $2.00

Fare Media:

Exact Change

Demand-Response Service

For the general public.

Available in the Lake Jackson–Angleton UZA.

Reservation must be made five business days in advance and up to 1.5 hour before.

One-Way Fare Structure:

- Base Fare: $1.00
- Extra Fare[a] *(in Addition to Base Fare)*: $2.50

Fare Media:

Exact Change

Ticket Book

Notes:

[a] For trips to the Veteran's Hospital in Harris County.

[b] People with disabilities, seniors (65+), Medicare cardholders, and students (5–17).

Operating Time
(Excluding Holidays)

Operating Days by Mode

MON	TUE	WED	THU	FRI	SAT	
MON	TUE	WED	THU	FRI		
MON	TUE	WED	THU	FRI		

Operating Hours by Mode

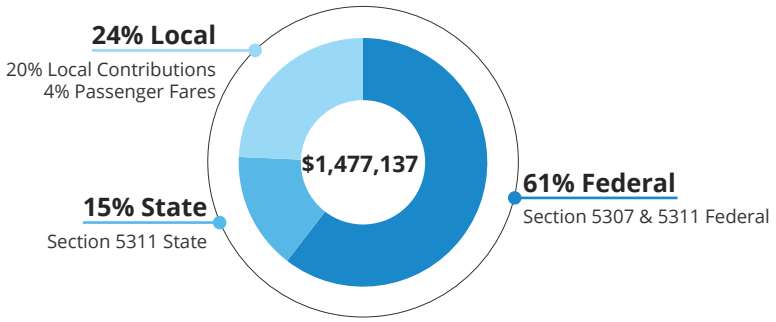
5:45 a.m.	6:00 p.m.	WKD
9:00 a.m.	7:00 p.m.	SAT
6:00 a.m.	6:00 p.m.	
7:00 a.m.	5:00 p.m.	

Address 4352 E.F. Lowry Expressway
Texas City, TX 77591

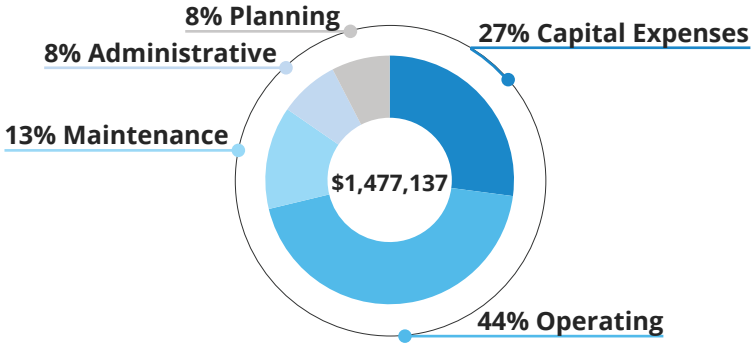
Contact James Hollis
Transportation Director
Phone: (409) 944-4446
E-mail: jamesh@gcmhmr.com

FY 2014 Financial Status[3]

Revenues in Fiscal Year 2014



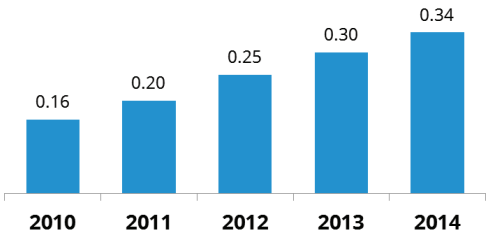
Expenditures in Fiscal Year 2014



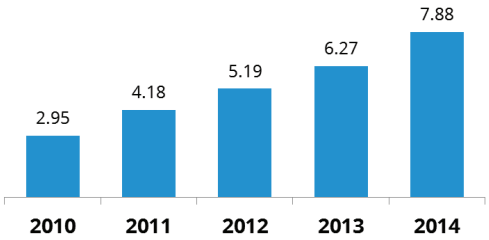
FY 2010–2014 Performance Measures[3]

Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile

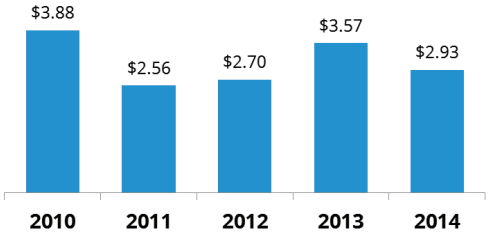


Unlinked Passenger Trips per Revenue Hour

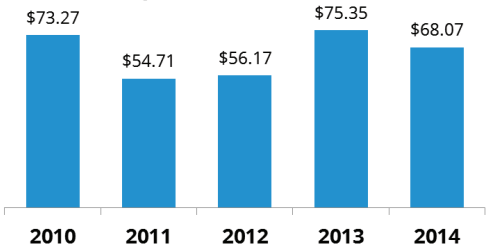


Efficiency in the Past 5 Years

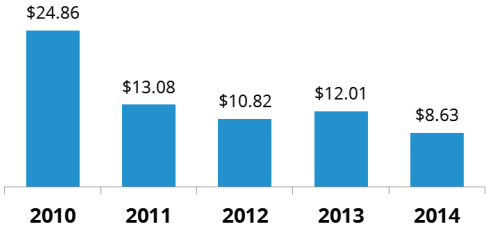
Operating Cost per Revenue Mile



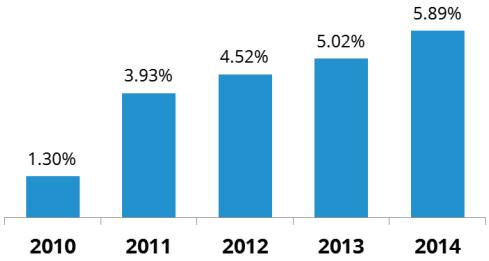
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



Projects in the 2015–2016 STIP[4]

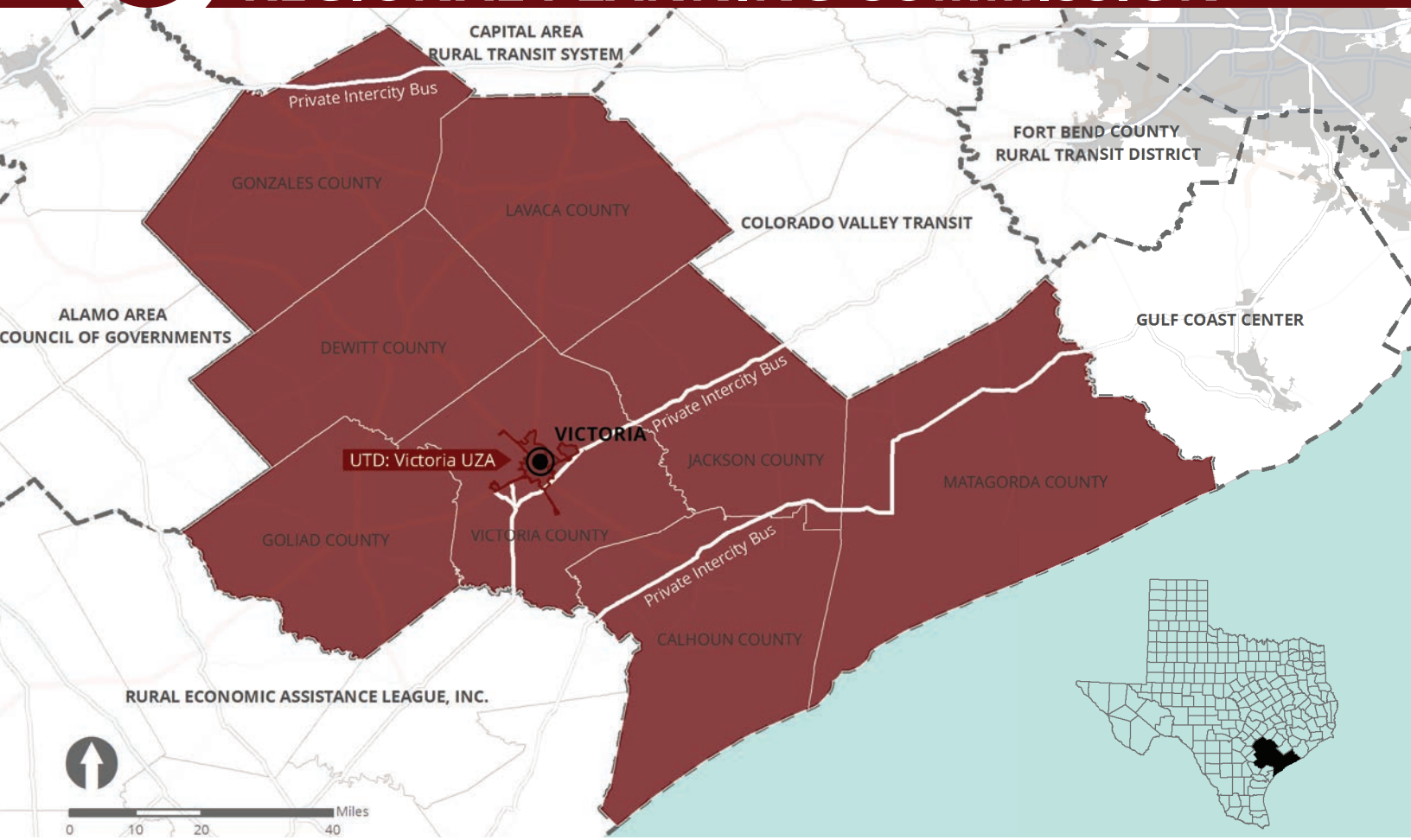
Implementation Year	Project Name	Cost
2015	ROW for Kemah Multimodal Terminal	$28,832,790
2016	Contruct the Kemah Multimodal Terminal	$28,832,790

Data Sources:

[1] U.S. Census Bureau, American Community Survey 2009–2013 5-Year Estimates and 2010 Census Summary File 1.
[2] U.S. Census Bureau, 2010 and 2013 TIGER/Line Shapefiles: Places, and Urban Areas.
[3] Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011–2014 Data.
[4] Texas Department of Transportation, Proposed 2015–2018 District Statewide Transportation Improvement Programs.

Last Updated Date:
December 18, 2015

GOLDEN CRESCENT REGIONAL PLANNING COMMISSION



The Golden Crescent Regional Planning Commission (GCRPC) is a political subdivision of the State of Texas created by the Regional Planning Act of 1965. GCRPC started providing rural public transportation services in 1986, and was authorized in 1995 by Texas Transportation Code Chapter 458 as a rural transit district (RTD). The Golden Crescent region encompasses Calhoun, DeWitt, Goliad, Gonzales, Jackson, Lavaca, Matagorda, and Victoria Counties. GCRPC also serves as an urban transit district (UTD) for the Victoria urbanized area (UZA).

As an RTD, GCRPC provides the demand-response service RTRANSIT to rural areas of the eight counties in the Golden Crescent region. As a UTD, GCRPC operates a small-urban transit program, Victoria Transit, providing fixed-route and paratransit services within the city limits of Victoria. Victoria's city limits cover 96.7 percent of the population and 81 percent of the land area[1] of the Victoria UZA. The UZA outside the service area of Victoria Transit should be a gap area without any transit services; however, GCRPC does not deny trips that are requested for the gap area because of GCRPC's dual status. In addition, GCRPC contracts with MTM to provide non-emergency medical transportation for eligible Medicare participants. GCRPC also partners with local organizations, such as Affectionate Arms Adult Care, to provide transit services to their clients.

Valley Transit Company, Inc., operates private intercity bus service in GCRPC's service area. GCRPC can provide connections to the service.

The policy-making bodies of GCRPC include a board of directors and a general assembly. Each member city of GCRPC appoints two representatives to the general assembly and then designates one delegate from the two representatives to sit on the board of directors.

Rural Transit District

- Service Area Population[2]: 163,549
- Service Area Land Area[3]: 7,087 Sq. Miles
- Unlinked Passenger Trips[4]: 212,245
- Revenue Fleet[4]: 60 Vehicles

Rural Transit District Service

Service Information

Demand-Response Service (RTRANSIT)

For the general public and eligible participants of Medical Transportation Program and local human service programs.

Available in the non-UZA of Victoria County and all of Calhoun, DeWitt, Goliad, Gonzales, Jackson, Lavaca, and Matagorda Counties.

Reservation must be made at least a day in advance.

One-Way Fare Structure:

- Base Fare:
  0-25 Miles: $1.00 For Every 5 Miles
  26-45 Miles: $5.00
  46-65 Miles: $10.00
  Over 65 Miles: $2.00
- Discounted Fare:
  Half Fare[a]
  25%-40% Discount Based on Distance[b]

Fare Media:

Exact Change

Notes:

[a] People with disabilities and seniors.
[b] Children (5–17).

Operating Time
(Excluding Holidays)

Operating Days by Mode

MON | TUE | WED | THU | FRI

Operating Hours by Mode

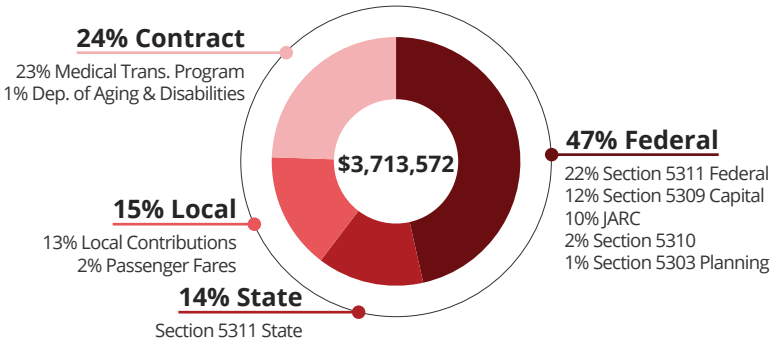
7 a.m. – 6 p.m.

Address 120 S. Main St, Ste 210
Victoria, TX 77901

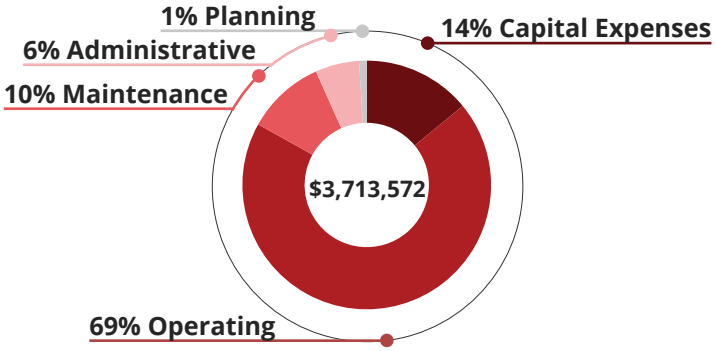
Contact Lisa Cortinas
Transportation Director
Phone: (361) 578-1587
E-mail: lisac@gcrpc.org

FY 2014 Financial Status[4]

Revenues in Fiscal Year 2014

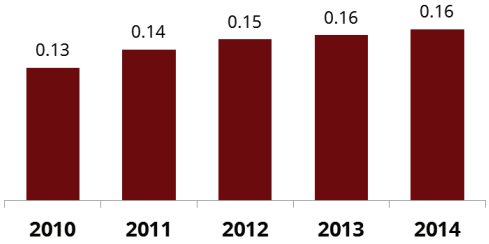


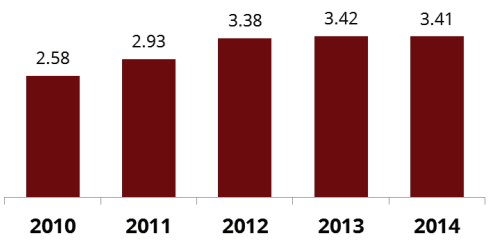
Expenditures in Fiscal Year 2014



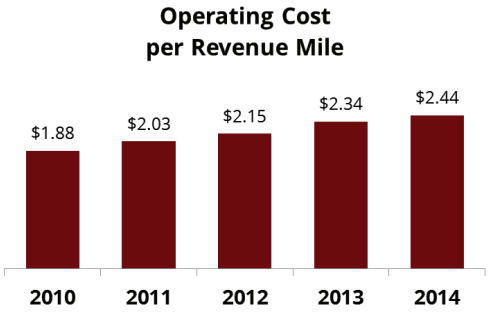
FY 2010–2014 Performance Measures[4]

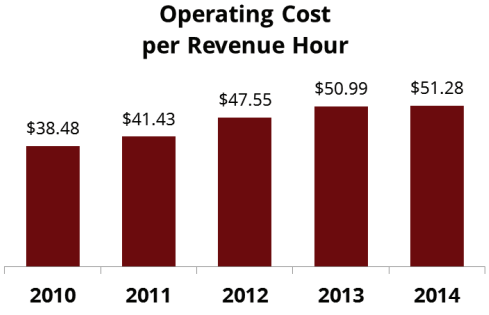
Productivity in the Past 5 Years

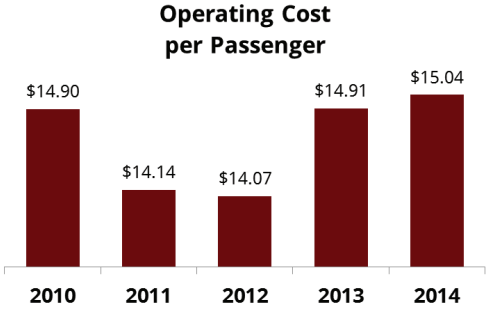


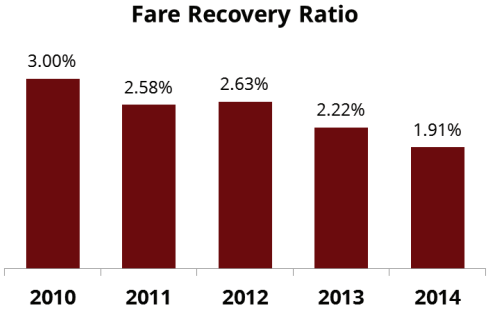


Efficiency in the Past 5 Years









Urban Transit District

- Service Area Population[2]: 63,683
- Service Area Land Area[3]: 29 Sq. Miles
- Unlinked Passenger Trips[4]: 258,748
- Revenue Fleet[4]: 36 Vehicles

Urban Transit District Services

Service Information

Local Bus Service (Victoria Transit)

Seven regular fixed routes and four job access routes (known as Flex routes) available within the city limits of Victoria.

One-Way Fare Structure:

- Base Fare: $1.50
- Discounted Fares: $0.75[a,b,c]
- Free Fare[d]

Fare Media:

Exact Change

Ticket Pass

ADA Paratransit Service

Available in areas within 3/4-mile on both sides of the fixed route services.

Reservation must be made at least a day in advance.

One-Way Fare Structure:

- Base Fare: $1.50

Fare Media:

Exact Change

Demand-Response Service (RTRANSIT)

For the general public and eligible participants of Medical Transportation Program and local human service programs.

Available in the Victoria UZA that is not served by Victoria Transit.

Reservation must be made at least a day in advance.

One-Way Fare Structure:

- Base Fare:
  - *0-25 Miles: $1.00 For Every 5 Miles*
  - *26-45 Miles: $5.00*
  - *46-65 Miles: $10.00*
  - *Over 65 Miles: $2.00*
- Discounted Fare:
  - *Half Fare[a]*
  - *25%-40% Discount Based on Distance[b]*

Fare Media:

Exact Change

Notes:

[a] People with disabilities and seniors.
[b] Children (5–17).
[c] Medicare cardholders.
[d] Children under 5 with paying customer.

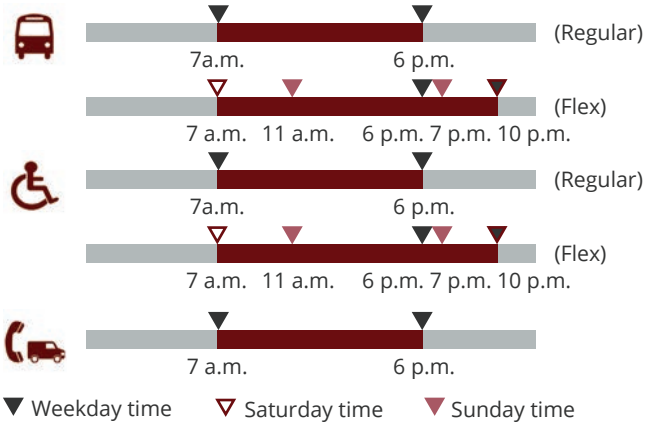
Operating Time
(Excluding Holidays)

Operating Days by Mode

	MON	TUE	WED	THU	FRI	SAT*	SUN*
Bus	MON	TUE	WED	THU	FRI	SAT*	SUN*
Accessible	MON	TUE	WED	THU	FRI	SAT*	SUN*
Demand-Response	MON	TUE	WED	THU	FRI	SAT	

* Flex routes only

Operating Hours by Mode

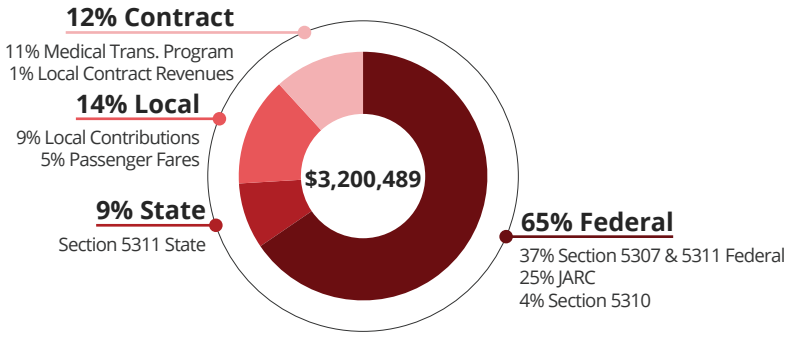


Address 120 S. Main St, Ste 210
Victoria, TX 77901

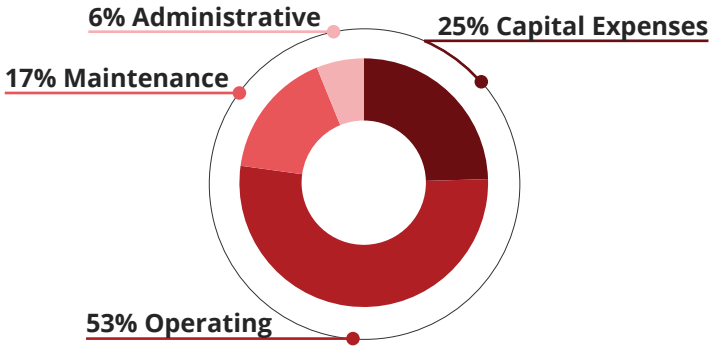
Contact Lisa Cortinas
Transportation Director
Phone: (361) 578-1587
E-mail: lisac@gcrpc.org

FY 2014 Financial Status[4]

Revenues in Fiscal Year 2014

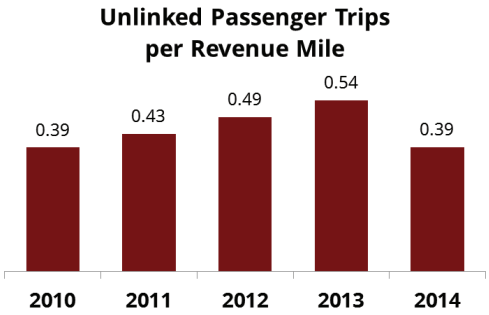


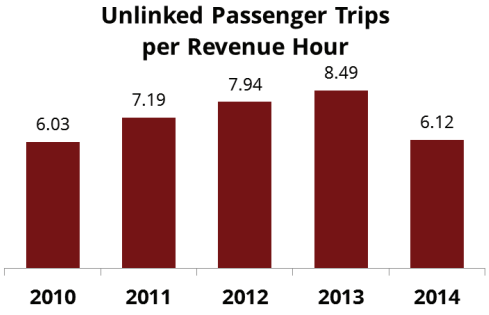
Expenditures in Fiscal Year 2014



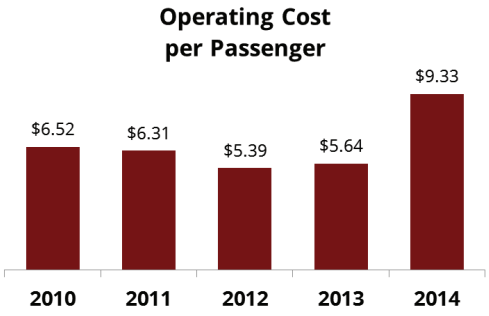
FY 2010–2014 Performance Measures[4]

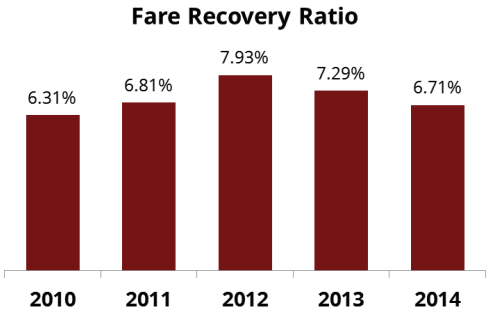
Productivity in the Past 5 Years





Efficiency in the Past 5 Years





Projects in the 2015–2018 STIP[5]

Implementation Year	Project Name	Cost
2015	Acquisition Bus Shelters	$32,000
2015	Lease Bus Stations	$24,369
2015	Preventive Maintenance	$342,022
2015	Non-fixed route ADA paratransit	$154,310
2015	Security training	$15,431
2015	Operating assistance	$1,740,190
2016	Acquisition Bus Shelters	$32,000
2016	Lease Bus Stations	$25,587
2016	Preventive Maintenance	$374,007
2016	Non-fixed route ADA paratransit	$159,390
2016	Security training	$15,894
2016	Operating assistance	$1,745,474
2017	Acquisition Bus Shelters	$32,000
2017	Lease Bus Stations	$25,587
2017	Preventive Maintenance	$386,049
2017	Non-fixed route ADA paratransit	$163,708
2017	Security training	$15,894
2017	Operating assistance	$1,788,582
2018	Acquisition Bus Shelters	$32,000
2018	Lease Bus Stations	$27,378
2018	Preventive Maintenance	$386,049
2018	Non-fixed route ADA paratransit	$168,619
2018	Security training	$16,863
2018	Operating assistance	$1,851,074

Data Sources:

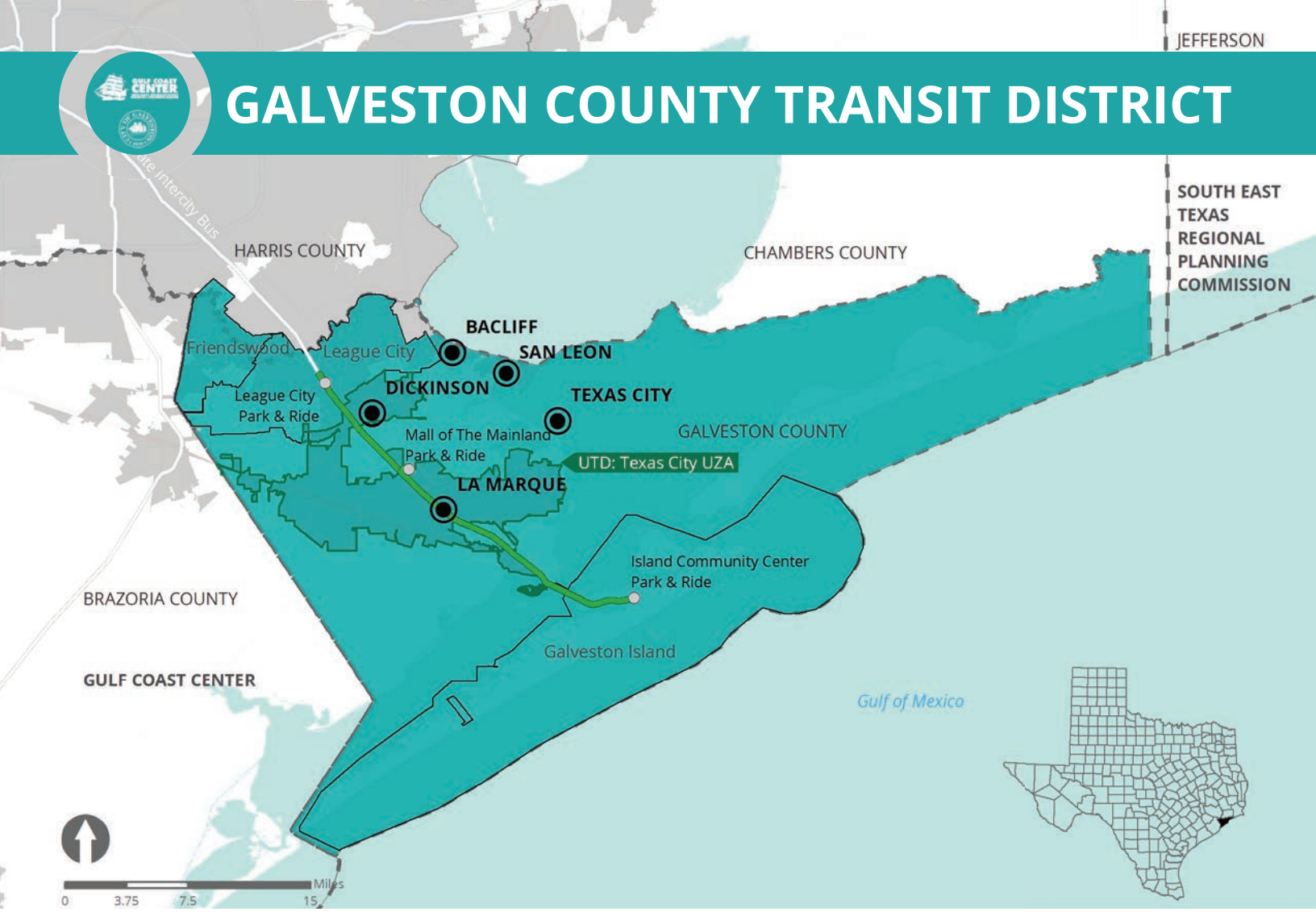
[1] Texas A&M Transportation Institute, Urban Gap Analysis using U.S. Census 2010 data.
[2] U.S. Census Bureau, American Community Survey 2009–2013 5-Year Estimates and 2010 Census Summary File 1.
[3] U.S. Census Bureau, 2010 and 2013 TIGER/Line Shapefiles: Places, and Urban Areas.
[4] Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011–2014 Data.
[5] Texas Department of Transportation, Proposed 2015–2018 District Statewide Transportation Improvement Programs.

Last Updated Date:
December 18, 2015

Texas A&M Transportation Institute

Texas Department of Transportation

GALVESTON COUNTY TRANSIT DISTRICT



The Galveston County Transit District (GCTD) is a political subdivision of Texas that Texas Transportation Code Chapter 458 authorized to establish in 2010, and therefore receives state funds for transit services. Based on the results of the 2010 U.S. Census, Hurricane Ike caused the City of Galveston to lose its status as a small urbanized area (UZA) and an urban transit district (UTD). Taking over the remaining parts of Galveston County from the Gulf Coast Center, GCTD was created to assist in the planning, funding, and development of regional transit access for all of Galveston County.

GCTD serves as a rural transit district for rural areas in Galveston County and serves as a UTD for the Texas City UZA. GCTD does not operate transit services directly; instead, through interlocal agreements, GCTD passes allocated urban funds to the Gulf Coast Center (GCC) and allocates rural funds to the Gulf Coast Center and the City of Galveston.

GCC, through its transportation program Connect Transit, operates demand-response service in the mainland of Galveston County, and the fixed-route service Mainland Transit and ADA paratransit service within the city limits of Bacliff, Dickinson, La Marque, San Leon, and Texas City. Under an interlocal agreement with GCC, Harris County Rides provides taxi service to seniors and people with disabilities in Pearland, League City, and Friendswood.

The City of Galveston operates fixed-route bus and ADA paratransit services for Galveston Island through Island Transit. Connect Transit and Island Transit jointly deliver the park-and-ride commuter service Island Connect for riders to travel among Galveston Island, League City, and Texas City.

The Galveston County Transit District Board of Directors is comprised of 13 members appointed by 13 municipal governments in Galveston County, which include Bacliff, Bayou Vista, Bolivar Peninsula, Clear Lake Shores, Dickinson, Galveston, Hitchcock, Jamaica Beach, Kemah, La Marque, San Leon, Santa Fe, and Tiki Island.

Rural Transit District

- Service Area Population[1]: 67,297
- Service Area Land Area[2]: 249 Sq. Miles
- Unlinked Passenger Trips[3]: 860,922
- Revenue Fleet[3]: 25 Vehicles

For Galveston Mainland
(Provider: Gulf Coast Center)

- Service Area Population[1]: 19,119
- Service Area Land Area[2]: 208 Sq. Miles

For Galveston Island
(Provider: the City of Galveston)

- Service Area Population[1]: 48,178
- Service Area Land Area[2]: 41 Sq. Miles

Gulf Coast Center Services

Service Information

Commuter Bus Service (Island Connect)

Two Island Connect routes connect League City, Texas City in Galveston County to Galveston Island.

One-Way Fare:

- Mall of the Mainland P&R: $2.00
- League City P&R: $4.00

Fare Media:

Exact Change

Ticket Pass

Demand-Response Service

For the general public.

Available in the rural areas of mainland Galveston County.

Reservation must be made five business days in advance and up to 1 hour before.

One-Way Fare Structure:

- Base Fare: $1.00
- Extra Fare[a] *(in addition to base fare)*: $2.50

Fare Media:

Exact Change

Ticket Book

Note:
[a] For trips to the Veteran's Hospital in Harris County.

Operating Time
(Excluding Holidays)

Operating Days by Mode

	MON	TUE	WED	THU	FRI		
	MON	TUE	WED	THU	FRI		

Operating Hours by Mode

5:30 a.m. 9:45a.m. 12:30p.m. 8:25 p.m.

7:00 a.m. 5:00 p.m.

The City of Galveston Services

Service Information

Local Bus Service (Island Transit)

Seven fixed bus routes available within the city limits of Galveston.

One-Way Fare Structure:

- Base Fare: $1.00
- Discounted Fares[b]: $0.50
- Free Fare[c]

Fare Media:

Exact Change | Ticket Pass | Token

Commuter Bus Service (Island Connect)

Two Island Connect routes connect League City, Texas City in Galveston County to Galveston Island.

One-Way Fare:

- Mall of the Mainland P&R: $2.00
- League City P&R: $4.00

Fare Media:

Exact Change | Ticket Pass

ADA Paratransit Service (DART)

Available in area within 3/4-mile on both sides of the fixed-route services.

Reservation must be made seven days in advance and up to 4:00 p.m. (weekday) or 5:00 p.m. (weekend) before.

One-Way Fare: $1.00

Fare Media:

Exact Change | Ticket Book | Ticket Pass

Notes:

[b] People with disabilities, seniors (65+), Medicare cardholders, and students.

[c] Children under 6 with paying customer.

Operating Time
(Excluding Holidays)

Operating Days by Mode

	MON	TUE	WED	THU	FRI	SAT	SUN
Bus	MON	TUE	WED	THU	FRI	SAT	SUN
Paratransit	MON	TUE	WED	THU	FRI	SAT	SUN
Commuter Bus	MON	TUE	WED	THU	FRI		

Operating Hours by Mode

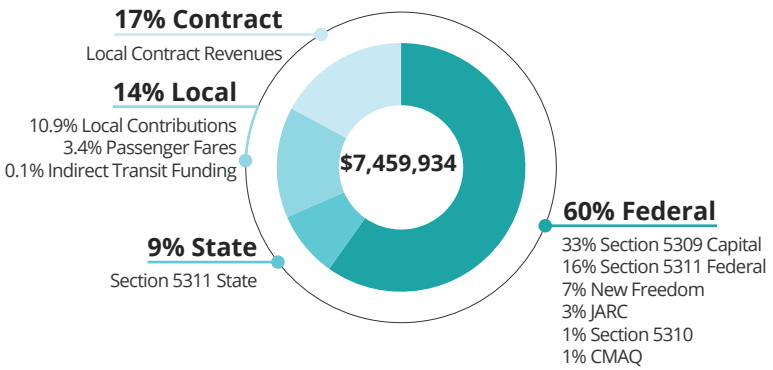
Bus	6:00 a.m.	11:30 p.m.	MON – SAT
Bus	8:00 a.m.	7:00 p.m.	SUN
Paratransit	6:00 a.m.	11:30 p.m.	MON – SAT
Paratransit	8:00 a.m.	7:00 p.m.	SUN
Commuter Bus	5:30 a.m.	9:45a.m.	12:30p.m.	8:25 p.m.	

Address 4352 E.F. Lowry Expressway
Texas City, TX 77591

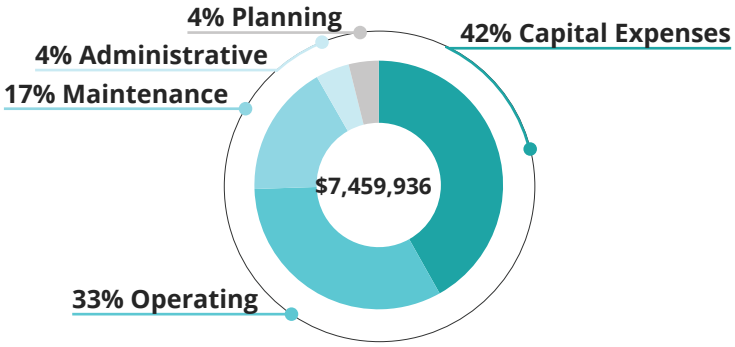
Contact James Hollis
Transportation Director
Phone: (409) 944-4446
E-mail: jamesh@gcmhmr.com

FY 2014 Financial Status[3]

Revenues in Fiscal Year 2014



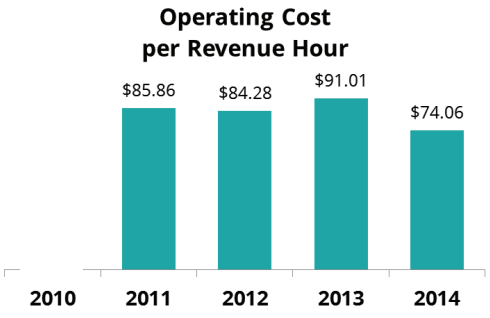
Expenditures in Fiscal Year 2014



FY 2010–2014 Performance Measures[3]

Productivity in the Past 5 Years

Efficiency in the Past 5 Years



Urban Transit District

- Service Area Population[1]: 106,383
- Service Area Land Area[2]: 76 Sq. Miles
- Unlinked Passenger Trips[3]: 187,671
- Revenue Fleet[3]: 15 Vehicles

Urban Transit District Services

Service Information

Local Bus Service (Mainland Transit)

Eight fixed bus routes available within the city limits of Texas City, La Marque, Dickinson, Bacliff, and San Leon.

One-Way Fare Structure:

- Base Fare: $1.00
- Discounted Fares[a]: $0.50

Fare Media:

Exact Change

Ticket Pass

ADA Paratransit Service

Available in area within 3/4-mile on both sides of the fixed route services.

Reservation must be made five business days in advance and up to 5:00 p.m. before.

One-Way Fare: $2.00

Fare Media:

Exact Change

Demand-Response Service

For the general public.

Available in the Texas City UZA.

Reservation must be made five business days in advance and up to 1 hour before.

One-Way Fare Structure:

- Base Fare: $1.00
- Extra Fare[b] *(in addition to base fare)*: $2.50

Fare Media:

Exact Change

Ticket Book

Notes:

[a] People with disabilities, seniors (65+), Medicare cardholders, and students.

[b] For trips to the Veteran's Hospital in Harris County.

Operating Time
(Excluding Holidays)

Operating Days by Mode

MON	TUE	WED	THU	FRI	SAT	
MON	TUE	WED	THU	FRI		
MON	TUE	WED	THU	FRI		

Operating Hours by Mode

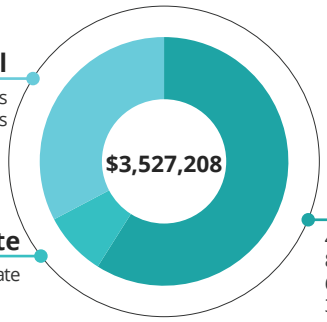
6:00 a.m.	6:15 p.m.	WKD
9:00 a.m.	7:00 p.m.	SAT
6:00 a.m.	6:00 p.m.	
7:00 a.m.	5:00 p.m.	

Address 4352 E.F. Lowry Expressway
Texas City, TX 77591

Contact James Hollis
Transportation Director
Phone: (409) 944-4446
E-mail: jamesh@gcmhmr.com

FY 2014 Financial Status[3]

Revenues in Fiscal Year 2014

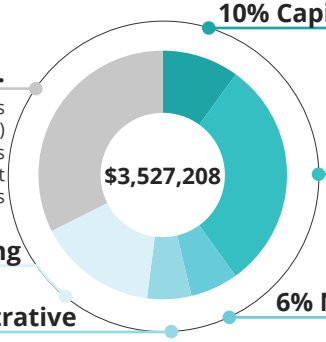


33% Local
25% Local Contributions
8% Passenger Fares

8% State
Section 5311 State

59% Federal
40% Section 5307 & 5311 Federal
8% CMAQ
6% Section 5309 Capital
3% Section 5310
2% New Freedom

Expenditures in Fiscal Year 2014



10% Capital Expenses

32% Purchased Trans.
23.8% Island Transit for P&R services
4.3% Cab Service 5307 project (JARC)
2.8% New Freedom From Harris County Riders
2.3% Great Houston Cab Service 5310 Project
0.1% JARC from Harris County Riders

30% Operating

16% Planning

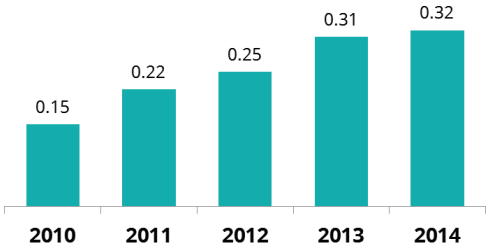
4% Administrative

6% Maintenance

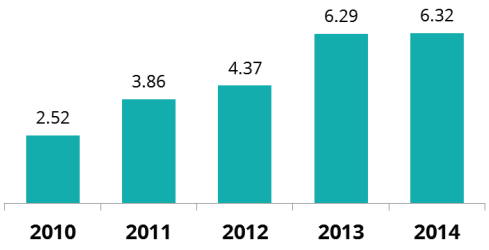
FY 2010–2014 Performance Measures[3]

Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile



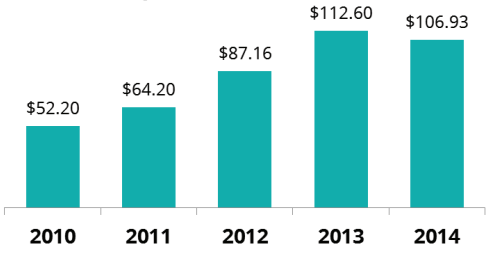
Unlinked Passenger Trips per Revenue Hour



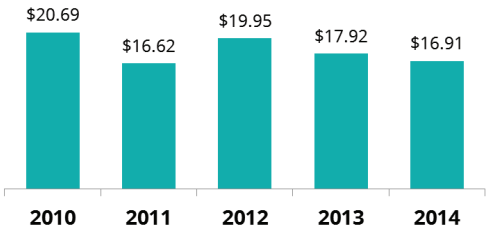
Efficiency in the Past 5 Years

Operating Cost per Revenue Mile

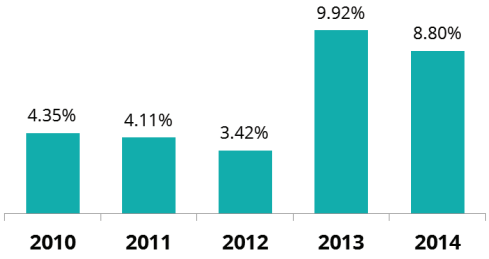
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



Projects in the 2015–2016 STIP[4]

Implementation Year	Project Name	Cost
2015	"City of Galveston Transit Preventive Maintenance (Year 2)"	$812,989
2016	"City Of Galveston Transit Preventative Maintenance (Year 3)"	$845,508

Data Sources:

[1] U.S. Census Bureau, American Community Survey 2009–2013 5-Year Estimates and 2010 Census Summary File 1.

[2] U.S. Census Bureau, 2010 and 2013 TIGER/Line Shapefiles: Places, and Urban Areas.

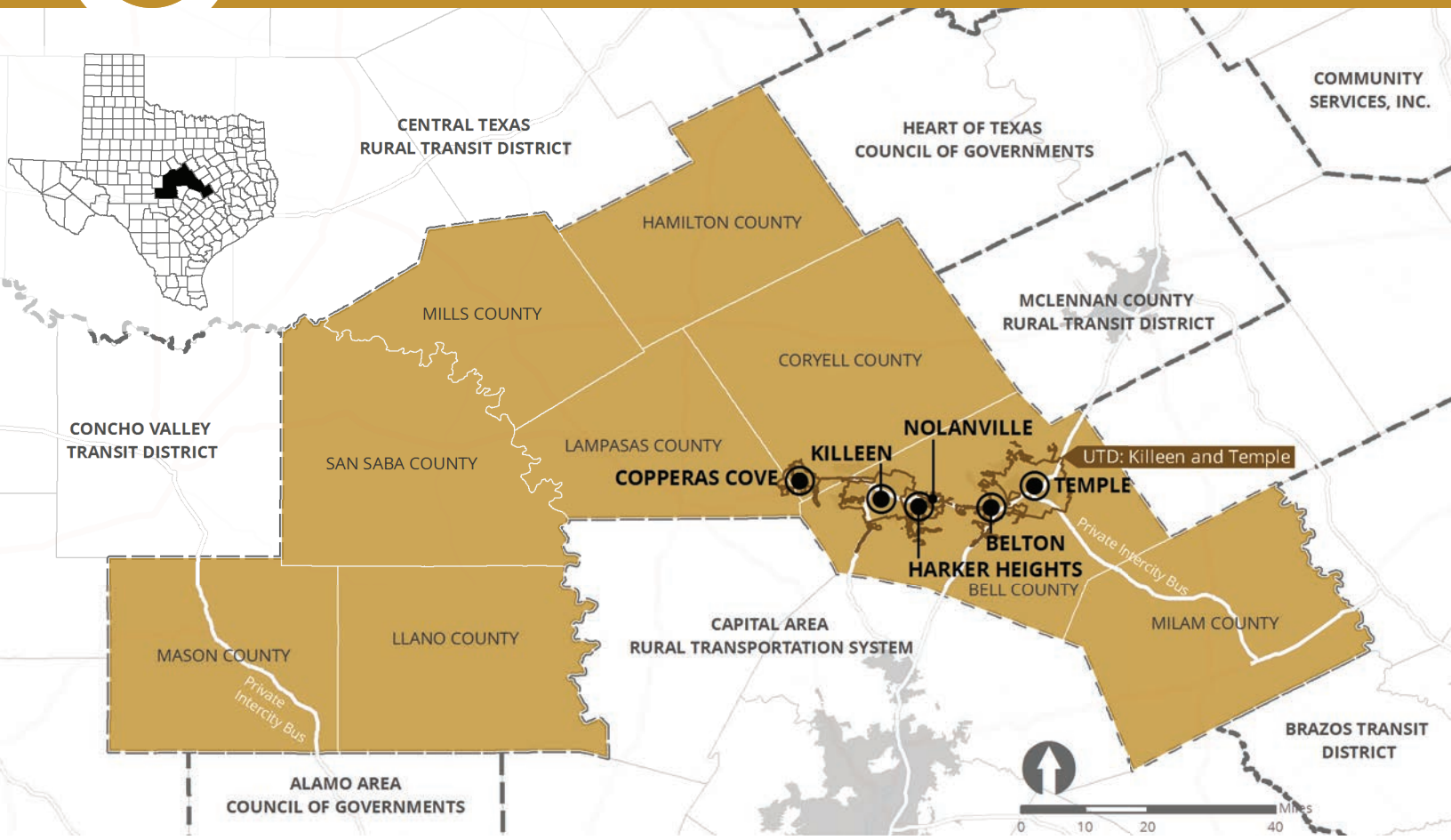
[3] Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011–2014 Data.

[4] Texas Department of Transportation, Proposed 2015–2018 District Statewide Transportation Improvement Programs.

Last Updated Date:

December 18, 2015

HILL COUNTRY TRANSIT DISTRICT



The Hill Country Transit District (HCTD), a political subdivision of the State of Texas, is a regional public transportation provider. Texas Transportation Code Chapter 458 authorizes HCTD to receive state funds for the provision of public transit services. HCTD serves as a rural transit district (RTD), serving nine counties, which include rural Bell, rural Coryell, Hamilton, Lampasas, Llano, Mason, Milam, Mills, and San Saba Counties. HCTD also serve as an urban transit district (UTD) for the Killeen and Temple urbanized areas (UZAs).

HCTD operates a regional transit system, the HOP, through three divisions: the Rural Division, Killeen Urban Division, and Temple Urban Division. The Rural Division provides demand-response service in the counties named above.

The Killeen Urban Division operates both fixed route and complementary ADA paratransit service (Special Transit Service) within the city limits of Copperas Cove, Harker Heights, and Killeen. The Killeen Urban Division's service area covers 83.6 percent of the population and 72.1 percent of the land area[1] of the Killeen UZA. The Temple Urban Division operates both fixed route and complementary ADA paratransit service (Special Transit Service) within the city limits of Belton and Temple, covering 89.6 percent of the population and 82.6 percent of the land area[1] of the Temple UZA.

Arrow Trailways of Texas and Greyhound Lines, Inc., operate private intercity bus services in HCTD's service area. The HOP can provide connections to the services.

Each county served by HCTD and each municipality of the urban area appoint a representative, which must be an elected official, to the governing board of HCTD. Regional transportation services are coordinated through the Central Texas Regional Transit Advisory Committee for Central Texas State Planning Region 23 and the Central Texas Metropolitan Planning Organization. HCTD has representation in both planning organizations.

Rural Transit District

- Service Area Population[2]: 171,138
- Service Area Land Area[3]: 8,276 Sq. Miles
- Unlinked Passenger Trips[4]: 165,041
- Revenue Fleet[4]: 67 Vehicles

Rural Transit District Service

Service Information

Demand-Response Service

For the general public.

Available in the HCTD rural service area, including rural Bell and Coryell Counties, as well as Hamilton, Lampasas, Llano, Mason, Milam, Mills, and San Saba Counties.

Reservation may be made up to 14 days in advance and through 5 p.m. the day before service is requested.

One-Way Fare Structure:

- Base Fare:
  0-10 Miles: $1.00
  11-25 Miles: $3.00
  26-50 Miles: $6.00
  51-75 Miles: $9.00
  76-100 Miles: $12.00
  101-125 Miles: $15.00
  126-150 Miles: $18.00
- Free Fare[a]

Fare Media:

Exact Change

Note:
[a] Seniors (60+).

Operating Time
(Excluding Holidays)

Operating Days by Mode

MON | TUE | WED | THU | FRI

Operating Hours by Mode

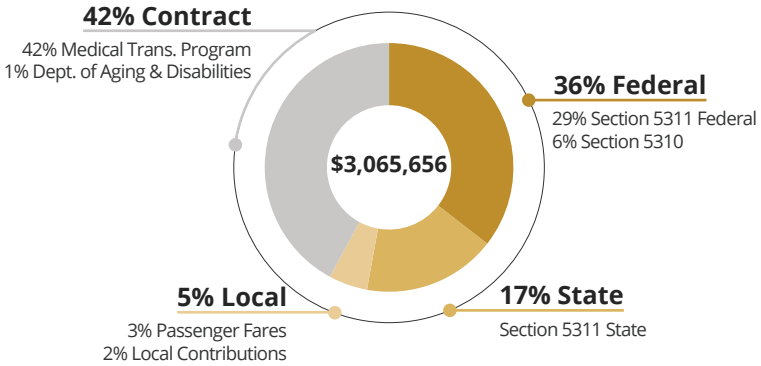
7 a.m. — 4 p.m.

Address | PO Box 217
San Saba, TX 76877

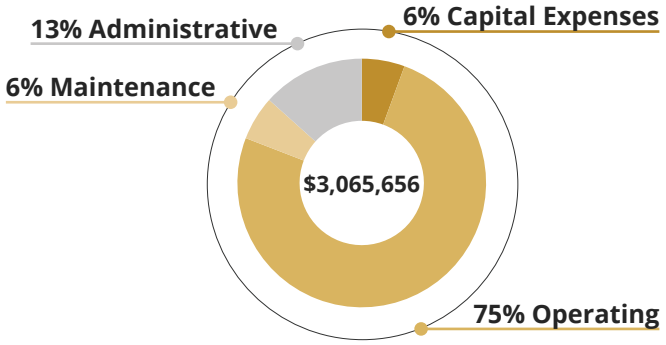
Contact | Carole Warlick
General Manager
Phone: (325) 372-4677
E-mail: cwarlick@takethehop.com

FY 2014 Financial Status[4]

Revenues in Fiscal Year 2014

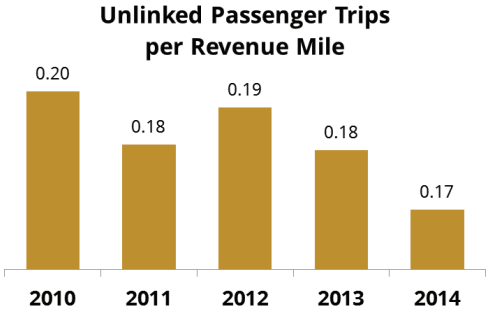


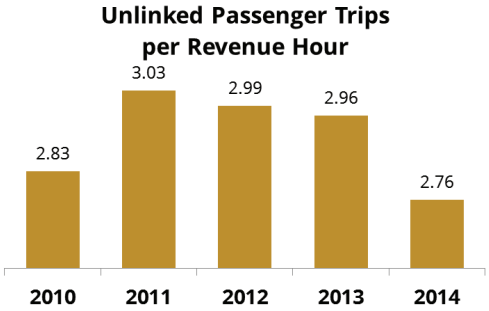
Expenditures in Fiscal Year 2014



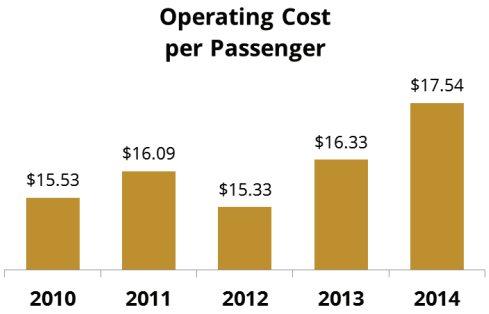
FY 2010–2014 Performance Measures[4]

Productivity in the Past 5 Years





Efficiency in the Past 5 Years



Urban Transit District

For Killeen UZA
(Operator: Killeen Urban Division)

- Service Area Population[2]: 191,269
- Service Area Land Area[3]: 87 Sq. Miles
- Unlinked Passenger Trips[4]: 574,409
- Revenue Fleet[4]: 49 Vehicles

For Temple UZA
(Operator: Temple Urban Division)

- Service Area Population[2]: 86,524
- Service Area Land Area[3]: 89 Sq. Miles
- Unlinked Passenger Trips[4]: 216,045
- Revenue Fleet[4]: 37 Vehicles

Urban Transit District Services

Service Information

Local Bus Service (Fixed Route)

13 fixed routes serving Killeen, Harker Heights, Copperas Cove, Belton, and Temple, including:

- Six routes in Killeen,
- One route in Harker Heights,
- One route in Copperas Cove,
- Three routes in Temple,
- One route in Belton, and
- One route connecting Killeen and Copperas Cove.

One-Way Fare Structure:

- Base Fare: $1.00
- Discounted Fare[b]: $0.50
- Free Fare[c]

Fare Media:

Exact Change | Ticket Book | Ticket Pass | Token

Notes:
[b] People with disabilities, seniors (60+), eligible Medicare cardholders, and Children (2–12).
[c] Children (0–2).

Regional Bus Service (Fixed Route)

One commuter/connector route connecting Harker Heights, Belton and Temple.

One-Way Fare Structure:

- Base Fare: $1.00
- Discounted Fare[b]: $0.50
- Free Fare[c]

Fare Media:

Exact Change | Ticket Book | Ticket Pass | Token

ADA Paratransit Service (Special Transit)

Available within the city limits of Nolanville, Harker Heights, Killeen, Copperas Cove, Belton, and Temple.

Reservation must be made up to 14 days in advance and up through 5 p.m. the day before.

One-Way Fare: $2.00

Fare Media:

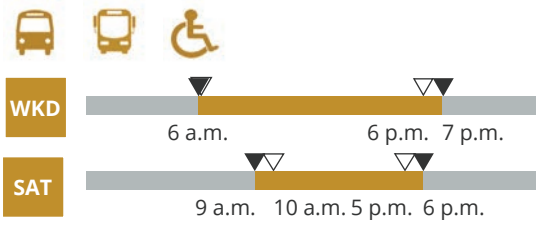
Exact Change | Ticket Book | Ticket Pass | Token

Operating Time
(Excluding Holidays)

Operating Days by Mode

	MON	TUE	WED	THU	FRI	SAT	
	MON	TUE	WED	THU	FRI	SAT	
	MON	TUE	WED	THU	FRI	SAT	

Operating Hours by Mode



▼ Killeen Urban Division hours
▽ Temple Urban Division hours

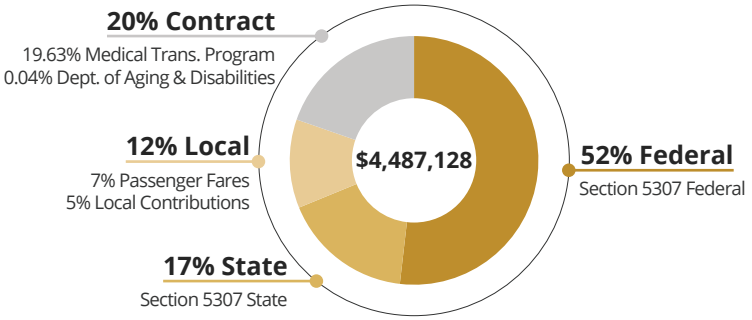
Killeen Urban Division Services

Address | PO Box 217
San Saba, TX 76877

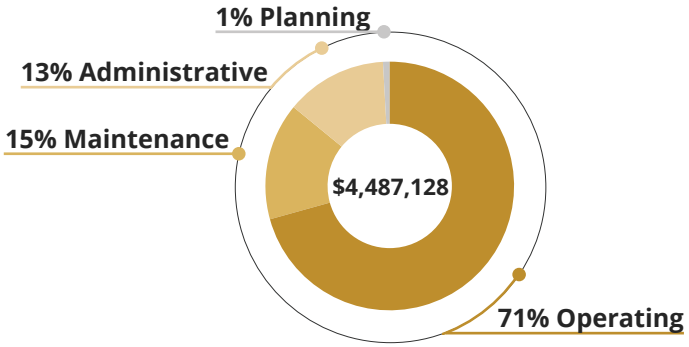
Contact | Carole Warlick
General Manager
Phone: (325) 372-4677
E-mail: cwarlick@takethehop.com

FY 2014 Financial Status[4]

Revenues in Fiscal Year 2014

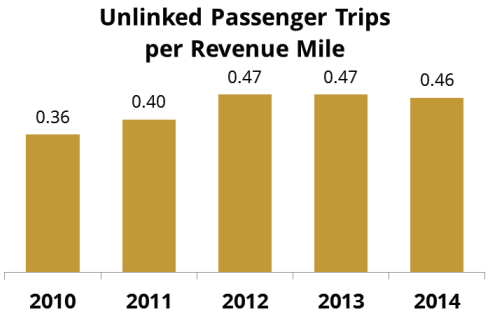


Expenditures in Fiscal Year 2014

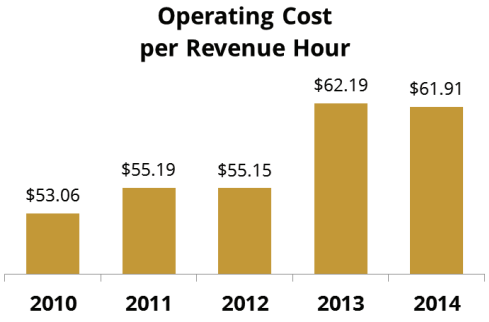


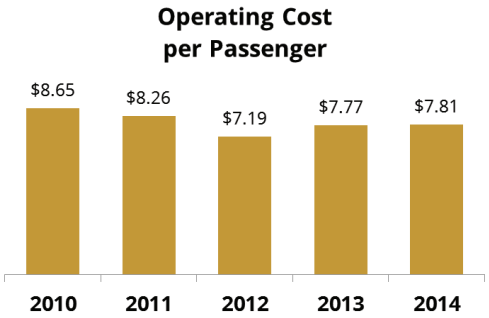
FY 2010–2014 Performance Measures[4]

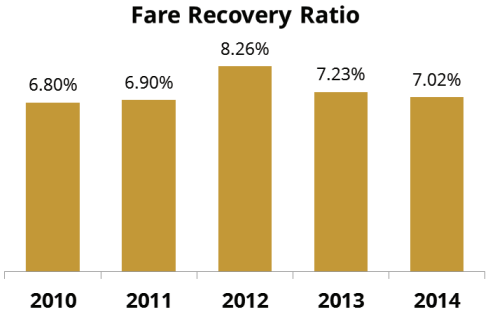
Productivity in the Past 5 Years



Efficiency in the Past 5 Years







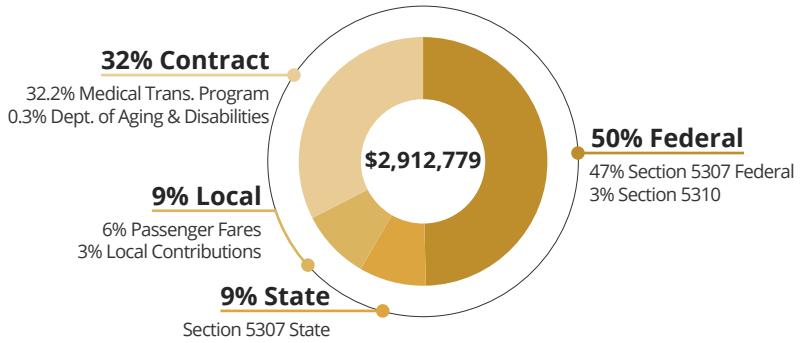
Address | PO Box 217
San Saba, TX 76877

Contact | Carole Warlick
General Manager
Phone: (325) 372-4677
E-mail: cwarlick@takethehop.com

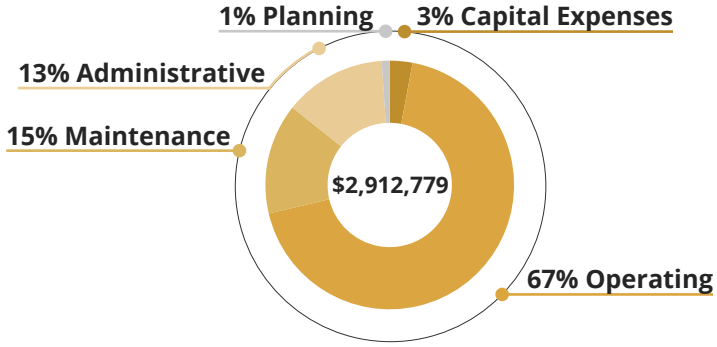
Temple Urban Division Services

FY 2014 Financial Status[4]

Revenues in Fiscal Year 2014

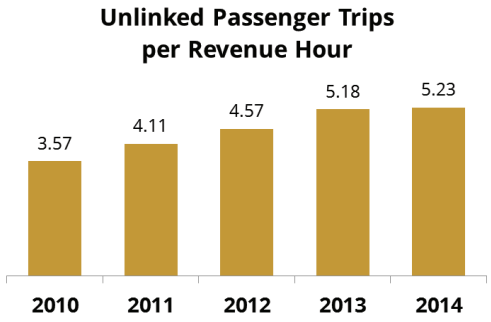


Expenditures in Fiscal Year 2014

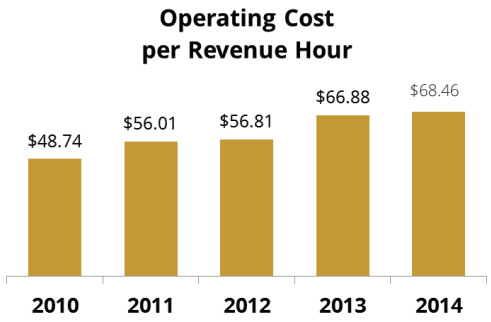


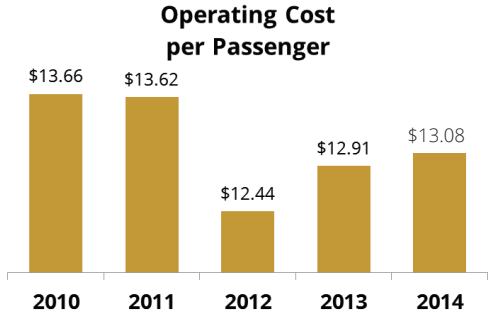
FY 2010–2014 Performance Measures[4]

Productivity in the Past 5 Years



Efficiency in the Past 5 Years





Projects in the 2015–2018 STIP[5]

Implementation Year	Project Name	Cost
2015	Operating Activities for Hill Country Transit (K)	$3,906,074
2015	Planning Activities for Hill Country Transit (K)	$41,208
2015	Capital Preventive Maintenance for Hill Country Transit (K)	$899,910
2015	Other Capital, communication equipment, surveillance/security equipment, hardware (K)	$12,500
2015	Revenue Rolling Stock (K)	$131,250
2015	Capital Preventive Maintenance for Hill Country Transit (K)	$2,500
2015	Revenue Rolling Stock (K)	$290,148
2015	Operating activities for Hill Country Transit (T)	$2,403,800
2015	Planning Activities for Hill Country Transit (T)	$31,310
2015	Capital Preventive Maintenance for Hill Country Transit (T)	$493,890
2015	Other Capital, communication equipment, surveillance/security equipment, hardware (T)	$12,500
2015	Revenue Rolling Stock (T)	$131,250
2015	Capital Preventive Maintenance for Hill Country Transit rolling stock (T)	$2,500
2016	Operating Activities for Hill Country Transit (K)	$3,945,135
2016	Planning Activities for Hill Country Transit (K)	$41,620
2016	Capital Preventive Maintenance for Hill Country Transit (K)	$908,909
2016	Other Capital, communication equipment, surveillance/security equipment, hardware (K)	$12,500
2016	Revenue Rolling Stock (K)	$132,563
2016	Capital Preventive Maintenance for Hill Country Transit (K)	$2,500
2016	Revenue Rolling Stock (K)	$293,049
2016	Operating activities for Hill Country Transit (T)	$2,427,838
2016	Planning Activities for Hill Country Transit (T)	$31,623
2016	Capital Preventive Maintenance for Hill Country Transit (T)	$498,829

Continue on the next page

Projects in the 2015-2018 STIP[5] (Cont'd)

Implementation Year	Project Name	Cost
2016	Other Capital, communication equipment, surveillance/security equipment, hardware (T)	$12,500
2016	Revenue Rolling Stock (T)	$132,563
2016	Capital Preventive Maintenance for Hill Country Transit rolling stock (T)	$2,500
2016	Revenue Rolling Stock (T)	$811,336
2017	Operating Activities for Hill Country Transit (K)	$3,984,586
2017	Planning Activities for Hill Country Transit (K)	$42,036
2017	Capital Preventive Maintenance for Hill Country Transit (K)	$917,998
2017	Other Capital, communication equipment, surveillance/security equipment, hardware (K)	$12,500
2017	Revenue Rolling Stock (K)	$133,889
2017	Capital Preventive Maintenance for Hill Country Transit (K)	$2,500
2017	Revenue Rolling Stock (K)	$295,980
2017	Operating activities for Hill Country Transit (T)	$2,452,116
2017	Planning Activities for Hill Country Transit (T)	$31,940
2017	Capital Preventive Maintenance for Hill Country Transit (T)	$503,818
2017	Other Capital, communication equipment, surveillance/security equipment, hardware (T)	$12,500
2017	Revenue Rolling Stock (T)	$133,889
2017	Capital Preventive Maintenance for Hill Country Transit rolling stock (T)	$2,500
2018	Operating Activities for Hill Country Transit (K)	$4,024,432
2018	Planning Activities for Hill Country Transit (K)	$42,456
2018	Capital Preventive Maintenance for Hill Country Transit (K)	$927,178
2018	Other Capital, communication equipment, surveillance/security equipment, hardware (K)	$12,500
2018	Revenue Rolling Stock (K)	$135,227
2018	Capital Preventive Maintenance for Hill Country Transit (K)	$2,500

Continue on the next page

Projects in the 2015-2018 STIP[5] (Cont'd)

Implementation Year	Project Name	Cost
2018	Revenue Rolling Stock (K)	$298,939
2018	Revenue Rolling Stock (K)	$819,449
2018	Operating activities for Hill Country Transit (T)	$2,476,637
2018	Planning Activities for Hill Country Transit (T)	$32,259
2018	Capital Preventive Maintenance for Hill Country Transit (T)	$508,855
2018	Other Capital, communication equipment, surveillance/security equipment, hardware (T)	$12,500
2018	Revenue Rolling Stock (T)	$135,227
2018	Capital Preventive Maintenance for Hill Country Transit rolling stock (T)	$2,500

Data Sources:

[1] Texas A&M Transportation Institute, Urban Gap Analysis using U.S. Census 2010 data.

[2] U.S. Census Bureau, American Community Survey 2009–2013 5-Year Estimates and 2010 Census Summary File 1.

[3] U.S. Census Bureau, 2010 and 2013 TIGER/Line Shapefiles: Places, and Urban Areas.

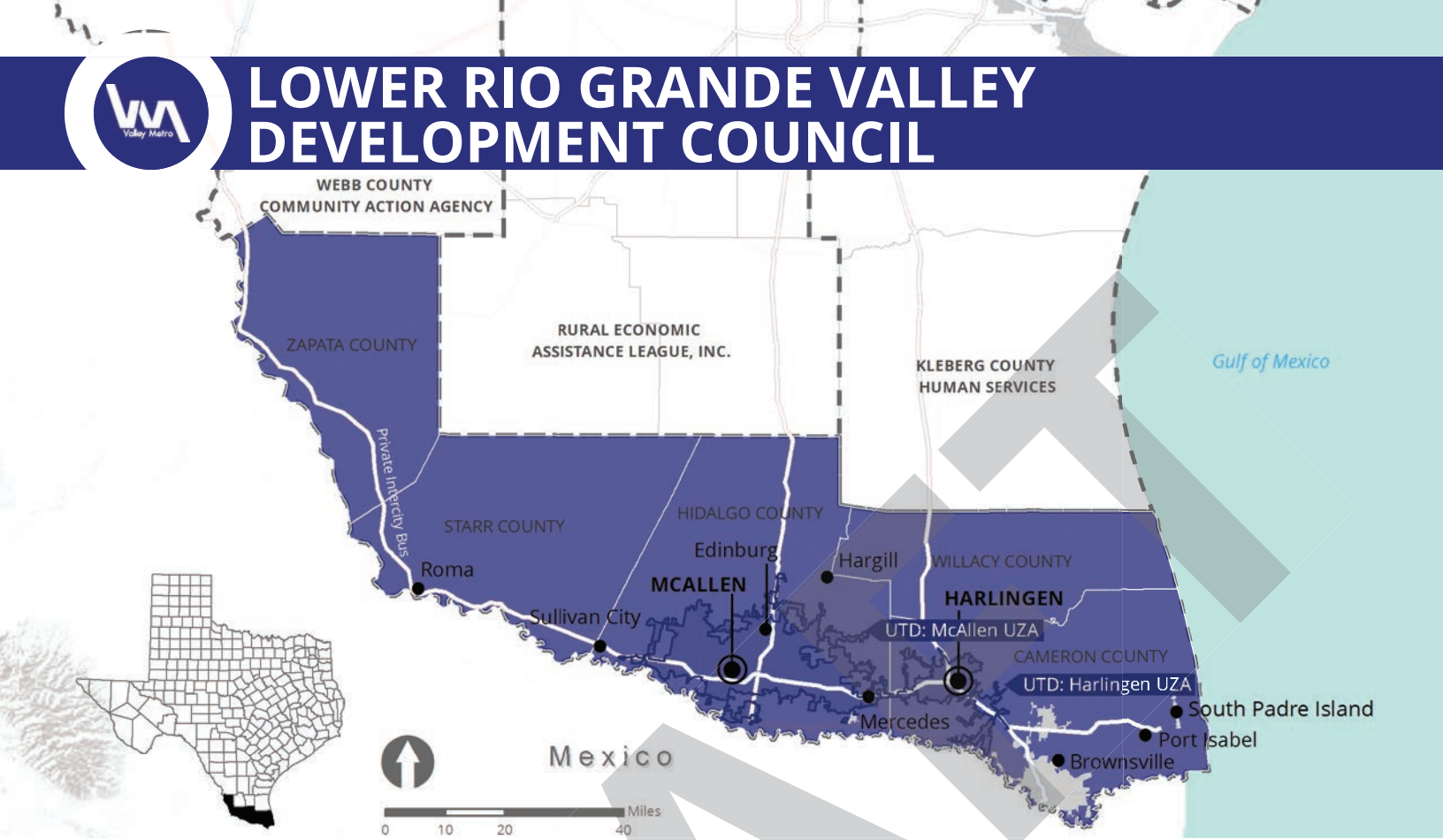
[4] Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011–2014 Data, and HCTD.

[5] Texas Department of Transportation, Proposed 2015–2018 District Statewide Transportation Improvement Programs.

Last Updated Date:

December 18, 2015

LOWER RIO GRANDE VALLEY DEVELOPMENT COUNCIL



The Lower Rio Grande Valley Development Council (LRGVDC) is a political subdivision of Texas that Texas Transportation Code Chapter 458 authorizes, and therefore receives state funds for transit services. LRGVDC serves as a rural transit district (RTD) for Cameron, Hidalgo, Starr, Willacy, and Zapata Counties. Prior to May 2015, the Community Action Council of South Texas (CACST) served Starr and Zapata Counties. LRGVDC resolved to serve as an RTD for Starr and Zapata Counties after CACST discontinued its transit services. LRGVDC serves as an urban transit district for the Harlingen and McAllen urbanized areas (UZAs).

LRGVDC provides transit services to the Harlingen UZA, the McAllen UZA except within the city limits of Progresso, and rural areas within the service boundary through its transportation program, Valley Metro. LRGVDC published the name Valley Metro in June 2011, unifying services that were operated under three different brand names: Rio Metro, Rio Transit, and Harlingen Express. LRGVDC passes a part of the allocated state fund to the City of McAllen under an interlocal agreement. The City of McAllen provides additional transit services for the McAllen UZA within the city limits of McAllen through its transit department, Metro McAllen.

Valley Metro operates demand-response service for Starr, Willacy, and Zapata Counties; fixed-route bus service and the deviated-fixed-route service Flex for the Harlingen and McAllen UZAs; and regional bus service providing connections between rural cities (Roma and Sullivan) and the McAllen UZA; among the McAllen, Harlingen, and Brownsville UZA; and between Port Isabel and the Brownsville UZA.

Metro McAllen operates fixed-route bus and paratransit services within the city limits of McAllen and maintains an international transit terminal facility in downtown McAllen. Metro McAllen, B Metro (operated by the City of Brownsville), and Island Metro (operated by the City of South Padre Island) coordinately deliver a regional bus service, Metro Connect, for residents to travel in Brownsville, Edinburg, Harlingen, McAllen, Mercedes, and South Padre Island.

Valley Transit Company, Inc., operates private intercity bus service in LRGVDC's service area. Both Valley Metro and Metro McAllen can provide connections to the service.

LRGVDC is governed by a 26-member board of directors and has a transportation advisory committee to advise on regional transit services. The McAllen City Council governs Metro McAllen services.

DRAFT

DRAFT

Rural Transit District

- Service Area Population[1]: 213,971
- Service Area Land Area[2]: 4,750 Sq. Miles
- Unlinked Passenger Trips[3]: 69,911
- Revenue Fleet[3]: 10 Vehicles

Rural Transit District Services

Service Information

Regional Bus Service

Four fixed bus routes—Route 21, Route 50, Route 60, and Jag Express Green Line—connect rural areas in LRGVDC's service area to an UZA.

One-Way Fare Structure:

- Base Fare: $1.00
- Discounted Fare[a]: $0.50
- Free Fare[b]

Fare Media:

Exact Change | Ticket Pass

Demand-Response Service

Available in Willacy, Starr, and Zapata Counties.

Reservation must be made at least a day in advance.

One-Way Fare Structure:

- Base Fare: $3.00–$10.00

Fare Media:

Exact Change

Flexible Transit Service (FLEX)

One flex route (Route 11) connecting Hargill and Edinburg.

Reservation must be made at least a day in advance.

One-Way Fare Structure:

- Base Fare: $1.00
- Discounted Fare[a]: $0.50
- Free Fare[b]

Fare Media:

Exact Change | Ticket Pass

Notes:

[a] People with disabilities, seniors (60+), students, and veterans.

[b] All Jag Express routes are free and for other routes, children under 7 and students from the University of Texas-Pan American ride free.

Operating Time
(Excluding Holidays)

Operating Days by Mode

	MON	TUE	WED	THU	FRI	SAT
Regional Bus Service	■	■	■	■	■	■
Demand-Response Service	■	■	■	■	■	
Flexible Transit Service	■	■	■	■	■	■

Operating Hours by Mode

Regional Bus Service	6:00 a.m.	8:00 p.m.
Demand-Response Service	7:00 p.m.	4:00 p.m.
Flexible Transit Service	6:00 a.m.	8:00 p.m.

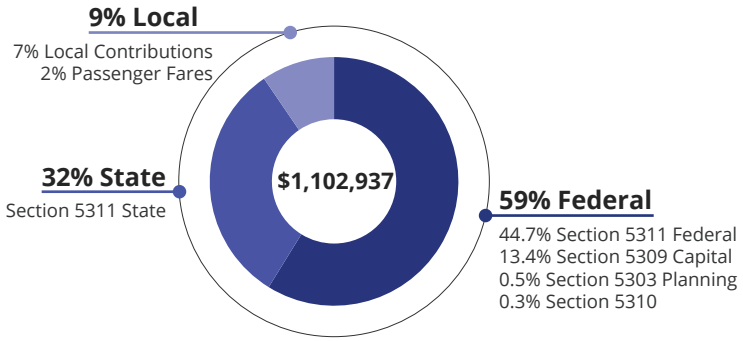
DRAFT

Address | 510 S. Pleasant View Dr.
Weslaco, TX 78596

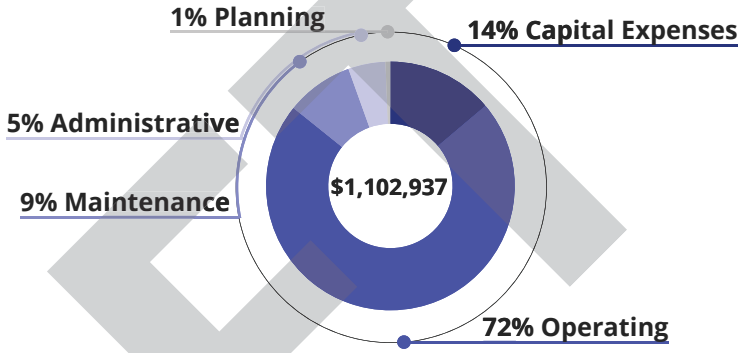
Contact | Tom Logan
Director of Regional Transit Services
Phone: (956) 969-5761
E-mail: tlogan@lrgvdctransit.org

FY 2014 Financial Status[3]

Revenues in Fiscal Year 2014

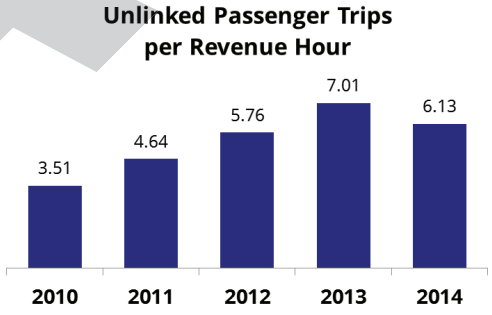


Expenditures in Fiscal Year 2014

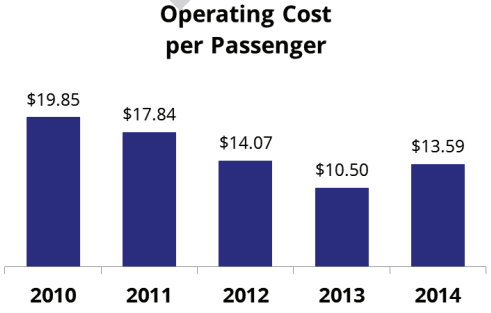


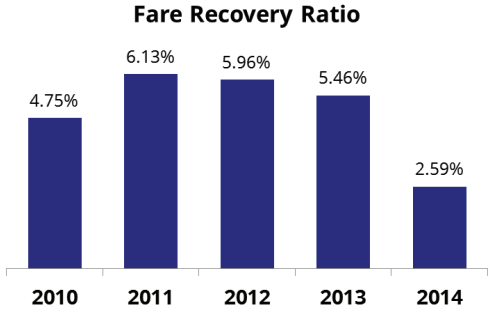
FY 2010–2014 Performance Measures[3]

Productivity in the Past 5 Years



Efficiency in the Past 5 Years





DRAFT

DRAFT

Urban Transit District

For Harlingen UZA
(Provider: Valley Metro)

- Service Area Population[1]: 135,663
- Service Area Land Area[2]: 83 Sq. Miles
- Unlinked Passenger Trips[3]: 95,379
- Revenue Fleet[3]: 10 Vehicles

For McAllen UZA
(Providers: Valley Metro and Metro McAllen)

- Service Area Population[1]: 723,423
- Service Area Land Area[2]: 356 Sq. Miles
- Unlinked Passenger Trips[3]: 1,050,954
- Revenue Fleet[3]: 35 Vehicles

Valley Metro Urban Services

Service Information

Local Bus Service

Two fixed bus routes—Route 42 and 44—available within the Harlingen UZA boundary, and two fixed bus routes—Jag Express Purple Line and Yellow Line—available within the McAllen UZA boundary.

One-Way Fare Structure:

- Base Fare: $1.00
- Discounted Fare[a]: $0.50
- Free Fare[b]

Fare Media:

Exact Change | Ticket Pass

Regional Bus Service

Three fixed bus routes—Route 31, 43, and 45—connect McAllen UZA, Harlingen UZA, and Brownsville UZA.

One-Way Fare Structure:

- Base Fare: $1.00
- Discounted Fare[a]: $0.50
- Free Fare[b]

Fare Media:

Exact Change | Ticket Pass

Flexible Transit Service (FLEX)

Four flex routes—Route 40, 41, 45, and 50—available within the Harlingen UZA boundary; and six flex routes—Route 10, 12, 14, 15, 20, and 30—available within the McAllen UZA boundary.

Reservation must be made at least a day in advance.

One-Way Fare Structure:

- Base Fare: $1.00
- Discounted Fare[a]: $0.50
- Free Fare[b]

Fare Media:

Exact Change | Ticket Pass

Notes:

[a] People with disabilities, seniors (60+), students, and veterans.

[b] All Jag Express routes are free and for other routes, children under 7 and students from the University of Texas-Pan American ride free.

Operating Time
(Excluding Holidays)

Operating Days by Mode

	MON	TUE	WED	THU	FRI	SAT
	MON	TUE	WED	THU	FRI	SAT
	MON	TUE	WED	THU	FRI	SAT

Operating Hours by Mode

	6:00 a.m.	8:00 p.m.
	6:00 a.m.	8:00 p.m.
	6:00 a.m.	8:00 p.m.

DRAFT

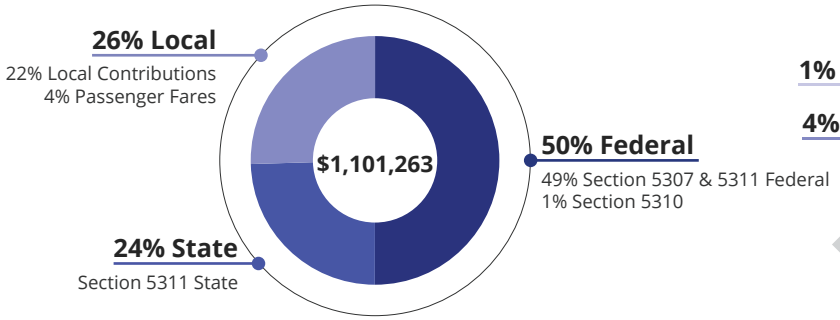
Valley Metro Urban Services

Address | 510 S. Pleasant View Dr.
Weslaco, TX 78596

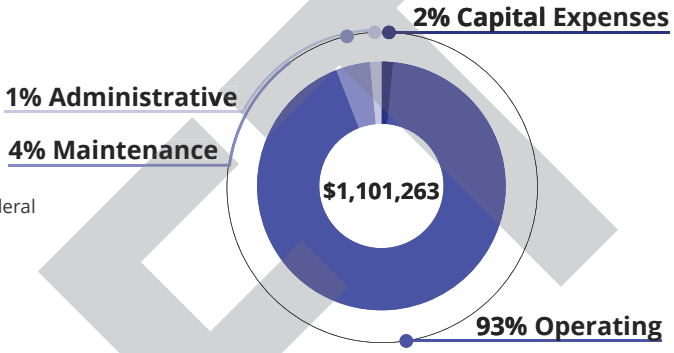
Contact | Tom Logan
Director of Regional Transit Services
Phone: (956) 969-5761
E-mail: tlogan@lrgvdctransit.org

FY 2014 Financial Status[3]

Revenues in Fiscal Year 2014

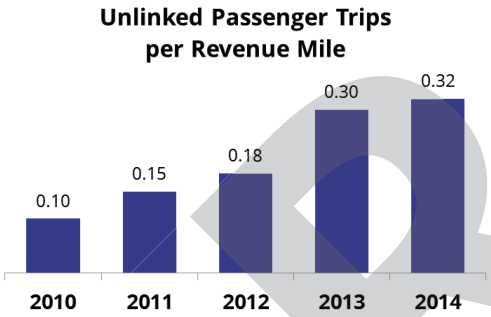


Expenditures in Fiscal Year 2014



FY 2010–2014 Performance Measures[3]

Productivity in the Past 5 Years



Efficiency in the Past 5 Years

DRAFT

Metro McAllen Services

Service Information

Local Bus Service

Seven fixed bus routes available within the city limit of McAllen.

One-Way Fare Structure:

- Base Fare: $1.00
- Discounted Fare[c]: $0.50
- Free Fare[d]

Fare Media:

Exact Change

Regional Bus Service

Three bus lines connect South Padre Island, Brownsville, Harlingen, Mercedes, McAllen and Edinburg.

Fare Structure:

- Day Pass: $5.00[e] or $10.00[f]
- Unlimited 30 Day Pass: $90[e] or $100[f]
- Discounted Pass: $25[e,g]

Fare Media:

Ticket Pass

ADA Paratransit Service

Available within 3/4-mile on both sides of the fixed route services.

Reservation must be made at least a day in advance, up to 7 days in advance.

One-Way Fare Structure:

- Base Fare: $0.50

Fare Media:

Exact Change

Notes:

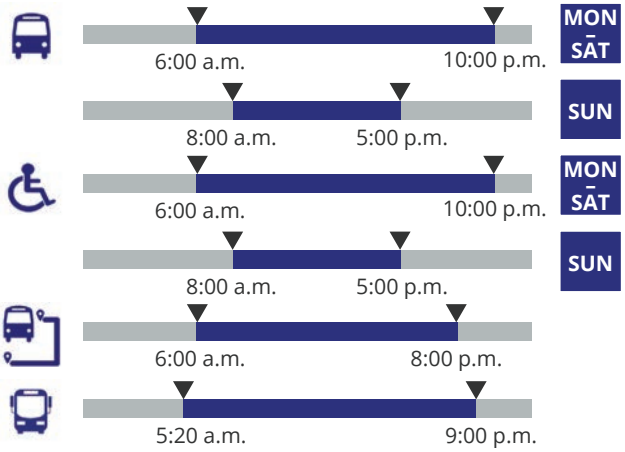
[c] Seniors, students, and Medicare cardholders.
[d] Children under 7.
[e] Metro Connect only.
[f] All regional systems.
[g] Students and faculty members.

Operating Time
(Excluding Holidays)

Operating Days by Mode

	MON	TUE	WED	THU	FRI	SAT	SUN
	MON	TUE	WED	THU	FRI	SAT	
	MON	TUE	WED	THU	FRI	SAT	SUN
	MON	TUE	WED	THU	FRI	SAT	
	MON	TUE	WED	THU	FRI	SAT	SUN

Operating Hours by Mode



DRAFT

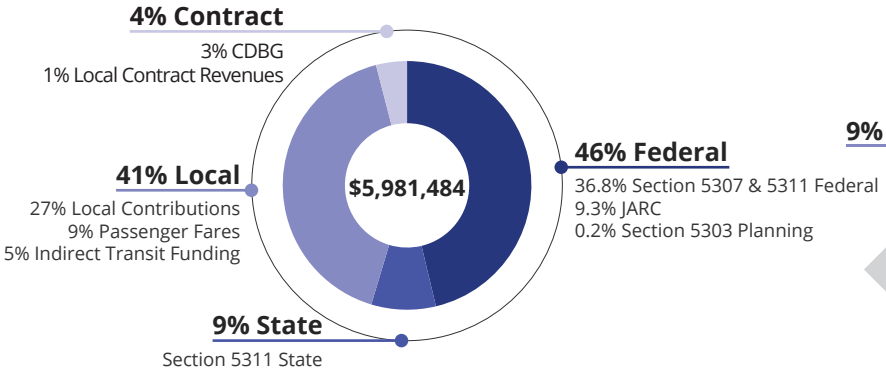
Metro McAllen Services

Address | 510 S. Pleasant View Dr.
Weslaco, TX 78596

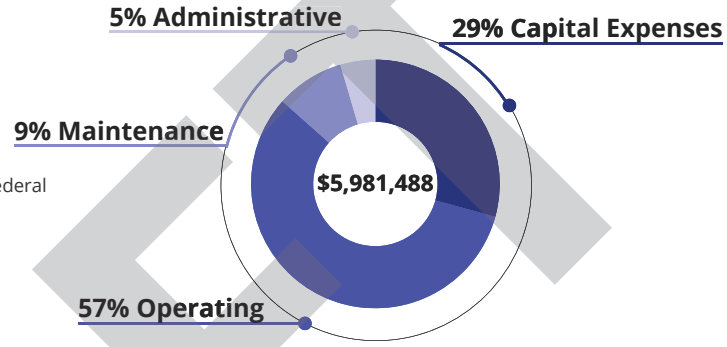
Contact | Tom Logan
Director of Regional Transit Services
Phone: (956) 969-5761
E-mail: tlogan@lrgvdctransit.org

FY 2014 Financial Status[3]

Revenues in Fiscal Year 2014



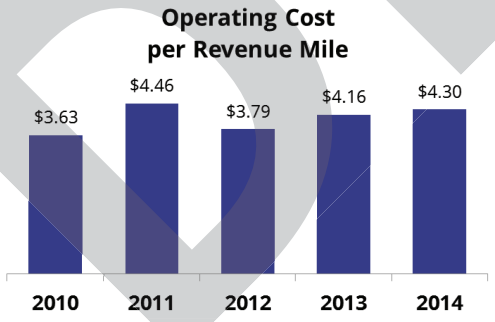
Expenditures in Fiscal Year 2014

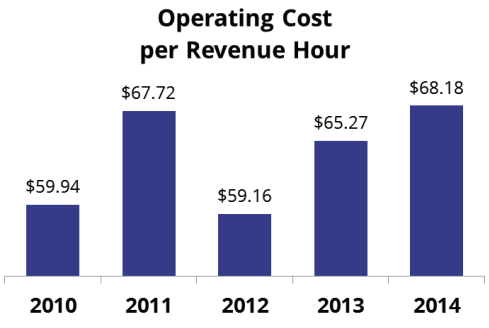


FY 2010–2014 Performance Measures[3]

Productivity in the Past 5 Years

Efficiency in the Past 5 Years





DRAFT

Projects in the 2015–2018 STIP[4]

Implementation Year	Project Name	Cost
2015	Hidalgo County Transit Capital Improvement Program—Edinburg Terminal & Parking Facility	$2,400,029
2015	Capital—Mechanics, Assistants & Preventive Maintenance	$481,250
2015	Operations	$250,709
2015	Hidalgo County Transit Capital Improvement Program—Edinburg Terminal & Parking Facility	$665,461
2015	Capital	$730,155
2015	Hidalgo County Transit Capital Improvement Program	$750,000
2016	Hidalgo County Transit Capital Improvement Program	$2,400,029
2016	Capital—Mechanics, Assistants & Preventive Maintenance	$481,250
2016	Operations	$250,709
2016	Capital	$665,461
2016	Capital	$730,155
2016	Operations	$120,000
2017	Hidalgo County Transit Capital Improvement Program	$2,400,029
2017	Capital—Mechanics, Assistants & Preventive Maintenance	$481,250
2017	Operations	$120,000
2017	Operations	$250,709
2017	Capital	$665,461
2017	Capital	$730,155
2018	Hidalgo County Transit Capital Improvement Program	$2,400,029
2018	Capital—Mechanics, Assistants & Preventive Maintenance	$481,250

Continue on the next page

DRAFT

Projects in the 2015–2018 STIP[4] (Cont'd)

Implementation Year	Project Name	Cost
2018	Operations	$1,200,000
2018	Operations	$250,709
2018	Capital	$665,461
2018	Capital	$730,155

DRAFT

Data Sources:

[1] U.S. Census Bureau, American Community Survey 2009–2013 5-Year Estimates and 2010 Census Summary File 1.

[2] U.S. Census Bureau, 2010 and 2013 TIGER/Line Shapefiles: Places, and Urban Areas.

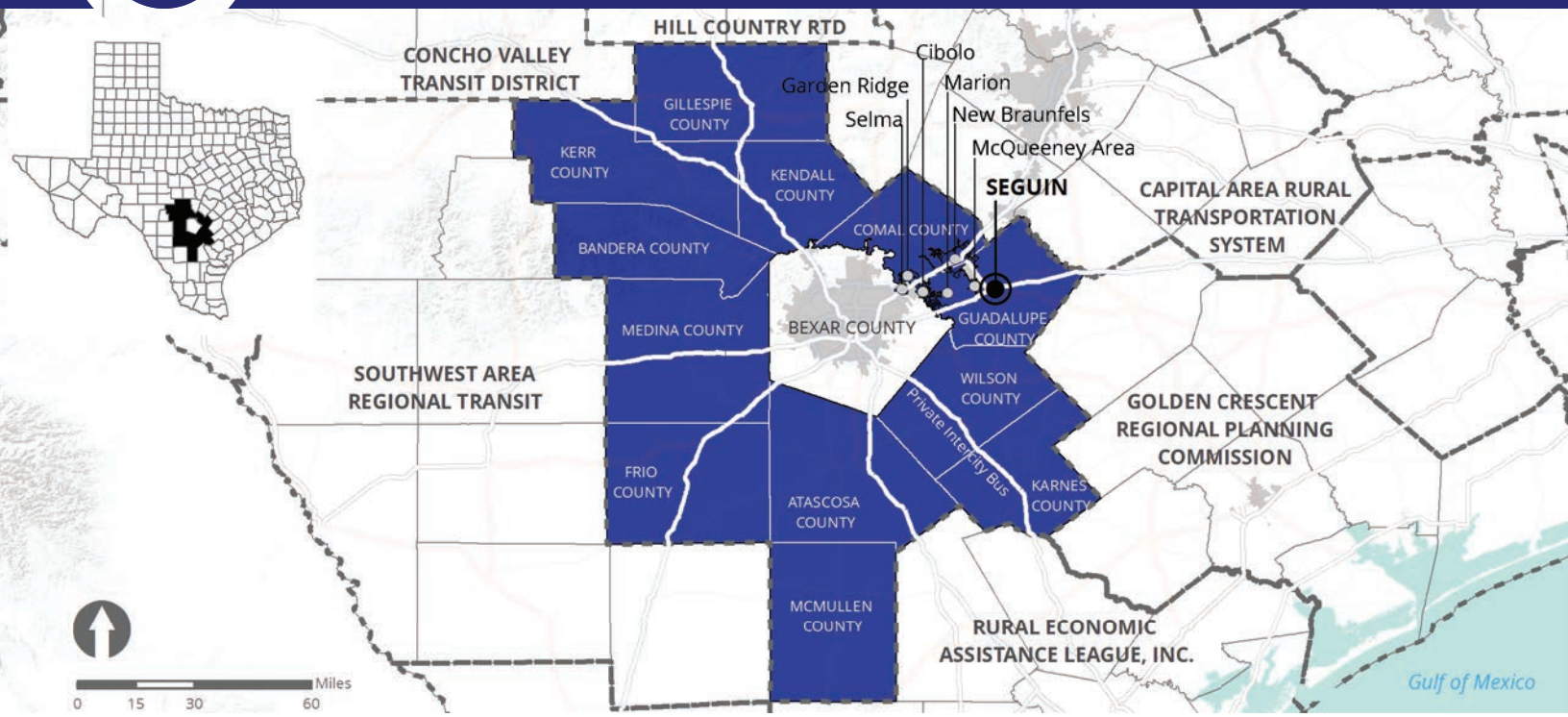
[3] Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011–2014 Data.

[4] Texas Department of Transportation, Proposed 2015–2018 District Statewide Transportation Improvement Programs.

Last Updated Date:

December 18, 2015

ALAMO AREA COUNCIL OF GOVERNMENTS



The Alamo Area Council of Governments (AACOG) is a rural transit district that Texas Transportation Code Chapter 458 authorizes, and therefore receives state funding for rural transit services. AACOG provides transit services through its public transportation program, Alamo Regional Transit (ART), for the rural parts of Comal and Guadalupe Counties and all of Atascosa, Bandera, Frio, Gillespie, Karnes, Kendall, Kerr, McMullen, Medina, and Wilson Counties. ART's service area includes the San Antonio urbanized area (UZA) that VIA Metropolitan Transit (VIA) serves. In Comal and Guadalupe Counties, Cibolo, Garden Ridge, Marion, New Braunfels, Selma, and the McQueeney area wholly or partially became a part of the San Antonio UZA in the 2010 U.S. Census. ART continues providing demand-response service to them under agreements among ART, VIA, and the cities.

ART operates demand-response service for the general public within its service area and accepts trip requests to and from Bexar County. ART also operates the fixed-route bus service Connect Seguin within the city limits of Seguin in Guadalupe County and uses the demand-response service to meet complementary ADA paratransit service requirements. ART provides human service transportation throughout its service area under contracts with a workforce center.

Kerrville Bus Company and Greyhound operate private intercity bus service in ART's service area. ART's Kerrville Bus Station can provide connection to the intercity bus service.

AACOG governs ART with a 33-member board of directors and created the Alamo Regional Transportation Steering Committee to make strategic decisions concerning regional transportation issues.

Rural Transit District

- Service Area Population[1]: 419,823
- Service Area Land Area[2]: 11,173 Sq. Miles
- Unlinked Passenger Trips[3]: 113,161
- Revenue Fleet[3]: 102 Vehicles

Rural Transit District Services

Service Information

Demand-Response Service

For the general public.

Available in:

- the rural parts of Comal and Guadalupe Counties and all of Atascosa, Bandera, Frio, Gillespie, Karnes, Kendall, Kerr, Medina, McMullen, and Wilson Counties.
- Cibolo, Garden Ridge, Marion, New Braunfels, Selma, and the McQueeney area.

Reservation must be made by noon the day before and up to 30 days in advance.

One-Way Fare Structure:

- In-Town: $2.00
- In Same County: $6.00
- One County Over: $8.00
- Two Counties Over: $12.00

Fare Media:

Exact Change

Local Bus Service (Connect Seguin)

One fixed route available within the city limits of Seguin.

One-Way Fare Structure:

- Base Fare: $1.00
- Discounted Fare[a]: $0.50

Fare Media:

Exact Change

ADA Paratransit Service

ART uses the demand-response service to meet ADA requirements, therefore does not operate separate ADA complementary paratransit.

Note:

[a] Students and seniors (60+).

Operating Time
(Excluding Holidays)

Operating Days by Mode

Bus	MON	TUE	WED	THU	FRI		
Demand-Response	MON	TUE	WED	THU	FRI		

Operating Hours by Mode

Bus: 7:00 a.m. – 5:00 p.m.

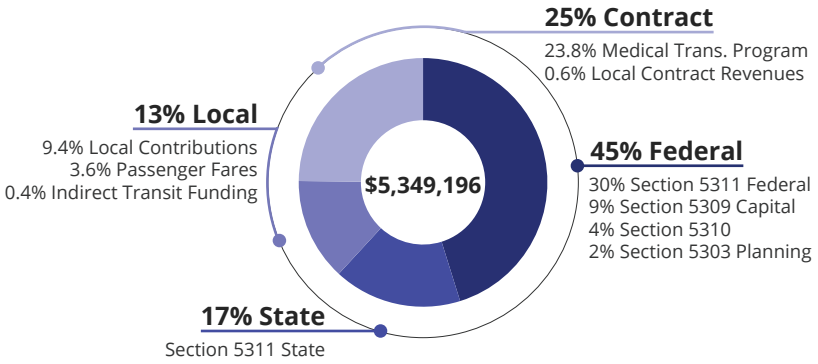
Demand-Response: 7:00 a.m. – 6:00 p.m.

Address | 8700 Tesoro Dr., Ste. 700
San Antonio, TX 78217-6218

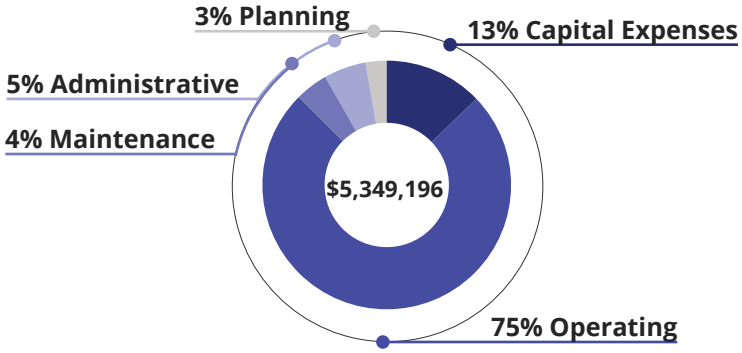
Contact | William L. Moseley
Transportation Director
Phone: (210) 362-5303
E-mail: ejohnson@aacog.com

FY 2014 Financial Status[3]

Revenues in Fiscal Year 2014



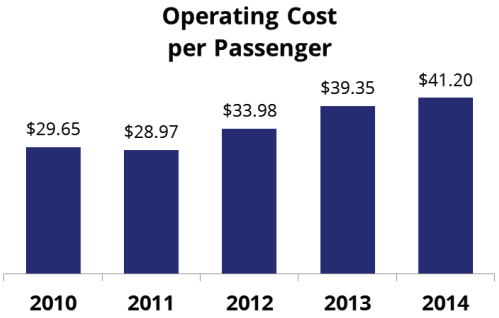
Expenditures in Fiscal Year 2014



FY 2010–2014 Performance Measures[3]

Productivity in the Past 5 Years

Efficiency in the Past 5 Years



Projects in the 2015–2018 STIP[4]

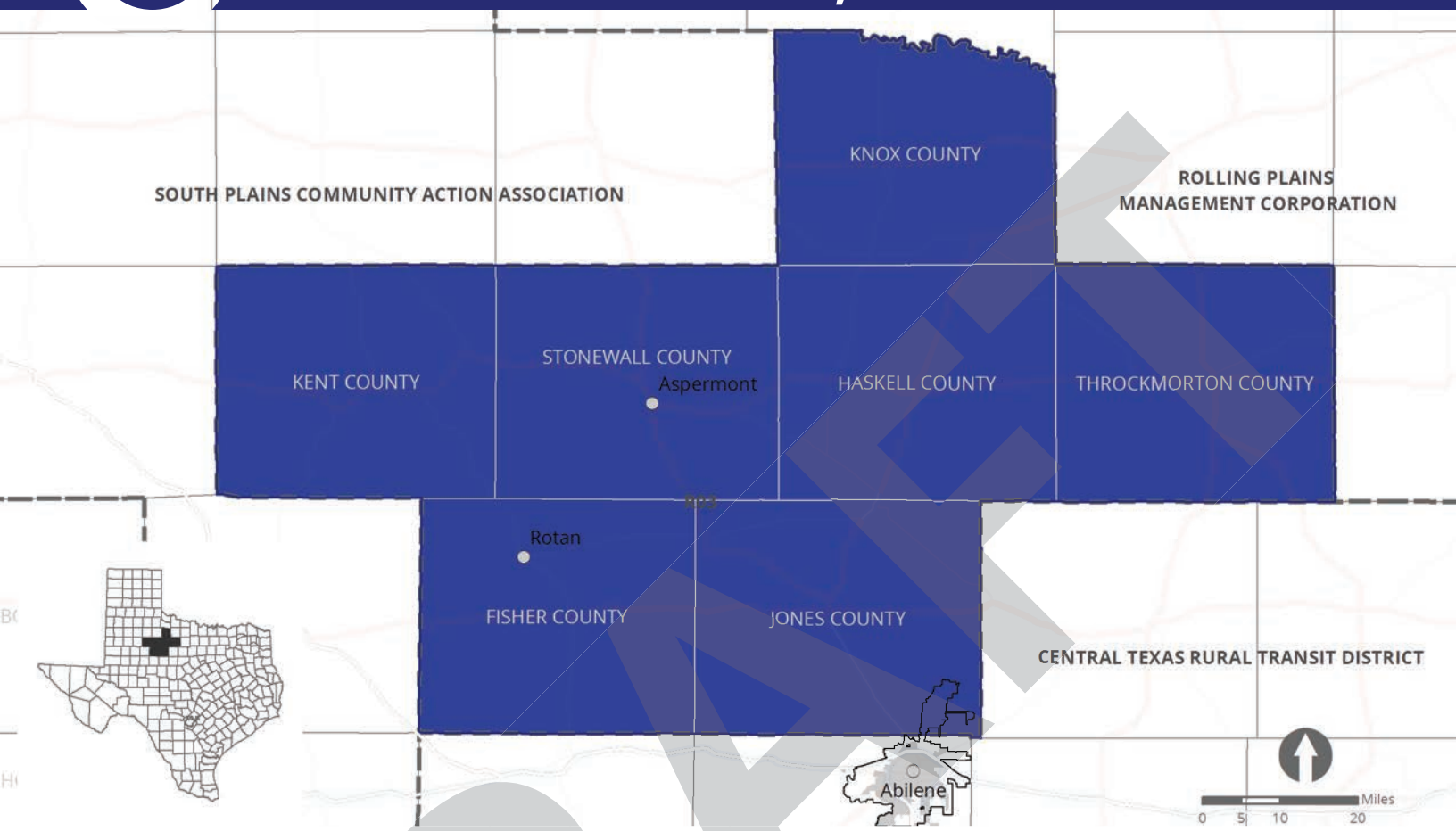
No project listed.

Data Sources:

[1] U.S. Census Bureau, American Community Survey 2009–2013 5-Year Estimates and 2010 Census Summary File 1.
[2] U.S. Census Bureau, 2010 and 2013 TIGER/Line Shapefiles: Places, and Urban Areas.
[3] Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011–2014 data.
[4] Texas Department of Transportation, Proposed 2015–2018 District Statewide Transportation Improvement Programs.

Last Updated Date:
December 18, 2015

ASPERMONT SMALL BUSINESS DEVELOPMENT CENTER, INC.



The Aspermont Small Business Development Center (ASBDC) is a rural transit district that Texas Transportation Code Chapter 458 authorizes, and therefore receives state funding for rural transit services. ASBDC provides demand-response service for the general public in Fisher, Haskell, Jones, Kent, Knox, Stonewall, and Throckmorton Counties through its transportation program, Double Mountain Coach, located in Aspermont. Double Mountain Coach is also a subcontractor of the Central Texas Rural Transit District, providing non-emergency medical transportation for eligible Medicaid participants in the region. In Jones County, the areas within the city limits of Abilene are also served by the public transit system CityLink, operated by the City of Abilene urban transit district.

The ASBDC Board of Directors consists of 21 members from the seven counties. Each county is represented by an elected public official, a representative of low-income population, and a representative of a private group or organization. The ASBDC executive director is responsible for the Double Mountain Coach's overall management and daily operations.

DRAFT

Rural Transit District

- Service Area Population[1]: 37,518
- Service Area Land Area[2]: 6,313 Sq. Miles
- Unlinked Passenger Trips[3]: 16,263
- Revenue Fleet[3]: 16 Vehicles

Rural Transit District Service

Service Information

Demand-Response Service

For the general public and eligible Medicare cardholders.

Available in Fisher, Haskell, Jones, Kent, Knox, Stonewall, and Throckmorton Counties.

Reservation must be made at least a day in advance.

One-Way Fare Structure:

- Within the Same City[a]: $0.50
- From Roby to Abilene: $3.00
- From Rotan to Abilene: $4.00
- Others: Distance-Based

Fare Media:

Exact Change

Ticket Book

Note:
[a] Less than five miles.

DRAFT

Operating Time
(Excluding Holidays)

Operating Days by Mode

MON | TUE | WED | THU | FRI | SAT*

* Non-emergency medical trips only.

Operating Hours by Mode

5:30 a.m. 8:00 a.m. 5:00 p.m. 7:00 p.m.

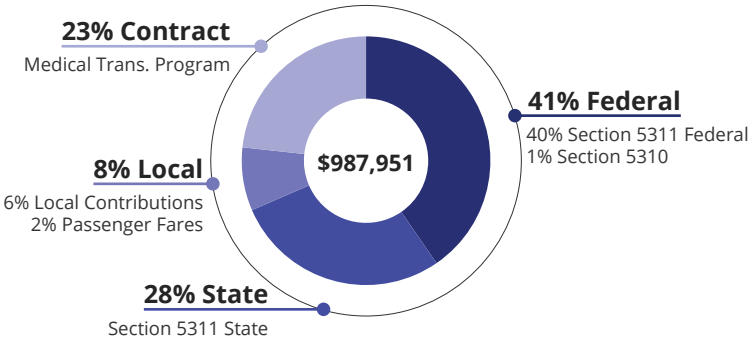
▼ For the general public trips
▽ For non-emergency medical trips

Address 9660 US 83 South
Aspermont, TX 79502

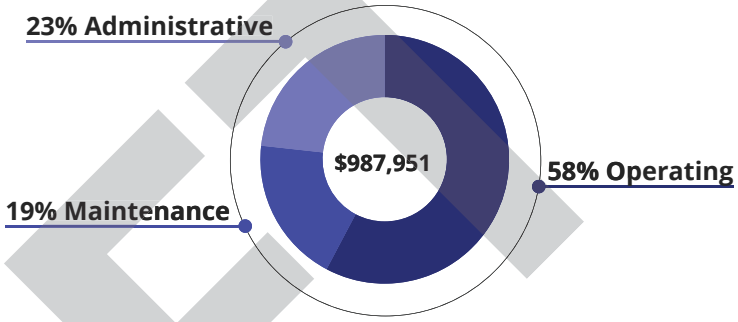
Contact Ricky Ake
Executive Director
Phone: (940) 989-2239
E-mail: kimber766@yahoo.com

FY 2014 Financial Status[3]

Revenues in Fiscal Year 2014

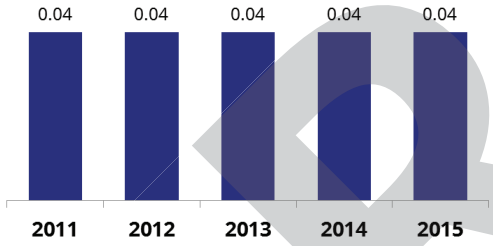


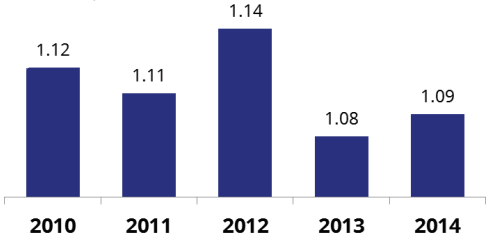
Expenditures in Fiscal Year 2014



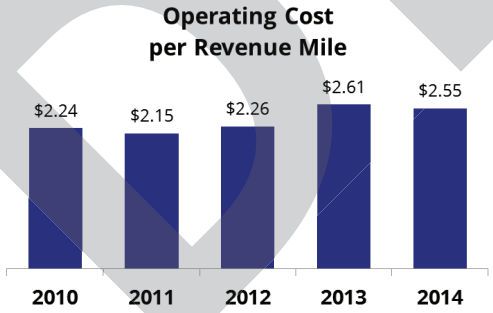
FY 2010–2014 Performance Measures[3]

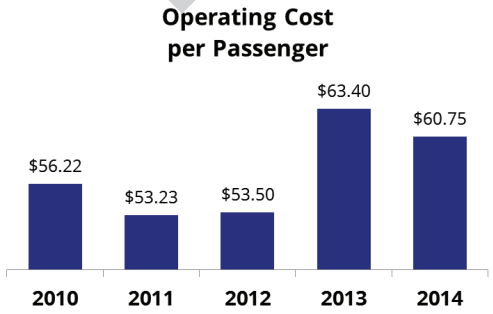
Productivity in the Past 5 Years





Efficiency in the Past 5 Years





DRAFT

Projects in the 2015–2018 STIP[4]

No project listed.

DRAFT

Data Sources:

[1] U.S. Census Bureau, American Community Survey 2009–2013 5-Year Estimates.

[2] U.S. Census Bureau, 2013 TIGER/Line Shapefiles: Places.

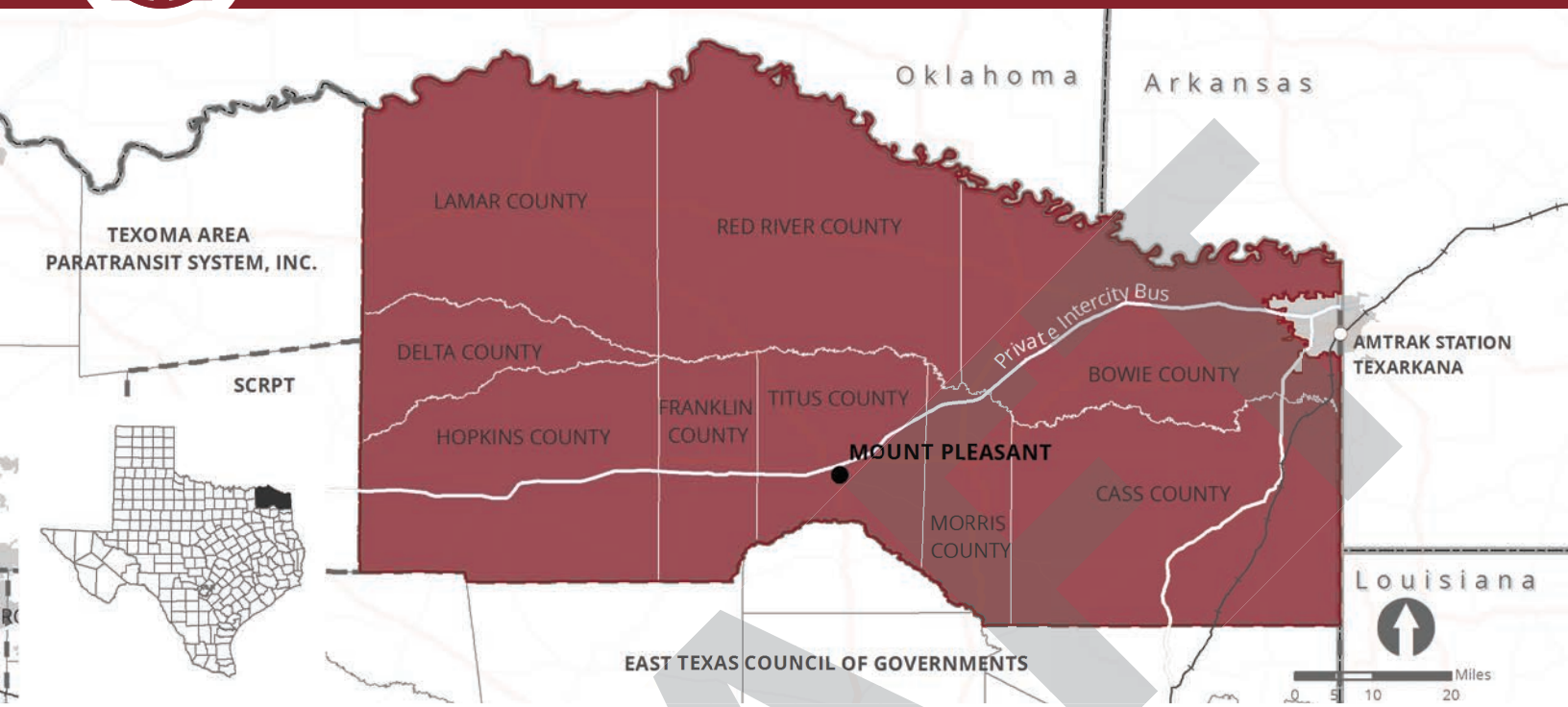
[3] Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011–2014 data.

[4] Texas Department of Transportation, Proposed 2015–2018 District Statewide Transportation Improvement Programs.

Last Updated Date:

December 18, 2015

ARK-TEX COUNCIL OF GOVERNMENTS



The Ark-Tex Council of Governments (ATCOG) is a rural transit district that Texas Transportation Code Chapter 458 authorized to establish in 1989, and therefore receives state funding for rural transit services. ATCOG serves rural areas of Bowie County and all of Cass, Delta, Franklin, Hopkins, Lamar, Morris, Red River, and Titus Counties through its transportation program, TRAX. The urbanized area (UZA) in Bowie County is a part of the Texarkana UZA that crosses the state boundary of Texas and Arkansas. The UZA is served by the Texarkana Urban Transit District (known as T-Line).

TRAX operates demand-response service for the general public within its service area and also deviated-fixed-route bus service within the city limit of Mt. Pleasant in Titus County. One trolley-replica bus is available in Mt. Pleasant for special events. In addition, TRAX is a contractor of Opportunities, Inc., providing human service transportation. TRAX has four dispatching offices in the service area, including the Texarkana office serving Bowie, Cass, and Morris Counties; the Mt. Pleasant office serving Franklin and Titus Counties; the Sulphur Springs office serving Hopkins County; and the Paris office serving Delta, Lamar, and Red River Counties.

The Amtrak passenger rail line and Greyhound intercity bus lines pass through TRAX's service area. TRAX can provide connections to the services.

The ATCOG Executive Committee elects five members that the ATCOG Board of Directors approves to form a subcommittee, Transportation Committee, to set policies and procedures for TRAX services. The Transportation Committee also governs any major decisions or purchases and settles any complaints or grievances for TRAX.

DRAFT

Rural Transit District

- Service Area Population[1]: 229,937
- Service Area Land Area[2]: 5,688 Sq. Miles
- Unlinked Passenger Trips[3]: 134,571
- Revenue Fleet[3]: 80 Vehicles

Rural Transit District Services

Service Information

Flexible Transit Service

One deviated fixed route available within the city limit of Mt. Pleasant.

One-Way Fare Structure:

- Base Fare: $1.00
- Discounted Fares: $0.75[a] or $0.50[b]

Fare Media:

Exact Change

Trolley-Replica Bus Service

Known as Main Street Trolley.

Available within the city limit of Mt. Pleasant, using for special events.

One-Way Fare Structure:

- Base Fare: $1.00
- Discounted Fares: $0.75[a] or $0.50[b]

Fare Media:

Exact Change

Demand-Response Service

For the general public.

Available in rural areas of Bowie County and all of Cass, Delta, Franklin, Hopkins, Lamar, Morris, Red River, and Titus Counties.

Reservation must be made at least a day in advance.

One-Way Fare Structure:

- Base Fare: $1.50
- Discounted Fare[a]: $0.75
- Free Fare[b]

Fare Media:

Exact Change

Notes:

[a] Children and students.
[b] Seniors and people with disabilities.

Operating Time
(Excluding Holidays)

Operating Days by Mode

	MON	TUE	WED	THU	FRI		
SPECIAL EVENT							
	MON	TUE	WED	THU	FRI		

Operating Hours by Mode

8:00 a.m. – 2:30 p.m.

Varies by event

7:00 a.m. – 5:30 p.m.

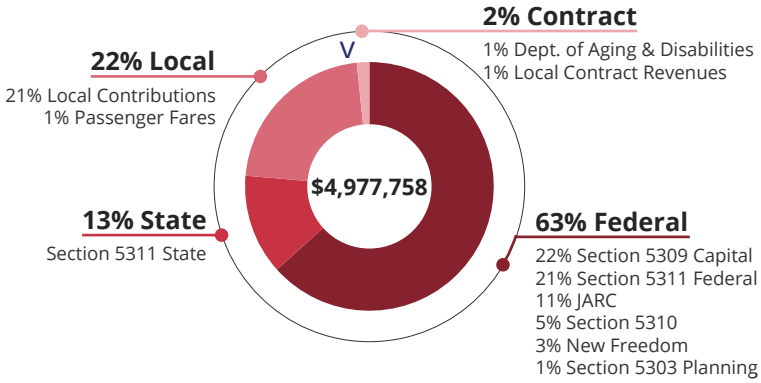
DRAFT

Address P.O. Box 5307
Texarkana, TX 75505-5307

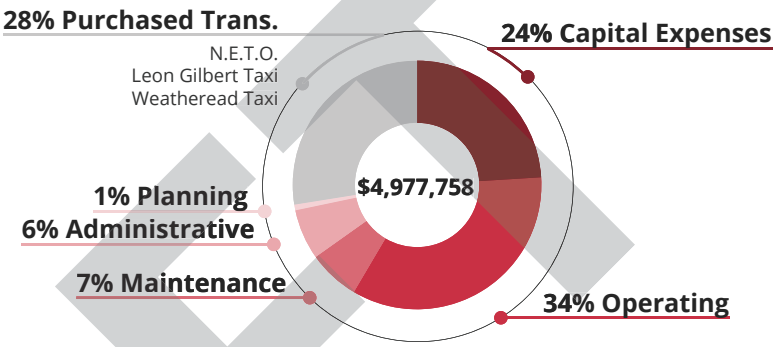
Contact Owetta Walton-Bost,
Transportation Manager
Phone: (903) 255-3530
E-mail: owalton@atcog.org

FY 2014 Financial Status[3]

Revenues in Fiscal Year 2014

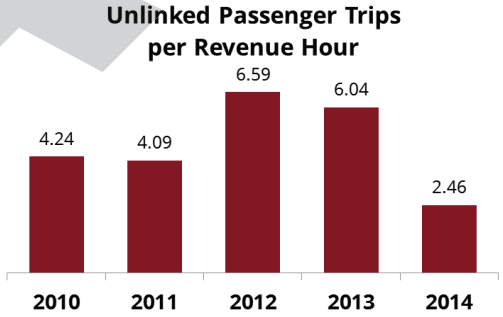


Expenditures in Fiscal Year 2014

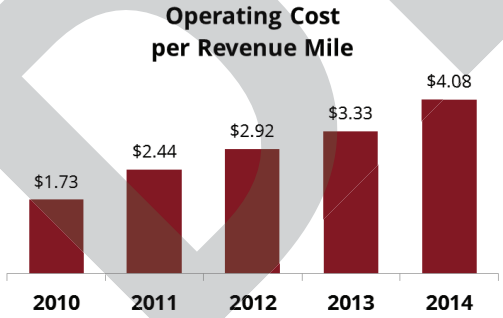


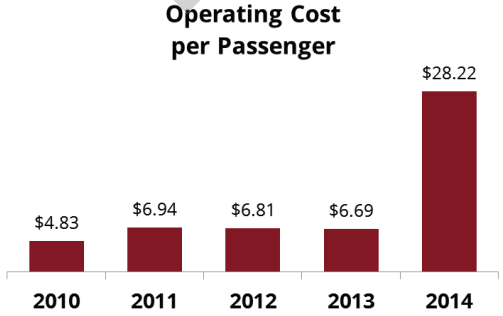
FY 2010–2014 Performance Measures[3]

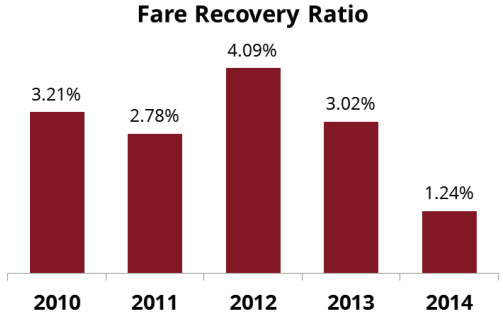
Productivity in the Past 5 Years



Efficiency in the Past 5 Years







DRAFT

Projects in the 2015–2018 STIP[4]

Implementation Year	Project Name	Cost
2015	Operating Assistance (Bowie County)	$685,760
2015	Capital Preventive Maintenance (Bowie County)	$299,525
2015	Capital—Paratransit (Bowie County)	$80,000
2015	Seniors and Individuals with Disabilities (Bowie County)	$152,500
2016	Operating Assistance (Bowie County)	$685,760
2016	Capital Preventive Maintenance (Bowie County)	$299,525
2016	Capital—Paratransit (Bowie County)	$80,000
2016	Seniors and Individuals with Disabilities (Bowie County)	$152,500
2017	Operating Assistance (Bowie County)	$685,760
2017	Capital Preventive Maintenance (Bowie County)	$299,525
2017	Capital—Paratransit (Bowie County)	$80,000
2017	Seniors and Individuals with Disabilities (Bowie County)	$152,500
2018	Operating Assistance (Bowie County)	$685,760
2018	Capital Preventive Maintenance (Bowie County)	$299,525
2018	Capital—Paratransit (Bowie County)	$80,000
2018	Seniors and Individuals with Disabilities (Bowie County)	$152,500

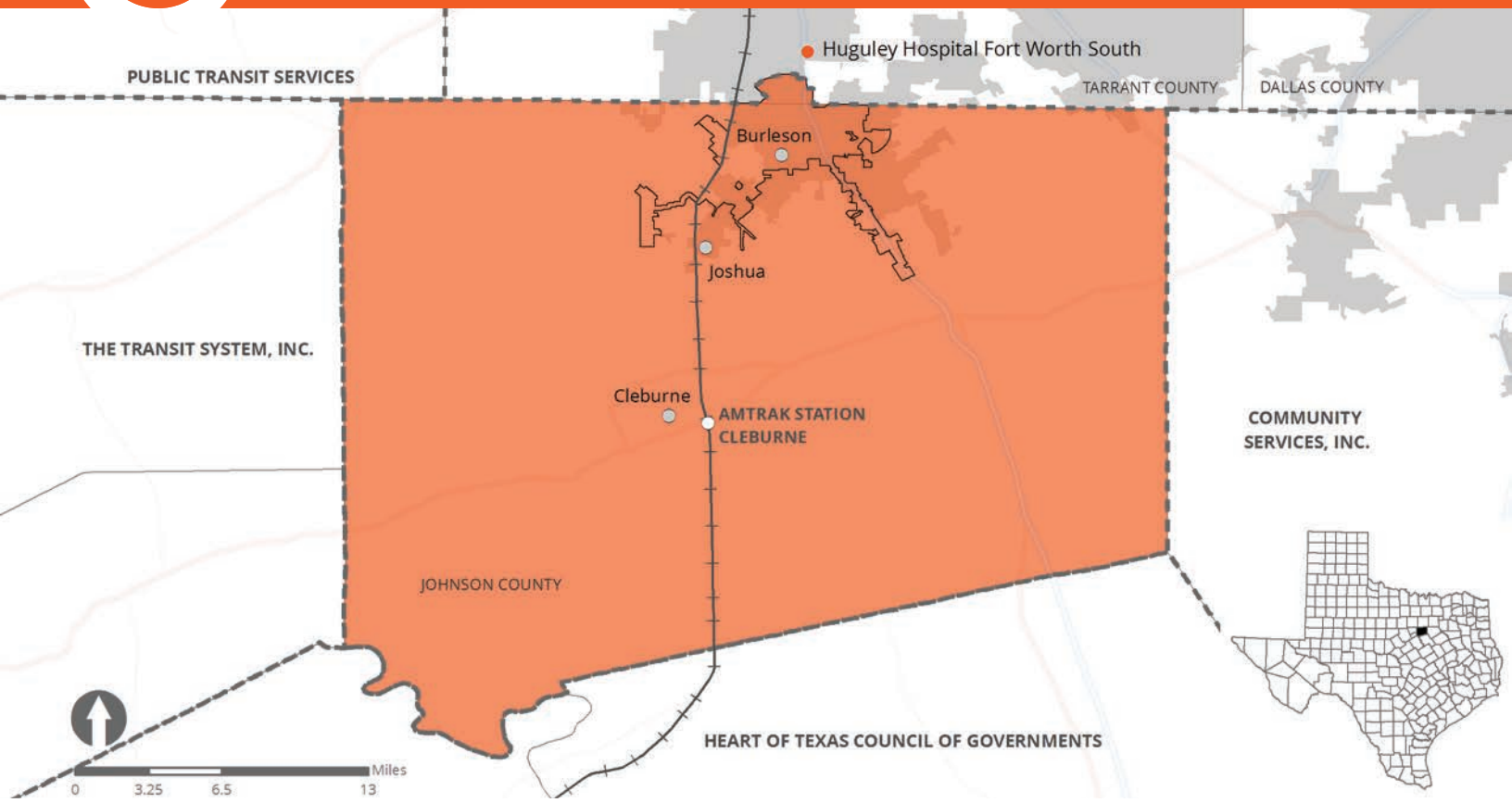
DRAFT

Data Sources:

[1] U.S. Census Bureau, American Community Survey 2009–2013 5-Year Estimates and 2010 Census Summary File 1.
[2] U.S. Census Bureau, 2010 and 2013 TIGER/Line Shapefiles: Places, and Urban Areas.
[3] Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011–2014 data.
[4] Texas Department of Transportation, Proposed 2015–2018 District Statewide Transportation Improvement Programs.

Last Updated Date:
December 18, 2015

THE CITY OF CLEBURNE



The City of Cleburne, under Texas Transportation Code Chapter 458, serves as a rural transit district for rural areas of Johnson County, and therefore receives state funding for rural transit services. The city provides transit services via its transit department, City/County Transportation (known as Cletran).

The 2010 U.S. Census results indicated that the Dallas-Fort Worth-Arlington (DFWA) urbanized area (UZA) expanded further into Johnson County in the past decade. Cletran assumes the responsibility to provide transit services for the DFWA UZA in Johnson County under an interlocal cooperative agreement with the North Central Texas Council of Governments. Cletran currently operates demand-response service for the general public that covers all of Johnson County and areas within the city limits of Burleson in Tarrant County. Cletran provides non-emergency medical transportation service to eligible riders in the county and accepts trip requests that either originate or end at the Huguley Hospital. Additionally, Cletran operates commuter service connecting Burleson, Cleburne, Joshua, and downtown Fort Worth.

The Amtrak passenger rail line passes through Cletran's service area. Cletran can provide connection to Amtrak at the Intermodal Depot in Cleburne.

The Cleburne City Council serves as the governing body of Cletran.

Rural Transit District

- Service Area Population[1]: 160,268
- Service Area Land Area[2]: 727 Sq. Miles
- Unlinked Passenger Trips[3]: 39,957
- Revenue Fleet[3]: 18 Vehicles

Rural Transit District Services

Service Information

Demand-Response Service

For the general public.

Available in Johnson County and areas with the city limits of Burleson in Tarrant County.

Reservation must be made at least a day in advance.

One-Way Fare Structure:

- Base Fare:
  Within the same city: $3.00
- Extra Fare (in Addition to Base Fare):
  Outside the city limit: $3.00 for every 5 miles, and up to $15.00.
- Free Fare[a]

Fare Media:

Exact Change

Ticket Pass

Commuter Bus Service

Serving Cleburne, Joshua, and Burleson with connecting service to other cities in Johnson County and Fort Worth.

One-Way Fare Structure:

- Base Fare: *$3.00*
- Extra Fare (in Addition to Base Fare):
  $3.00 for every additional stop, and up to $9.00.

Fare Media:

Ticket Pass

Note:
[1] Children under 5 with paying customer.

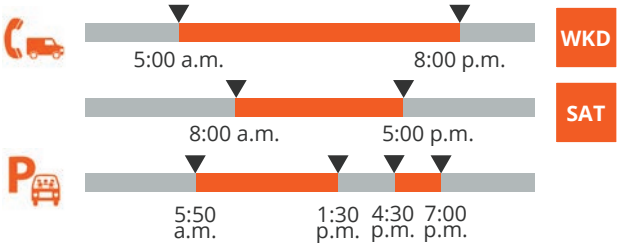
Operating Time
(Excluding Holidays)

Operating Days by Mode

	MON	TUE	WED	THU	FRI	SAT*	
	MON	TUE	WED	THU	FRI		

* City of Cleburne only.

Operating Hours by Mode

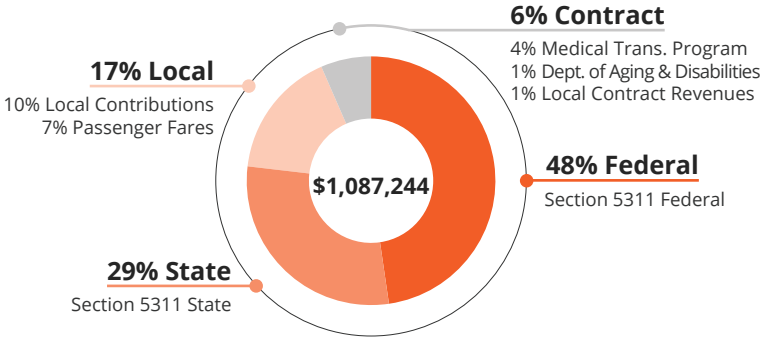


Address | 206 N. Border
Cleburne, TX 76031

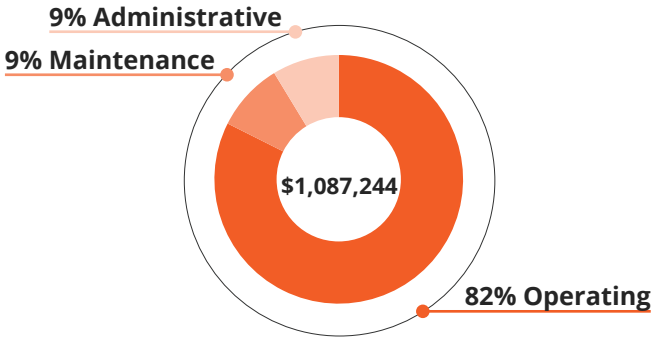
Contact | Grady Easdon
Transit Manager
Phone: (817) 641-1800
E-mail: grady.easdon@cleburne.net

FY 2014 Financial Status[3]

Revenues in Fiscal Year 2014



Expenditures in Fiscal Year 2014



FY 2010–2014 Performance Measures[3]

Productivity in the Past 5 Years

Efficiency in the Past 5 Years

Projects in 2016–2018

Implementation Year	Project Name	Funding Source (Amount)
2016	Operations and Project Administration	Section 5311 Fund (To Be Determined)
2016	Facility Rehabilitation	Section 5339 Fund (To Be Determined)
2016	Preventive Maintenance and Capital (Bus Purchase)	Section 5311 Fund (To Be Determined)
2017	Operations and Project Administration	Section 5311 Fund (To Be Determined)
2017	Preventive Maintenance and Capital (Bus Purchase)	Section 5311 Fund (To Be Determined)
2018	Operations and Project Administration	Section 5311 Fund (To Be Determined)
2018	Preventive Maintenance and Capital (Bus Purchase)	Section 5311 Fund (To Be Determined)

Data Sources:

[1] U.S. Census Bureau, American Community Survey 2009–2013 5-Year Estimates and 2010 Census Summary File 1.

[2] U.S. Census Bureau, 2010 and 2013 TIGER/Line Shapefiles: Places, and Urban Areas.

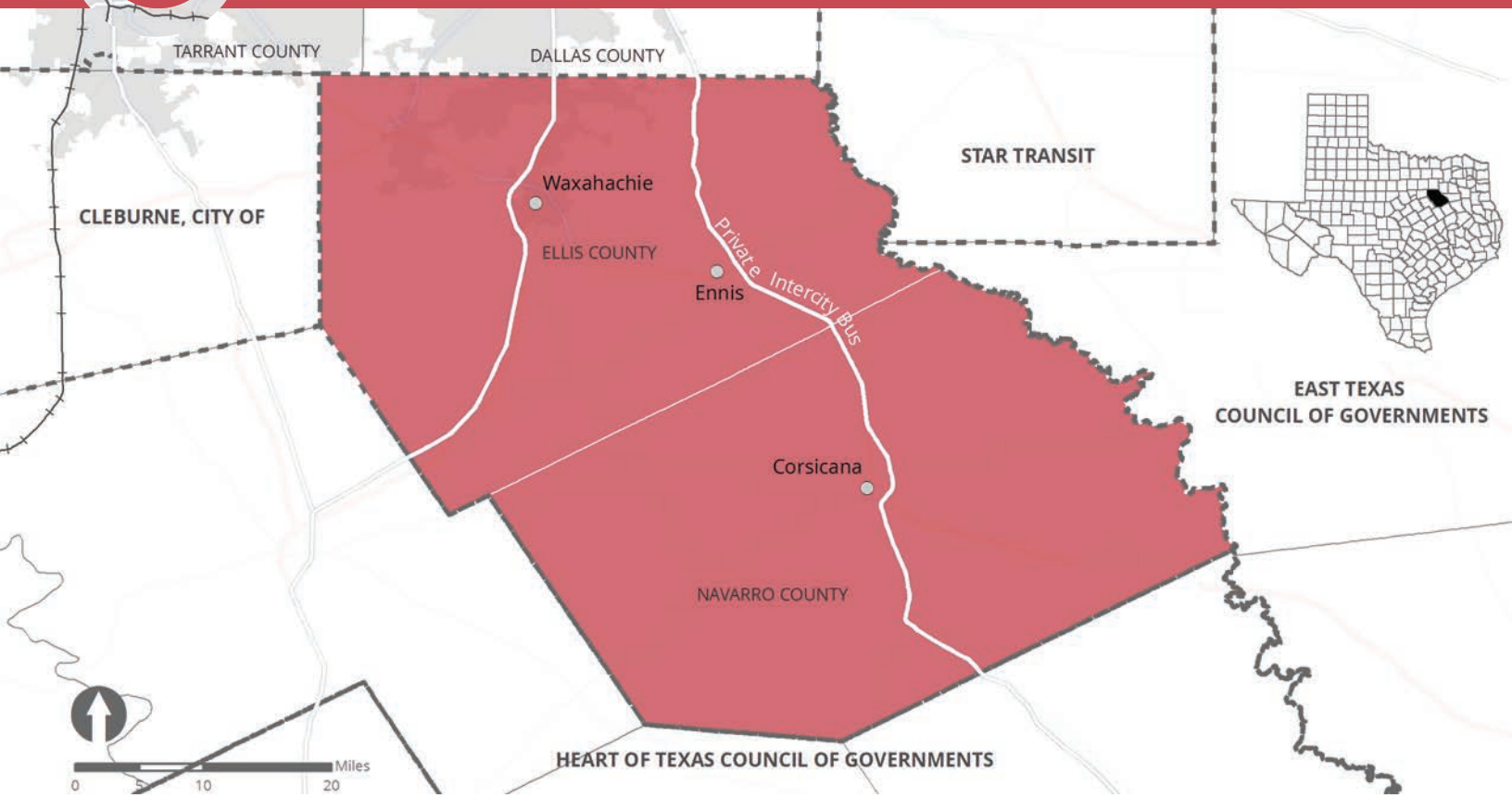
[3] Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011–2014 data.

[4] City of Cleburne

Last Updated Date:

December 18, 2015

COMMUNITY SERVICES, INC.



Community Services, Inc., is a rural transit district that Texas Transportation Code Chapter 458 authorizes, and therefore receives state funding for rural transit services. Community Services provides transit service via its public transportation program, Community Transit Services (CTS).

The Dallas-Fort Worth-Arlington (DFWA) urbanized area (UZA) expanded south into Ellis County. CTS assumes the responsibility to provide transit service for the DFWA UZA in Ellis County under an interlocal cooperative agreement with the North Central Texas Council of Governments. CTS, therefore, operates demand-response service for the general public that covers all of Ellis and Navarro Counties. In addition, CTS provides human service transportation according to contracts with several local agencies.

Greyhound intercity bus service is available in the service area of CTS. CTS can provide connection to the service at Greyhound Waxahachie Station. Dallas Area Rapid Transit, the regional transportation authority, operates express bus route 206 connecting the Glenn Heights park-and-ride lot to downtown Dallas. The Glenn Heights park-and-ride lot is approximately 1 mile away from CTS's service area.

The administrative and operations center of Community Services, Inc., is located in Corsicana. The 10-member board of directors of Community Services, Inc., governs CTS.

Rural Transit District

- Service Area Population[1]: 199,903
- Service Area Land Area[2]: 1,871 Sq. Miles
- Unlinked Passenger Trips[3]: 617,971
- Revenue Fleet[3]: 57 Vehicles

Rural Transit District Service

Service Information

Demand-Response Service

For the general public.

Available in Ellis and Navarro Counties.

Reservation must be made at least a day in advance.

One-Way Fare Structure:

- Base Fare:
  Within Hub Cities: $4.00
  City to City Within Same County: $5.00
  County to County[a]: $1.00 per Mile
- Discounted Fare:
  Within Hub Cities with Bus Pass: $2.00

Fare Media:

Exact Change

Ticket Pass

Note:
[a] Ellis/Navarro only.

Operating Time
(Excluding Holidays)

Operating Days by Mode

MON | TUE | WED | THU | FRI | SAT

Operating Hours by Mode

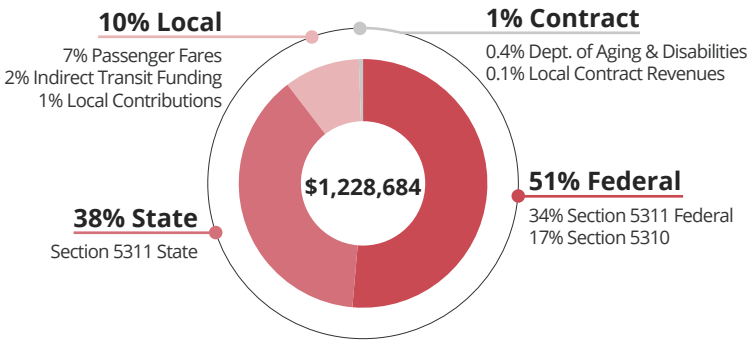
5:00 a.m. — 5:30 p.m.

Address | P.O. Box 612
Corsicana, TX 75151-0612

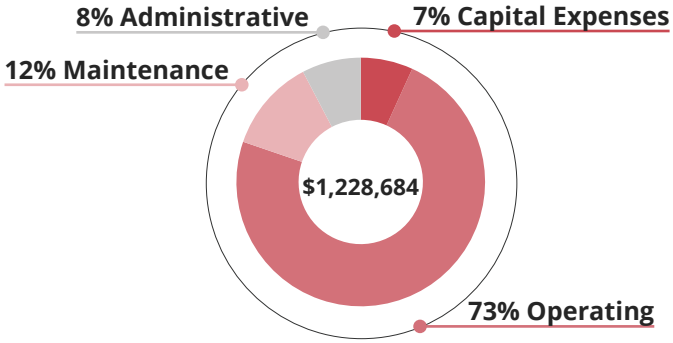
Contact | Daniel Edwards, Sr.
President/CEO
Phone: (903) 872-2401
E-mail: dedwards@csicorsicana.org

FY 2014 Financial Status[3]

Revenues in Fiscal Year 2014



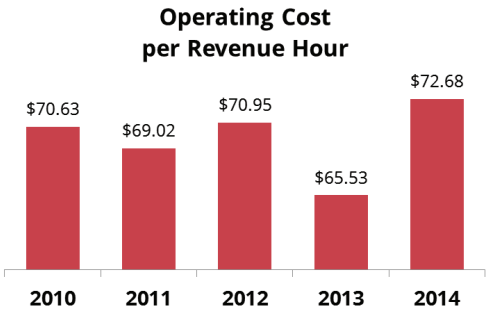
Expenditures in Fiscal Year 2014

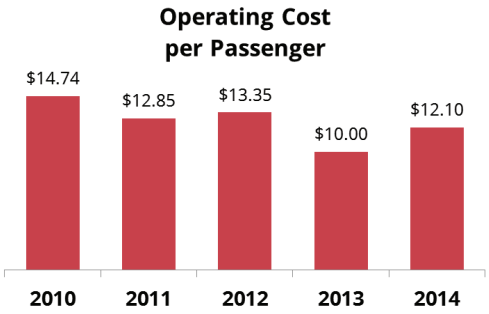


FY 2010–2014 Performance Measures[3]

Productivity in the Past 5 Years

Efficiency in the Past 5 Years





Projects in 2016

Implementation Year	Project Name	Cost
2016	Federal—Preventative Maintenance	$80,000
2016	Federal—Mobility Management	$10,000
2016	Federal—Replacement Bus	$68,000
2016	State—Project Administration	$47,700
2016	State—Operating	$352,500
2016	Rural Operators—Project administration	$93,867
2016	Rural Operators—Operating	$600,747

Data Sources:

[1] U.S. Census Bureau, American Community Survey 2009–2013 5-Year Estimates and 2010 Census Summary File 1.

[2] U.S. Census Bureau, 2010 and 2013 TIGER/Line Shapefiles: Places, and Urban Areas.

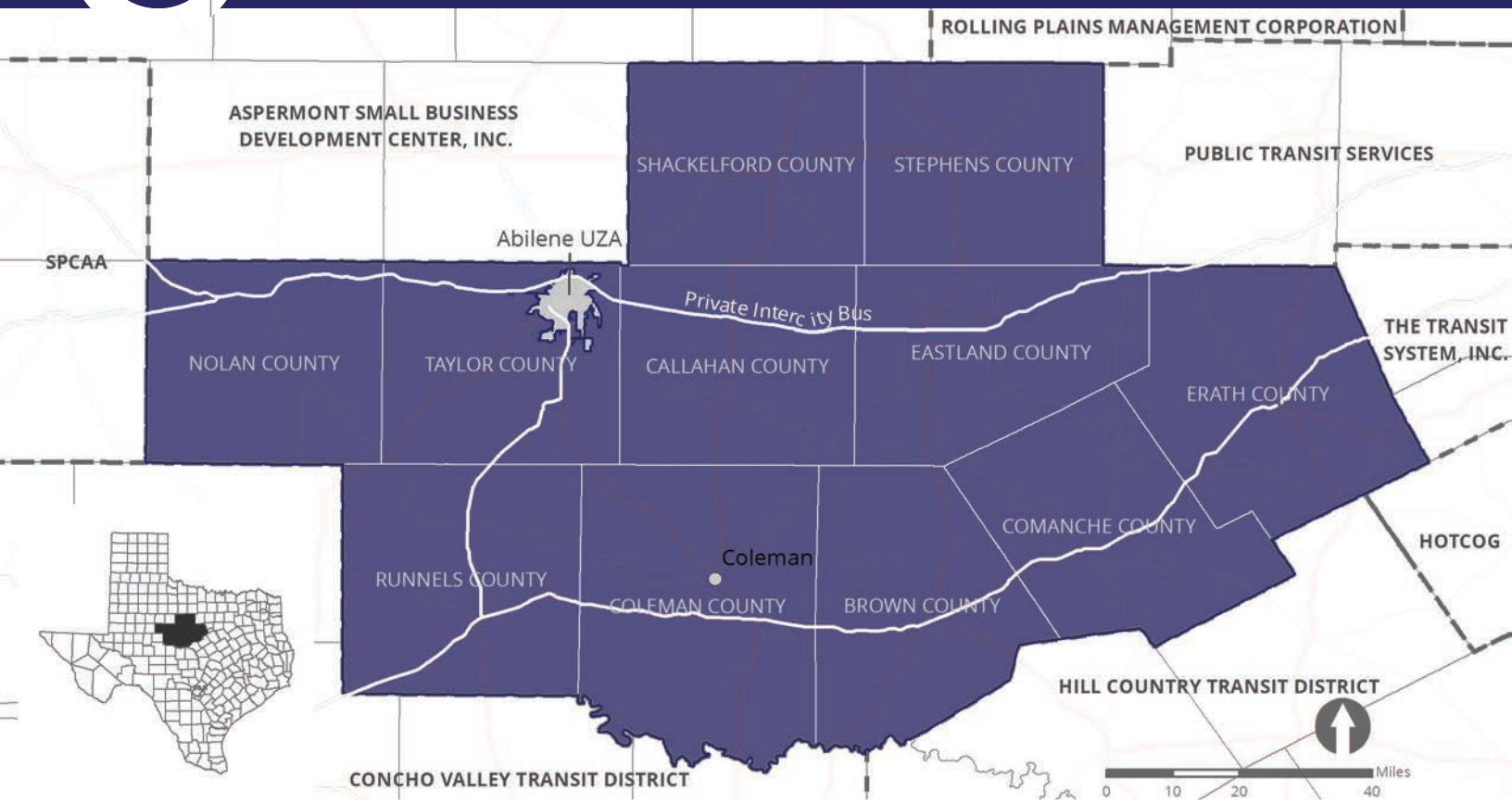
[3] Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011–2014 data.

[4] Community Services, Inc.

Last Updated Date:

December 18, 2015

CENTRAL TEXAS RURAL TRANSIT DISTRICT



The Central Texas Rural Transit District (CTRTD) is a rural transit district that Texas Transportation Code Chapter 458 authorizes, and therefore receives state funding for rural transit services. City and Rural Rides (CARR), CTRTD's public transit program, serves rural areas of Taylor County and all of Brown, Callahan, Coleman, Comanche, Eastland, Erath, Nolan, Runnels, Shackelford, and Stephens Counties. The Abilene urbanized area falls entirely into Taylor County and is served by CityLink, which the City of Abilene operates.

CARR operates demand-response service for the general public in its service area. In addition, CARR delivers human service and other needed transportation service under contracts with the brokers of the Medical Transportation Program, Howard Payne University, Tarleton State University, and other agencies such as senior centers and workforce centers. Three private intercity bus companies—Concho Coaches, Echo Coach Lines, and Kerrville Bus Company—operate lines within the CARR service area. CARR can provide connections to the services.

The administrative and operations center of CARR is located in Coleman. The governing body of CARR is an 11-member board of directors. Each member (either the county judge or a designated representative) represents one of the 11 counties in CARR's service area.

Rural Transit District

- Service Area Population[1]: 191,807
- Service Area Land Area[2]: 10,688 Sq. Miles
- Unlinked Passenger Trips[3]: 153,493
- Revenue Fleet[3]: 86 Vehicles

Rural Transit District Service

Service Information

Demand-Response Service

For the general public.

Available in rural areas of Taylor County and all of Brown, Callahan, Coleman, Comanche, Eastland, Erath, Nolan, Runnels, Shackelford, and Stephens Counties.

Reservation must be made at two business days in advance by 5:00 p.m.

One-Way Fare Structure:

- Base Fare:
  Distance-Based ($1.00 per Five Miles)
- Free Fare[a]

Fare Media:

Exact Change

Ticket Pass

Note:
[a] For broker-approved Medicaid Transportation only.

Operating Time
(Excluding Holidays)

Operating Days by Mode

MON | TUE | WED | THU | FRI

Operating Hours by Mode

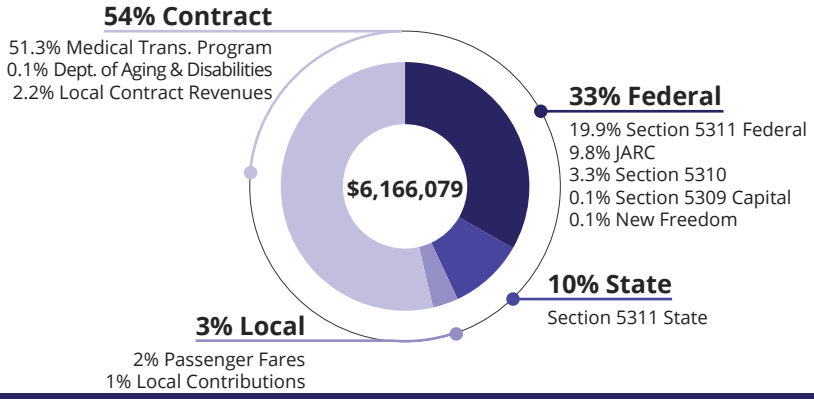
7:30 a.m. – 5:30 p.m.

Address | P.O. Box 712
Coleman, TX 76834-0712

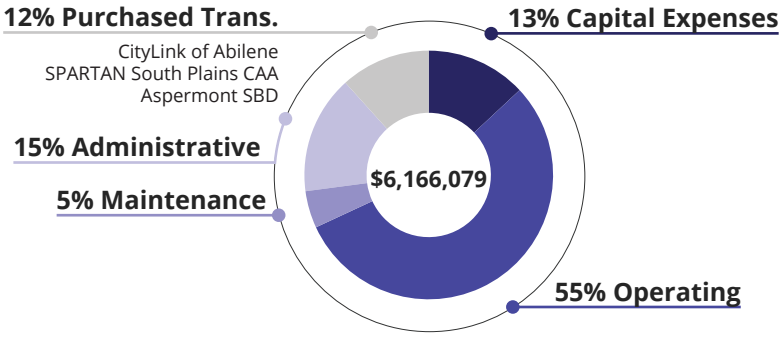
Contact | J.R. Salazar
General Manager
Phone: (325) 625-4491
E-mail: jrs@cityandruralrides.com

FY 2014 Financial Status[3]

Revenues in Fiscal Year 2014



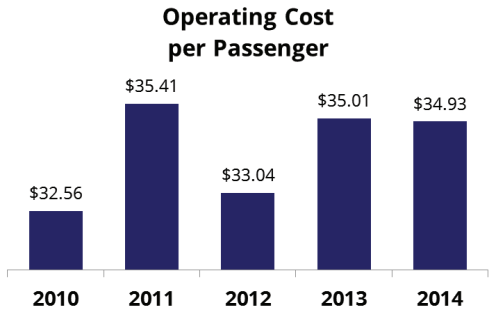
Expenditures in Fiscal Year 2014



FY 2010–2014 Performance Measures[3]

Productivity in the Past 5 Years

Efficiency in the Past 5 Years



Projects in the 2015–2018 STIP[4]

Implementation Year	Project Name	Cost
2015	Fund capital purchases for Central Texas Rural Transit District	$78,795
2016	Fund capital purchases for Central Texas Rural Transit District	$78,795

Data Sources:

[1] U.S. Census Bureau, American Community Survey 2009–2013 5-Year Estimates and 2010 Census Summary File 1.

[2] U.S. Census Bureau, 2010 and 2013 TIGER/Line Shapefiles: Places, and Urban Areas.

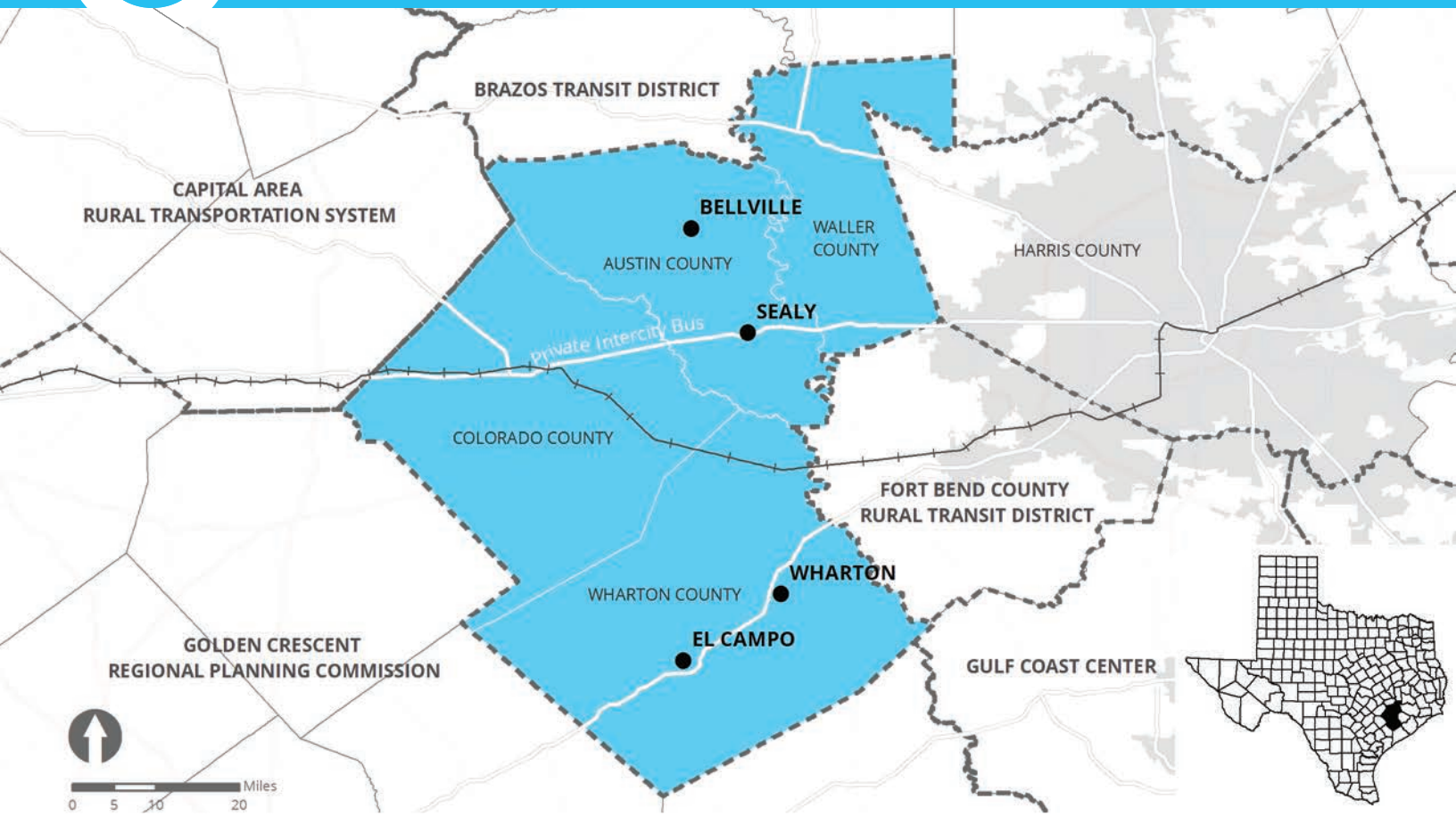
[3] Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011–2014 data.

[4] Texas Department of Transportation, Proposed 2015–2018 District Statewide Transportation Improvement Programs.

Last Updated Date:

December 18, 2015

COLORADO VALLEY TRANSIT DISTRICT



The Colorado Valley Transit District (CVTD) is a rural transit district that Texas Transportation Code Chapter 458 authorizes, and therefore receives state funding for rural transit services. CVTD, branded as Transit, is responsible for transit services in Austin, Colorado, Waller, and Wharton Counties. Transit operates demand-response service for the general public throughout the service area. Transit provides the deviated-fixed-route service LOOP within the city limits of Bellville and Sealy in Austin County, and within the city limits of El Campo and Wharton in Wharton County. In addition, Transit contracts with the Metropolitan Transit Authority of Harris County to the provide vanpool service STAR for commuters in Waller County.

Four private intercity bus companies—Arrow Trailways of Texas, Kerrville Bus Company, Greyhound, and Valley Transit Company—operate lines within CVTD's service area. The Amtrak passenger rail line passes through the service area as well. Transit can provide connections to the services.

The eight-member CVTD Board of Directors is the governing body of Transit's services. Each county within the CVTD service area appoints two members to represent its jurisdiction.

Rural Transit District

- Service Area Population[1]: 133,452
- Service Area Land Area[2]: 3,206 Sq. Miles
- Unlinked Passenger Trips[3]: 85,415
- Revenue Fleet[3]: 22 Vehicles

Rural Transit District Services

Service Information

Flexible Transit Service (LOOP)

For the general public.

One deviated-fixed route available within the city limits of each of the following cities: Bellville, Sealy, El Campo, and Wharton.

One-Way Fare Structure:

- Base Fare: $1.00
- Free Fare[a]

Fare Media:

Exact Change | Smart Card

Vanpool Service (METRO STAR)

METRO STAR vanpools offers scheduled routes in Waller County under an interlocal agreement with CVTD.

One-Way Fare Structure:

- Base Fare:
  Varies based on mileage, the number of riders and the size of the van.

Fare Media:

Exact Change

Demand-Response Service (LINK)

For the general public.

Available in Austin, Colorado, Waller, and Wharton Counties.

Reservation must be made at least a day in advance.

One-Way Fare Structure:

- Inner County Trip: $2.00
- County-to-County: $5.00
- Free Fare[a]

Fare Media:

Exact Change | Smart Card

Note:
[a] Seniors (65+) in Austin and Waller Counties.

Operating Time
(Excluding Holidays)

Operating Days by Mode

	MON	TUE	WED	THU	FRI		
	MON	TUE	WED	THU	FRI		
	MON	TUE	WED	THU	FRI	SAT	SUN

Operating Hours by Mode

6:00 a.m. – 6:00 p.m.

6:00 a.m. – 6:00 p.m.

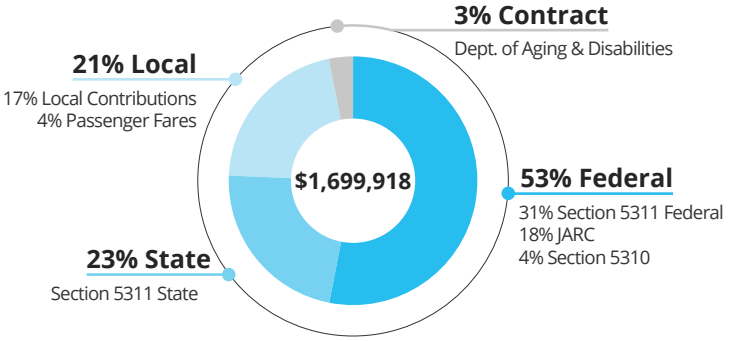
Varies among vanpool groups

Address P.O. Box 940
Columbus, TX 78934-0940

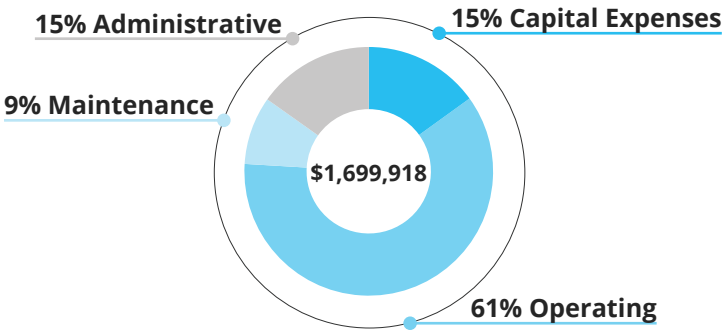
Contact Vastene Olier
Transportation Director
Phone: (979) 732-6281
E-mail: cvt@gotransit.org

FY 2014 Financial Status[3]

Revenues in Fiscal Year 2014



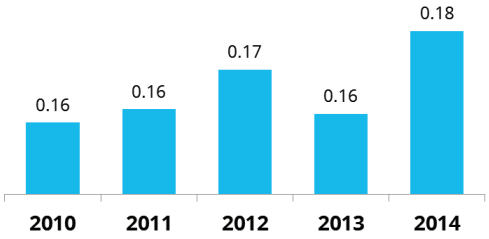
Expenditures in Fiscal Year 2014



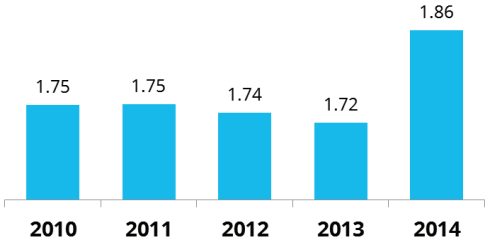
FY 2010–2014 Performance Measures[3]

Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile



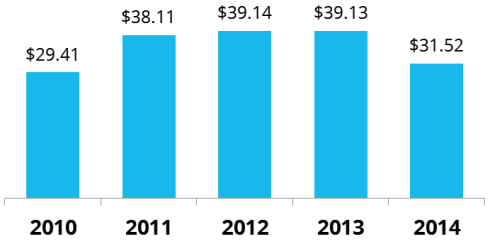
Unlinked Passenger Trips per Revenue Hour



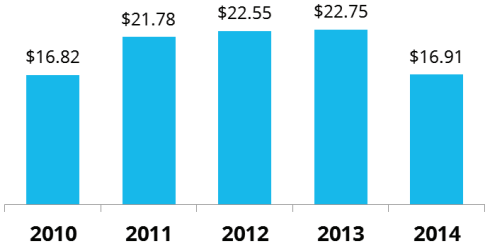
Efficiency in the Past 5 Years

Operating Cost per Revenue Mile

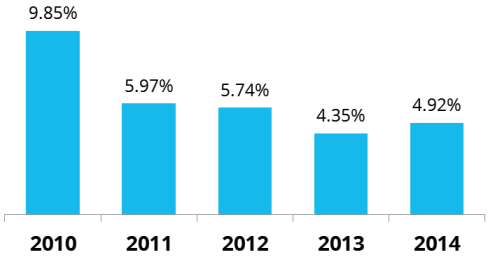
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



Projects in the 2015–2018 STIP[4]

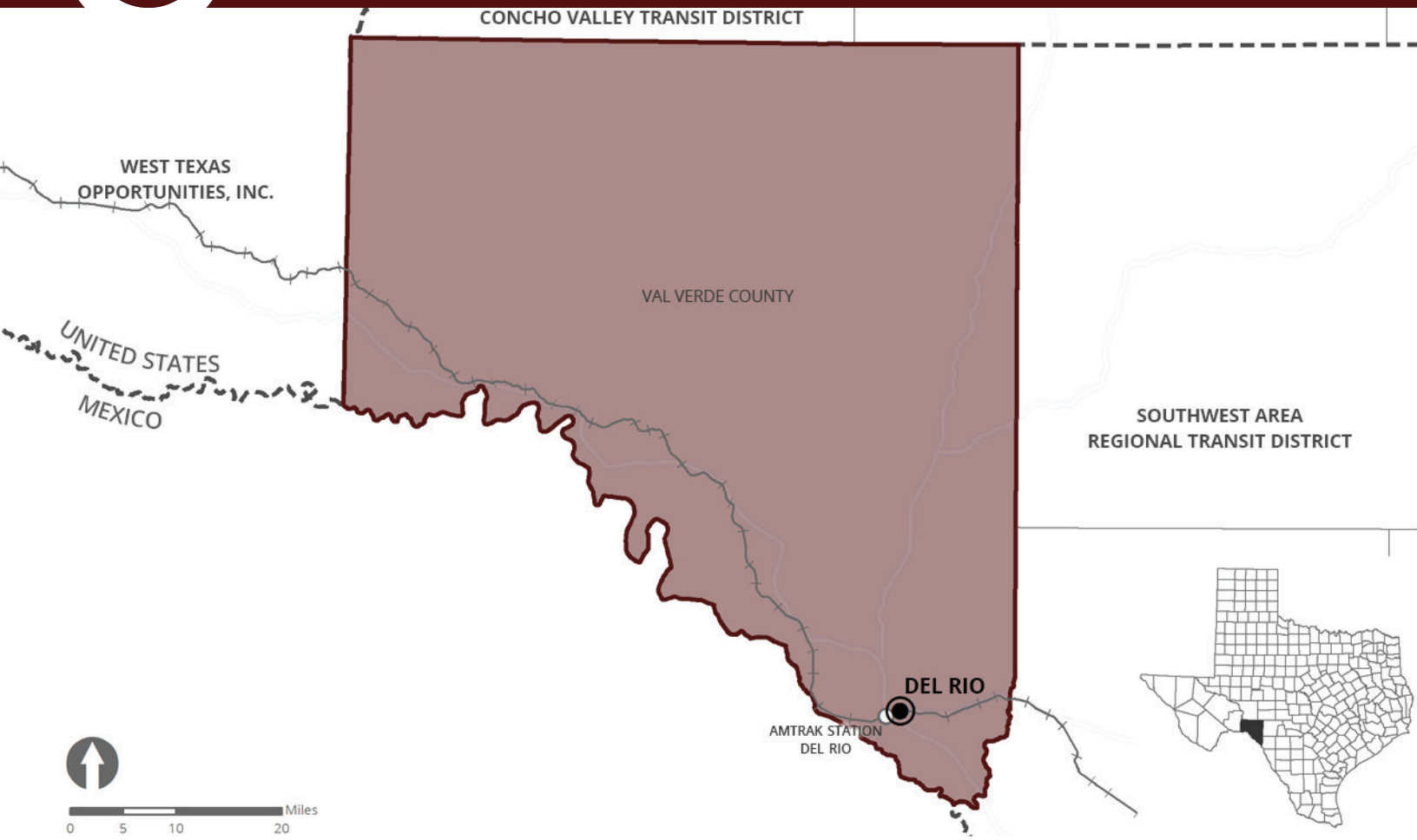
Implementation Year	Project Name	Cost
2015	Operations/Administration	$1,191,542
2015	Capital	$83,757
2015	Capital - Preventive Maintenance	$132,500
2016	Operations/Administration	$1,191,542
2016	Capital	$83,757
2016	Capital - Preventive Maintenance	$132,500
2017	Operations/Administration	$1,191,542
2017	Capital	$83,757
2017	Capital - Preventive Maintenance	$132,500
2018	Operations/Administration	$1,191,542
2018	Capital	$83,757
2018	Capital - Preventive Maintenance	$132,500

Data Sources:

[1] U.S. Census Bureau, American Community Survey 2009–2013 5-Year Estimates and 2010 Census Summary File 1.
[2] U.S. Census Bureau, 2010 and 2013 TIGER/Line Shapefiles: Places, and Urban Areas.
[3] Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011–2014 Data.
[4] Colorado Valley Transit District.

Last Updated Date:
December 18, 2015

CITY OF DEL RIO



The City of Del Rio, under Texas Transportation Code Chapter 458, serves as a rural transit district for Val Verde County, and therefore receives state funding for rural transit services. Val Verde County is an entirely rural county. The City of Del Rio Transportation Program operates demand-response service for the general public throughout the county and fixed-route bus service within the city limits of Del Rio. In addition, the transportation program provides non-emergency medical transportation service to eligible Medicaid participants under contract with American Medical Response. This service is not limited to Val Verde County. Riders can schedule trips going to Eagle Pass, San Angelo, San Antonio, and Uvalde.

The Amtrak passenger rail line passes through Val Verde County. The Del Rio Regional Transportation Center is home to Amtrak and serves several taxi companies and local transportation.

The City of Del Rio Transportation Program is administrated by the City of Del Rio and is governed by the city council.

Rural Transit District

- Service Area Population[1]: 48,730
- Service Area Land Area[2]: 3,145 Sq. Miles
- Unlinked Passenger Trips[3]: 61,213
- Revenue Fleet[3]: 20 Vehicles

Rural Transit District Services

Service Information

Local Bus Service

One fixed bus route available within the city limits of Del Rio.

One-Way Fare Structure:

- Base Fare: $2.50
- Discounted Fare[a]: $1.50
- Free Fare[b]

Fare Media:

Exact Change

Ticket Pass

ADA Paratransit Service

The City of Del Rio uses the demand-response service to meet ADA requirements, therefore does not operate separate ADA complementary paratransit.

Notes:

[a] People with disabilities and seniors (55+).

[b] Children (under 3).

Demand-Response Service

For the general public, service is available throughout the Val Verde County.

For the eligible participants of Medical Transportation Program, out-of-town trips are available to San Antonio, San Angelo, Eagle Pass, and Uvalde on a ridership basis.

Reservation must be made at least a day in advance before 3:00 p.m.

One-Way Fare Structure:

- In Town:
  Base Fare: $2.50
  Discounted Fare[a]: $1.50
  Free Fare[b]
- Out of Town:
  To San Antonio: $15.00
  To San Angelo: $15.00
  To Eagle Pass: $10.00
  To Uvalde: $10.00

Fare Media:

Exact Change

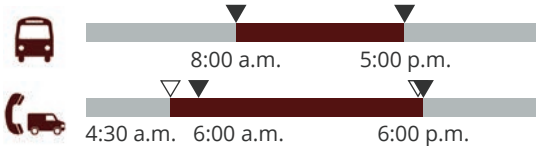
Ticket Pass

Operating Time
(Excluding Holidays)

Operating Days by Mode

	MON	TUE	WED	THU	FRI	SAT	
	MON	TUE	WED	THU	FRI	SAT	

Operating Hours by Mode



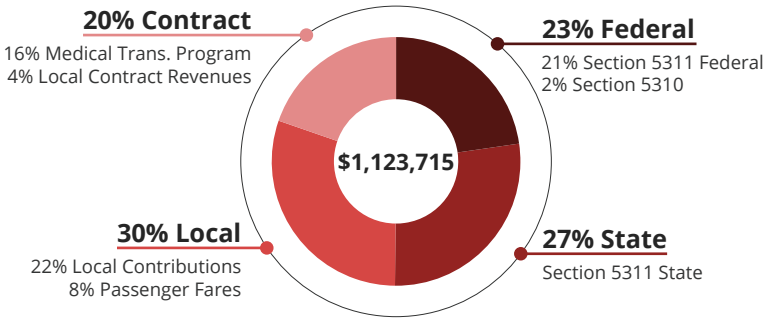
▽ Medical service time ▼ Public service time

Address 109 W. Broadway
Del Rio, TX 78840

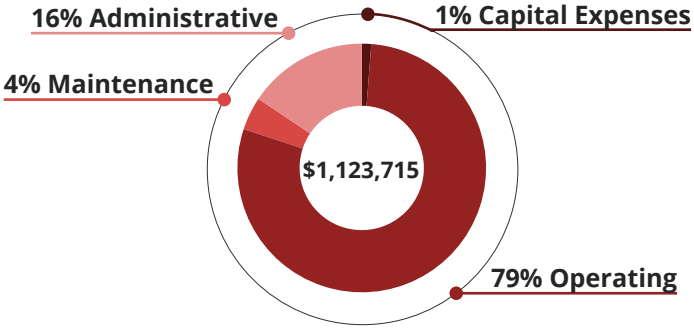
Contact Elsa Reyes
Transportation Director
Phone: (830) 703-5324
E-mail: ereyes@cityofdelrio.com

FY 2014 Financial Status[3]

Revenues in Fiscal Year 2014

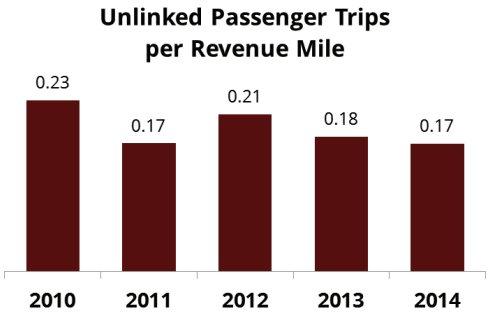


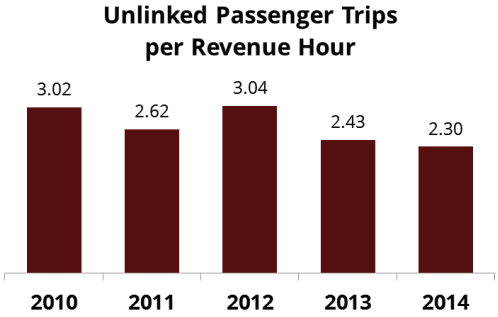
Expenditures in Fiscal Year 2014



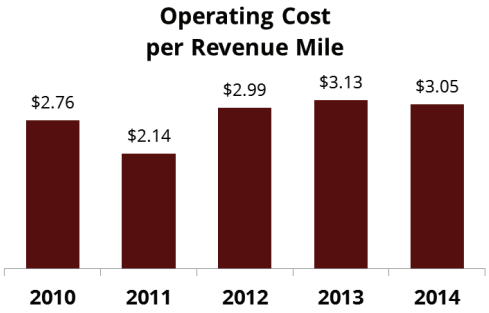
FY 2010–2014 Performance Measures[3]

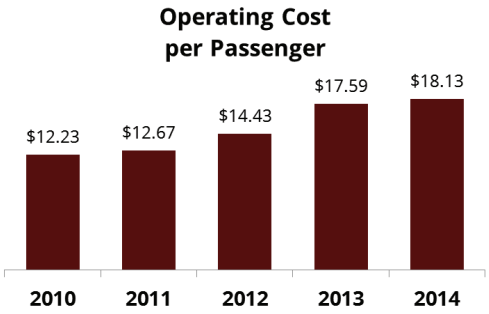
Productivity in the Past 5 Years

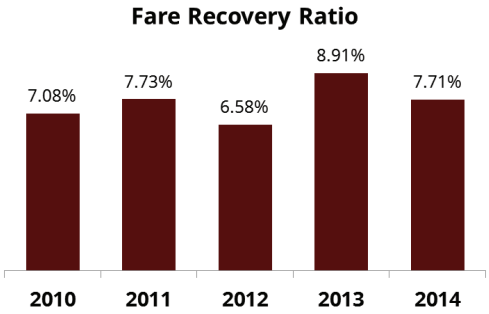




Efficiency in the Past 5 Years







Projects in 2015–2018

Implementation Year	Project Name	Funding Source (Amount)
2015–2018	Transit Facility	Section 5339 Fund (To Be Determined)

Data Sources:

[1] U.S. Census Bureau, American Community Survey 2009–2013 5-Year Estimates.

[2] U.S. Census Bureau, 2013 TIGER/Line Shapefiles: Places.

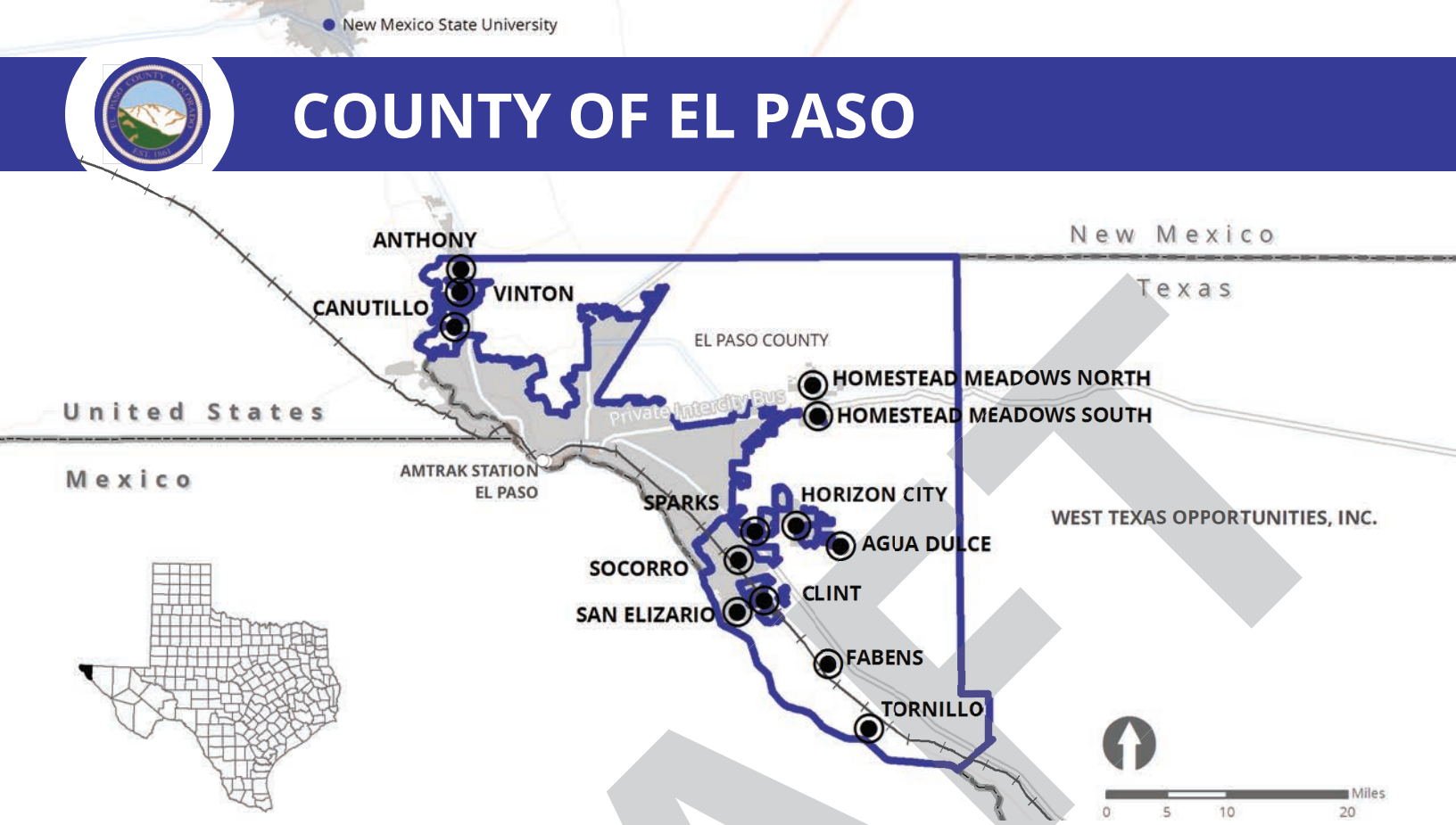
[3] Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011–2014 Data.

[4] City of Del Rio.

Last Updated Date:

December 18, 2015

COUNTY OF EL PASO



The County of El Paso, under Texas Transportation Code Chapter 458, serves as a rural transit district (RTD) for rural El Paso County, and therefore receives state funding for rural transit services. The county performs the RTD duties through its transit department. The El Paso Mass Transit Department (known as Sun Metro) is responsible for serving the El Paso urbanized area (UZA) in Texas, but the service area of Sun Metro is limited to the municipal boundary.

The results of the 2010 U.S. Census show that the El Paso UZA continues to grow and has already begun to absorb places outside the city limit of El Paso, including Anthony, Canutillo, and Vinton in the north; Homestead Meadows North and Homestead Meadows South in the east; and Agua Dulce, Clint, Horizon City, San Elizario, Socorro, and Sparks in the south. El Paso County Transit provides fixed-route bus service and complementary ADA paratransit service that covers Fabens, Tornillo, and all the aforementioned places, with funding support from Sun Metro. The county awarded a three-year contract to First Transit to operate the services in July 2014.

El Paso County Transit and Sun Metro enable transfers at multiple Sun Metro transfer centers. Riders can access Amtrak passenger rail service and intercity bus services (Greyhound and TNM&O Coaches) in downtown El Paso. In addition, El Paso County Transit contracts with vRide to operate a vanpool program and contributes funds to the New Mexico Transportation Department to operate a park-and-ride route to connect New Mexico State University in Las Cruces, New Mexico, and downtown El Paso.

The governing body of El Paso County Transit is the county commissioners court.

DRAFT

Rural Transit District

- Service Area Population[1]: 134,192
- Service Area Land Area[2]: 828 Sq. Miles
- Unlinked Passenger Trips[3]: 617,971
- Revenue Fleet[3]: 57 Vehicles

Rural Transit District Services

Service Information

Local Bus Service

Six fixed bus routes serving most rural places, including Anthony, Canutillo, and Vinton in the north; Homestead Meadows North and Homestead Meadows South in the east; and Agua Dulce, Clint, Horizon City, San Elizario, Socorro, and Sparks in the south.

One-Way Fare Structure:

- Base Fare: $1.50-$2.00

Fare Media:

Exact Change | Ticket Pass

ADA Paratransit Service

Available in areas within 3/4 mile on both sides of the fixed-route service.

One-Way Fare Structure:

- Base Fare: $3.00-$4.00

Fare Media:

Exact Change

Commuter Bus Service (Gold Route)

Operated by the New Mexico Transportation Department. Service connects New Mexico State University and downtown El Paso.

One-Way Fare Structure:

- Base Fare: $3.00

Fare Media:

Exact Change | Ticket Pass

Vanpool Service (Vamonos Vanpool)

Available throughout El Paso County.

Operated by vRide.

One-Way Fare Structure:

- Base Fare:
  Varies based on mileage, the number of riders and the size of the van.

Fare Media:

Exact Change

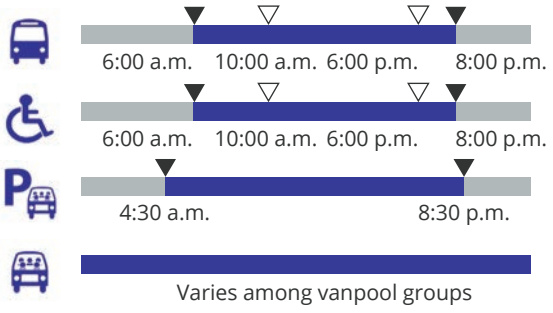
Operating Time
(Excluding Holidays)

Operating Days by Mode

	MON	TUE	WED	THU	FRI	SAT	SUN*
Local Bus	MON	TUE	WED	THU	FRI	SAT	SUN*
ADA Paratransit	MON	TUE	WED	THU	FRI	SAT	SUN*
Commuter Bus	MON	TUE	WED	THU	FRI	SAT	
Vanpool	MON	TUE	WED	THU	FRI	SAT	SUN

* Route 50 Mission Trail only

Operating Hours by Mode



▽ Sunday time

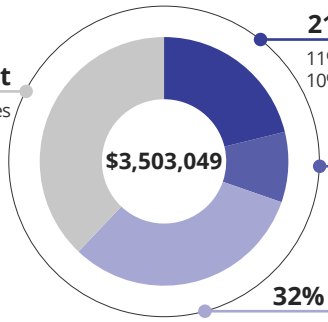
DRAFT

Address 800 E. Overland, Ste. 208
El Paso, TX 79901-2419

Contact Bob Geyer
Manager
Phone: (915) 834-8242
E-mail: bgeyer@epcounty.com

FY 2014 Financial Status[3]

Revenues in Fiscal Year 2014



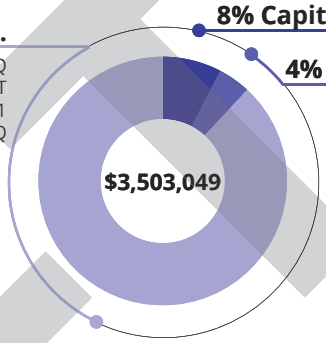
21% Federal
11% JARC
10% Section 5311 Federal

38% Contract
Local Contract Revenues

9% State
Section 5311 State

32% Local
30% Passenger Fares
2% Local Contributions

Expenditures in Fiscal Year 2014



88% Purchased Trans.
Sun Metro - CMAQ
NMDOT
Project Amistad - Section 5311
V-Ride/Vanpool Program - CMAQ

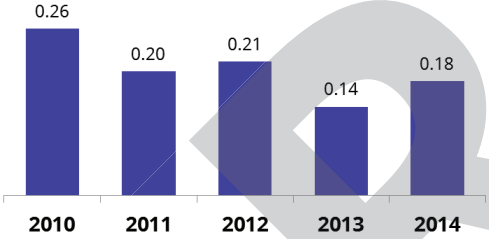
8% Capital Expenses

4% Administrative

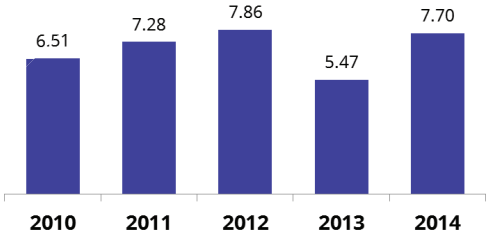
FY 2010–2014 Performance Measures[3]

Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile



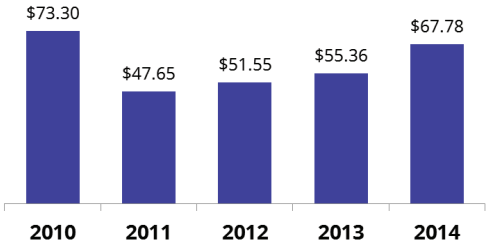
Unlinked Passenger Trips per Revenue Hour



Efficiency in the Past 5 Years

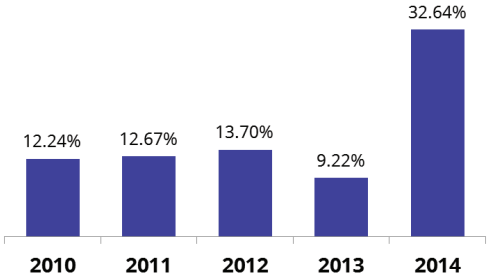
Operating Cost per Revenue Mile

Operating Cost per Revenue Hour



Operating Cost per Passenger

Fare Recovery Ratio



DRAFT

Projects in the 2015–2018 STIP[4]

Implementation Year	Project Name	Cost
2015	Bus Purchase in Exchange for Service	$540,000

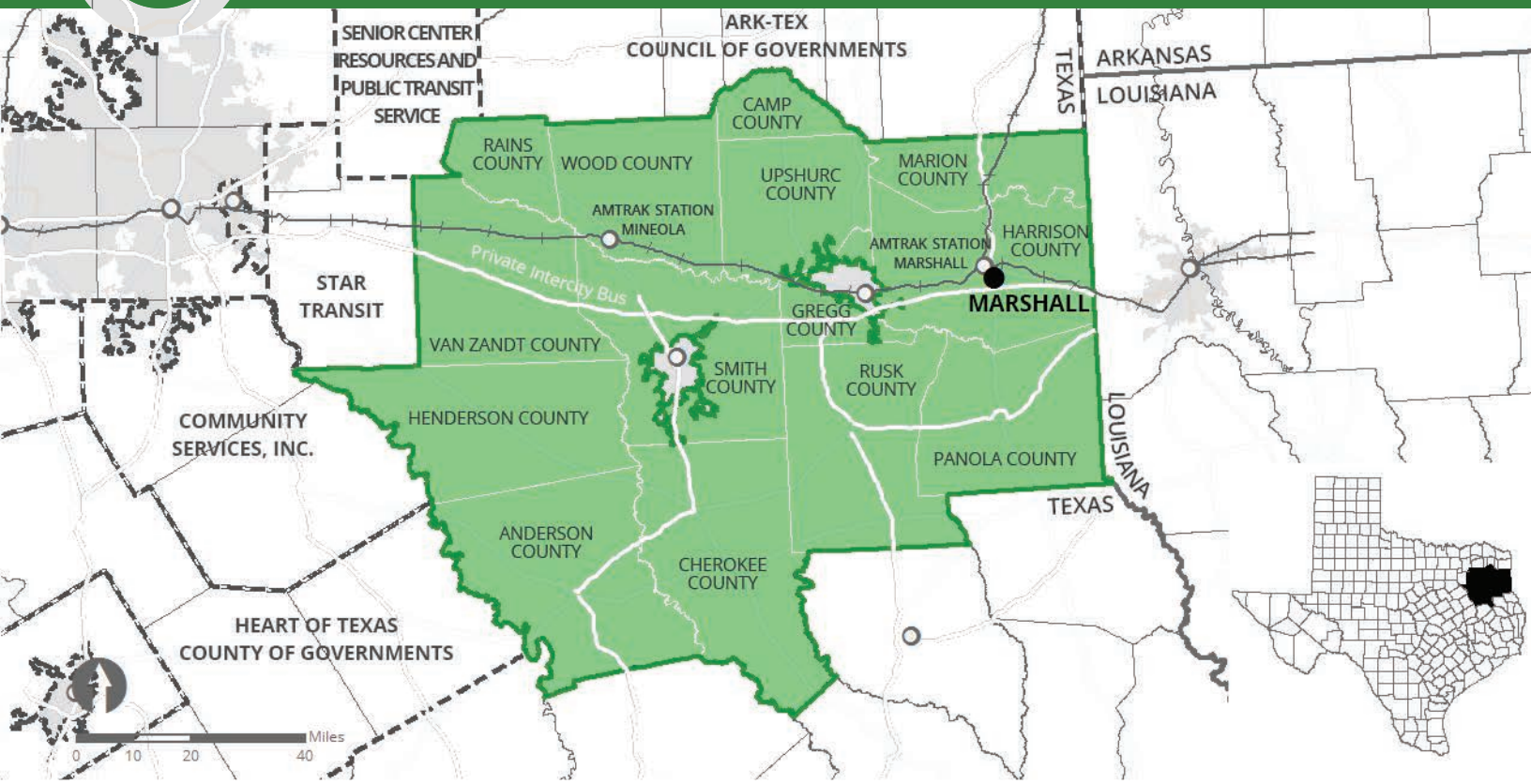
DRAFT

Data Sources:

[1] U.S. Census Bureau, American Community Survey 2009–2013 5-Year Estimates and 2010 Census Summary File 1.
[2] U.S. Census Bureau, 2010 and 2013 TIGER/Line Shapefiles: Places, and Urban Areas.
[3] Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011–2014 Data.
[4] Texas Department of Transportation, Proposed 2015–2018 District Statewide Transportation Improvement Programs.

Last Updated Date:
December 18, 2015

EAST TEXAS COUNCIL OF GOVERNMENTS



The East Texas Council of Governments (ETCOG) is a rural transit district that Texas Transportation Code Chapter 458 authorized to establish in 1995, and therefore receives state funding for rural transit services. Based on the 2010 U.S. Census, the Longview urbanized area (UZA) spans Gregg, Harrison, and Upshur Counties; the Tyler UZA expanded outside Smith County into Cherokee County. Therefore, ETCOG provides transit services for only the rural parts of Cherokee, Gregg, Harrison, Smith, and Upshur Counties and all of Anderson, Camp, Henderson, Marion, Panola, Rains, Rusk, Van Zandt, and Wood Counties.

ETCOG's public transportation program, GOBUS, operates demand-response service for the general public throughout its service area and deviated-fixed-route service within the city limits of Marshall. ETCOG, through the EasTexConnects program, coordinates with public and private transportation providers in the region for better connectivity between east Texas and Dallas. Greyhound operates private intercity bus service in ETCOG's service area. The Amtrak passenger rail line passes through ETCOG service area. GOBUS can provide connections to the services at multiple locations.

The ETCOG Board of Directors governs transportation programs. Each member of ETCOG designates one to three representatives. ETCOG's 17-member executive committee is responsible for funding management and daily operations.

Rural Transit District

- Service Area Population[1]: 605,056
- Service Area Land Area[2]: 9,513 Sq. Miles
- Unlinked Passenger Trips[3]: 122,295
- Revenue Fleet[3]: 57 Vehicles

Rural Transit District Services

Service Information

Demand-Response Service

For the general public.

Available in the rural areas of Cherokee, Gregg, Harrison, Smith, and Upshur Counties and all of Anderson, Camp, Henderson, Marion, Panola, Rains, Rusk, Van Zandt, and Wood Counties.

Reservation must be made at least a day in advance before 2:00 p.m.

One-Way Fare Structure:

- Base Fare:
  Within County: $4.00
  Adjacent County: $8.00
  Other places within service area: $10.00
- Extra Fare (in addition to Base Fare):
  Additional Stop[a]: $1.00
- Free Fare[b]

Fare Media:

Exact Change

Flexible Transit Service

One flex route available within the city limit of Marshall.

One-Way Fare Structure:

- Base Fare: $0.50
- Discounted Fare[c]: $0.25

Fare Media:

Exact Change

Notes:
[a] The maximum amount of permitted additional stop is two.
[b] Under an agreement with the Area Agency on Aging of East Texas, seniors' (60+) fares are covered for trips made to medical appointments, dialysis, and senior centers.
[c] Students and seniors (60+).

Operating Time
(Excluding Holidays)

Operating Days by Mode

	MON	TUE	WED	THU	FRI		
	MON	TUE	WED	THU	FRI		

Operating Hours by Mode

6:30 a.m. – 5:30 p.m.

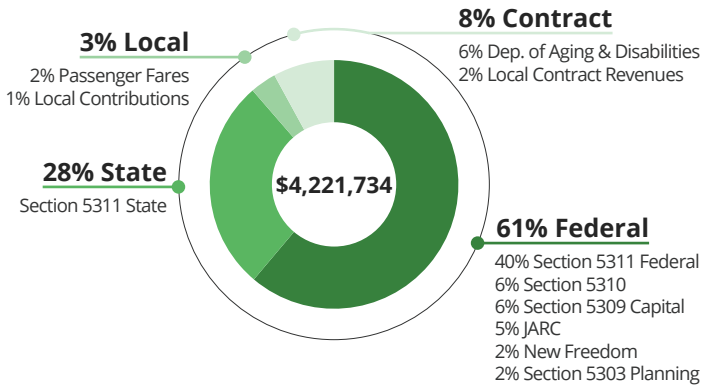
8:00 a.m. – 5:00 p.m.

Address | 3800 Stone Rd.
Kilgore, TX 75662

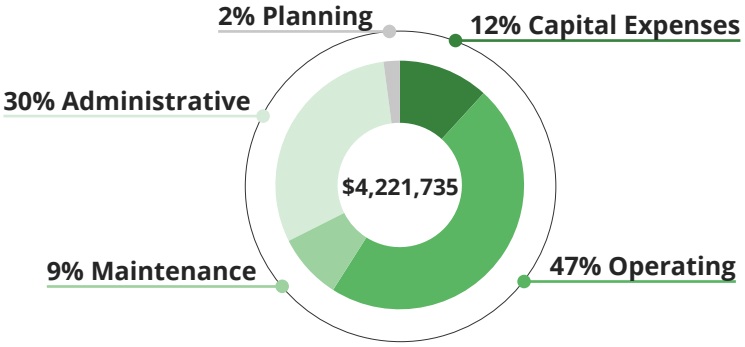
Contact | Melissa Cue
Transportation Planner/Analyst
Phone: (903) 218-6435
E-mail: Melissa.Cure@etcog.org

FY 2014 Financial Status[3]

Revenues in Fiscal Year 2014



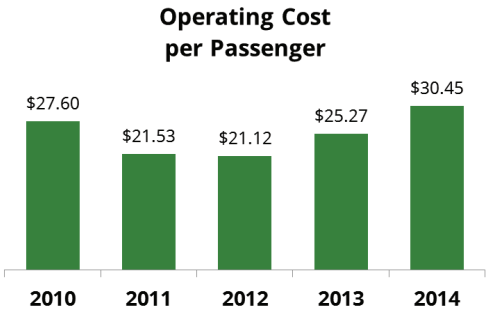
Expenditures in Fiscal Year 2014

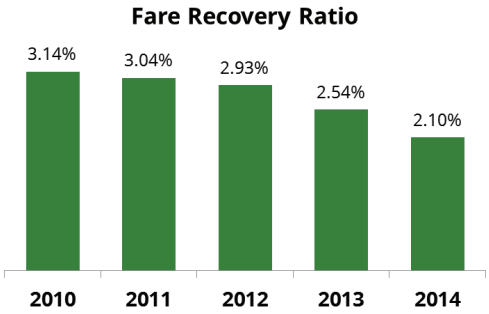


FY 2010–2014 Performance Measures[3]

Productivity in the Past 5 Years

Efficiency in the Past 5 Years





Projects in the 2015–2018 STIP[4]

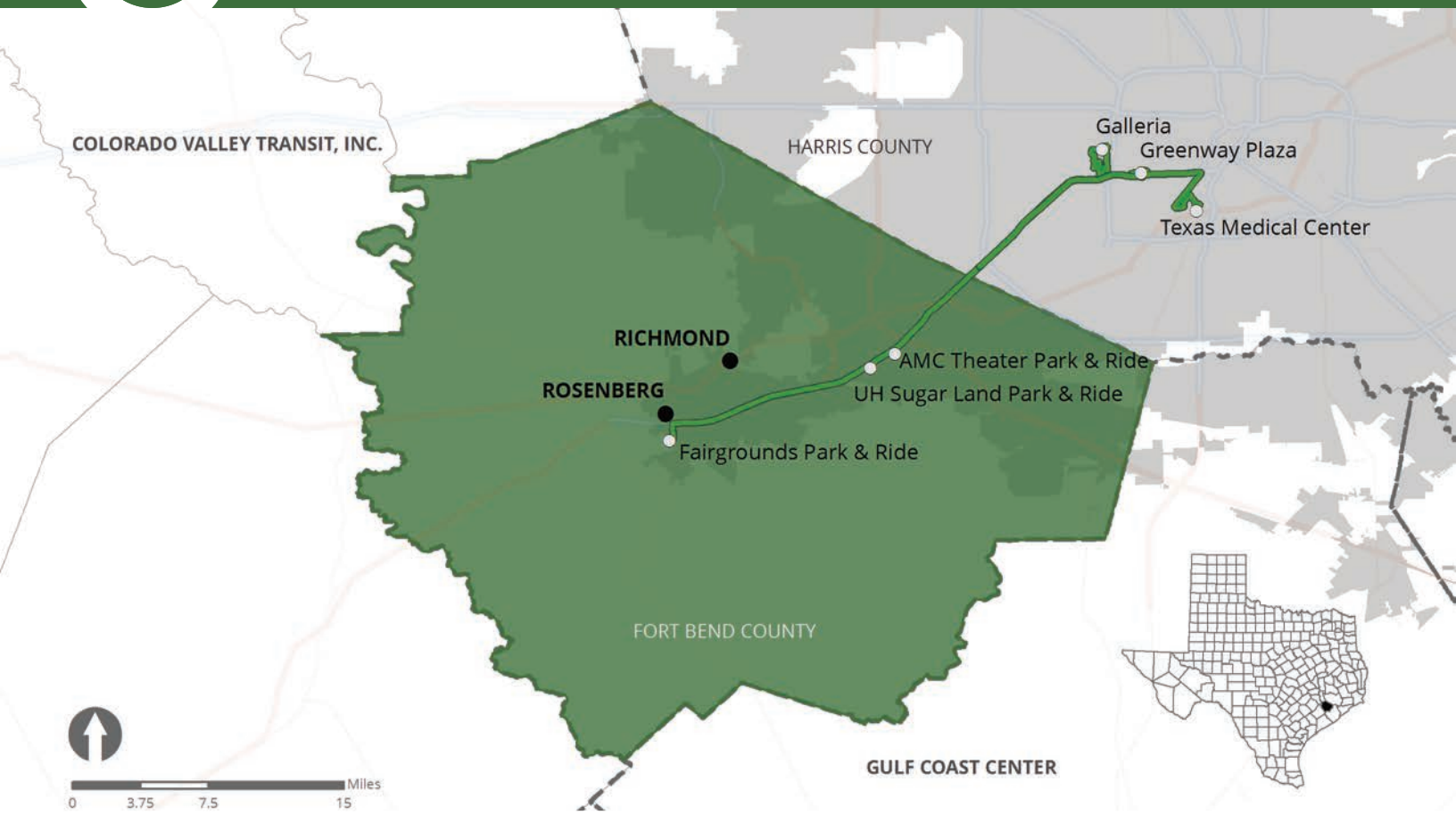
No project listed.

Data Sources:

[1] U.S. Census Bureau, American Community Survey 2009–2013 5-Year Estimates and 2010 Census Summary File 1.
[2] U.S. Census Bureau, 2010 and 2013 TIGER/Line Shapefiles: Places, and Urban Areas.
[3] Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011–2014 Data.
[4] Texas Department of Transportation, Proposed 2015–2018 District Statewide Transportation Improvement Programs.

Last Updated Date:
December 18, 2015

FORT BEND COUNTY



The County of Fort Bend, under Texas Transportation Code Chapter 458, serves as a rural transit district for Fort Bend County, and therefore receives federal and state funding for rural transit services. Fort Bend County also has significant area and population that are part of the Houston Urbanized Area (UZA). The Metropolitan Transit Authority of Harris County (METRO) is the direct recipient of federal urbanized area funding for the Houston UZA and shares a portion of this funding with Fort Bend County. With the funds, the County of Fort Bend provides transit services for those areas in Fort Bend County which are part of the Houston UZA.

The Fort Bend County Transportation Department (Fort Bend Transit) operates demand-response service throughout the county and point-deviation-route service within the cities of Richmond and Rosenberg. Fort Bend Transit also operates commuter service from three park and ride locations in Fort Bend County connecting passengers to the Greenway Plaza, Galleria, and Texas Medical Center areas of Houston.

The governing body of Fort Bend Transit is the county commissioners court.

Rural Transit District

- Service Area Population[1]: 608,939
- Service Area Land Area[2]: 862 Sq. Miles
- Unlinked Passenger Trips[3]: 388,478
- Revenue Fleet[3]: 53 Vehicles

Rural Transit District Services

Service Information

Demand-Response Service

For the general public.

Available throughout Fort Bend County.

Reservation must be made at least a business day before the travel and may be made up to 30 business days in advance.

One-Way Fare Structure:

- Base Fare: $1.00

Fare Media:

Exact Change | Ticket Pass | Smart Card [a]

Flexible Transit Service

Three point-deviated routes available in Richmond and Rosenberg.

One-Way Fare Structure:

- Base Fare: $1.00

Fare Media:

Exact Change | Ticket Pass | Smart Card [a]

Commuter Bus Service (Fort Bend Express)

Fort Bend Express connects three Fort Bend park and ride lots—Fairgrounds, University of Houston–Sugar Land, and AMC Theater—to the Texas Medical Center, Greenway Plaza, and the Galleria areas in Houston.

One-Way Fare Structure:

- Between Fort Bend Lots: Free
- To METRO West Bellfort Lot: $1.00
- METRO West Bellfort Lot to Greenway Plaza: $2.00
- To Galleria/Greenway Plaza: $2.25
- To Texas Medical Center: $3.50

Fare Media:

Exact Change | Ticket Pass | Smart Card [a]

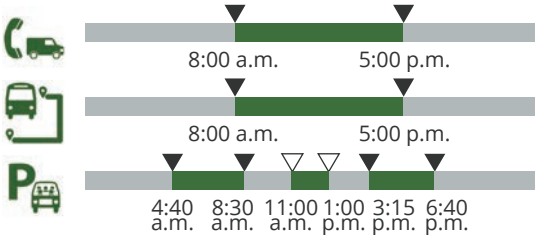
Note:
[a] Fort Bend Transit will introduce an electronic Smart Card in 2016.

Operating Time
(Excluding Holidays)

Operating Days by Mode

Demand-Response	MON	TUE	WED	THU	FRI		
Flexible Transit	MON	TUE	WED	THU	FRI		
Commuter Bus	MON	TUE	WED	THU	FRI		

Operating Hours by Mode



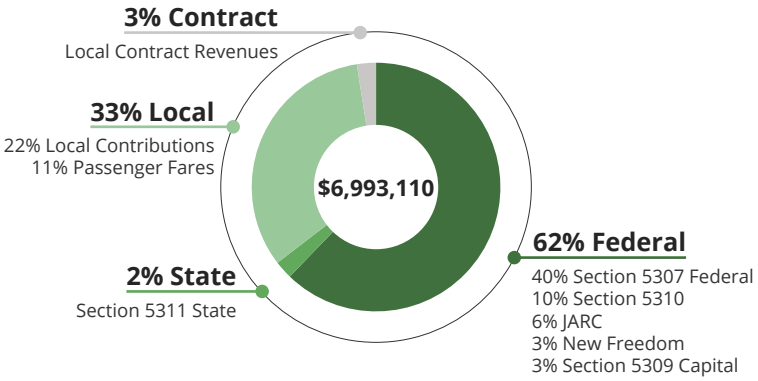
▽ TMC Only Time

Address | 12550 Emily Court, Ste. 400
Sugar Land, TX 77478

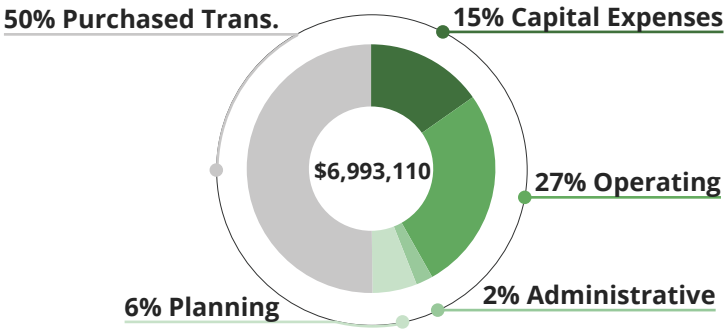
Contact | Paulette Shelton
Transit Director
Phone: (281) 633-7433
E-mail: sheltonp@co.fort-bend.tx.us

FY 2014 Financial Status[3]

Revenues in Fiscal Year 2014

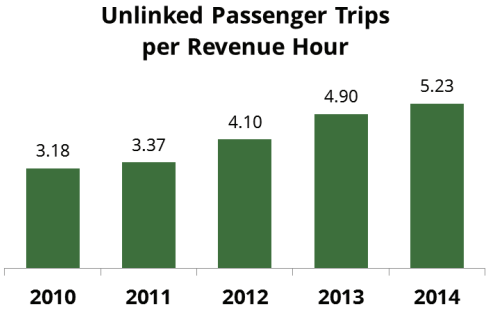


Expenditures in Fiscal Year 2014

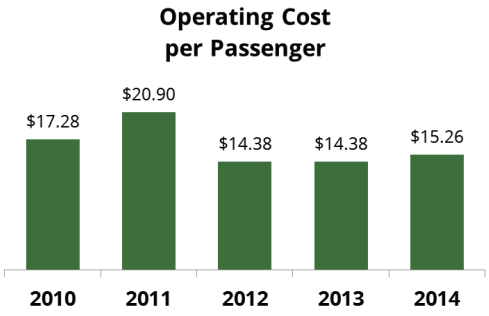


FY 2010–2014 Performance Measures[3]

Productivity in the Past 5 Years



Efficiency in the Past 5 Years



Projects in the 2015–2018 STIP[4]

Implementation Year	Project Name	Cost
2015	Acquire 6 additional large transit vehicles (Phase 1) for express services from Westpark (P & R)	$549,566
2017	Construct Transit O&M Facility Adjacent To The Ft Bend County Fairgrounds P&R To Support Express Bus, Vanpool, Circulator, Connector & Social Services Vehicles Operations	$16,000,000

Data Sources:

[1] U.S. Census Bureau, American Community Survey 2009–2013 5-Year Estimates.

[2] U.S. Census Bureau, 2013 TIGER/Line Shapefiles: Places.

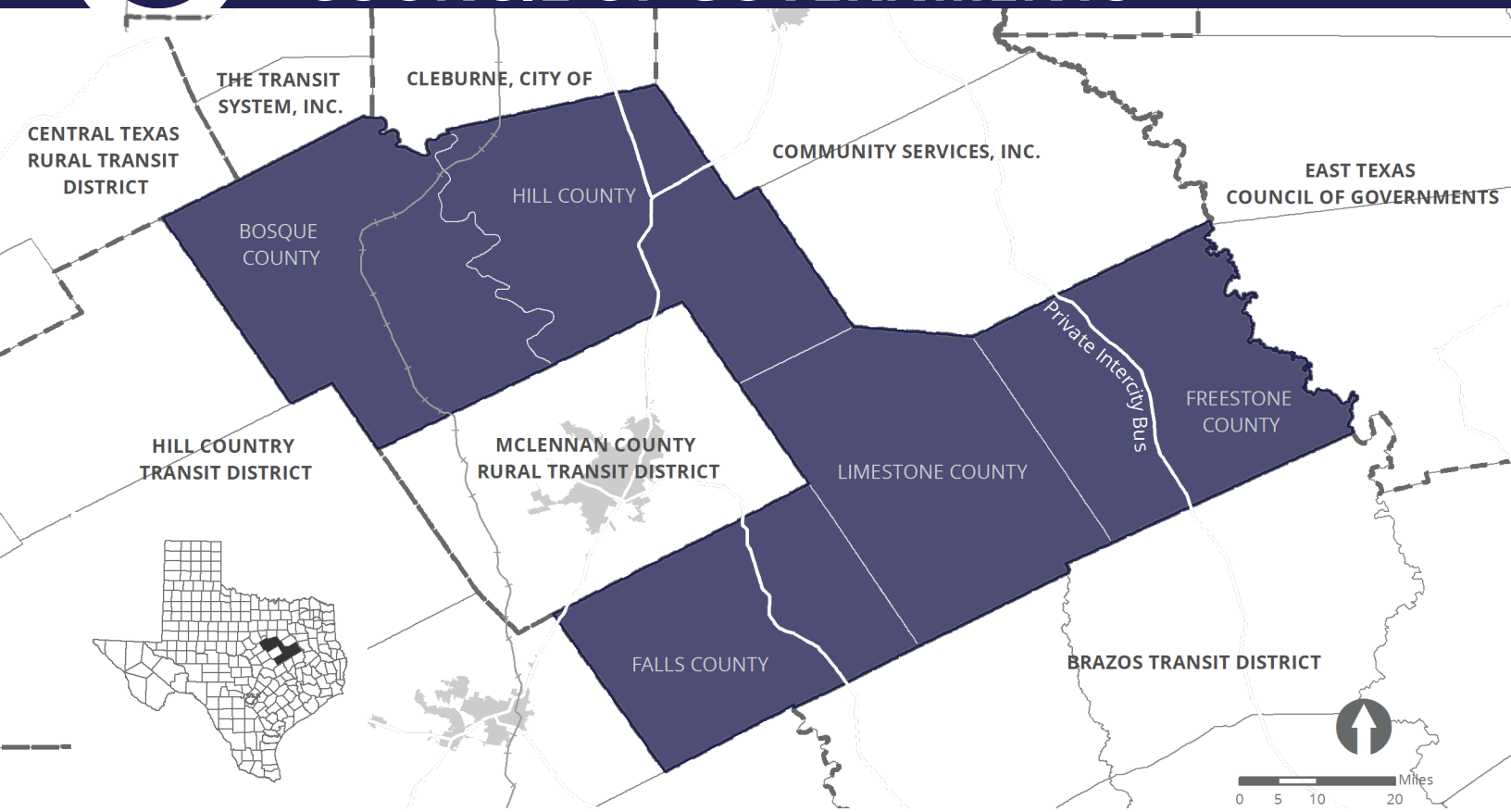
[3] Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011–2014 Data.

[4] Texas Department of Transportation, Proposed 2015–2018 District Statewide Transportation Improvement Programs, and Fort Bend Transit.

Last Updated Date:

December 18, 2015

HEART OF TEXAS COUNCIL OF GOVERNMENTS



The Heart of Texas Council of Governments (HOTCOG) is a rural transit district (RTD) that Texas Transportation Code Chapter 458 authorizes, and therefore receives state funding for rural transit services. There is no urbanized area in its service area. HOTCOG provides demand-response service for the general public covering all of Bosque, Falls, Freestone, Hill, and Limestone Counties. HOTCOG contracts the operation of the service to two subcontractors: Limestone County Transit, and LaFleur Transportation.

HOTCOG, through the Mobility Management Program, coordinates the demand-response service with other transportation options provided by the Health and Human Services Division, as well as education and workforce agencies in the region. The Amtrak passenger rail line and Greyhound intercity bus lines pass through HOTCOG's service area. There is no direct connection to the services.

The HOTCOG Board of Directors governs the RTD. HOTCOG's 80-member governments have the opportunity to elect one or more officials to represent themselves. The HOTCOG Regional Transportation Coordinating Council serves the RTD in an advisory capacity.

Rural Transit District

- Service Area Population[1]: 113,938
- Service Area Land Area[2]: 4,490 Sq. Miles
- Unlinked Passenger Trips[3]: 42,574
- Revenue Fleet[4]: 25 Vehicles

Rural Transit District Service

Service Information

Demand-Response Service

For the general public.

Available in Bosque, Falls, Freestone, Hill, and Limestone Counties.

Reservation must be made at least two days in advance.

One-Way Fare Structure:

- Within the Same County: $1.00
- Crossing County Lines: $2.00

Fare Media:

Exact Change

Operating Time
(Excluding Holidays)

Operating Days by Mode

MON | TUE | WED | THU | FRI

Operating Hours by Mode

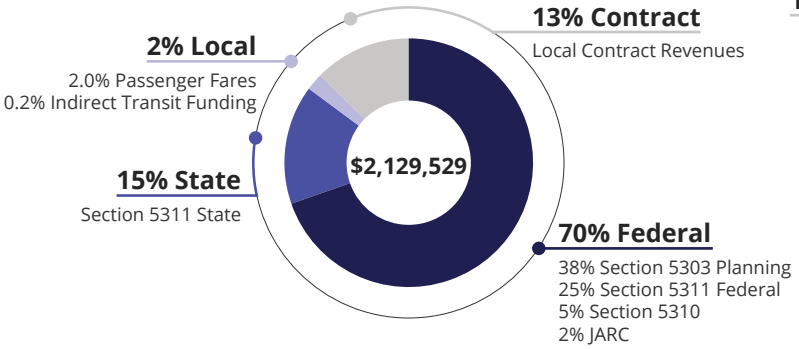
6:00 a.m. — 6:00 p.m.

Address | 1514 S. New Rd.
Waco, TX 76711

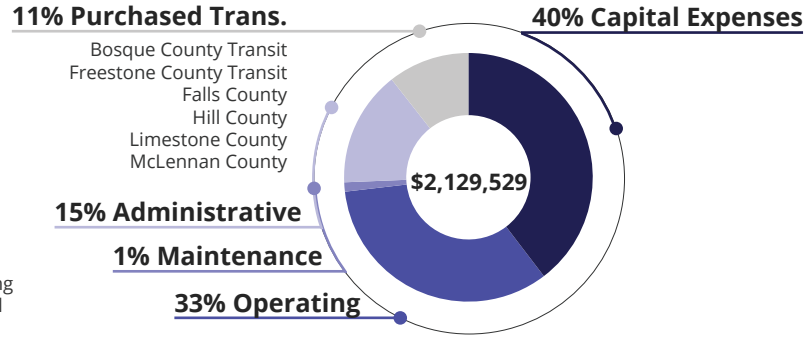
Contact | Rep Pledger
Transportation Director
Phone: (254) 292-1800
E-mail: rep.pledger@hot.cog.tx.us

FY 2014 Financial Status[3]

Revenues in Fiscal Year 2014

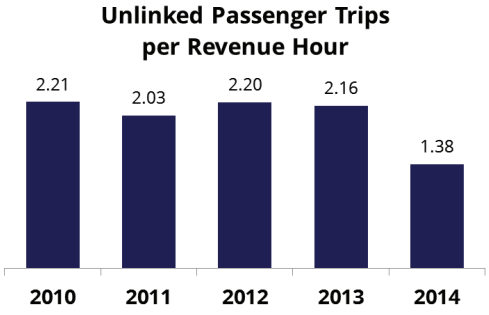


Expenditures in Fiscal Year 2014

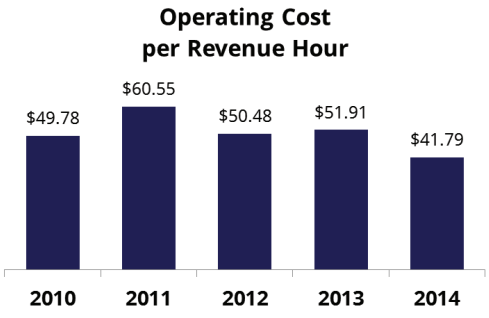


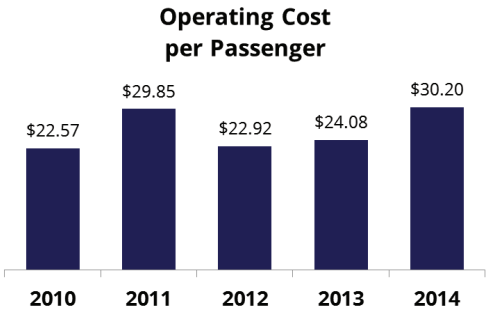
FY 2010–2014 Performance Measures[3]

Productivity in the Past 5 Years



Efficiency in the Past 5 Years





Projects in the 2015–2018 STIP[5]

Implementation Year	Project Name	Cost
2015	Rural Transportation Program - Operating Expenses	$85,916
2016	Rural Transportation Program - Operating Expenses	$89,352
2017	Rural Transportation Program - Operating Expenses	$92,900
2018	Rural Transportation Program - Operating Expenses	$96,600

Data Sources:

[1] U.S. Census Bureau, American Community Survey 2009–2013 5-Year Estimates.

[2] U.S. Census Bureau, 2013 TIGER/Line Shapefiles: Places.

[3] Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011–2014 Data.

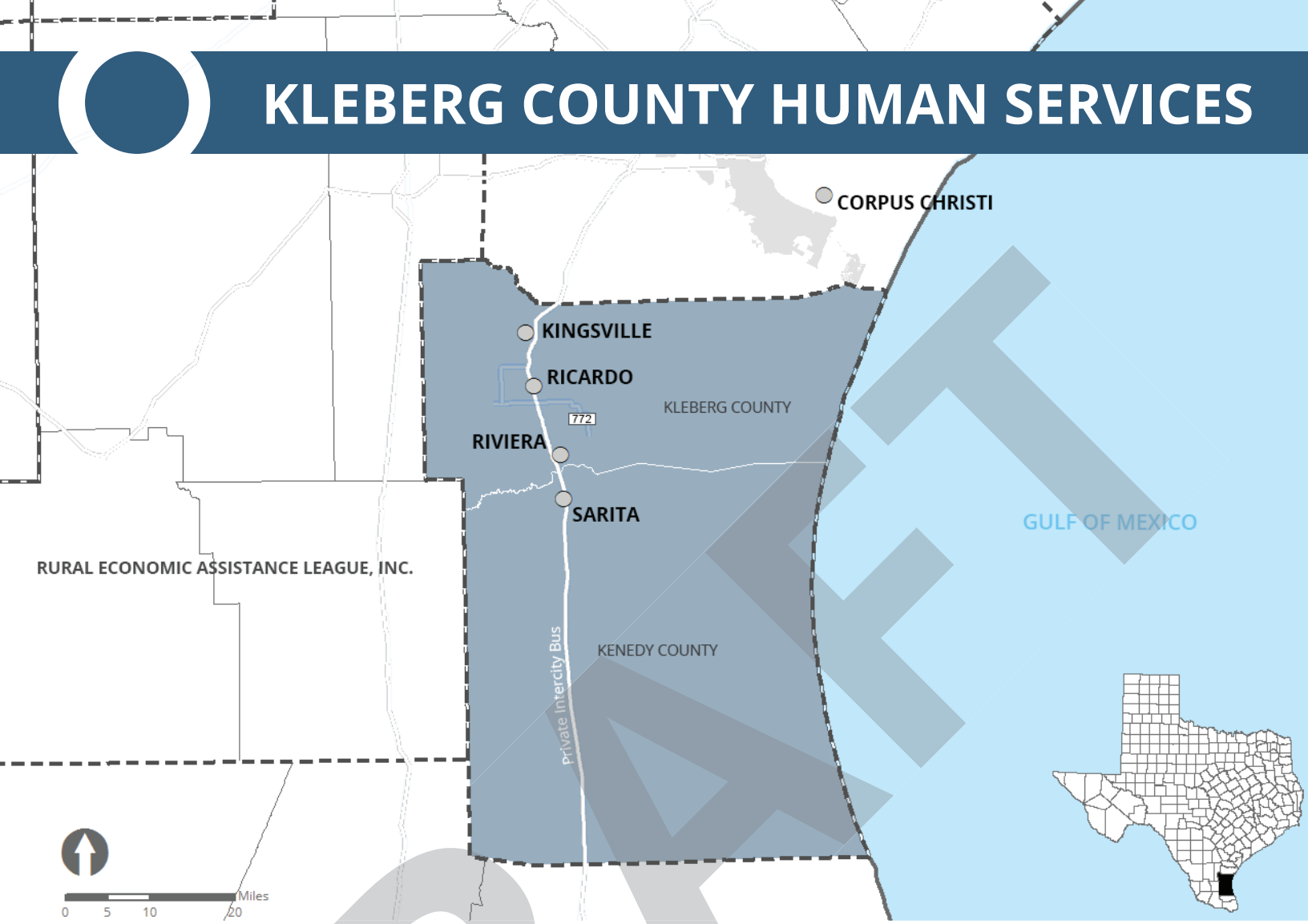
[4] Heart of Texas Council of Governments.

[5] Texas Department of Transportation, Proposed 2015–2018 District Statewide Transportation Improvement Programs.

Last Updated Date:

December 18, 2015

KLEBERG COUNTY HUMAN SERVICES



Kleberg County Human Services (KCHS) is a rural transit district (RTD) that Texas Transportation Code Chapter 458 authorizes to serve Kennedy and Kleberg Counties, and therefore receives state funding for rural transit services. There is no urbanized area in Kennedy and Kleberg Counties. KCHS provides transit services through its rural transit program, Paisano Express. Paisano Express operates demand-response service for the general public throughout KCHS's service area.

Paisano Express coordinates with the neighbor RTD, the Rural Economic Assistance League (REAL), for the betterment of connection. Riders are allowed to travel across the RTD boundary between KCHS and REAL. For a round trip of this kind, each program is only responsible for the one-way trip that originates in its service area. Valley Transit Company operates private intercity bus passing through the KCHS service area. Paisano Express can connect to the service at Valley Transit's Kingsville Travel Center.

KCHS is a department of Kleberg County. The county commissioners court is the governing body of Paisano Express.

DRAFT

Rural Transit District

- Service Area Population[1]: 32,576
- Service Area Land Area[2]: 2,340 Sq. Miles
- Unlinked Passenger Trips[3]: 63,981
- Revenue Fleet[3]: 16 Vehicles

Rural Transit District Service

Service Information

Demand-Response Service (Paisano Express)

For the general public.

Available in Kleberg and Kennedy Counties.

Reservation must be made at least a day in advance.

One-Way Fare Structure:

- Base Fare: $2.00–$8.50
  Within Kingsville city limit: $2.00
  Kingsville to Ricardo to FM Road 772: $3.00
  From FM Road 772 to Riviera/Sarita: $4.00
  To Corpus Christi: $8.50
- Discounted Fare[a]: half fare

Fare Media:

Exact Change

Smart Card

Note:
[a] Students, people with disabilities, and seniors.

Operating Time
(Excluding Holidays)

Operating Days by Mode

* MON TUE WED THU FRI

Operating Hours by Mode

8:00 a.m. 11:30 a.m. 1:00 p.m. 4:00 p.m.

* Corpus Christi trips only on Tuesday and Thursday.

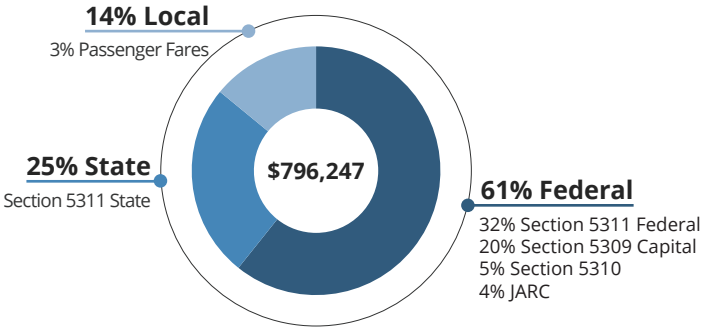
DRAFT

Address | 720 E. Lee
Kingsville, TX 78363-4606

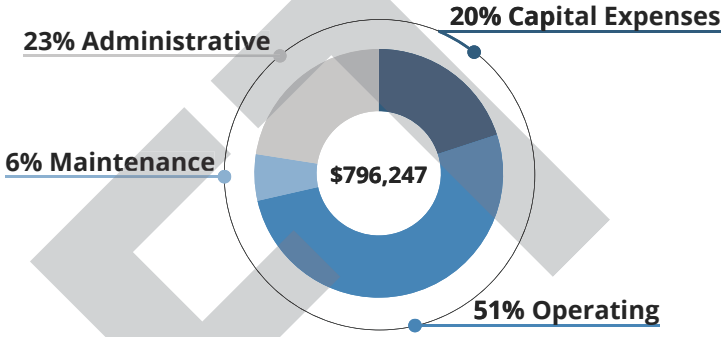
Contact | Margie Del Bosque
Director
Phone: (361) 595-8574
E-mail: margiedlb@yahoo.com

FY 2014 Financial Status[3]

Revenues in Fiscal Year 2014



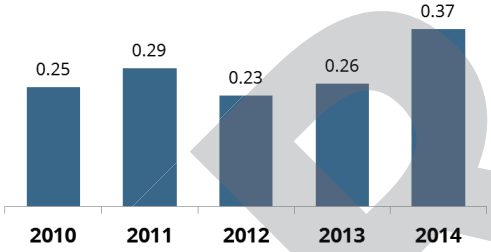
Expenditures in Fiscal Year 2014



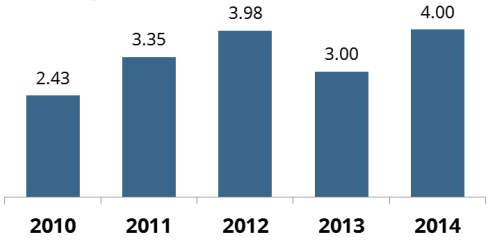
FY 2010–2014 Performance Measures[3]

Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile



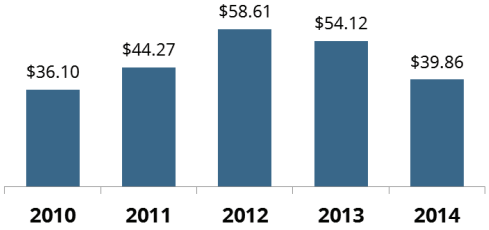
Unlinked Passenger Trips per Revenue Hour



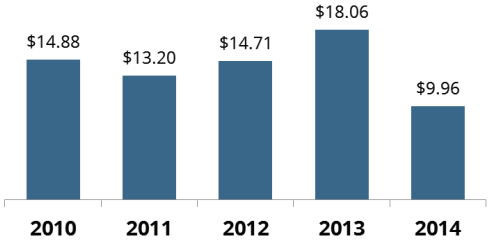
Efficiency in the Past 5 Years

Operating Cost per Revenue Mile

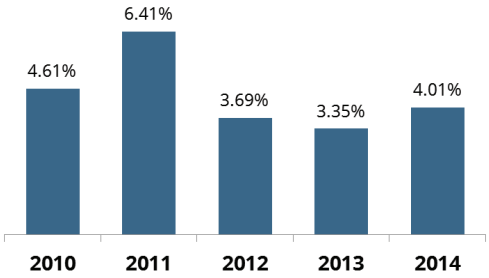
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



DRAFT

Projects in the 2015–2018 STIP[4]

No project listed.

DRAFT

Data Sources:

[1] U.S. Census Bureau, American Community Survey 2009–2013 5-Year Estimates.

[2] U.S. Census Bureau, 2013 TIGER/Line Shapefiles: Places.

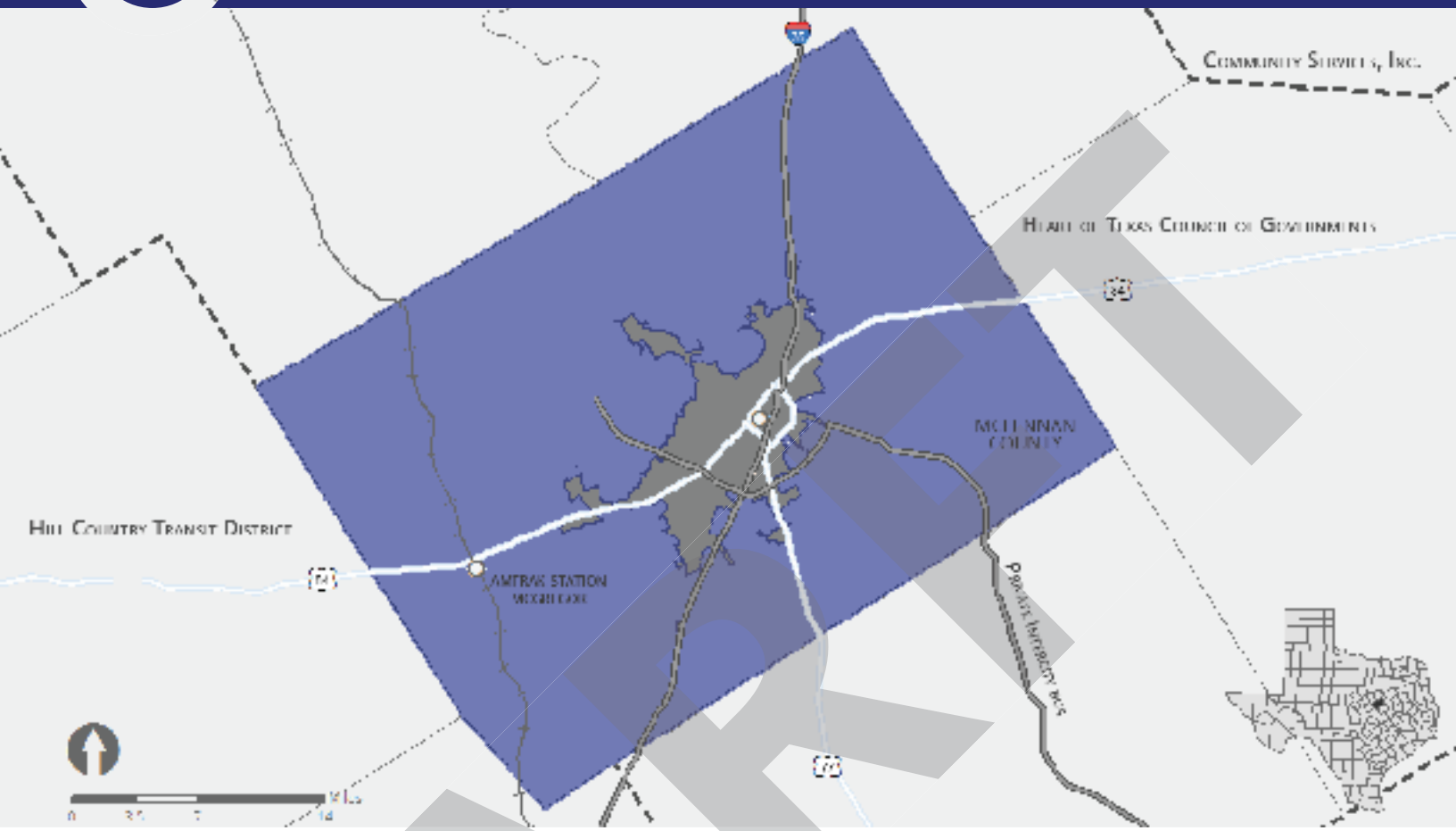
[3] Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011–2014 Data.

[4] Texas Department of Transportation, Proposed 2015–2018 District Statewide Transportation Improvement Programs.

Last Updated Date:

December 18, 2015

MCLENNAN COUNTY RURAL TRANSIT DISTRICT



The McLennan County Rural Transit District (MCRTD) is a rural transit district that Texas Transportation Code Chapter 458 authorizes, and therefore receives state funding for rural transit services.

Being independent from the Heart of Texas Council of Governments, MCRTD began its demand-response service for residents in rural areas of McLennan County on July 1, 2015. Waco Transit is responsible for providing transit services for the Waco urbanized area. MCRTD contracts with Waco Transit to operate rural transit services through an interlocal agreement.

Greyhound and Arrow Trailways of Texas operate private intercity bus service in McLennan County. Waco Transit's rural service does not connect to the intercity bus service, but the urban service does at Waco Greyhound Station. The Amtrak passenger rail line passes through McLennan County, with a station in McGregor.

The McLennan County Commissioners Court and the 13 member cities jointly govern MCRTD.

DRAFT

Rural Transit District

- Service Area Population[1]: 64,938
- Service Area Land Area[2]: 947 Sq. Miles
- Unlinked Passenger Trips[3]: 1,894
- Revenue Fleet[3]: 14 Vehicles

Rural Transit District Service

Service Information

Demand-Response Service

For the general public.

Available in rural McLennan County.

Reservation must be made at least a day before the travel day by 5:00 p.m. and up to two weeks in advance.

One-Way Fare Structure:

- Base Fare:
  With in County: $3.00
  To Adjacent County: $5.00
- Extra Fare (in Addition to Base Fare):
  Same Day Trip: $2.00

Fare Media:

Exact Change

Operating Time
(Excluding Holidays)

Operating Days by Mode

MON | TUE | WED | THU | FRI | SAT

Operating Hours by Mode

FRI: 5:15 a.m. – 7:15 p.m.

SAT: 6:15 a.m. – 8:15 p.m.

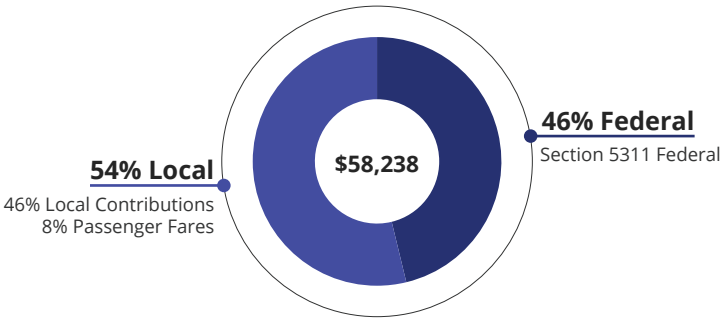
DARFT

Address 301 S. 8th Street, Suite 100
Waco, TX 76701

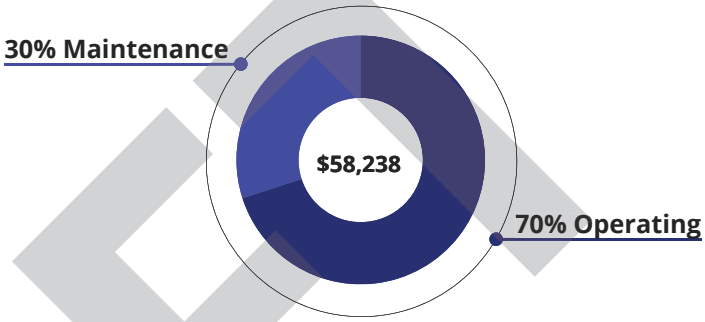
Contact John Hendrickson
Transit Manager
Phone: (254) 750-1900
E-mail: JohnHe@wacotx.gov

FY 2015 Financial Status[3]

Revenues in Fiscal Year 2015



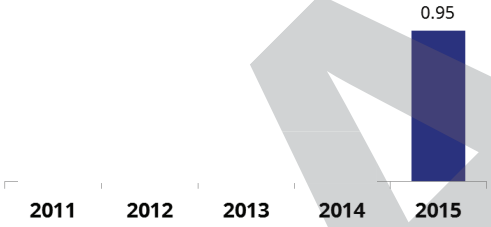
Expenditures in Fiscal Year 2015



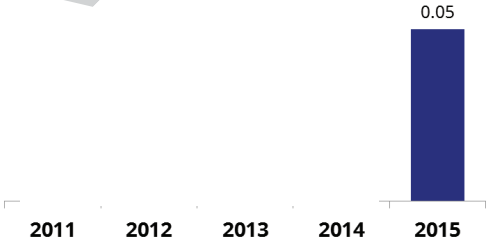
FY 2011–2015 Performance Measures[3]

Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile

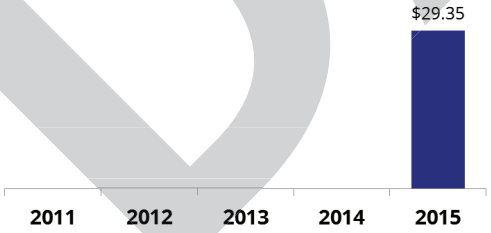


Unlinked Passenger Trips per Revenue Hour

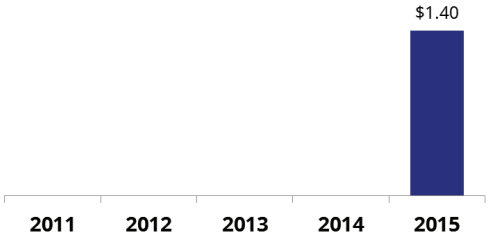


Efficiency in the Past 5 Years

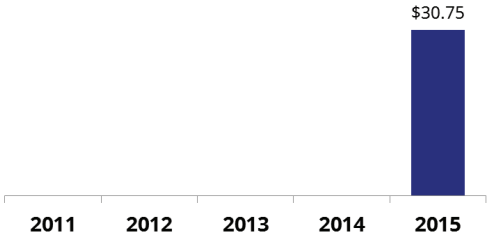
Operating Cost per Revenue Mile



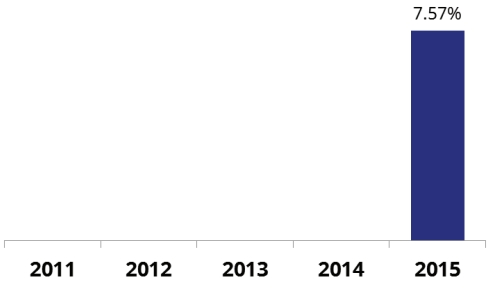
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



DRAFT

Projects in the 2015–2018 STIP[4]

No project listed.

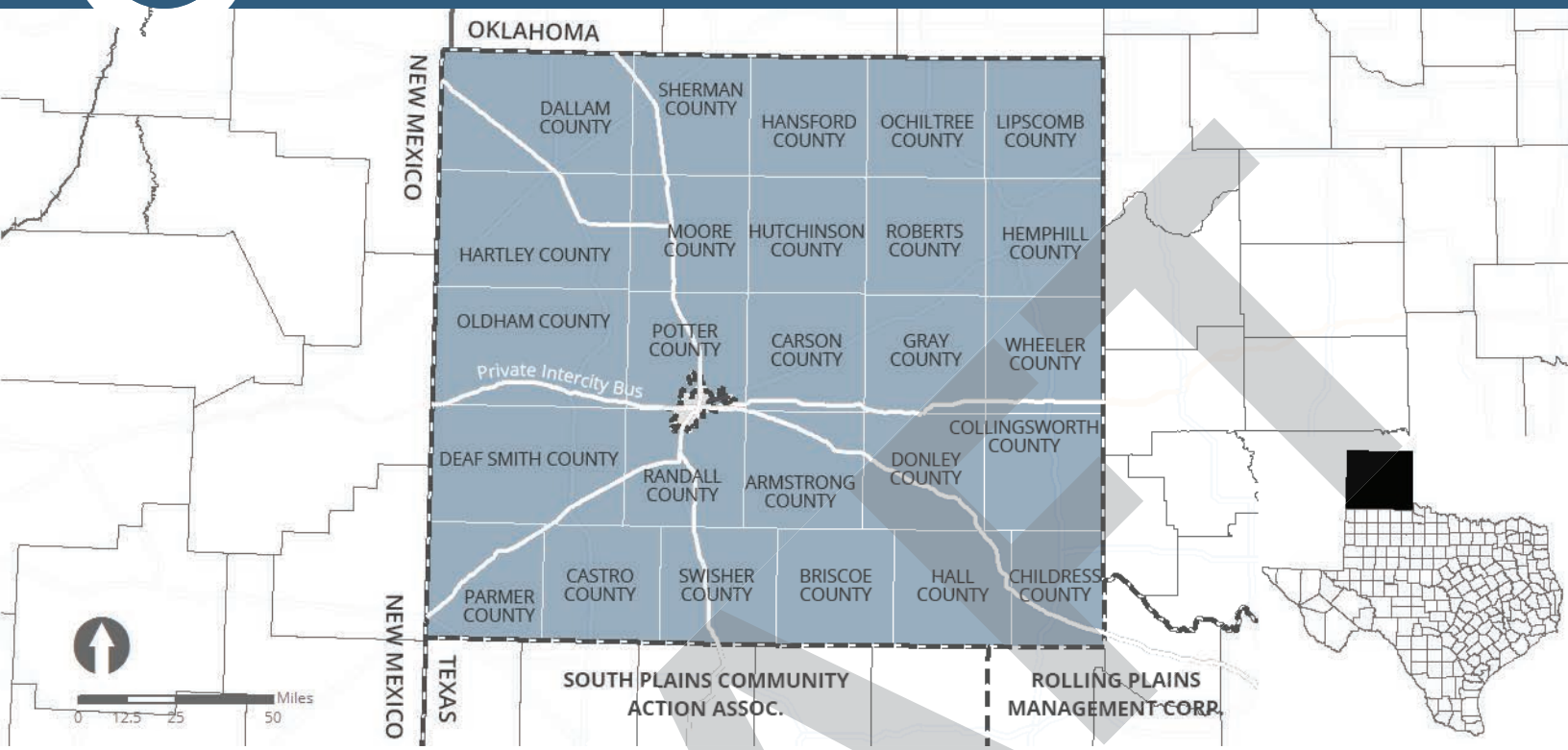
DARFT

Data Sources:

[1] U.S. Census Bureau, American Community Survey 2009–2013 5-Year Estimates and 2010 Census Summary File 1.
[2] U.S. Census Bureau, 2010 and 2013 TIGER/Line Shapefiles: Places, and Urban Areas.
[3] Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011–2014 Data.
[4] Texas Department of Transportation, Proposed 2015–2018 District Statewide Transportation Improvement Programs.

Last Updated Date:
December 18, 2015

PANHANDLE COMMUNITY SERVICES



Panhandle Community Services, Inc., (PCS) is a rural transit district that Texas Transportation Code Chapter 458 authorizes, and therefore receives state funding for rural transit services. PCS, through its transportation program, Panhandle Transit, serves rural areas of Potter and Randall Counties and all of Castro, Childress, Collingsworth, Dallam, Deaf Smith, Donley, Gray, Hall, Hansford, Hartley, Hemphill, Hutchinson, Lipscomb, Moore, Ochiltree, Oldham, Parmer, Roberts, Sherman, Swisher, and Wheeler Counties. The urbanized area (UZA) in Potter and Randall Counties is the Amarillo UZA, which is served by Amarillo City Transit.

Panhandle Transit operates demand-response service for the general public in the 26-county region. In addition, Panhandle Transit contracts with American Medical Response to provide non-emergency medical transportation for the region and coordinates with numerous governmental agencies (such as health and human services) and non-profit organizations (such as senior centers) for regional transit mobility.

Greyhound and TNM&O Coaches operate private intercity bus service throughout the region. Panhandle Transit can make connections to their services at multiple locations.

The governing body of Panhandle Transit is the 21-member Panhandle Community Services Board of Directors. One-third of the members are from the public sector, one-third are economically disadvantaged persons or persons chosen to represent the economically disadvantaged, and one-third are representatives from the private sector.

DRAFT

Rural Transit District

- Service Area Population[1]: 234,611
- Service Area Land Area[2]: 25,672 Sq. Miles
- Unlinked Passenger Trips[3]: 385,505
- Revenue Fleet[3]: 86 Vehicles

Rural Transit District Service

Service Information

Demand-Response Service

For the general public.

Available in rural areas of Potter and Randall Counties and all of Castro, Childress, Collingsworth, Dallam, Deaf Smith, Donley, Gray, Hall, Hansford, Hartley, Hemphill, Hutchinson, Lipscomb, Moore, Ochiltree, Oldham, Parmer, Roberts, Sherman, Swisher, and Wheeler Counties.

Reservation must be made at least a day in advance.

One-Way Fare Structure:

- Within a city limit: $1.00
- Out of county: $0.17 per mile

Fare Media:

Note:
[a] Discounted ticket passes are available for students and seniors.

Operating Time
(Excluding Holidays)

Operating Days by Mode

Operating Hours by Mode

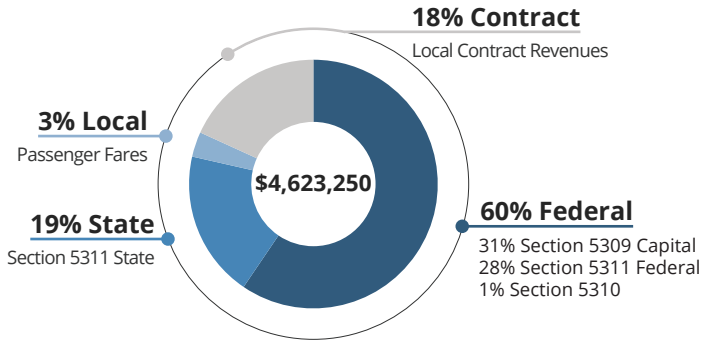
DRAFT

Address | P.O. Box 32150
Amarillo, TX 79120-2150

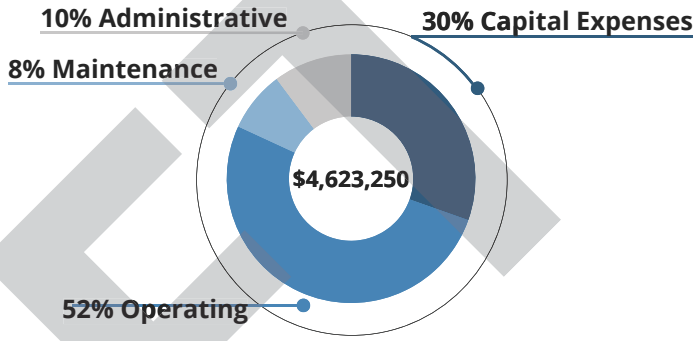
Contact | Lylene Springer
Transportation Director
Phone: (806) 372-2531
E-mail: lylene.springer@pcsvcs.org

FY 2014 Financial Status[3]

Revenues in Fiscal Year 2014

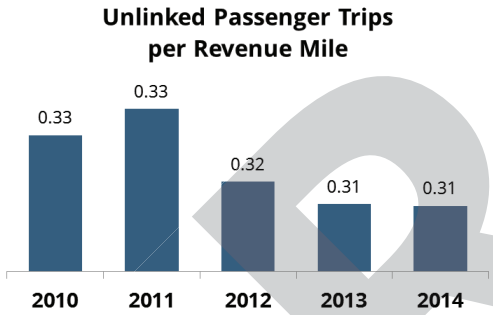


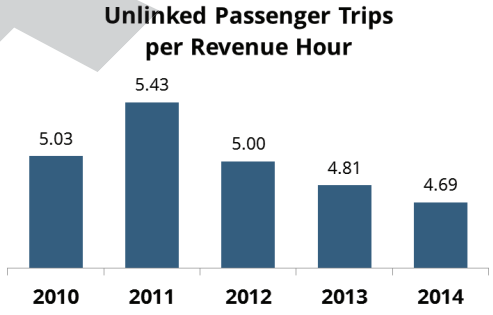
Expenditures in Fiscal Year 2014



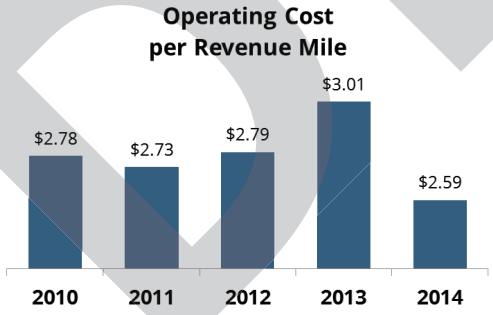
FY 2010–2014 Performance Measures[3]

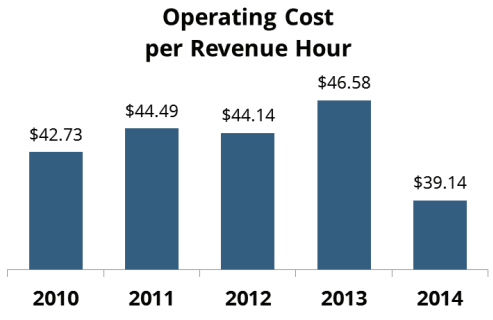
Productivity in the Past 5 Years

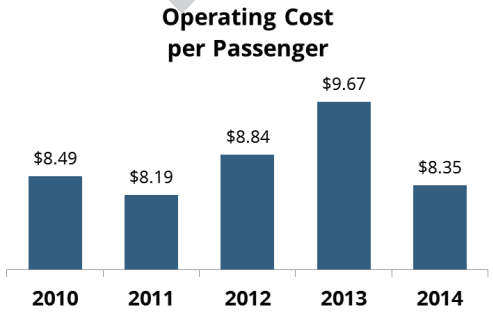




Efficiency in the Past 5 Years







DRAFT

Projects in the 2015–2018 STIP[4]

No project listed.

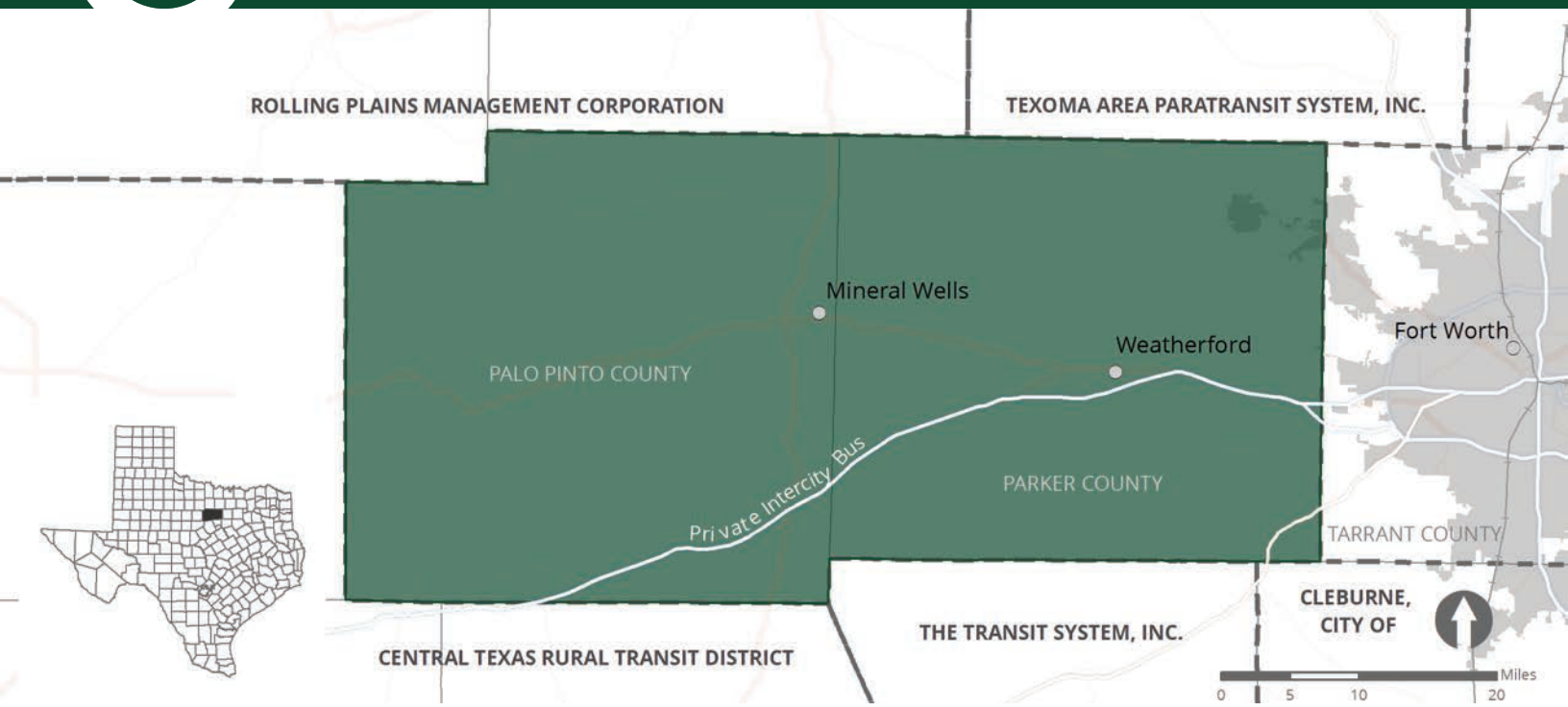
DRAFT

Data Sources:

[1] U.S. Census Bureau, American Community Survey 2009–2013 5-Year Estimates and 2010 Census Summary File 1.
[2] U.S. Census Bureau, 2010 and 2013 TIGER/Line Shapefiles: Places, and Urban Areas.
[3] Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011–2014 Data.
[4] Texas Department of Transportation, Proposed 2015–2018 District Statewide Transportation Improvement Programs.

Last Updated Date:
December 18, 2015

PUBLIC TRANSIT SERVICES



The Public Transit Services (PTS) is a rural transit district (RTD) that Texas Transportation Code Chapter 458 authorizes, and therefore receives state funding for rural transit services. PTS is responsible for serving Palo Pinto and rural Parker Counties. The Dallas-Fort Worth-Arlington urbanized area (UZA) expanded into the northeastern area of Parker County. PTS, under an interlocal agreement with the North Central Texas Council of Governments, provides transit services to the UZA in Parker County as well.

PTS operates demand-response and deviated-fixed-route services throughout the service area, as well as commuter service connecting Fort Worth, Mineral Wells, and Weatherford. PTS contracts with LogistiCare to provide non-emergency medical transportation for eligible residents in its service area. PTS is also a contractor of North Central Texas Workforce Solutions, school districts, and nursing facilities to provide other human service transportation. In addition to the directly operated services, PTS purchases service from the Park County Committee on Aging for seniors.

Greyhound operates private intercity bus service throughout the PTS service area. PTS can make connections to the service at Greyhound Weatherford Station.

The governing body of PTS services is a board of directors, composed of citizens from Palo Pinto and Parker Counties.

Rural Transit District

- Service Area Population[1]: 146,495
- Service Area Land Area[2]: 1,855 Sq. Miles
- Unlinked Passenger Trips[3]: 94,417
- Revenue Fleet[3]: 38 Vehicles

Rural Transit District Services

Service Information

Demand-Response Service

For the general public on a call-in basis and for dialysis-needed riders on a regular basis.

Available in Palo Pinto and Parker Counties.

Reservation must be made at least a day in advance.

One-Way Fare Structure:

- Base Fare: $2.00
- Discounted Fare[a]: $1.00

Fare Media:

Exact Change

Flexible Transit Service

For registered riders only.

Available in Palo Pinto and Parker Counties.

One-Way Fare Structure:

- Base Fare: $1.25
- Discounted Fare: $0.75

Fare Media:

PAID Prepaid Voucher

Commuter Bus Service

PTS provides work commute service for commuters from Mineral Wells to Mineral Wells, from Weatherford to Weatherford, and from Mineral Wells, Weatherford to Fort Worth.

One-Way Fare Structure:

- Base Fare: $4.00

Fare Media:

Exact Change

Ticket Pass

Note:
[a] Seniors.

Operating Time
(Excluding Holidays)

Operating Days by Mode

	MON	TUE	WED	THU	FRI		
	MON	TUE	WED	THU	FRI		
	MON	TUE	WED	THU	FRI		

Operating Hours by Mode

6:00 a.m. — 6:00 p.m.

6:00 a.m. — 6:00 p.m.

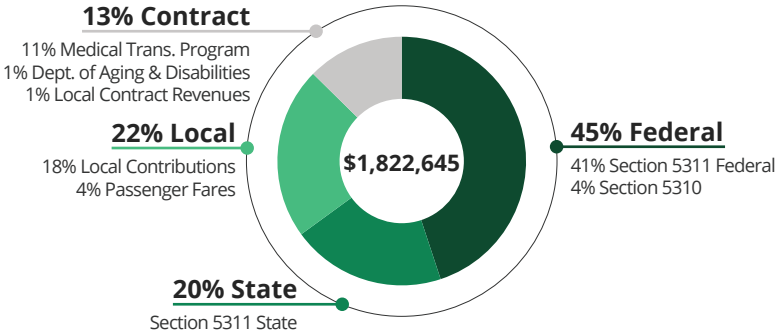
6:00 a.m. — 6:00 p.m.

Address | P.O. Box 1055
Mineral Wells, TX 76068

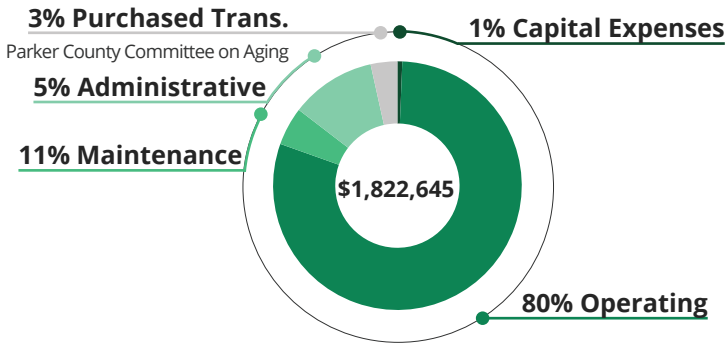
Contact | Reta Brooks
Executive Director
Phone: (940) 328-1391
E-mail: rbrooks@publictransitservices.org

FY 2014 Financial Status[3]

Revenues in Fiscal Year 2014

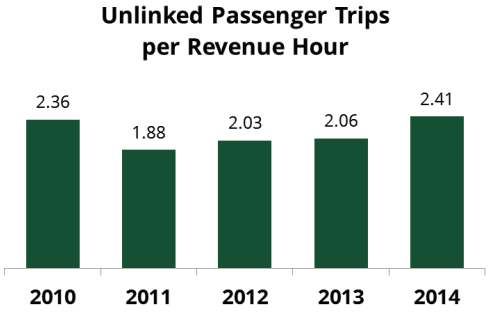


Expenditures in Fiscal Year 2014

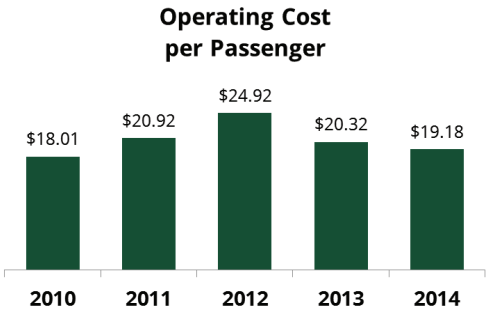


FY 2010–2014 Performance Measures[3]

Productivity in the Past 5 Years



Efficiency in the Past 5 Years



Projects in the 2015–2018 STIP[4]

Implementation Year	Project Name	Cost
2015	Support Urbanized Area Transit Service	$1,078,000
2016	Support Urbanized Area Transit Service	$1,078,000
2017	Support Urbanized Area Transit Service	$1,078,000
2018	Support Urbanized Area Transit Service	$1,078,000

Data Sources:

[1] U.S. Census Bureau, American Community Survey 2009–2013 5-Year Estimates.

[2] U.S. Census Bureau, 2013 TIGER/Line Shapefiles: Places.

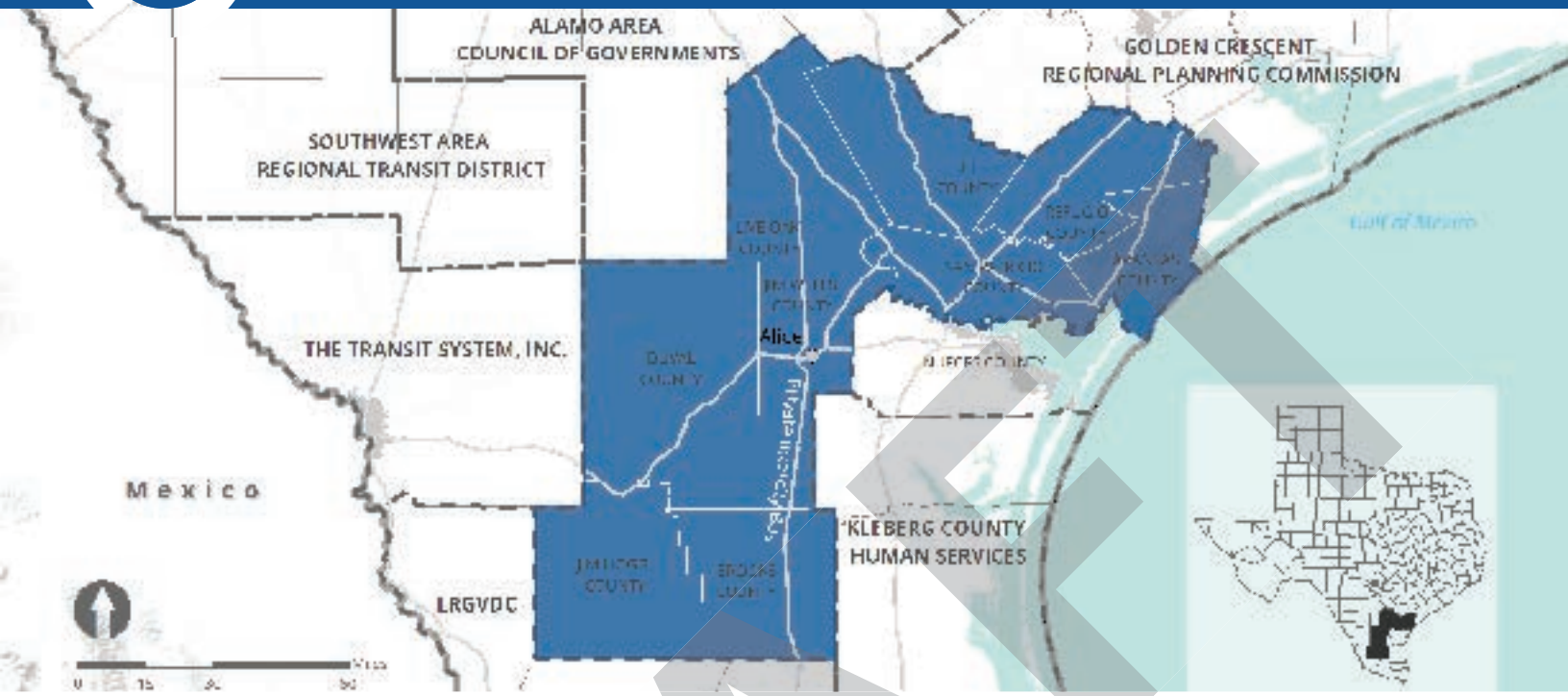
[3] Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011–2014 Data.

[4] Texas Department of Transportation, Proposed 2015–2018 District Statewide Transportation Improvement Programs.

Last Updated Date:

December 18, 2015

RURAL ECONOMIC ASSISTANCE LEAGUE, INC.



The Rural Economic Assistance League (REAL) is a rural transit district (RTD) that Texas Transportation Code Chapter 458 authorizes, and therefore receives state funding for rural transit services. REAL, through its transportation program, REAL Transit, serves rural San Patricio and all of Aransas, Bee, Brooks, Duval, Jim Hogg, Jim Wells, Live Oak, and Refugio Counties. Prior to June 2015, the Community Action Council of South Texas served Duval and Jim Hogg Counties, and Bee Community Action Agency served Aransas, Bee, Live Oak, and Refugio Counties.

REAL Transit operates demand-response service for the general public throughout the service area and flexible transit service for schools in Brooks, Jim Wells, and San Patricio Counties; and provides transportation outside the service area to Corpus Christi. Additionally, REAL provides human service transportation under contract with Texas Workforce and Serco.

REAL Transit coordinates with the neighbor RTD, Kleberg County Human Services (KCHS), for the betterment of connection. Riders are allowed to travel across the RTD boundary between KCHS and REAL. For a round trip of this kind, each program is only responsible for the one-way trip that originates in its service area. Valley Transit Company operates private intercity bus service throughout the service area of REAL Transit. Connections can be made at multiple Valley Transit Stations.

REAL has four administrative and operation offices: the Alice Office in Jim Wells County, the Beeville Office in Bee County, the Falfurrias Office in Brooks County, and the Sinton Office in San Patricio County. The governing body of REAL Transit is a volunteer 12-member REAL Board of Directors.

DRAFT

Rural Transit District

- Service Area Population[1]: 188,613
- Service Area Land Area[2]: 8,367 Sq. Miles
- Unlinked Passenger Trips[3]: 205,697
- Revenue Fleet[3]: 70 Vehicles

Rural Transit District Services

Service Information

Demand-Response Service

For the general public.

Available throughout the service area.

Reservation must be made at least a day in advance.

One-Way Fare Structure:

- Within Alice city limit:
  $1.00
- From Alice to surrounding areas:
  $2.00
- Trips originating outside Alice:
  Based on mileage

Fare Media:

Exact Change

Ticket Pass

Flexible Transit Service

For students, and serves the general public as well.

Available in Brooks, Jim Wells, and San Patricio Counties during the school year.

One-Way Fare Structure:

- Within Alice city limit:
  $1.00
- From Alice to surrounding areas:
  $2.00
- Trips originating outside Alice:
  Based on mileage

Fare Media:

Exact Change

Ticket Pass

Operating Time
(Excluding Holidays)

Operating Days by Mode

	MON	TUE	WED	THU	FRI		
	MON	TUE	WED	THU	FRI		

Operating Hours by Mode

8:00 a.m. 5:00 p.m.

8:00 a.m. 5:00 p.m.

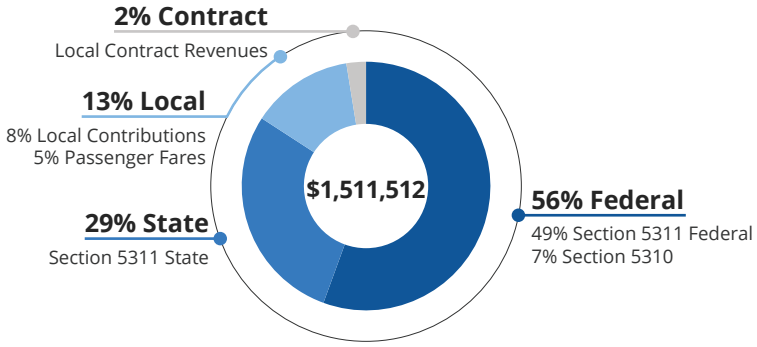
DRAFT

Address | 301 Lucero St.
Alice, TX 78332-5848

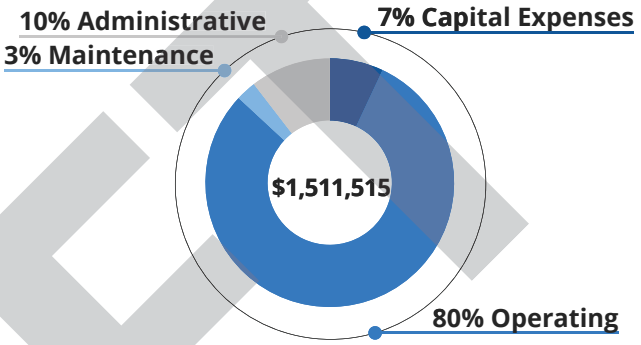
Contact | Gloria Ramos
Executive Director
Phone: (361) 668-3158
E-mail: realtran@bizstx.rr.com

FY 2014 Financial Status[3]

Revenues in Fiscal Year 2014

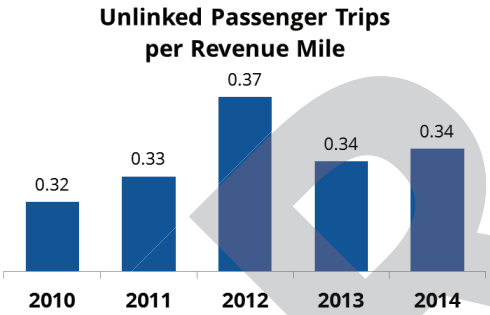


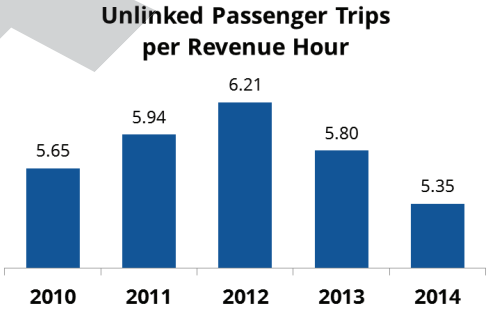
Expenditures in Fiscal Year 2014



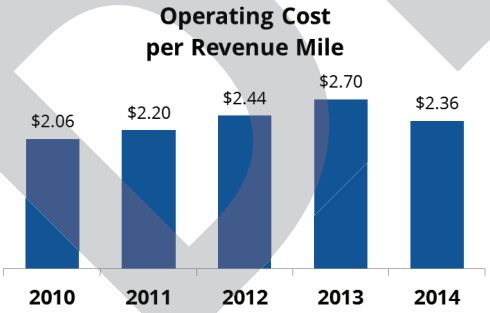
FY 2010–2014 Performance Measures[3]

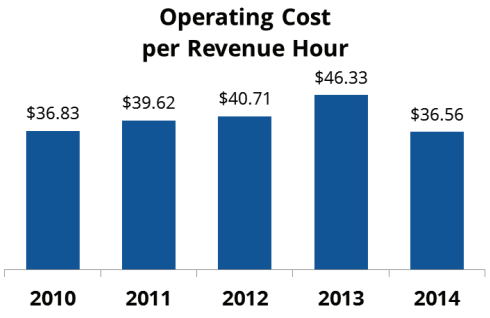
Productivity in the Past 5 Years

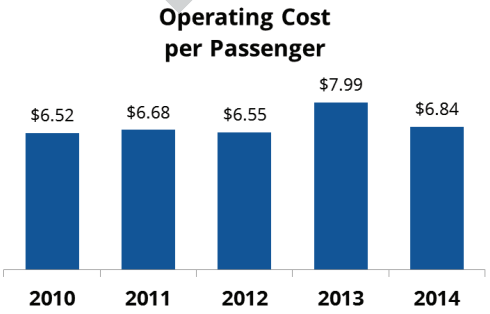




Efficiency in the Past 5 Years







DRAFT

Projects in the 2015–2018 STIP[4]

No project listed.

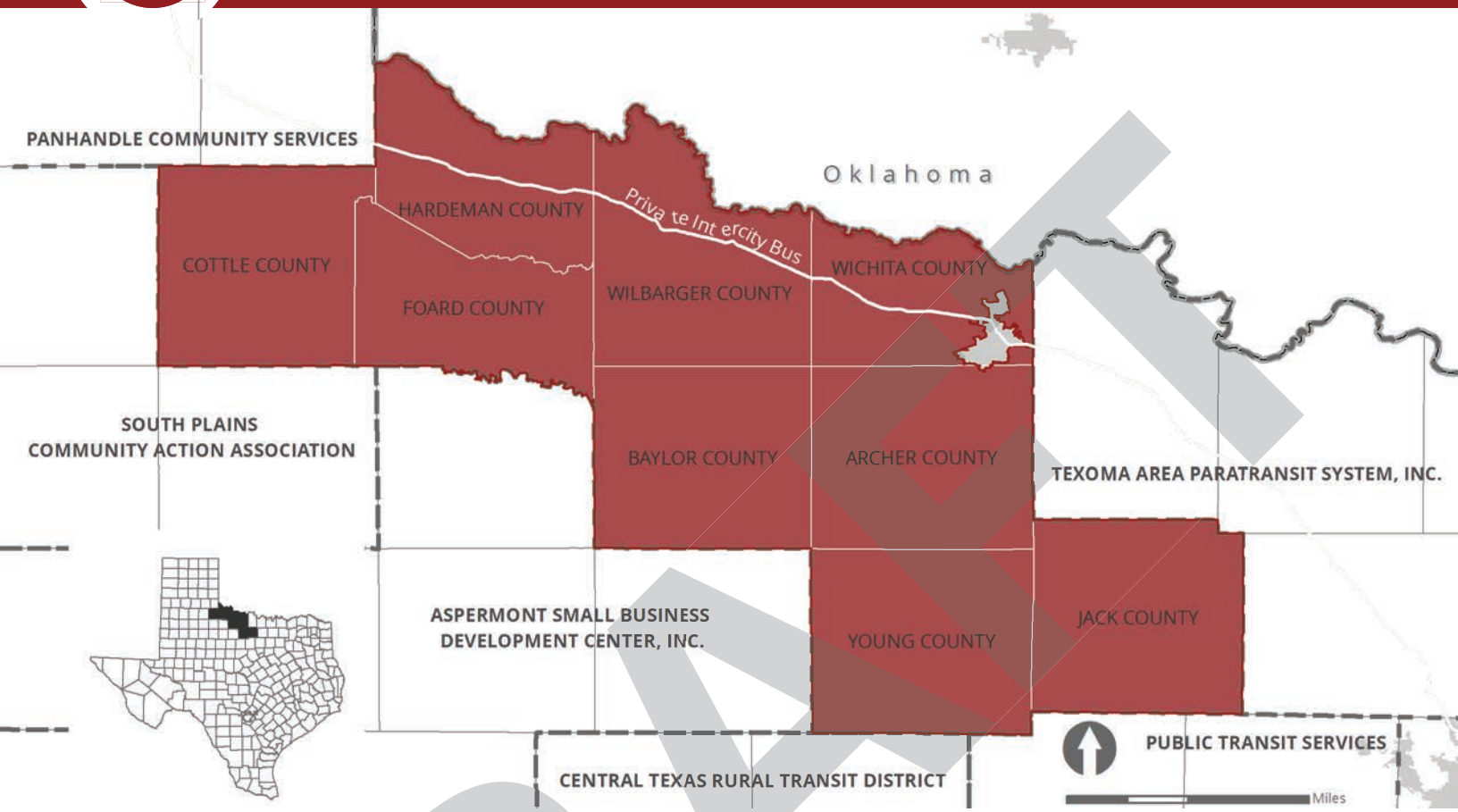
DRAFT

Data Sources:

[1] U.S. Census Bureau, American Community Survey 2009–2013 5-Year Estimates and 2010 Census Summary File 1.
[2] U.S. Census Bureau, 2010 and 2013 TIGER/Line Shapefiles: Places, and Urban Areas.
[3] Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011–2014 Data.
[4] Texas Department of Transportation, Proposed 2015–2018 District Statewide Transportation Improvement Programs.

Last Updated Date:
December 18, 2015

ROLLING PLAINS MANAGEMENT CORP.



The Rolling Plains Management Corporation (RPMC) is a rural transit district that Texas Transportation Code Chapter 458 authorizes, and therefore receives state funding for rural transit services. RPMC, through its transportation program, SHARP Lines Rural Public Transportation, serves rural areas of Archer and Wichita Counties and all of Baylor, Cottle, Foard, Hardeman, Jack, Wilbarger, and Young Counties. The urbanized area (UZA) across Archer and Wichita Counties is the Wichita Falls UZA, which is served by the Wichita Falls Transit System (known as Falls Ride).

RPMC operates demand-response service for the general public throughout the service area. RPMC is also a subcontractor of the Texoma Area Paratransit System, providing non-emergency medical transportation for eligible Medicare participants in the service area. The private intercity bus line of TNM&O Coaches passes through RPMC's service area with a station at Wichita Falls.

The RPMC Board of Directors governs SHARP Lines Rural Public Transportation. The board of directors is composed of 33 members, including one-third local elected officials, one-third low-income representatives, and one-third representatives of the private sector.

DRAFT

Rural Transit District

- Service Area Population[1]: 91,996
- Service Area Land Area[2]: 7,444 Sq. Miles
- Unlinked Passenger Trips[3]: 140,624
- Revenue Fleet[3]: 74 Vehicles

Rural Transit District Service

Service Information

Demand-Response Service (SHARP Lines)

For the general public.

Available in rural areas of Archer and Wichita Counties and all of Baylor, Cottle, Foard, Hardeman, Jack, Wilbarger, and Young Counties.

Reservation must be made at least a day in advance.

One-Way Fare Structure:

- Base Fare: $2.00
- Discounted Fare[a]: $0.50

Fare Media:

Exact Change

Ticket Pass

Note:
[a] Children and students.

Operating Time
(Excluding Holidays)

Operating Days by Mode

MON TUE WED THU FRI

Operating Hours by Mode

8:00 a.m. 5:00 p.m.

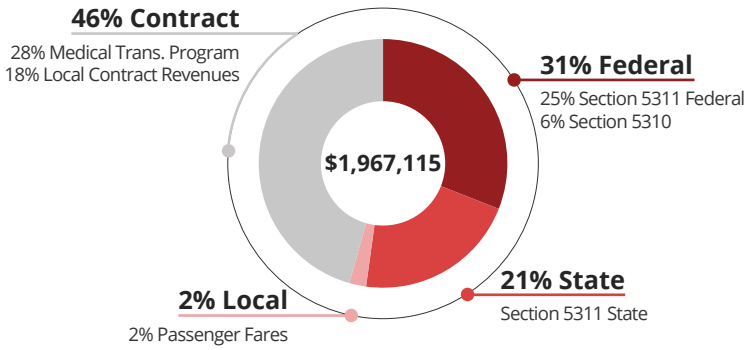
DRAFT

Address | P.O. Box 490
Crowell, TX 79227-0490

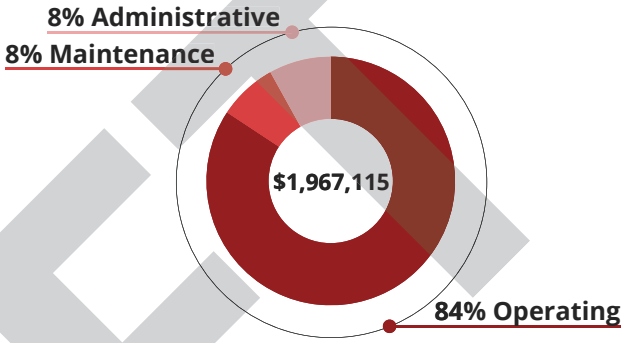
Contact | Lezlie Carroll
Transit Director
Phone: (940) 684-1571
E-mail: sharplines@yahoo.com

FY 2014 Financial Status[3]

Revenues in Fiscal Year 2014

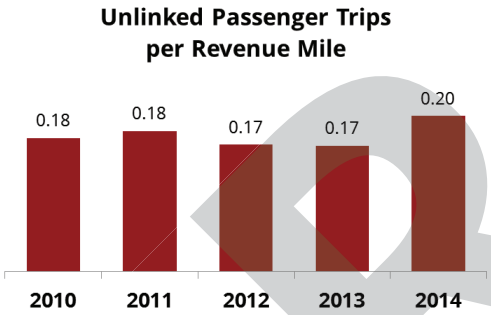


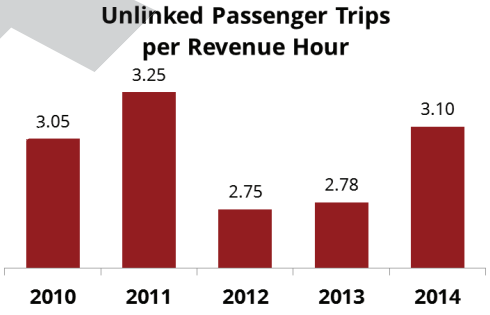
Expenditures in Fiscal Year 2014



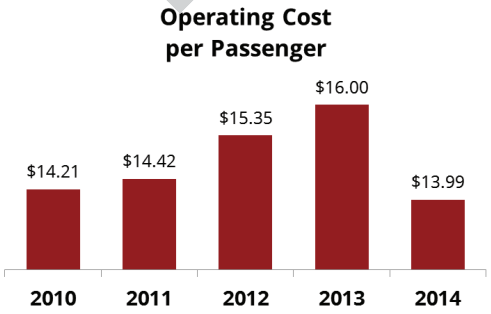
FY 2010–2014 Performance Measures[3]

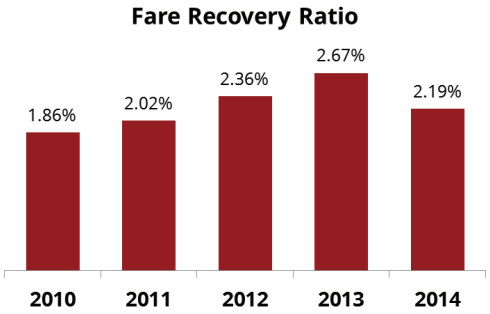
Productivity in the Past 5 Years





Efficiency in the Past 5 Years





DRAFT

Projects in the 2015–2018 STIP[4]

No project listed.

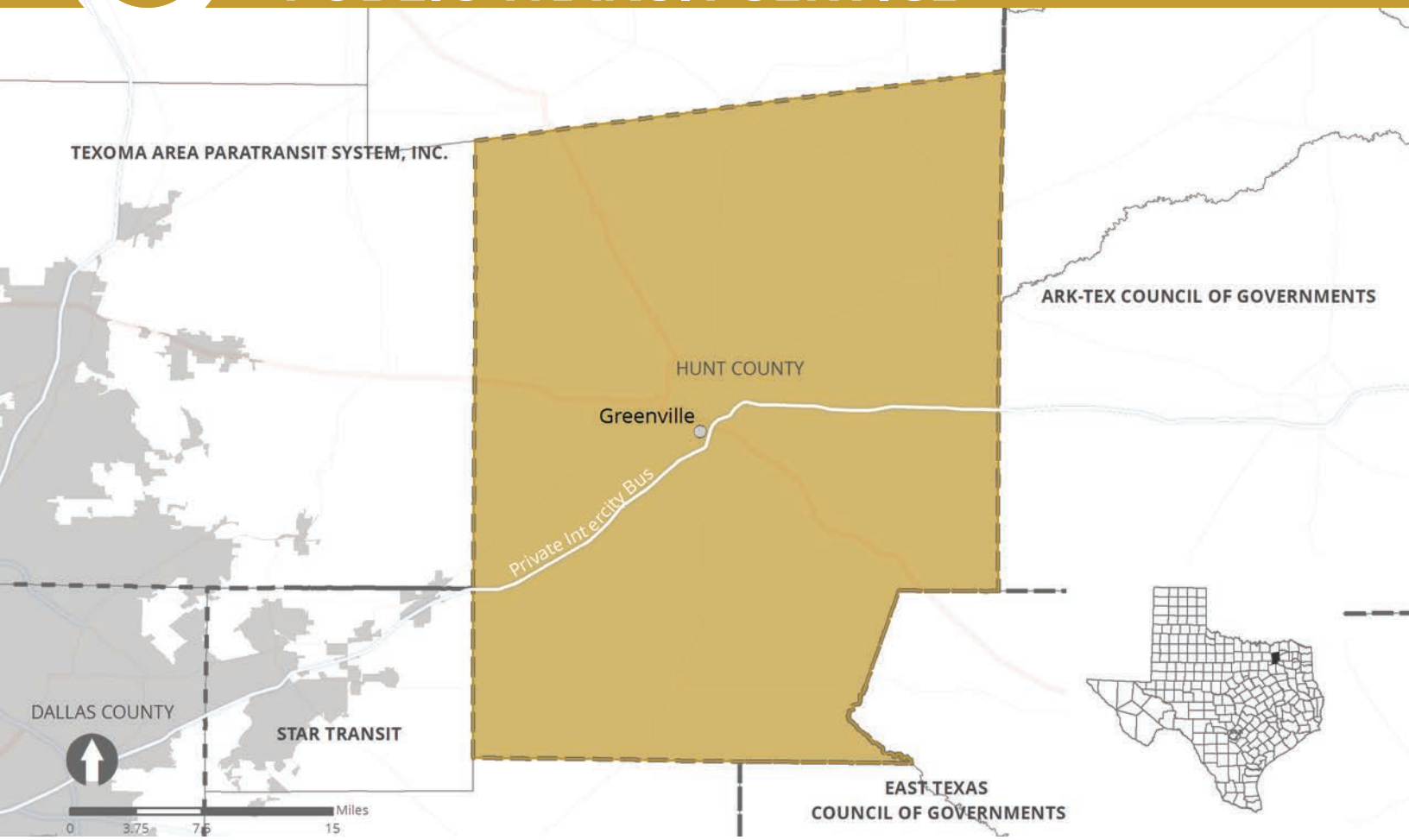
DRAFT

Data Sources:

[1] U.S. Census Bureau, American Community Survey 2009–2013 5-Year Estimates and 2010 Census Summary File 1.
[2] U.S. Census Bureau, 2010 and 2013 TIGER/Line Shapefiles: Places, and Urban Areas.
[3] Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011–2014 Data.
[4] Texas Department of Transportation, Proposed 2015–2018 District Statewide Transportation Improvement Programs.

Last Updated Date:
December 18, 2015

SENIOR CENTER RESOURCES AND PUBLIC TRANSIT SERVICE



The Senior Center Resources and Public Transit (SCRPT), under Texas Transportation Code Chapter 458, serves as a rural transit district for Hunt County, and therefore receives state funding for rural transit services. SCRPT provides demand-response service for the general public through its transportation program, The Connection. The Connection is also a contracted transportation provider of Logisticare Solutions, providing non-emergency medical transportation for eligible Medicare riders in Hunt County.

Greyhound operates private intercity bus service throughout the service area of The Connection. The Connection can provide access to the service at Greyhound Greenville Station.

The Connection is governed by the SCRPT Board of Directors, which is composed of volunteers from the local community.

Rural Transit District

- Service Area Population[1]: 86,455
- Service Area Land Area[2]: 840 Sq. Miles
- Unlinked Passenger Trips[3]: 63,285
- Revenue Fleet[3]: 17 Vehicles

Rural Transit District Service

Service Information

Demand-Response Service (The Connection)

For the general public.

Available throughout Hunt County.

Reservation must be made at least a day in advance.

One-Way Fare Structure:

- Base Fare:
  Within the Same City: $2.00
  Within Hunt County: $3.00
  To Dallas Originating within Hunt County[a]: $17.00
- Discounted Fare[b]: Half-Fare

Fare Media:

Exact Change

Notes:
[a] Round trip only.
[b] Children (under 12) with an adult escort.

Operating Time
(Excluding Holidays)

Operating Days by Mode

MON | TUE | WED | THU | FRI

Operating Hours by Mode

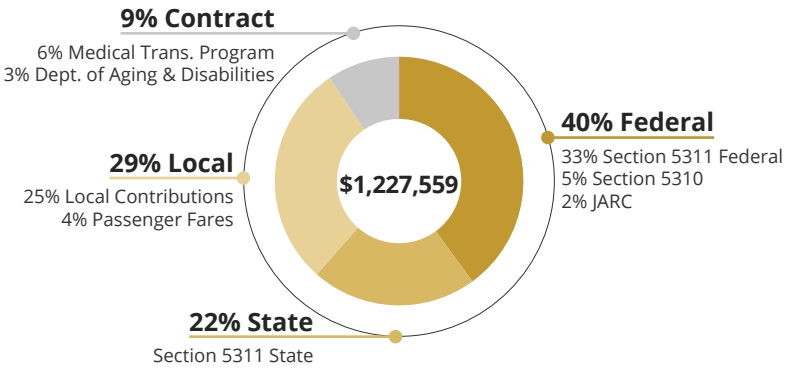
7:00 a.m. — 7:00 p.m.

Address | 4912 Lee St.
Greenville, TX 75401

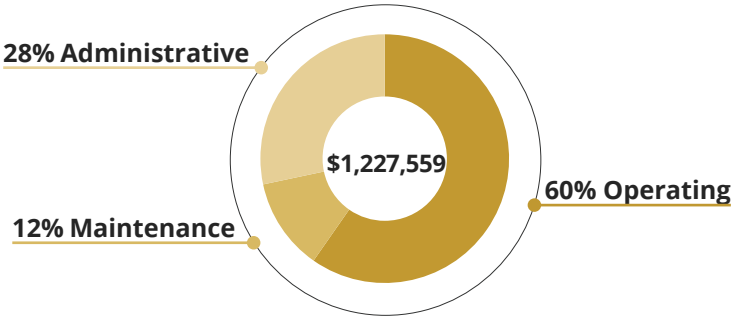
Contact | Danny Allembaugh
Acting CEO/Executive Director
Phone: (903) 454-1444
E-mail: td@scrpt.org

FY 2014 Financial Status[3]

Revenues in Fiscal Year 2014

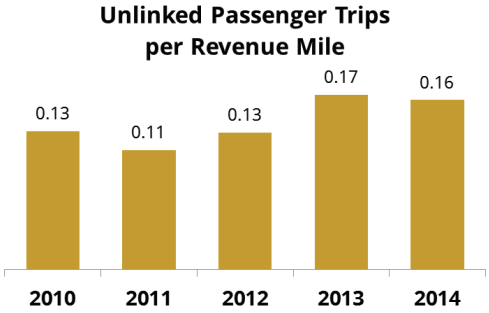


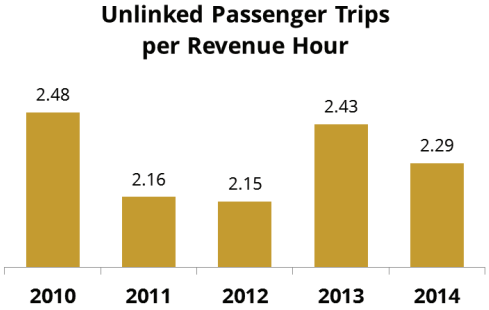
Expenditures in Fiscal Year 2014



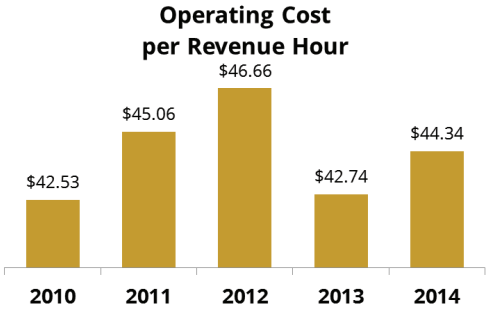
FY 2010–2014 Performance Measures[3]

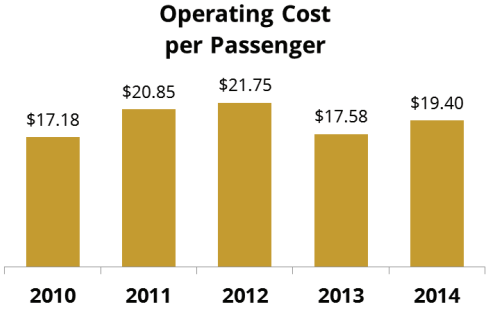
Productivity in the Past 5 Years

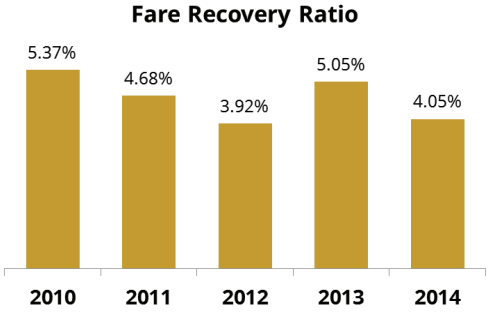




Efficiency in the Past 5 Years







Projects in 2015–2018[4]

Implementation Year	Project Name	Cost
2015–2018	Park and Ride from Greenville to DART in Rowlett	To Be Determined
2015–2018	Park and Ride from Greenville to DART in Mesquite	To Be Determined
2015–2018	Expand Service with New Buses	$325,000
2015–2018	Operation Equipment	To Be Determined

Data Sources:

[1] U.S. Census Bureau, American Community Survey 2009–2013 5-Year Estimates.

[2] U.S. Census Bureau, 2013 TIGER/Line Shapefiles: Places.

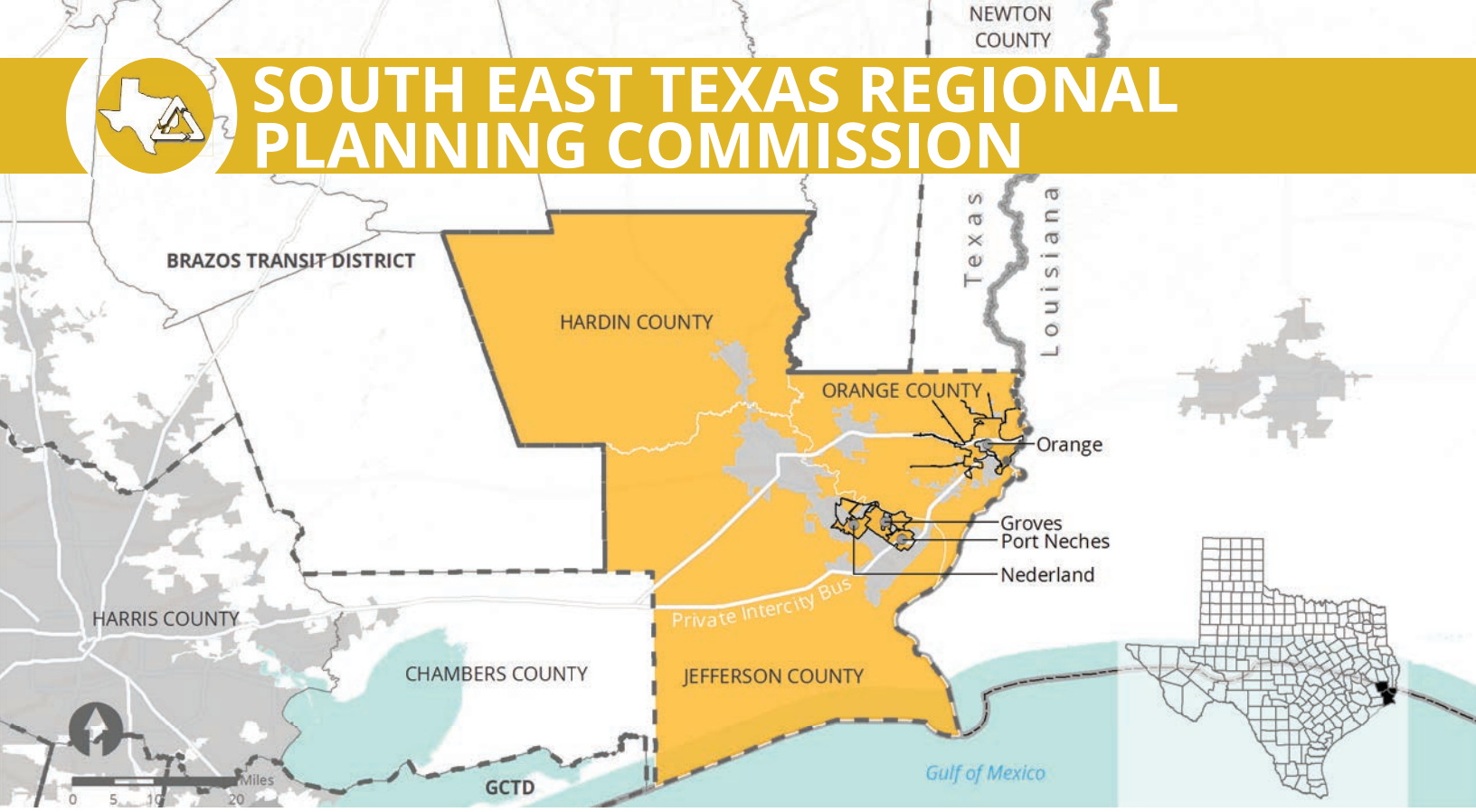
[3] Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011–2014 Data.

[4] Senior Center Resource and Public Transit.

Last Updated Date:

December 18, 2015

SOUTH EAST TEXAS REGIONAL PLANNING COMMISSION



The South East Texas Regional Planning Commission (SETRPC) is a rural transit district that Texas Transportation Code Chapter 458 authorizes, and therefore receives state funding for rural transit services. There are two urbanized areas (UZAs) in the three-county area, the Beaumont UZA and the Port Arthur UZA. Beaumont Municipal Transit and Port Arthur Transit (PAT) are their designated transit providers, respectively. The results of the 2010 U.S. Census indicated that the Port Arthur UZA had absorbed Groves and Nederland, and the majority of Orange and Port Neches. SETRPC continues to serve these cities using Section 5311, Section 5310, and local funds.

SETRPC, through its transportation program, South East Texas Transit (SETT), provides demand-response service to the general public in Hardin, Orange, and rural western Jefferson Counties. SETT provides demand-response service to limited eligibility riders in additional areas, including Groves, Nederland, and Port Neches. SETT does not directly operate the services. Instead, SETT contracts with Nutrition and Services for Seniors, Orange County Transportation, and the Orange Community Action Association. The three contractors perform dispatching separately.

The Amtrak passenger rail line and greyhound intercity bus lines pass through SETT's service area. SETT can provide connections to the services at Amtrak Beaumont Station and at Greyhound Port Arthur and Beaumont Stations.

SETT is governed by the SETRPC Transportation Planning Committee, which consists of elected officials or representatives appointed by the city council and commissioners court of the agencies listed as SETRPC's voting membership.

Rural Transit District

- Service Area Population[1]: 153,062
- Service Area Land Area[2]: 1,935 Sq. Miles
- Unlinked Passenger Trips[3]: 63,657
- Revenue Fleet[3]: 34 Vehicles

Rural Transit District Service

Service Information

Demand-Response Service

For the general public, service available in in Hardin, Orange, and rural western Jefferson Counties.

For limited eligibility riders[a], in addition to above areas, service also available in Groves, Nederland, and Port Neches,

One-Way Fare Structure:

- To Beaumont or Port Arthur: $2.50
- To Other Places:
  Within the Same County: $1.00
  County to County: $1.50

Fare Media:

Exact Change

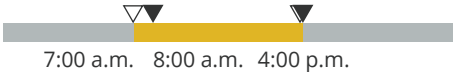
Note:
[a] People with disabilities and seniors (60+).

Operating Time
(Excluding Holidays)

Operating Days by Mode

MON	TUE	WED	THU	FRI		

Operating Hours by Mode



▽ Orange County Transportation and Orange Community Action Association

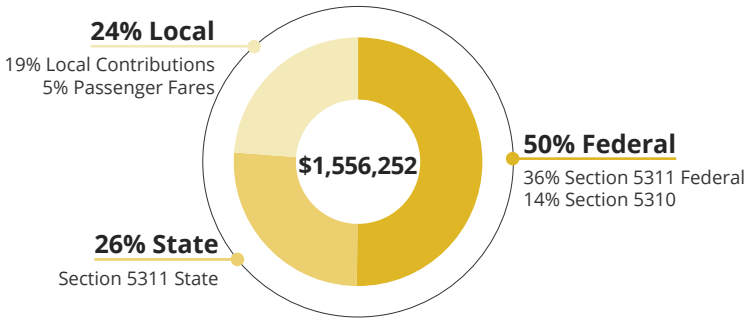
▼ Nutrition and Services for Seniors

Address | 2210 Eastex Frwy.
Beaumont, TX 77703

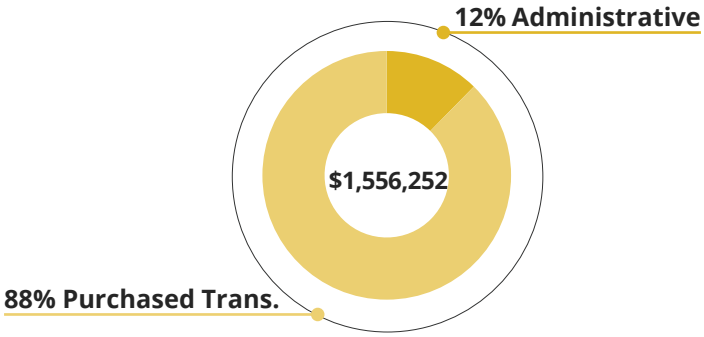
Contact | D'Juana Davillier
Transportation Program Manager
Phone: (409) 899-8444
E-mail: ddavillier@setrpc.org

FY 2014 Financial Status[3]

Revenues in Fiscal Year 2014

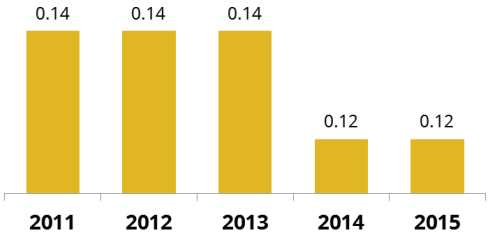


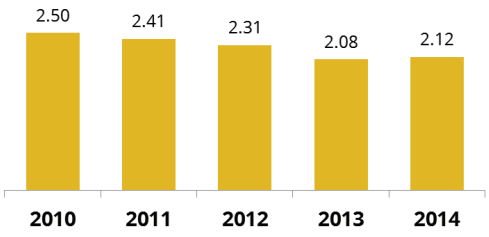
Expenditures in Fiscal Year 2014



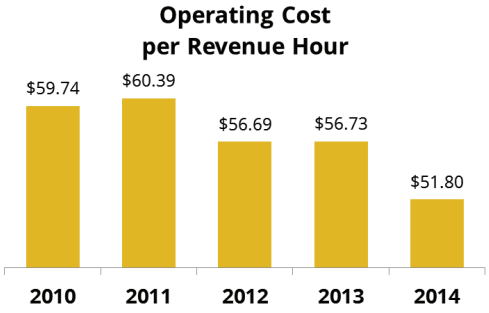
FY 2010–2014 Performance Measures[3]

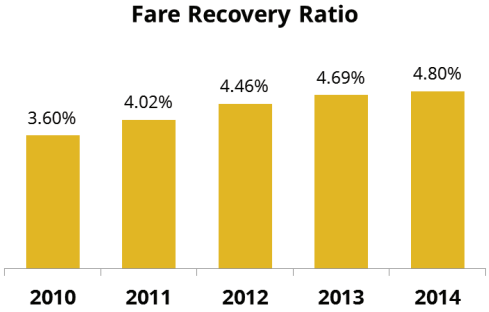
Productivity in the Past 5 Years





Efficiency in the Past 5 Years





Projects in the 2015–2018 STIP[4]

Implementation Year	Project Name	Cost
2015	Operating Assistance for FY 2015	$228,526
2015	Administration and Operation of a Rural Transportation Program	$1,129,637
2016	Operating Assistance for FY 2015	$228,526
2016	Administration and Operation of a Rural Transportation Program	$1,129,637
2017	Operating Assistance for FY 2015	$228,526
2017	Administration and Operation of a Rural Transportation Program	$1,129,637
2018	Operating Assistance for FY 2015	$228,526
2018	Administration and Operation of a Rural Transportation Program	$1,129,637

Data Sources:

[1] U.S. Census Bureau, American Community Survey 2009–2013 5-Year Estimates and 2010 Census Summary File 1.

[2] U.S. Census Bureau, 2010 and 2013 TIGER/Line Shapefiles: Places, and Urban Areas.

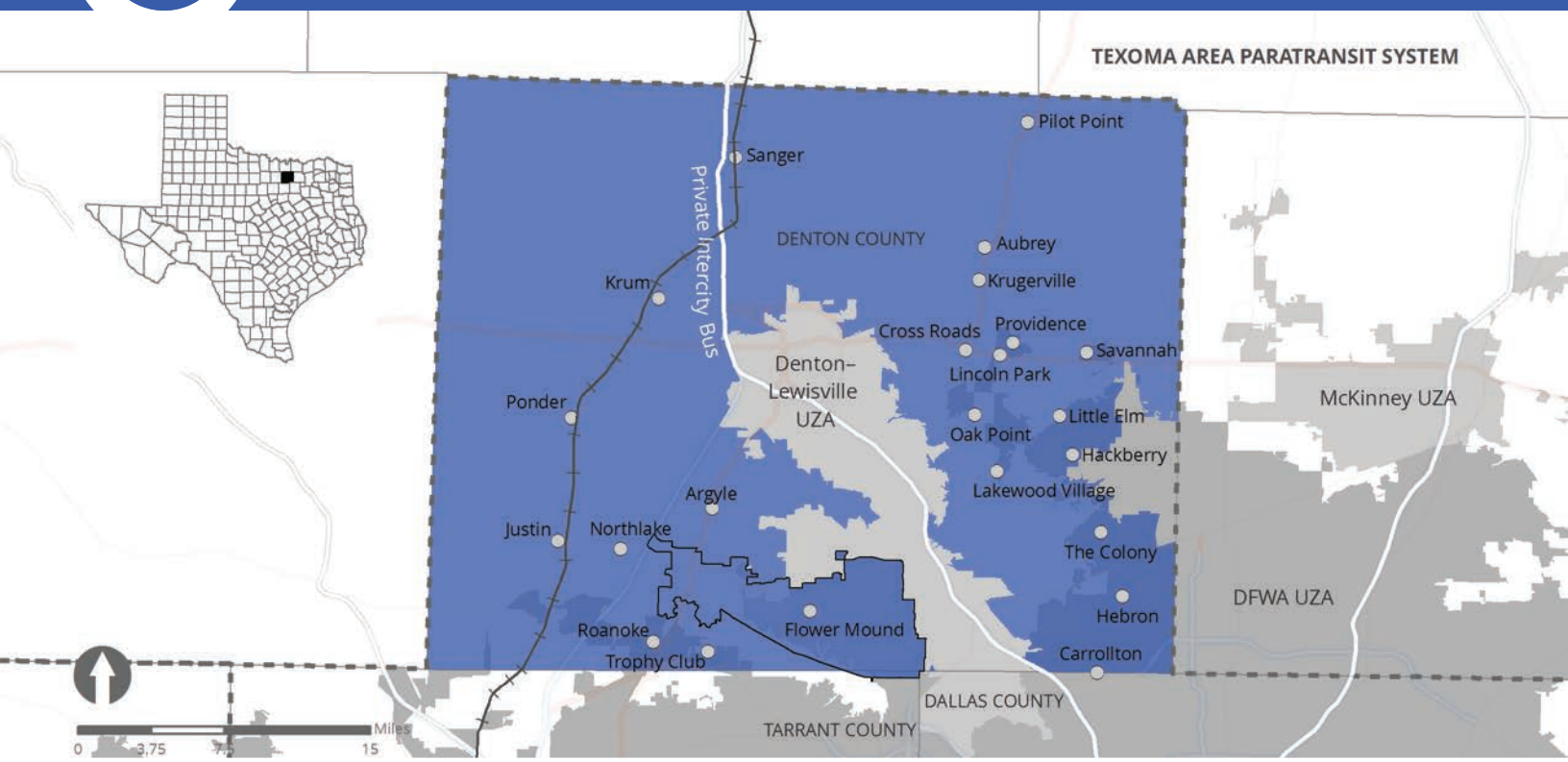
[3] Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011–2014 Data.

[4] Texas Department of Transportation, Proposed 2015–2018 District Statewide Transportation Improvement Programs.

Last Updated Date:

December 18, 2015

SPAN, INC.



Span, Inc., under Texas Transportation Code Chapter 458, serves as a rural transit district for rural Denton County, and therefore receives state funding for rural transit services.

There are two urbanized areas (UZAs) in Denton County, the Denton-Lewisville UZA and the Dallas-Fort Worth-Arlington (DFWA) UZA. The Denton County Transportation Authority (DCTA) is responsible for transit services in the Denton-Lewisville UZA and currently serves Denton, Highland Village, and Lewisville. Under interlocal agreements, SPAN serves Flower Mound, which is partially located in the Denton-Lewisville UZA. Under an interlocal agreement with the North Central Texas Council of Governments, SPAN also provides transit services to the DFWA UZA in Denton County, excluding Frisco which is served by interlocal agreement with DCTA.

SPAN operates demand-response service for the general public and requires trip originations within the service area of SPAN, but destinations can be any location in Denton County. SPAN provides transportation outside the service area for veterans to and from the Veterans Administration Hospital. In addition, SPAN provides human service transportation under contracts with the Medical Transportation Program broker LogistiCare and local human service programs. The private intercity bus line of Greyhound passes through Denton County with a station in Denton.

The governing body of SPAN is a board of directors with 11–15 members.

Rural Transit District

- Service Area Population[1]: 434,832
- Service Area Land Area[2]: 786 Sq. Miles
- Unlinked Passenger Trips[3]: 66,597
- Revenue Fleet[3]: 34 Vehicles

Rural Transit District Service

Service Information

Demand-Response Service

For the general public.

Trip origination must within the service area of SPAN, but destination can be any location in Denton County.

Reservation must be made at least a day in advance by 2:00 p.m.

One-Way Fare Structure:

- Base Fare: $5.00
- Discounted Fare: $2.50[a]

Fare Media:

Note:
[a] People with disabilities and seniors (60+).

Operating Time
(Excluding Holidays)

Operating Days by Mode

MON	TUE	WED	THU	FRI		

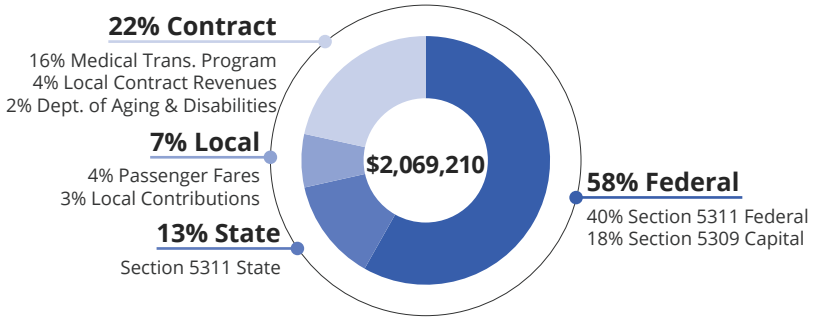
Operating Hours by Mode

Address | 1800 Malone
Denton, TX 76201-1746

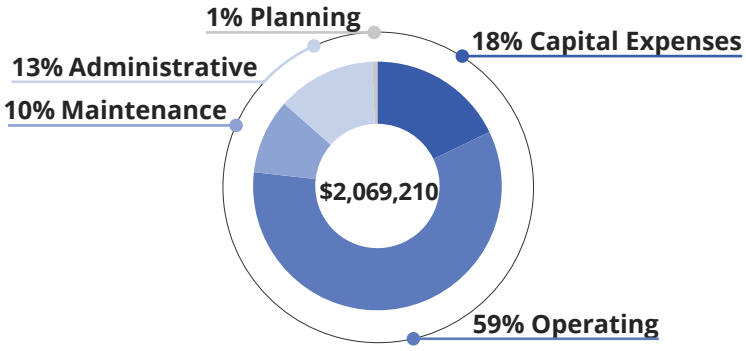
Contact | Deborah Robertson
Executive Director
Phone: (940) 382-1900
E-mail: drobertson@span-transit.org

FY 2014 Financial Status[3]

Revenues in Fiscal Year 2014



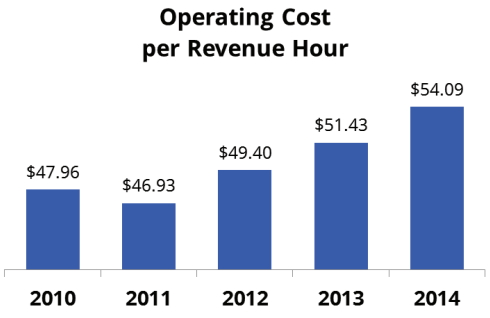
Expenditures in Fiscal Year 2014

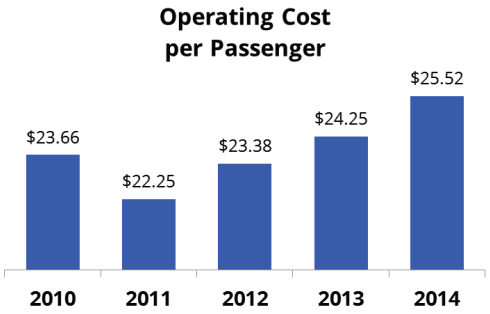


FY 2010–2014 Performance Measures[3]

Productivity in the Past 5 Years

Efficiency in the Past 5 Years





Projects in the 2015–2018 STIP[4]

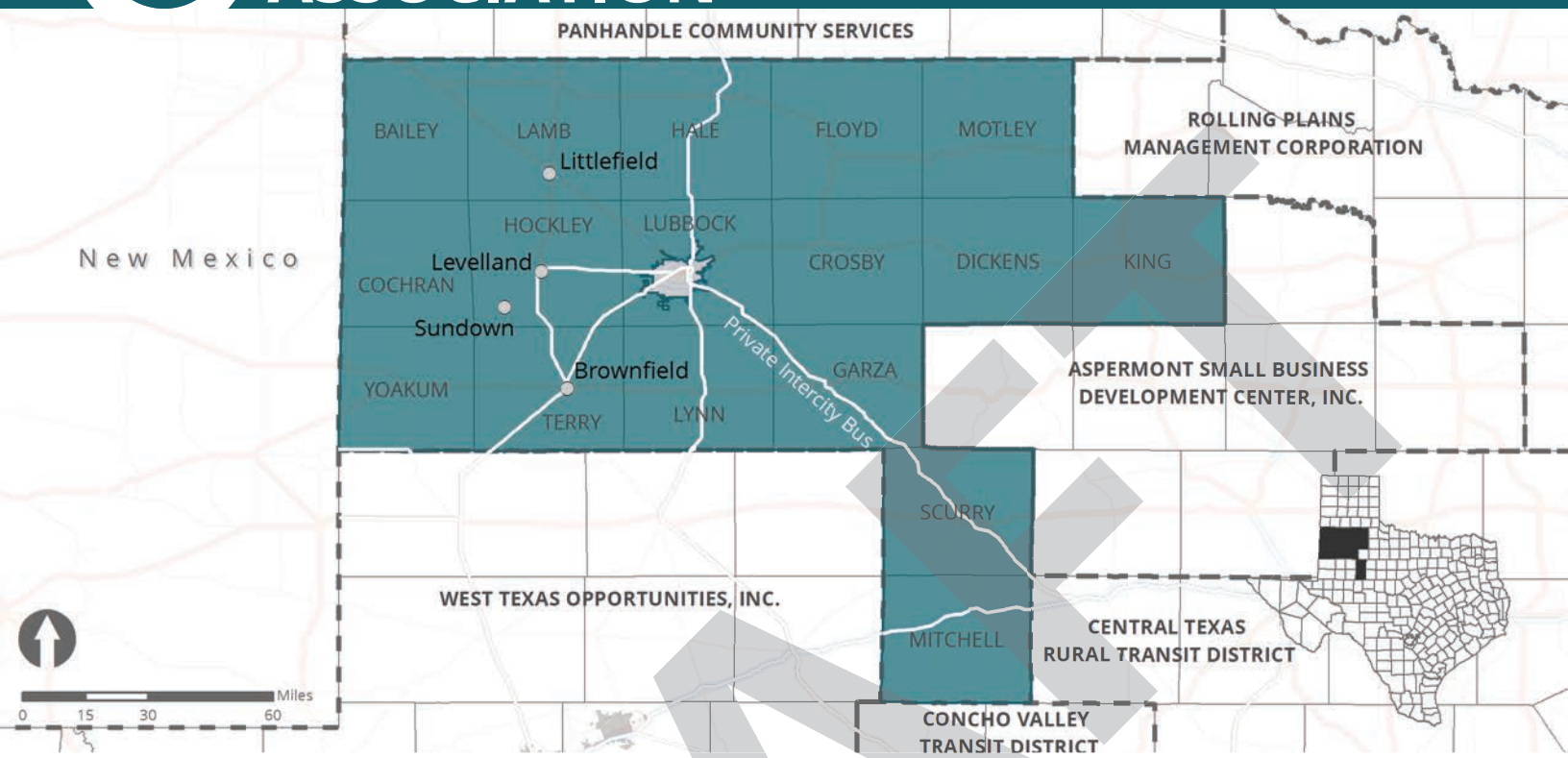
Implementation Year	Project Name	Cost
2015	Support Urbanized Area Transit Service	$812,500
2015	Operating Assistance	$140,840
2016	Support Urbanized Area Transit Service	$812,500
2016	Operating Assistance	$140,840
2017	Support Urbanized Area Transit Service	$812,500
2017	Operating Assistance	$140,840
2018	Support Urbanized Area Transit Service	$812,500
2018	Operating Assistance	$140,840

Data Sources:

[1] U.S. Census Bureau, American Community Survey 2009–2013 5-Year Estimates and 2010 Census Summary File 1.
[2] U.S. Census Bureau, 2010 and 2013 TIGER/Line Shapefiles: Places, and Urban Areas.
[3] Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011–2014 Data.
[4] Texas Department of Transportation, Proposed 2015–2018 District Statewide Transportation Improvement Programs.

Last Updated Date:
December 18, 2015

SOUTH PLAINS COMMUNITY ACTION ASSOCIATION



The South Plains Community Action Association, Inc., (SPCAA) is a rural transit district that Texas Transportation Code Chapter 458 authorizes, and therefore receives state funding for rural transit services. SPARTAN Transportation, a division of SPCAA, serves rural areas of Lubbock County and all of Bailey, Cochran, Crosby, Dickens, Floyd, Garza, Hale, Hockley, King, Lamb, Lynn, Mitchell, Motley, Scurry, Terry, and Yoakum Counties. The Lubbock urbanized area falls entirely into Lubbock County and is served by City Transit Management Company, Inc. (Citibus).

SPARTAN Transportation operates demand-response service for the general public throughout the service area; flexible transit service (Tripper School Transportation) for subscribed students attending schools in Brownfield, Levelland, Littlefield, and Sundown; and commuter bus service (SPC Express) for South Plains College students from Lubbock to Reese and Levelland campuses. SPARTAN can customize commuter service for companies to serve their employees. In addition to directly operated service, SPARTAN purchases transit services from a few non-profit organizations.

The private intercity bus lines of TNM&O Coaches pass through SPARTAN Transportation's service area. SPARTAN can provide connections to the service at multiple stations.

SPARTAN Transportation's administrative and dispatching offices are located in Levelland. The governing body of SPARTAN Transportation is the SPCAA Board of Directors.

DRAFT

Rural Transit District

- Service Area Population[1]: 204,205
- Service Area Land Area[2]: 15,315 Sq. Miles
- Unlinked Passenger Trips[3]: 164,819
- Revenue Fleet[3]: 63 Vehicles

Rural Transit District Services

Service Information

Demand-Response Service

For the general public.

Available throughout the service area.

Reservation must be made at least a day in advance.

One-Way Fare Structure:

- Base Fare:
  Based on distance: $0.50 per mile

Fare Media:

Exact Change

Ticket Pass

Commuter Bus Service (SPC Express)

For South Plains College students from Lubbock to Reese and Levelland campuses.

One-Way Fare Structure:

- Lubbock to Reese: $2.00
- Lubbock to Levelland: $3.00
- Levelland to Reese and Lubbock: $3.00

Fare Media:

Exact Change

Ticket Book

Ticket Pass

Flexible Transit Service (Tripper School)

For subscribed students in Brownfield, Levelland, Littlefield, and Sundown.

Fare Structure:

- Base Fare: $10.00 per week

Fare Media:

PAID Prepaid Voucher

Operating Time
(Excluding Holidays)

Operating Days by Mode

	MON	TUE	WED	THU	FRI	SAT	SUN
Demand-Response	■	■	■	■	■	■	■
Flexible Transit	■	■	■	■	■		
Commuter Bus	■	■	■	■			

Operating Hours by Mode

Demand-Response	5:00 a.m.	10:00 p.m.
Flexible Transit	8:00 a.m.	5:00 p.m.
Commuter Bus*	6:10 a.m.	6:35 p.m.

* Fall 2015 schedule (varies by season).

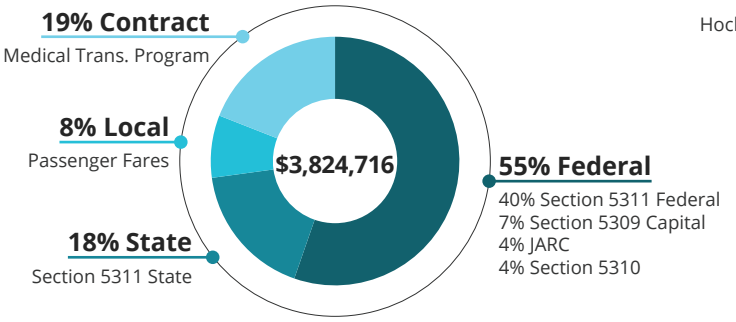
DRAFT

Address | Box 610 - 411Austin St.
Levelland, TX 79336-0610

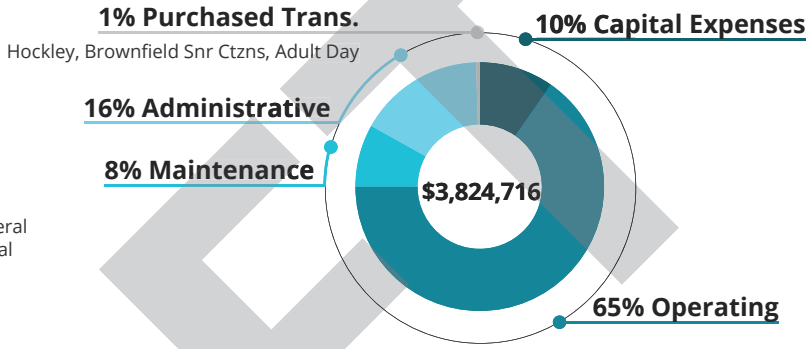
Contact | Brian Baker
Transportation Director
Phone: (806) 894-3800
E-mail: brian.baker@spcaa.org

FY 2014 Financial Status[3]

Revenues in Fiscal Year 2014

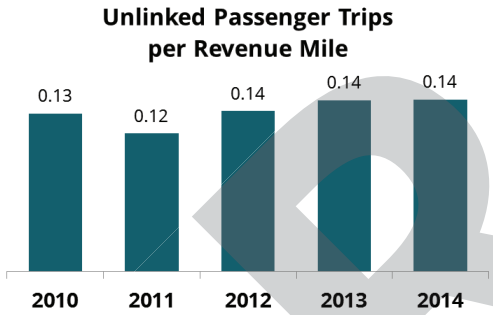


Expenditures in Fiscal Year 2014

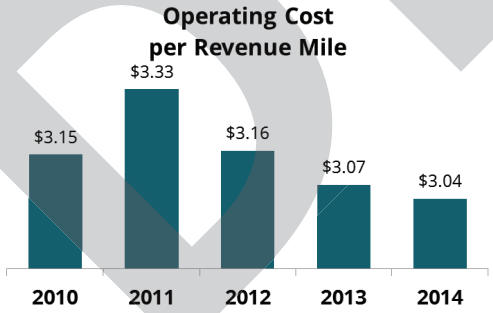


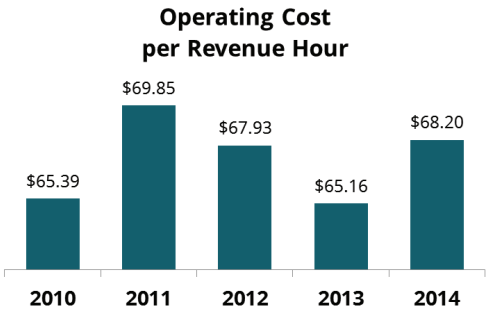
FY 2010–2014 Performance Measures[3]

Productivity in the Past 5 Years



Efficiency in the Past 5 Years





DRAFT

Projects in the 2015–2018 STIP[4]

No project listed.

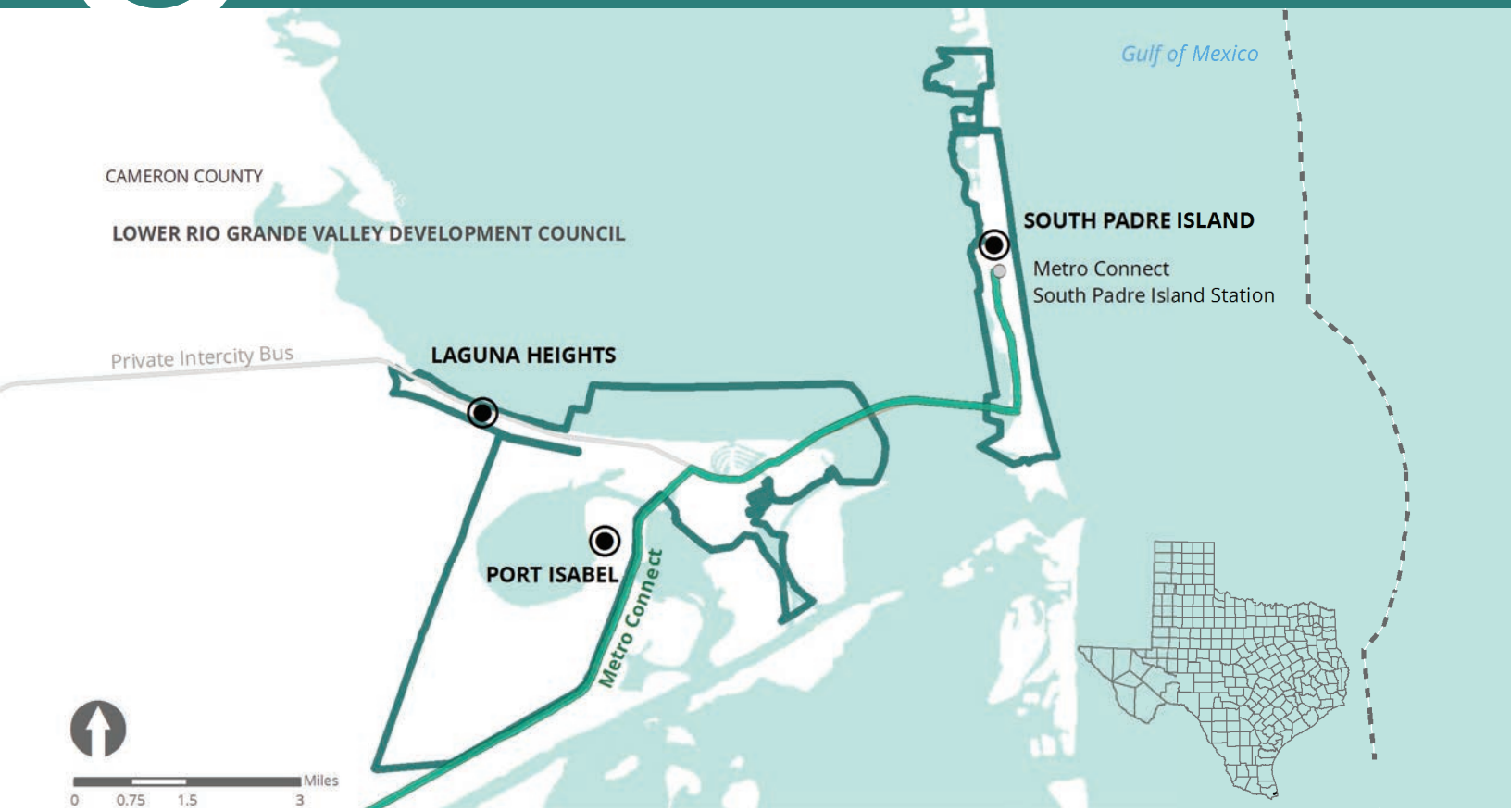
DRAFT

Data Sources:

[1] U.S. Census Bureau, American Community Survey 2009–2013 5-Year Estimates and 2010 Census Summary File 1.
[2] U.S. Census Bureau, 2010 and 2013 TIGER/Line Shapefiles: Places, and Urban Areas.
[3] Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011–2014 Data.
[4] Texas Department of Transportation, Proposed 2015–2018 District Statewide Transportation Improvement Programs.

Last Updated Date:
December 18, 2015

CITY OF SOUTH PADRE ISLAND



The City of South Padre Island serves as a rural transit district for the island under Texas Transportation Code Chapter 458, and therefore receives state funding for rural transit services. The City of South Padre Island has a service agreement with Port Isabel Economic Development Corporation to provide transit services to Laguna Heights and Port Isabel.

The South Padre Island Metro operates fixed-route bus and ADA complementary paratransit services within the city limits of Laguna Heights, Port Isabel, and South Padre Island. Island Metro, B Metro (operated by the City of Brownsville), and Metro McAllen (operated by the City of McAllen) coordinate to deliver an intercity bus service, Metro Connect, for residents to travel in Brownsville, Edinburg, Harlingen, McAllen, Mercedes, and South Padre Island.

Numerous local taxi companies and shuttle providers complement Island Metro's services. Valley Transit Company provides private intercity bus connection to South Padre Island.

Island Metro is administrated by the City of South Padre Island Public Transit Department and is governed by the six-member city council.

Rural Transit District

- Service Area Population[1]: 10,681
- Service Area Land Area[2]: 10 Sq. Miles
- Unlinked Passenger Trips[3]: 626,330
- Revenue Fleet[3]: 10 Vehicles

Rural Transit District Services

Service Information

Flexible Transit Service

Three flex routes available within the city limits of Laguna Heights, Port Isabel, and South Padre Island.

One-Way Fare Structure:

- Free Fare

Regional Bus Service

Three bus lines connect South Padre Island, Brownsville, Harlingen, Mercedes, McAllen and Edinburg.

Fare Structure:

- Day Pass: $5.00[a] or $10.00[b]
- Unlimited 30 Day Pass: $90[a] or $100[b]
- Discounted Pass: $25[a,c]

Fare Media:

Ticket Pass

Notes:
[a] Metro Connect only.
[b] All regional systems.
[c] Students and faculty members.

Operating Time
(Excluding Holidays)

Operating Days by Mode

	MON	TUE	WED	THU	FRI	SAT	SUN
	MON	TUE	WED	THU	FRI	SAT	SUN
	MON	TUE	WED	THU	FRI	SAT	SUN

Operating Hours by Mode

7:00 a.m. – 9:00 p.m.

When requested

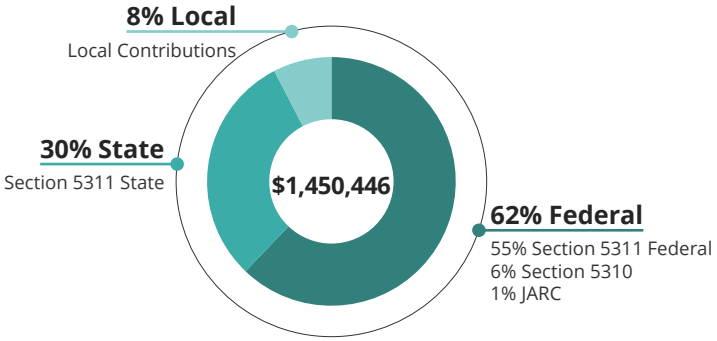
5:20 a.m. – 9:00 p.m.

Address 3401 Padre Blvd., Suite C
South Padre Island, TX 78597

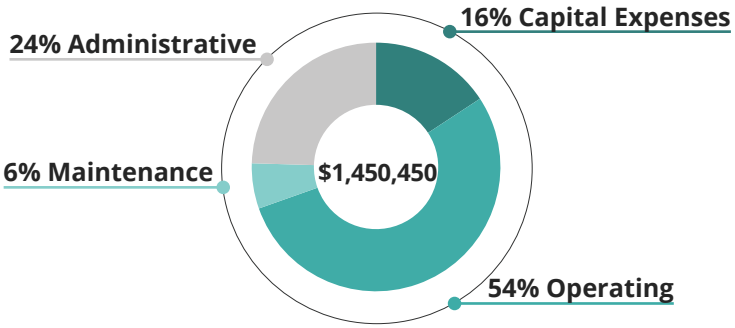
Contact Jesse Arriaga
Transit Director
Phone: (956) 761-8178
E-mail: jarriaga@myspi.com

FY 2014 Financial Status[3]

Revenues in Fiscal Year 2014



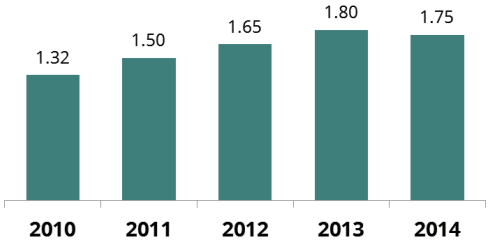
Expenditures in Fiscal Year 2014



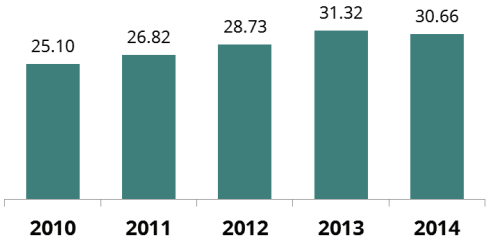
FY 2010–2014 Performance Measures[3]

Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile



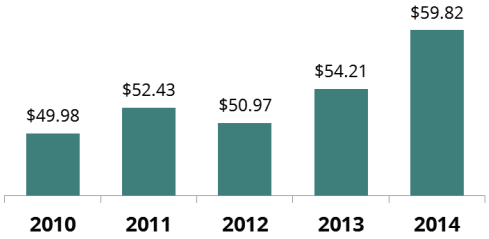
Unlinked Passenger Trips per Revenue Hour



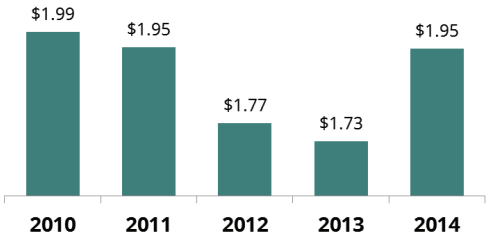
Efficiency in the Past 5 Years

Operating Cost per Revenue Mile

Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio

The WAVE is a fare-free system.

Projects in 2015–2018

Implementation Year	Project Name	Cost
2015–2018	Multimodal Facility	To Be Determined

Data Sources:

[1] U.S. Census Bureau, American Community Survey 2009–2013 5-Year Estimates and 2010 Census Summary File 1.

[2] U.S. Census Bureau, 2010 and 2013 TIGER/Line Shapefiles: Places, and Urban Areas.

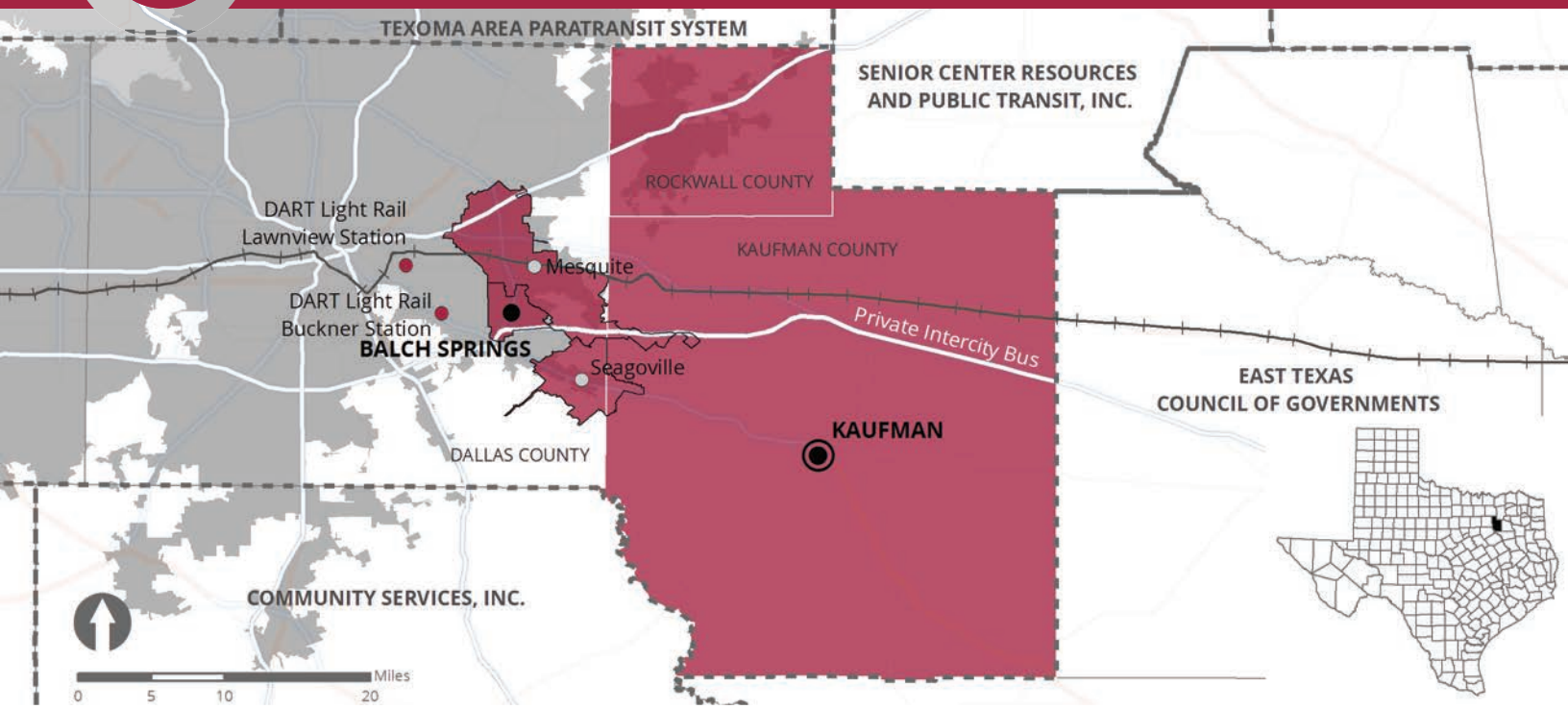
[3] Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011–2014 data.

[4] City of South Padre Island Transit Department.

Last Updated Date:

December 18, 2015

STAR TRANSIT



STAR Transit (formally known as Kaufman Area Rural Transit), under Texas Transportation Code Chapter 458, serves as a rural transit district for Kaufman County and rural Rockwall County, and therefore receives state funding for rural transit services. STAR Transit covers the Dallas-Fort Worth-Arlington urbanized area in Rockwall County, with the Section 5307 funds suballocated by the North Central Texas Council of Governments. In addition, STAR Transit enters interlocal agreements with three cities in eastern Dallas County—Balch Springs, Mesquite, and Seagoville— that declined to join Dallas Area Rapid Transit (DART) to provide transit services for them.

STAR Transit operates demand-response service throughout its service area, local bus service (Balch Springs Midtown Express) within the city limits of Balch Springs, trolley bus service (Kaufman Trolley) within the city limits of Kaufman, and commuter bus service (Mesquite COMPASS) connecting the Mesquite park-and-ride lot and the DART Light Rail Green Line at the Lawnview Station. Except for Mesquite COMPASS, the Balch Springs Midtown Express can connect to DART services via the Buckner Station. STAR Transit also operates human service transportation in its service area and Dallas County upon contracts with the Medical Transportation Program and several local human service programs. Greyhound and Kerrville Bus Company operate private intercity bus in the service area of STAR Transit. The Amtrak passenger rail line passes through Kaufman County with a stop at Mesquite.

STAR Transit's administrative and dispatching center is located in Terrell. The 13-member board of directors governs STAR Transit. Each member is appointed by the member cities of STAR Transit to assure local needs are met.

Rural Transit District

- Service Area Population[1]: 364,186
- Service Area Land Area[2]: 977 Sq. Miles
- Unlinked Passenger Trips[3]: 141,842
- Revenue Fleet[3]: 58 Vehicles

Rural Transit District Services

Service Information

Demand-Response Service

For the general public.

Available in Kaufman and Rockwall Counties and within the city limits of Balch Springs, Mesquite and Seagoville in Dallas County.

Reservation must be made at least a business day before the travel day.

One-Way Fare Structure:

- Base Fare:
  Within the Same City Limits: $2.00
  Within Service Area: $5.00
  Outside Service Area[a]: $15.00
- Discounted Fare[b]:
  Within the Same City Limits: $1.00
  Within Service Area: $3.00

Fare Media:

Exact Change | Ticket Book

Trolley-Replica Bus Service

Kaufman Trolley

Available within the city limits of Kaufman.

One-Way Fare Structure:

- Base Fare: $0.25

Fare Media:

Exact Change | Token

Flexible Transit Service

Balch Springs Midtown Express

One fixed route available within the city limits of Balch Springs. The route can deviate to DART Buckner Station when requested.

One-Way Fare Structure:

- Base Fare: $1.00

Fare Media:

Exact Change | Ticket Book

Commuter Bus Service

COMPASS, identified as Express Bus Route 282 on the DART website, connects Mesquite's Hanby Stadium and Lawnview Station on the DART Green Line.

Fare Structure:

- Day Pass: $7.00

Fare Media:

Ticket Pass

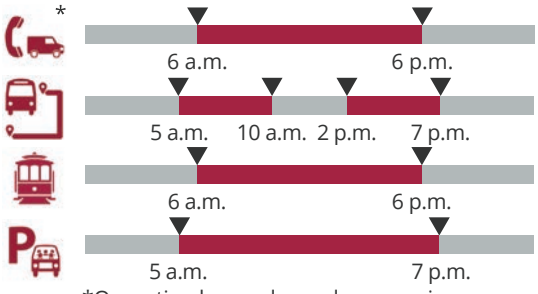
Notes:
[a] For medical trips only.
[b] Seniors (60+).

Operating Time
(Excluding Holidays)

Operating Days by Mode

	MON	TUE	WED	THU	FRI		
	MON	TUE	WED	THU	FRI		
	MON	TUE	WED	THU	FRI		
	MON	TUE	WED	THU	FRI		

Operating Hours by Mode



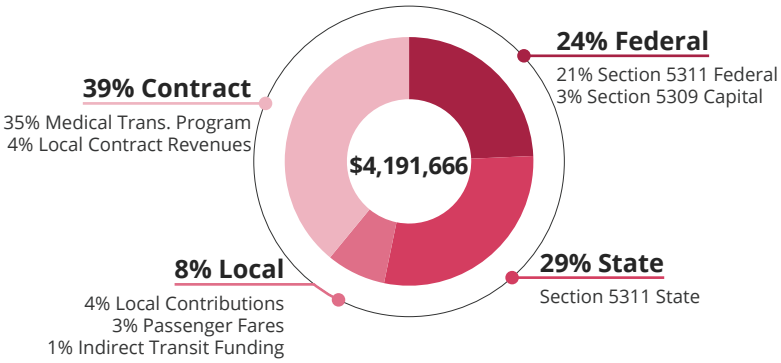
*Operating hours depends on service area.

Address P.O. Box 703
Terrell, TX 75160

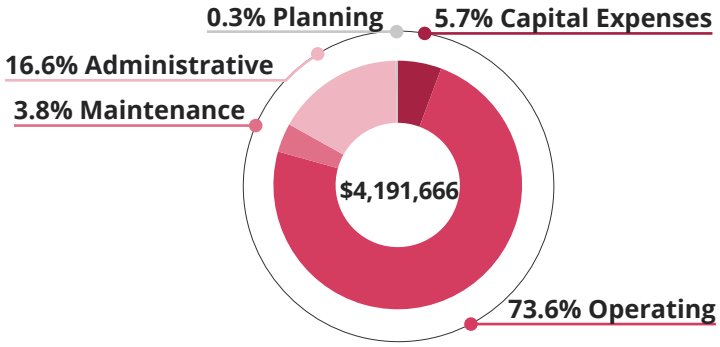
Contact Omega Hawkins
Executive Director
Phone: (972) 563-1422
E-mail: omega@STARtransit.org

FY 2014 Financial Status[3]

Revenues in Fiscal Year 2014

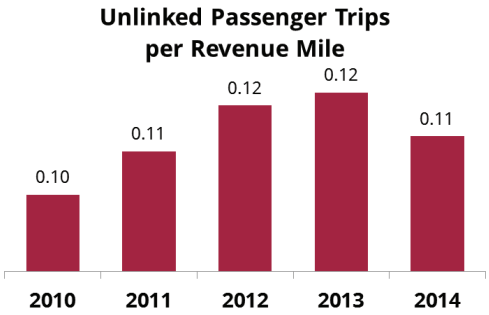


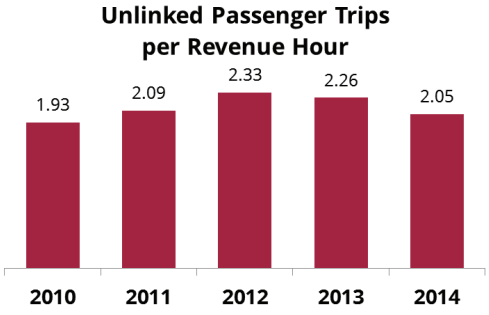
Expenditures in Fiscal Year 2014



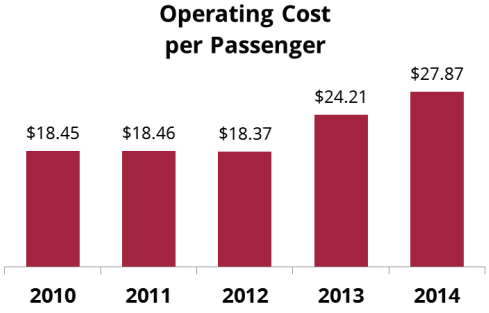
FY 2010–2014 Performance Measures[3]

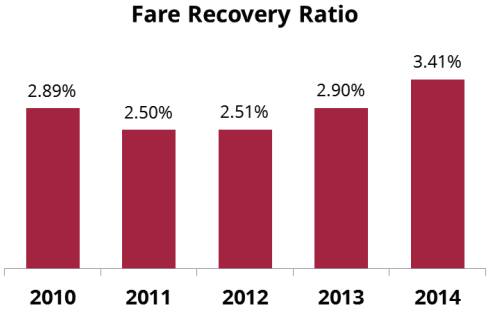
Productivity in the Past 5 Years





Efficiency in the Past 5 Years





Projects in the 2015–2018 STIP[4]

Implementation Year	Project Name	Cost
2015	Support Urbanized Area Transit Service	$124,218
2016	Support Urbanized Area Transit Service	$124,218
2017	Support Urbanized Area Transit Service	$124,218
2018	Support Urbanized Area Transit Service	$124,218

Data Sources:

[1] U.S. Census Bureau, American Community Survey 2009–2013 5-Year Estimates and 2010 Census Summary File 1.

[2] U.S. Census Bureau, 2010 and 2013 TIGER/Line Shapefiles: Places, and Urban Areas.

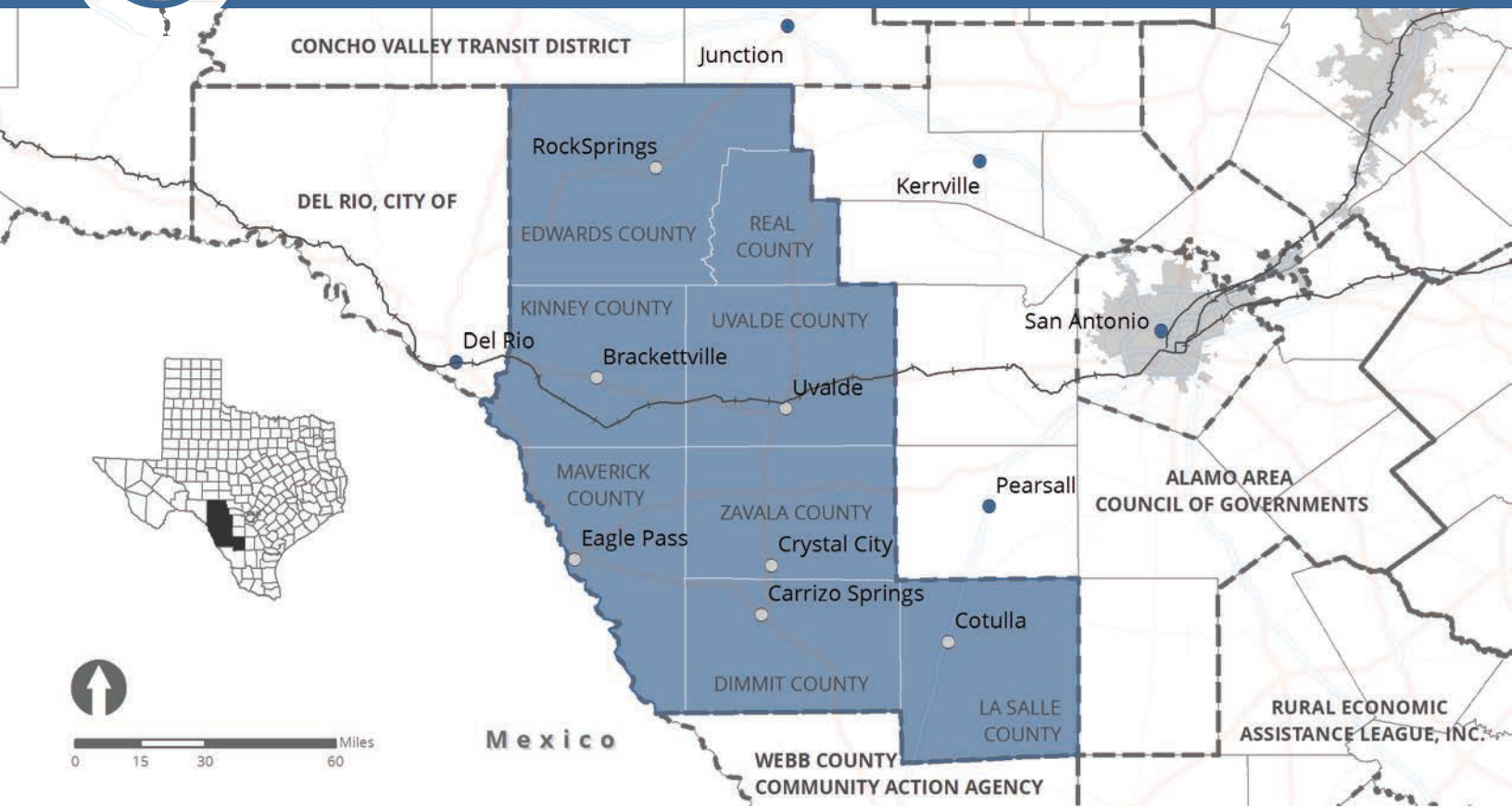
[3] Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011–2014 data.

[4] Texas Department of Transportation, Proposed 2015–2018 District Statewide Transportation Improvement Programs.

Last Updated Date:

December 18, 2015

SOUTHWEST AREA REGIONAL TRANSIT DISTRICT



The Southwest Area Regional Transit District (SWART) is a rural transit district (RTD) that Texas Transportation Code Chapter 458 authorizes, and therefore receives state funding for rural transit services. SWART, formally known as Southwest Transit, serves the Middle Rio Grande Region, including Dimmit, Edwards, Kinney, La Salle, Maverick, Real, Uvalde, and Zavala Counties, and operates demand-response service throughout the service area. SWART transports riders among popular cities within the service area (such as Carrizo Springs, Eagle Pass, and Uvalde), and also connects local cities with destinations out of the service area (such as Del Rio, Laredo, and San Antonio). In addition, SWART is a subcontractor of American Medical Response, providing non-emergency medical transportation for eligible riders in the region.

SWART enters into an interagency agreement with the adjacent RTD, the City of Del Rio, to coordinate regional transit services. There are two multimodal facilities in SWART's service area— Eagle Pass and Uvalde—and one in Del Rio, which connects both RTDs to Amtrak's passenger rail service.

SWART's administrative and dispatching center is located in Uvalde. Its governing body is the seven-member board of directors made up of each county's county judge or representative.

Rural Transit District

- Service Area Population[1]: 119,505
- Service Area Land Area[2]: 11,121 Sq. Miles
- Unlinked Passenger Trips[3]: 158,305
- Revenue Fleet[3]: 76 Vehicles

Rural Transit District Service

Service Information

Demand-Response Service

For the general public.

Available in Dimmit, Edwards, Kinney, La Salle, Maverick, Real, Uvalde, and Zavala Counties. Out-of-service-area trips go to Del Rio, Junction, Kerrville, Laredo, Pearsall, and San Antonio on a regular basis.

Reservation must be made at least a day before the day of travel, up to 14 days in advance.

One-Way Fare Structure:

- Base Fare:
  Within the Same City: $2.50
  Crossing One City Limit: $3.50-$4.00
  Within Service Area: $5.00-$10.00
  Out of Service Area: $7.50-$17.50
- Discounted Fare[a]:
  Varies
- Extra Fare (in Addition to Base Fare):
  Additional Stop: $2.50
  Same Day Trip: Double-Fare

Fare Media:

Exact Change | Ticket Pass | Prepaid Voucher

Note:
[a] Seniors (60+).

Operating Time
(Excluding Holidays)

Operating Days by Mode

MON | TUE | WED | THU | FRI | SAT

Operating Hours by Mode

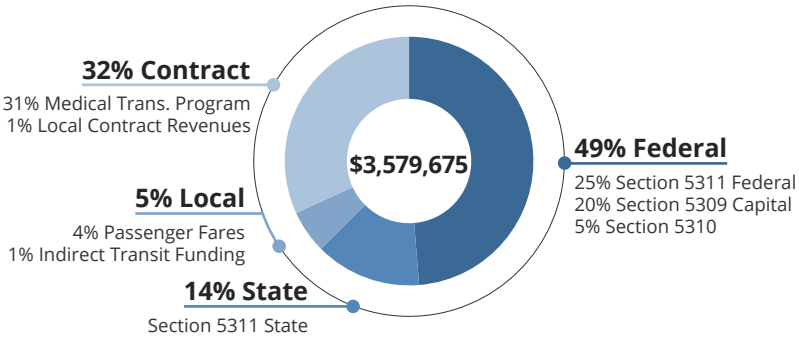
7:00 a.m. – 6:00 p.m.

Address 713 East Main St.
Uvalde, TX 78801

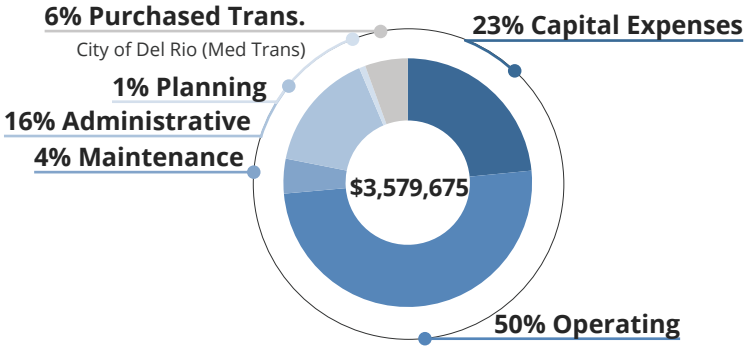
Contact Sarah Hidalgo-Cook
Transportation Director
Phone: (830) 278-4155
E-mail: scook@paseoswart.org

FY 2014 Financial Status[3]

Revenues in Fiscal Year 2014



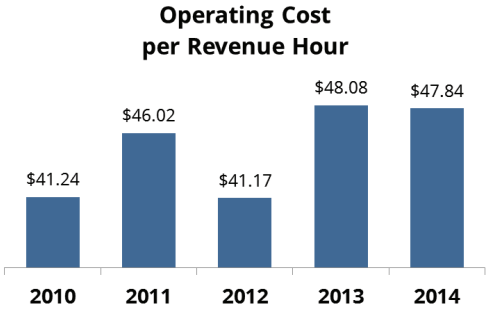
Expenditures in Fiscal Year 2014

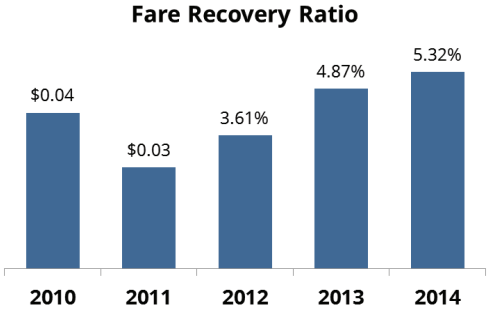


FY 2010–2014 Performance Measures[3]

Productivity in the Past 5 Years

Efficiency in the Past 5 Years





Projects in 2016–2018[4]

Implementation Year	Project Name	Funding Source (Amount)
2016	Administration and operations	Section 5311 Fund (To Be Determined)
2016	Preventive maintenance, radios, vehicle purchase	Section 5310 Fund (To Be Determined)
2016	Project goal from regional plan	Planning Fund (To Be Determined)
2016	Vehicle purchase, rebuilds	VCR Fund (To Be Determined)
2017	Administration and operations	Section 5311 Fund (To Be Determined)
2017	Preventive maintenance, IT, vehicle purchase	Section 5310 Fund (To Be Determined)
2017	Project goal from regional plan	Planning Fund (To Be Determined)
2017	Vehicle purchase, rebuilds	VCR Fund (To Be Determined)
2017	Facility Rehabilitation—Eagle Pass	Section 5339 Fund (To Be Determined)
2018	Administration and operations	Section 5311 Fund (To Be Determined)
2018	Preventive maintenance, IT, vehicle purchase	Section 5310 Fund (To Be Determined)
2018	Project goal from regional plan	Planning Fund (To Be Determined)
2018	Vehicle purchase, rebuilds	VCR Fund (To Be Determined)
2018	Facility Rehabilitation—Eagle Pass	Section 5339 Fund (To Be Determined)

Data Sources:

[1] U.S. Census Bureau, American Community Survey 2009–2013 5-Year Estimates.

[2] U.S. Census Bureau, 2013 TIGER/Line Shapefiles: Places.

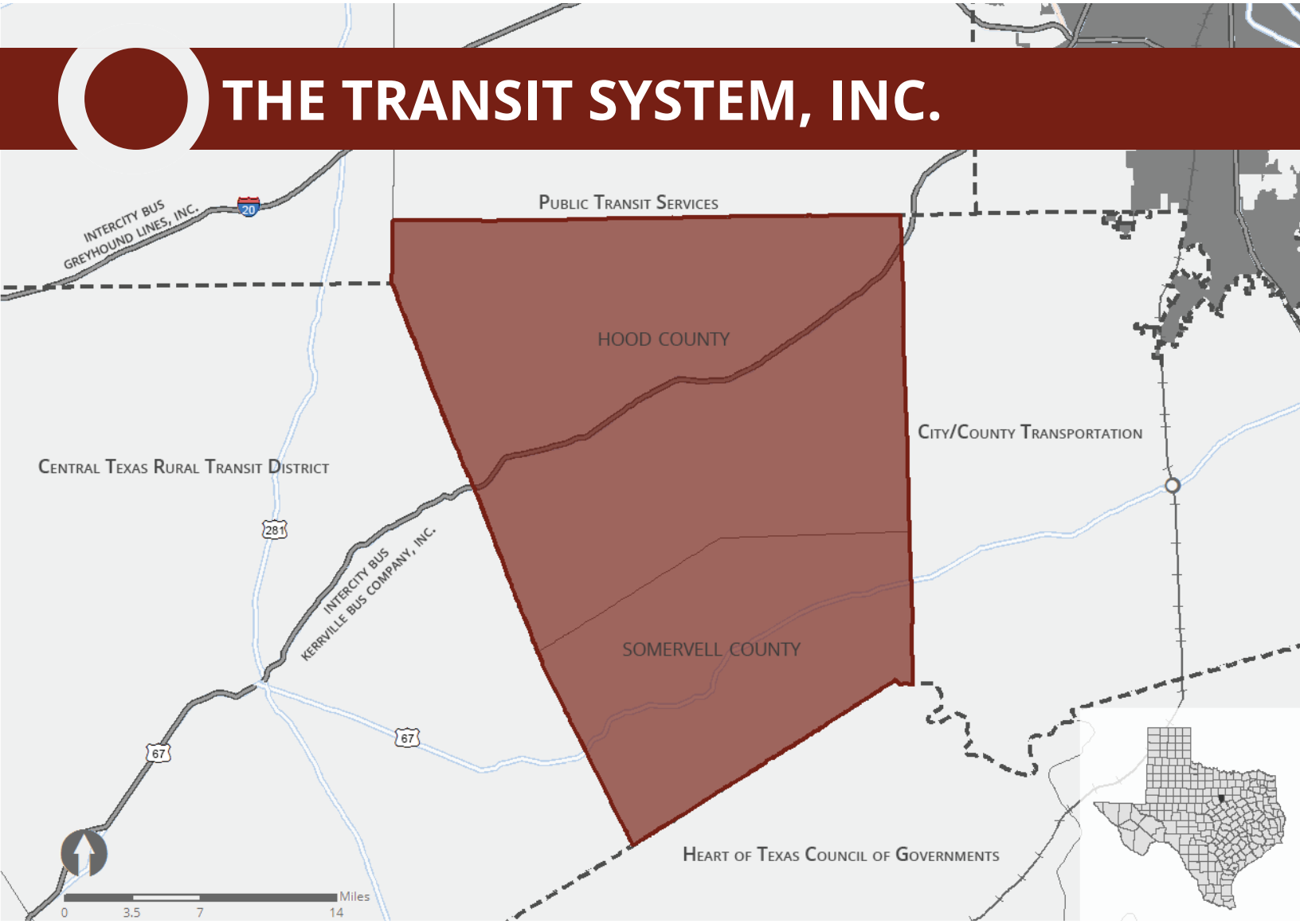
[3] Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011–2014 Data.

[4] Southwest Area Regional Transit District.

Last Updated Date:

December 18, 2015

THE TRANSIT SYSTEM, INC.



The Transit System, Inc. (TTS), under Texas Transportation Code Chapter 458, serves as a rural transit district for Hood and Somervell Counties, and therefore receives state funding for rural transit services. TTS operates demand-response service for the general public throughout the service area and allows trips outside the service area. TTS also operates non-emergency medical transportation service under a contract with LogistiCare and other human service transportation through agreements with several local agencies, including area agencies on aging, workforce centers, and nursing homes.

The governing board for TTS is a 15-member board of directors. Each jurisdiction served is represented on the board.

Rural Transit District

- Service Area Population[1]: 60,293
- Service Area Land Area[2]: 607 Sq. Miles
- Unlinked Passenger Trips[3]: 18,219
- Revenue Fleet[3]: 24 Vehicles

Rural Transit District Service

Service Information

Demand-Response Service

For the general public.

Available in Hood and Somervell Counties.

Reservation must be made at least a day in advance.

One-Way Fare Structure:

- Base Fare:
  Based on Zones
- Discounted Fare[a]:
  Half-Fare

Fare Media:

Exact Change

Ticket Book

Note:
[a] Seniors for local trips.

Operating Time
(Excluding Holidays)

Operating Days by Mode

MON | TUE | WED | THU | FRI

Operating Hours by Mode

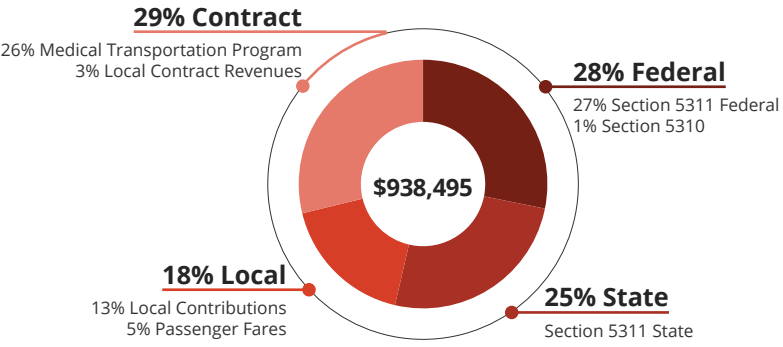
7:00 a.m. — 6:00 p.m.

Address P.O. Box 332
Glen Rose, TX 76043-0332

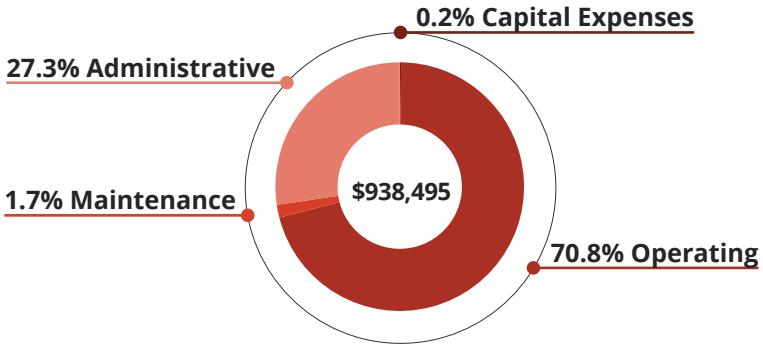
Contact Derinda Long
General Manager
Phone: (254) 897-2964
E-mail: transit@windstream.net

FY 2014 Financial Status[3]

Revenues in Fiscal Year 2014



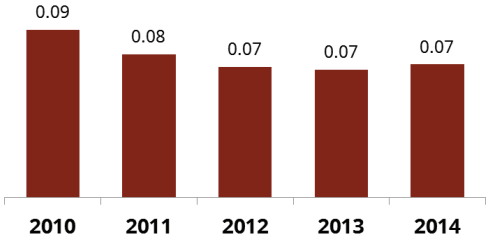
Expenditures in Fiscal Year 2014



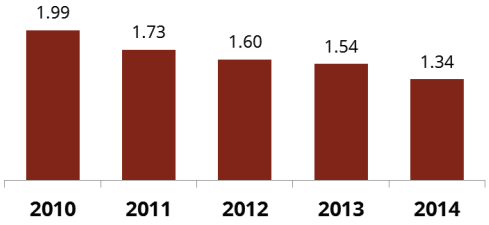
FY 2010–2014 Performance Measures[3]

Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile

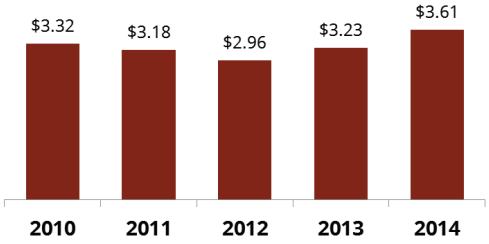


Unlinked Passenger Trips per Revenue Hour

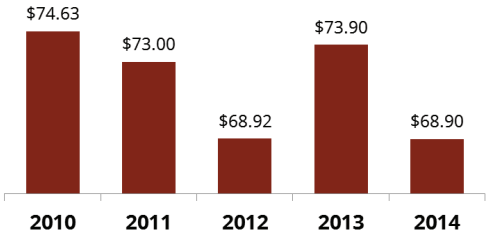


Efficiency in the Past 5 Years

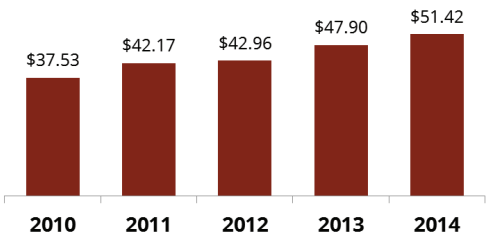
Operating Cost per Revenue Mile



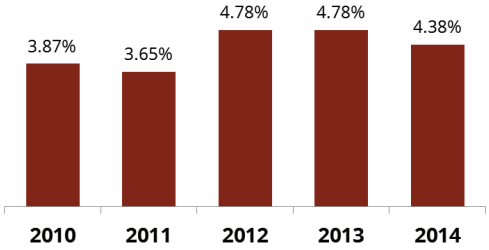
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



Projects 2016–2018[4]

Implementation Year	Project Name	Funding Source (Amount)
2016	Operations	Section 5311 Fund (To Be Determined)
2016	Facility Rehabilitation	Section 5339 Fund (To Be Determined)
2016	Preventive Maintenance and Bus Purchase	Section 5310 Fund (To Be Determined)
2017	Operations	Section 5311 Fund (To Be Determined)
2017	Preventive Maintenance and Bus Purchase	Section 5310 Fund (To Be Determined)
2018	Operations	Section 5311 Fund (To Be Determined)
2018	Preventive Maintenance and Bus Purchase	Section 5310 Fund (To Be Determined)

Data Sources:

[1] U.S. Census Bureau, American Community Survey 2009–2013 5-Year Estimates.

[2] U.S. Census Bureau, 2013 TIGER/Line Shapefiles: Places.

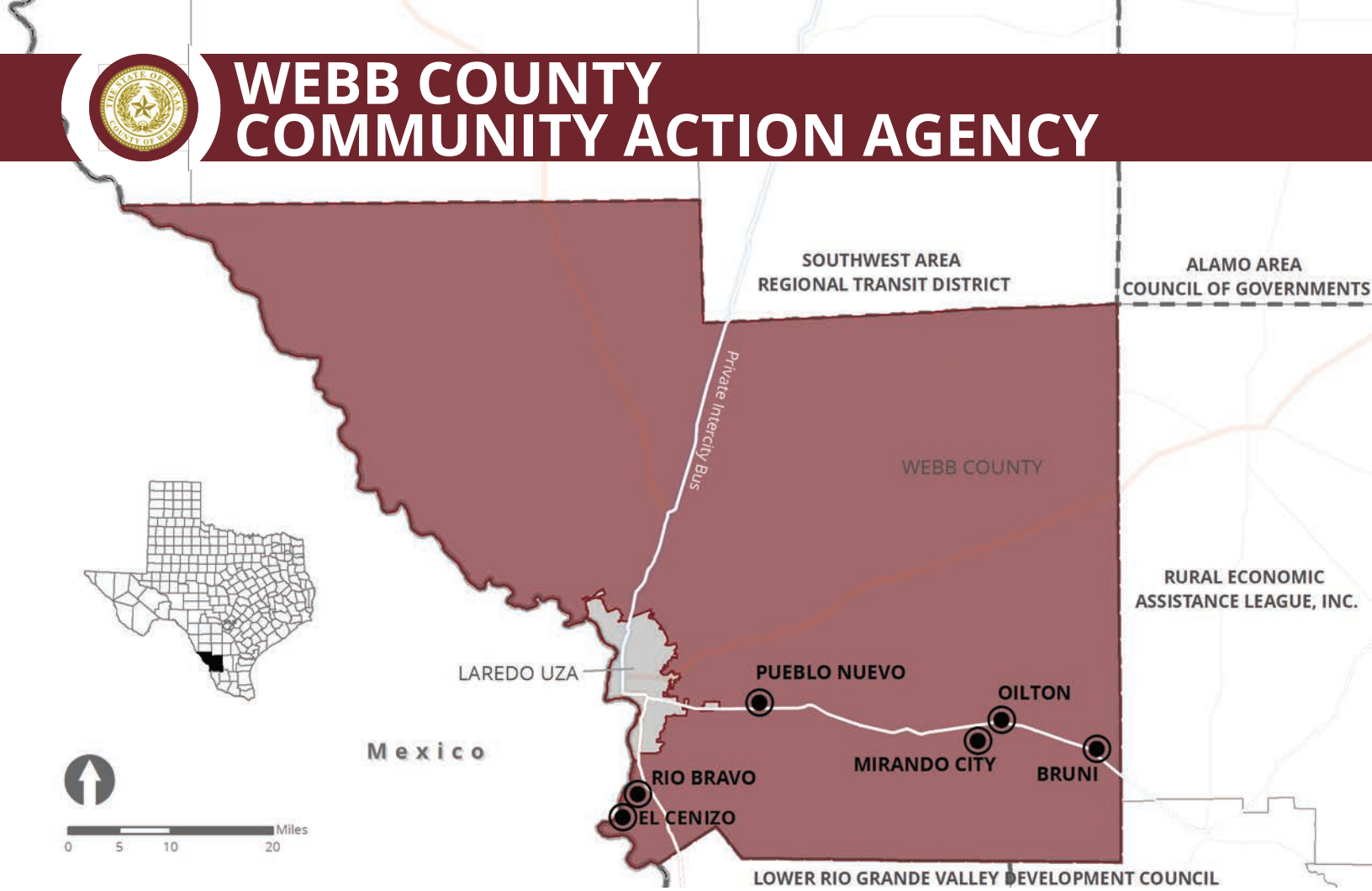
[3] Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011–2014 Data.

[4] The Transit System, Inc.

Last Updated Date:

December 18, 2015

WEBB COUNTY COMMUNITY ACTION AGENCY



The Webb County Community Action Agency (WCCAA) is a rural transit district that Texas Transportation Code Chapter 458 authorizes, and therefore receives state funding for rural transit services. WCCAA, through the El Aguila Rural Transit Program, serves rural areas of Webb County. The Laredo urbanized area falls entirely into Webb County and is served by El Metro, which the City of Laredo sponsors.

The El Aguila Rural Transit Program operates fixed-route bus service connecting Bruni, Mirando City, Oilton, and Pueblo Nuevo in the eastern county, and El Cenizo and Rio Bravo in the southern county. The El Aguila Rural Transit Program also operates demand-response service throughout rural Webb County.

Greyhound and Valley Transit Company provide private intercity bus service in Webb County, with a station at Laredo. El Aguila rural transit services provide a connection to El Metro urban services, therefore the El Aguila Transit Program can also access the intercity bus service.

The WCCAA Board of Directors governs the El Aguila Rural Transit Program. The board consists of one-third members representing low-income communities, one-third elected officials, and one-third private business representatives. WCCAA is under the direction of the Webb County Commissioners Court.

Rural Transit District

- Service Area Population[1]: 19,099
- Service Area Land Area[2]: 3,296 Sq. Miles
- Unlinked Passenger Trips[3]: 98,802
- Revenue Fleet[3]: 22 Vehicles

Rural Transit District Services

Service Information

Local Bus Service

Six fixed routes connecting rural cities of Webb County, including Bruni, Mirando City, Oilton, and Pueblo Nuevo in the eastern county, and El Cenizo and Rio Bravo in the southern county.

One-Way Fare Structure:

- Base Fare: $1.50
- Discounted Fares:
  $0.75[a] or $0.50[b] or $0.25[c]

Fare Media:

Exact Change

Ticket Pass

ADA Paratransit Service

The El Aguila Rural Transit Program uses the demand-response service to meet ADA requirements, therefore does not operate separate ADA complementary paratransit.

Demand-Response Service

For the general public.

Available in rural Webb County.

Reservation must be made at least a day in advance.

One-Way Fare Structure:

- Base Fare: $1.00

Fare Media:

Exact Change

Ticket Book

Notes:

[a] Seniors (62+).
[b] Students.
[b] Intercity.

Operating Time
(Excluding Holidays)

Operating Days by Mode

	MON	TUE	WED	THU	FRI	SAT	SUN
Bus	■	■	■	■	■	■	■
Demand-Response	■	■	■	■	■		

Operating Hours by Mode

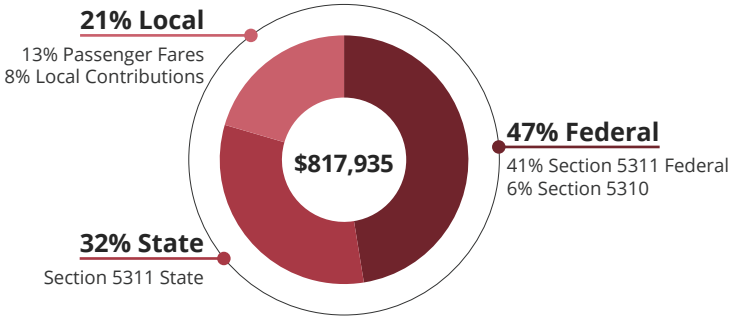
Bus	5:45 a.m.	8:00 p.m.	MON – SAT
Bus	7:30 a.m.	6:45 a.m.	SUN
Demand-Response	7:00 a.m.	5:00 p.m.	

Address 4801 Daugherty
Laredo, TX 78041

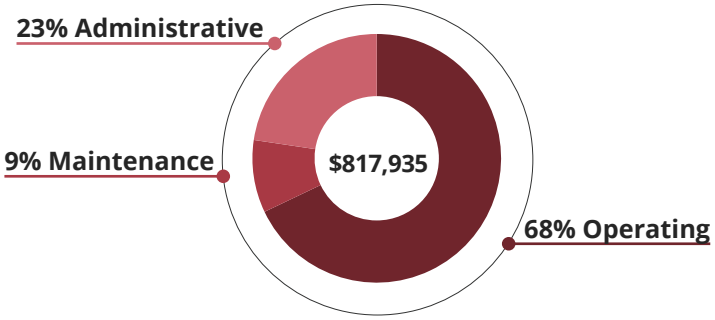
Contact Robert Martinez
Transportation Director
Phone: (956) 722-6100
E-mail: romartinez@webbcountytx.gov

FY 2014 Financial Status[3]

Revenues in Fiscal Year 2014

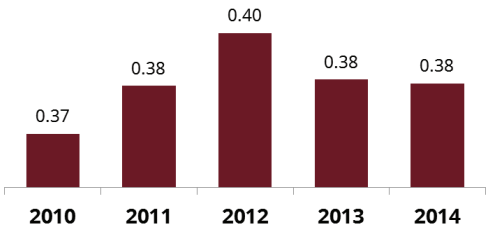


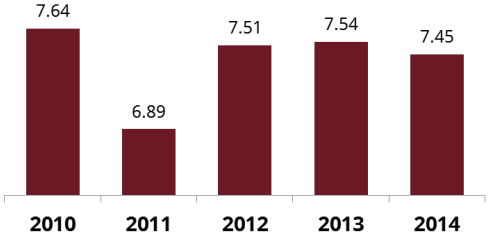
Expenditures in Fiscal Year 2014



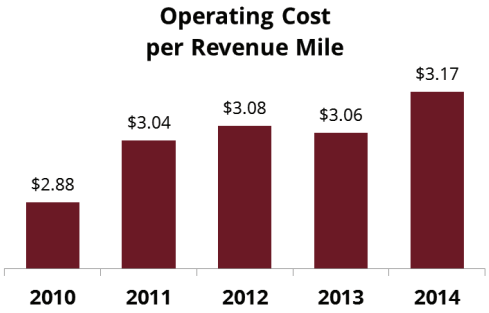
FY 2010–2014 Performance Measures[3]

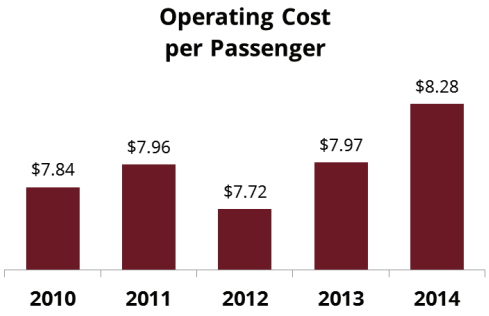
Productivity in the Past 5 Years

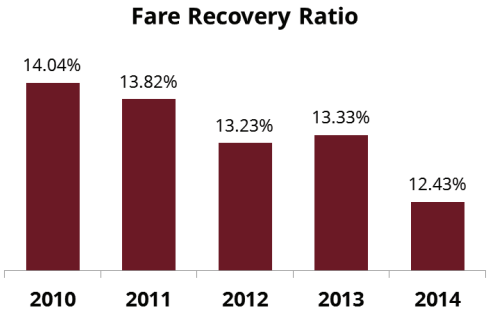




Efficiency in the Past 5 Years







Projects in the 2015–2018 STIP[4]

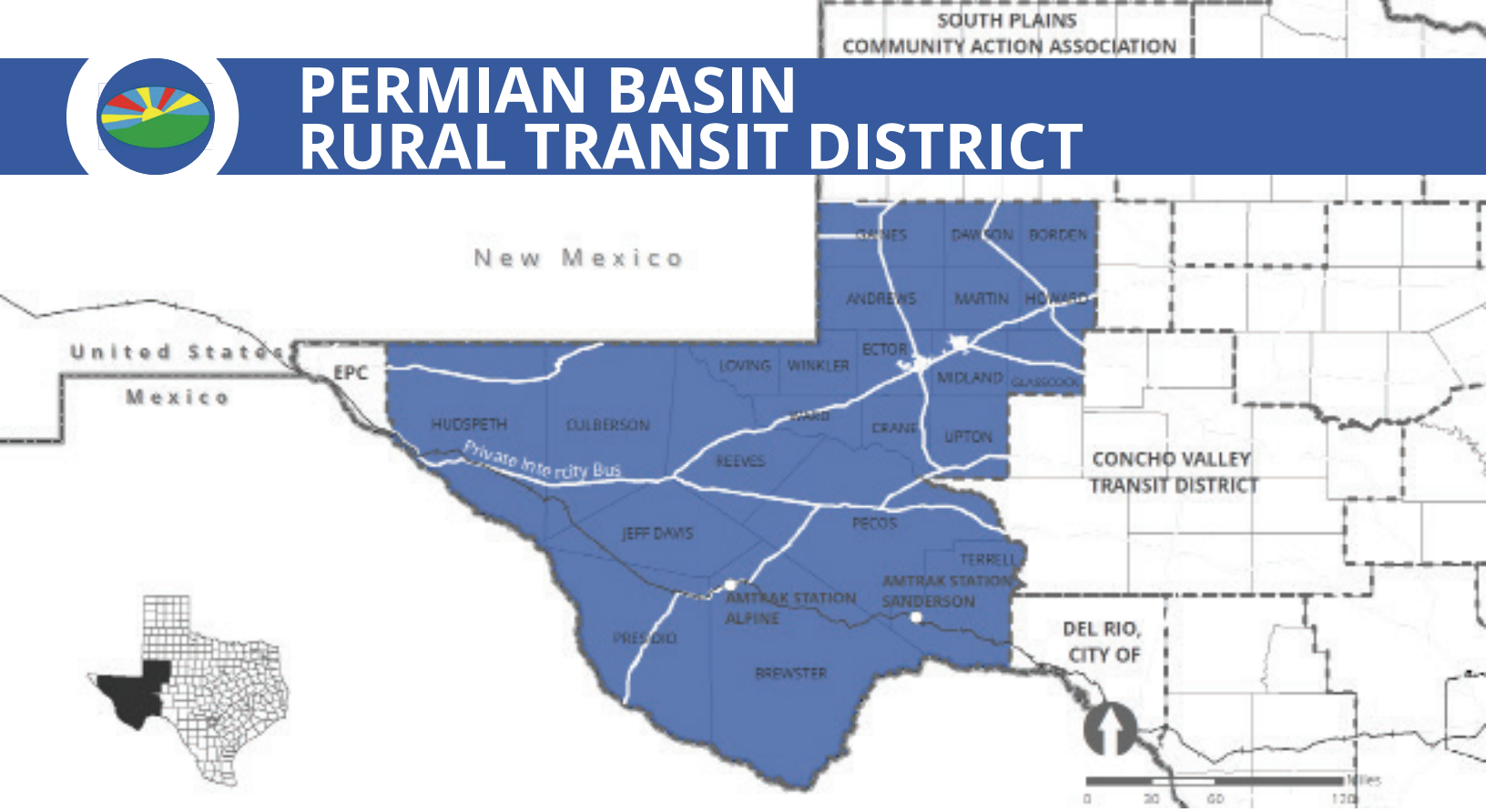
No project listed.

Data Sources:

[1] U.S. Census Bureau, American Community Survey 2009–2013 5-Year Estimates and 2010 Census Summary File 1.
[2] U.S. Census Bureau, 2010 and 2013 TIGER/Line Shapefiles: Places, and Urban Areas.
[3] Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011–2014 data.
[4] Texas Department of Transportation, Proposed 2015–2018 District Statewide Transportation Improvement Programs.

Last Updated Date:
December 18, 2015

PERMIAN BASIN RURAL TRANSIT DISTRICT



The Permian Basin Rural Transit District is a rural transit district (RTD) that Texas Transportation Code Chapter 458 authorized to establish in 2003, and therefore receives state funding for rural transit services. The West Texas Opportunities, Inc. (WTO,I) is the contracted provider for this RTD. Its transportation program, TRAX, serves 22 counties in western Texas, including rural areas of Ector and Midland Counties and all of Andrews, Borden, Brewster, Crane, Culberson, Dawson, Gaines, Glasscock, Howard, Hudspeth, Jeff Davis, Loving, Martin, Pecos, Presidio, Reeves, Terrell, Upton, Ward, and Winkler Counties. The Midland Odessa Urban Transit District serves the Odessa and Midland urbanized areas in Ector and Midland Counties.

TRAX operates demand-response service with three dispatching lines throughout the service area, and subcontracts with several human service agencies, including the West Side Day Care Center in Big Spring, the Dawson County Senior Citizen Center, the Big Bend Community Action Committee, Terrell County, and the Martin County Senior Center. In addition, TRAX is a subcontractor of Project Amistad, providing non-emergency medical transportation for eligible Medicaid riders in the 17-county Permian Basin region, which the TRAX service area contains.

Six private intercity companies serve the 22-county region. TRAX can provide connections to the service. The Amtrak passenger rail line passes through the region as well, with two stations located at Alpine in Brewster County and at Sanderson in Terrell County.

The WTO,I Board of Directors governs TRAX. The board is composed of 21 members representing the public sector, the poverty sector, and the private sector and residing within the Permian Basin region.

Rural Transit District

- Service Area Population[1]: 210,106
- Service Area Land Area[2]: 44,019 Sq. Miles
- Unlinked Passenger Trips[3]: 141,175
- Revenue Fleet[3]: 131 Vehicles

Rural Transit District Service

Service Information

Demand-Response Service

For the general public.

Available throughout the service area.

Reservation must be made at least a day in advance.

One-Way Fare Structure:

- Base Fare: $5.00
  Zone 1 (0–5 Miles): $1.00
  Zone 2 (6–19 Miles): $3.75
  Zone 3 (20–30 Miles): $5.25
  Zone 4 (31–50 Miles): $8.25
  Zone 5 (51–75 Miles): $11.25
  Zone 6 (75–100 Miles): $18.75
  Each Additional 25 Miles: $4.00
- Discounted Fare[a]:
  Zone 1 Only: $0.50
- Free Fare

Fare Media:

Exact Change

Notes:
[a] People with disabilities and seniors.
[b] Children (under 5) with paying customer.

Operating Time
(Excluding Holidays)

Operating Days by Mode

MON | TUE | WED | THU | FRI | SAT

Operating Hours by Mode

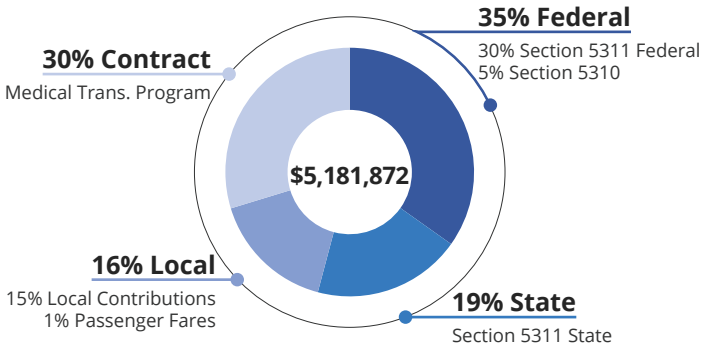
6:30 a.m. – 7:00 p.m.

Address P.O. Box 1308
Lamesa, TX 79331-1308

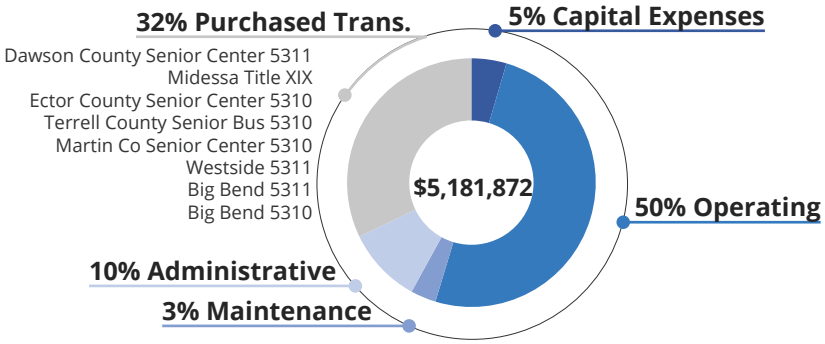
Contact Jenny Gibson
Executive Director
Phone: (806) 872-8354
E-mail: j.gibson.wto@gowto.com

FY 2014 Financial Status[3]

Revenues in Fiscal Year 2014



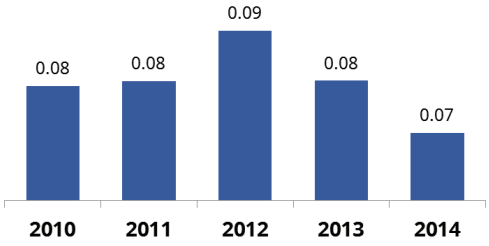
Expenditures in Fiscal Year 2014



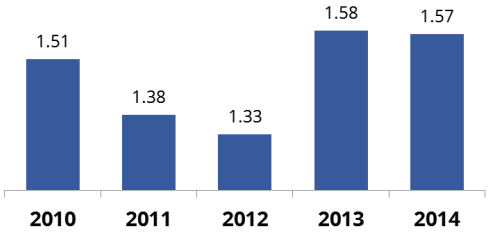
FY 2010–2014 Performance Measures[3]

Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile



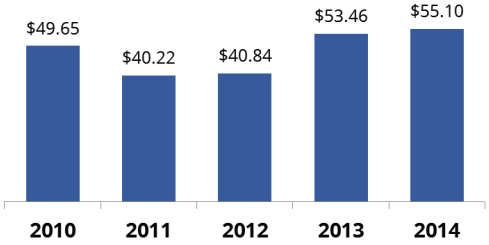
Unlinked Passenger Trips per Revenue Hour



Efficiency in the Past 5 Years

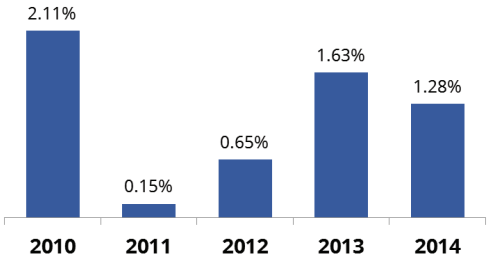
Operating Cost per Revenue Mile

Operating Cost per Revenue Hour



Operating Cost per Passenger

Fare Recovery Ratio



Projects in the 2015–2018 STIP[4]

Implementation Year	Project Name	Cost
2015	Fund West Texas Opportunities, Inc. Capital Purchase	$210,185
2015	Fund West Texas Opportunities, Inc. Capital Purchase	$210,185

Data Sources:

[1] U.S. Census Bureau, American Community Survey 2009–2013 5-Year Estimates and 2010 Census Summary File 1.

[2] U.S. Census Bureau, 2010 and 2013 TIGER/Line Shapefiles: Places, and Urban Areas.

[3] Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011–2014 data.

[4] Texas Department of Transportation, Proposed 2015–2018 District Statewide Transportation Improvement Programs.

Last Updated Date:

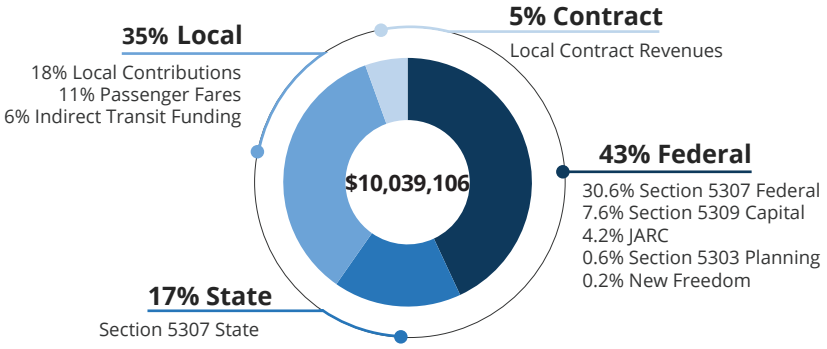
December 18, 2015

Address | 755 International Blvd.
Brownsville, TX 78520

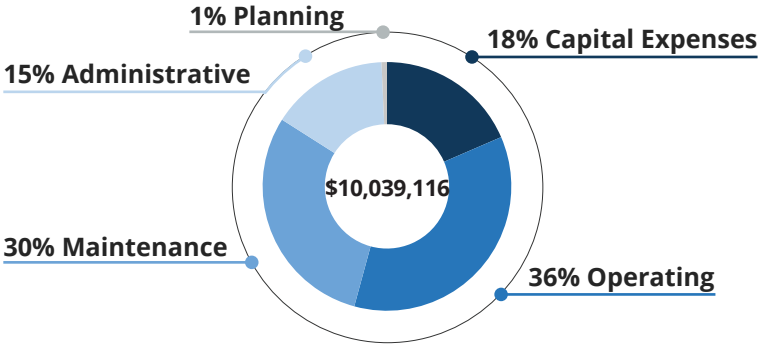
Contact | Norma Zamora
Transit Director
Phone: (956) 541-4881
E-mail: normaz@cob.us

FY 2014 Financial Status[3]

Revenues in Fiscal Year 2014



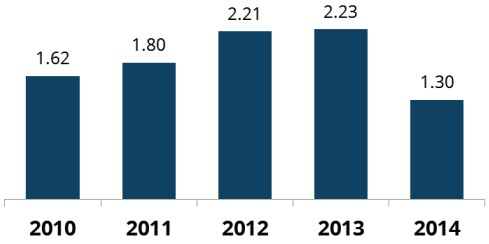
Expenditures in Fiscal Year 2014



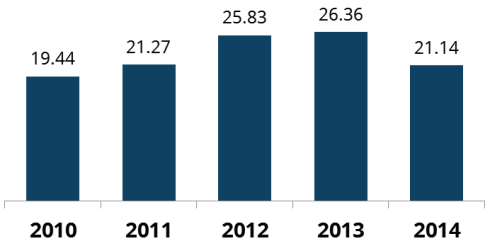
FY 2010–2014 Performance Measures[3]

Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile



Unlinked Passenger Trips per Revenue Hour



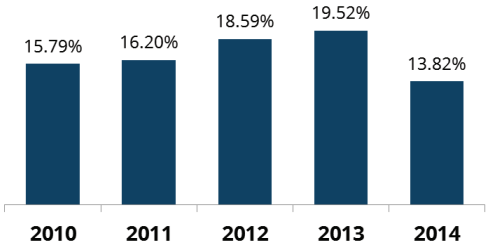
Efficiency in the Past 5 Years

Operating Cost per Revenue Mile

Operating Cost per Revenue Hour

Operating Cost per Passenger

Fare Recovery Ratio



Projects in the 2015–2018 STIP[5]

Implementation Year	Project Name	Cost
2015	Planning Assistance (via LMPO)	$60,000
2015	FTA Formula Grant—Operating Assistance	$1,300,000
2015	FTA Formula Grant—Job Access Reverse Commute Project	$367,500
2015	TxDOT Formula Grant—Operating Assistance	$725,000
2015	FTA Formula Grant—Planning Assistance	$136,250
2015	FTA Formula Grant—Capital	$375,000
2015	FTA Formula Grant—ADA Paratransit	$426,563
2015	FTA Formula Grant—Preventive Maintenance	$2,165,625
2015	FTA Discretionary Grant — Bus & Bus Facilities, State of Good Repair, TIGER	$2,500,000
2015	FTA Discretionary Grant —State of Good Repair (Facility Renovation/ Expansion)	$5,000,000
2015	FTA Discretionary Grant —State of Good Repair (Technology Upgrades)	$313,600
2015	FTA Elderly & Disabled —Preventive Maintenance & New Freedom Projects	$269,063
2016	Planning Assistance (via LMPO)	$60,000
2016	FTA Formula Grant—Operating Assistance	$1,365,000
2016	FTA Formula Grant—Job Access Reverse Commute Project	$385,876
2016	TxDOT Formula Grant—Operating Assistance	$750,000
2016	FTA Formula Grant—Planning Assistance	$143,063
2016	FTA Formula Grant—Capital	$393,750
2016	FTA Formula Grant—ADA Paratransit	$426,563
2016	FTA Formula Grant—Preventive Maintenance	$2,273,906
2016	FTA Discretionary Grant —Bus & Bus Facilities, State of Good Repair, TIGER	$2,500,000
2016	FTA Discretionary Grant —State of Good Repair (Facility Renovation/ Expansion)	$15,000,000
2016	FTA Discretionary Grant —State of Good Repair (Technology Upgrades)	$75,000

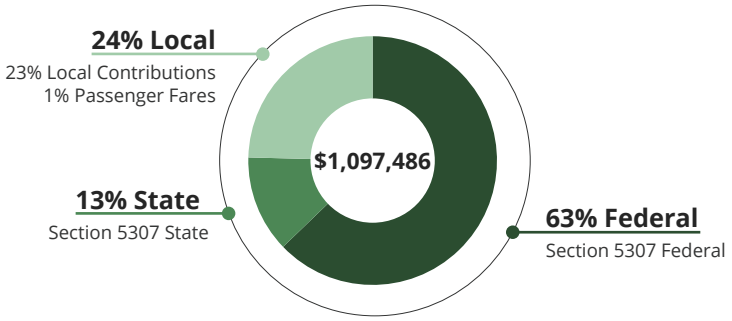
Continue on the next page

Address P.O. Box 850137
Mesquite, TX 75185-0137

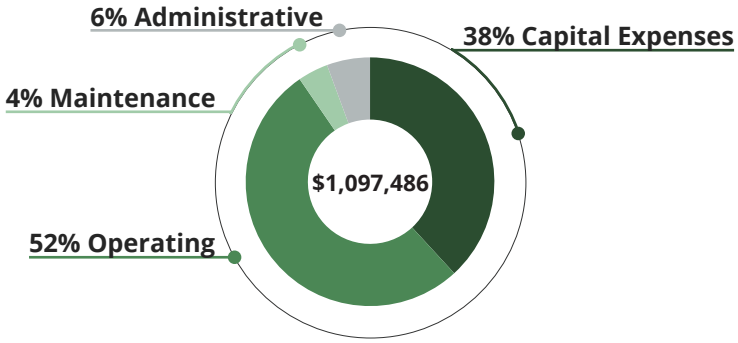
Contact Sunil John
Transportation Coordinator
Phone: (972) 329-8337
E-mail: sjohn@cityofmesquite.com

FY 2014 Financial Status[3]

Revenues in Fiscal Year 2014



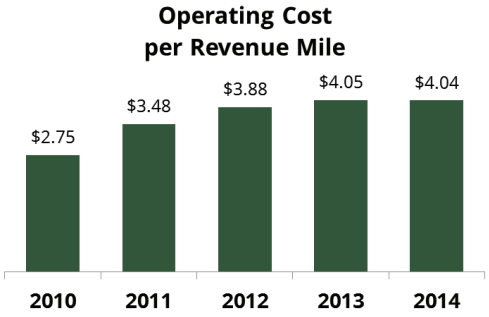
Expenditures in Fiscal Year 2014

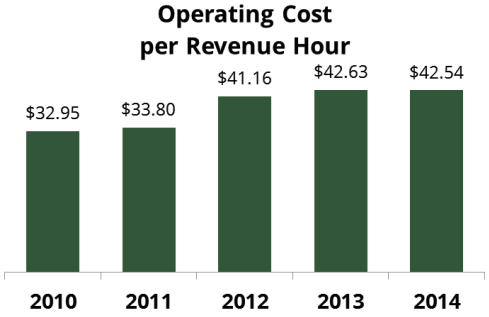


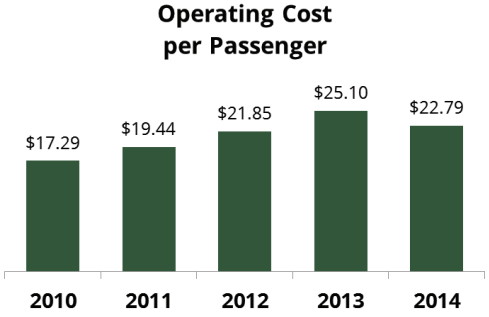
FY 2010–2014 Performance Measures[4]

Productivity in the Past 5 Years

Efficiency in the Past 5 Years







Urban Transit District Services

Service Information

Flexible Transit Service

Seven routes available within the city limits of Wichita Falls.

Eligible seniors and people with disabilities can request a curb-to-curb deviation service. Buses will deviate for a distance up to 1/4 mile from the regular route.

Deviation reservations must be made 24-hours in advance.

One-Way Fare Structure:

- Base Fare: $1.50
- Discounted Fare[a]: $0.75
- Extra Fare (in Addition to Base Fare):
  Deviations: $1.50
  Sheppard Express: $0.50
- Free Fare

Fare Media:

Exact Change

Ticket Pass

Demand-Response Service

The Grocery Cart Program available in three different zones of Wichita Falls on Tuesday, Wednesday and Thursday.

Reservations must be made 24-hours in advance.

For Limited-Eligibility Riders:

- Seniors 60 and over
- People with disabilities

One-Way Fare Structure:

- Base Fare: $1.00

Fare Media:

Exact Change

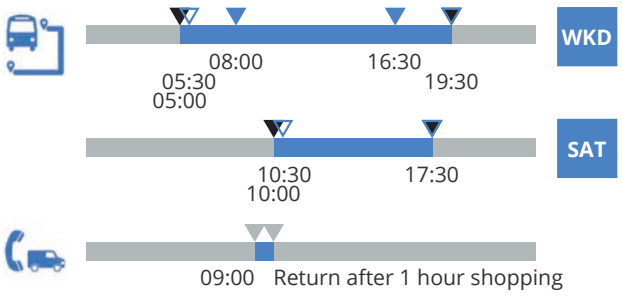
Notes:
[a] Seniors (65+), people with disabilities, student/youth (5-18), Medicare Card holders.
[b] Children under 5.

Operating Time
(Excluding Holidays)

Operating Days by Mode

	MON	TUE	WED	THU	FRI	SAT	
		TUE	WED	THU			

Operating Hours by Mode



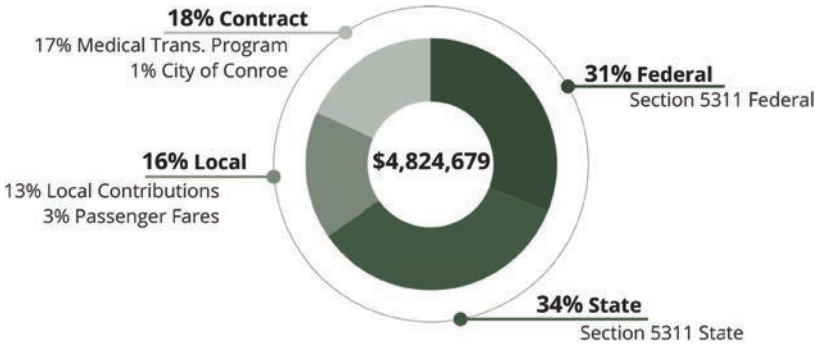
Regular routes
Disabled Transit Program
Elderly Transit Program
Grocery Cart Program

Address | 1759 N. Earl Rudder Freeway
Bryan, TX 77803-5167

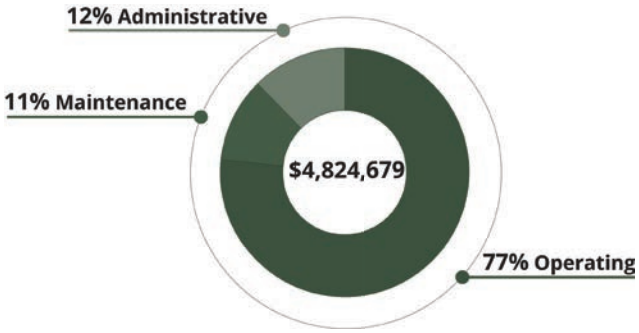
Contact | Alivia Youree
Director of Administration
Phone: (979) 778-0607
E-mail: alivia@btd.org

FY 2014 Financial Status[3]

Revenues in Fiscal Year 2014



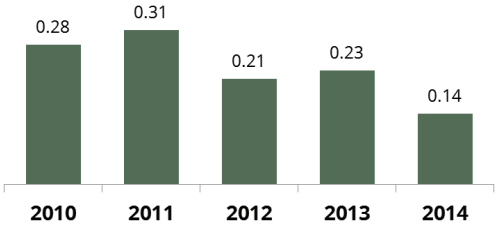
Expenditures in Fiscal Year 2014



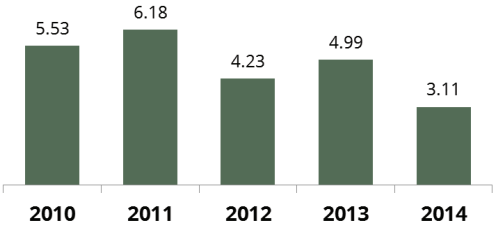
FY 2010–2014 Performance Measures[3]

Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile



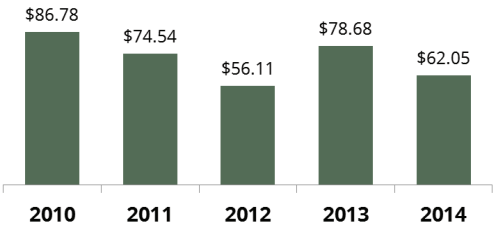
Unlinked Passenger Trips per Revenue Hour



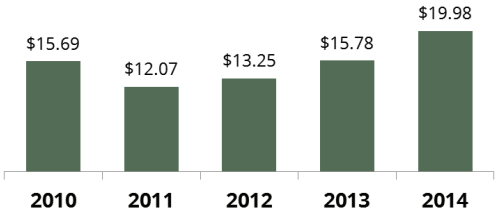
Efficiency in the Past 5 Years

Operating Cost per Revenue Mile

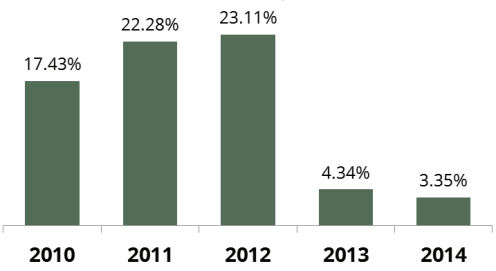
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



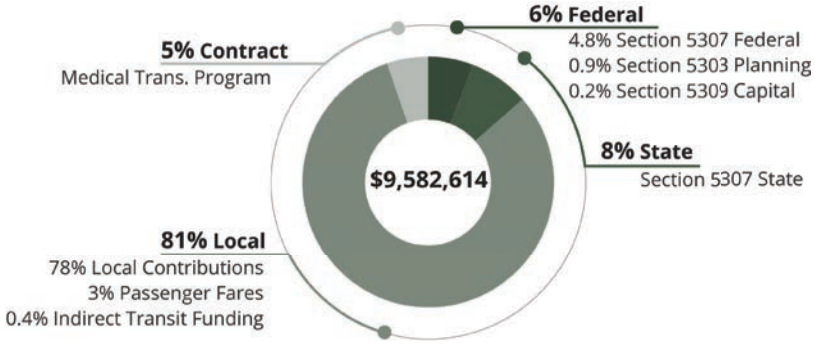
BTD Services

Address 1759 N. Earl Rudder Freeway
Bryan, TX 77803-5167

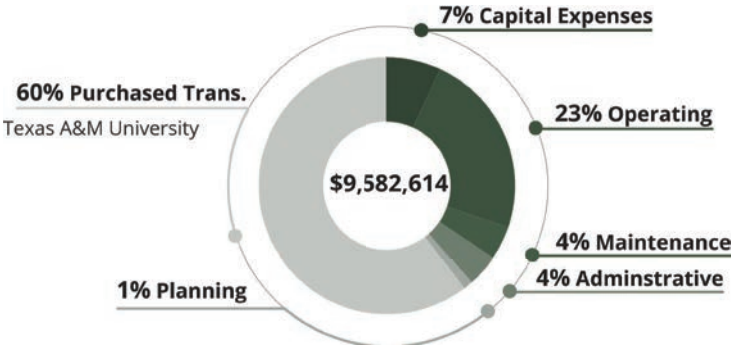
Contact Alivia Youree
Director of Administration
Phone: (979) 778-0607
E-mail: alivia@btd.org

FY 2014 Financial Status[3]

Revenues in Fiscal Year 2014



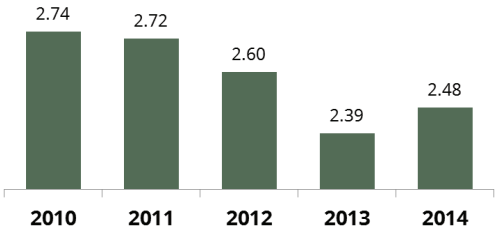
Expenditures in Fiscal Year 2014



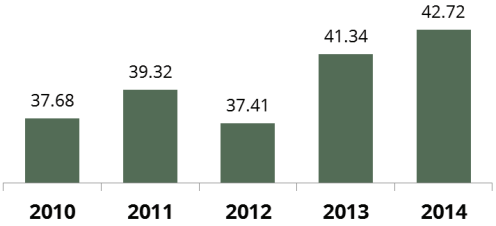
FY 2010–2014 Performance Measures[3]

Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile

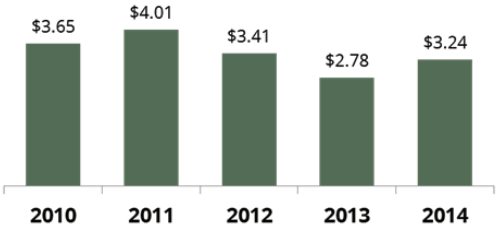


Unlinked Passenger Trips per Revenue Hour



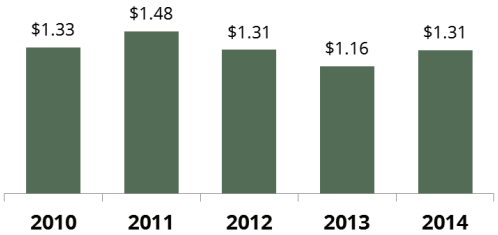
Efficiency in the Past 5 Years

Operating Cost per Revenue Mile

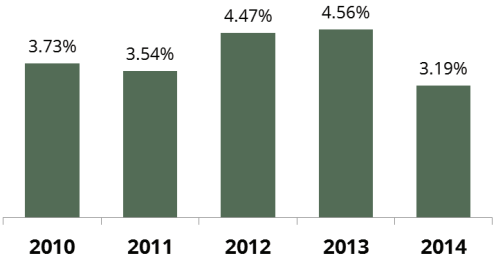


Operating Cost per Revenue Hour

Operating Cost per Passenger



Fare Recovery Ratio



Projects in the 2015–2018 STIP[4]

Implementation Year	Project Name	Cost
2015	Operating Assistance B/CS	$3,057,306
2015	ADA Paratransit B/CS	$75,000
2015	Preventive Maintenance B/CS	$62,500
2015	Debt Service	$1,500,000
2016	Operating Assistance B/CS	$3,057,306
2016	ADA Paratransit B/CS	$75,000
2016	Preventive Maintenance B/CS	$62,500
2016	Debt Service	$1,500,000
2017	Operating Assistance B/CS	$3,057,306
2017	ADA Paratransit B/CS	$75,000
2017	Preventive Maintenance B/CS	$62,500
2017	Debt Service	$1,500,000
2018	Operating Assistance B/CS	$3,057,306
2018	ADA Paratransit B/CS	$75,000
2018	Preventive Maintenance B/CS	$62,500
2018	Debt Service	$1,500,000

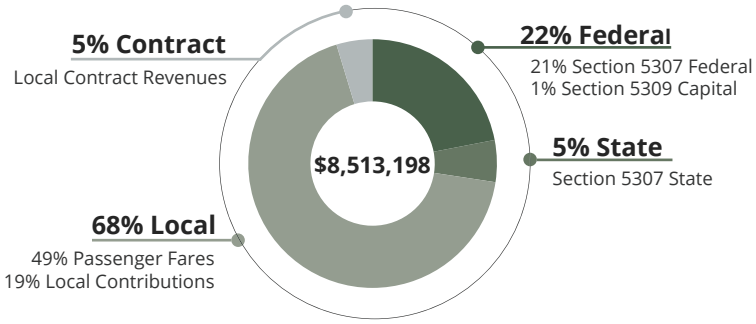
Address | 1759 N. Earl Rudder Freeway
Bryan, TX 77803-5167

Contact | Alivia Youree
Director of Administration
Phone: (979) 778-0607
E-mail: alivia@btd.org

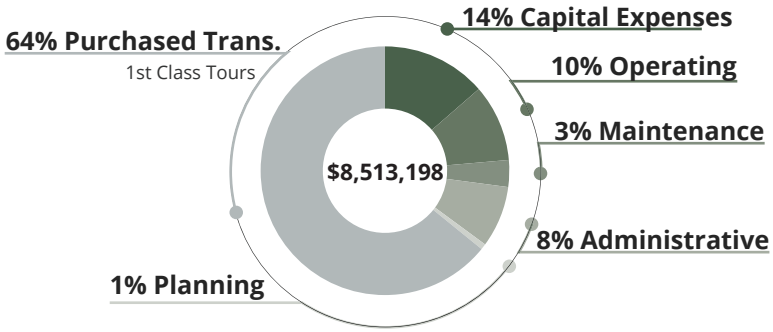
Conroe and The Woodlands Services

FY 2014 Financial Status[3]

Revenues in Fiscal Year 2014



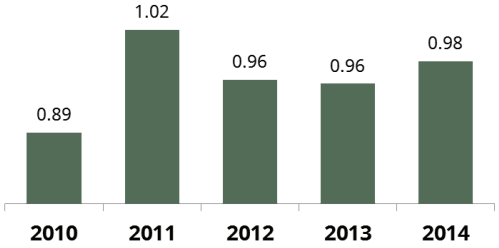
Expenditures in Fiscal Year 2014



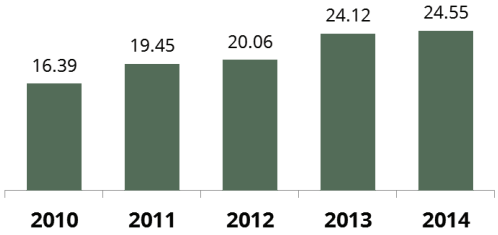
FY 2010–2014 Performance Measures[3]

Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile



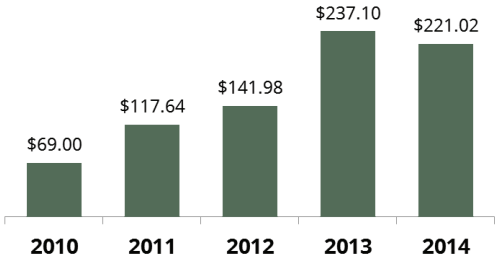
Unlinked Passenger Trips per Revenue Hour



Efficiency in the Past 5 Years

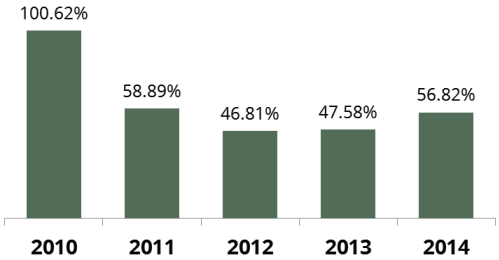
Operating Cost per Revenue Mile

Operating Cost per Revenue Hour



Operating Cost per Passenger

Fare Recovery Ratio



Projects in the 2015–2018 STIP[4]

Implementation Year	Project Name	Cost
2016	Design & Construction of P & R facility	$1,000,000

Data Sources:

[1] U.S. Census Bureau, American Community Survey 2009–2013 5-Year Estimates and 2010 Census Summary File 1.

[2] U.S. Census Bureau, 2010 and 2013 TIGER/Line Shapefiles: Places, and Urban Areas.

[3] Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011–2014 data.

[4] Texas Department of Transportation, Proposed 2015–2018 District Statewide Transportation Improvement Programs.

Last Updated Date:

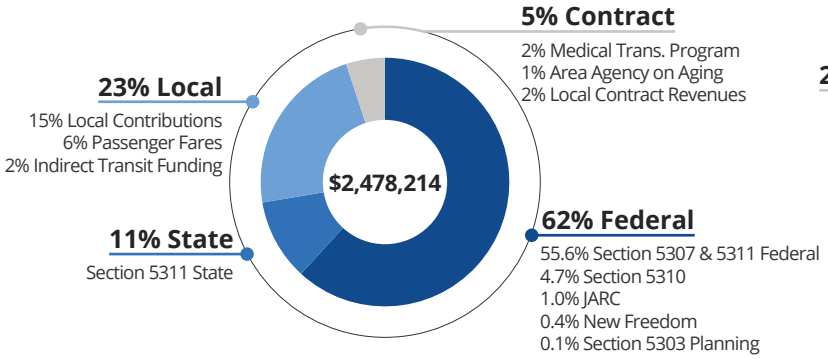
December 18, 2015

Address | P.O. Box 60050
San Angelo, TX 76906-0050

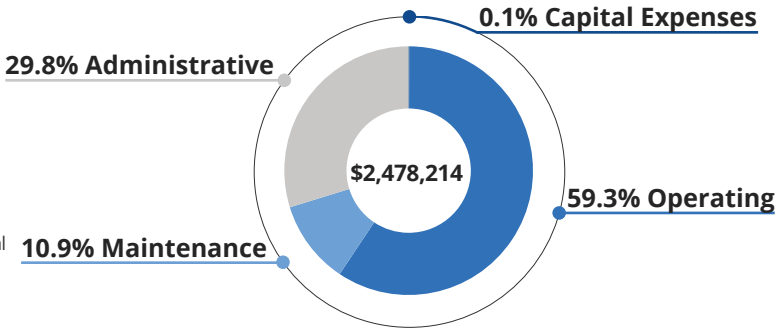
Contact | John Austin Stokes
Executive Director
Phone: (325) 947-8729
E-mail: john.stokes@cvcog.org

FY 2014 Financial Status[3]

Revenues in Fiscal Year 2014

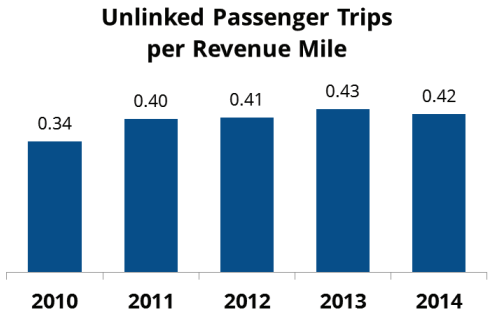


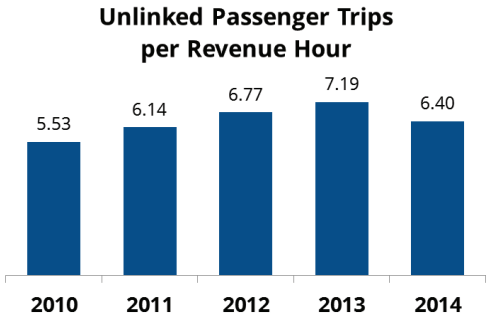
Expenditures in Fiscal Year 2014



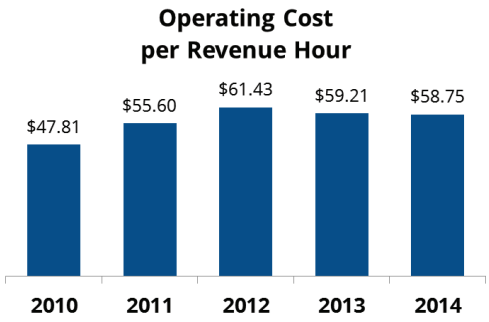
FY 2010–2014 Performance Measures[3]

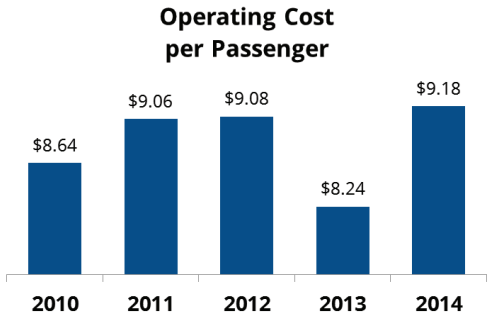
Productivity in the Past 5 Years





Efficiency in the Past 5 Years





Projects in the 2015–2018 STIP[5]

Implementation Year	Project Name	Cost
2015	Operating Activities for Hill Country Transit (K)	$3,906,074
2015	Planning Activities for Hill Country Transit (K)	$41,208
2015	Capital Preventive Maintenance for Hill Country Transit (K)	$899,910
2015	Other Capital, communication equipment, surveillance/security equipment, hardware (K)	$12,500
2015	Revenue Rolling Stock (K)	$131,250
2015	Capital Preventive Maintenance for Hill Country Transit (K)	$2,500
2015	Revenue Rolling Stock (K)	$290,148
2015	Operating activities for Hill Country Transit (T)	$2,403,800
2015	Planning Activities for Hill Country Transit (T)	$31,310
2015	Capital Preventive Maintenance for Hill Country Transit (T)	$493,890
2015	Other Capital, communication equipment, surveillance/security equipment, hardware (T)	$12,500
2015	Revenue Rolling Stock (T)	$131,250
2015	Capital Preventive Maintenance for Hill Country Transit rolling stock (T)	$2,500
2016	Operating Activities for Hill Country Transit (K)	$3,945,135
2016	Planning Activities for Hill Country Transit (K)	$41,620
2016	Capital Preventive Maintenance for Hill Country Transit (K)	$908,909
2016	Other Capital, communication equipment, surveillance/security equipment, hardware (K)	$12,500
2016	Revenue Rolling Stock (K)	$132,563
2016	Capital Preventive Maintenance for Hill Country Transit (K)	$2,500
2016	Revenue Rolling Stock (K)	$293,049
2016	Operating activities for Hill Country Transit (T)	$2,427,838
2016	Planning Activities for Hill Country Transit (T)	$31,623
2016	Capital Preventive Maintenance for Hill Country Transit (T)	$498,829

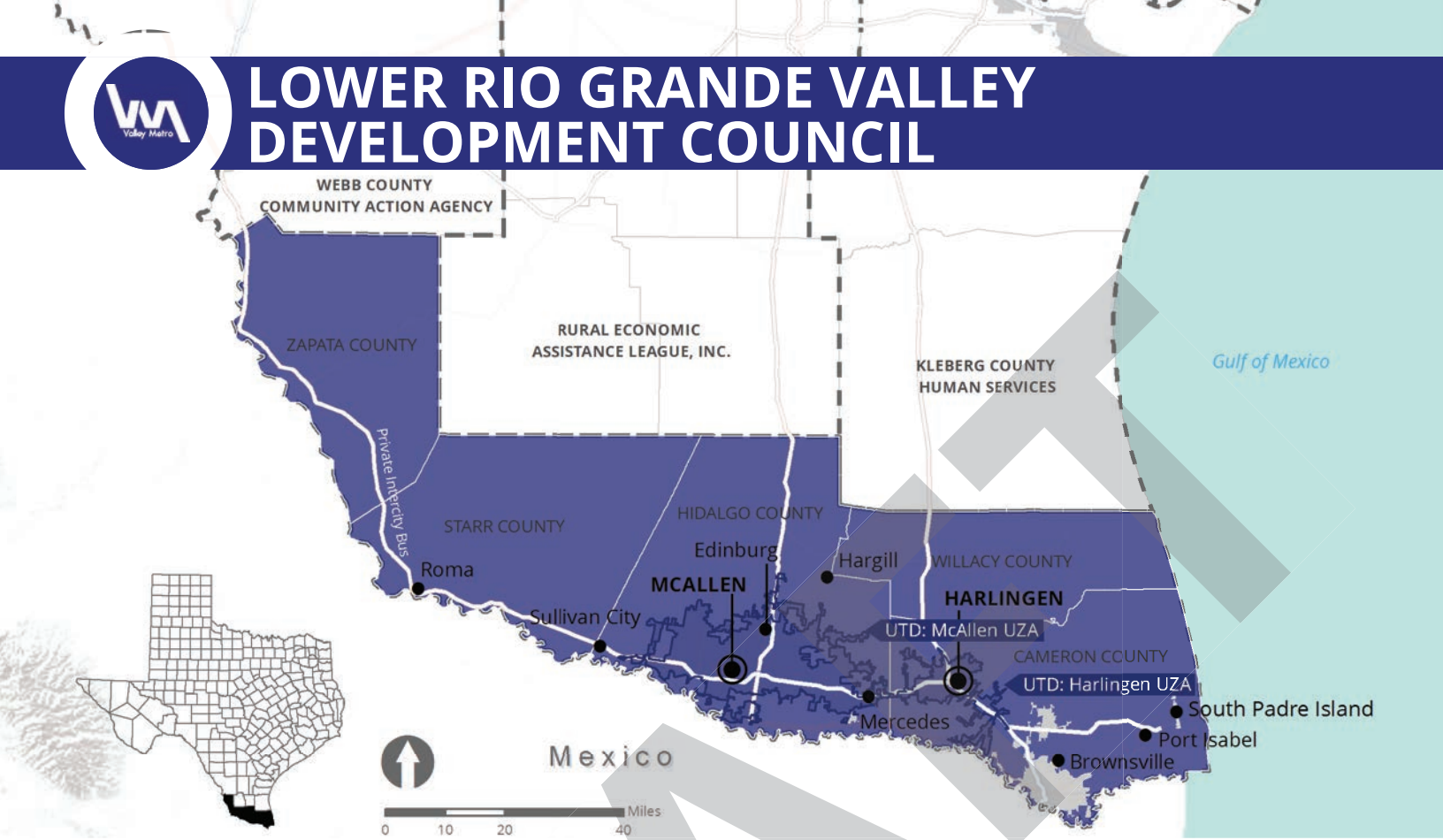
Continue on the next page

Projects in the 2015-2018 STIP[5] (Cont'd)

Implementation Year	Project Name	Cost
2016	Other Capital, communication equipment, surveillance/security equipment, hardware (T)	$12,500
2016	Revenue Rolling Stock (T)	$132,563
2016	Capital Preventive Maintenance for Hill Country Transit rolling stock (T)	$2,500
2016	Revenue Rolling Stock (T)	$811,336
2017	Operating Activities for Hill Country Transit (K)	$3,984,586
2017	Planning Activities for Hill Country Transit (K)	$42,036
2017	Capital Preventive Maintenance for Hill Country Transit (K)	$917,998
2017	Other Capital, communication equipment, surveillance/security equipment, hardware (K)	$12,500
2017	Revenue Rolling Stock (K)	$133,889
2017	Capital Preventive Maintenance for Hill Country Transit (K)	$2,500
2017	Revenue Rolling Stock (K)	$295,980
2017	Operating activities for Hill Country Transit (T)	$2,452,116
2017	Planning Activities for Hill Country Transit (T)	$31,940
2017	Capital Preventive Maintenance for Hill Country Transit (T)	$503,818
2017	Other Capital, communication equipment, surveillance/security equipment, hardware (T)	$12,500
2017	Revenue Rolling Stock (T)	$133,889
2017	Capital Preventive Maintenance for Hill Country Transit rolling stock (T)	$2,500
2018	Operating Activities for Hill Country Transit (K)	$4,024,432
2018	Planning Activities for Hill Country Transit (K)	$42,456
2018	Capital Preventive Maintenance for Hill Country Transit (K)	$927,178
2018	Other Capital, communication equipment, surveillance/security equipment, hardware (K)	$12,500
2018	Revenue Rolling Stock (K)	$135,227
2018	Capital Preventive Maintenance for Hill Country Transit (K)	$2,500

Continue on the next page

LOWER RIO GRANDE VALLEY DEVELOPMENT COUNCIL



The Lower Rio Grande Valley Development Council (LRGVDC) is a political subdivision of Texas that Texas Transportation Code Chapter 458 authorizes, and therefore receives state funds for transit services. LRGVDC serves as a rural transit district (RTD) for Cameron, Hidalgo, Starr, Willacy, and Zapata Counties. Prior to May 2015, the Community Action Council of South Texas (CACST) served Starr and Zapata Counties. LRGVDC resolved to serve as an RTD for Starr and Zapata Counties after CACST discontinued its transit services. LRGVDC serves as an urban transit district for the Harlingen and McAllen urbanized areas (UZAs).

LRGVDC provides transit services to the Harlingen UZA, the McAllen UZA except within the city limits of Progresso, and rural areas within the service boundary through its transportation program, Valley Metro. LRGVDC published the name Valley Metro in June 2011, unifying services that were operated under three different brand names: Rio Metro, Rio Transit, and Harlingen Express. LRGVDC passes a part of the allocated state fund to the City of McAllen under an interlocal agreement. The City of McAllen provides additional transit services for the McAllen UZA within the city limits of McAllen through its transit department, Metro McAllen.

Valley Metro operates demand-response service for Starr, Willacy, and Zapata Counties; fixed-route bus service and the deviated-fixed-route service Flex for the Harlingen and McAllen UZAs; and regional bus service providing connections between rural cities (Roma and Sullivan) and the McAllen UZA; among the McAllen, Harlingen, and Brownsville UZA; and between Port Isabel and the Brownsville UZA.

Metro McAllen operates fixed-route bus and paratransit services within the city limits of McAllen and maintains an international transit terminal facility in downtown McAllen. Metro McAllen, B Metro (operated by the City of Brownsville), and Island Metro (operated by the City of South Padre Island) coordinately deliver a regional bus service, Metro Connect, for residents to travel in Brownsville, Edinburg, Harlingen, McAllen, Mercedes, and South Padre Island.

Valley Transit Company, Inc., operates private intercity bus service in LRGVDC's service area. Both Valley Metro and Metro McAllen can provide connections to the service.

LRGVDC is governed by a 26-member board of directors and has a transportation advisory committee to advise on regional transit services. The McAllen City Council governs Metro McAllen services.

DRAFT

DRAFT

Rural Transit District

- Service Area Population[1]: 213,971
- Service Area Land Area[2]: 4,750 Sq. Miles
- Unlinked Passenger Trips[3]: 69,911
- Revenue Fleet[3]: 10 Vehicles

Rural Transit District Services

Service Information

Regional Bus Service

Four fixed bus routes—Route 21, Route 50, Route 60, and Jag Express Green Line—connect rural areas in LRGVDC's service area to an UZA.

One-Way Fare Structure:

- Base Fare: $1.00
- Discounted Fare[a]: $0.50
- Free Fare[b]

Fare Media:

Exact Change | Ticket Pass

Demand-Response Service

Available in Willacy, Starr, and Zapata Counties.

Reservation must be made at least a day in advance.

One-Way Fare Structure:

- Base Fare: $3.00–$10.00

Fare Media:

Exact Change

Flexible Transit Service (FLEX)

One flex route (Route 11) connecting Hargill and Edinburg.

Reservation must be made at least a day in advance.

One-Way Fare Structure:

- Base Fare: $1.00
- Discounted Fare[a]: $0.50
- Free Fare[b]

Fare Media:

Exact Change | Ticket Pass

Notes:

[a] People with disabilities, seniors (60+), students, and veterans.

[b] All Jag Express routes are free and for other routes, children under 7 and students from the University of Texas-Pan American ride free.

Operating Time
(Excluding Holidays)

Operating Days by Mode

	MON	TUE	WED	THU	FRI	SAT
Regional Bus Service	■	■	■	■	■	■
Demand-Response Service	■	■	■	■	■	
Flexible Transit Service	■	■	■	■	■	■

Operating Hours by Mode

Regional Bus Service	6:00 a.m.	8:00 p.m.
Demand-Response Service	7:00 p.m.	4:00 p.m.
Flexible Transit Service	6:00 a.m.	8:00 p.m.

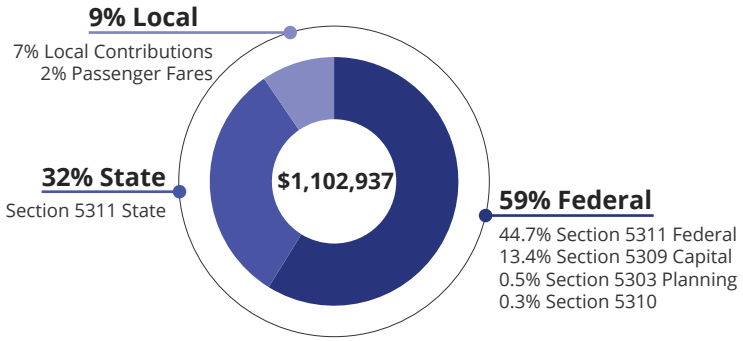
DRAFT

Address | 510 S. Pleasant View Dr.
Weslaco, TX 78596

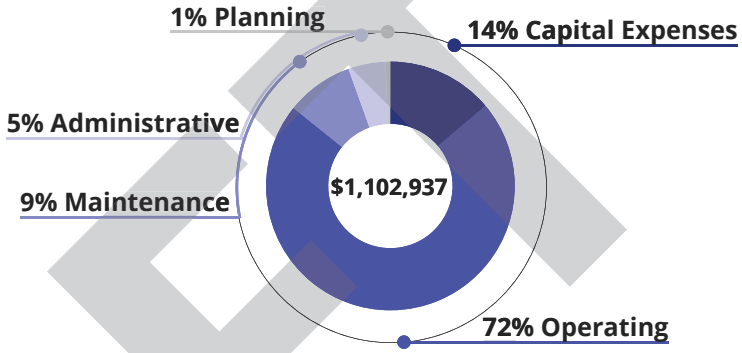
Contact | Tom Logan
Director of Regional Transit Services
Phone: (956) 969-5761
E-mail: tlogan@lrgvdctransit.org

FY 2014 Financial Status[3]

Revenues in Fiscal Year 2014

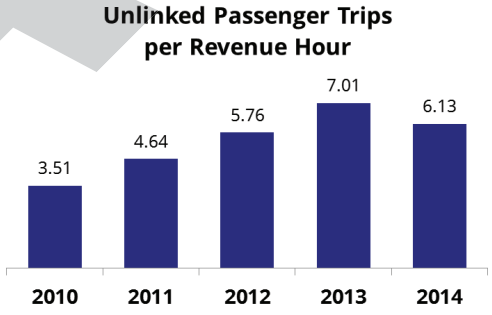


Expenditures in Fiscal Year 2014

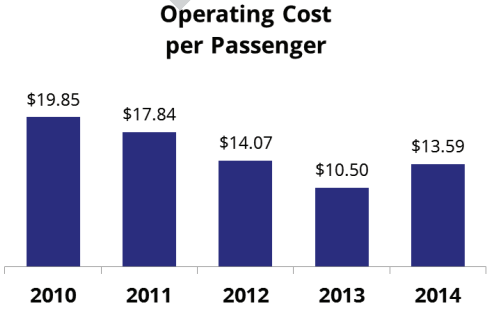


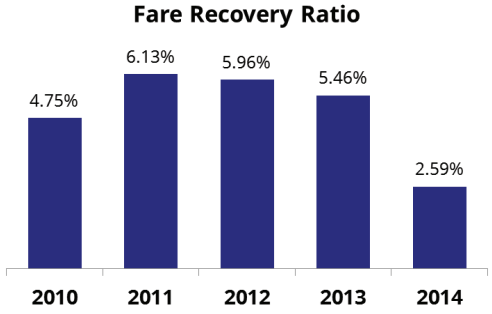
FY 2010–2014 Performance Measures[3]

Productivity in the Past 5 Years



Efficiency in the Past 5 Years





DRAFT

DRAFT

Urban Transit District

For Harlingen UZA
(Provider: Valley Metro)

- Service Area Population[1]: 135,663
- Service Area Land Area[2]: 83 Sq. Miles
- Unlinked Passenger Trips[3]: 95,379
- Revenue Fleet[3]: 10 Vehicles

For McAllen UZA
(Providers: Valley Metro and Metro McAllen)

- Service Area Population[1]: 723,423
- Service Area Land Area[2]: 356 Sq. Miles
- Unlinked Passenger Trips[3]: 1,050,954
- Revenue Fleet[3]: 35 Vehicles

Valley Metro Urban Services

Service Information

Local Bus Service

Two fixed bus routes—Route 42 and 44—available within the Harlingen UZA boundary, and two fixed bus routes—Jag Express Purple Line and Yellow Line—available within the McAllen UZA boundary.

One-Way Fare Structure:

- Base Fare: $1.00
- Discounted Fare[a]: $0.50
- Free Fare[b]

Fare Media:

Exact Change | Ticket Pass

Regional Bus Service

Three fixed bus routes—Route 31, 43, and 45—connect McAllen UZA, Harlingen UZA, and Brownsville UZA.

One-Way Fare Structure:

- Base Fare: $1.00
- Discounted Fare[a]: $0.50
- Free Fare[b]

Fare Media:

Exact Change | Ticket Pass

Flexible Transit Service (FLEX)

Four flex routes—Route 40, 41, 45, and 50—available within the Harlingen UZA boundary; and six flex routes—Route 10, 12, 14, 15, 20, and 30—available within the McAllen UZA boundary.

Reservation must be made at least a day in advance.

One-Way Fare Structure:

- Base Fare: $1.00
- Discounted Fare[a]: $0.50
- Free Fare[b]

Fare Media:

Exact Change | Ticket Pass

Notes:

[a] People with disabilities, seniors (60+), students, and veterans.

[b] All Jag Express routes are free and for other routes, children under 7 and students from the University of Texas-Pan American ride free.

Operating Time
(Excluding Holidays)

Operating Days by Mode

	MON	TUE	WED	THU	FRI	SAT
	MON	TUE	WED	THU	FRI	SAT
	MON	TUE	WED	THU	FRI	SAT

Operating Hours by Mode

	6:00 a.m.	8:00 p.m.
	6:00 a.m.	8:00 p.m.
	6:00 a.m.	8:00 p.m.

DRAFT

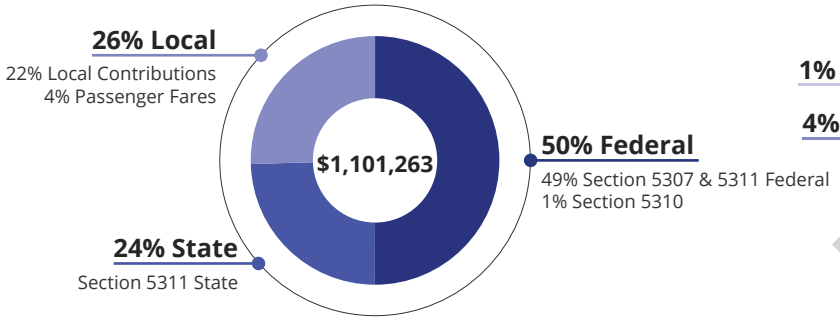
Valley Metro Urban Services

Address | 510 S. Pleasant View Dr.
Weslaco, TX 78596

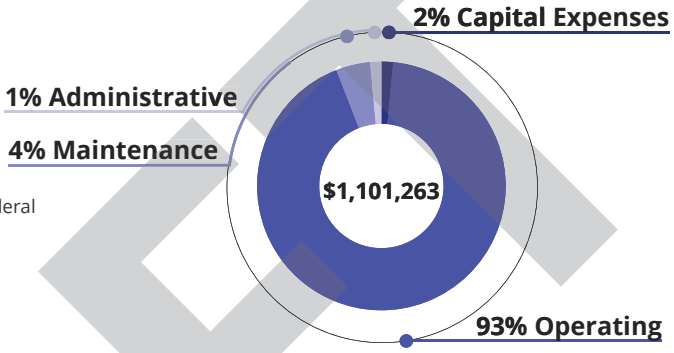
Contact | Tom Logan
Director of Regional Transit Services
Phone: (956) 969-5761
E-mail: tlogan@lrgvdctransit.org

FY 2014 Financial Status[3]

Revenues in Fiscal Year 2014

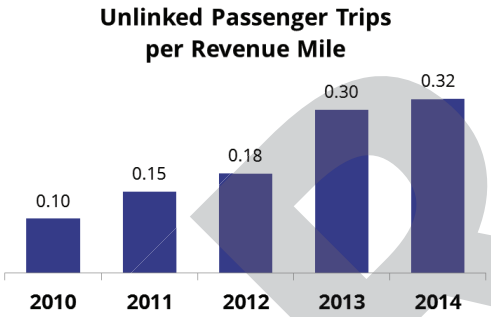


Expenditures in Fiscal Year 2014



FY 2010–2014 Performance Measures[3]

Productivity in the Past 5 Years



Efficiency in the Past 5 Years

DRAFT

Metro McAllen Services

Service Information

Local Bus Service

Seven fixed bus routes available within the city limit of McAllen.

One-Way Fare Structure:

- Base Fare: $1.00
- Discounted Fare[c]: $0.50
- Free Fare[d]

Fare Media:

Exact Change

Regional Bus Service

Three bus lines connect South Padre Island, Brownsville, Harlingen, Mercedes, McAllen and Edinburg.

Fare Structure:

- Day Pass: $5.00[e] or $10.00[f]
- Unlimited 30 Day Pass: $90[e] or $100[f]
- Discounted Pass: $25[e,g]

Fare Media:

Ticket Pass

ADA Paratransit Service

Available within 3/4-mile on both sides of the fixed route services.

Reservation must be made at least a day in advance, up to 7 days in advance.

One-Way Fare Structure:

- Base Fare: $0.50

Fare Media:

Exact Change

Notes:

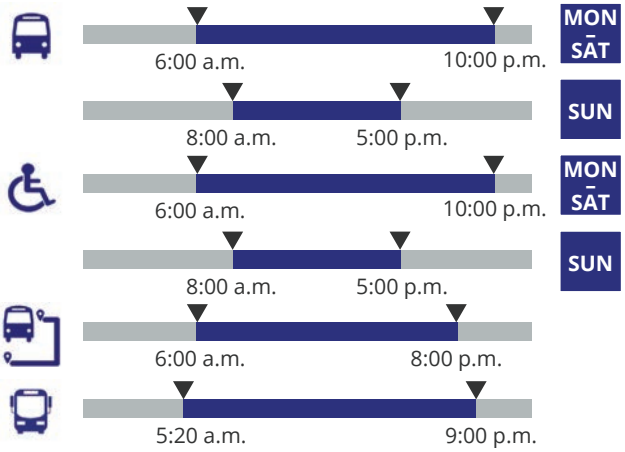
[c] Seniors, students, and Medicare cardholders.
[d] Children under 7.
[e] Metro Connect only.
[f] All regional systems.
[g] Students and faculty members.

Operating Time
(Excluding Holidays)

Operating Days by Mode

	MON	TUE	WED	THU	FRI	SAT	SUN
	MON	TUE	WED	THU	FRI	SAT	
	MON	TUE	WED	THU	FRI	SAT	SUN
	MON	TUE	WED	THU	FRI	SAT	
	MON	TUE	WED	THU	FRI	SAT	SUN

Operating Hours by Mode



DRAFT

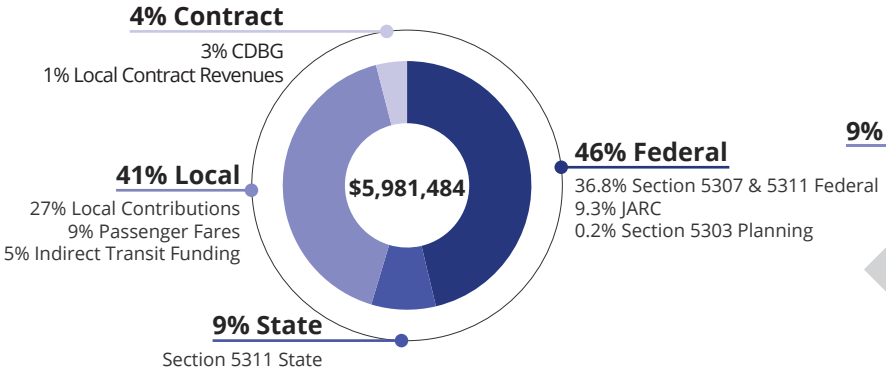
Metro McAllen Services

Address | 510 S. Pleasant View Dr.
Weslaco, TX 78596

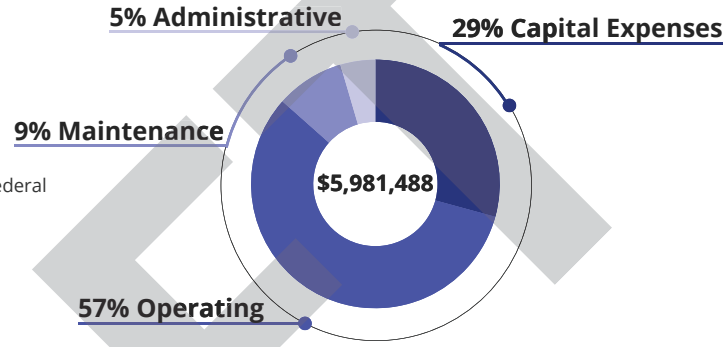
Contact | Tom Logan
Director of Regional Transit Services
Phone: (956) 969-5761
E-mail: tlogan@lrgvdctransit.org

FY 2014 Financial Status[3]

Revenues in Fiscal Year 2014



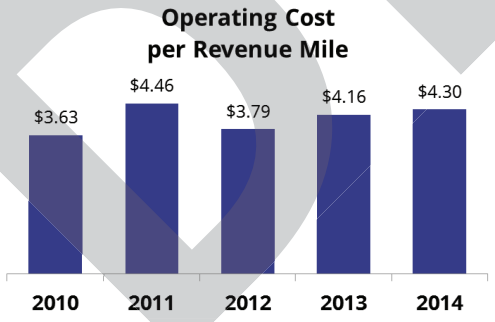
Expenditures in Fiscal Year 2014

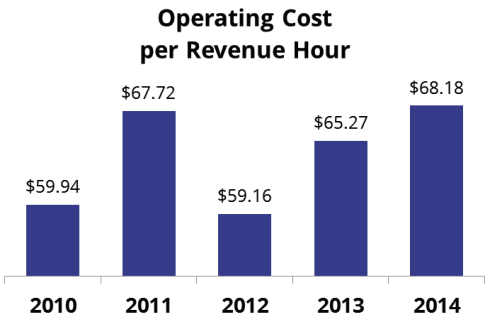


FY 2010–2014 Performance Measures[3]

Productivity in the Past 5 Years

Efficiency in the Past 5 Years





DRAFT

Projects in the 2015–2018 STIP[4]

Implementation Year	Project Name	Cost
2015	Hidalgo County Transit Capital Improvement Program—Edinburg Terminal & Parking Facility	$2,400,029
2015	Capital—Mechanics, Assistants & Preventive Maintenance	$481,250
2015	Operations	$250,709
2015	Hidalgo County Transit Capital Improvement Program—Edinburg Terminal & Parking Facility	$665,461
2015	Capital	$730,155
2015	Hidalgo County Transit Capital Improvement Program	$750,000
2016	Hidalgo County Transit Capital Improvement Program	$2,400,029
2016	Capital—Mechanics, Assistants & Preventive Maintenance	$481,250
2016	Operations	$250,709
2016	Capital	$665,461
2016	Capital	$730,155
2016	Operations	$120,000
2017	Hidalgo County Transit Capital Improvement Program	$2,400,029
2017	Capital—Mechanics, Assistants & Preventive Maintenance	$481,250
2017	Operations	$120,000
2017	Operations	$250,709
2017	Capital	$665,461
2017	Capital	$730,155
2018	Hidalgo County Transit Capital Improvement Program	$2,400,029
2018	Capital—Mechanics, Assistants & Preventive Maintenance	$481,250

Continue on the next page

DRAFT

Projects in the 2015–2018 STIP[4] (Cont'd)

Implementation Year	Project Name	Cost
2018	Operations	$1,200,000
2018	Operations	$250,709
2018	Capital	$665,461
2018	Capital	$730,155

DRAFT

Data Sources:

[1] U.S. Census Bureau, American Community Survey 2009–2013 5-Year Estimates and 2010 Census Summary File 1.

[2] U.S. Census Bureau, 2010 and 2013 TIGER/Line Shapefiles: Places, and Urban Areas.

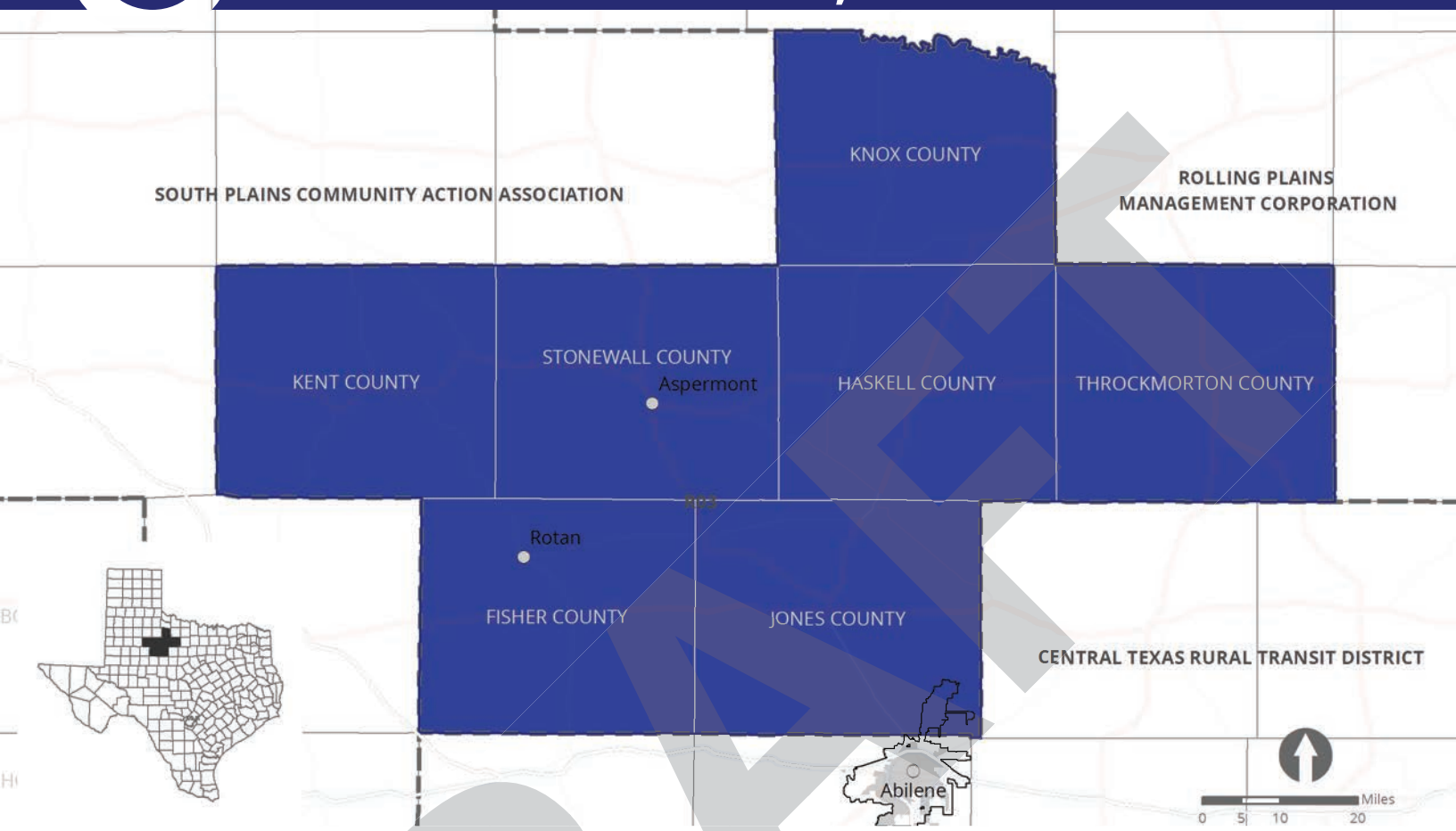
[3] Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011–2014 Data.

[4] Texas Department of Transportation, Proposed 2015–2018 District Statewide Transportation Improvement Programs.

Last Updated Date:

December 18, 2015

ASPERMONT SMALL BUSINESS DEVELOPMENT CENTER, INC.



The Aspermont Small Business Development Center (ASBDC) is a rural transit district that Texas Transportation Code Chapter 458 authorizes, and therefore receives state funding for rural transit services. ASBDC provides demand-response service for the general public in Fisher, Haskell, Jones, Kent, Knox, Stonewall, and Throckmorton Counties through its transportation program, Double Mountain Coach, located in Aspermont. Double Mountain Coach is also a subcontractor of the Central Texas Rural Transit District, providing non-emergency medical transportation for eligible Medicaid participants in the region. In Jones County, the areas within the city limits of Abilene are also served by the public transit system CityLink, operated by the City of Abilene urban transit district.

The ASBDC Board of Directors consists of 21 members from the seven counties. Each county is represented by an elected public official, a representative of low-income population, and a representative of a private group or organization. The ASBDC executive director is responsible for the Double Mountain Coach's overall management and daily operations.

DRAFT

Rural Transit District

- Service Area Population[1]: 37,518
- Service Area Land Area[2]: 6,313 Sq. Miles
- Unlinked Passenger Trips[3]: 16,263
- Revenue Fleet[3]: 16 Vehicles

Rural Transit District Service

Service Information

Demand-Response Service

For the general public and eligible Medicare cardholders.

Available in Fisher, Haskell, Jones, Kent, Knox, Stonewall, and Throckmorton Counties.

Reservation must be made at least a day in advance.

One-Way Fare Structure:

- Within the Same City[a]: $0.50
- From Roby to Abilene: $3.00
- From Rotan to Abilene: $4.00
- Others: Distance-Based

Fare Media:

Exact Change

Ticket Book

Note:
[a] Less than five miles.

DRAFT

Operating Time
(Excluding Holidays)

Operating Days by Mode

MON | TUE | WED | THU | FRI | SAT*

* Non-emergency medical trips only.

Operating Hours by Mode

5:30 a.m. 8:00 a.m. 5:00 p.m. 7:00 p.m.

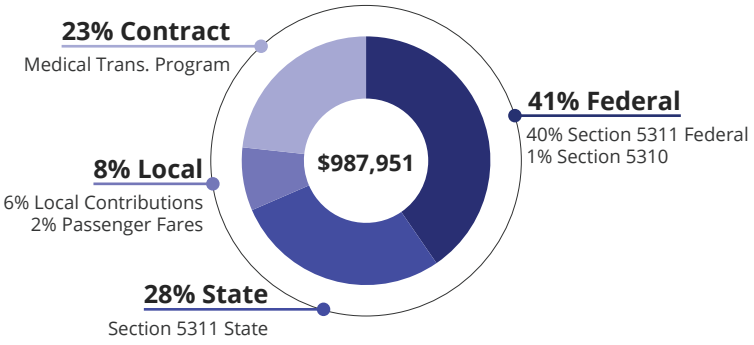
▼ For the general public trips
▽ For non-emergency medical trips

Address 9660 US 83 South
Aspermont, TX 79502

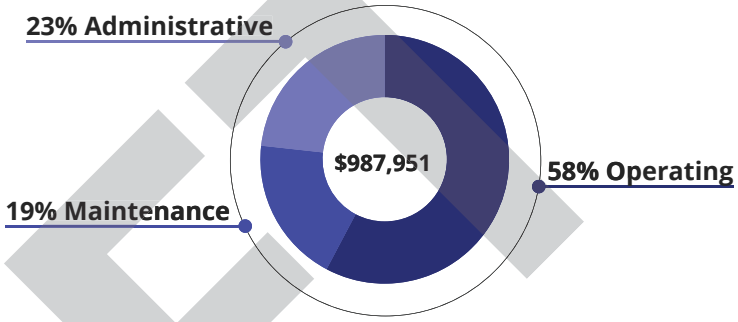
Contact Ricky Ake
Executive Director
Phone: (940) 989-2239
E-mail: kimber766@yahoo.com

FY 2014 Financial Status[3]

Revenues in Fiscal Year 2014

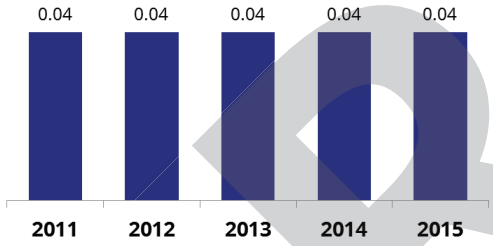


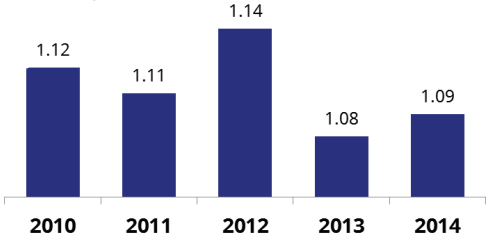
Expenditures in Fiscal Year 2014



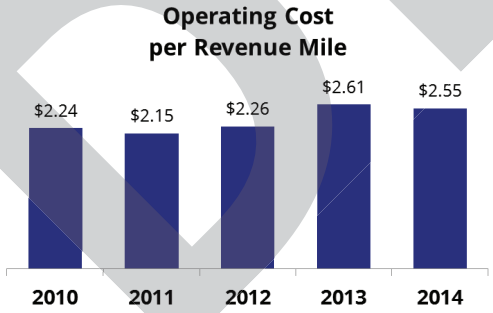
FY 2010–2014 Performance Measures[3]

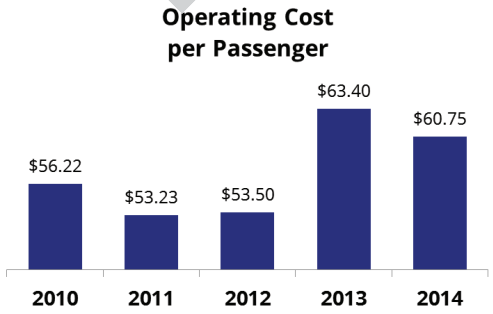
Productivity in the Past 5 Years





Efficiency in the Past 5 Years





DRAFT

Projects in the 2015–2018 STIP[4]

No project listed.

DRAFT

Data Sources:

[1] U.S. Census Bureau, American Community Survey 2009–2013 5-Year Estimates.

[2] U.S. Census Bureau, 2013 TIGER/Line Shapefiles: Places.

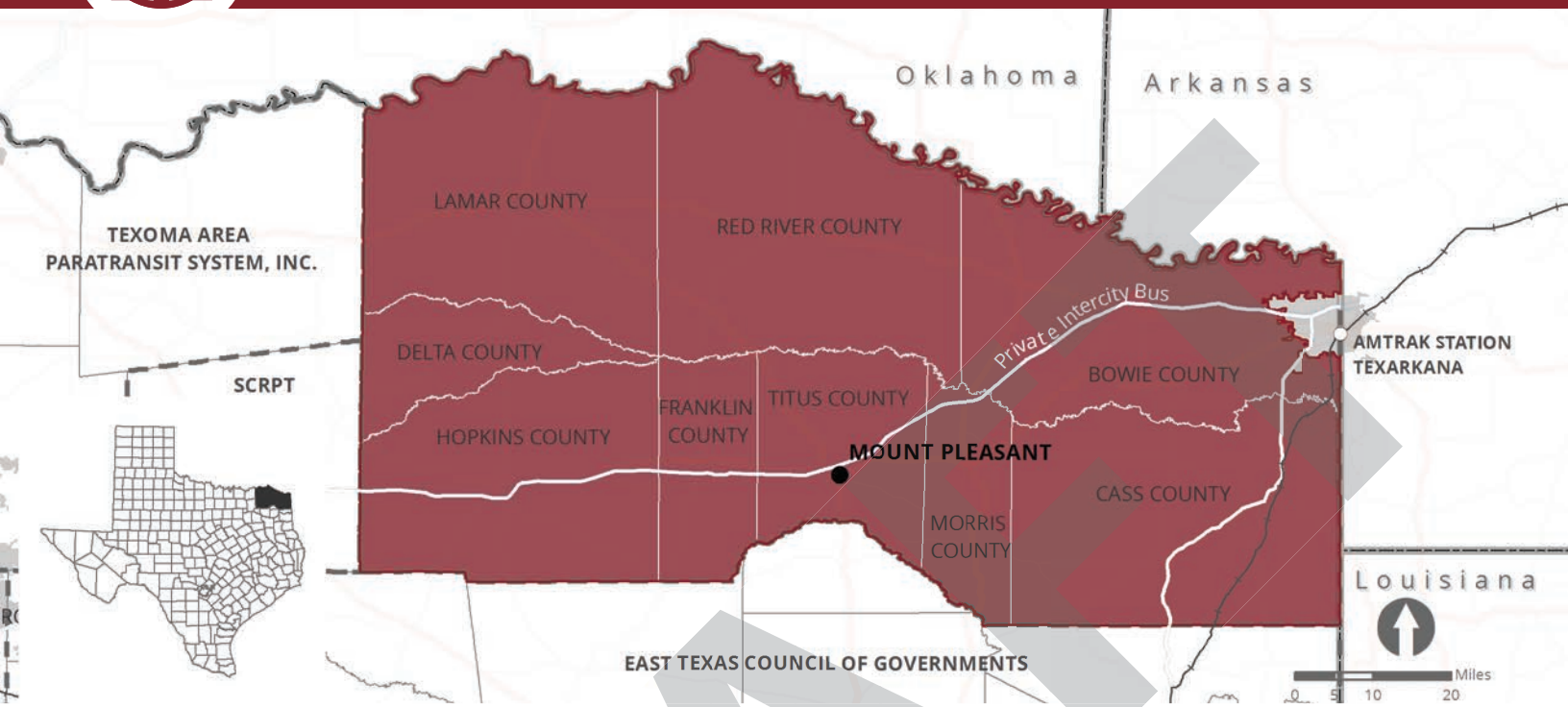
[3] Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011–2014 data.

[4] Texas Department of Transportation, Proposed 2015–2018 District Statewide Transportation Improvement Programs.

Last Updated Date:

December 18, 2015

ARK-TEX COUNCIL OF GOVERNMENTS



The Ark-Tex Council of Governments (ATCOG) is a rural transit district that Texas Transportation Code Chapter 458 authorized to establish in 1989, and therefore receives state funding for rural transit services. ATCOG serves rural areas of Bowie County and all of Cass, Delta, Franklin, Hopkins, Lamar, Morris, Red River, and Titus Counties through its transportation program, TRAX. The urbanized area (UZA) in Bowie County is a part of the Texarkana UZA that crosses the state boundary of Texas and Arkansas. The UZA is served by the Texarkana Urban Transit District (known as T-Line).

TRAX operates demand-response service for the general public within its service area and also deviated-fixed-route bus service within the city limit of Mt. Pleasant in Titus County. One trolley-replica bus is available in Mt. Pleasant for special events. In addition, TRAX is a contractor of Opportunities, Inc., providing human service transportation. TRAX has four dispatching offices in the service area, including the Texarkana office serving Bowie, Cass, and Morris Counties; the Mt. Pleasant office serving Franklin and Titus Counties; the Sulphur Springs office serving Hopkins County; and the Paris office serving Delta, Lamar, and Red River Counties.

The Amtrak passenger rail line and Greyhound intercity bus lines pass through TRAX's service area. TRAX can provide connections to the services.

The ATCOG Executive Committee elects five members that the ATCOG Board of Directors approves to form a subcommittee, Transportation Committee, to set policies and procedures for TRAX services. The Transportation Committee also governs any major decisions or purchases and settles any complaints or grievances for TRAX.

DRAFT

Rural Transit District

- Service Area Population[1]: 229,937
- Service Area Land Area[2]: 5,688 Sq. Miles
- Unlinked Passenger Trips[3]: 134,571
- Revenue Fleet[3]: 80 Vehicles

Rural Transit District Services

Service Information

Flexible Transit Service

One deviated fixed route available within the city limit of Mt. Pleasant.

One-Way Fare Structure:

- Base Fare: $1.00
- Discounted Fares: $0.75[a] or $0.50[b]

Fare Media:

Exact Change

Trolley-Replica Bus Service

Known as Main Street Trolley.

Available within the city limit of Mt. Pleasant, using for special events.

One-Way Fare Structure:

- Base Fare: $1.00
- Discounted Fares: $0.75[a] or $0.50[b]

Fare Media:

Exact Change

Demand-Response Service

For the general public.

Available in rural areas of Bowie County and all of Cass, Delta, Franklin, Hopkins, Lamar, Morris, Red River, and Titus Counties.

Reservation must be made at least a day in advance.

One-Way Fare Structure:

- Base Fare: $1.50
- Discounted Fare[a]: $0.75
- Free Fare[b]

Fare Media:

Exact Change

Notes:

[a] Children and students.
[b] Seniors and people with disabilities.

Operating Time
(Excluding Holidays)

Operating Days by Mode

	MON	TUE	WED	THU	FRI		
SPECIAL EVENT							
	MON	TUE	WED	THU	FRI		

Operating Hours by Mode

8:00 a.m. – 2:30 p.m.

Varies by event

7:00 a.m. – 5:30 p.m.

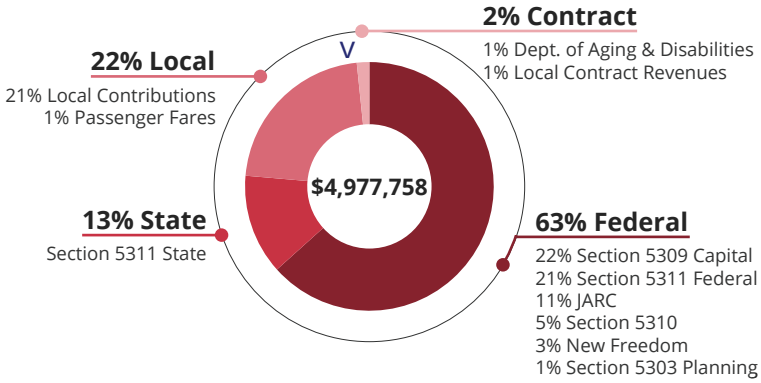
DRAFT

Address P.O. Box 5307
Texarkana, TX 75505-5307

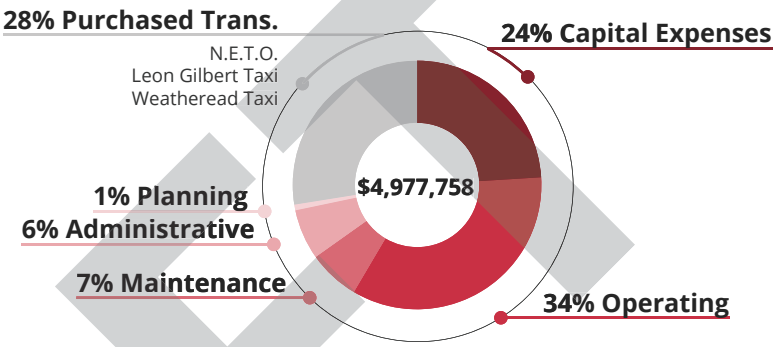
Contact Owetta Walton-Bost,
Transportation Manager
Phone: (903) 255-3530
E-mail: owalton@atcog.org

FY 2014 Financial Status[3]

Revenues in Fiscal Year 2014

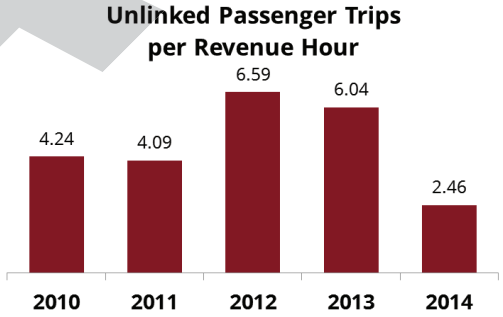


Expenditures in Fiscal Year 2014

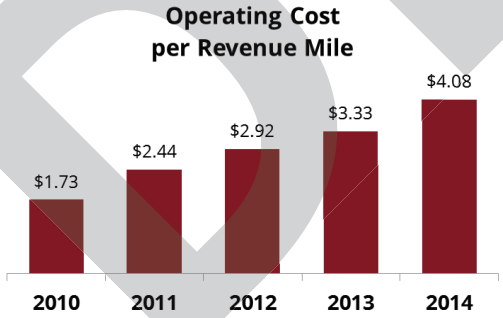


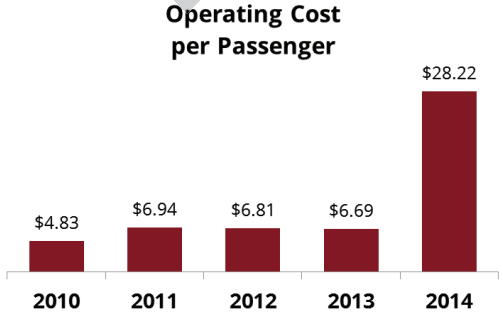
FY 2010–2014 Performance Measures[3]

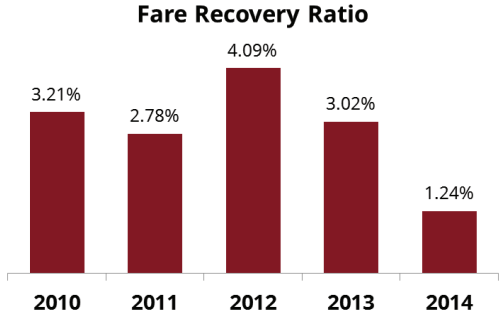
Productivity in the Past 5 Years



Efficiency in the Past 5 Years







DRAFT

Projects in the 2015–2018 STIP[4]

Implementation Year	Project Name	Cost
2015	Operating Assistance (Bowie County)	$685,760
2015	Capital Preventive Maintenance (Bowie County)	$299,525
2015	Capital—Paratransit (Bowie County)	$80,000
2015	Seniors and Individuals with Disabilities (Bowie County)	$152,500
2016	Operating Assistance (Bowie County)	$685,760
2016	Capital Preventive Maintenance (Bowie County)	$299,525
2016	Capital—Paratransit (Bowie County)	$80,000
2016	Seniors and Individuals with Disabilities (Bowie County)	$152,500
2017	Operating Assistance (Bowie County)	$685,760
2017	Capital Preventive Maintenance (Bowie County)	$299,525
2017	Capital—Paratransit (Bowie County)	$80,000
2017	Seniors and Individuals with Disabilities (Bowie County)	$152,500
2018	Operating Assistance (Bowie County)	$685,760
2018	Capital Preventive Maintenance (Bowie County)	$299,525
2018	Capital—Paratransit (Bowie County)	$80,000
2018	Seniors and Individuals with Disabilities (Bowie County)	$152,500

DRAFT

Data Sources:

[1] U.S. Census Bureau, American Community Survey 2009–2013 5-Year Estimates and 2010 Census Summary File 1.
[2] U.S. Census Bureau, 2010 and 2013 TIGER/Line Shapefiles: Places, and Urban Areas.
[3] Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011–2014 data.
[4] Texas Department of Transportation, Proposed 2015–2018 District Statewide Transportation Improvement Programs.

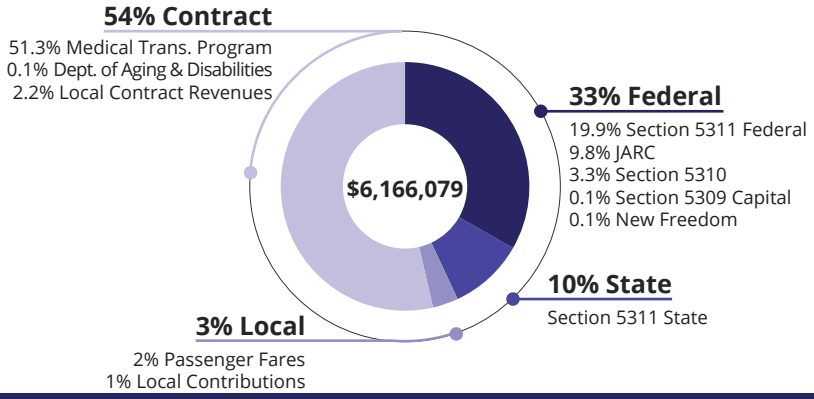
Last Updated Date:
December 18, 2015

Address | P.O. Box 712
Coleman, TX 76834-0712

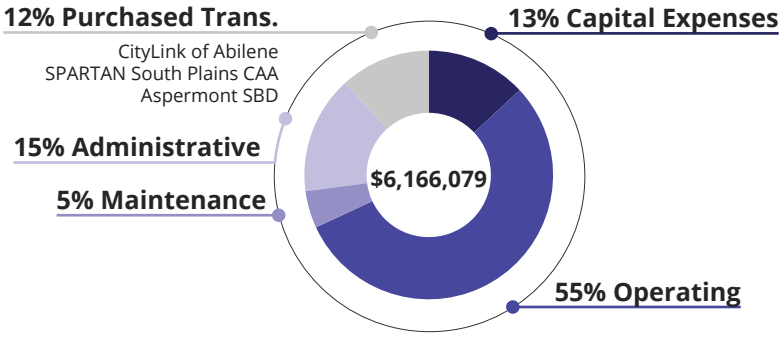
Contact | J.R. Salazar
General Manager
Phone: (325) 625-4491
E-mail: jrs@cityandruralrides.com

FY 2014 Financial Status[3]

Revenues in Fiscal Year 2014



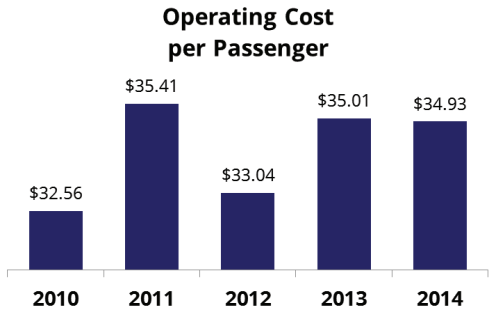
Expenditures in Fiscal Year 2014



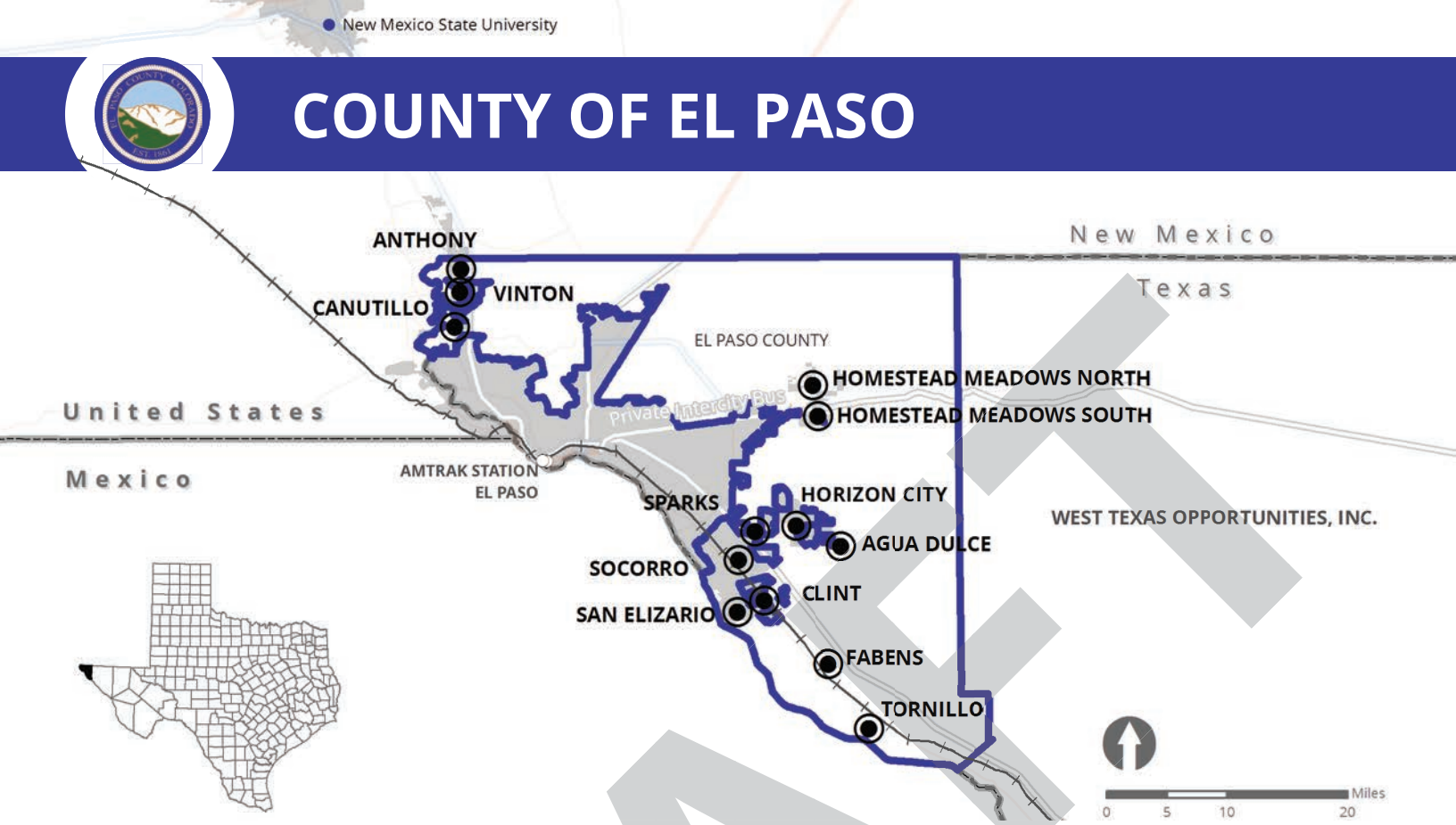
FY 2010–2014 Performance Measures[3]

Productivity in the Past 5 Years

Efficiency in the Past 5 Years



COUNTY OF EL PASO



The County of El Paso, under Texas Transportation Code Chapter 458, serves as a rural transit district (RTD) for rural El Paso County, and therefore receives state funding for rural transit services. The county performs the RTD duties through its transit department. The El Paso Mass Transit Department (known as Sun Metro) is responsible for serving the El Paso urbanized area (UZA) in Texas, but the service area of Sun Metro is limited to the municipal boundary.

The results of the 2010 U.S. Census show that the El Paso UZA continues to grow and has already begun to absorb places outside the city limit of El Paso, including Anthony, Canutillo, and Vinton in the north; Homestead Meadows North and Homestead Meadows South in the east; and Agua Dulce, Clint, Horizon City, San Elizario, Socorro, and Sparks in the south. El Paso County Transit provides fixed-route bus service and complementary ADA paratransit service that covers Fabens, Tornillo, and all the aforementioned places, with funding support from Sun Metro. The county awarded a three-year contract to First Transit to operate the services in July 2014.

El Paso County Transit and Sun Metro enable transfers at multiple Sun Metro transfer centers. Riders can access Amtrak passenger rail service and intercity bus services (Greyhound and TNM&O Coaches) in downtown El Paso. In addition, El Paso County Transit contracts with vRide to operate a vanpool program and contributes funds to the New Mexico Transportation Department to operate a park-and-ride route to connect New Mexico State University in Las Cruces, New Mexico, and downtown El Paso.

The governing body of El Paso County Transit is the county commissioners court.

DRAFT

Rural Transit District

- Service Area Population[1]: 134,192
- Service Area Land Area[2]: 828 Sq. Miles
- Unlinked Passenger Trips[3]: 617,971
- Revenue Fleet[3]: 57 Vehicles

Rural Transit District Services

Service Information

Local Bus Service

Six fixed bus routes serving most rural places, including Anthony, Canutillo, and Vinton in the north; Homestead Meadows North and Homestead Meadows South in the east; and Agua Dulce, Clint, Horizon City, San Elizario, Socorro, and Sparks in the south.

One-Way Fare Structure:

- Base Fare: $1.50-$2.00

Fare Media:

Exact Change | Ticket Pass

ADA Paratransit Service

Available in areas within 3/4 mile on both sides of the fixed-route service.

One-Way Fare Structure:

- Base Fare: $3.00-$4.00

Fare Media:

Exact Change

Commuter Bus Service (Gold Route)

Operated by the New Mexico Transportation Department. Service connects New Mexico State University and downtown El Paso.

One-Way Fare Structure:

- Base Fare: $3.00

Fare Media:

Exact Change | Ticket Pass

Vanpool Service (Vamonos Vanpool)

Available throughout El Paso County.

Operated by vRide.

One-Way Fare Structure:

- Base Fare:
  Varies based on mileage, the number of riders and the size of the van.

Fare Media:

Exact Change

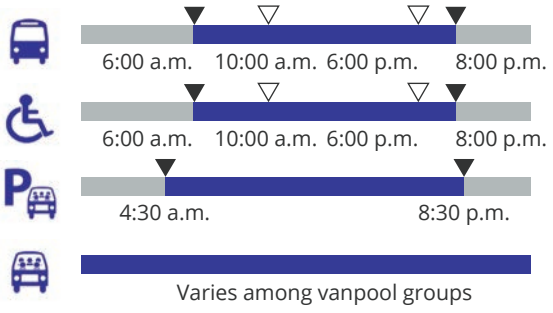
Operating Time
(Excluding Holidays)

Operating Days by Mode

	MON	TUE	WED	THU	FRI	SAT	SUN*
Local Bus	MON	TUE	WED	THU	FRI	SAT	SUN*
ADA Paratransit	MON	TUE	WED	THU	FRI	SAT	SUN*
Commuter Bus	MON	TUE	WED	THU	FRI	SAT	
Vanpool	MON	TUE	WED	THU	FRI	SAT	SUN

* Route 50 Mission Trail only

Operating Hours by Mode



▽ Sunday time

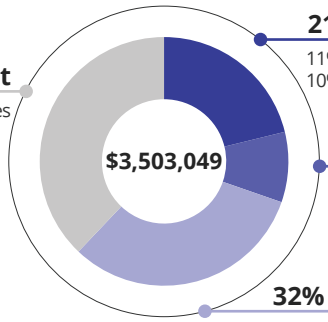
DRAFT

Address 800 E. Overland, Ste. 208
El Paso, TX 79901-2419

Contact Bob Geyer
Manager
Phone: (915) 834-8242
E-mail: bgeyer@epcounty.com

FY 2014 Financial Status[3]

Revenues in Fiscal Year 2014



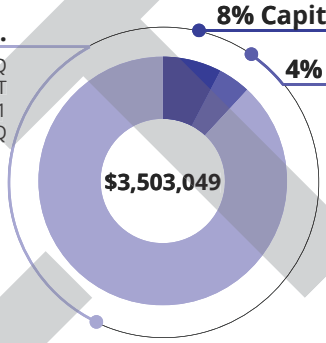
21% Federal
11% JARC
10% Section 5311 Federal

38% Contract
Local Contract Revenues

9% State
Section 5311 State

32% Local
30% Passenger Fares
2% Local Contributions

Expenditures in Fiscal Year 2014



88% Purchased Trans.
Sun Metro - CMAQ
NMDOT
Project Amistad - Section 5311
V-Ride/Vanpool Program - CMAQ

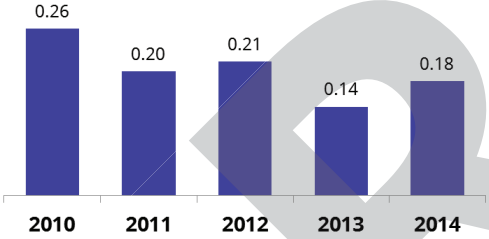
8% Capital Expenses

4% Administrative

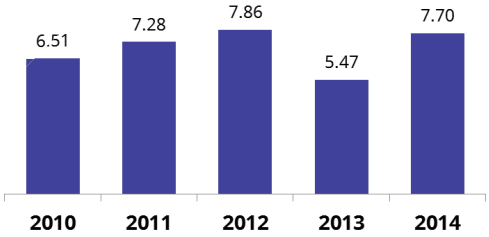
FY 2010–2014 Performance Measures[3]

Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile



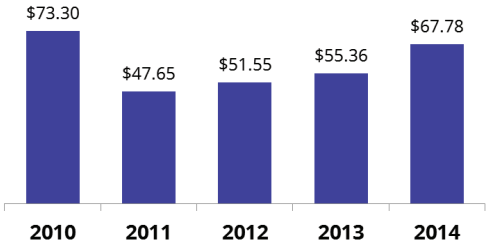
Unlinked Passenger Trips per Revenue Hour



Efficiency in the Past 5 Years

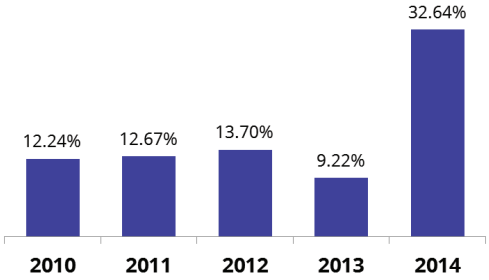
Operating Cost per Revenue Mile

Operating Cost per Revenue Hour



Operating Cost per Passenger

Fare Recovery Ratio



DRAFT

Projects in the 2015–2018 STIP[4]

Implementation Year	Project Name	Cost
2015	Bus Purchase in Exchange for Service	$540,000

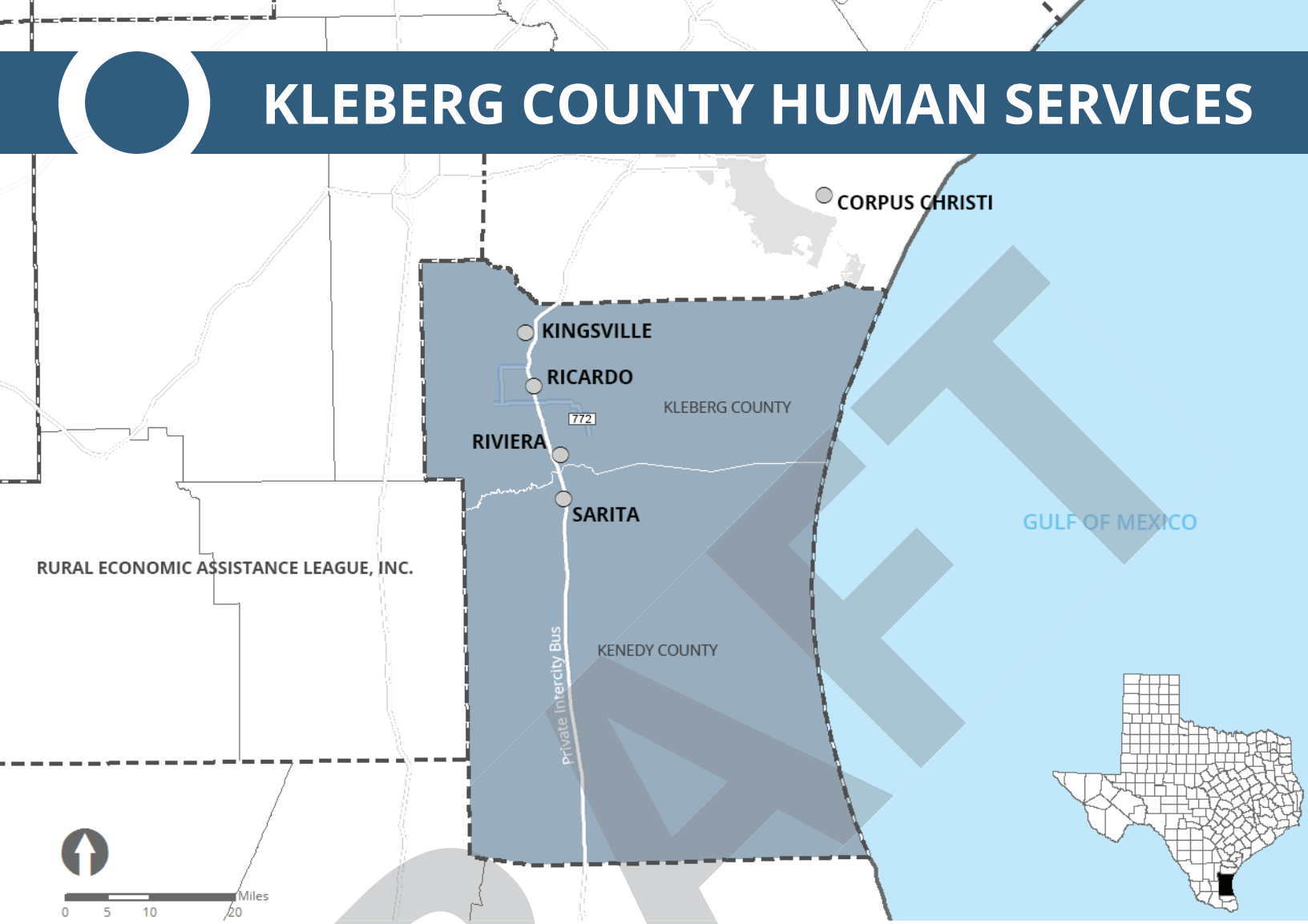
DRAFT

Data Sources:

[1] U.S. Census Bureau, American Community Survey 2009–2013 5-Year Estimates and 2010 Census Summary File 1.
[2] U.S. Census Bureau, 2010 and 2013 TIGER/Line Shapefiles: Places, and Urban Areas.
[3] Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011–2014 Data.
[4] Texas Department of Transportation, Proposed 2015–2018 District Statewide Transportation Improvement Programs.

Last Updated Date:
December 18, 2015

KLEBERG COUNTY HUMAN SERVICES



Kleberg County Human Services (KCHS) is a rural transit district (RTD) that Texas Transportation Code Chapter 458 authorizes to serve Kennedy and Kleberg Counties, and therefore receives state funding for rural transit services. There is no urbanized area in Kennedy and Kleberg Counties. KCHS provides transit services through its rural transit program, Paisano Express. Paisano Express operates demand-response service for the general public throughout KCHS's service area.

Paisano Express coordinates with the neighbor RTD, the Rural Economic Assistance League (REAL), for the betterment of connection. Riders are allowed to travel across the RTD boundary between KCHS and REAL. For a round trip of this kind, each program is only responsible for the one-way trip that originates in its service area. Valley Transit Company operates private intercity bus passing through the KCHS service area. Paisano Express can connect to the service at Valley Transit's Kingsville Travel Center.

KCHS is a department of Kleberg County. The county commissioners court is the governing body of Paisano Express.

DRAFT

Rural Transit District

- Service Area Population[1]: 32,576
- Service Area Land Area[2]: 2,340 Sq. Miles
- Unlinked Passenger Trips[3]: 63,981
- Revenue Fleet[3]: 16 Vehicles

Rural Transit District Service

Service Information

Demand-Response Service (Paisano Express)

For the general public.

Available in Kleberg and Kennedy Counties.

Reservation must be made at least a day in advance.

One-Way Fare Structure:

- Base Fare: $2.00–$8.50
  Within Kingsville city limit: $2.00
  Kingsville to Ricardo to FM Road 772: $3.00
  From FM Road 772 to Riviera/Sarita: $4.00
  To Corpus Christi: $8.50
- Discounted Fare[a]: half fare

Fare Media:

Exact Change

Smart Card

Note:
[a] Students, people with disabilities, and seniors.

Operating Time
(Excluding Holidays)

Operating Days by Mode

* MON TUE WED THU FRI

Operating Hours by Mode

8:00 a.m. 11:30 a.m. 1:00 p.m. 4:00 p.m.

* Corpus Christi trips only on Tuesday and Thursday.

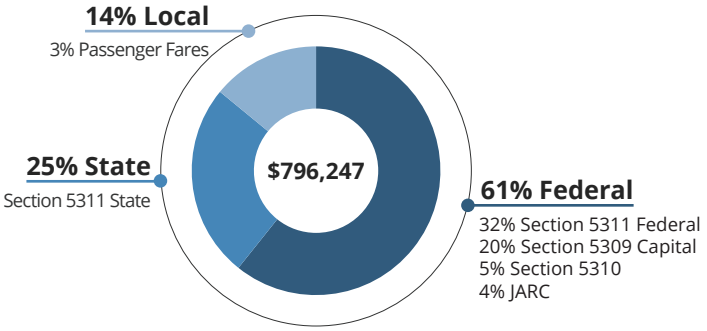
DRAFT

Address | 720 E. Lee
Kingsville, TX 78363-4606

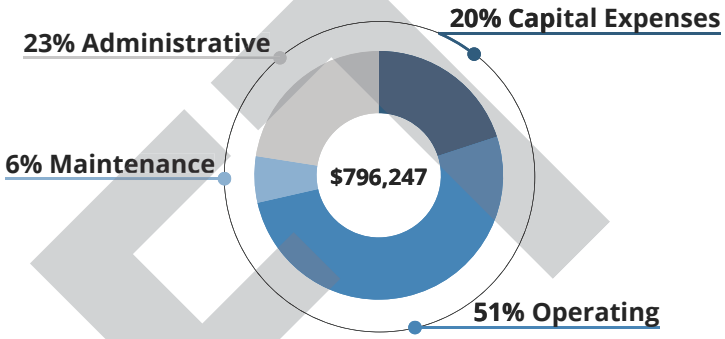
Contact | Margie Del Bosque
Director
Phone: (361) 595-8574
E-mail: margiedlb@yahoo.com

FY 2014 Financial Status[3]

Revenues in Fiscal Year 2014



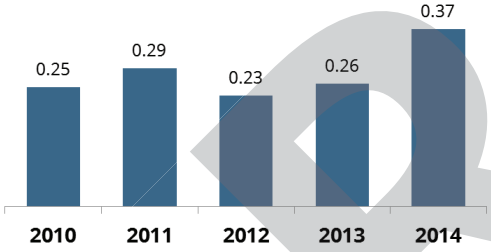
Expenditures in Fiscal Year 2014



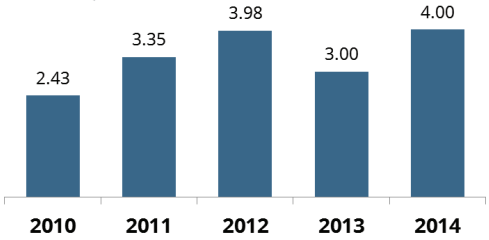
FY 2010–2014 Performance Measures[3]

Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile



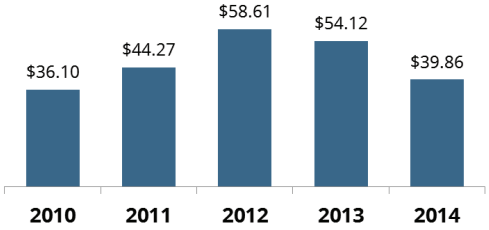
Unlinked Passenger Trips per Revenue Hour



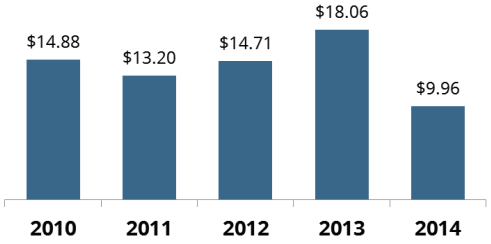
Efficiency in the Past 5 Years

Operating Cost per Revenue Mile

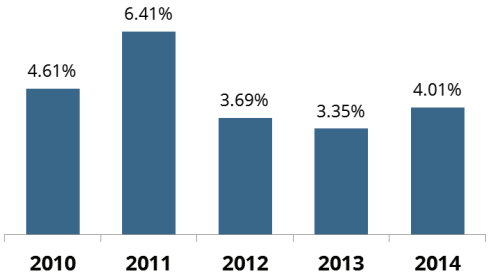
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



DRAFT

Projects in the 2015–2018 STIP[4]

No project listed.

DRAFT

Data Sources:

[1] U.S. Census Bureau, American Community Survey 2009–2013 5-Year Estimates.

[2] U.S. Census Bureau, 2013 TIGER/Line Shapefiles: Places.

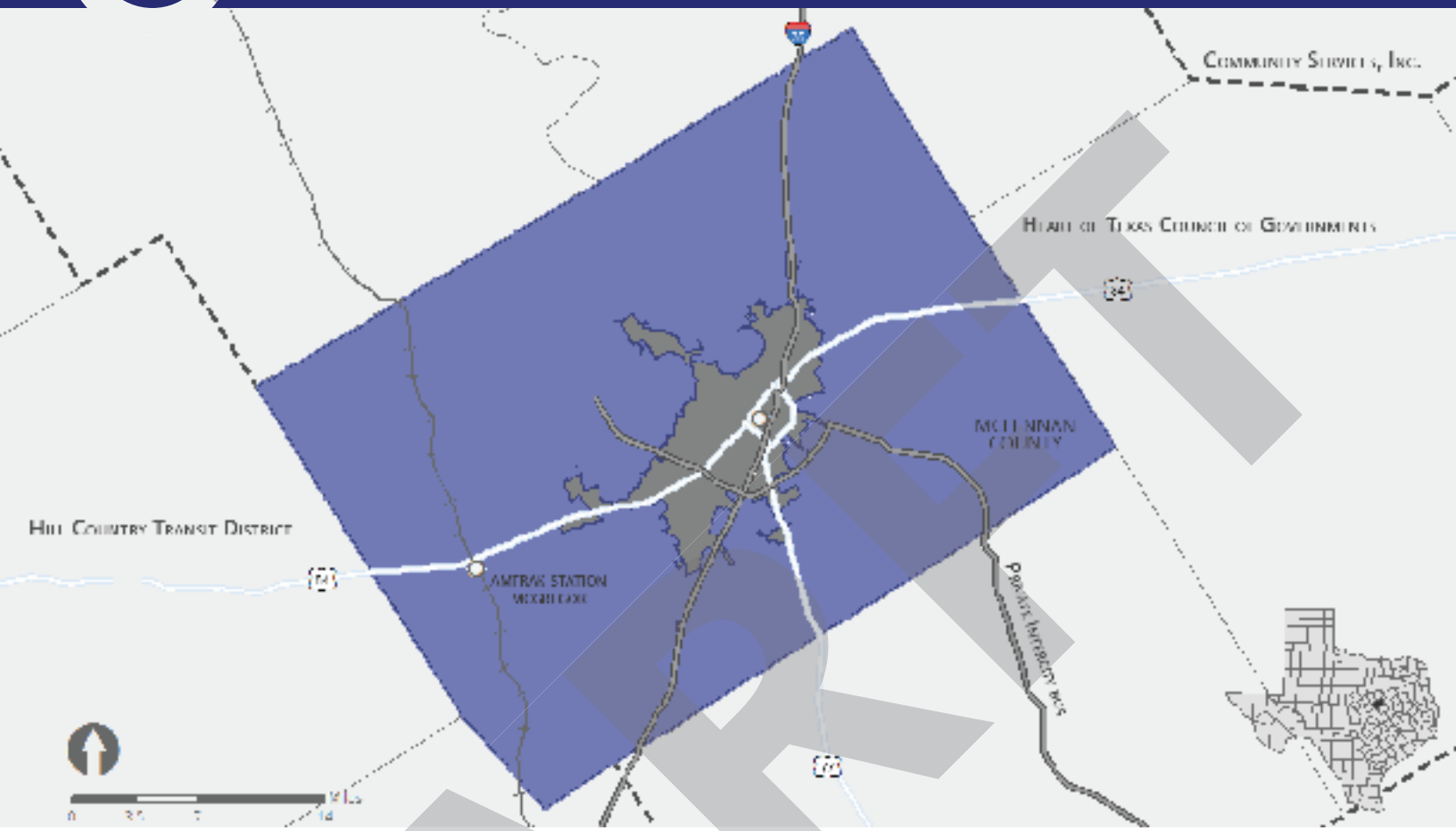
[3] Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011–2014 Data.

[4] Texas Department of Transportation, Proposed 2015–2018 District Statewide Transportation Improvement Programs.

Last Updated Date:

December 18, 2015

MCLENNAN COUNTY RURAL TRANSIT DISTRICT



The McLennan County Rural Transit District (MCRTD) is a rural transit district that Texas Transportation Code Chapter 458 authorizes, and therefore receives state funding for rural transit services.

Being independent from the Heart of Texas Council of Governments, MCRTD began its demand-response service for residents in rural areas of McLennan County on July 1, 2015. Waco Transit is responsible for providing transit services for the Waco urbanized area. MCRTD contracts with Waco Transit to operate rural transit services through an interlocal agreement.

Greyhound and Arrow Trailways of Texas operate private intercity bus service in McLennan County. Waco Transit's rural service does not connect to the intercity bus service, but the urban service does at Waco Greyhound Station. The Amtrak passenger rail line passes through McLennan County, with a station in McGregor.

The McLennan County Commissioners Court and the 13 member cities jointly govern MCRTD.

DRAFT

Rural Transit District

- Service Area Population[1]: 64,938
- Service Area Land Area[2]: 947 Sq. Miles
- Unlinked Passenger Trips[3]: 1,894
- Revenue Fleet[3]: 14 Vehicles

Rural Transit District Service

Service Information

Demand-Response Service

For the general public.

Available in rural McLennan County.

Reservation must be made at least a day before the travel day by 5:00 p.m. and up to two weeks in advance.

One-Way Fare Structure:

- Base Fare:
  With in County: $3.00
  To Adjacent County: $5.00
- Extra Fare (in Addition to Base Fare):
  Same Day Trip: $2.00

Fare Media:

Exact Change

Operating Time
(Excluding Holidays)

Operating Days by Mode

MON | TUE | WED | THU | FRI | SAT

Operating Hours by Mode

FRI: 5:15 a.m. – 7:15 p.m.

SAT: 6:15 a.m. – 8:15 p.m.

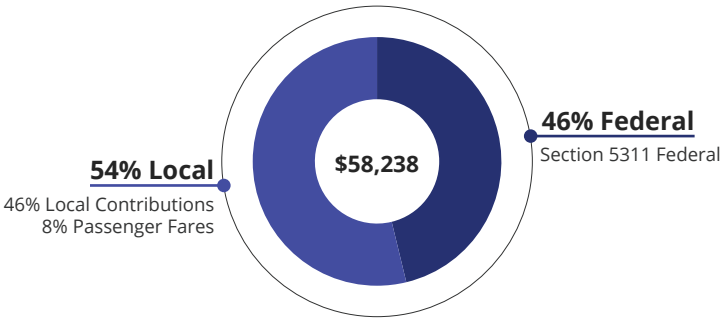
DARFT

Address 301 S. 8th Street, Suite 100
Waco, TX 76701

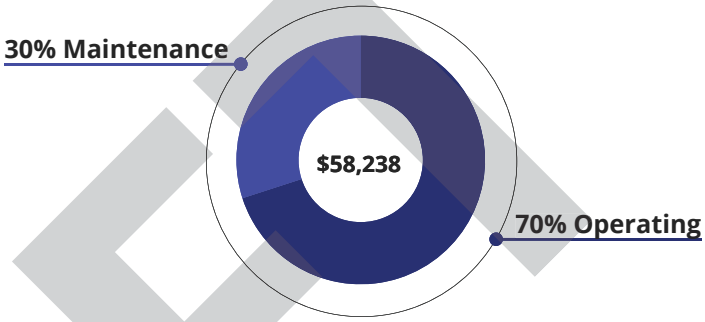
Contact John Hendrickson
Transit Manager
Phone: (254) 750-1900
E-mail: JohnHe@wacotx.gov

FY 2015 Financial Status[3]

Revenues in Fiscal Year 2015



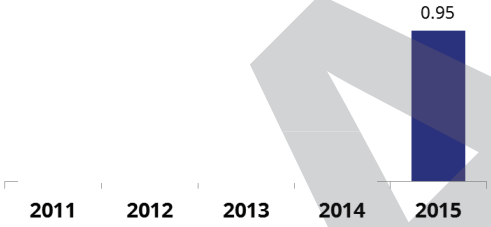
Expenditures in Fiscal Year 2015



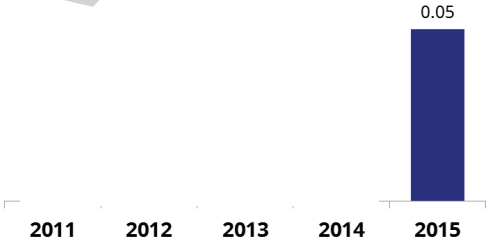
FY 2011–2015 Performance Measures[3]

Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile

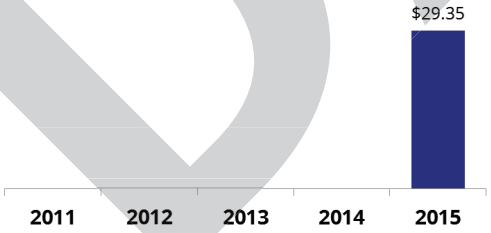


Unlinked Passenger Trips per Revenue Hour

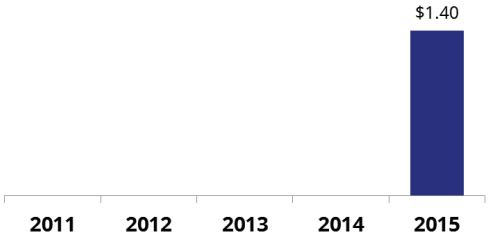


Efficiency in the Past 5 Years

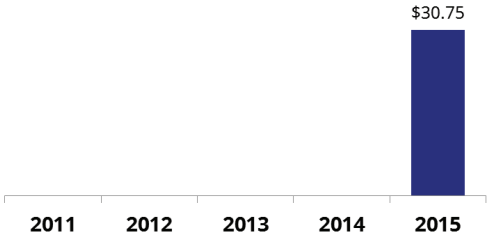
Operating Cost per Revenue Mile



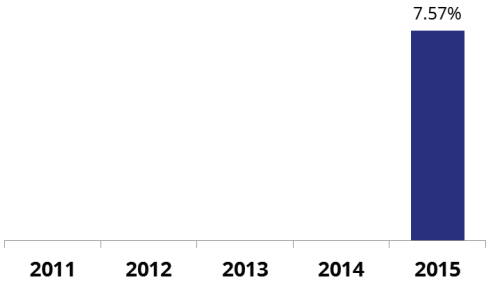
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



DRAFT

Projects in the 2015–2018 STIP[4]

No project listed.

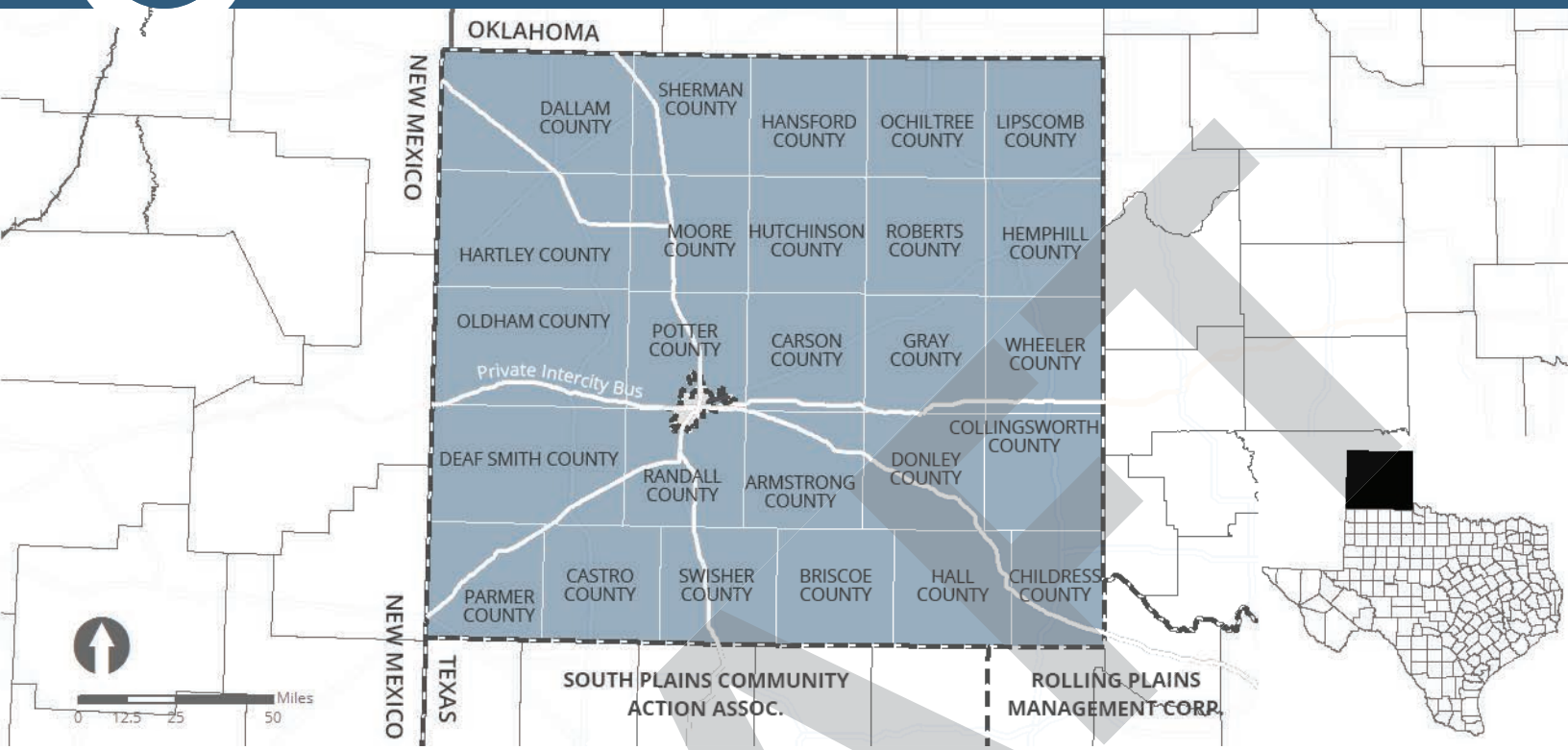
DARFT

Data Sources:

[1] U.S. Census Bureau, American Community Survey 2009–2013 5-Year Estimates and 2010 Census Summary File 1.
[2] U.S. Census Bureau, 2010 and 2013 TIGER/Line Shapefiles: Places, and Urban Areas.
[3] Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011–2014 Data.
[4] Texas Department of Transportation, Proposed 2015–2018 District Statewide Transportation Improvement Programs.

Last Updated Date:
December 18, 2015

PANHANDLE COMMUNITY SERVICES



Panhandle Community Services, Inc., (PCS) is a rural transit district that Texas Transportation Code Chapter 458 authorizes, and therefore receives state funding for rural transit services. PCS, through its transportation program, Panhandle Transit, serves rural areas of Potter and Randall Counties and all of Castro, Childress, Collingsworth, Dallam, Deaf Smith, Donley, Gray, Hall, Hansford, Hartley, Hemphill, Hutchinson, Lipscomb, Moore, Ochiltree, Oldham, Parmer, Roberts, Sherman, Swisher, and Wheeler Counties. The urbanized area (UZA) in Potter and Randall Counties is the Amarillo UZA, which is served by Amarillo City Transit.

Panhandle Transit operates demand-response service for the general public in the 26-county region. In addition, Panhandle Transit contracts with American Medical Response to provide non-emergency medical transportation for the region and coordinates with numerous governmental agencies (such as health and human services) and non-profit organizations (such as senior centers) for regional transit mobility.

Greyhound and TNM&O Coaches operate private intercity bus service throughout the region. Panhandle Transit can make connections to their services at multiple locations.

The governing body of Panhandle Transit is the 21-member Panhandle Community Services Board of Directors. One-third of the members are from the public sector, one-third are economically disadvantaged persons or persons chosen to represent the economically disadvantaged, and one-third are representatives from the private sector.

DRAFT

Rural Transit District

- Service Area Population[1]: 234,611
- Service Area Land Area[2]: 25,672 Sq. Miles
- Unlinked Passenger Trips[3]: 385,505
- Revenue Fleet[3]: 86 Vehicles

Rural Transit District Service

Service Information

Demand-Response Service

For the general public.

Available in rural areas of Potter and Randall Counties and all of Castro, Childress, Collingsworth, Dallam, Deaf Smith, Donley, Gray, Hall, Hansford, Hartley, Hemphill, Hutchinson, Lipscomb, Moore, Ochiltree, Oldham, Parmer, Roberts, Sherman, Swisher, and Wheeler Counties.

Reservation must be made at least a day in advance.

One-Way Fare Structure:

- Within a city limit: $1.00
- Out of county: $0.17 per mile

Fare Media:

Note:
[a] Discounted ticket passes are available for students and seniors.

Operating Time
(Excluding Holidays)

Operating Days by Mode

Operating Hours by Mode

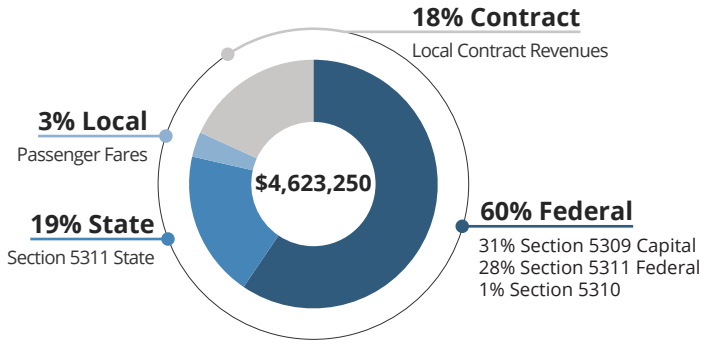
DRAFT

Address | P.O. Box 32150
Amarillo, TX 79120-2150

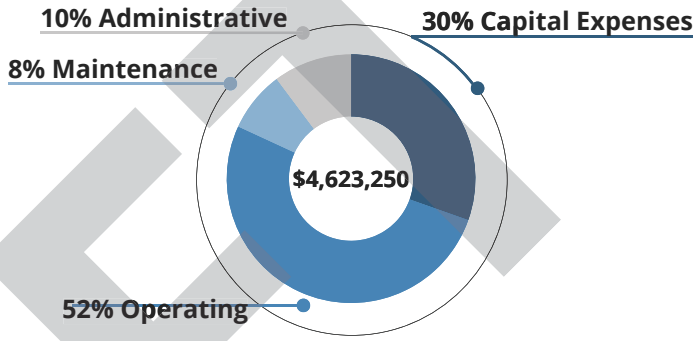
Contact | Lylene Springer
Transportation Director
Phone: (806) 372-2531
E-mail: lylene.springer@pcsvcs.org

FY 2014 Financial Status[3]

Revenues in Fiscal Year 2014

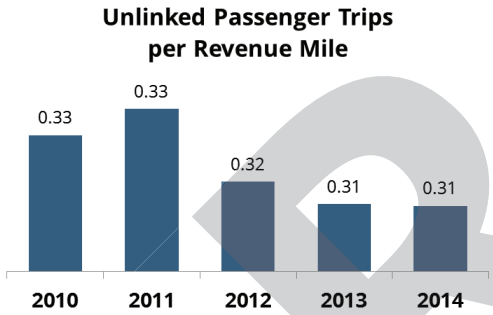


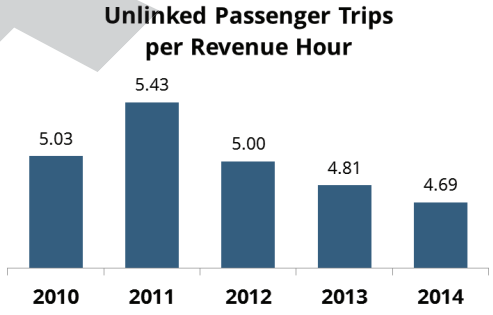
Expenditures in Fiscal Year 2014



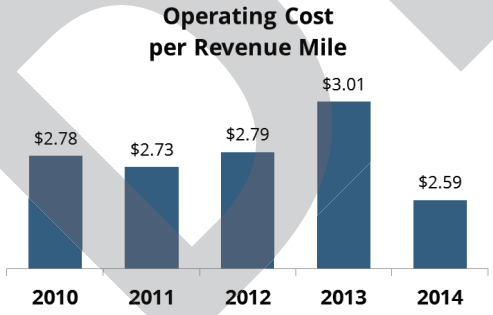
FY 2010–2014 Performance Measures[3]

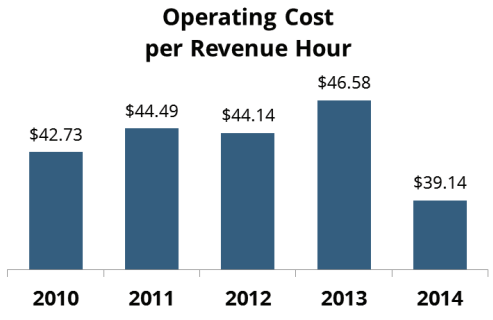
Productivity in the Past 5 Years

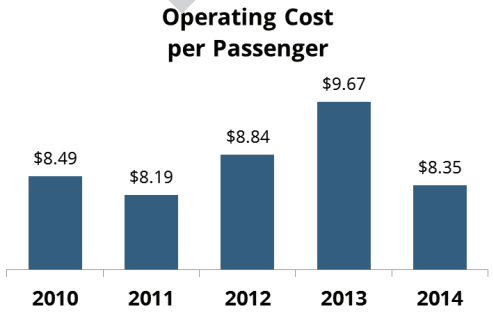




Efficiency in the Past 5 Years







DRAFT

Projects in the 2015–2018 STIP[4]

No project listed.

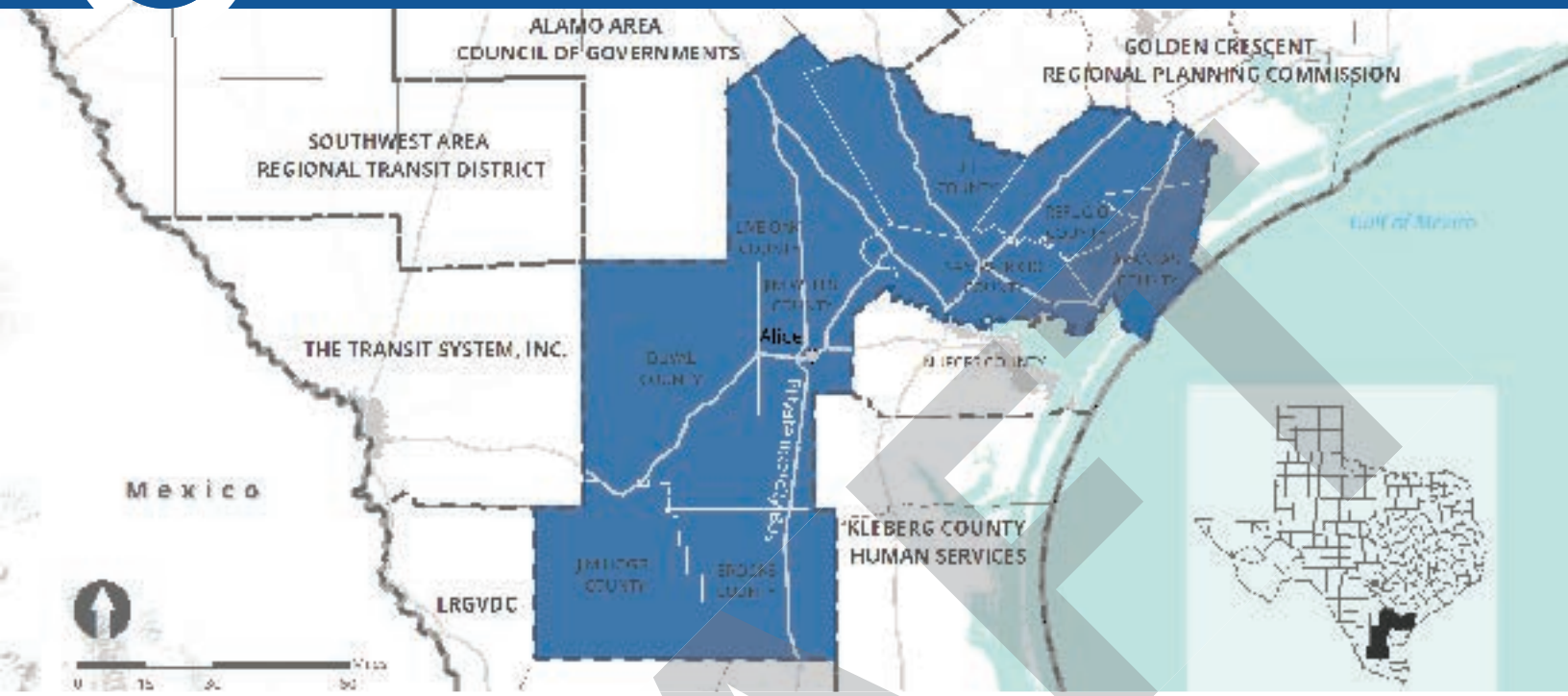
DRAFT

Data Sources:

[1] U.S. Census Bureau, American Community Survey 2009–2013 5-Year Estimates and 2010 Census Summary File 1.
[2] U.S. Census Bureau, 2010 and 2013 TIGER/Line Shapefiles: Places, and Urban Areas.
[3] Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011–2014 Data.
[4] Texas Department of Transportation, Proposed 2015–2018 District Statewide Transportation Improvement Programs.

Last Updated Date:
December 18, 2015

RURAL ECONOMIC ASSISTANCE LEAGUE, INC.



The Rural Economic Assistance League (REAL) is a rural transit district (RTD) that Texas Transportation Code Chapter 458 authorizes, and therefore receives state funding for rural transit services. REAL, through its transportation program, REAL Transit, serves rural San Patricio and all of Aransas, Bee, Brooks, Duval, Jim Hogg, Jim Wells, Live Oak, and Refugio Counties. Prior to June 2015, the Community Action Council of South Texas served Duval and Jim Hogg Counties, and Bee Community Action Agency served Aransas, Bee, Live Oak, and Refugio Counties.

REAL Transit operates demand-response service for the general public throughout the service area and flexible transit service for schools in Brooks, Jim Wells, and San Patricio Counties; and provides transportation outside the service area to Corpus Christi. Additionally, REAL provides human service transportation under contract with Texas Workforce and Serco.

REAL Transit coordinates with the neighbor RTD, Kleberg County Human Services (KCHS), for the betterment of connection. Riders are allowed to travel across the RTD boundary between KCHS and REAL. For a round trip of this kind, each program is only responsible for the one-way trip that originates in its service area. Valley Transit Company operates private intercity bus service throughout the service area of REAL Transit. Connections can be made at multiple Valley Transit Stations.

REAL has four administrative and operation offices: the Alice Office in Jim Wells County, the Beeville Office in Bee County, the Falfurrias Office in Brooks County, and the Sinton Office in San Patricio County. The governing body of REAL Transit is a volunteer 12-member REAL Board of Directors.

DRAFT

Rural Transit District

- Service Area Population[1]: 188,613
- Service Area Land Area[2]: 8,367 Sq. Miles
- Unlinked Passenger Trips[3]: 205,697
- Revenue Fleet[3]: 70 Vehicles

Rural Transit District Services

Service Information

Demand-Response Service

For the general public.

Available throughout the service area.

Reservation must be made at least a day in advance.

One-Way Fare Structure:

- Within Alice city limit:
  $1.00
- From Alice to surrounding areas:
  $2.00
- Trips originating outside Alice:
  Based on mileage

Fare Media:

Exact Change

Ticket Pass

Flexible Transit Service

For students, and serves the general public as well.

Available in Brooks, Jim Wells, and San Patricio Counties during the school year.

One-Way Fare Structure:

- Within Alice city limit:
  $1.00
- From Alice to surrounding areas:
  $2.00
- Trips originating outside Alice:
  Based on mileage

Fare Media:

Exact Change

Ticket Pass

Operating Time
(Excluding Holidays)

Operating Days by Mode

	MON	TUE	WED	THU	FRI		
	MON	TUE	WED	THU	FRI		

Operating Hours by Mode

8:00 a.m. 5:00 p.m.

8:00 a.m. 5:00 p.m.

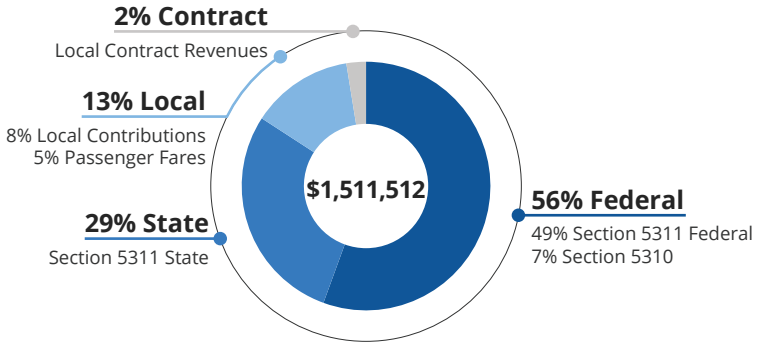
DRAFT

Address | 301 Lucero St.
Alice, TX 78332-5848

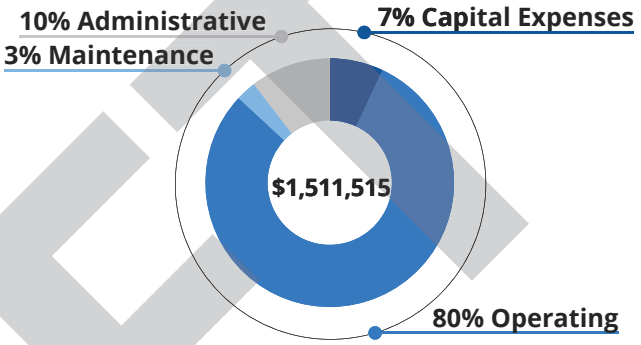
Contact | Gloria Ramos
Executive Director
Phone: (361) 668-3158
E-mail: realtran@bizstx.rr.com

FY 2014 Financial Status[3]

Revenues in Fiscal Year 2014

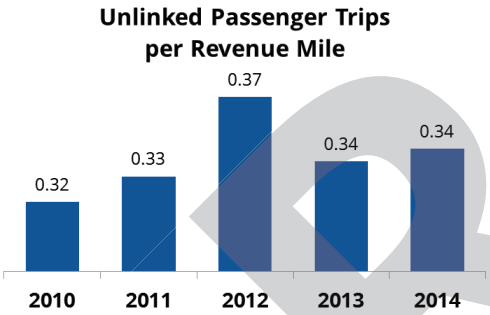


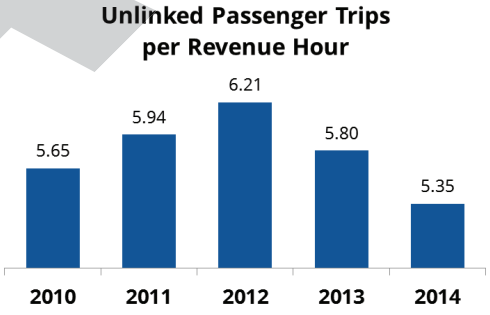
Expenditures in Fiscal Year 2014



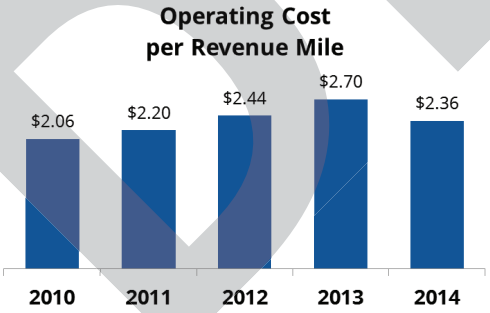
FY 2010–2014 Performance Measures[3]

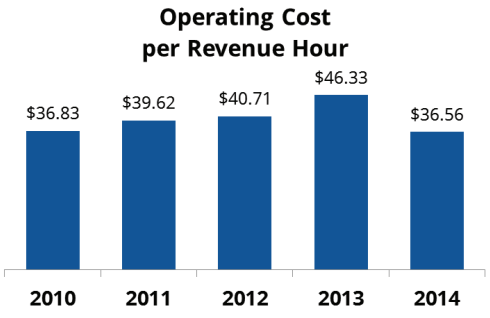
Productivity in the Past 5 Years

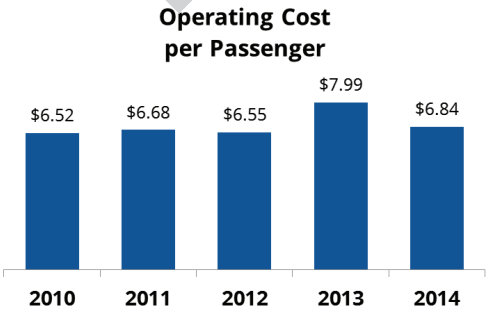




Efficiency in the Past 5 Years







DRAFT

Projects in the 2015–2018 STIP[4]

No project listed.

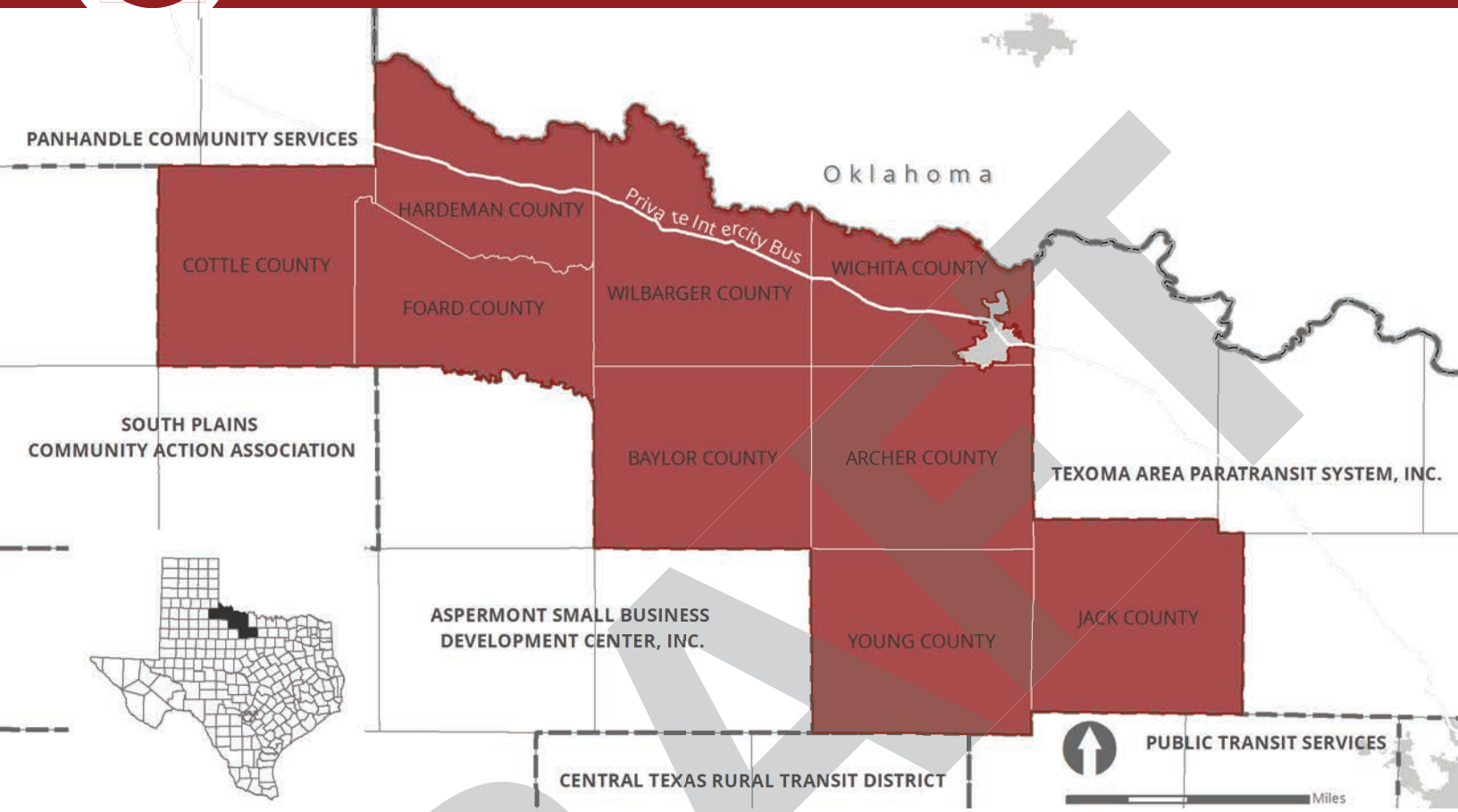
DRAFT

Data Sources:

[1] U.S. Census Bureau, American Community Survey 2009–2013 5-Year Estimates and 2010 Census Summary File 1.
[2] U.S. Census Bureau, 2010 and 2013 TIGER/Line Shapefiles: Places, and Urban Areas.
[3] Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011–2014 Data.
[4] Texas Department of Transportation, Proposed 2015–2018 District Statewide Transportation Improvement Programs.

Last Updated Date:
December 18, 2015

ROLLING PLAINS MANAGEMENT CORP.



The Rolling Plains Management Corporation (RPMC) is a rural transit district that Texas Transportation Code Chapter 458 authorizes, and therefore receives state funding for rural transit services. RPMC, through its transportation program, SHARP Lines Rural Public Transportation, serves rural areas of Archer and Wichita Counties and all of Baylor, Cottle, Foard, Hardeman, Jack, Wilbarger, and Young Counties. The urbanized area (UZA) across Archer and Wichita Counties is the Wichita Falls UZA, which is served by the Wichita Falls Transit System (known as Falls Ride).

RPMC operates demand-response service for the general public throughout the service area. RPMC is also a subcontractor of the Texoma Area Paratransit System, providing non-emergency medical transportation for eligible Medicare participants in the service area. The private intercity bus line of TNM&O Coaches passes through RPMC's service area with a station at Wichita Falls.

The RPMC Board of Directors governs SHARP Lines Rural Public Transportation. The board of directors is composed of 33 members, including one-third local elected officials, one-third low-income representatives, and one-third representatives of the private sector.

DRAFT

Rural Transit District

- Service Area Population[1]: 91,996
- Service Area Land Area[2]: 7,444 Sq. Miles
- Unlinked Passenger Trips[3]: 140,624
- Revenue Fleet[3]: 74 Vehicles

Rural Transit District Service

Service Information

Demand-Response Service (SHARP Lines)

For the general public.

Available in rural areas of Archer and Wichita Counties and all of Baylor, Cottle, Foard, Hardeman, Jack, Wilbarger, and Young Counties.

Reservation must be made at least a day in advance.

One-Way Fare Structure:

- Base Fare: $2.00
- Discounted Fare[a]: $0.50

Fare Media:

Exact Change

Ticket Pass

Note:
[a] Children and students.

Operating Time
(Excluding Holidays)

Operating Days by Mode

MON TUE WED THU FRI

Operating Hours by Mode

8:00 a.m. 5:00 p.m.

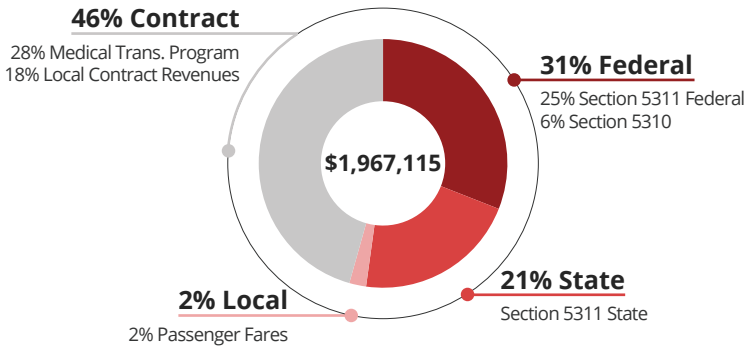
DRAFT

Address | P.O. Box 490
Crowell, TX 79227-0490

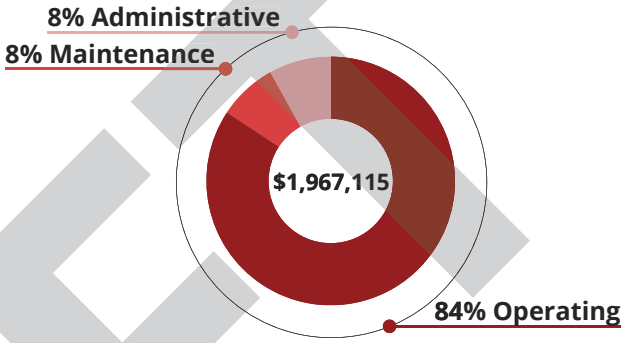
Contact | Lezlie Carroll
Transit Director
Phone: (940) 684-1571
E-mail: sharplines@yahoo.com

FY 2014 Financial Status[3]

Revenues in Fiscal Year 2014

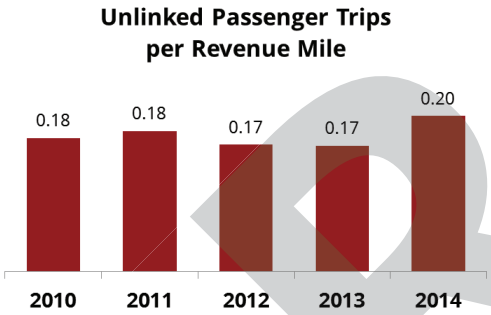


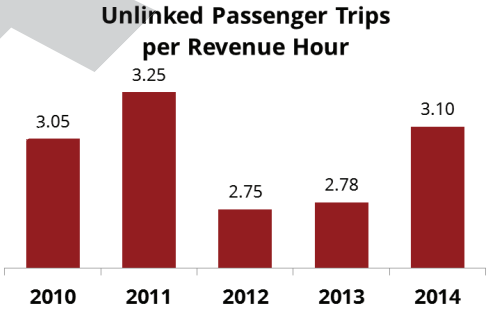
Expenditures in Fiscal Year 2014



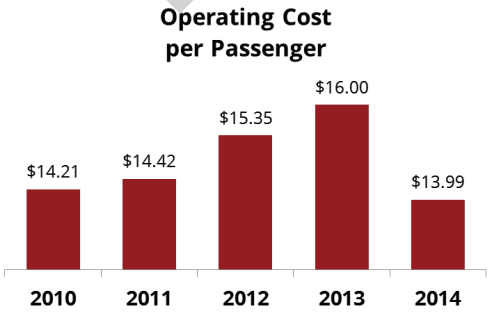
FY 2010–2014 Performance Measures[3]

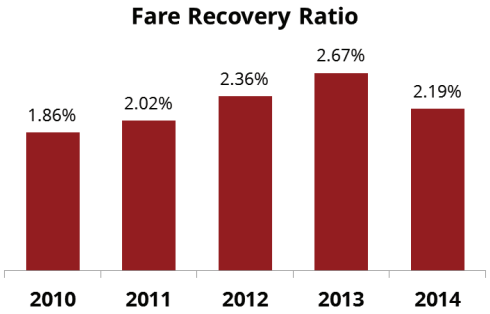
Productivity in the Past 5 Years





Efficiency in the Past 5 Years





DRAFT

Projects in the 2015–2018 STIP[4]

No project listed.

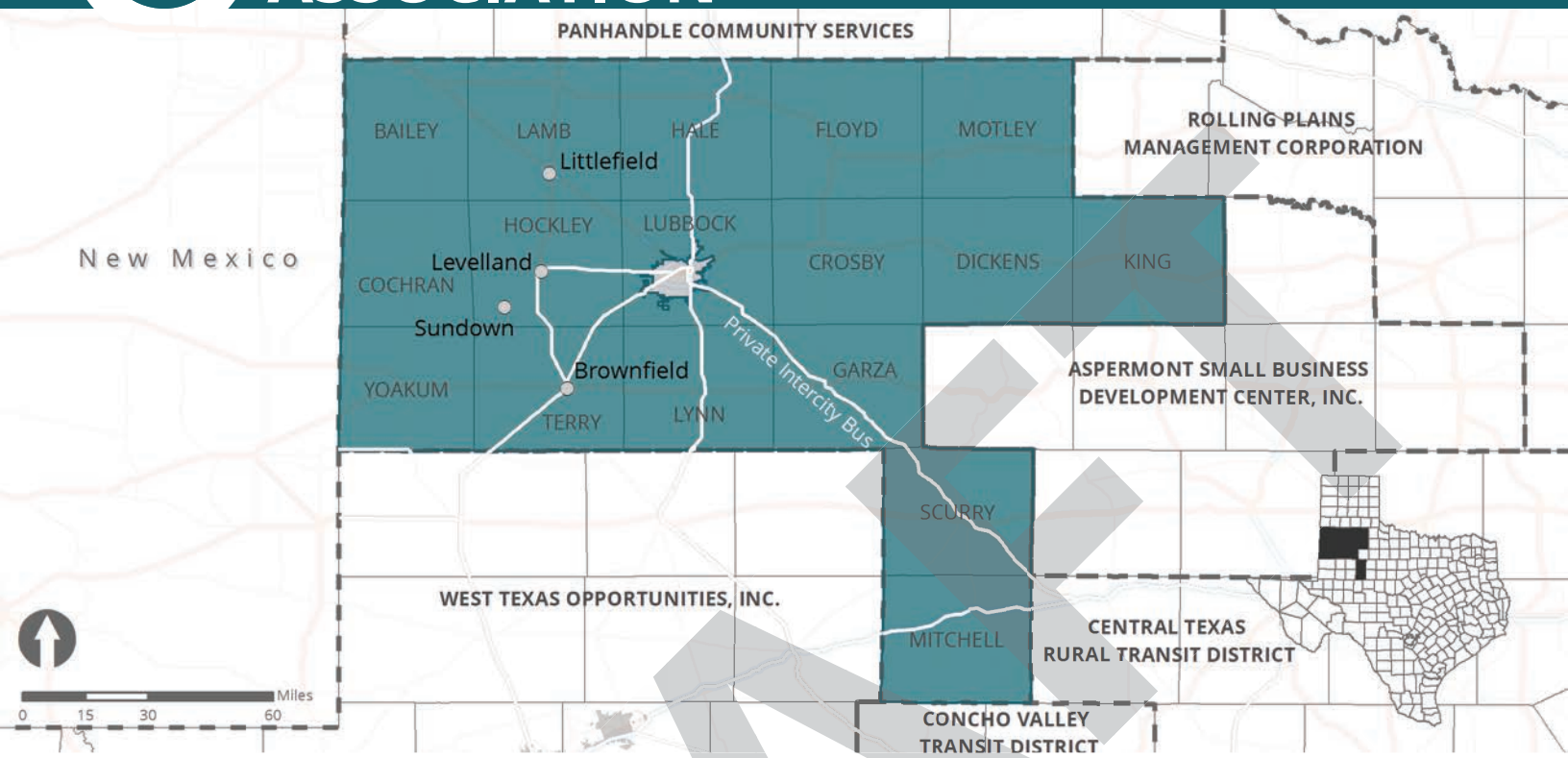
DRAFT

Data Sources:

[1] U.S. Census Bureau, American Community Survey 2009–2013 5-Year Estimates and 2010 Census Summary File 1.
[2] U.S. Census Bureau, 2010 and 2013 TIGER/Line Shapefiles: Places, and Urban Areas.
[3] Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011–2014 Data.
[4] Texas Department of Transportation, Proposed 2015–2018 District Statewide Transportation Improvement Programs.

Last Updated Date:
December 18, 2015

SOUTH PLAINS COMMUNITY ACTION ASSOCIATION



The South Plains Community Action Association, Inc., (SPCAA) is a rural transit district that Texas Transportation Code Chapter 458 authorizes, and therefore receives state funding for rural transit services. SPARTAN Transportation, a division of SPCAA, serves rural areas of Lubbock County and all of Bailey, Cochran, Crosby, Dickens, Floyd, Garza, Hale, Hockley, King, Lamb, Lynn, Mitchell, Motley, Scurry, Terry, and Yoakum Counties. The Lubbock urbanized area falls entirely into Lubbock County and is served by City Transit Management Company, Inc. (Citibus).

SPARTAN Transportation operates demand-response service for the general public throughout the service area; flexible transit service (Tripper School Transportation) for subscribed students attending schools in Brownfield, Levelland, Littlefield, and Sundown; and commuter bus service (SPC Express) for South Plains College students from Lubbock to Reese and Levelland campuses. SPARTAN can customize commuter service for companies to serve their employees. In addition to directly operated service, SPARTAN purchases transit services from a few non-profit organizations.

The private intercity bus lines of TNM&O Coaches pass through SPARTAN Transportation's service area. SPARTAN can provide connections to the service at multiple stations.

SPARTAN Transportation's administrative and dispatching offices are located in Levelland. The governing body of SPARTAN Transportation is the SPCAA Board of Directors.

DRAFT

Rural Transit District

- Service Area Population[1]: 204,205
- Service Area Land Area[2]: 15,315 Sq. Miles
- Unlinked Passenger Trips[3]: 164,819
- Revenue Fleet[3]: 63 Vehicles

Rural Transit District Services

Service Information

Demand-Response Service

For the general public.

Available throughout the service area.

Reservation must be made at least a day in advance.

One-Way Fare Structure:

- Base Fare:
  Based on distance: $0.50 per mile

Fare Media:

Exact Change

Ticket Pass

Commuter Bus Service (SPC Express)

For South Plains College students from Lubbock to Reese and Levelland campuses.

One-Way Fare Structure:

- Lubbock to Reese: $2.00
- Lubbock to Levelland: $3.00
- Levelland to Reese and Lubbock: $3.00

Fare Media:

Exact Change

Ticket Book

Ticket Pass

Flexible Transit Service (Tripper School)

For subscribed students in Brownfield, Levelland, Littlefield, and Sundown.

Fare Structure:

- Base Fare: $10.00 per week

Fare Media:

PAID Prepaid Voucher

Operating Time
(Excluding Holidays)

Operating Days by Mode

	MON	TUE	WED	THU	FRI	SAT	SUN
Demand-Response	■	■	■	■	■	■	■
Flexible Transit	■	■	■	■	■		
Commuter Bus	■	■	■	■			

Operating Hours by Mode

Demand-Response	5:00 a.m.	10:00 p.m.
Flexible Transit	8:00 a.m.	5:00 p.m.
Commuter Bus*	6:10 a.m.	6:35 p.m.

* Fall 2015 schedule (varies by season).

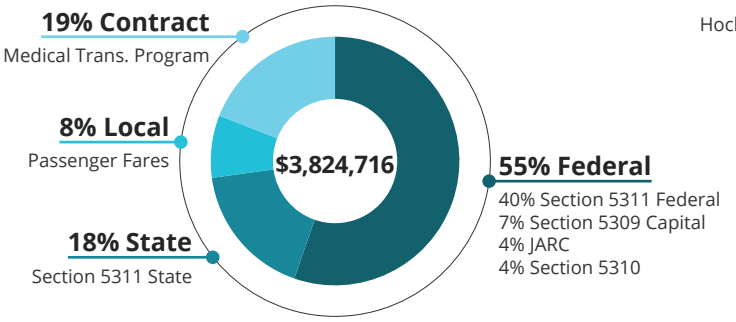
DRAFT

Address | Box 610 - 411Austin St.
Levelland, TX 79336-0610

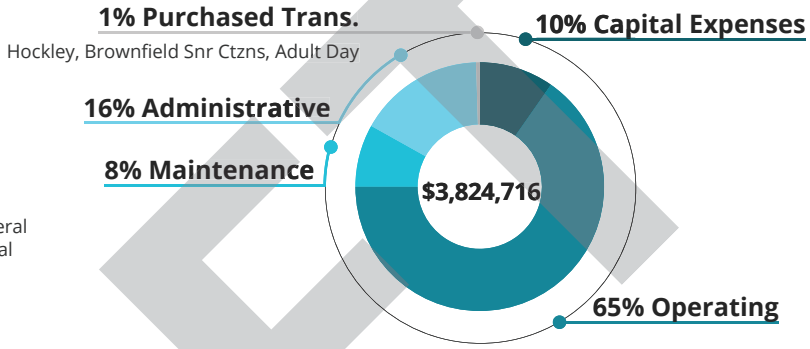
Contact | Brian Baker
Transportation Director
Phone: (806) 894-3800
E-mail: brian.baker@spcaa.org

FY 2014 Financial Status[3]

Revenues in Fiscal Year 2014

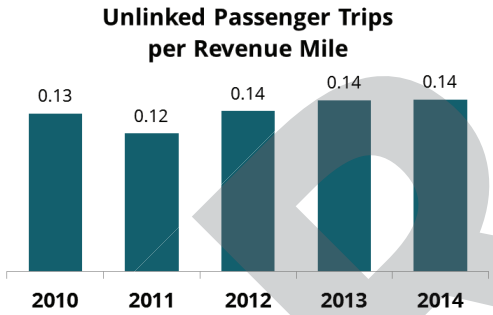


Expenditures in Fiscal Year 2014

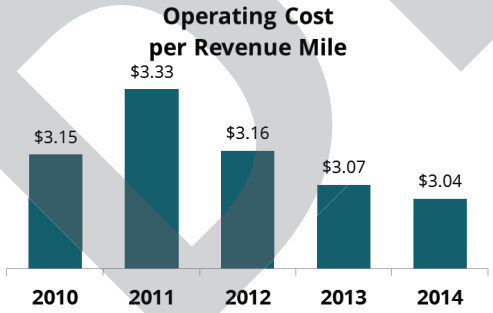


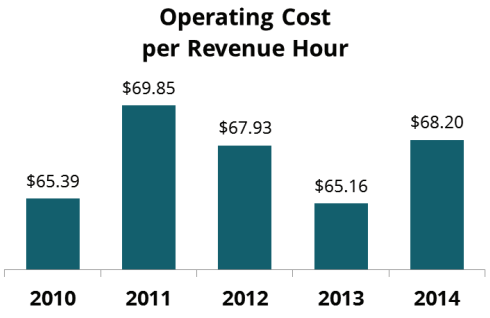
FY 2010–2014 Performance Measures[3]

Productivity in the Past 5 Years



Efficiency in the Past 5 Years





DRAFT

Projects in the 2015–2018 STIP[4]

No project listed.

DRAFT

Data Sources:

[1] U.S. Census Bureau, American Community Survey 2009–2013 5-Year Estimates and 2010 Census Summary File 1.
[2] U.S. Census Bureau, 2010 and 2013 TIGER/Line Shapefiles: Places, and Urban Areas.
[3] Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011–2014 Data.
[4] Texas Department of Transportation, Proposed 2015–2018 District Statewide Transportation Improvement Programs.

Last Updated Date:
December 18, 2015