



Transit Mobility Program
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TECHNICAL MEMORANDUM

TO: Karen Burkhard, TxDOT PTN Planning and Reporting Lead

FROM: Jinuk Hwang, TTI Assistant Transportation Researcher

DATE: September 7th, 2020

SUBJECT: TASK 2 | SUBTASK 2B | NTP 2B2: PROFILES AND DASHBOARD FY2020

The Texas Transportation Code Chapter 458 authorizes 31 urban transit districts (UTDs) and 36 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.

Among 31 UTDs and 36 RTDs, 12 UTDs and 8 RTDs serve as urban and rural transit districts (URTDs). As a result, there are three categories of transit districts profiled: UTDs (19 districts), URTDs (8 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.

This memo also references two appendices:

- Appendix A contains a list of transit districts for the three categories.
- Appendix B contains the profiles of 55 transit districts.

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 available from TxDOT PTN-128 fiscal year (FY) 2017, while other transit districts' financial status are available from FY 2014 data.

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 sub modes used in the profiles.

PAGE ONE

Transit provider's logo

Transit district's name

Service area map

Map scale bar and north arrow

Transit district introduction

Transit district's icon

Population and land area estimates

Key operational statistics

Texas statewide guide map

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

Fort Bend County formed a Public Transportation Department (Fort Bend Transit) in June 2005. Fort Bend Transit operates demand-response service throughout the county; deviated route service within the city limits of Richmond and Rosenberg; and 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 :	739,342
• Service Area Land Area ² :	862 Sq. Miles
• Unlinked Passenger Trips ³ :	405,045
• Revenue Fleet ³ :	66 Vehicles

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.
 - Colored areas show demand-response service.

LOCATION • A black dot means a flexible transit service is available at that location.

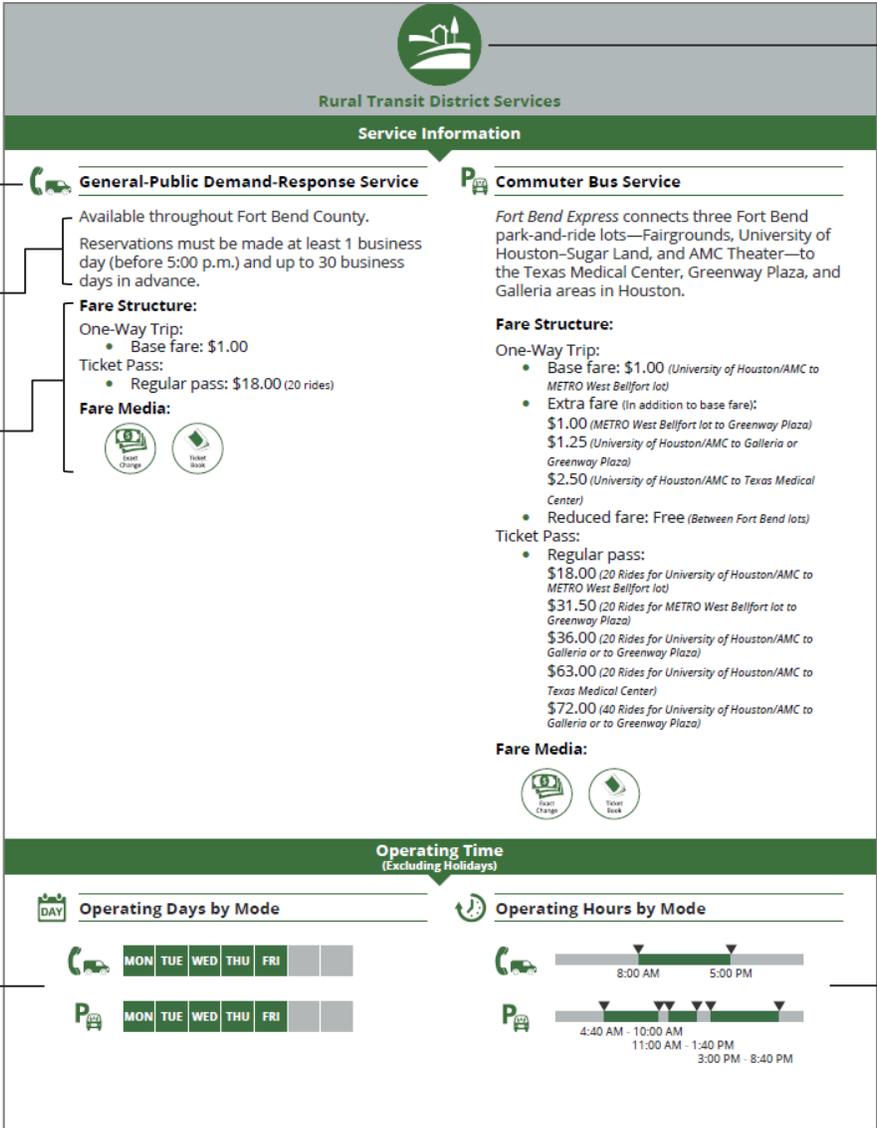
- Tips not applicable to the image above but applicable to other profiles:

 A colored-line-bounded transit district does not provide demand-response service (e.g., City of Amarillo).

 A thick black line boundary means the area is served under an interlocal agreement (e.g., Cleburne, City of).

LOCATION  A black dot with a buffer means a local fixed-route service is available at that location (e.g., STAR Transit).

PAGE TWO



Transit district's category icon

Service Information

Transit mode

Service description of the mode

One-way fare structure and fare media

Operating days by mode

Operating time by mode

Rural Transit District Services

Service Information

General-Public Demand-Response Service

Available throughout Fort Bend County.
Reservations must be made at least 1 business day (before 5:00 p.m.) and up to 30 business days in advance.

Fare Structure:

- One-Way Trip:
 - Base fare: \$1.00
- Ticket Pass:
 - Regular pass: \$18.00 (20 rides)

Fare Media:

Commuter Bus Service

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 Galleria areas in Houston.

Fare Structure:

- One-Way Trip:
 - Base fare: \$1.00 (*University of Houston/AMC to METRO West Bellfort lot*)
 - Extra fare (In addition to base fare):
 - \$1.00 (*METRO West Bellfort lot to Greenway Plaza*)
 - \$1.25 (*University of Houston/AMC to Galleria or Greenway Plaza*)
 - \$2.50 (*University of Houston/AMC to Texas Medical Center*)
 - Reduced fare: Free (*Between Fort Bend lots*)
- Ticket Pass:
 - Regular pass:
 - \$18.00 (20 Rides for *University of Houston/AMC to METRO West Bellfort lot*)
 - \$31.50 (20 Rides for *METRO West Bellfort lot to Greenway Plaza*)
 - \$36.00 (20 Rides for *University of Houston/AMC to Galleria or to Greenway Plaza*)
 - \$63.00 (20 Rides for *University of Houston/AMC to Texas Medical Center*)
 - \$72.00 (40 Rides for *University of Houston/AMC to Galleria or to Greenway Plaza*)

Fare Media:

Operating Time (Excluding Holidays)

Operating Days by Mode

Operating Hours by Mode

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.

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.



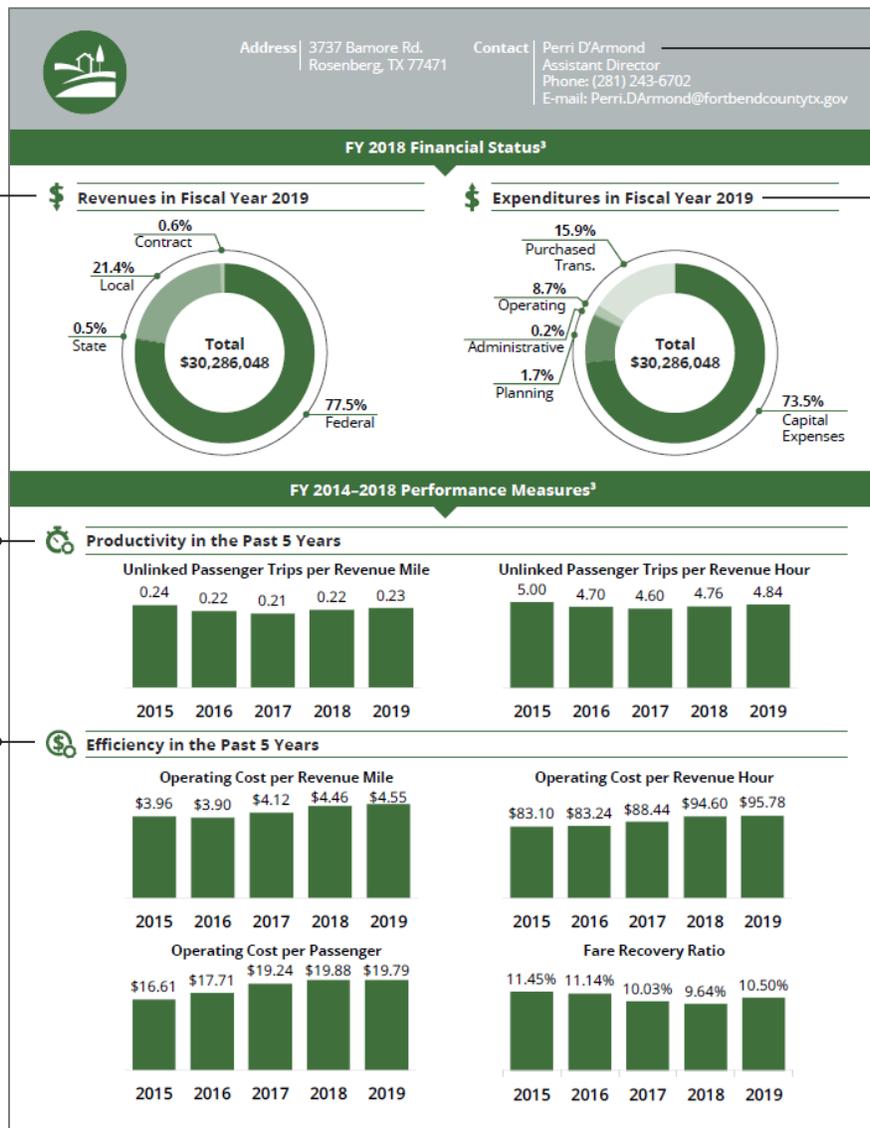
Fare is prepaid for more than one trip without a discount.



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.



Transit provider's contact information

Revenue status

Expense status

Two measures for productivity

Four measures for efficiency

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

Prioritized projects in recent years

Data sources

Information last updated date

TTI's logo

Projects in 2019–2022⁴

Implementation Year	Project Name	Cost
2019	Operating expenditures for public transportation for Fort Bend County (FY2018)	\$4,640,572
2019	Planning expenditures for public transportation for Fort Bend County (FY2018)	\$622,196
2019	Capital expenditures for public transportation for Fort Bend County (FY2018)	\$2,764,573
2019	Operating expenditures for public transportation for Fort Bend County (FY2017)	\$4,419,594
2019	Planning expenditures for public transportation for Fort Bend County (FY2017)	\$623,996
2019	Capital expenditures for public transportation for Fort Bend County (FY2017)	\$2,632,927
2019	Construct transit O&M facility	\$21,500,000

Data Sources:

¹TTI estimation based on (1) the 2014–2018 American Community Survey 5-Year Estimates, (2) 2010 Census Summary File 1, and (3) the U.S. Census Bureau 2010 and 2019 TIGER/Line Shapefiles.

²TTI estimation based on the U.S. Census Bureau 2019 TIGER/Line Shapefiles.

³Texas Department of Transportation, Public Transportation Division, PTN-128 FY2015–2019 Data.

⁴(1) Texas Department of Transportation, 2019–2022 District Statewide Transportation Improvement Program, (2) Transportation Improvement Plans, (3) Metropolitan Transportation Plans, or (4) Regionally Coordinated Transportation Plans.

Last Updated:
May 2020




TxDOT's logo

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. McKinney Urban Transit District
11. City of Mesquite
12. City of Port Arthur
13. City of Galveston
14. City of Tyler
15. City of Waco
16. City of Wichita Falls
17. Midland Odessa Urban Transit District
18. Northeast Transportation Service
19. 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. Concho Valley Transit District
 - 5307: San Angelo UZA
 - 5311: Concho Valley Transit District
3. Golden Crescent Regional Planning Commission
 - 5307: Victoria UZA
 - 5311: Golden Crescent Regional Planning Commission
4. Gulf Coast Center
 - 5307: Lake Jackson UZA
 - 5307: Texas City UZA
 - 5311: Gulf Coast Center
5. Hill Country Transit District
 - 5307: Killeen UZA
 - 5307: Temple UZA
 - 5311: Hill Country Transit District
6. Lower Rio Grande Valley Development Council
 - 5307: Harlingen UZA
 - 5307: McAllen UZA
 - 5311: Lower Rio Grande Valley Development Council

7. Texoma Area Paratransit System, Inc.
 - 5307: Sherman-Denson UZA
 - 5311: Texoma Area Paratransit System, Inc.
8. Capital Area Rural Transit System
 - 5307: San Marcos UZA
 - 5311: Capital Area Rural Transportation System

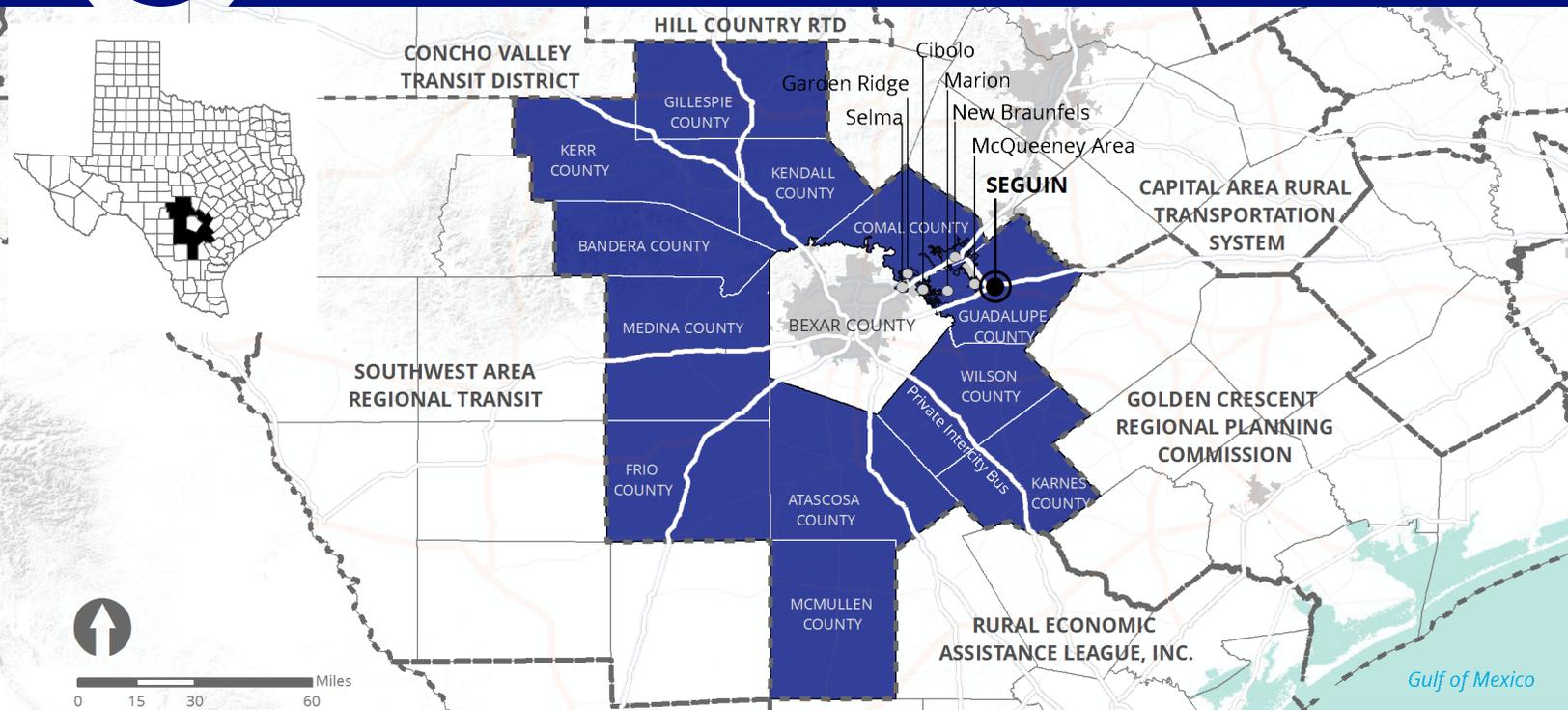
RURAL TRANSIT DISTRICTS

1. Alamo Area Council of Governments
2. Ark-Tex Council of Governments
3. Aspermont Small Business Development Center, Inc.
4. Central Texas Rural Transit District
5. Cleburne, City of
6. Colorado Valley Transit District, Inc.
7. Community Services, Inc.
8. Del Rio, City of
9. East Texas Council of Governments
10. El Paso County
11. Fort Bend County
12. Heart of Texas Council of Governments
13. Kleberg County Human Services
14. McLennan County Rural Transit District
15. Panhandle Community Services
16. Public Transit Services
17. Rolling Plains Management Corp.
18. Rural Economic Assistance League, Inc.
19. Senior Center Resources and Public Transit Service
20. SPAN, Inc.
21. South East Texas Regional Planning Commission
22. South Padre Island, City of
23. South Plains Community Action Association
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.

APPENDIX B: DISTRICT PROFILES



ALAMO AREA COUNCIL OF GOVERNMENTS



The Alamo Area Council of Governments (AACOG) is authorized by Texas Transportation Code Chapter 458 to serve as a rural transit district 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, Guadalupe, and Kendall Counties and all of Atascosa, Bandera, Frio, Gillespie, Karnes, Kerr, McMullen, Medina, and Wilson Counties. In Comal and Guadalupe Counties, Cibolo, Marion, New Braunfels, Schertz, and McQueeney wholly or partially became a part of the San Antonio UZA in the 2010 U.S. Census. ART continues providing transit service to these areas under agreements among ART, VIA Metropolitan Transit, 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 accepts students who live within the two-mile radius of their schools in the cities of Boerne, Fredericksburg, Kerrville, and New Braunfels on the demand-response service. ART also operates the deviated fixed-route service Connect Seguin within the city limits of Seguin in Guadalupe County. In addition, ART provides human service transportation throughout its service area under a contract 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 36-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 Population¹: 591,258
- Service Area Land Area²: 11,244 Sq. Miles
- Unlinked Passenger Trips³: 130,793
- Revenue Fleet³: 66 Vehicles



Rural Transit District Services

Service Information



General-Public Demand-Response Service

ART is available in:

- The rural parts of Comal, Guadalupe, and Kendall Counties and all of Atascosa, Bandera, Frio, Gillespie, Karnes, Kerr, Medina, McMullen, and Wilson Counties.
- Cibolo, Marion, New Braunfels, Schertz, and McQueeney.

Trips must be scheduled at least 24 hours in advance and can be booked up to 30 days in advance.

Fare Structure:

One-Way Trip:

- Base fare: \$2.00^a
- Extra fare (in addition to base fare): \$4.00^b, \$6.00^c, \$10.00^d

Fare Media:



Flexible Transit Service

The deviated bus route, known as *Connect Seguin*, is available within the city limits of Seguin. Buses can deviate up to ¼ mile off the regular route to pick up and drop off passengers.

Fare Structure:

One-Way Trip:

- Base fare: \$1.00
- Reduced fare: \$0.50^e, Free^f

Fare Media:



Notes:

- ^a Within the same city or town.
- ^b Within the same county.
- ^c Cross one county.
- ^d Cross two counties.
- ^e Seniors (60+ years old) or students.
- ^f Police, fire, and military in uniform.

Operating Time (Excluding Holidays)



Operating Days by Mode



MON	TUE	WED	THU	FRI		
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MON	TUE	WED	THU	FRI		
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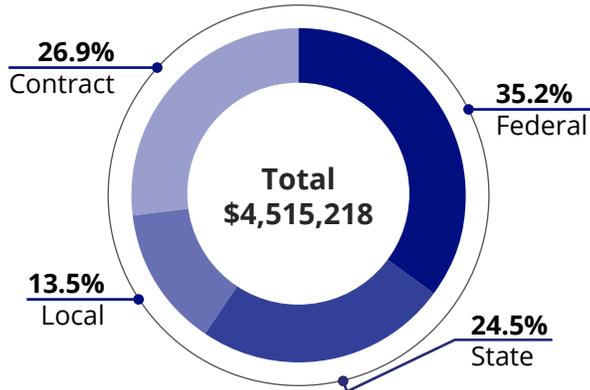
Operating Hours by Mode



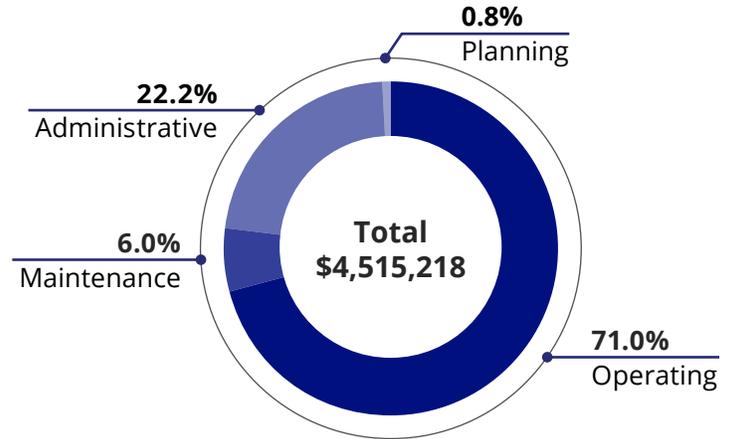


FY 2019 Financial Status³

Revenues in Fiscal Year 2019



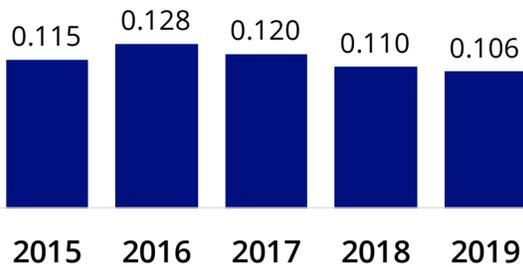
Expenditures in Fiscal Year 2019



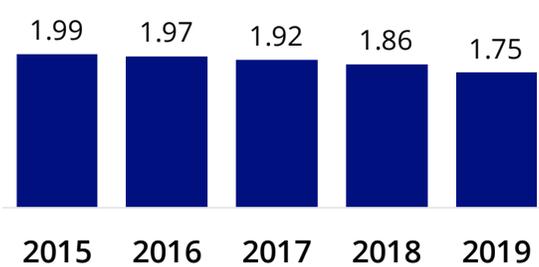
FY 2015-2019 Performance Measures³

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



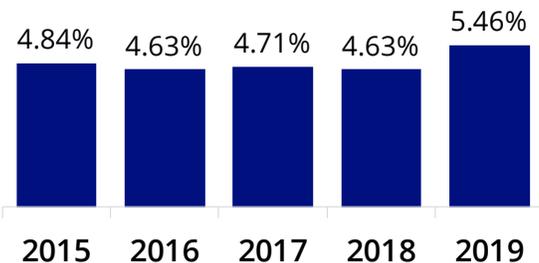
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



Projects in 2019–2022⁴

Implementation Year	Project Name	Cost
2019	Operating Transportation Services for New Braunfels, Cibolo, McQueeney, Marion, Schertz, etc.	\$950,000.00
2020	Operating Transportation Services for New Braunfels, Cibolo, McQueeney, Marion, Schertz, etc.	\$997,500.00
2021	Operating Transportation Services for New Braunfels, Cibolo, McQueeney, Marion, Schertz, etc.	\$1,047,376.00
2022	Operating Transportation Services for New Braunfels, Cibolo, McQueeney, Marion, Schertz, etc.	\$1,099,744.00

Data Sources:

¹ TTI estimation based on (1) the 2014-2018 American Community Survey 5-Year Estimates, (2) 2010 Census Summary File 1, and (3) the U.S. Census Bureau 2010 and 2019 TIGER/Line Shapefiles.

² TTI estimation based on the U.S. Census Bureau 2019 TIGER/Line Shapefiles.

³ Texas Department of Transportation, Public Transportation Division, PTN-128 FY2015-2019 Data.

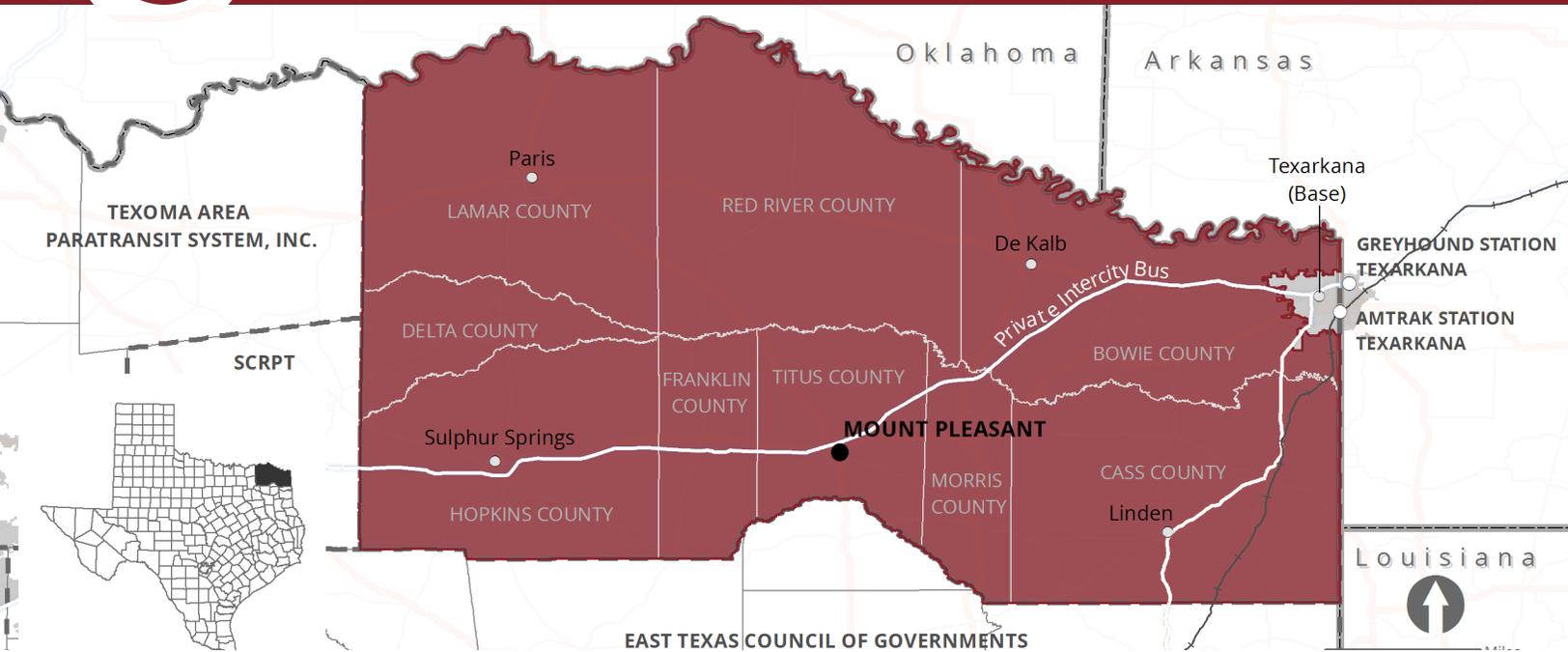
⁴ (1) Texas Department of Transportation, 2019-2022 District Statewide Transportation Improvement Program, (2) Transportation Improvement Plans, (3) Metropolitan Transportation Plans, or (4) Regionally Coordinated Transportation Plans.

Last Updated:

May 2020



ARK-TEX COUNCIL OF GOVERNMENTS



The Ark-Tex Council of Governments (ATCOG) is a rural transit district authorized by Texas Transportation Code Chapter 458 in 1989 and therefore receives state funding for rural transit services. ATCOG serves the 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 Texarkana Urban Transit District (TUTD), known as T-Line, serves the Texarkana UZA. ATCOG manages T-Line and operates paratransit service for TUTD under an interlocal agreement.

TRAX operates demand-response service for the general public throughout its service area, local bus and paratransit services in Paris in Lamar County, and deviated fixed-route bus service within the city limits of Mt. Pleasant in Titus County. TRAX has four dispatching offices—the Texarkana office serving Bowie, Cass, and Morris Counties; the Mt. Pleasant office serving Franklin, and Titus Counties; the Paris office serving Delta, Lamar, and Red River Counties; and the Sulphur Springs office serving Hopkins County. TRAX’s regional transportation maintenance facility is located in Mt. Pleasant.

The Amtrak passenger rail line and Greyhound intercity bus lines pass through TRAX’s service area. TRAX, in partnership with Greyhound, provides intercity bus connectivity from rural portions of the service area to Greyhound stations at Mt. Pleasant and Texarkana and therefore enables interstate travel through transit.

The ATCOG Executive Committee elects five members that the ATCOG Board of Directors approves to form a subcommittee, called the 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.



Rural Transit District

- Service Area Population¹: 229,581
- Service Area Land Area²: 5,696 Sq. Miles
- Unlinked Passenger Trips³: 168,083
- Revenue Fleet³: 67 Vehicles



Rural Transit District Services

Service Information



Local Bus Service

Four bus routes, known as *Paris Metro*, available within the city limits of Paris.

Fare Structure:

One-Way Trip:

- Base fare: \$0.50
- Reduced fare: \$0.25^a, Free^b

Ticket Pass:

- Regular pass: \$30.00^c, \$60.00^d
- Reduced pass: \$20.00^e, Free^f

Fare Media:



Flexible Transit Service

One deviated fixed route available within the city limits of Mt. Pleasant. Buses can deviate up to ¼ mile off the regular route to pick up and drop off passengers.

Fare Structure:

One-Way Trip:

- Base fare: \$0.50
- Reduced fare: \$0.25^g

Fare Media:



ADA Paratransit Service

Available in areas within ¾ mile on both sides of the *Paris Metro* routes, and also in areas within the loop in the City of Paris but outside the ¾ mile service.

Reservations must be made at least 1 business day (no later than 3 p.m.) before the day of travel and up to 14 days in advance. Same-day trip request is subject to availability.

Fare Structure:

One-Way Trip:

- Base fare: \$1.00

Fare Media:



Regional Bus Service

Three bus routes, known as *Greyhound Connecet*, connect Mt. Pleasant and Paris, Linden and Texarkana, and DeKalb and Texarkana.

Fare Structure:

One-Way Trip:

- Base fare: \$3.00
- Reduced fare: Free^h

Fare Media:





Rural Transit District Services

Service Information



General-Public Demand-Response Service

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

Reservations must be made at least 1 day before the day of travel and up to 14 days in advance.

Fare Structure:

One-Way Trip:

- Base fare: \$1.00ⁱ
- Extra fare (in addition to base fare): \$1.00^j
- Reduced fare: Free^k

Fare Media:



Notes:

- ^a Students with a valid ID
- ^b Children (under 5 years old) traveling with an adult, people with disabilities, or seniors (60+ years old).
- ^c Monthly pass.
- ^d Semester pass for Paris Junior College students.
- ^e Monthly pass for children (6-18 years old) and students.
- ^f Monthly pass for people with disabilities and seniors (60+ years old).
- ^g Children (under 12 years old) traveling with an adult, seniors, or students.
- ^h Paris Junior College students with a semester pass ride free from Paris to Mt. Pleasant.
- ⁱ 0-10 miles.
- ^j Each 10 miles in addition to the first 10 miles.
- ^k Seniors (60+ years old).

Operating Time (Excluding Holidays)



Operating Days by Mode



MON	TUE	WED	THU	FRI		
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MON	TUE	WED	THU	FRI		
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MON	TUE	WED	THU	FRI		
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MON	TUE	WED	THU	FRI	SAT	SUN
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MON	TUE	WED	THU	FRI		
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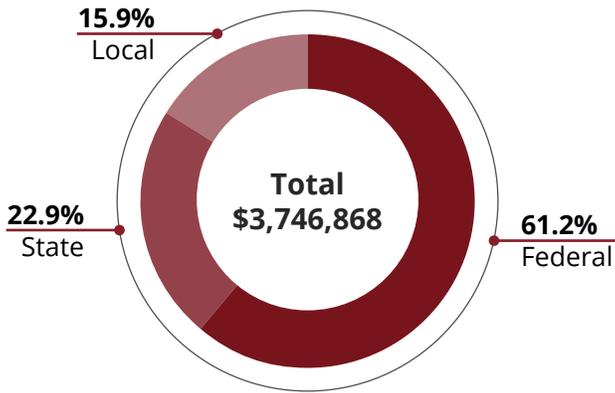
Operating Hours by Mode



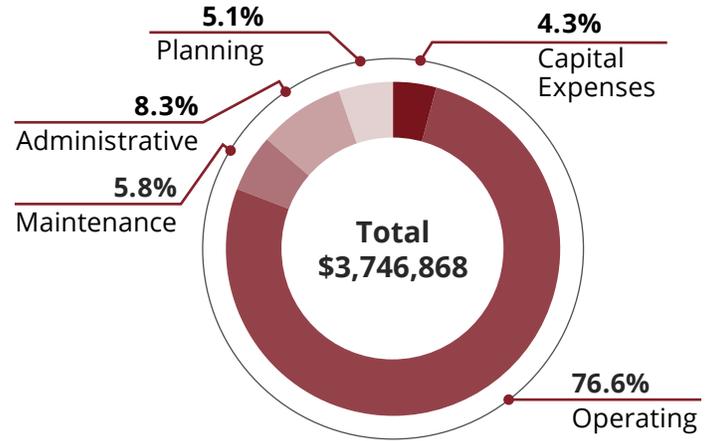


FY 2019 Financial Status³

Revenues in Fiscal Year 2019



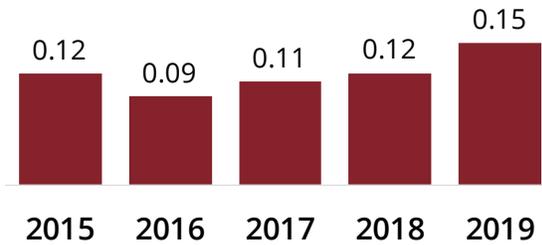
Expenditures in Fiscal Year 2019



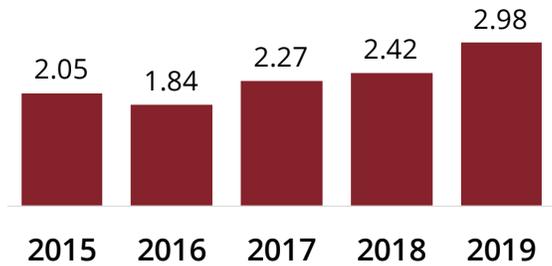
FY 2015–2019 Performance Measures³

Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile

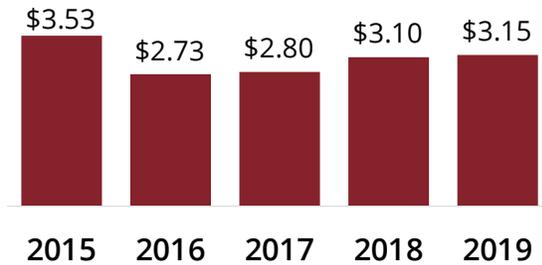


Unlinked Passenger Trips per Revenue Hour

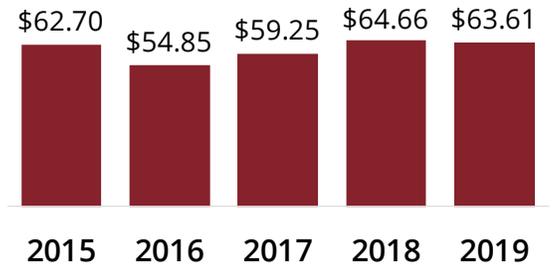


Efficiency in the Past 5 Years

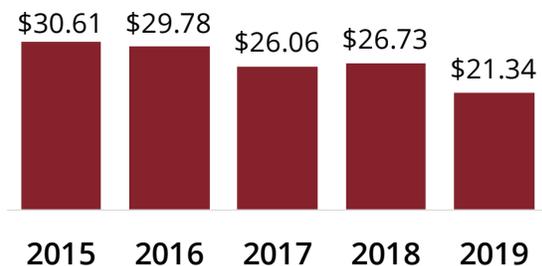
Operating Cost per Revenue Mile



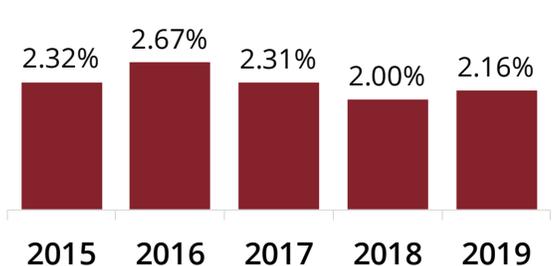
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



Projects in 2019–2022⁴

Implementation Year	Project Name	Cost
2019	Implement Commuter Bus Service from Mount Pleasant, TX to Mount Vernon, TX in coordination with Lowe's Corporation	\$55,000
2019	Continue coordination efforts with East Texas Council of Governments for cross service area transportation	\$50,000
2019	Evaluate service delivery for Mount Pleasant and Sulphur Springs	\$100,000
2020	Implement Commuter Bus Service from Mount Pleasant, TX to Mount Vernon, TX in coordination with Lowe's Corporation	\$55,000
2020	Evaluate software for scheduling/routing & purchase same	\$100,000
2021	Mt. Pleasant Maintenance Facility Expansion	\$90,000
2021	Work with manufacturers in Paris, TX to determine if service can be established for employee transportation	To be determined
2022	Relocation of the Mt. Pleasant office	\$60,000
2022	Route Study for modernization of the Paris Metro system	\$80,000

Data Sources:

¹ TTI estimation based on (1) the 2014-2018 American Community Survey 5-Year Estimates, (2) 2010 Census Summary File 1, and (3) the U.S. Census Bureau 2010 and 2019 TIGER/Line Shapefiles.

² TTI estimation based on the U.S. Census Bureau 2019 TIGER/Line Shapefiles.

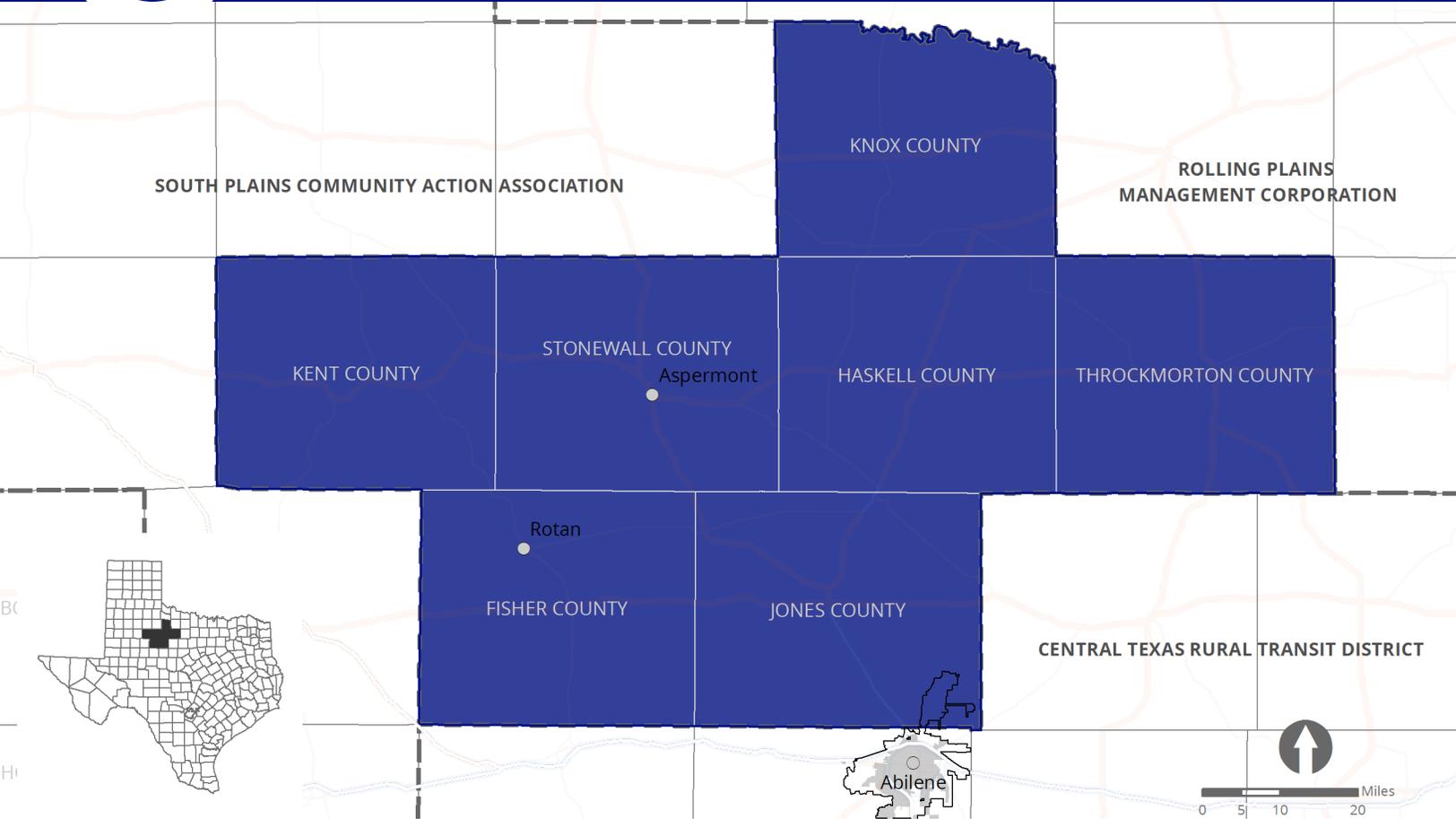
³ Texas Department of Transportation, Public Transportation Division, PTN-128 FY2015-2019 Data.

⁴ (1) Texas Department of Transportation, 2019-2022 District Statewide Transportation Improvement Program, (2) Transportation Improvement Plans, (3) Metropolitan Transportation Plans, or (4) Regionally Coordinated Transportation Plans.

Last Updated:

May 2020

ASPERMONT SMALL BUSINESS DEVELOPMENT CENTER, INC.



The Aspermont Small Business Development Center, Inc. (ASBDC) is a rural transit district authorized by Texas Transportation Code Chapter 458 and therefore receives state funding for rural transit service. ASBDC, located in Aspermont, 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. Double Mountain Coach is also a subcontractor of American Medical Response, Inc., providing non-emergency medical transportation for eligible Medicaid participants in the region. In Jones County, the areas within the city limits of Abilene are 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 the 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.



Rural Transit District

- Service Area Population¹: 37,017
- Service Area Land Area²: 6,313 Sq. Miles
- Unlinked Passenger Trips³: 16,468
- Revenue Fleet³: 20 Vehicles



Rural Transit District Services

Service Information



General-Public Demand-Response Service

Double Mountain Coach is available in Fisher, Haskell, Jones, Kent, Knox, Stonewall, and Throckmorton Counties.

Reservations must be made at least 1 day in advance.

Fare Structure:

One-Way Trip:

- Base fare: \$1.00^a
- Extra fare (in addition to base fare):
\$1.00^b, \$3.00^c, \$5.00^d, \$7.00^e, \$9.00^f, \$0.10^g

Fare Media:



Notes:

- ^a Within the same city and trip distance is less than 5 miles.
- ^b 6-20 miles.
- ^c 21-40 miles.
- ^d 41-60 miles.
- ^e 61-80 miles.
- ^f 81-100 miles.
- ^g Per mile for 100 miles and over.

Operating Time (Excluding Holidays)



Operating Days by Mode



MON TUE WED THU FRI SAT



Operating Hours by Mode



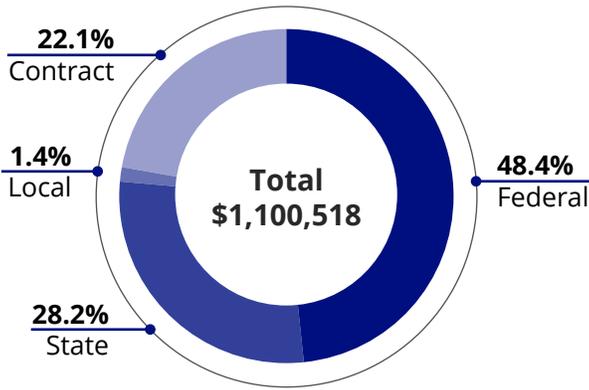
5:30 AM

7:00 PM

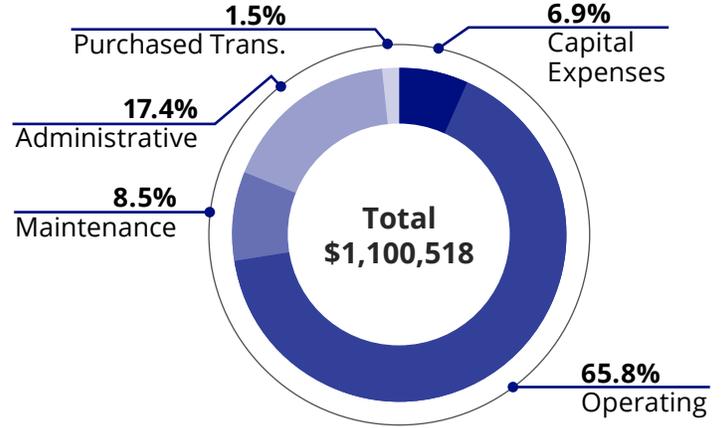


FY 2019 Financial Status³

Revenues in Fiscal Year 2019



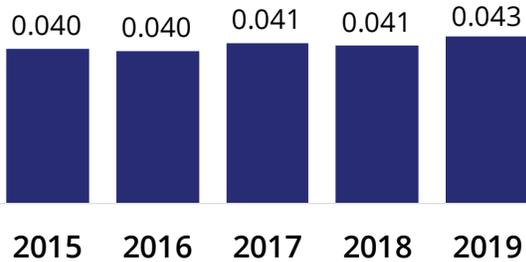
Expenditures in Fiscal Year 2019



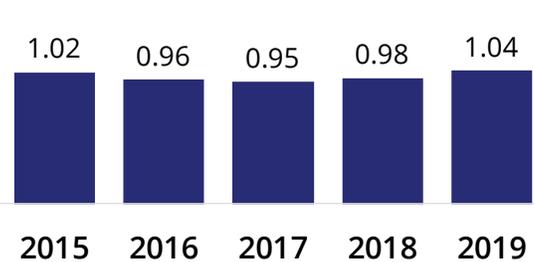
FY 2015-2019 Performance Measures³

Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile

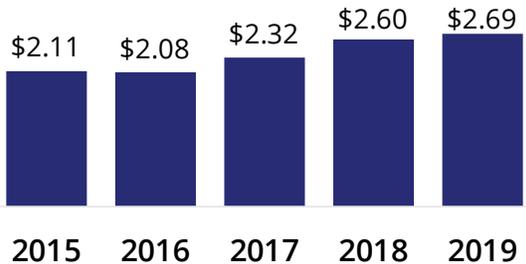


Unlinked Passenger Trips per Revenue Hour



Efficiency in the Past 5 Years

Operating Cost per Revenue Mile



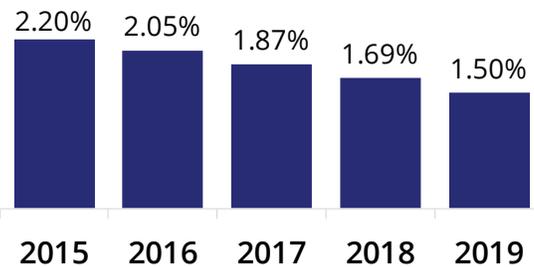
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



Projects in 2019–2022⁴

Implementation Year	Project Name	Funding Source (Amount)
2019	Operating Expenses	Section 5311 (To Be Determined)
2020	Operating Expenses	Section 5311 (To Be Determined)

Data Sources:

¹TTI estimation based on (1) the 2014-2018 American Community Survey 5-Year Estimates, (2) 2010 Census Summary File 1, and (3) the U.S. Census Bureau 2010 and 2019 TIGER/Line Shapefiles.

²TTI estimation based on the U.S. Census Bureau 2019 TIGER/Line Shapefiles.

³Texas Department of Transportation, Public Transportation Division, PTN-128 FY2015-2019 Data.

⁴(1) Texas Department of Transportation, 2019-2022 District Statewide Transportation Improvement Program, (2) Transportation Improvement Plans, (3) Metropolitan Transportation Plans, or (4) Regionally Coordinated Transportation Plans.

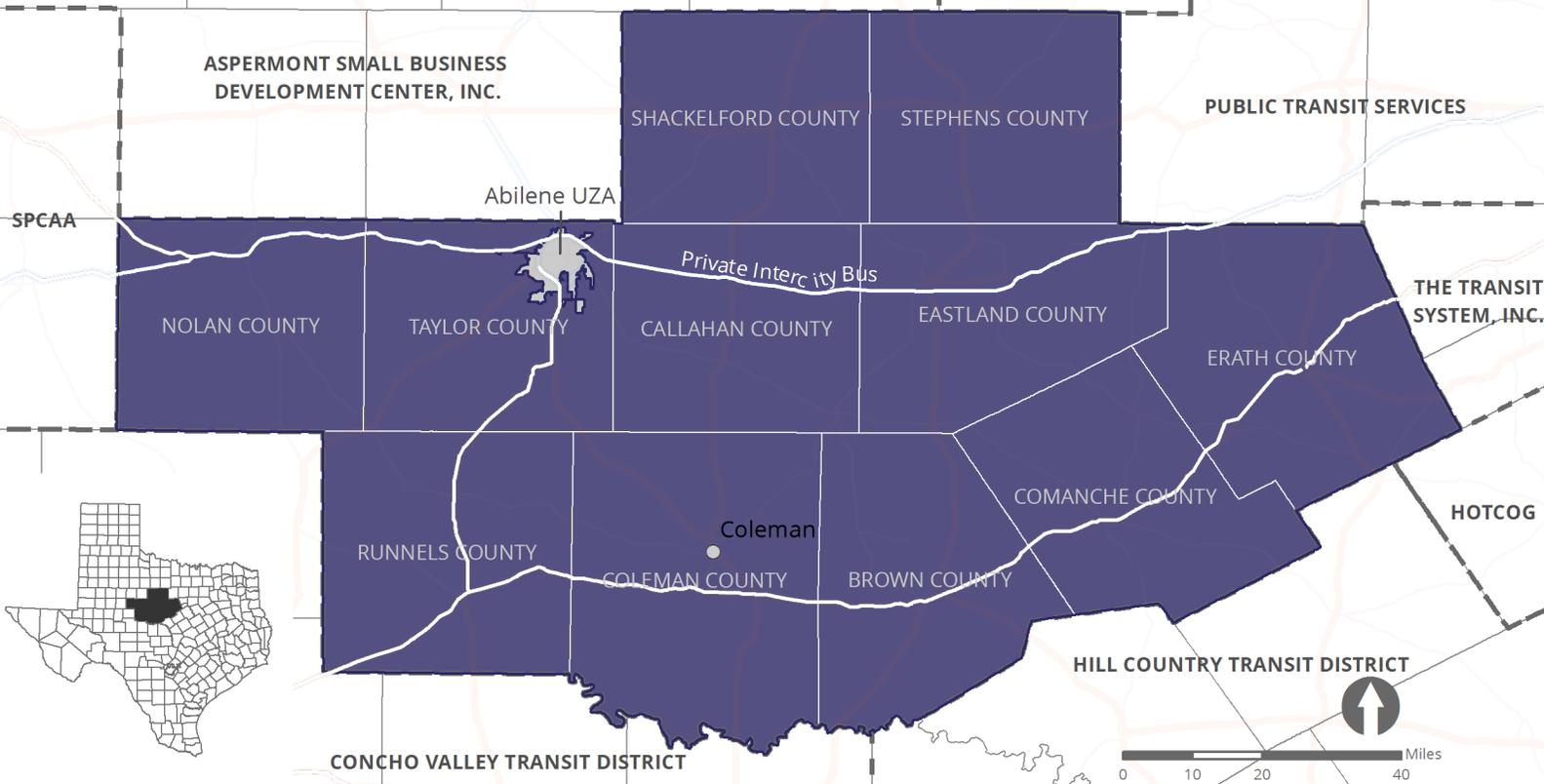
Last Updated:

May 2020



CENTRAL TEXAS RURAL TRANSIT DISTRICT

ROLLING PLAINS MANAGEMENT CORPORATION



The Central Texas Rural Transit District (CTRTD) is a rural transit district authorized by Texas Transportation Code Chapter 458 in 1998 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 non-emergency medical transportation service and other human service transportation under contracts with the American Medical Response, Howard Payne University, Center for Life Resources, and Erath County Senior Citizens. 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 Population¹: 194,635
- Service Area Land Area²: 10,689 Sq. Miles
- Unlinked Passenger Trips³: 109,697
- Revenue Fleet³: 61 Vehicles



Rural Transit District Services

Service Information



General-Public Demand-Response Service

City and Rural Rides is available in rural areas of Taylor County and all of Brown, Callahan, Coleman, Comanche, Eastland, Erath, Nolan, Runnels, Shackelford, and Stephens Counties.

Reservations must be made at least 2 business days (no later than 5:00 p.m.) before the day of travel and up to 60 days in advance. Same-day trip request is subject to availability.

Fare Structure:

One-Way Trip:

- Base fare:
Distance-based (\$1.00 every five miles)

Ticket Pass:

- Regular pass: \$20.00^a

Fare Media:



Note:

^a For value of \$24 pre-paid pass ticket.

Operating Time (Excluding Holidays)



Operating Days by Mode



MON	TUE	WED	THU	FRI	SAT	SUN
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Operating Hours by Mode



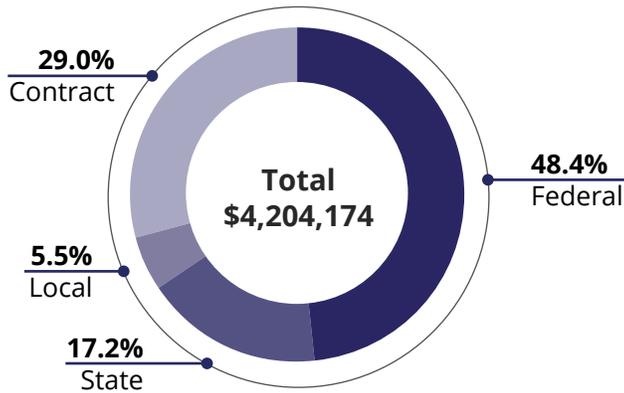


Address | P.O. Box 712
Coleman, TX 76834-0712

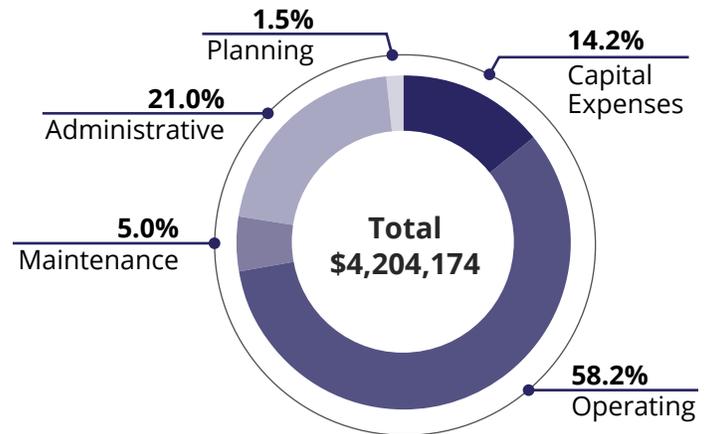
Contact | J.R. Salazar
General Manager
Phone: (325) 625-4491
E-mail: jrs@cityandruralrides.com

FY 2019 Financial Status³

Revenues in Fiscal Year 2019



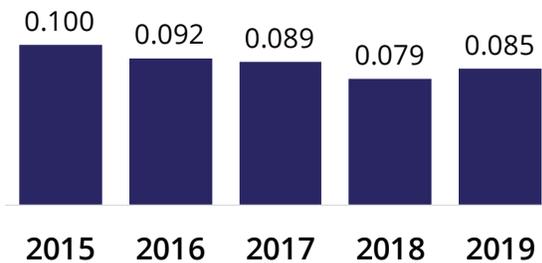
Expenditures in Fiscal Year 2019



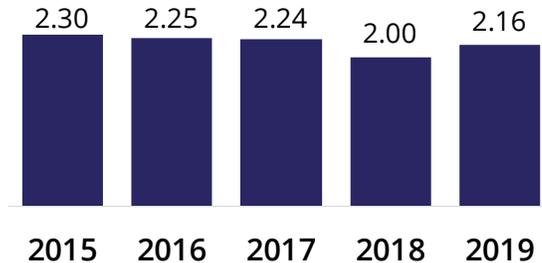
FY 2015-2019 Performance Measures³

Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile



Unlinked Passenger Trips per Revenue Hour

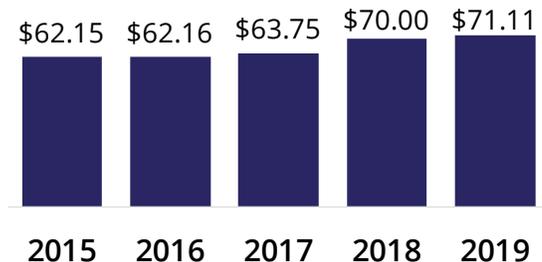


Efficiency in the Past 5 Years

Operating Cost per Revenue Mile



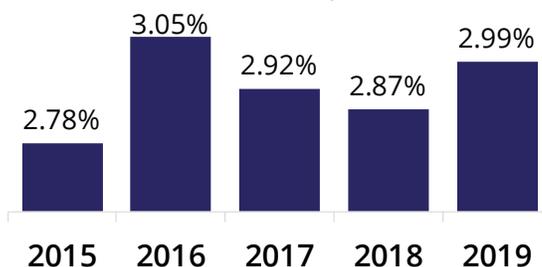
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



Projects in 2019–2022⁴

Implementation Year	Project Name	Cost
2019	Vehicle Replacement	To be determined
2020	Vehicle Replacement	To be determined
2021	Vehicle Replacement	To be determined

Data Sources:

¹ TTI estimation based on (1) the 2014-2018 American Community Survey 5-Year Estimates, (2) 2010 Census Summary File 1, and (3) the U.S. Census Bureau 2010 and 2019 TIGER/Line Shapefiles.

² TTI estimation based on the U.S. Census Bureau 2019 TIGER/Line Shapefiles.

³ Texas Department of Transportation, Public Transportation Division, PTN-128 FY2015-2019 Data.

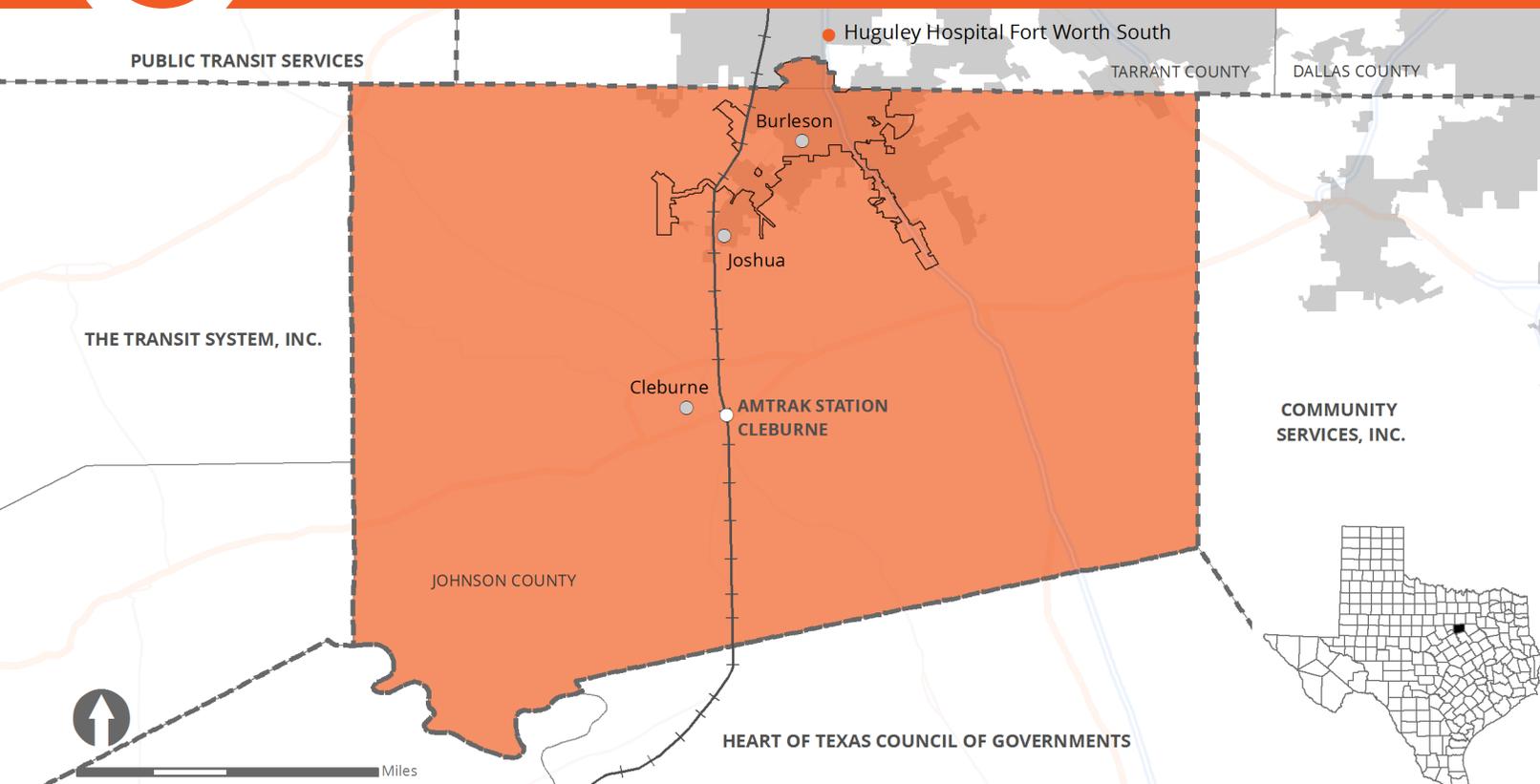
⁴ (1) Texas Department of Transportation, 2019-2022 District Statewide Transportation Improvement Program, (2) Transportation Improvement Plans, (3) Metropolitan Transportation Plans, or (4) Regionally Coordinated Transportation Plans.

Last Updated:

May 2020



CLEBURNE, CITY OF



The Cleburne, City of 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 from 2000 to 2010. 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. The Cleburne City Council consists of a mayor and four councilmembers.



Rural Transit District

- Service Area Population¹: 172,510
- Service Area Land Area²: 727 Sq. Miles
- Unlinked Passenger Trips³: 37,126
- Revenue Fleet³: 21 Vehicles



Rural Transit District Services

Service Information

General-Public Demand-Response Service

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

Reservations must be made at least 1 day (no later than 6:00 p.m. Monday through Friday, and 5:00 p.m. on Saturdays) and up to 7 days in advance. Same-day trip request is subject to availability.

Fare Structure:

One-Way Trip:

- Base fare: \$3.00^a
- Extra fare (in addition to base fare):
\$3.00 for every 5 miles, and maximum one-way fare is \$15.00.
- Reduced fare: Free^b

Ticket Pass:

- Regular pass: \$55.00^c
- Reduced pass: \$30.00^d

Fare Media:



Commuter Bus Service

Interurban Commuter Route serves Cleburne, Joshua, and Burleson with connecting service to other cities in Johnson County and Fort Worth.

Fare Structure:

One-Way Trip:

- Base fare:
Within the same city or town: \$3.00^e

Ticket Pass:

- Regular pass: \$55.00^c, \$50.00^f
- Reduced pass: \$30.00^d, \$25.00^g

Fare Media:



Notes:

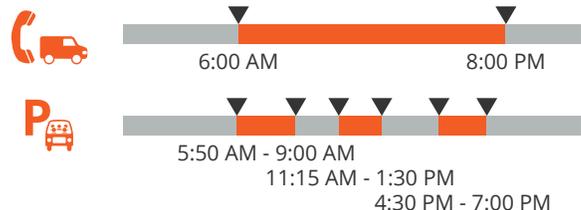
- ^a Within the same city or town.
- ^b Children (under 5 years old) travelling with an adult.
- ^c 20 rides.
- ^d People with disabilities, seniors (60+ years old), or children (under 18 years old)
- ^e \$3.00 per stop, and maximum one-way fare is \$9.
- ^f The T's Local+1 Zone monthly regular pass.
- ^g The T's Local+1 Zone monthly reduced pass for people with disabilities, seniors (60+ years old), or students (18 years old or younger).

Operating Time (Excluding Holidays)

Operating Days by Mode

	MON	TUE	WED	THU	FRI		
	MON	TUE	WED	THU	FRI		

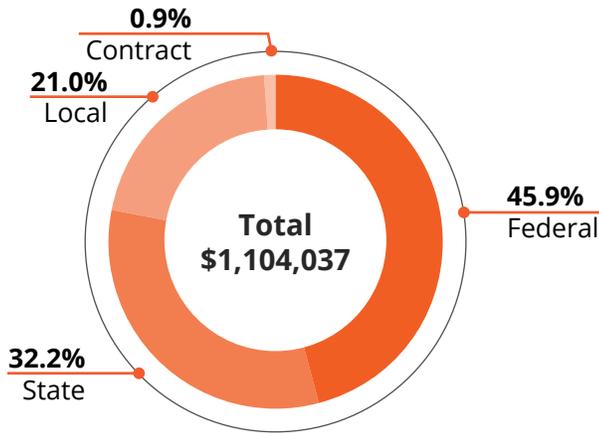
Operating Hours by Mode



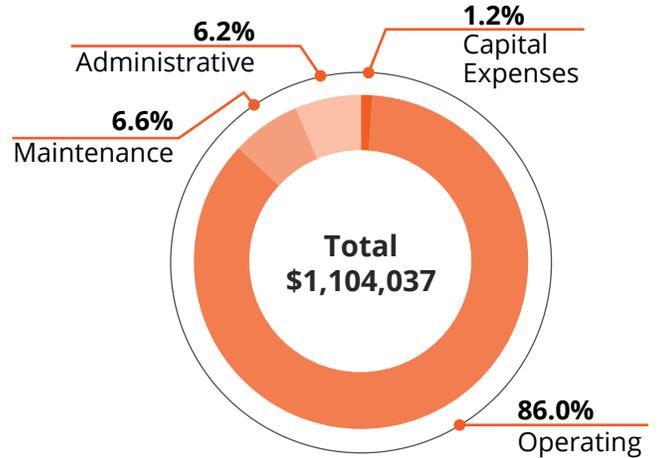


FY 2019 Financial Status³

Revenues in Fiscal Year 2019



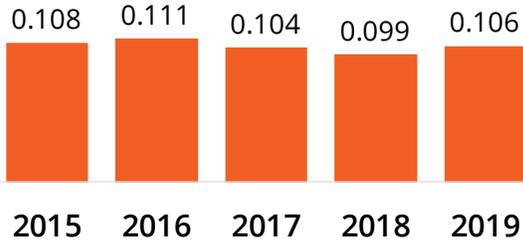
Expenditures in Fiscal Year 2019



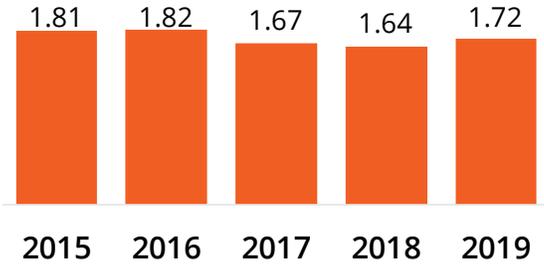
FY 2015-2019 Performance Measures³

Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile

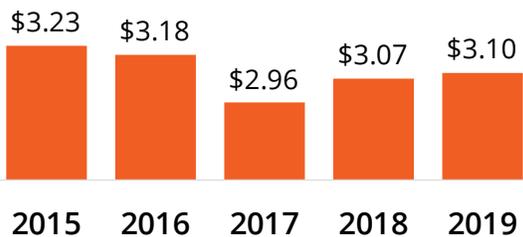


Unlinked Passenger Trips per Revenue Hour



Efficiency in the Past 5 Years

Operating Cost per Revenue Mile



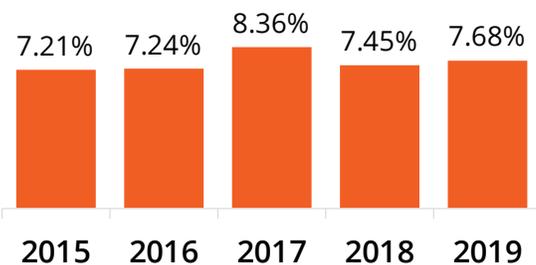
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



Projects in 2019–2022⁴

Implementation Year	Project Name	Funding Source (Amount)
2019	Operations and Project Administration	To be determined
2019	Preventive Maintenance and Capital (Bus Purchase)	To be determined
2020	Operations and Project Administration	To be determined
2020	Preventive Maintenance and Capital (Bus Purchase)	To be determined

Data Sources:

¹TTI estimation based on (1) the 2014-2018 American Community Survey 5-Year Estimates, (2) 2010 Census Summary File 1, and (3) the U.S. Census Bureau 2010 and 2019 TIGER/Line Shapefiles.

²TTI estimation based on the U.S. Census Bureau 2019 TIGER/Line Shapefiles.

³Texas Department of Transportation, Public Transportation Division, PTN-128 FY2015-2019 Data.

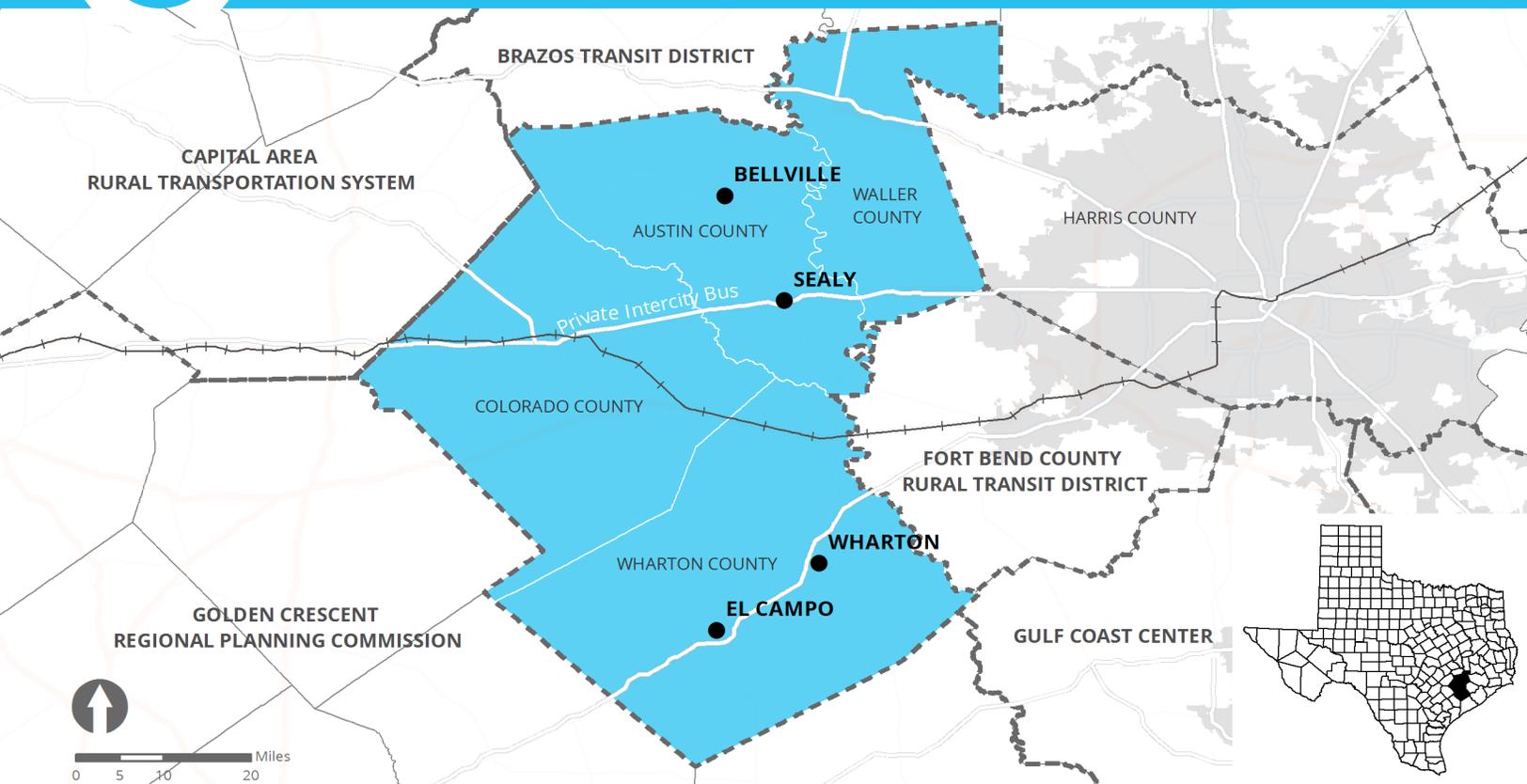
⁴(1) Texas Department of Transportation, 2019-2022 District Statewide Transportation Improvement Program, (2) Transportation Improvement Plans, (3) Metropolitan Transportation Plans, or (4) Regionally Coordinated Transportation Plans.

Last Updated:

May 2020



COLORADO VALLEY TRANSIT DISTRICT, INC.



The Colorado Valley Transit District, Inc. (CVT) is a rural transit district authorized by Texas Transportation Code Chapter 458 in 1986 and therefore receives state funding for rural transit services. CVT, branded as Transit, is responsible for transit services in Austin, Colorado, rural Waller, and Wharton Counties. Transit operates demand-response service for the general public throughout the service area. Transit provides the deviated LOOP service within the city limits of Bellville and Sealy in Austin County; Eagle Lake, Columbus, and Weimar in Colorado County; and El Campo and Wharton in Wharton County. Transit also provides deviated LINK service in Austin, Colorado, and Waller Counties to assist passengers with intercity trips. In addition, Transit contracts with the Metropolitan Transit Authority of Harris County to provide the 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 CVT’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 CVT Board of Directors is the governing body of Transit’s services. Each county within the CVT service area appoints two members to represent its jurisdiction.



Rural Transit District

- Service Area Population¹: 139,848
- Service Area Land Area²: 3,206 Sq. Miles
- Unlinked Passenger Trips³: 99,491
- Revenue Fleet³: 25 Vehicles



Rural Transit District Services

Service Information



Flexible Transit Service

One deviated fixed route is available in each of the following cities: Bellville and Sealy in Austin County; Columbus, Eagle Lake, and Weimar in Colorado County; and El Campo and Wharton in Wharton County. This service is known as *LOOP*.

Two additional routes, known as *LINK*, connects Bellville, San Felipe, Sealy, and Wallis in Austin County; and El Campo and Wharton in Wharton County; respectively.

Buses can deviate up to three blocks off the regular route to pick up and drop off passengers.

One-Way Fare Structure:

- Base fare:
Within the same city or town: \$1.00
- Extra fare (in addition to base fare):
\$1.00^a, \$4.00^b
- Reduced fare: Free^c

Fare Media:



Note:

- ^a Within the same county.
- ^b Cross one county.
- ^c Seniors (65+ years old) in Austin and Waller Counties.



General-Public Demand-Response Service

Available in Austin, Colorado, non-urbanized area of Waller, and Wharton Counties.

Reservations must be made at least 1 day in advance.

One-Way Fare Structure:

- Base fare:
Within the same city or town: \$1.00
- Extra fare (in addition to base fare):
\$1.00^a, \$4.00^b
- Reduced fare: Free^c

Fare Media:



Vanpool Service (METRO STAR)

METRO STAR vanpools offer scheduled routes in Waller County under an interlocal agreement with CVT.

One-Way Fare Structure:

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

Fare Media:



Operating Time (Excluding Holidays)

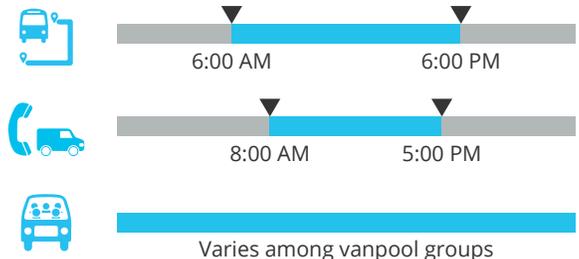


Operating Days by Mode

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



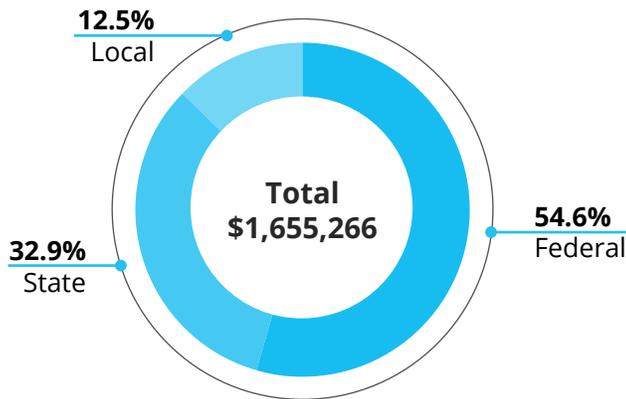
Operating Hours by Mode



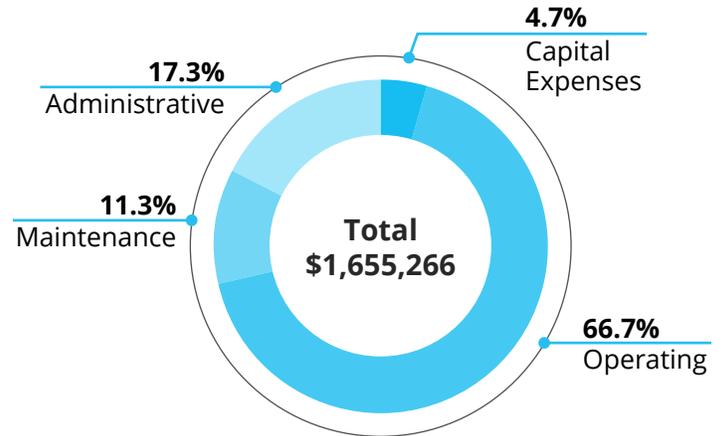


FY 2019 Financial Status³

Revenues in Fiscal Year 2019



Expenditures in Fiscal Year 2019

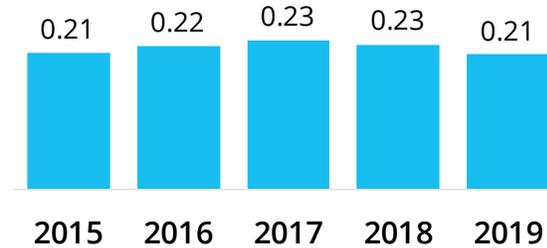


FY 2015-2019 Performance Measures³

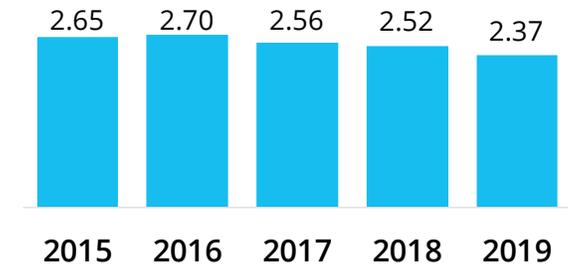


Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile



Unlinked Passenger Trips per Revenue Hour



Efficiency in the Past 5 Years

Operating Cost per Revenue Mile



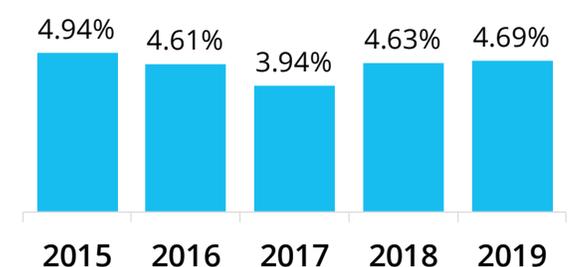
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



Projects in 2019–2022⁴

Implementation Year	Project Name	Cost
2019	Operations/Administration	\$1,191,542
2019	Capital	\$83,757
2019	Capital - Preventive Maintenance	\$132,500
2020	Operations/Administration	\$1,191,542
2020	Capital	\$83,757
2020	Capital - Preventive Maintenance	\$132,500

Data Sources:

¹TTI estimation based on (1) the 2014-2018 American Community Survey 5-Year Estimates, (2) 2010 Census Summary File 1, and (3) the U.S. Census Bureau 2010 and 2019 TIGER/Line Shapefiles.

²TTI estimation based on the U.S. Census Bureau 2019 TIGER/Line Shapefiles.

³Texas Department of Transportation, Public Transportation Division, PTN-128 FY2015-2019 Data.

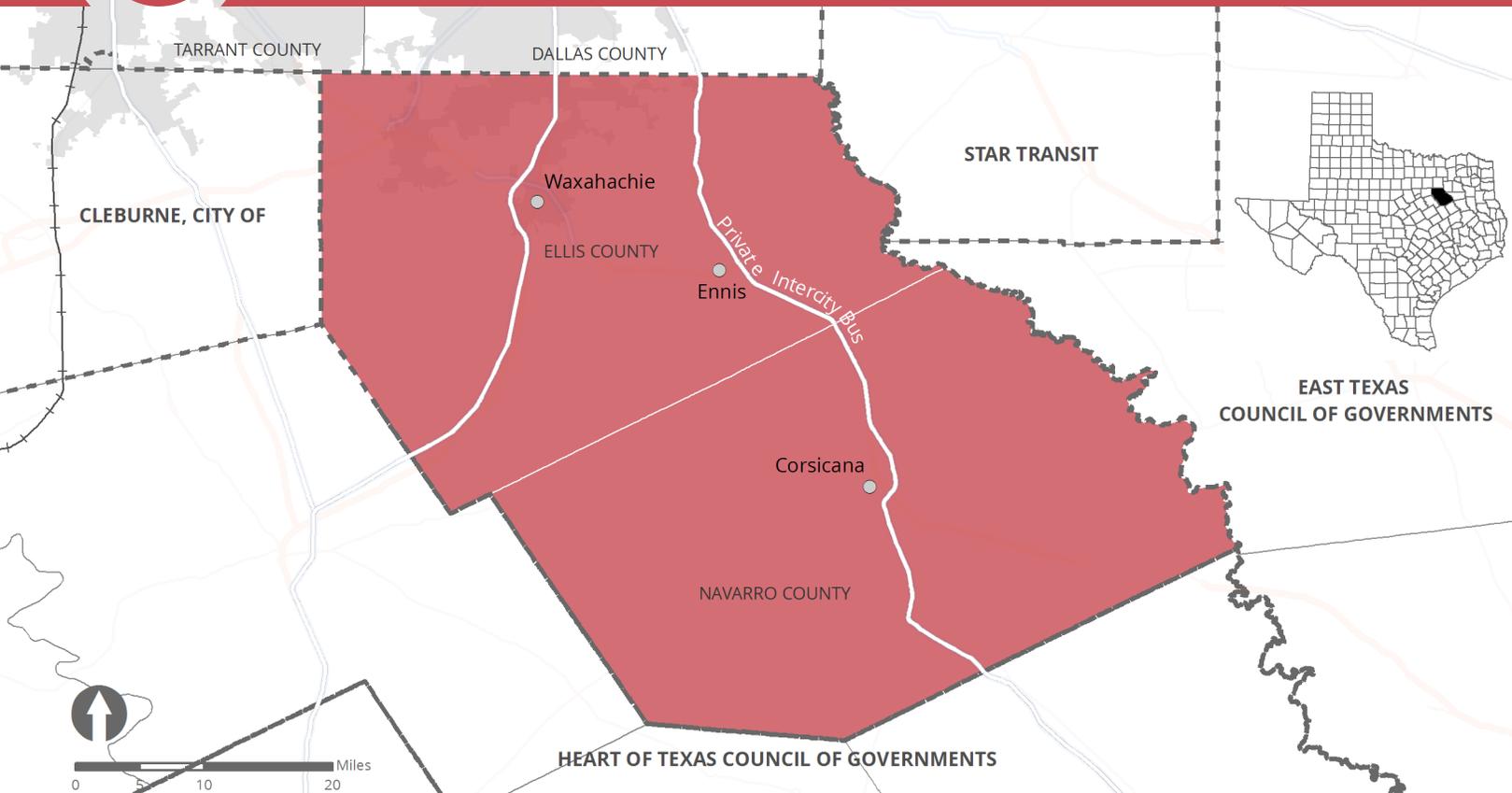
⁴(1) Texas Department of Transportation, 2019-2022 District Statewide Transportation Improvement Program, (2) Transportation Improvement Plans, (3) Metropolitan Transportation Plans, or (4) Regionally Coordinated Transportation Plans.

Last Updated:

May 2020



COMMUNITY SERVICES, INC.



Community Services, Inc. is a rural transit district authorized by Texas Transportation Code Chapter 458 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 assumed 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 local agencies, such as DARS/Corsicana.

Greyhound intercity bus service is available in the service area of CTS. CTS can provide connection to the service at the Waxahachie Greyhound 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 from CTS's service area.

The administrative and operations center of Community Services is located in Corsicana. The 9-member board of directors of Community Services governs CTS.



Rural Transit District

- Service Area Population¹: 217,421
- Service Area Land Area²: 1,945 Sq. Miles
- Unlinked Passenger Trips³: 60,463
- Revenue Fleet³: 11 Vehicles



Rural Transit District Services

Service Information



General-Public Demand-Response Service

Community Transit Service is available in Ellis and Navarro Counties.

Reservations must be made at least 2 days in advance before 4:00 p.m. All reservations are based on availability. Same day service is provided on a case by case basis.

Fare Structure:

One-Way Trip:

- Base fare:
Within hub cities: \$4.00
- Extra fare (in addition to base fare):
City to city within the same county: \$1.00
County to county: \$1.00^a

Ticket Pass:

- Regular pass: \$10.00^b

Fare Media:



Notes:

^a Between Ellis and Navarro Counties only.

^b 5-ride bus pass within hub cities.

Operating Time (Excluding Holidays)



Operating Days by Mode



MON TUE WED THU FRI SAT



Operating Hours by Mode



5:00 AM

5:30 PM



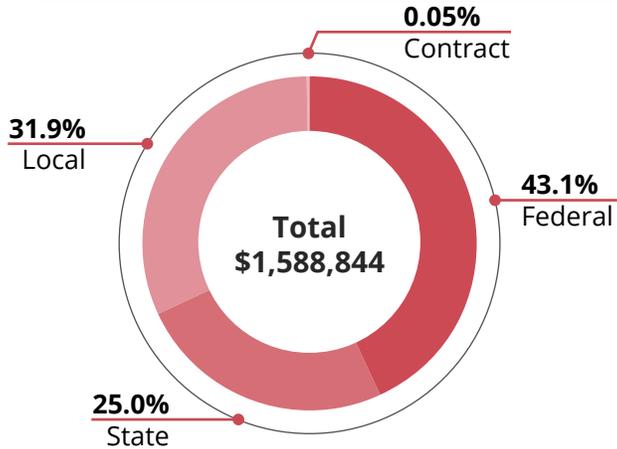
Address | P.O. Box 612
| Corsicana, TX 75151-0612

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

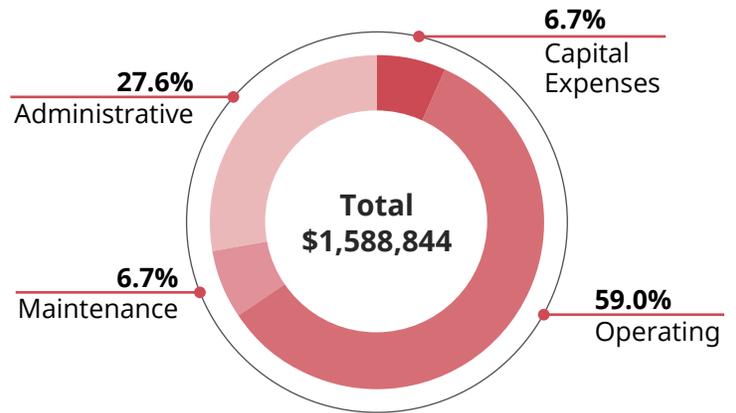
FY 2019 Financial Status³



Revenues in Fiscal Year 2019



Expenditures in Fiscal Year 2019

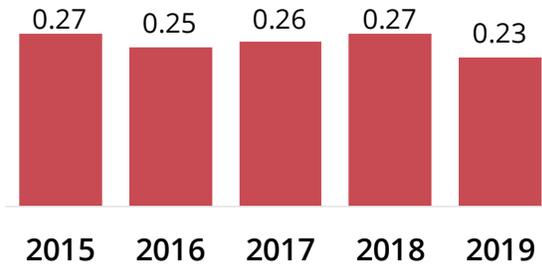


FY 2015-2019 Performance Measures³

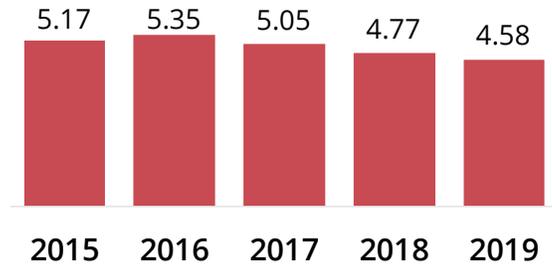


Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile



Unlinked Passenger Trips per Revenue Hour

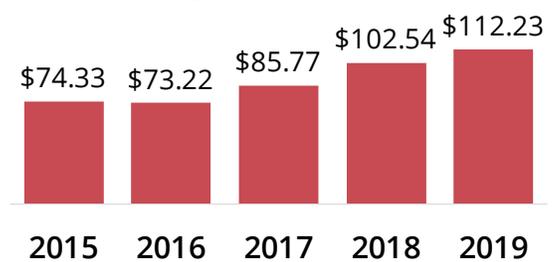


Efficiency in the Past 5 Years

Operating Cost per Revenue Mile



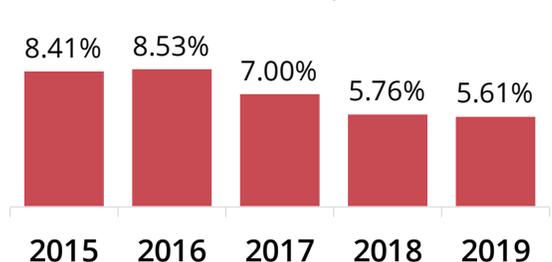
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



Projects in 2019–2024⁴

Implementation Year	Project Name	Cost
2019	Federal 5310 — Preventative Maintenance	\$35,000
2019	Federal 5310 — Mobility Management	\$3,000
2020	Federal 5310 — Preventative Maintenance	\$35,000
2020	Federal 5310 — Expand Bus	\$73,000
2020	Federal 5310 — Mobility Management	\$3,000
2019	Rural Operators (State) — Project Administration	\$200,000
2019	Rural Operators (State) — Operating	\$239,717
2020	Rural Operators (State) — Project Administration	\$90,000
2020	Rural Operators (State) — Operating	\$345,675
2021	Rural Operators (State) — Project Administration	\$108,000
2021	Rural Operators (State) — Operating	\$324,068
2019	Federal 5311 — Project Administration	\$184,415
2019	Federal 5311 — Operating	\$341,158
2019	Federal 5311 — Covered Parking	\$156,617.00
2020	Federal 5311 (CAF) — Project Administration	\$297,301
2020	Federal 5311 (CAF) — Operating	\$539,256
2020	Federal 5311 — Project Administration	\$202,654
2020	Federal 5311 — Operating	\$202,654
2019	Federal 5339 — Accessible Van	\$53,753
2020	Federal 5339 — Replacement Vehicles	\$252,000
2020	Federal 5339 — Expand Van	\$71,827

Continue on the next page

Projects in 2019–2024⁴

Implementation Year	Project Name	Cost
2019	Support Urbanized Area Transit Service — Mobility Management	\$45,000
2019	Support Urbanized Area Transit Service — Operating	\$57,017
2020	Support Urbanized Area Transit Service (CAF) — Operating	\$1,781,036

Data Sources:

¹TTI estimation based on (1) the 2014-2018 American Community Survey 5-Year Estimates, (2) 2010 Census Summary File 1, and (3) the U.S. Census Bureau 2010 and 2019 TIGER/Line Shapefiles.

²TTI estimation based on the U.S. Census Bureau 2019 TIGER/Line Shapefiles.

³Texas Department of Transportation, Public Transportation Division, PTN-128 FY2015-2019 Data.

⁴(1) Texas Department of Transportation, 2019-2022 District Statewide Transportation Improvement Program, (2) Transportation Improvement Plans, (3) Metropolitan Transportation Plans, or (4) Regionally Coordinated Transportation Plans.

Last Updated:

May 2020



DEL RIO, CITY OF



The Del Rio, City of 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 Del Rio, City of Transportation Program began the earliest service in 1980. The program currently 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 the Medical Transportation Program eligible clients 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 Del Rio, City of Transportation Program is administrated by the City of Del Rio and is governed by the city council.



Rural Transit District

- Service Area Population¹: 49,027
- Service Area Land Area²: 3,145 Sq. Miles
- Unlinked Passenger Trips³: 41,582
- Revenue Fleet³: 28 Vehicles



Rural Transit District Services

Service Information



Local Bus Service

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

Fare Structure:

One-Way Trip:

- Base fare: \$2.50
- Reduced fare: \$1.50^a, Free^b

Ticket Pass:

- Regular pass: \$45.00 (30 rides)
- Reduced pass: \$27.00 (30 rides)^a

Fare Media:



ADA Paratransit Service

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

One-Way Fare Structure:

One-Way Trip:

- Base fare: \$5.00



General-Public Demand-Response Service

Available throughout Val Verde County.

Reservations must be made at least 1 day in advance before 3:00 p.m. and up to 14 days before travel.

Fare Structure:

One-Way Trip:

- Base fare: \$2.50
- Reduced fare: \$1.50^a, Free^b
- Extra fare (In addition to base fare):
To San Antonio or San Angelo: \$15.00
To Eagle Pass or Uvalde: \$7.50

Ticket Pass:

- Regular pass: \$45.00 (30 rides)
- Reduced pass: \$27.00 (30 rides)^a

Fare Media:



Notes:

^a People with disabilities or seniors (55+ years old) traveling in town.

^b Children (under 3 years old) traveling in town.

Operating Time (Excluding Holidays)



Operating Days by Mode



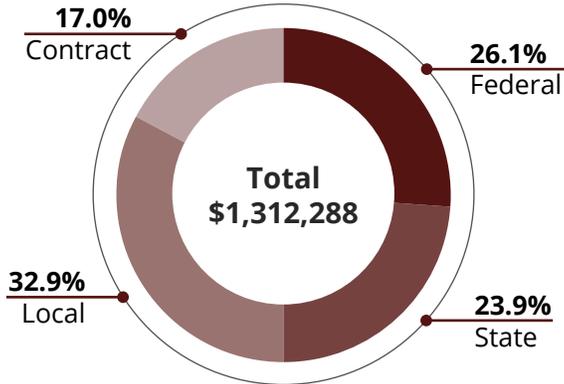
Operating Hours by Mode



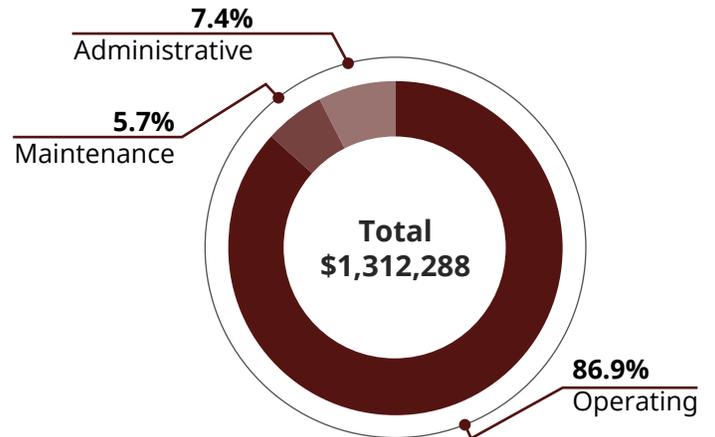


FY 2019 Financial Status³

Revenues in Fiscal Year 2019



Expenditures in Fiscal Year 2019

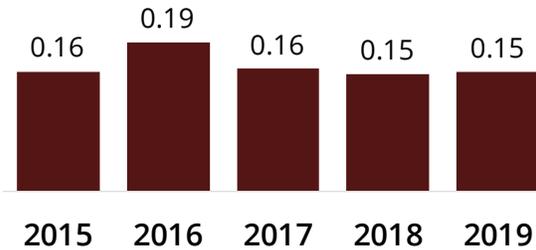


FY 2015-2019 Performance Measures³

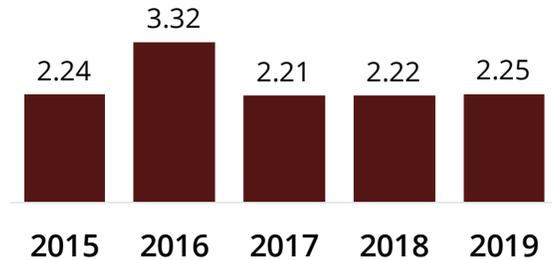


Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile

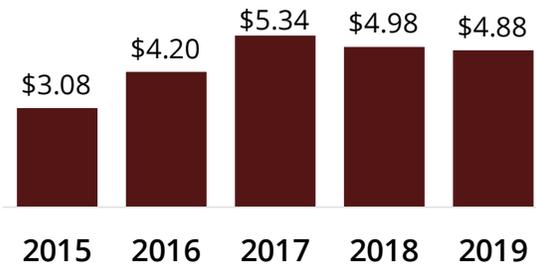


Unlinked Passenger Trips per Revenue Hour

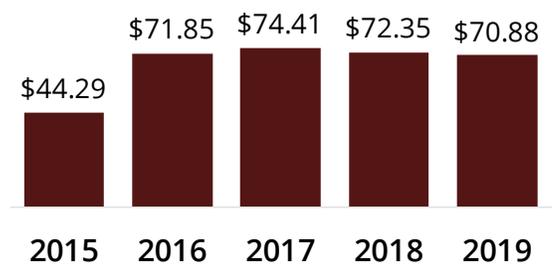


Efficiency in the Past 5 Years

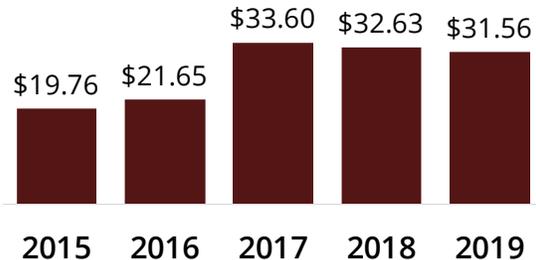
Operating Cost per Revenue Mile



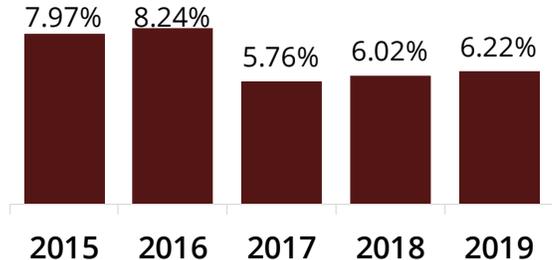
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



Projects in 2019–2022⁴

Implementation Year	Project Name	Cost
2019–2021	Architectural and Design Services for the Windows and Doors of the Transportation Depot	Not available

Data Sources:

¹TTI estimation based on (1) the 2014-2018 American Community Survey 5-Year Estimates, (2) 2010 Census Summary File 1, and (3) the U.S. Census Bureau 2010 and 2019 TIGER/Line Shapefiles.

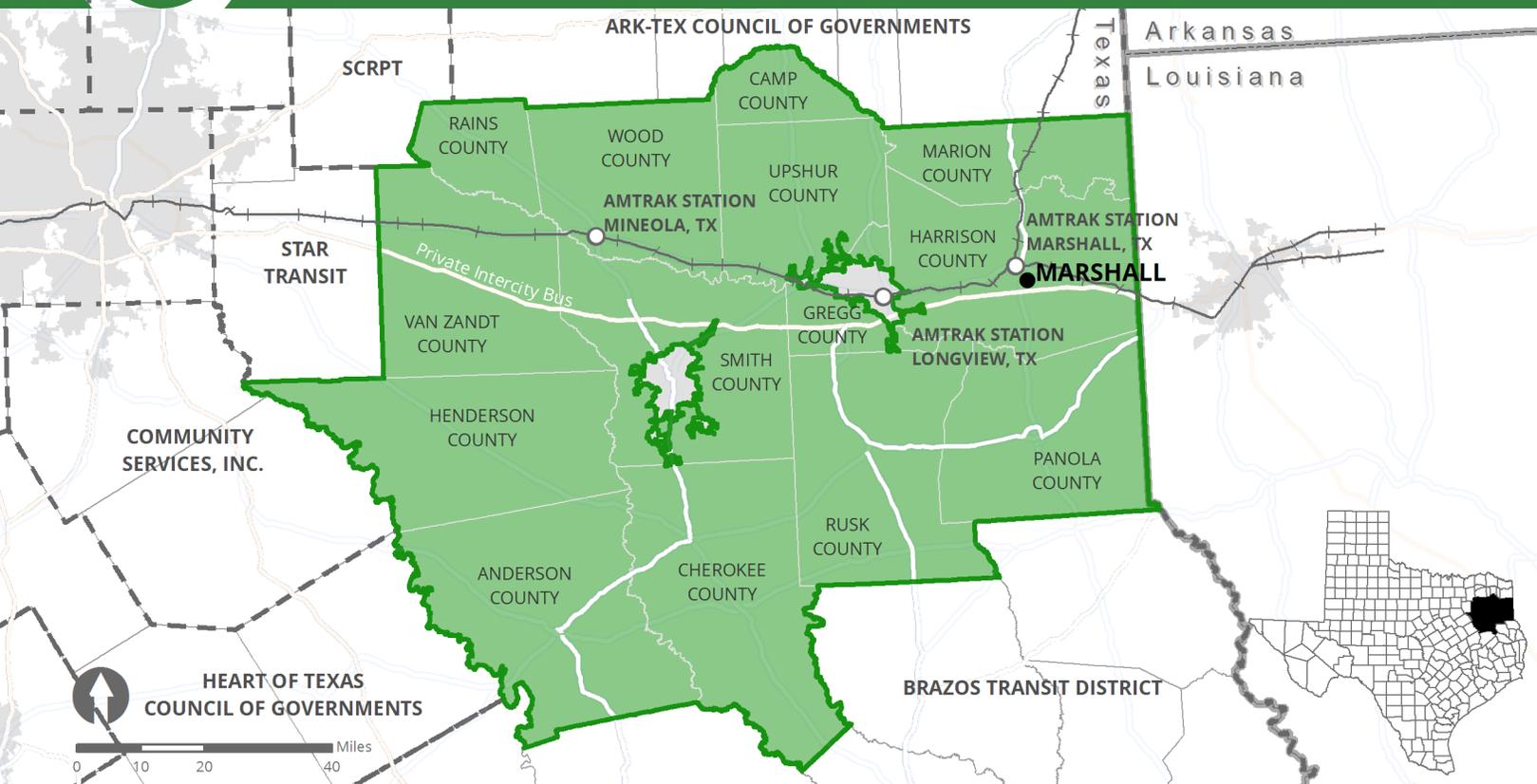
²TTI estimation based on the U.S. Census Bureau 2019 TIGER/Line Shapefiles.

³Texas Department of Transportation, Public Transportation Division, PTN-128 FY2015-2019 Data.

⁴(1) Texas Department of Transportation, 2019-2022 District Statewide Transportation Improvement Program, (2) Transportation Improvement Plans, (3) Metropolitan Transportation Plans, or (4) Regionally Coordinated Transportation Plans.

Last Updated:

May 2020



The East Texas Council of Governments (ETCOG) is a rural transit district authorized by Texas Transportation Code Chapter 458 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, Rusk, and Upshur Counties; the Tyler UZA expands outside Smith County into Cherokee County. Currently, ETCOG provides transit services for only the rural parts of Gregg and Smith Counties and all of Anderson, Camp, Cherokee, Harrison, Henderson, Marion, Panola, Rains, Rush, Upshur, 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 the 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 Population¹: 621,341
- Service Area Land Area²: 9,534 Sq. Miles
- Unlinked Passenger Trips³: 105,780
- Revenue Fleet³: 53 Vehicles



Rural Transit District Services

Service Information



Flexible Transit Service

One flex route, known as *Marshal City Route*, is available within the city limits of Marshall. Buses can deviate up to ¾ mile off the regular route to pick up and drop off passengers.

One-Way Fare Structure:

- Base fare: \$1.00
- Reduced fare: \$0.50^a

Fare Media:



Notes:

- ^a Seniors (60+ years old) or students with valid I.D.
- ^b The maximum amount of permitted additional stop is two.
- ^c Veterans and military ride free. Seniors (60+ years old) making trips to medical appointments, dialysis, and senior centers, ride free under an agreement with the Area Agency on Aging of East Texas..



General-Public Demand-Response Service

County Service is available in the rural areas of Gregg and Smith Counties and all of Anderson, Camp, Cherokee, Harrison, Henderson, Marion, Panola, Rains, Rush, Upshur, Van Zandt, and Wood Counties.

Reservations must be made at least 1 day in advance before 2:00 p.m. and up to 14 days before travel.

One-Way Fare Structure:

- Base fare: \$2.00
- Extra fare (in addition to Base Fare):
Additional stop: \$1.00^b
- Free fare^c

Fare Media:



Operating Time (Excluding Holidays)



Operating Days by Mode



MON	TUE	WED	THU	FRI		
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MON	TUE	WED	THU	FRI		
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Operating Hours by Mode



* Operating hours of demand-response service often extends earlier than 6:30 AM or later than 5:30 PM depending on request or needs.

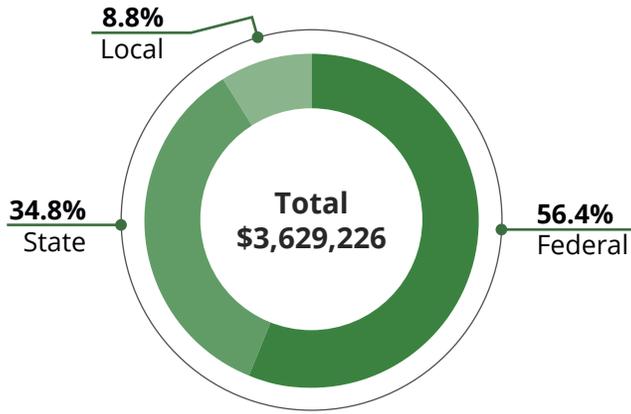


Address | 3800 Stone Rd.
Kilgore, TX 75662

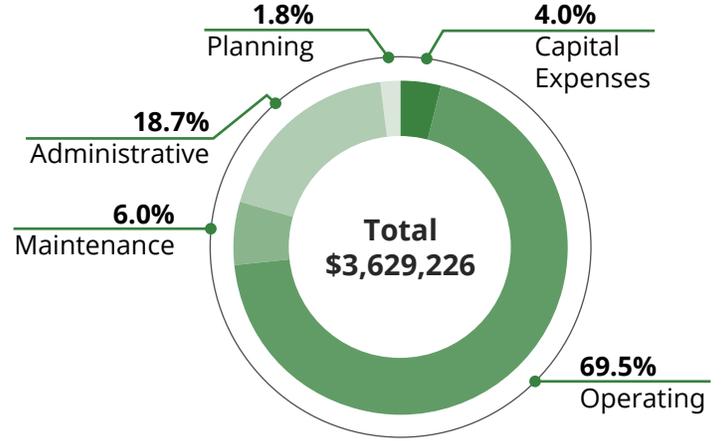
Contact | Vince Huerta
Director of Transportation
Phone: (903) 218-6435
E-mail: Vince.Huerta@etcog.org

FY 2019 Financial Status³

Revenues in Fiscal Year 2019



Expenditures in Fiscal Year 2019

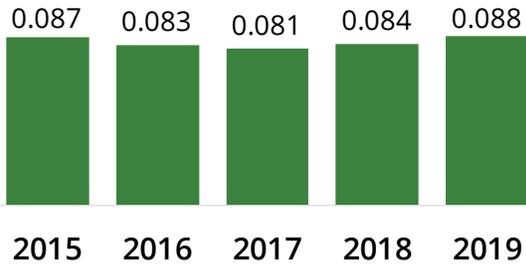


FY 2015–2019 Performance Measures³

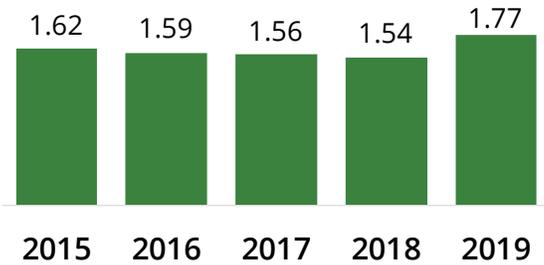


Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile



Unlinked Passenger Trips per Revenue Hour



Efficiency in the Past 5 Years

Operating Cost per Revenue Mile



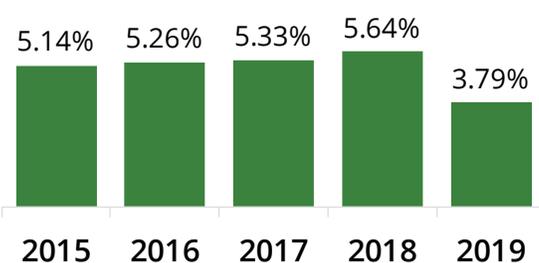
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



Projects in 2019–2022⁴

Implementation Year	Project Name	Cost
2021	Leverage local taxi companies and the emerging Transportation Network Companies to facilitate access to the traditional transit network (Longview, Tyler, GoBus)	To be determined
2021	Establish shuttle linking Longview with education centers in Kilgore and Tyler	To be determined
2021	Establish volunteer driver program for intra-county travel as well as inter-county travel	To be determined
2021	Establish intra-county local I circulator (in lieu of volunteer driver program)	To be determined
2021	Implement “one-stop” call center	To be determined
2019–2020	Increase service between Henderson and Tyler	To be determined
2019–2020	Establish link between Rains County and Hunt County	To be determined
2019–2020	Establish local circulator within Jefferson	To be determined
2019–2020	Evaluate creating a weekday peak-hour shuttle linking residences in north Jacksonville with employers in central Jacksonville	To be determined
2019–2020	Provide “feeder service” from Jefferson to Marshall to connect with Amtrak	To be determined
2019–2020	Establish inter-county service to Nacogdoches	To be determined
2019–2020	Introduce a weekday flex-route service in Henderson	To be determined
2019–2020	Implement trial 90-day local circulator in Carthage	To be determined
2019–2020	Establish link between Carthage and Marshall (Harrison County) to improve access to post-secondary schools.	To be determined
2019–2020	Introduce service linking Canton, State Highway 64 communities , and Tyler	To be determined
2019–2020	Establish “link” between GoBus and TRAX (Texarkana)	To be determined

Continue on the next page

Projects in 2019–2022⁴ (Cont'd)

Implementation Year	Project Name	Cost
2019–2020	Focus GoBus on addressing non-work trips (chiefly intra-community travel and inter-county travel)	To be determined
2019–2020	Introduce transit service to outlying communities (e.g., Whitehouse)	To be determined
2019–2020	Focus on vanpools for home-to-work travel	To be determined
2019–2020	Introduce same-day paratransit reservation scheduling	To be determined
2019–2020	Introduce trip planning app	To be determined

Data Sources:

¹ TTI estimation based on (1) the 2014–2018 American Community Survey 5-Year Estimates, (2) 2010 Census Summary File 1, and (3) the U.S. Census Bureau 2010 and 2019 TIGER/Line Shapefiles.

² TTI estimation based on the U.S. Census Bureau 2019 TIGER/Line Shapefiles.

³ Texas Department of Transportation, Public Transportation Division, PTN-128 FY2015–2019 Data.

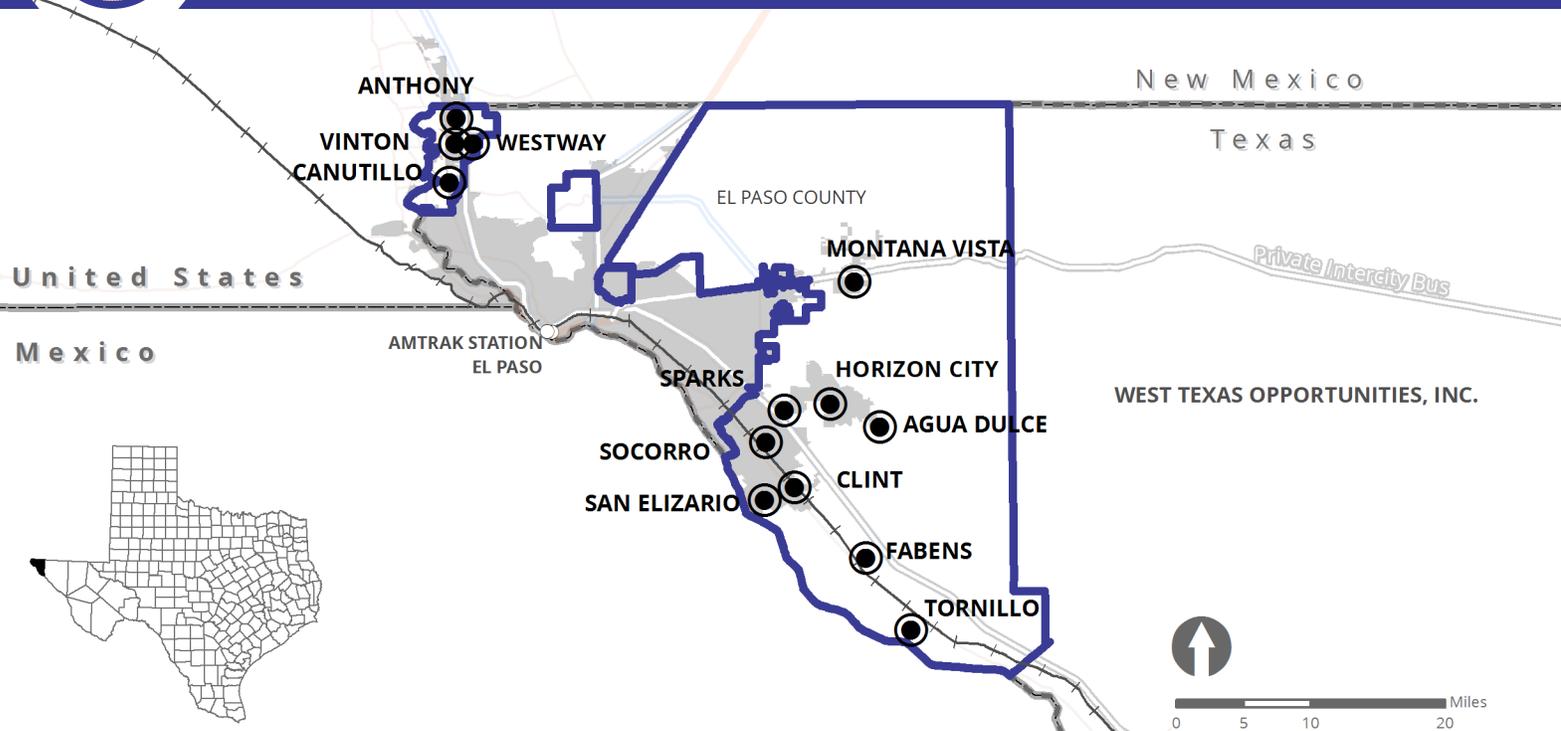
⁴ (1) Texas Department of Transportation, 2019–2022 District Statewide Transportation Improvement Program, (2) Transportation Improvement Plans, (3) Metropolitan Transportation Plans, or (4) Regionally Coordinated Transportation Plans.

Last Updated:

May 2020



EL PASO COUNTY



The El Paso County, 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 City of El Paso Mass Transit Department (known as Sun Metro) is funded to serve the El Paso urbanized area (UZA) in Texas; the service area of Sun Metro is the municipal boundary.

El Paso County Transit provides rural bus service that covers Anthony, Canutillo, Vinton, and Westway in the northwest; Montana Vista in the east; and Agua Dulce, Clint, Fabens, Horizon City, San Elizario, Socorro, Sparks, and Tornillo in the southeast. These communities lie outside the city limits of El Paso, but all, except Fabens and Tornillo, are part of the growing El Paso UZA according to the 2010 U.S. Census. El Paso County's rural transit serves all of the locations absorbed by the UZA and other areas of rural El Paso County. First Transit began to operate five El Paso County bus routes in July 2014, while Sun Metro operates the Route 84.

Riders can access Amtrak rail service, Greyhound, El Paso–Los Angeles Limousine, Tornado Bus Company, and Autobuses Los Paisanos in downtown El Paso. In addition, El Paso County Transit contracts with Enterprise to operate a vanpool program and partners with the New Mexico Department of Transportation providing a park-and-ride service as regional bus services. All Aboard America is contracted to operate the park-and-ride route. The route connects Las Cruces, New Mexico to downtown El Paso.

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



Rural Transit District

- Service Area Population¹: 147,041
- Service Area Land Area²: 563 Sq. Miles
- Unlinked Passenger Trips³: 443,895
- Revenue Fleet³: 130 Vehicles



Rural Transit District Services

Service Information



Commuter Bus Service

Six routes serving Anthony, Canutillo, Vinton, and Westway in the northwest; Montana Vista in the east; and Agua Dulce, Clint, Fabens, Horizon City, San Elizario, Socorro, Sparks, and Tornillo in the southeast.

Fare Structure:

One-Way Trip:

- Base fare: \$1.50

Ticket Pass:

- Regular pass: \$48.00^a

Fare Media:



Vanpool Service (Vamonos Vanpool)

Available throughout El Paso County and branded as Vamonos Vanpool.

Operated by Enterprise.

One-Way Fare Structure:

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

Fare Media:



Regional Bus Service (Gold Route)

One commuter route, known as Gold Route, connects Las Cruces, New Mexico; New Mexico State University; Anthony, Texas; and downtown El Paso.

Operated by the New Mexico Department of Transportation in partnership with El Paso County Transit.

Fare Structure:

One-Way Trip:

- Base fare: \$3.00

Ticket Pass:

- Regular pass: \$90.00^a

Fare Media:



Notes:

^a Monthly pass.

Operating Time (Excluding Holidays)

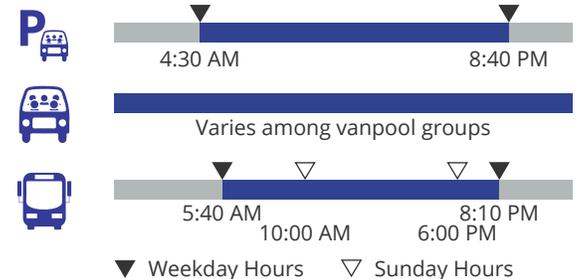


Operating Days by Mode

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



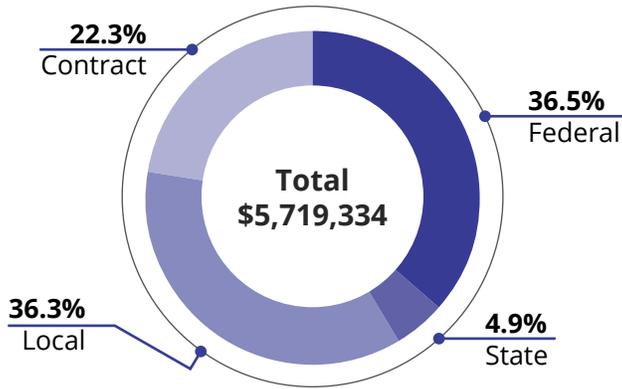
Operating Hours by Mode



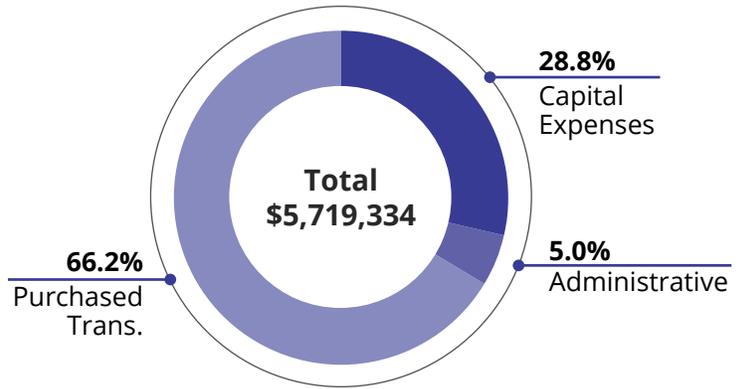


FY 2019 Financial Status³

Revenues in Fiscal Year 2019



Expenditures in Fiscal Year 2019

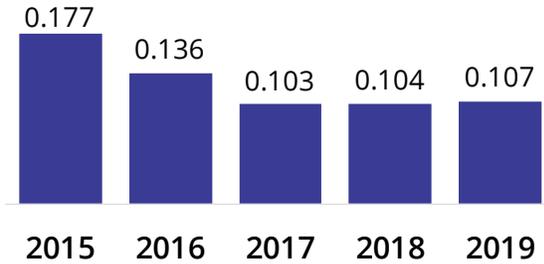


FY 2015-2019 Performance Measures³

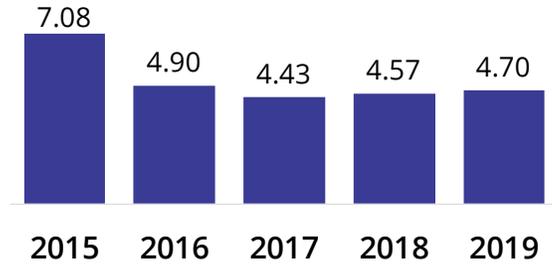


Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile



Unlinked Passenger Trips per Revenue Hour



Efficiency in the Past 5 Years

Operating Cost per Revenue Mile



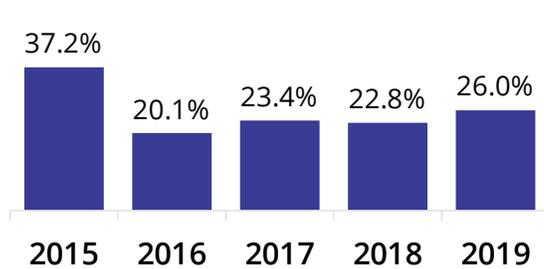
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



Projects in 2019–2022⁴

Implementation Year	Project Name	Cost
2022	Capital: Computer hardware	\$105,000
2022	Capital: Support Vehicles & Bus Rehab	\$553,900
2022	Capital: ADA Curb Cuts	\$1,000,000
2022	Operating	\$2,411,283
2022	Capital: Buses and Facility Enhancements	\$1,435,000
2022	Operating: ADA Paratransit Service	\$1,707,891
2022	Capital: Security	\$179,068
2022	Capital: Maintenance	\$14,045,393
2022	Capital: Planning	\$1,050,907

Data Sources:

¹TTI estimation based on (1) the 2014-2018 American Community Survey 5-Year Estimates, (2) 2010 Census Summary File 1, and (3) the U.S. Census Bureau 2010 and 2019 TIGER/Line Shapefiles.

²TTI estimation based on the U.S. Census Bureau 2019 TIGER/Line Shapefiles.

³Texas Department of Transportation, Public Transportation Division, PTN-128 FY2015-2019 Data.

⁴(1) Texas Department of Transportation, 2019-2022 District Statewide Transportation Improvement Program, (2) Transportation Improvement Plans, (3) Metropolitan Transportation Plans, or (4) Regionally Coordinated Transportation Plans.

Last Updated:

May 2020



FORT BEND COUNTY

COLORADO VALLEY TRANSIT, INC.

HARRIS COUNTY

Galleria

Greenway Plaza

Texas Medical Center

RICHMOND

ROSENBERG

AMC Theater Park & Ride

UH Sugar Land Park & Ride

Fairgrounds Park & Ride

FORT BEND COUNTY

GULF COAST CENTER



0 3.75 7.5 15 Miles



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

Fort Bend County formed a Public Transportation Department (Fort Bend Transit) in June 2005. Fort Bend Transit operates demand-response service throughout the county; deviated route service within the city limits of Richmond and Rosenberg; and 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 Population¹: 739,342
- Service Area Land Area²: 862 Sq. Miles
- Unlinked Passenger Trips³: 405,045
- Revenue Fleet³: 66 Vehicles



Rural Transit District Services

Service Information



General-Public Demand-Response Service

Available throughout Fort Bend County.

Reservations must be made at least 1 business day (before 5:00 p.m.) and up to 30 business days in advance.

Fare Structure:

One-Way Trip:

- Base fare: \$1.00

Ticket Pass:

- Regular pass: \$18.00 (20 rides)

Fare Media:



Commuter Bus Service

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 Galleria areas in Houston.

Fare Structure:

One-Way Trip:

- Base fare: \$1.00 (*University of Houston/AMC to METRO West Bellfort lot*)
- Extra fare (In addition to base fare):
\$1.00 (*METRO West Bellfort lot to Greenway Plaza*)
\$1.25 (*University of Houston/AMC to Galleria or Greenway Plaza*)
\$2.50 (*University of Houston/AMC to Texas Medical Center*)
- Reduced fare: Free (*Between Fort Bend lots*)

Ticket Pass:

- Regular pass:
\$18.00 (20 Rides for *University of Houston/AMC to METRO West Bellfort lot*)
\$31.50 (20 Rides for *METRO West Bellfort lot to Greenway Plaza*)
\$36.00 (20 Rides for *University of Houston/AMC to Galleria or to Greenway Plaza*)
\$63.00 (20 Rides for *University of Houston/AMC to Texas Medical Center*)
\$72.00 (40 Rides for *University of Houston/AMC to Galleria or to Greenway Plaza*)

Fare Media:



Operating Time (Excluding Holidays)



Operating Days by Mode



Operating Hours by Mode



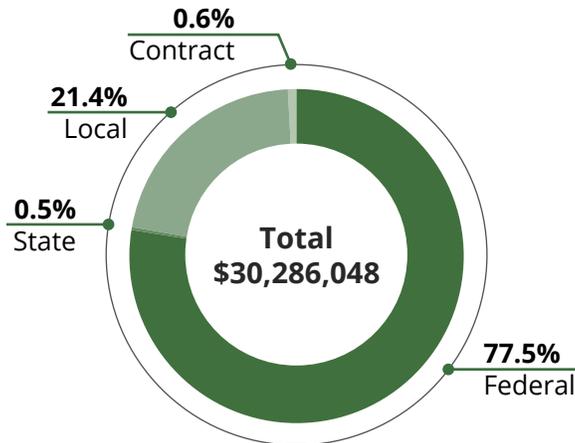


Address | 3737 Bamore Rd.
Rosenberg, TX 77471

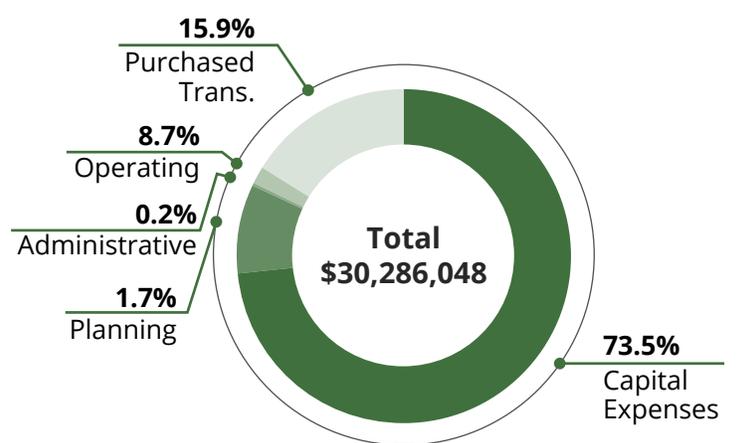
Contact | Perri D'Armond
Assistant Director
Phone: (281) 243-6702
E-mail: Perri.DArmond@fortbendcountytexas.gov

FY 2018 Financial Status³

Revenues in Fiscal Year 2019



Expenditures in Fiscal Year 2019

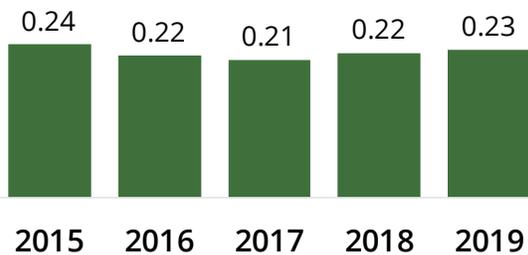


FY 2014-2018 Performance Measures³

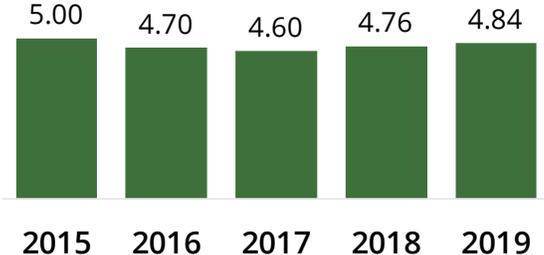


Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile



Unlinked Passenger Trips per Revenue Hour

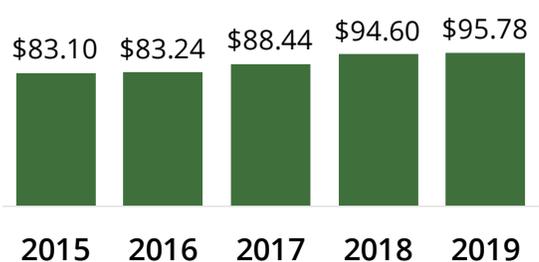


Efficiency in the Past 5 Years

Operating Cost per Revenue Mile



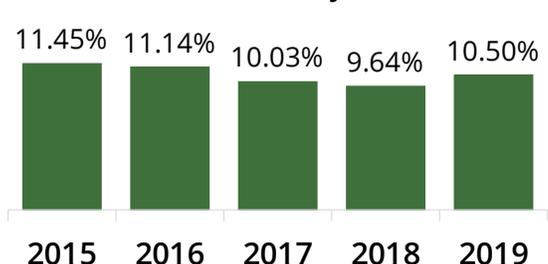
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



Projects in 2019–2022⁴

Implementation Year	Project Name	Cost
2019	Operating expenditures for public transportation for Fort Bend County (FY2018)	\$4,640,572
2019	Planning expenditures for public transportation for Fort Bend County (FY2018)	\$622,196
2019	Capital expenditures for public transportation for Fort Bend County (FY2018)	\$2,764,573
2019	Operating expenditures for public transportation for Fort Bend County (FY2017)	\$4,419,594
2019	Planning expenditures for public transportation for Fort Bend County (FY2017)	\$623,996
2019	Capital expenditures for public transportation for Fort Bend County (FY2017)	\$2,632,927
2019	Construct transit O&M facility	\$21,500,000

Data Sources:

¹TTI estimation based on (1) the 2014-2018 American Community Survey 5-Year Estimates, (2) 2010 Census Summary File 1, and (3) the U.S. Census Bureau 2010 and 2019 TIGER/Line Shapefiles.

²TTI estimation based on the U.S. Census Bureau 2019 TIGER/Line Shapefiles.

³Texas Department of Transportation, Public Transportation Division, PTN-128 FY2015-2019 Data.

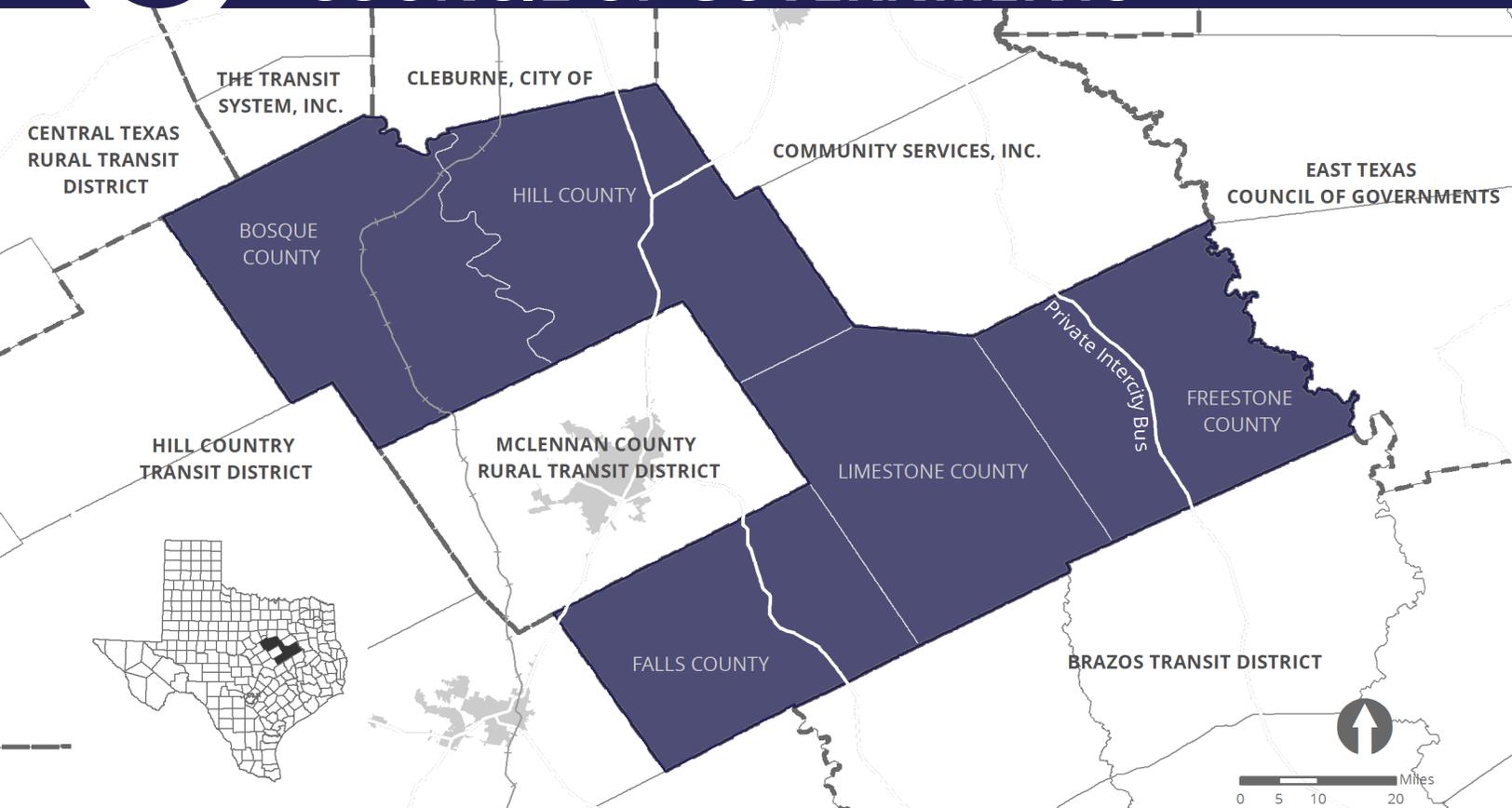
⁴(1) Texas Department of Transportation, 2019-2022 District Statewide Transportation Improvement Program, (2) Transportation Improvement Plans, (3) Metropolitan Transportation Plans, or (4) Regionally Coordinated Transportation Plans.

Last Updated:

May 2020



HEART OF TEXAS COUNCIL OF GOVERNMENTS



The Heart of Texas Council of Governments (HOTCOG) is a rural transit district (RTD) authorized by Texas Transportation Code Chapter 458 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 operates the service for Bosque, Falls, Freestone, Hill and Limestone Counties. 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.

The HOTCOG Board of Directors governs the RTD. HOTCOG's 80-member governments have the opportunity to elect in total 17 officials to represent themselves. The HOTCOG Regional Transportation Coordinating Council makes recommendations to the HOTCOG Board of Directors and RTD in an advisory capacity.



Rural Transit District

- Service Area Population¹: 114,044
- Service Area Land Area²: 4,490 Sq. Miles
- Unlinked Passenger Trips³: 30,172
- Revenue Fleet³: 32 Vehicles



Rural Transit District Services

Service Information



General-Public Demand-Response Service

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

Reservations must be made at least 2 days (no later than 5:00 p.m.) before the travel and up to 30 days in advance.

One-Way Fare Structure:

- Within the same county: \$1.00
- Crossing county lines: \$2.00

Fare Media:



Operating Time (Excluding Holidays)



Operating Days by Mode



MON	TUE	WED	THU	FRI		
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Operating Hours by Mode



6:00 AM

6:00 PM

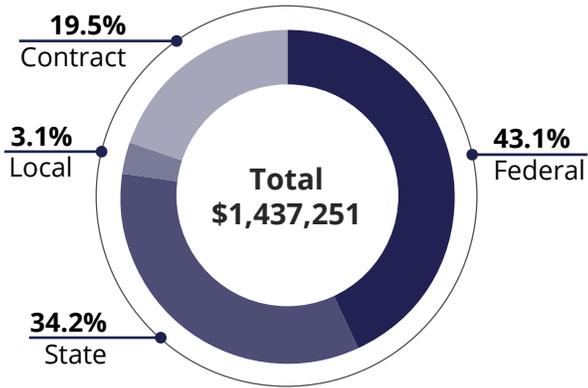


Address | 1514 S. New Rd.
Waco, TX 76711

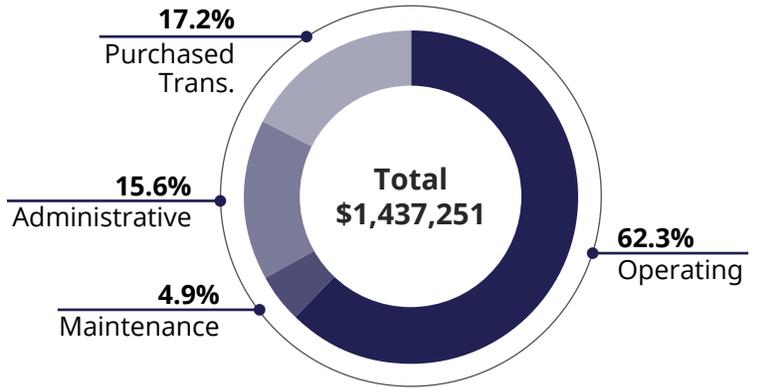
Contact | Rep Pledger
Transportation Director
Phone: (254) 292-1800
E-mail: rep.pledger@hot.cog.tx.us

FY 2018 Financial Status³

Revenues in Fiscal Year 2019



Expenditures in Fiscal Year 2019

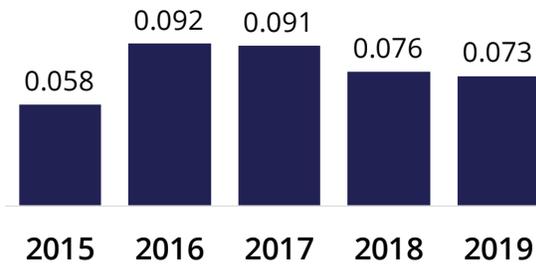


FY 2014–2018 Performance Measures³

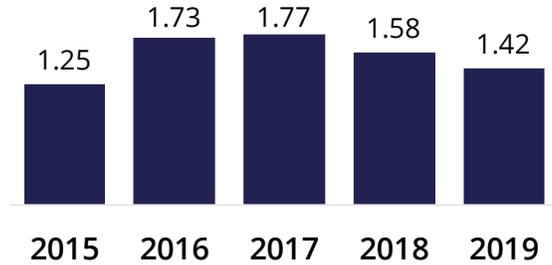


Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile



Unlinked Passenger Trips per Revenue Hour



Efficiency in the Past 5 Years

Operating Cost per Revenue Mile



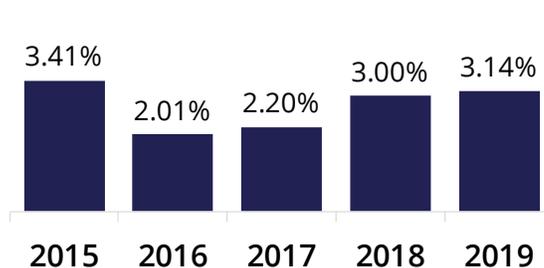
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



Projects in 2019–2022⁴

No transit project listed in the 2019–2022 STIP or RCTP.

Data Sources:

¹TTI estimation based on (1) the 2014-2018 American Community Survey 5-Year Estimates, (2) 2010 Census Summary File 1, and (3) the U.S. Census Bureau 2010 and 2019 TIGER/Line Shapefiles.

²TTI estimation based on the U.S. Census Bureau 2019 TIGER/Line Shapefiles.

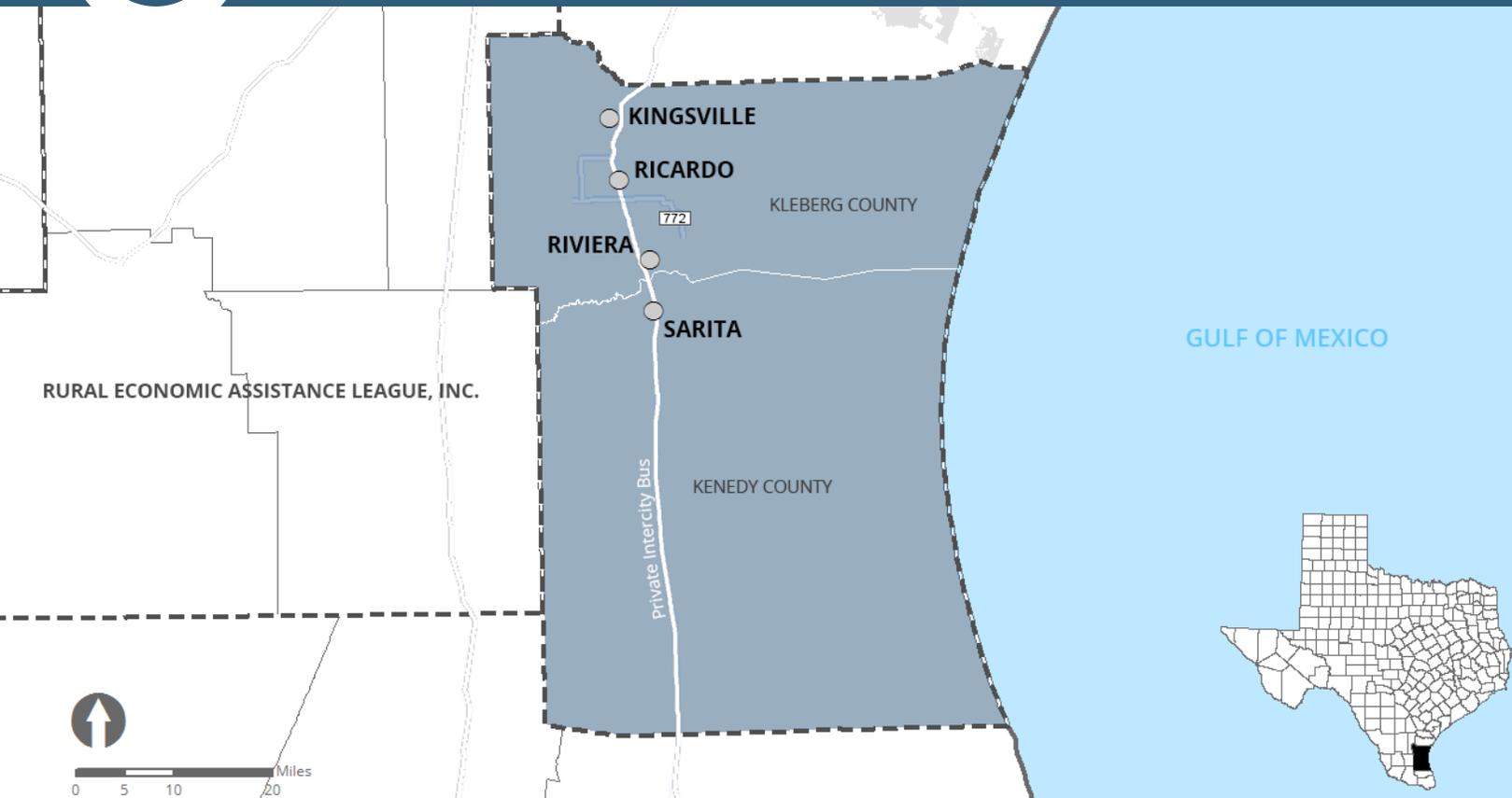
³Texas Department of Transportation, Public Transportation Division, PTN-128 FY2015-2019 Data.

⁴(1) Texas Department of Transportation, 2019-2022 District Statewide Transportation Improvement Program, (2) Transportation Improvement Plans, (3) Metropolitan Transportation Plans, or (4) Regionally Coordinated Transportation Plans.

Last Updated:

May 2020

KLEBERG COUNTY HUMAN SERVICES



Kleberg County Human Services (KCHS) is a rural transit district (RTD) authorized by Texas Transportation Code Chapter 458 in 1981 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, each program is only responsible for the one-way trip that originates in its service area.

Under a service contract, Paisano Express provides a university circular route in Kingsville and a shuttle service Kingsville Connection for Texas A&M University–Kingsville. Valley Transit Company operates private intercity buses 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.



Rural Transit District

- Service Area Population¹: 32,020
- Service Area Land Area²: 2,340 Sq. Miles
- Unlinked Passenger Trips³: 54,212
- Revenue Fleet³: 18 Vehicles



Rural Transit District Services

Service Information



General-Public Demand-Response Service

Known as *Paisano Express*. Available in Kleberg and Kennedy Counties.

Reservations must be made at least 1 day in advance.

One-Way Fare Structure:

- Base fare: \$2.00–\$12.00
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: \$12.00
- Reduced fare: Free^a

Fare Media:



Notes:

^a Four free trips per day for seniors (60+), \$1 per trip after the first four trips.

^b Texas A&M University Kingsville students.

^c Semester pass for Texas A&M University Kingsville faculty/staff members.



Flexible Transit Service (B&G Express)

One deviated circular route available in Kingsville for Texas A&M University–Kingsville.

Fare Structure:

One-Way Trip:

- Base fare: \$2.00
- Reduced fare: Free^b

Ticket Pass:

- Regular pass: \$20.00^c

Fare Media:



Regional Bus Service

Known as *Kingsville Connection*. One shuttle route transports riders between Del Mar College and Texas A&M University-Kingsville.

One-Way Fare Structure:

- Base fare: \$4.00

Fare Media:



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



Operating Hours by Mode



5:00 AM 2:00 PM 8:00 PM
9:00 AM 6:00 PM



7:30 AM 8:00 PM
12:00 PM - 4:00 PM



5:30 AM 7:30 PM

▼ Weekday Hours ▾ Saturday Hours ▼ Sunday Hours

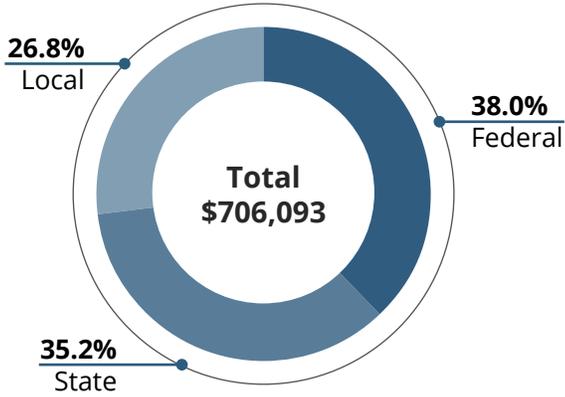


Address | 1109 E. Santa Gertrudis St.
Kingsville, TX 78363

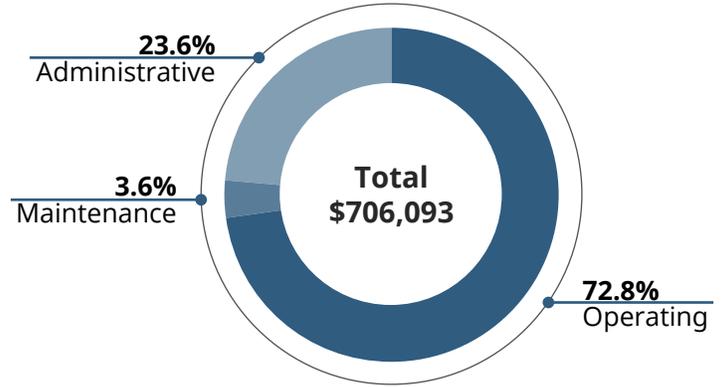
Contact | Becky Greif
Office Manager
Phone: (361) 595-8572
E-mail: bgreif@co.kleberg.tx.us

FY 2019 Financial Status³

Revenues in Fiscal Year 2019



Expenditures in Fiscal Year 2019

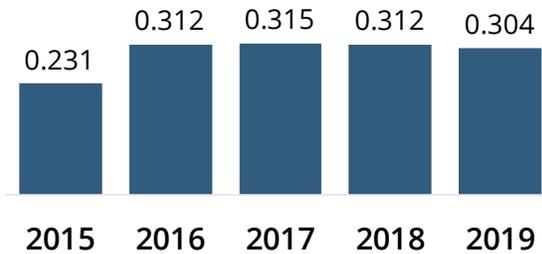


FY 2015-2019 Performance Measures³

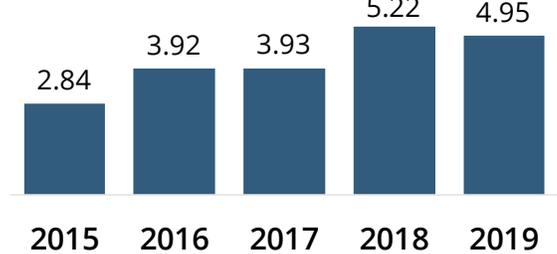


Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile

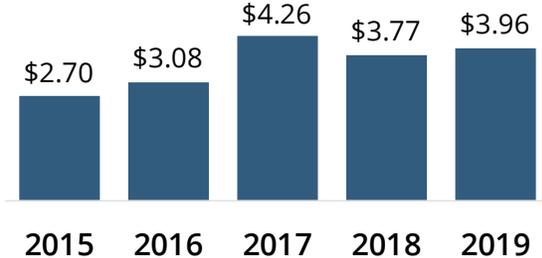


Unlinked Passenger Trips per Revenue Hour

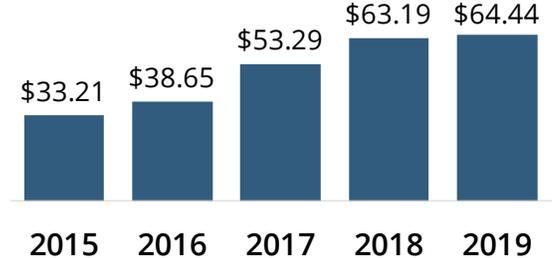


Efficiency in the Past 5 Years

Operating Cost per Revenue Mile



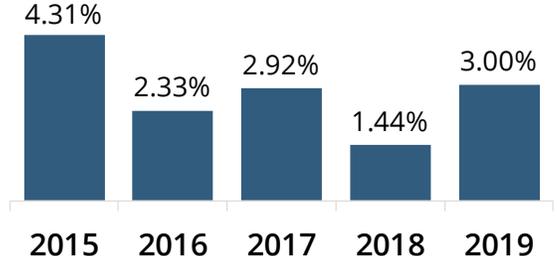
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



Projects in 2019–2022⁴

Implementation Year	Project Name	Cost
2019–2021	Fleet replacement	To be determined

Data Sources:

¹TTI estimation based on (1) the 2014-2018 American Community Survey 5-Year Estimates, (2) 2010 Census Summary File 1, and (3) the U.S. Census Bureau 2010 and 2019 TIGER/Line Shapefiles.

²TTI estimation based on the U.S. Census Bureau 2019 TIGER/Line Shapefiles.

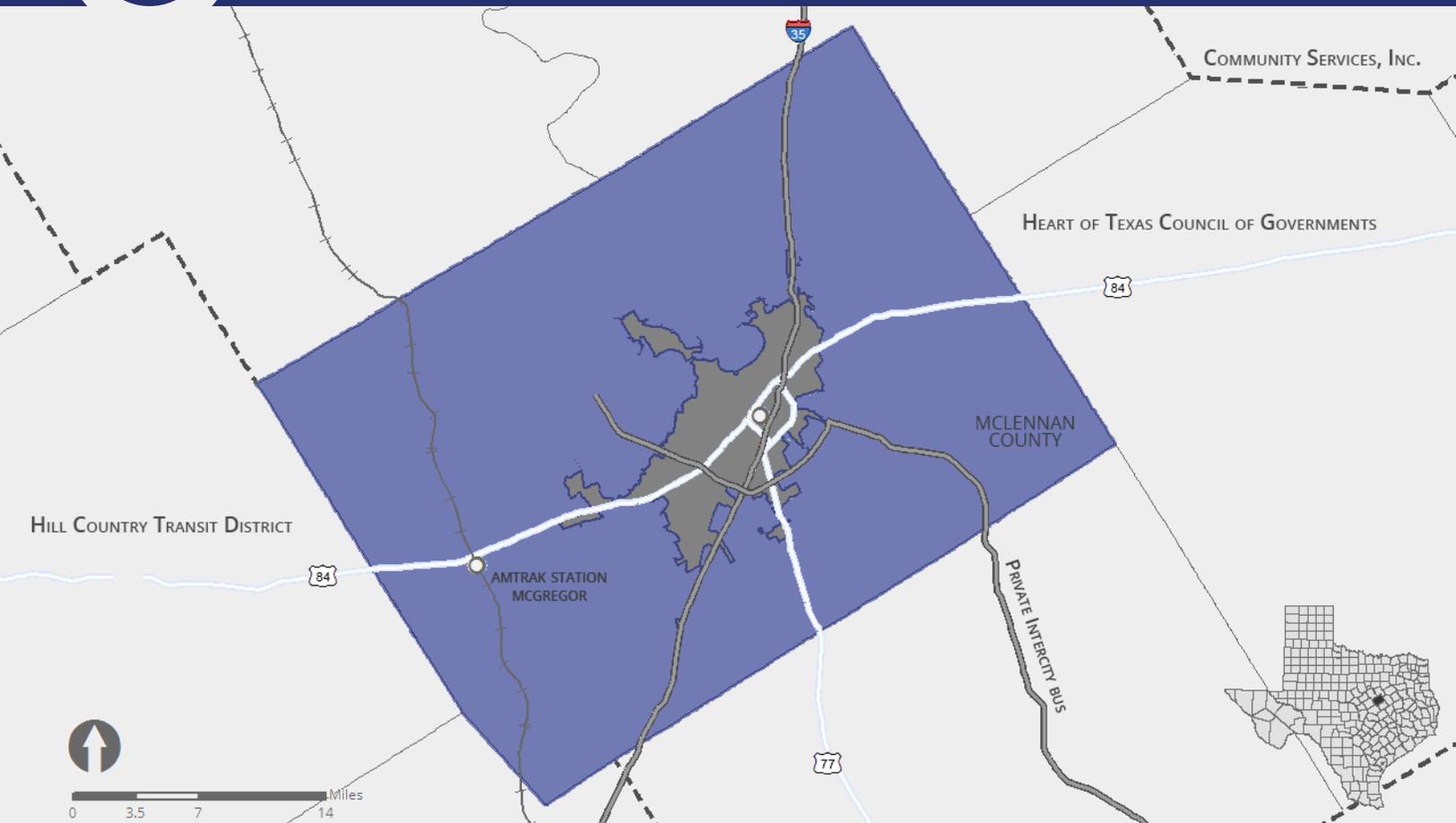
³Texas Department of Transportation, Public Transportation Division, PTN-128 FY2015-2019 Data.

⁴(1) Texas Department of Transportation, 2019-2022 District Statewide Transportation Improvement Program, (2) Transportation Improvement Plans, (3) Metropolitan Transportation Plans, or (4) Regionally Coordinated Transportation Plans.

Last Updated:

May 2020

MCLENNAN COUNTY RURAL TRANSIT DISTRICT



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

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. Being the adjacent urban transit district and responsible for providing transit services for the Waco urbanized area, Waco Transit is contracted by MCRTD to operate rural transit service through an interlocal agreement.

Greyhound operates private intercity bus service in McLennan County. Customers who use Waco Transit's rural service can be dropped off in the urbanized area and then through urban services connect to the intercity bus service at the Waco Greyhound station. The Amtrak passenger rail line passes through McLennan County and stops at a station in McGregor.

The McLennan County Commissioners Court and the 24 member cities jointly govern MCRTD.



Rural Transit District

- Service Area Population¹: 64,455
- Service Area Land Area²: 947 Sq. Miles
- Unlinked Passenger Trips³: 53,143
- Revenue Fleet³: 35 Vehicles



Rural Transit District Services

Service Information



General-Public Demand-Response Service

Available in rural McLennan County. Trips should either originate or end in rural McLennan County.

Reservations can be made up to 2 weeks in advance and until 1 day before the travel. Same-day trip may be scheduled based on availability and is subject to higher fare.

Fare Structure:

One-Way Trip:

- Base fare: \$3.00^a
- Extra fare (in addition to base fare): \$2.00^b

Fare Media:



Notes:

^a Within the same county.

^b Travel to adjacent county or same-day trip.

Operating Time (Excluding Holidays)



Operating Days by Mode



MON TUE WED THU FRI SAT



Operating Hours by Mode



5:15 AM

7:15 PM

FRI

6:15 AM

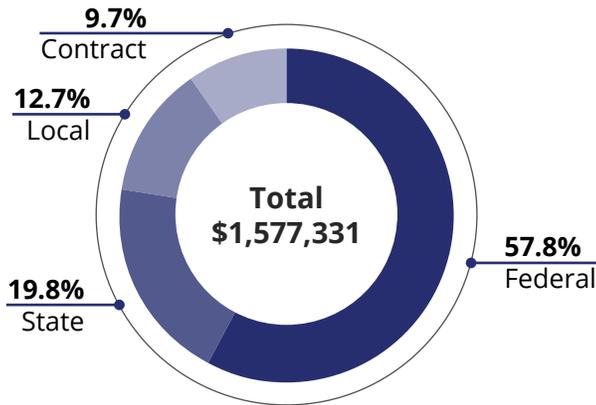
8:15 PM

SAT

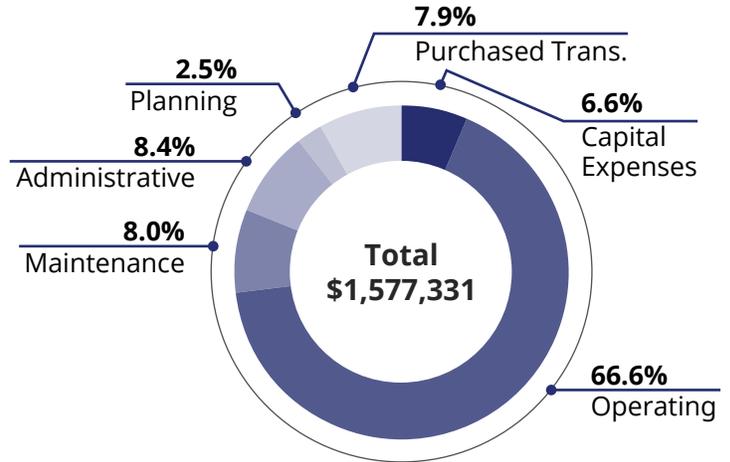


FY 2019 Financial Status³

Revenues in Fiscal Year 2019



Expenditures in Fiscal Year 2019

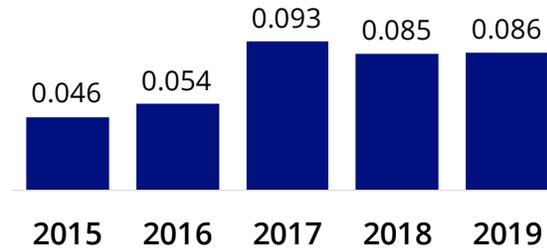


FY 2015-2019 Performance Measures³

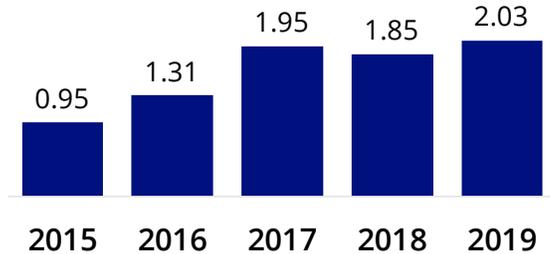


Productivity in the Past 5 Years

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 2019–2022⁴

Implementation Year	Project Name	Cost
2019	Rural Transportation Program—Operating Expenses	\$96,600
2020	Rural Transportation Program—Operating Expenses	\$96,600
2021	Rural Transportation Program—Operating Expenses	\$96,600
2022	Rural Transportation Program—Operating Expenses	\$96,600

Data Sources:

¹TTI estimation based on (1) the 2014-2018 American Community Survey 5-Year Estimates, (2) 2010 Census Summary File 1, and (3) the U.S. Census Bureau 2010 and 2019 TIGER/Line Shapefiles.

²TTI estimation based on the U.S. Census Bureau 2019 TIGER/Line Shapefiles.

³Texas Department of Transportation, Public Transportation Division, PTN-128 FY2015-2019 Data.

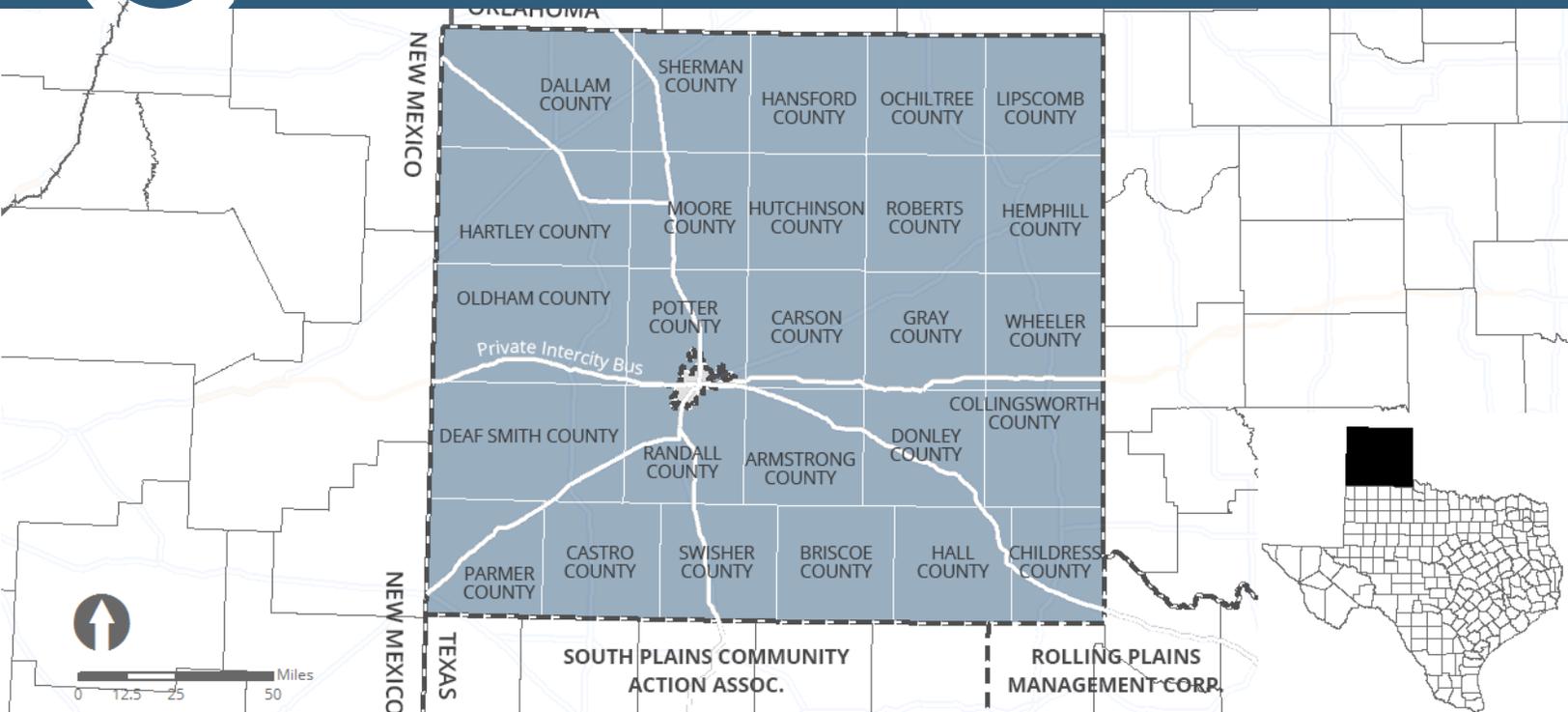
⁴(1) Texas Department of Transportation, 2019-2022 District Statewide Transportation Improvement Program, (2) Transportation Improvement Plans, (3) Metropolitan Transportation Plans, or (4) Regionally Coordinated Transportation Plans.

Last Updated:

May 2020



PANHANDLE COMMUNITY SERVICES



Panhandle Community Services (PCS) is a rural transit district authorized by Texas Transportation Code Chapter 458 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 Armstrong, Briscoe, Carson, 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 Amarillo urbanized area (UZA) in Potter and Randall Counties is served by Amarillo City Transit.

Panhandle Transit operates demand-response service for the general public in the 26-county region through 10 regional offices. Each office has a designated service area. In addition, Panhandle Transit subcontracts with LogistiCare Solutions to provide non-emergency medical transportation for the region and coordinates with 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.



Rural Transit District

- Service Area Population¹: 233,076
- Service Area Land Area²: 25,672 Sq. Miles
- Unlinked Passenger Trips³: 309,950
- Revenue Fleet³: 90 Vehicles



Rural Transit District Services

Service Information



General-Public Demand-Response Service

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

Reservations must be made at least 1 day before the travel.

Fare Structure:

One-Way Trip:

- Base fare: \$2.00^a
- Extra fare *(in addition to base fare)*:
Crossing county: \$0.25 per mile
Additional stop: \$2.00 per stop^b

Ticket Pass:

- Regular Pass: \$30.00^c

Fare Media:



Notes:

^a Within the same city or town.

^b More than one destination is requested during one trip period.

^c Monthly pass for in-town trips.

Operating Time (Excluding Holidays)



Operating Days by Mode



MON	TUE	WED	THU	FRI		
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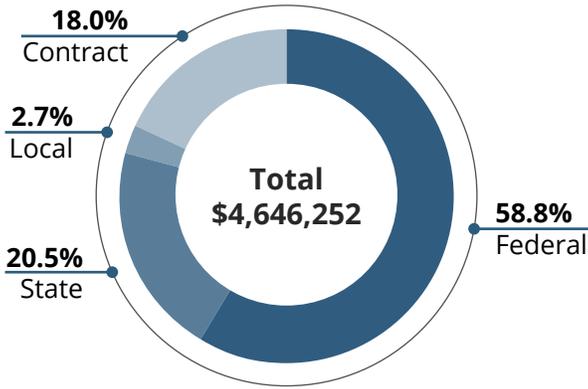
Operating Hours by Mode



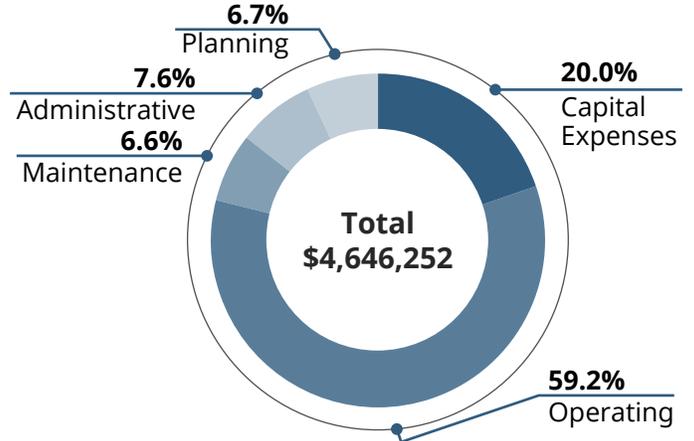


FY 2019 Financial Status³

Revenues in Fiscal Year 2019



Expenditures in Fiscal Year 2019

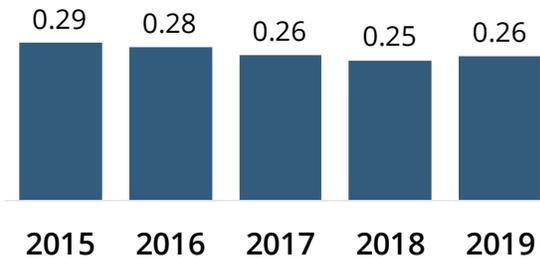


FY 2015–2019 Performance Measures³

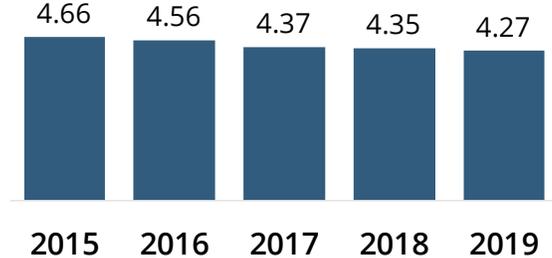


Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile



Unlinked Passenger Trips per Revenue Hour



Efficiency in the Past 5 Years

Operating Cost per Revenue Mile



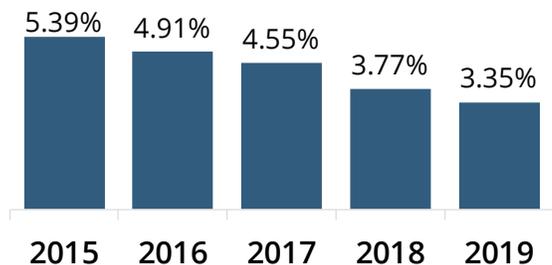
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



Projects in 2019–2022⁴

No transit project listed in the 2019–2022 STIP or RCTP.

Data Sources:

¹TTI estimation based on (1) the 2014-2018 American Community Survey 5-Year Estimates, (2) 2010 Census Summary File 1, and (3) the U.S. Census Bureau 2010 and 2019 TIGER/Line Shapefiles.

²TTI estimation based on the U.S. Census Bureau 2019 TIGER/Line Shapefiles.

³Texas Department of Transportation, Public Transportation Division, PTN-128 FY2015-2019 Data.

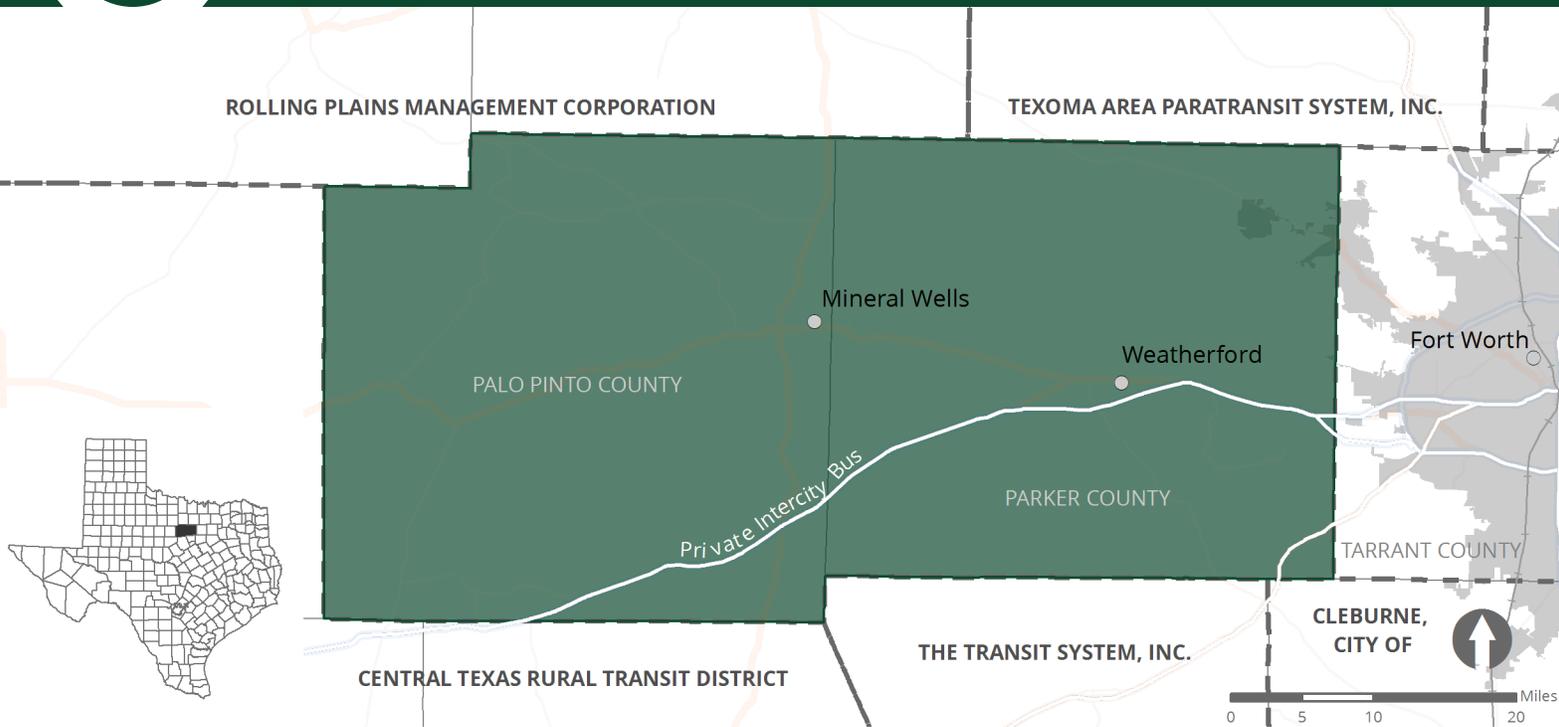
⁴(1) Texas Department of Transportation, 2019-2022 District Statewide Transportation Improvement Program, (2) Transportation Improvement Plans, (3) Metropolitan Transportation Plans, or (4) Regionally Coordinated Transportation Plans.

Last Updated:

May 2020



PUBLIC TRANSIT SERVICES



Public Transit Services (PTS) is a rural transit district (RTD) authorized by Texas Transportation Code Chapter 458 in 1985 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 service throughout the service area, as well as commuter service connecting Fort Worth, Mineral Wells, and Weatherford. PTS contracts with LogistiCare Solutions to provide non-emergency medical transportation for eligible residents in its service area. PTS is 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 Parker 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 the Weatherford Greyhound 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 Population¹: 158,119
- Service Area Land Area²: 1,856 Sq. Miles
- Unlinked Passenger Trips³: 73,573
- Revenue Fleet³: 53 Vehicles



Rural Transit District Services

Service Information



General-Public Demand-Response Service

Available in Palo Pinto and Parker Counties for the general public on a call-in basis and for dialysis-needed riders on a regular basis. Trips must originate from either Palo Pinto or Parker County.

Reservations must be made at least 1 day before the travel and up to 30 days in advance. Same-day trip request is subject to availability.

One-Way Fare Structure:

- Base fare: \$2.00
- Reduced fare: \$1.00^a

Fare Media:



Commuter Bus Service

PTS operates *Commuter Service* for commuters traveling within Mineral Wells, within Weatherford, and from Mineral Wells or Weatherford to Fort Worth.

PTS can deviate from the fixed (job commute) route up to ½ mile to service needs.

One-Way Fare Structure:

- Base fare: \$4.00

Fare Media:



Note:

^a Seniors (60+ years old).

Operating Time (Excluding Holidays)



Operating Days by Mode



Operating Hours by Mode



* Operating hours of commuter bus service often extends earlier than 6:00 AM or later than 6:00 PM depending on request or needs.

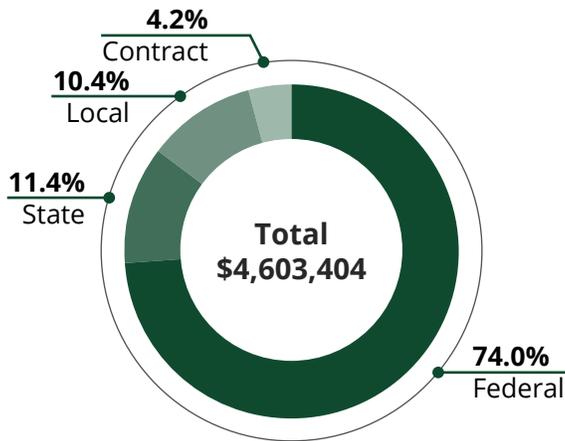


Address | P.O. Box 1055
Mineral Wells, TX 76068

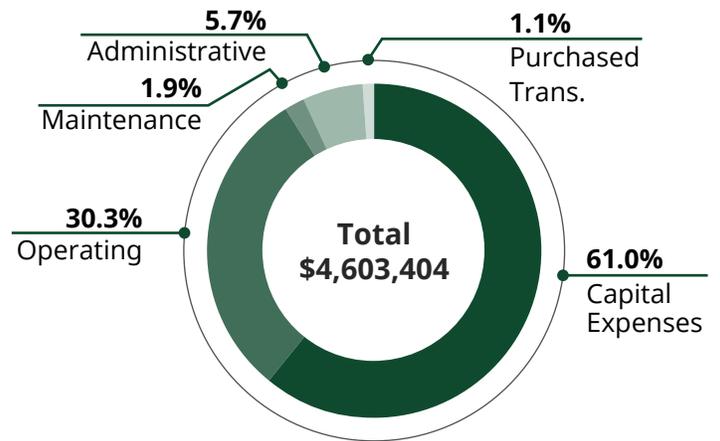
Contact | Reta Brooks
Executive Director
Phone: (940) 328-1391
E-mail: rbrooks@publictransitservices.org

FY 2019 Financial Status³

Revenues in Fiscal Year 2019



Expenditures in Fiscal Year 2019

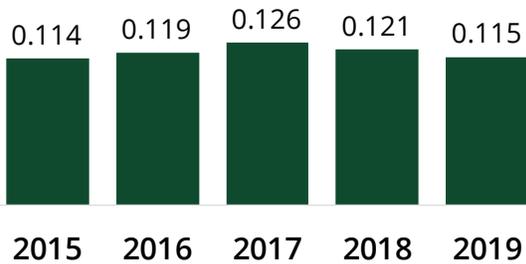


FY 2015–2019 Performance Measures³

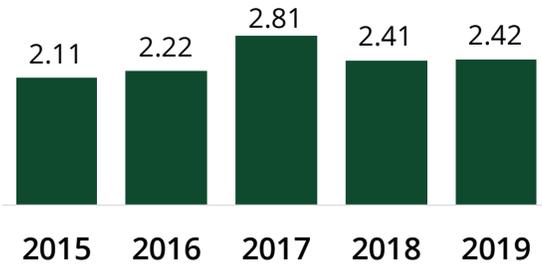


Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile



Unlinked Passenger Trips per Revenue Hour

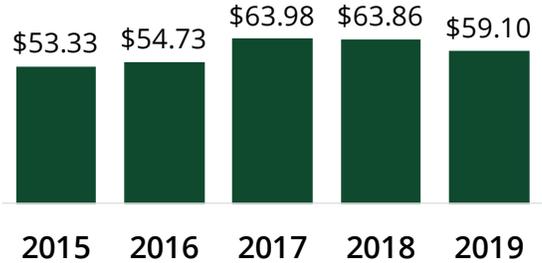


Efficiency in the Past 5 Years

Operating Cost per Revenue Mile



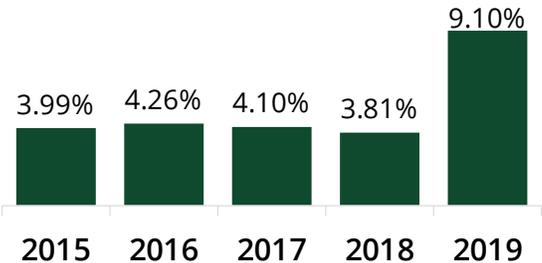
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



Projects in 2019–2022⁴

Implementation Year	Project Name	Cost
2019	Procurement—Smart Card / Voucher Cards	To be determined
2019	Planning—Marketing	To be determined
2019	Planning—coordinate with Weatherford College	To be determined
2019	Planning—Fixed Route Service in the City of Weatherford	To be determined
2021	Vehicle replacement—10 Total Light Duty Transit Vehicles	To be determined
2021	Vehicle replacement—5 Small (MV-1/Mini-Van) Vehicles	To be determined
2021	Procure Digital Video Recorder (DVR) system for transit vehicles	To be determined
2021	Procure Router(s) for PTS vehicles	To be determined
2019–2021	NCTCOG 5310 funds—Preventive Maintenance	To be determined
2019–2021	NCTCOG 5310 funds—Purchase of Services	To be determined
2019–2021	Planning—NCTCOG funds for service continuation in urbanized area in Parker County	To be determined
2019–2021	Planning—Enhance demand response service in the Palo Pinto & Parker County Area	To be determined

Data Sources:

¹ TTI estimation based on (1) the 2014–2018 American Community Survey 5-Year Estimates, (2) 2010 Census Summary File 1, and (3) the U.S. Census Bureau 2010 and 2019 TIGER/Line Shapefiles.

² TTI estimation based on the U.S. Census Bureau 2019 TIGER/Line Shapefiles.

³ Texas Department of Transportation, Public Transportation Division, PTN-128 FY2015–2019 Data.

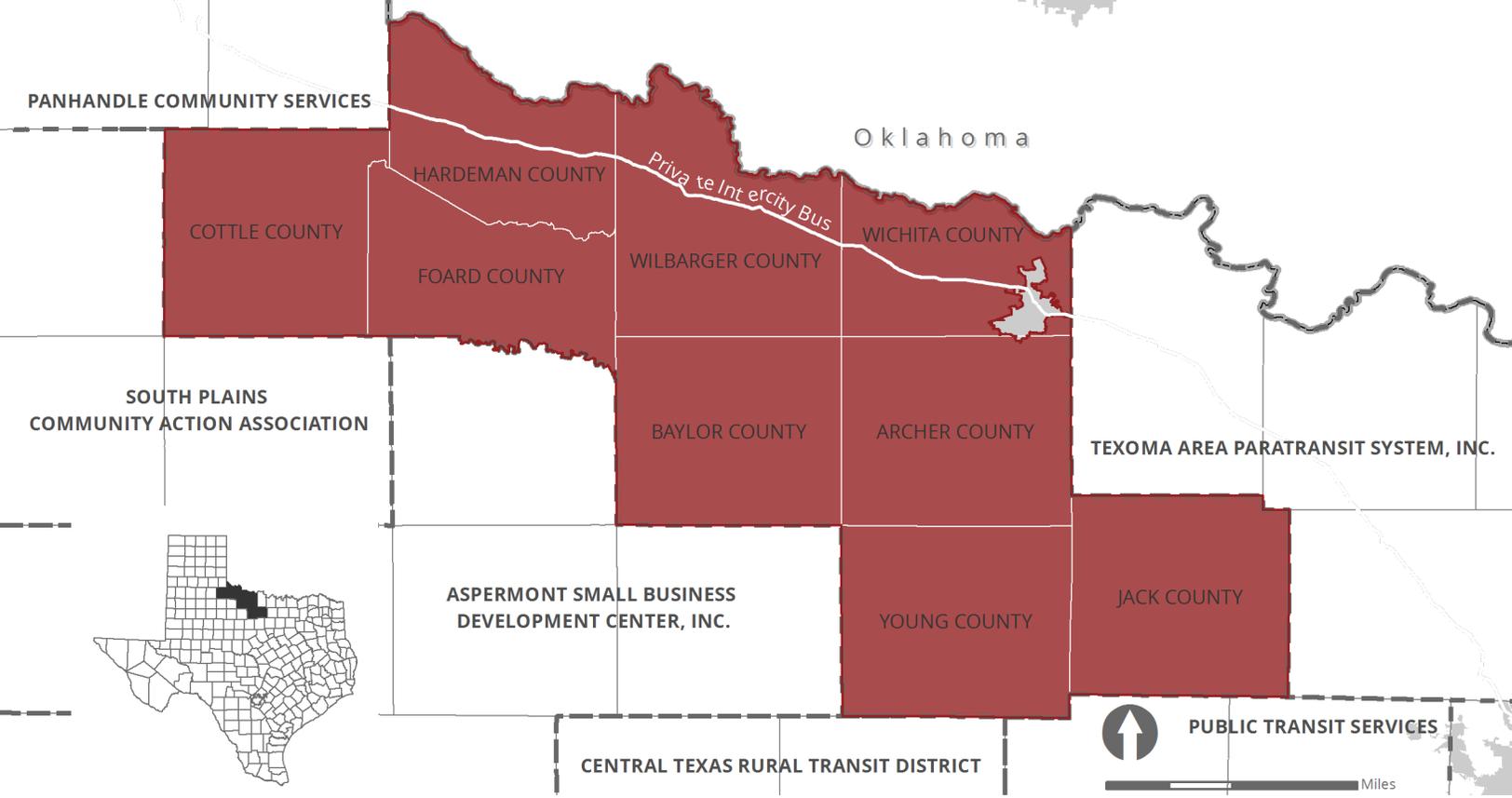
⁴ (1) Texas Department of Transportation, 2019–2022 District Statewide Transportation Improvement Program, (2) Transportation Improvement Plans, (3) Metropolitan Transportation Plans, or (4) Regionally Coordinated Transportation Plans.

Last Updated:

May 2020



ROLLING PLAINS MANAGEMENT CORP.



Rolling Plains Management Corporation (RPMC) is a rural transit district authorized by Texas Transportation Code Chapter 458 in 1980 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, Hardeман, 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 state-funded service area and the small urbanized area in Archer County. RPMC also provides non-emergency medical transportation for eligible Medicare participants in the state-funded service area, as well as Clay, Montague, and Wise Counties and urbanized areas of Archer and Wichita Counties. 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 private-sector representatives.



Rural Transit District

- Service Area Population¹: 94,267
- Service Area Land Area²: 7,445 Sq. Miles
- Unlinked Passenger Trips³: 172,750
- Revenue Fleet³: 79 Vehicles



Rural Transit District Services

Service Information



General-Public Demand-Response Service

Known as *SHARP Lines*.

Available in rural areas of Wichita Counties and all of Archer, Baylor, Cottle, Foard, Hardeman, Jack, Wilbarger, and Young Counties.

Reservations must be made at least 1 day before the travel and up to 14 days in advance.

One-Way Fare Structure:

- Within the city limit (in town): \$1.00
- Beyond the city limit (out of town): \$10.00

Fare Media:



Operating Time (Excluding Holidays)



Operating Days by Mode



Operating Hours by Mode



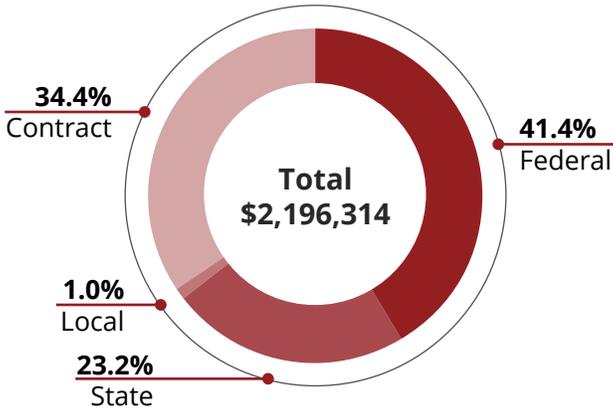


Address | P.O. Box 490
Crowell, TX 79227-0490

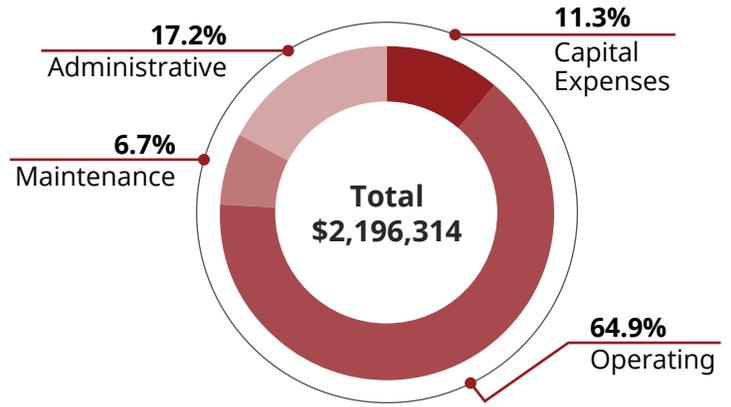
Contact | Lezlie Carroll
Transit Director
Phone: (940) 684-1571
E-mail: Lezlie.carroll@rollingplains.org

FY 2019 Financial Status³

Revenues in Fiscal Year 2019



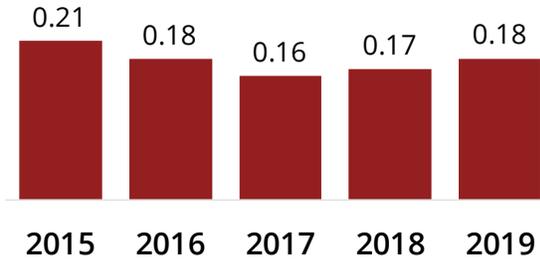
Expenditures in Fiscal Year 2019



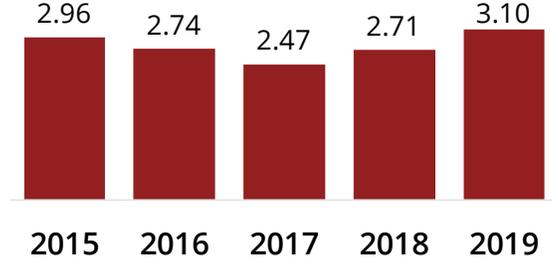
FY 2015–2019 Performance Measures³

Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile



Unlinked Passenger Trips per Revenue Hour



Efficiency in the Past 5 Years

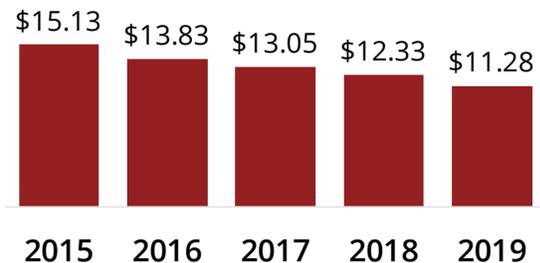
Operating Cost per Revenue Mile



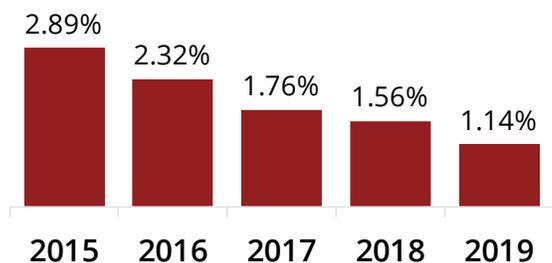
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



Projects in 2019–2022⁴

No transit project listed in the 2019–2022 STIP or RCTP.

Data Sources:

¹TTI estimation based on (1) the 2014-2018 American Community Survey 5-Year Estimates, (2) 2010 Census Summary File 1, and (3) the U.S. Census Bureau 2010 and 2019 TIGER/Line Shapefiles.

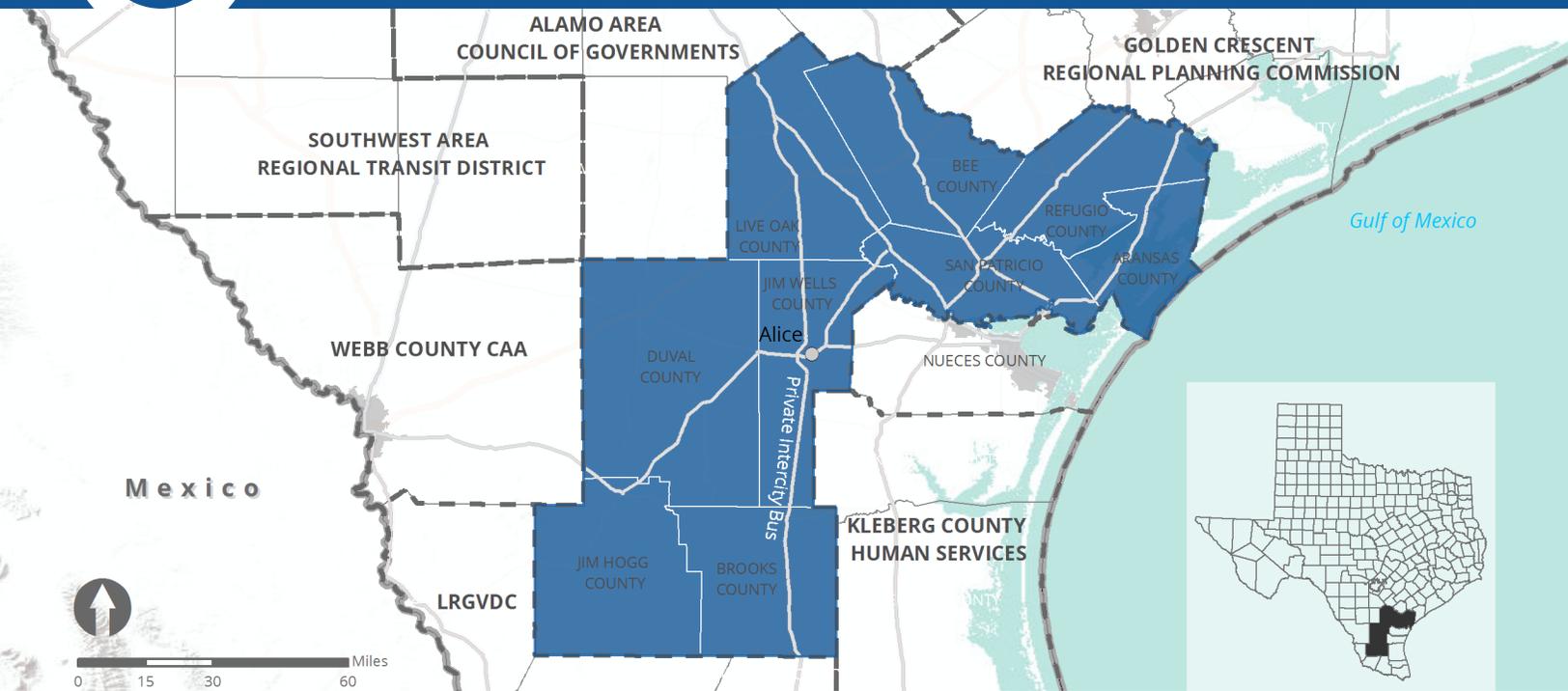
²TTI estimation based on the U.S. Census Bureau 2019 TIGER/Line Shapefiles.

³Texas Department of Transportation, Public Transportation Division, PTN-128 FY2015-2019 Data.

⁴(1) Texas Department of Transportation, 2019-2022 District Statewide Transportation Improvement Program, (2) Transportation Improvement Plans, (3) Metropolitan Transportation Plans, or (4) Regionally Coordinated Transportation Plans.

Last Updated:

May 2020



Rural Economic Assistance League, Inc. (REAL) was formed in 1973 and in 1985 initiated public transportation services for seniors and persons with disabilities. In 1995, REAL became a rural public transportation provider and a political subdivision of Texas that Texas Transportation Code Chapter 458 authorizes, and therefore receives state funds for transit services. REAL serves as a rural transit district (RTD) for 9 counties in the Coastal Bend area of South Texas, including Aransas, Bee, Brooks, Duval, Jim Hogg, Jim Wells, Live Oak, Refugio, and San Patricio Counties.

As an RTD, REAL operates the demand-response service, REAL Transit, serving the public transportation needs in the 9-county service area. REAL operates public transportation services outside the service area to Corpus Christi on a daily basis and to San Antonio on a regular basis. REAL provides and coordinates rural public transportation with adjacent transit districts and the urbanized provider for increased regional access and connectivity. In addition, REAL contracts with LogistiCare to provide non-emergency medical transportation for eligible residents within REAL's service area and partners with multiple local agencies and organizations to provide transit services to their clients.

REAL has four transit centers within its service area - Alice, Beeville, Falfurrias and Sinton - and operates maintenance facilities in Alice and Beeville. REAL maintains centralized administrative, reservations and dispatching functions out of it's headquarters in Alice, TX. The governing body of REAL Transit is comprised of a volunteer 12-member board of directors.



Rural Transit District

- Service Area Population¹: 190,971
- Service Area Land Area²: 8,367 Sq. Miles
- Unlinked Passenger Trips³: 287,897
- Revenue Fleet³: 81 Vehicles



Rural Transit District Services

Service Information



General-Public Demand-Response Service

Available throughout the service area for the general public on a call-in basis and for students during the school year based on monthly subscription. Students need to pay a monthly fee in advance.

Reservations must be made at least 24 hours in advance for local trips and 48 hours in advance for out of town trips.

One-Way Fare Structure:

- Base fare: \$0.50 – \$27.00^a

Fare Media:



Note:

^a Fare varies based on trip origin and destination.

Operating Time (Excluding Holidays)



Operating Days by Mode



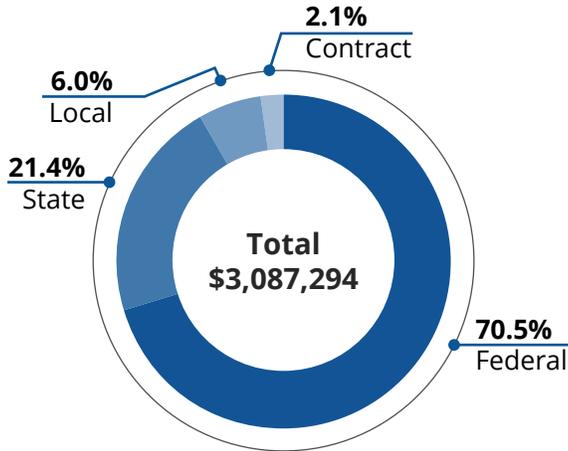
Operating Hours by Mode



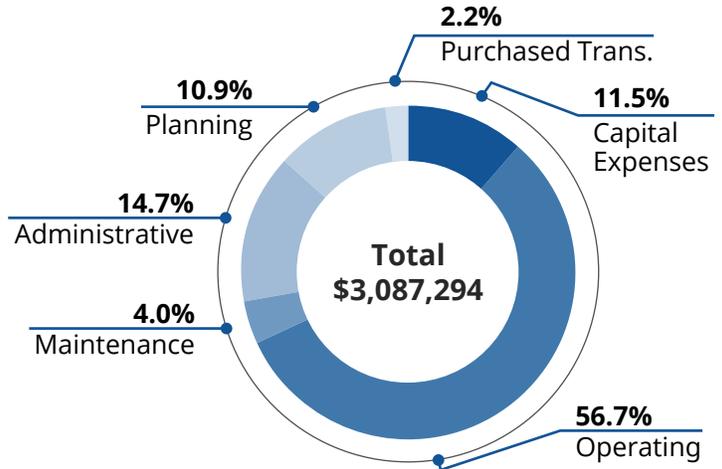


FY 2019 Financial Status³

Revenues in Fiscal Year 2019



Expenditures in Fiscal Year 2019

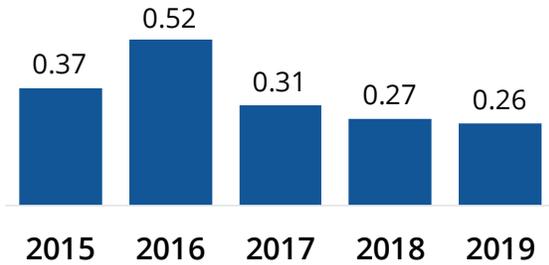


FY 2015-2019 Performance Measures³

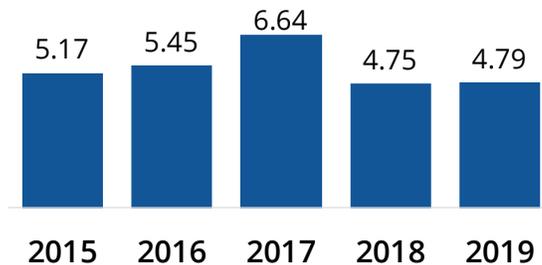


Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile

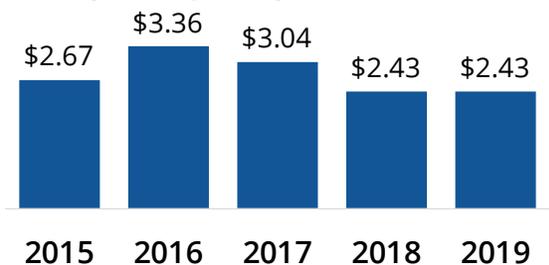


Unlinked Passenger Trips per Revenue Hour



Efficiency in the Past 5 Years

Operating Cost per Revenue Mile



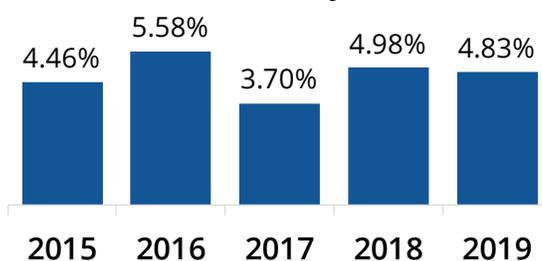
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



Projects in 2019–2022⁴

Implementation Year	Project Name	Cost
2019–2021	Multimodal Transit Facility	To be determined

Data Sources:

¹TTI estimation based on (1) the 2014-2018 American Community Survey 5-Year Estimates, (2) 2010 Census Summary File 1, and (3) the U.S. Census Bureau 2010 and 2019 TIGER/Line Shapefiles.

²TTI estimation based on the U.S. Census Bureau 2019 TIGER/Line Shapefiles.

³Texas Department of Transportation, Public Transportation Division, PTN-128 FY2015-2019 Data.

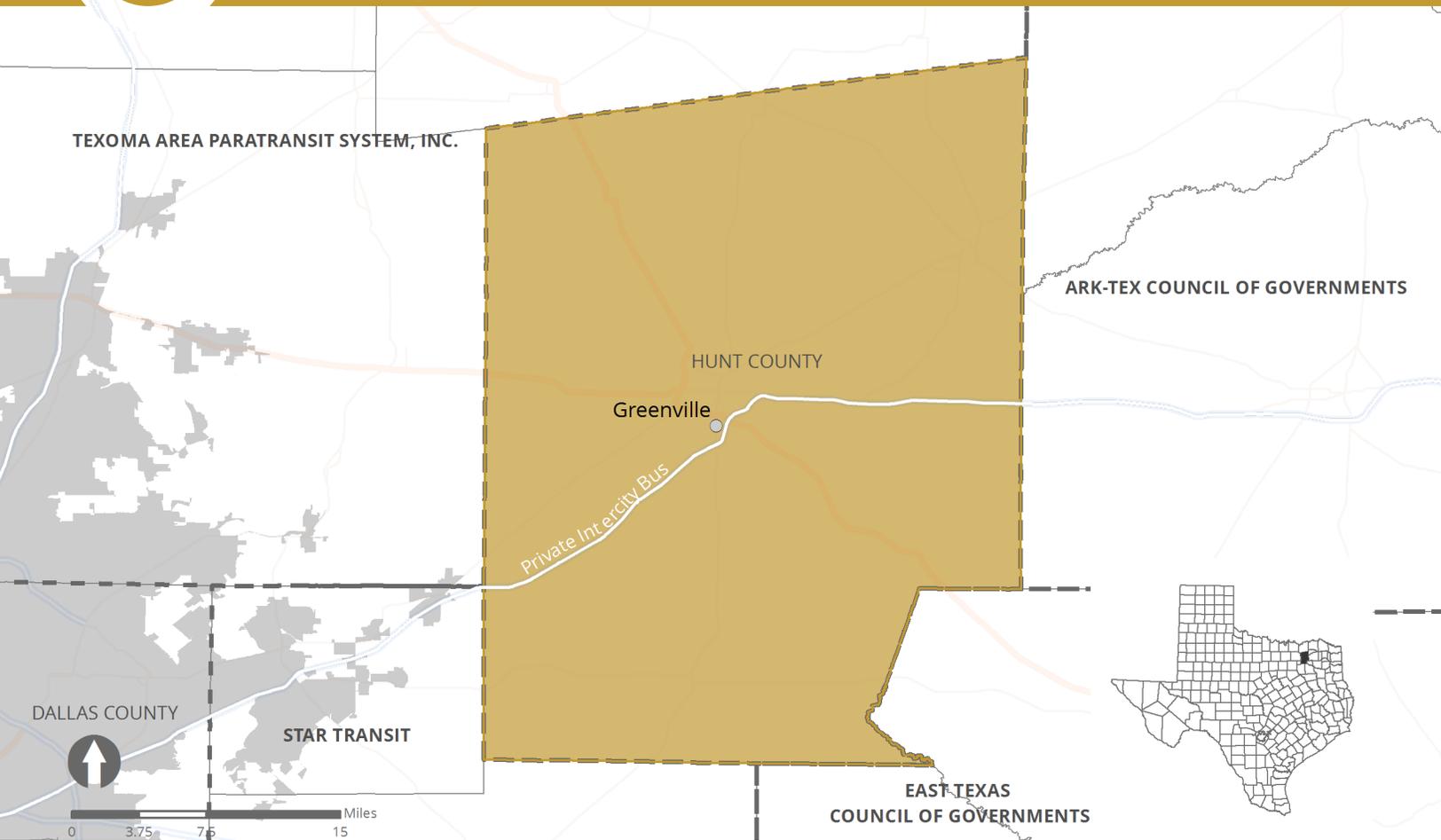
⁴(1) Texas Department of Transportation, 2019-2022 District Statewide Transportation Improvement Program, (2) Transportation Improvement Plans, (3) Metropolitan Transportation Plans, or (4) Regionally Coordinated Transportation Plans.

Last Updated:

May 2020



SENIOR CENTER RESOURCES AND PUBLIC TRANSIT SERVICE



Senior Center Resources and Public Transit, Inc. (SCRPT), under Texas Transportation Code Chapter 458, has served as a rural transit district for Hunt County since 1989 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 also provides a park-and-ride service from Greenville to the Dallas Area Rapid Transit station (DART) in downtown Rowlett. In addition, The Connection is 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 the Greenville Greyhound 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 Population¹: 92,152
- Service Area Land Area²: 840 Sq. Miles
- Unlinked Passenger Trips³: 68,604
- Revenue Fleet³: 21 Vehicles



Rural Transit District Services

Service Information



General-Public Demand-Response Service

Known as *The Connection*.

Available throughout Hunt County. The Connection buses can travel to Dallas if the requested trip originates from Hunt County.

Reservations must be made at least 1 day (no later than 3:30 p.m.) before the travel and up to 14 days in advance. Same-day trip is available but subject to higher fare.

Fare Structure:

One-Way Fare:

- Base fare:
Within the same city: \$2.00
Within Hunt County: \$3.00
- Discounted fare: 50% fare^a, Free^b

Ticket Pass/Book:

- Regular: \$34.00^c

Fare Media:



Commuter Bus Service

The park-and-ride route travels between the center's office at 4912 Lee Street in Greenville and the DART station in downtown Rowlett.

One-Way Fare Structure:

- Base fare: \$10.00
- Reduced fare: \$5.00^d

Fare Media:



Notes:

- ^a Children (under 12 years old) traveling with an adult.
- ^b Seniors (60+ years old).
- ^c Round trip only to Dallas originating within Hunt County.
- ^d Children (under 12 years old), or seniors (60+ years old).

Operating Time (Excluding Holidays)



Operating Days by Mode



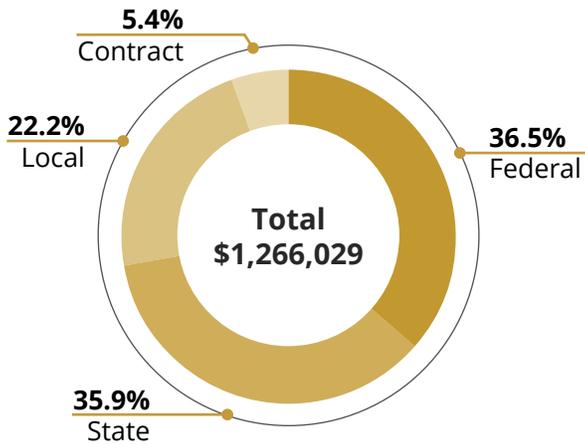
Operating Hours by Mode



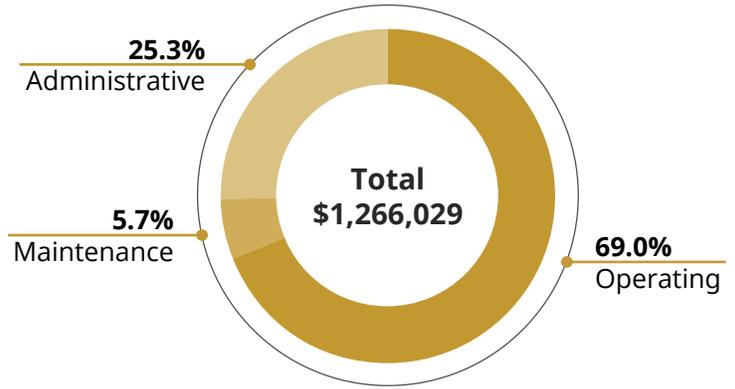


FY 2019 Financial Status³

Revenues in Fiscal Year 2019



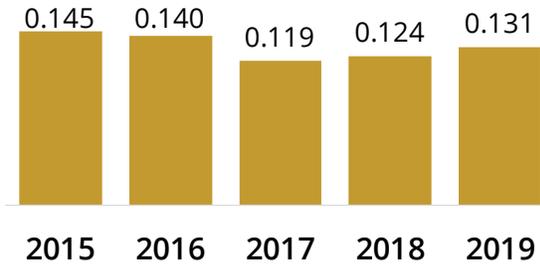
Expenditures in Fiscal Year 2019



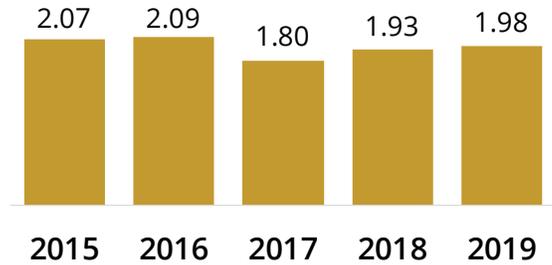
FY 2015-2019 Performance Measures³

Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile



Unlinked Passenger Trips per Revenue Hour

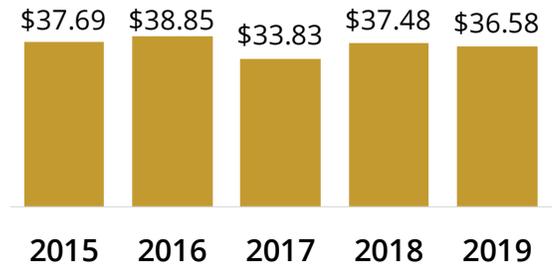


Efficiency in the Past 5 Years

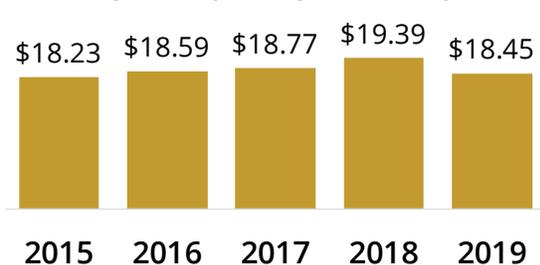
Operating Cost per Revenue Mile



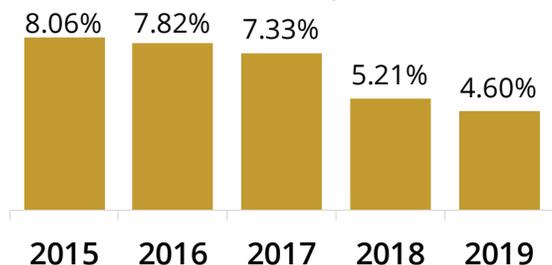
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



Projects in 2019–2022⁴

No transit project listed in the 2019–2022 STIP or RCTP.

Data Sources:

¹TTI estimation based on (1) the 2014-2018 American Community Survey 5-Year Estimates, (2) 2010 Census Summary File 1, and (3) the U.S. Census Bureau 2010 and 2019 TIGER/Line Shapefiles.

²TTI estimation based on the U.S. Census Bureau 2019 TIGER/Line Shapefiles.

³Texas Department of Transportation, Public Transportation Division, PTN-128 FY2015-2019 Data.

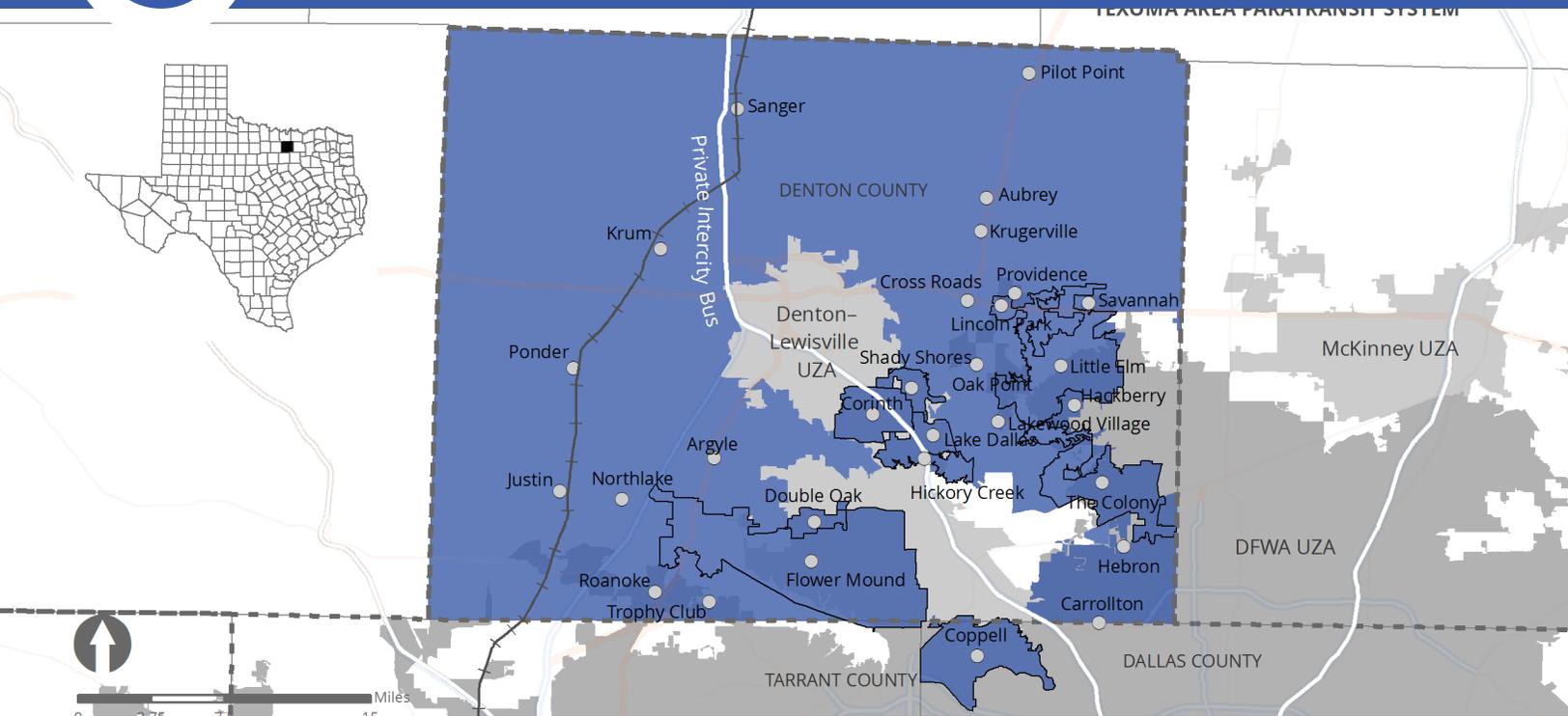
⁴(1) Texas Department of Transportation, 2019-2022 District Statewide Transportation Improvement Program, (2) Transportation Improvement Plans, (3) Metropolitan Transportation Plans, or (4) Regionally Coordinated Transportation Plans.

Last Updated:

May 2020



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.

Two urbanized areas (UZAs) are 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. Span is a contracted transportation provider for The Colony, Little Elm, Coppell, Double Oak, Flower Mound, and Lake Cities (including Corinth, Hickory Creek, Lake Dallas, and Shady Shores), of which each is partially or entirely located in the Denton-Lewisville UZA. Besides, under an interlocal agreement with the North Central Texas Council of Governments, Span provides transit services to the DFWA UZA in Denton County, excluding Frisco that is served by interlocal agreement with DCTA.

Span operates demand-response service for the general public in rural Denton County and in Coppell, Double Oak, and Flower Mound. Span also provides transportation outside its 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 15 members.



Rural Transit District

- Service Area Population¹: 428,710
- Service Area Land Area²: 765 Sq. Miles
- Unlinked Passenger Trips³: 56,853
- Revenue Fleet³: 34 Vehicles



Rural Transit District Services

Service Information



General-Public Demand-Response Service

Available for rural Denton County residents and individuals. Trip origination must be within the service area of Span, but destination can be any location in Denton County.

Also available for Coppell residents to destinations in specific areas:

- Coppell residents can travel to locations in Coppell, northward to Vista Ridge Mall in Lewisville, westward to Baylor Scott and White Grapevine, southward to Las Colinas Medical Facility and eastward along the I-35 Corridor.

Reservations can be made up to 14 days in advance and until 1 day (no later than 2:00 p.m.) before travel. Same-day trips are not available.

One-Way Fare Structure:

- Base fare: \$6.00^a
- Reduced fares: \$3.00^b, \$5.00^c

Fare Media:



Notes:

^a Residents in rural Denton County. ^b Seniors (65+ years old) and People with disabilities (requires eligibility certification). ^c Coppell residents.



Limited-Eligibility Demand-Response Service

Span provides demand-response service to seniors (65 and older) and people with disabilities:

- Residing in Little Elm and The Colony to locations throughout Denton County; and
- Residing in Lake Cities—Corinth, Hickory Creek, Lake Dallas, and Shady Shores—throughout Denton County for medical purpose.
- Flower Mound residents can travel to locations in Flower Mound, Lewisville, and Highland Village.

Reservations can be made up to 14 days in advance and until 1 day before travel. Same-day trips are not available.

Span also operates *Veterans Transportation* for veterans living anywhere in Denton County to the Veteran Affairs hospitals in Dallas and Fort Worth fare is free).

Fare Structure:

One-Way Trip:

- Base fare: \$3.00

Ticket Book:

- Regular (for 10-ride): \$30.00

Fare Media:



Operating Time (Excluding Holidays)



Operating Days by Mode



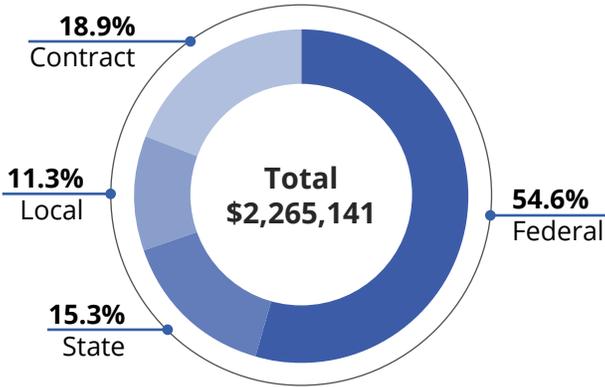
Operating Hours by Mode



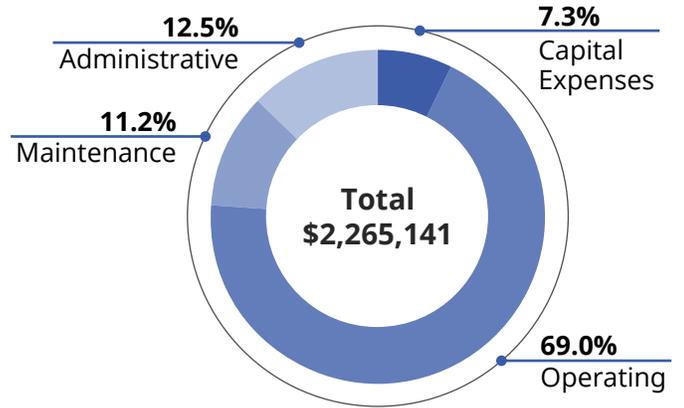


FY 2019 Financial Status³

Revenues in Fiscal Year 2019



Expenditures in Fiscal Year 2019

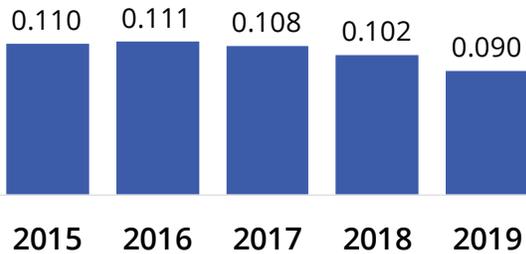


FY 2015-2019 Performance Measures³

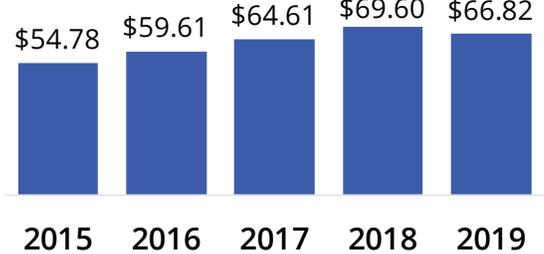


Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile

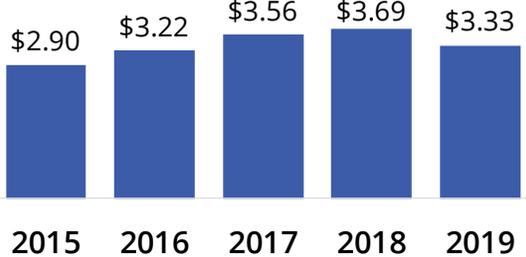


Unlinked Passenger Trips per Revenue Hour

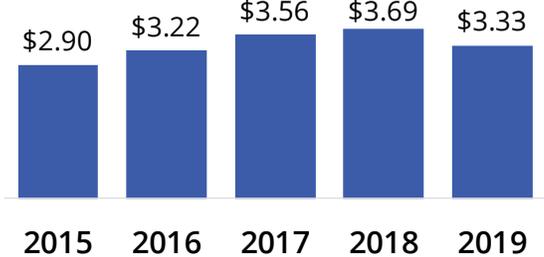


Efficiency in the Past 5 Years

Operating Cost per Revenue Mile



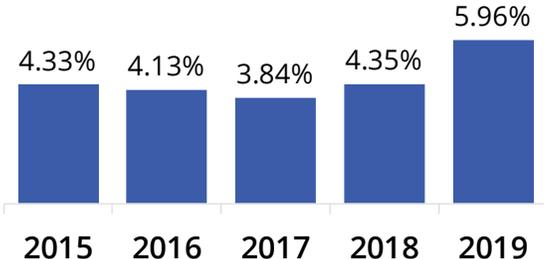
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



Projects in 2019–2022⁴

No transit project listed in the 2019–2022 STIP or RCTP.

Data Sources:

¹TTI estimation based on (1) the 2014-2018 American Community Survey 5-Year Estimates, (2) 2010 Census Summary File 1, and (3) the U.S. Census Bureau 2010 and 2019 TIGER/Line Shapefiles.

²TTI estimation based on the U.S. Census Bureau 2019 TIGER/Line Shapefiles.

³Texas Department of Transportation, Public Transportation Division, PTN-128 FY2015-2019 Data.

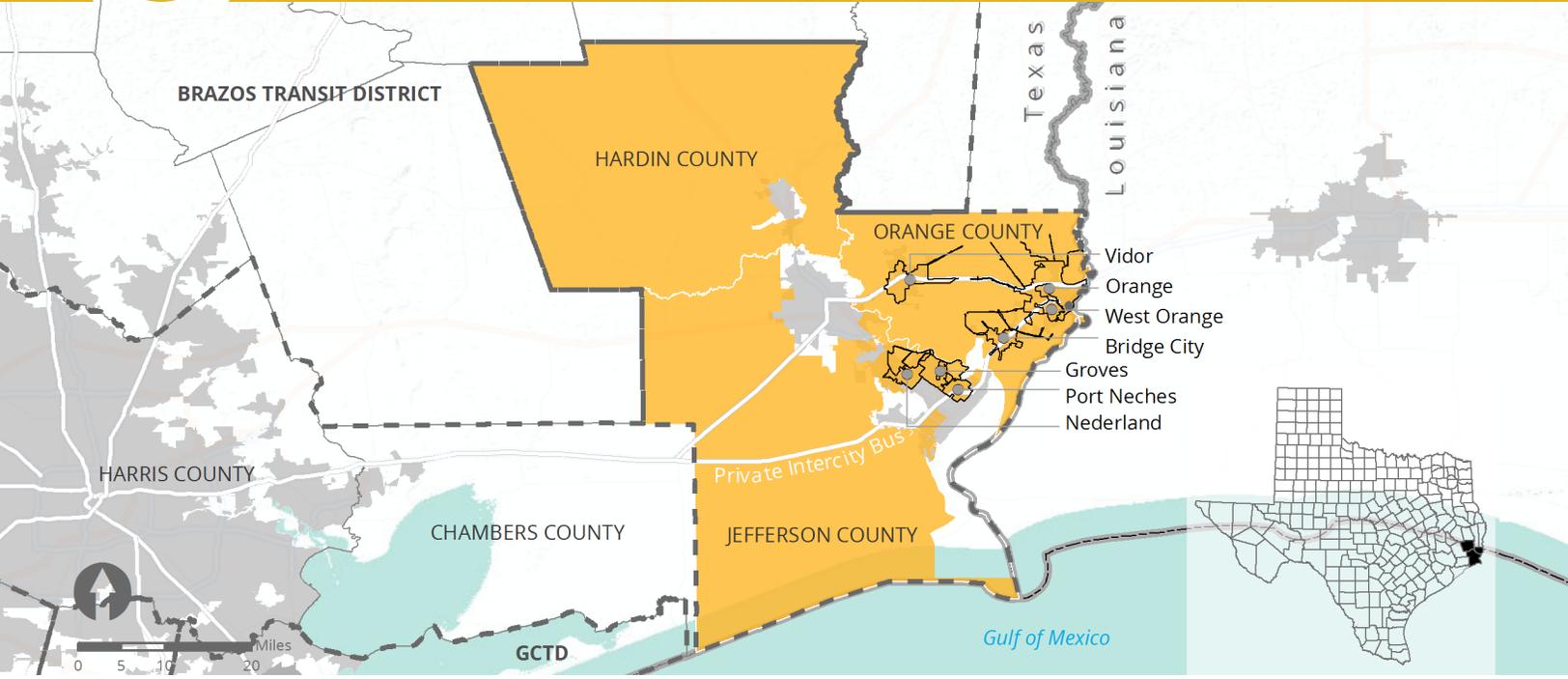
⁴(1) Texas Department of Transportation, 2019-2022 District Statewide Transportation Improvement Program, (2) Transportation Improvement Plans, (3) Metropolitan Transportation Plans, or (4) Regionally Coordinated Transportation Plans.

Last Updated:

May 2020



SOUTH EAST TEXAS REGIONAL PLANNING COMMISSION



The South East Texas Regional Planning Commission (SETRPC) is a rural transit district authorized by Texas Transportation Code Chapter 458 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 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, as well as the majority of Bridge City, Orange, Port Neches, West Orange, and Vidor. 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 in all of Hardin, Orange, and Jefferson Counties except Beaumont, Lumberton, Pine Forest, Port Arthur, Rose City, and Vidor. In Groves, Nederland, and Port Neches, SETT provides demand-response service to limited-eligibility riders only. 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 the Beaumont Amtrak station and at the Port Arthur and Beaumont Greyhound 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 Population¹: 197,212
- Service Area Land Area²: 1,912 Sq. Miles
- Unlinked Passenger Trips³: 53,364
- Revenue Fleet³: 23 Vehicles



Rural Transit District Services

Service Information



General-Public Demand-Response Service

Available for the general public in all of Hardin, Orange, and Jefferson Counties except Beaumont, Groves, Lumberton, Nederland, Port Arthur, and Port Neches.

There is no time limitation on trip reservation, but same-day trip request is subject to availability.

One-Way Fare Structure:

- Base fare: \$1.00^a
- Extra fare (in addition to base fare): \$0.50^b, \$1.50^c

Fare Media:



Limited-Eligibility Demand-Response Service

Additional service is available in Groves, Nederland, and Port Neches for limited-eligibility riders:

- People with disabilities.
- Seniors 60 and over.

There is no time limitation on trip reservation, but same-day trip request is subject to availability.

One-Way Fare Structure:

- Base fare: \$1.00
- Extra fare (in addition to base fare): \$2.50^c

Fare Media:



Notes:

^a Within the same city or town.

^b Cross one county.

^c To Beaumont or Port Arthur.

Operating Time (Excluding Holidays)



Operating Days by Mode



Operating Hours by Mode



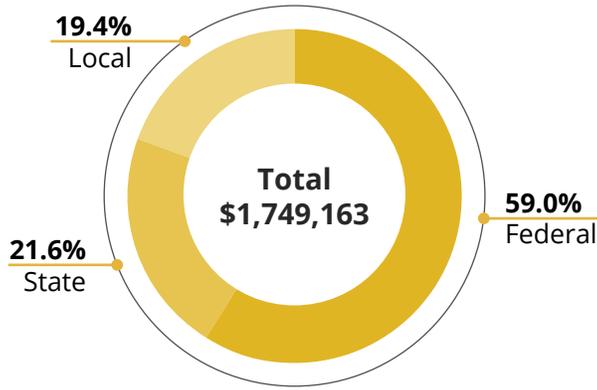


Address | 2210 Eastex Frwy.
Beaumont, TX 77703

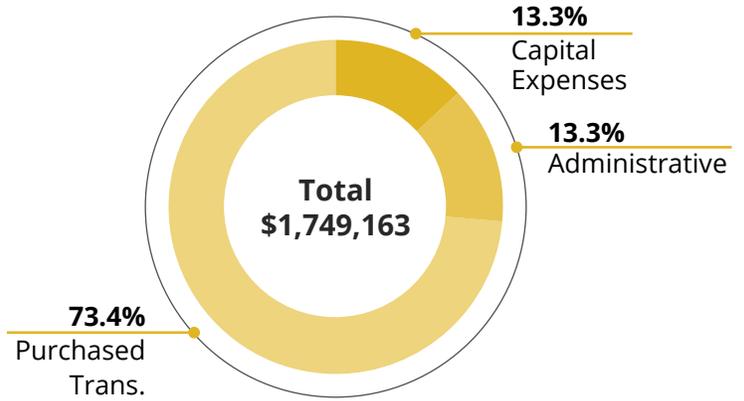
Contact | D'Juana Fowler
Transportation Program Manager
Phone: (409) 899-8444
E-mail: dfowler@setrpc.org

FY 2019 Financial Status³

Revenues in Fiscal Year 2019



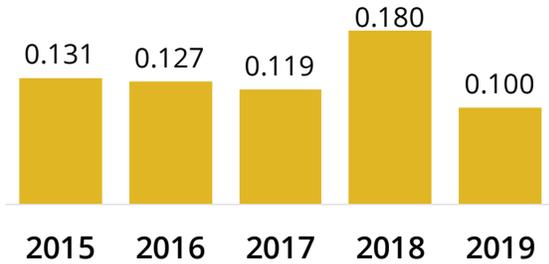
Expenditures in Fiscal Year 2019



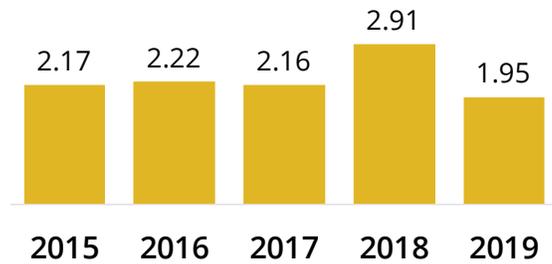
FY 2015-2019 Performance Measures³

Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile

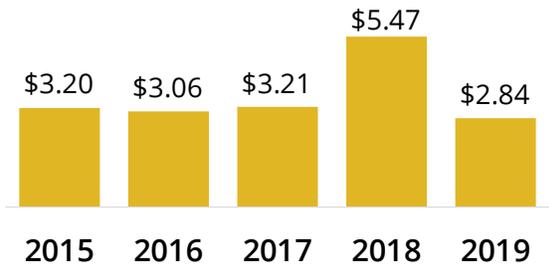


Unlinked Passenger Trips per Revenue Hour



Efficiency in the Past 5 Years

Operating Cost per Revenue Mile



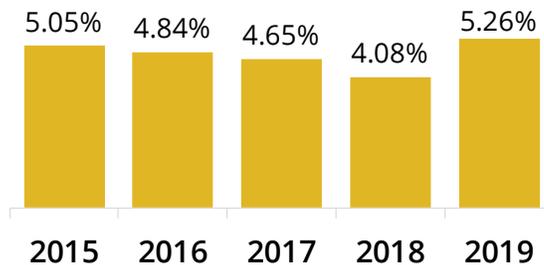
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



Projects in 2019–2022⁴

Implementation Year	Project Name	Cost
2019	Operating assistance for FY2019	\$228,526
2019	Administration and operation of a rural transportation program	\$1,129,637
2019	Replace 15 transit buses	\$1,200,000
2020	Operating assistance for FY2020	\$228,526
2020	Administration and operation of a rural transportation program	\$1,129,637
2021	Operating assistance for FY2021	\$228,526
2021	Operations and maintenance to maintain existing transit assets	\$1,129,637
2022	Operating Assistance	\$228,526
2022	Administration and operation of a rural transportation program	\$1,129,637

Data Sources:

¹TTI estimation based on (1) the 2014-2018 American Community Survey 5-Year Estimates, (2) 2010 Census Summary File 1, and (3) the U.S. Census Bureau 2010 and 2019 TIGER/Line Shapefiles.

²TTI estimation based on the U.S. Census Bureau 2019 TIGER/Line Shapefiles.

³Texas Department of Transportation, Public Transportation Division, PTN-128 FY2015-2019 Data.

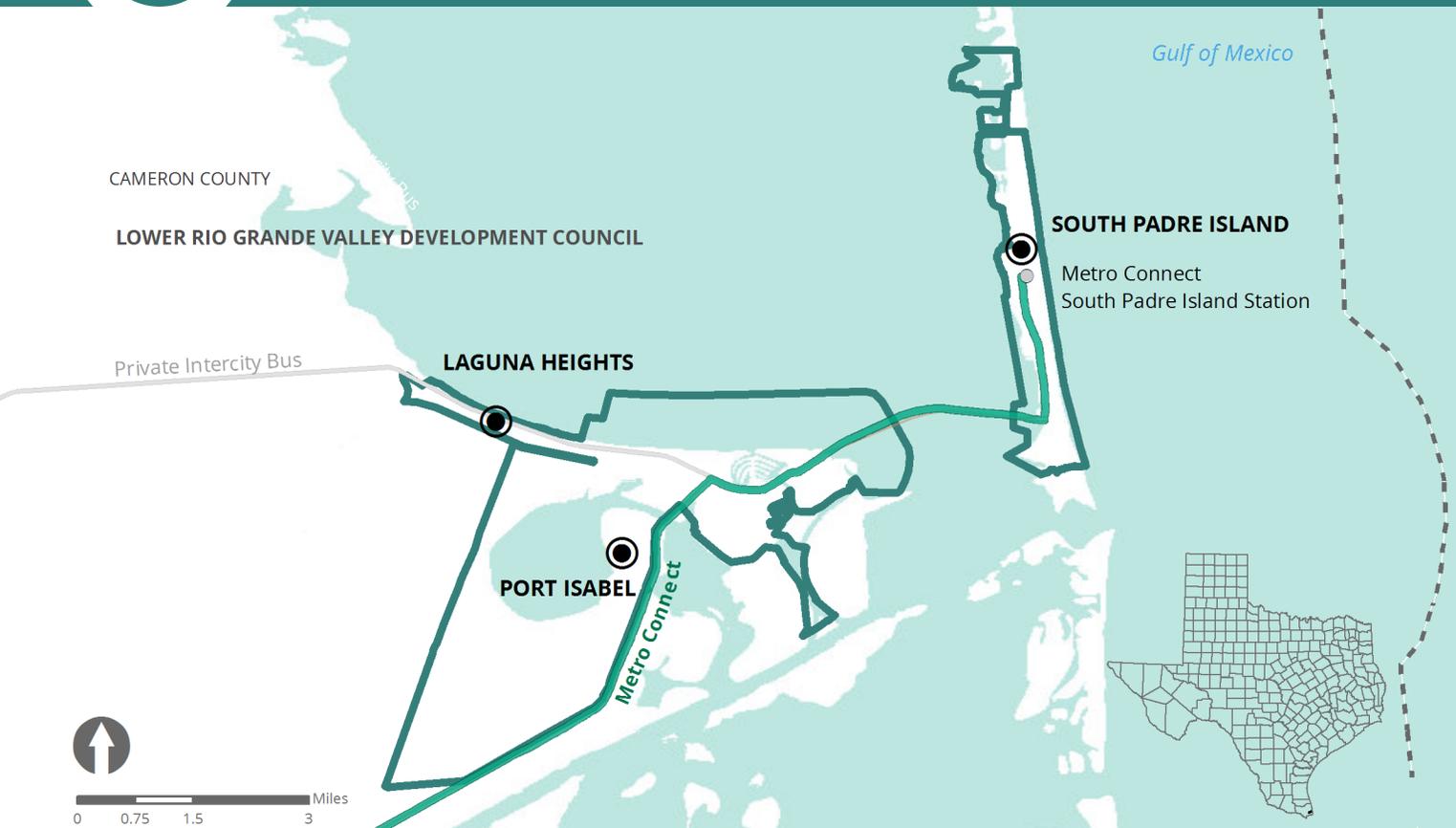
⁴(1) Texas Department of Transportation, 2019-2022 District Statewide Transportation Improvement Program, (2) Transportation Improvement Plans, (3) Metropolitan Transportation Plans, or (4) Regionally Coordinated Transportation Plans.

Last Updated:

May 2020



SOUTH PADRE ISLAND, CITY OF



The South Padre Island, City of (SPI) has served as a rural transit district for the island under Texas Transportation Code Chapter 458 since 1995 and therefore receives state funding for rural transit services. The SPI enters a service agreement with Port Isabel Economic Development Corporation to provide transit services to Laguna Heights and Port Isabel.

South Padre Island Metro operates deviated fixed-route bus service 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 Population¹: 11,051
- Service Area Land Area²: 10 Sq. Miles
- Unlinked Passenger Trips³: 447,372
- Revenue Fleet³: 8 Vehicles



Rural Transit District Services

Service Information



Flexible Transit Service

Four flex routes available within the city limits of Laguna Heights, Port Isabel, and South Padre Island. Buses can deviate up to ¼ mile off the regular route to pick up and drop off passengers.

One-Way Fare Structure:

- Free



ADA Paratransit Service

Available in areas within 1/4 mile on both sides of the fixed-route service.

There is no time limitation on trip reservation.

One-Way Fare Structure:

- Free



Regional Bus Service (Metro Connect)

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: \$90.00^a or \$100.00^b
- Reduced pass: \$25.00^c

Fare Media:



Notes:

^a Metro Connect only.

^b All regional systems.

^c Discounted unlimited 30-day pass for students and faculty members only, and can be used for Metro Connect only.

Operating Time (Excluding Holidays)



Operating Days by Mode



MON	TUE	WED	THU	FRI	SAT	SUN
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MON	TUE	WED	THU	FRI	SAT	SUN
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MON	TUE	WED	THU	FRI	SAT	SUN
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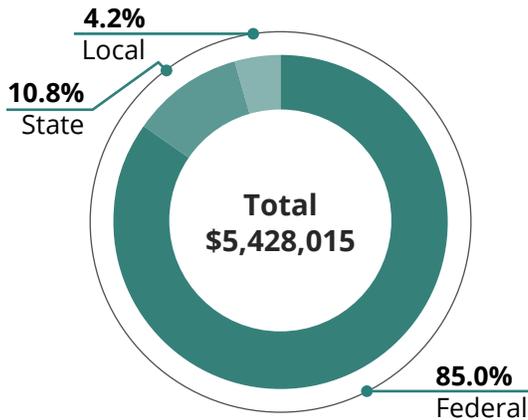
Operating Hours by Mode



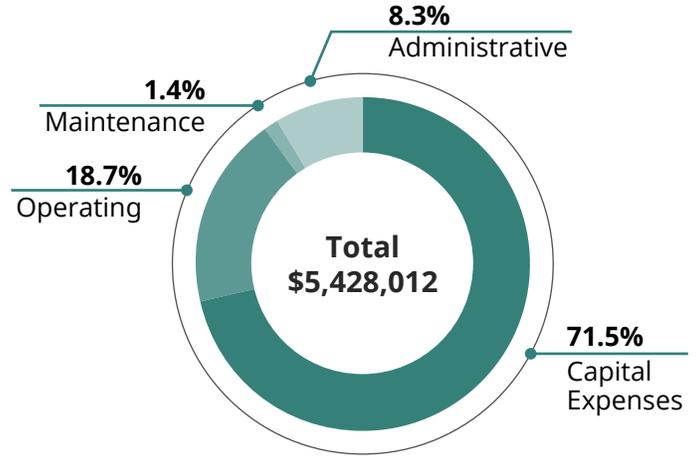


FY 2019 Financial Status³

Revenues in Fiscal Year 2019



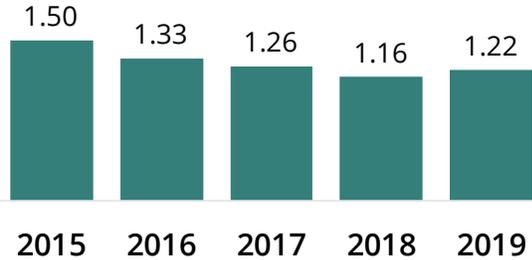
Expenditures in Fiscal Year 2019



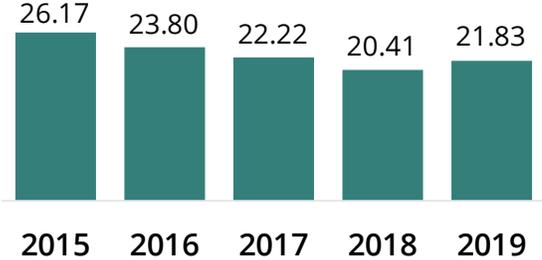
FY 2015-2019 Performance Measures³

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



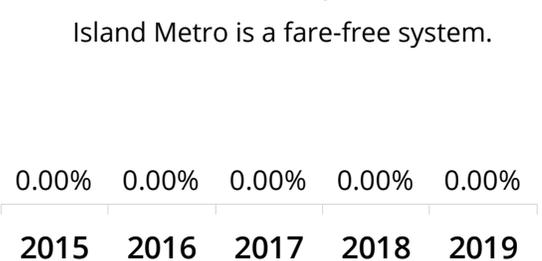
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



Projects in 2019–2022⁴

Implementation Year	Project Name	Cost
2019–2021	Multimodal facility construction	To be determined
2019–2021	Bus stop benches installment	To be determined

Data Sources:

¹TTI estimation based on (1) the 2014-2018 American Community Survey 5-Year Estimates, (2) 2010 Census Summary File 1, and (3) the U.S. Census Bureau 2010 and 2019 TIGER/Line Shapefiles.

²TTI estimation based on the U.S. Census Bureau 2019 TIGER/Line Shapefiles.

³Texas Department of Transportation, Public Transportation Division, PTN-128 FY2015-2019 Data.

⁴(1) Texas Department of Transportation, 2019-2022 District Statewide Transportation Improvement Program, (2) Transportation Improvement Plans, (3) Metropolitan Transportation Plans, or (4) Regionally Coordinated Transportation Plans.

Last Updated:

May 2020



South Plains Community Action Association, Inc. (SPCAA) is a rural transit district authorized by Texas Transportation Code Chapter 458 in 2010 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 and commuter bus service (SPC Express) traveling from Lubbock to the South Plains College Reese and Levelland campuses. SPARTAN can customize commuter service for companies to serve their employees. SPARTAN also provides Tripper School Transportation for subscribed students attending schools in Brownfield, Levelland, and Littlefield. 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. Satellite transportation Centers in the rural areas are located in the county seats and/or the largest city of each county. The governing body of SPARTAN Transportation is the SPCAA Board of Directors and the South Plains Rural Transit District Board of Directors.



Rural Transit District

- Service Area Population¹: 200,554
- Service Area Land Area²: 15,315 Sq. Miles
- Unlinked Passenger Trips³: 142,063
- Revenue Fleet³: 48 Vehicles



Rural Transit District Services

Service Information



General-Public Demand-Response Service

Available throughout the service area.

Reservations must be made at least 1 day and up to 30 days in advance.

Fare Structure:

One-Way Trip:

- Base fare: \$1.00-\$2.00 or \$0.50 per mile^a
- Extra fare (in addition to base fare): \$0.25 or \$0.50^b

Ticket Pass:

- Regular Pass: \$20.00^c

Fare Media:



Notes:

^a Local trips are \$0.50 per mile in rural Lubbock, \$2.00 in Scurry and Mitchell Counties, and \$1.00 in other counties.

^b Per mile for out-of-town demand response service.

^c For value of \$24 pre-paid pass ticket.

^d Monthly pass for traveling from Lubbock to Reese.

^e Monthly pass for traveling from Lubbock to Levelland or from Levelland to Reese and Lubbock.

^f Semester pass for traveling from Lubbock to Reese.

^g School-year pass for traveling from Lubbock to Reese.

^h Semester pass for traveling from Lubbock to Levelland or from Levelland to Reese and Lubbock.

ⁱ School-year pass for traveling from Lubbock to Levelland or from Levelland to Reese and Lubbock.



Commuter Bus Service

College Commuter Route (SPC Express):

The SPC Express connects Lubbock with South Plains College campuses in Levelland and Reese.

Fare Structure:

One-Way Trip:

- Lubbock to Reese: \$2.00
- Lubbock to Levelland: \$4.00
- Levelland to Reese and Lubbock: \$4.00

Ticket Pass:

- Regular Pass: \$45.00^d, \$100.00^e, \$165.00^f, \$300.00^g, \$375.00^h, \$700.00ⁱ

Fare Media:



Company Commuter Route:

Bus travels from Plainview to Friona twice per day for Cargill Meat Solutions employees. The service is available to the general public.

Fare Structure: varies by contract

Fare Media:



Operating Time (Excluding Holidays)



Operating Days by Mode



Operating Hours by Mode

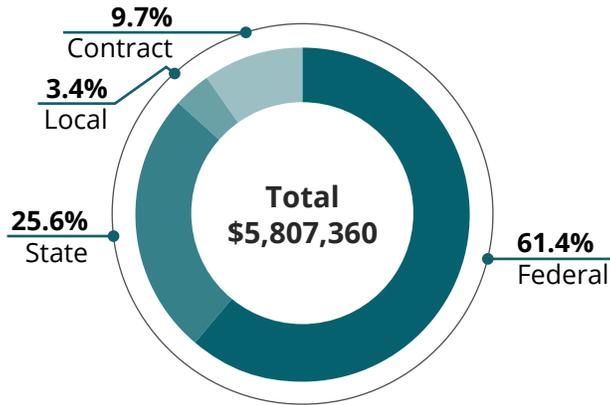


* Operating hours of Company Commuter Route Service vary by contract.

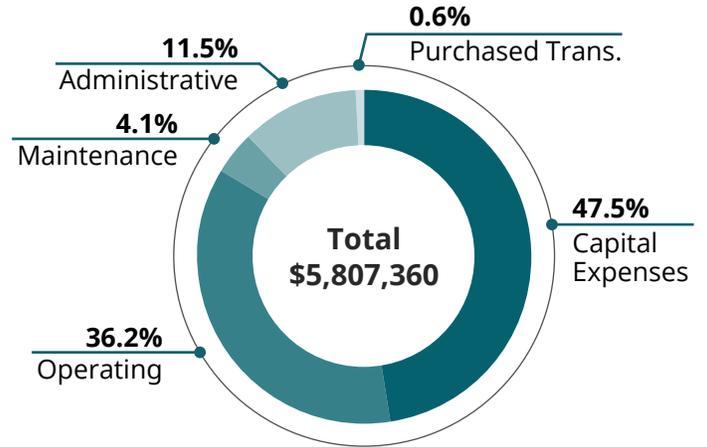


FY 2019 Financial Status³

Revenues in Fiscal Year 2019



Expenditures in Fiscal Year 2019

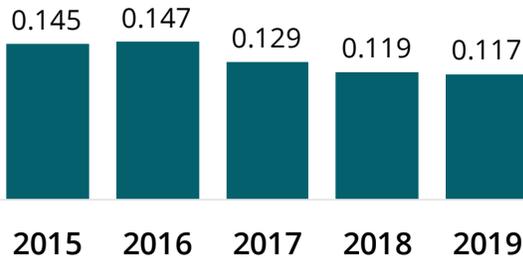


FY 2015-2019 Performance Measures³

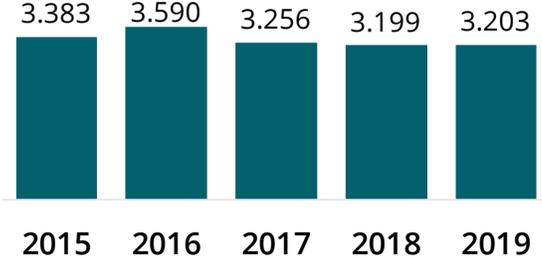


Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile



Unlinked Passenger Trips per Revenue Hour



Efficiency in the Past 5 Years

Operating Cost per Revenue Mile



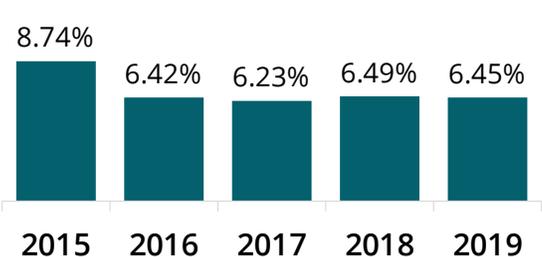
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



Projects in 2019–2022⁴

Implementation Year	Project Name	Cost
2019–2020	SPATRAN Transit Facility	To be determined

Data Sources:

¹TTI estimation based on (1) the 2014-2018 American Community Survey 5-Year Estimates, (2) 2010 Census Summary File 1, and (3) the U.S. Census Bureau 2010 and 2019 TIGER/Line Shapefiles.

²TTI estimation based on the U.S. Census Bureau 2019 TIGER/Line Shapefiles.

³Texas Department of Transportation, Public Transportation Division, PTN-128 FY2015-2019 Data.

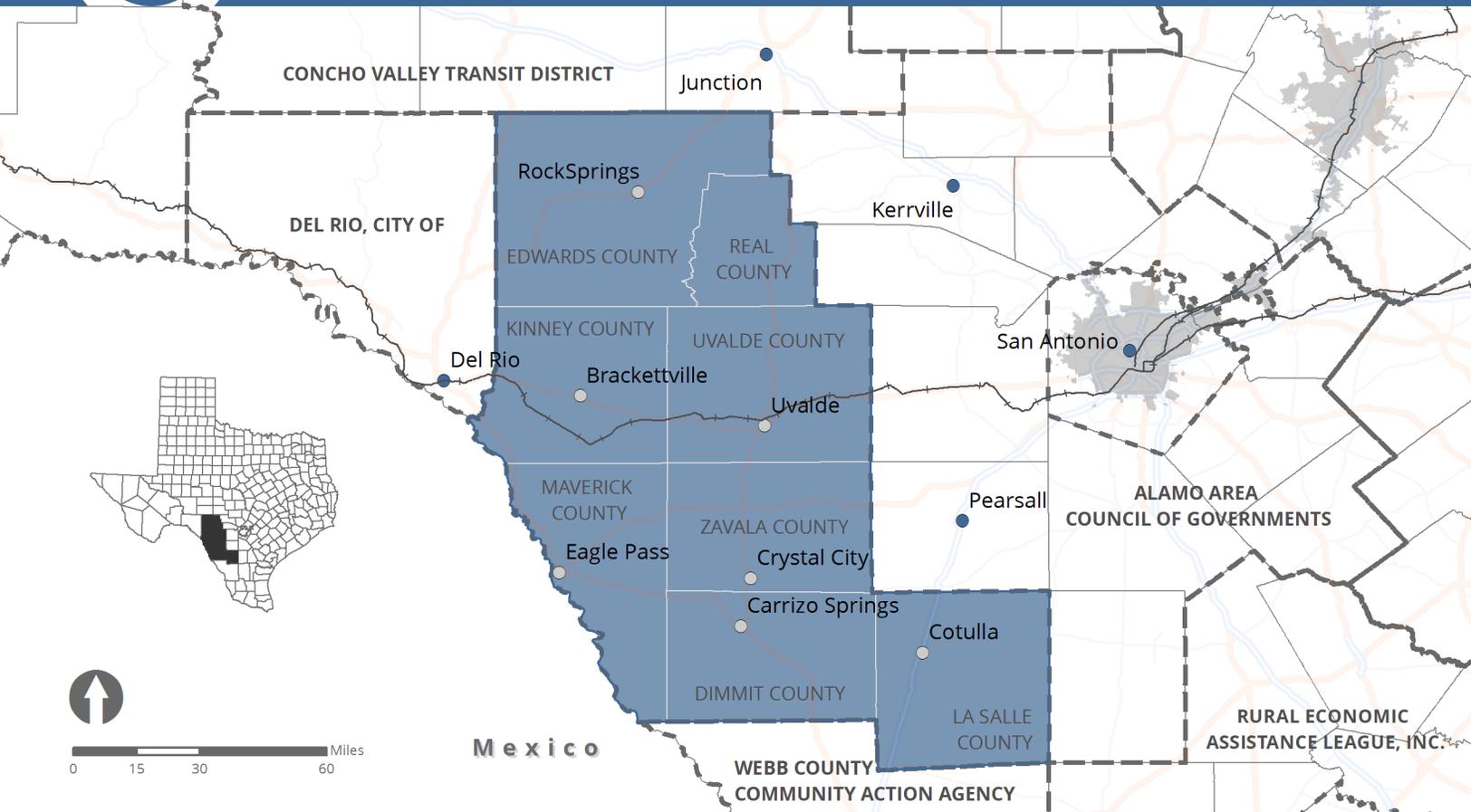
⁴(1) Texas Department of Transportation, 2019-2022 District Statewide Transportation Improvement Program, (2) Transportation Improvement Plans, (3) Metropolitan Transportation Plans, or (4) Regionally Coordinated Transportation Plans.

Last Updated:

May 2020



SOUTHWEST AREA REGIONAL TRANSIT DISTRICT



The Southwest Area Regional Transit District (SWART) is a rural transit district (RTD) authorized by Texas Transportation Code Chapter 458 in 2012 and therefore receives state funding for rural transit services. SWART, formerly 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 connects local cities with destinations out of the service area (such as Del Rio, Laredo, and San Antonio).

There are two transit centers in SWART’s service area—Eagle Pass and Uvalde—and one multimodal facility in Del Rio, which connects to Amtrak’s passenger rail service.

SWART’s administrative and dispatching center is located in Uvalde. Its governing body is an eight-member board of directors made up of each county’s county judge or representative.



Rural Transit District

- Service Area Population¹: 124,301
- Service Area Land Area²: 11,121 Sq. Miles
- Unlinked Passenger Trips³: 117,693
- Revenue Fleet³: 31 Vehicles



Rural Transit District Services

Service Information



General-Public Demand-Response Service

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.

Reservations must be made at least 1 day and up to 14 days in advance. Same-day trip request is subject to availability.

Fare Structure:

One-Way Trip:

- Base fare: \$2.00^a
- Extra fare (in addition to base fare): \$4.00–\$13.00^a, \$2.00^c

Ticket Pass:

- Regular: 33.33% discount (30 rides)

Fare Media:



Flexible Transit Service

One flex route, El Paseo Circular Flex Route, is available in the city of Eagle Pass. Buses can deviate up to 2 miles along the route to pick up and drop off passengers.

One-Way Fare Structure:

- Base fare: \$1.00

Fare Media:



Notes:

^a Within the city limit (in town).

^b Beyond the city limit (out of town).

^c Additional stop: more than one destination is requested during one trip period.

Operating Time (Excluding Holidays)



Operating Days by Mode



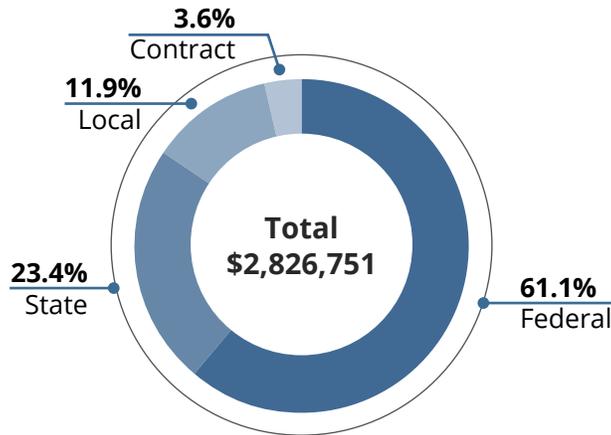
Operating Hours by Mode



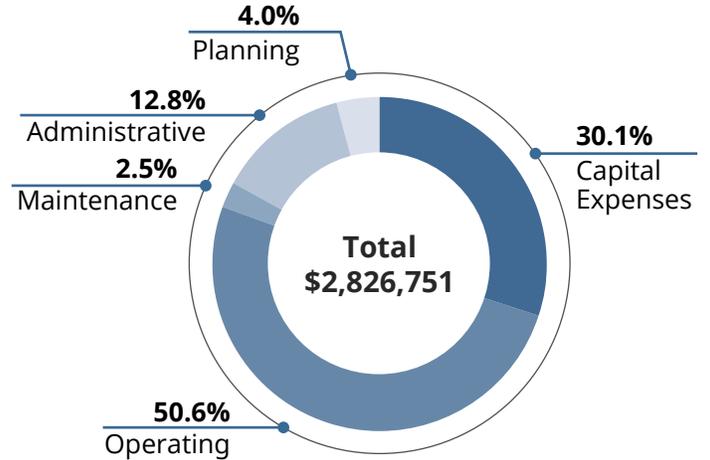


FY 2019 Financial Status³

Revenues in Fiscal Year 2019



Expenditures in Fiscal Year 2019

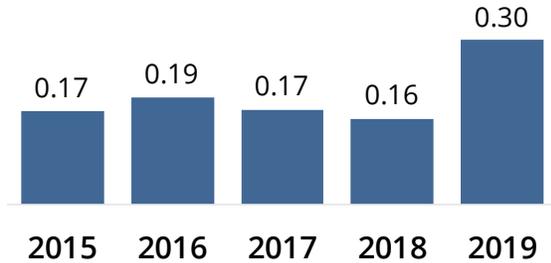


FY 2015–2019 Performance Measures³

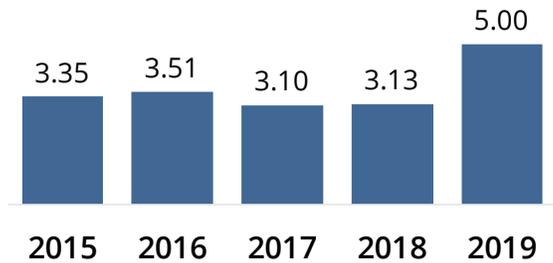


Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile

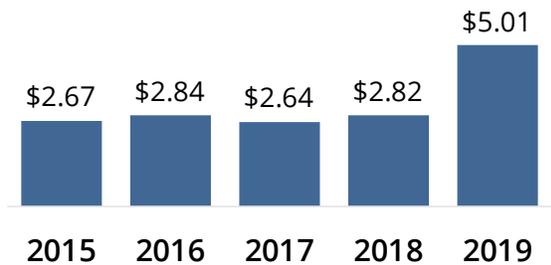


Unlinked Passenger Trips per Revenue Hour



Efficiency in the Past 5 Years

Operating Cost per Revenue Mile



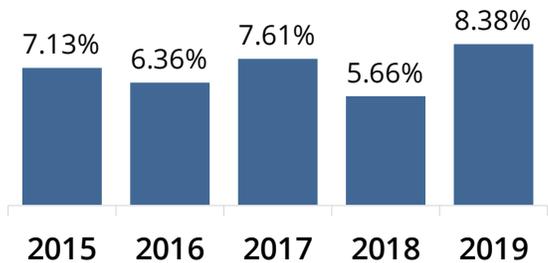
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



Projects in 2019–2022⁴

Implementation Year	Project Name	Cost
2019	Facility upgrades to the Uvalde property	To be determined
2019	Work towards dedicated source of local funding through legislative means such as vehicle registration fee.	To be determined
2019	Regional partnerships with gas industry and tourist destinations in the region	To be determined
2019	Financial investments	To be determined
2019	Financially reduce dependency on non-emergency medical transportation income	To be determined
2019	Increase bus wrapping activity for income	To be determined
2019	Obtain local agreements with growing health care organizations and medical facilities	To be determined
2019	Add an additional flex route in Eagle Pass	To be determined
2020	Apply for funding from the Texas Veterans Commission for additional funding for veterans transit services to access healthcare.	To be determined
2020	Seek opportunities for mobility management funding.	To be determined
2020	Seek opportunities to fund mental health transit services in the region.	To be determined
2020	Seek funding to construct multi modal in Eagle Pass.	To be determined
2020	Look at avenues for “find my ride” technology and mobile pay and scheduling	To be determined

Data Sources:

¹ TTI estimation based on (1) the 2014-2018 American Community Survey 5-Year Estimates, (2) 2010 Census Summary File 1, and (3) the U.S. Census Bureau 2010 and 2019 TIGER/Line Shapefiles.

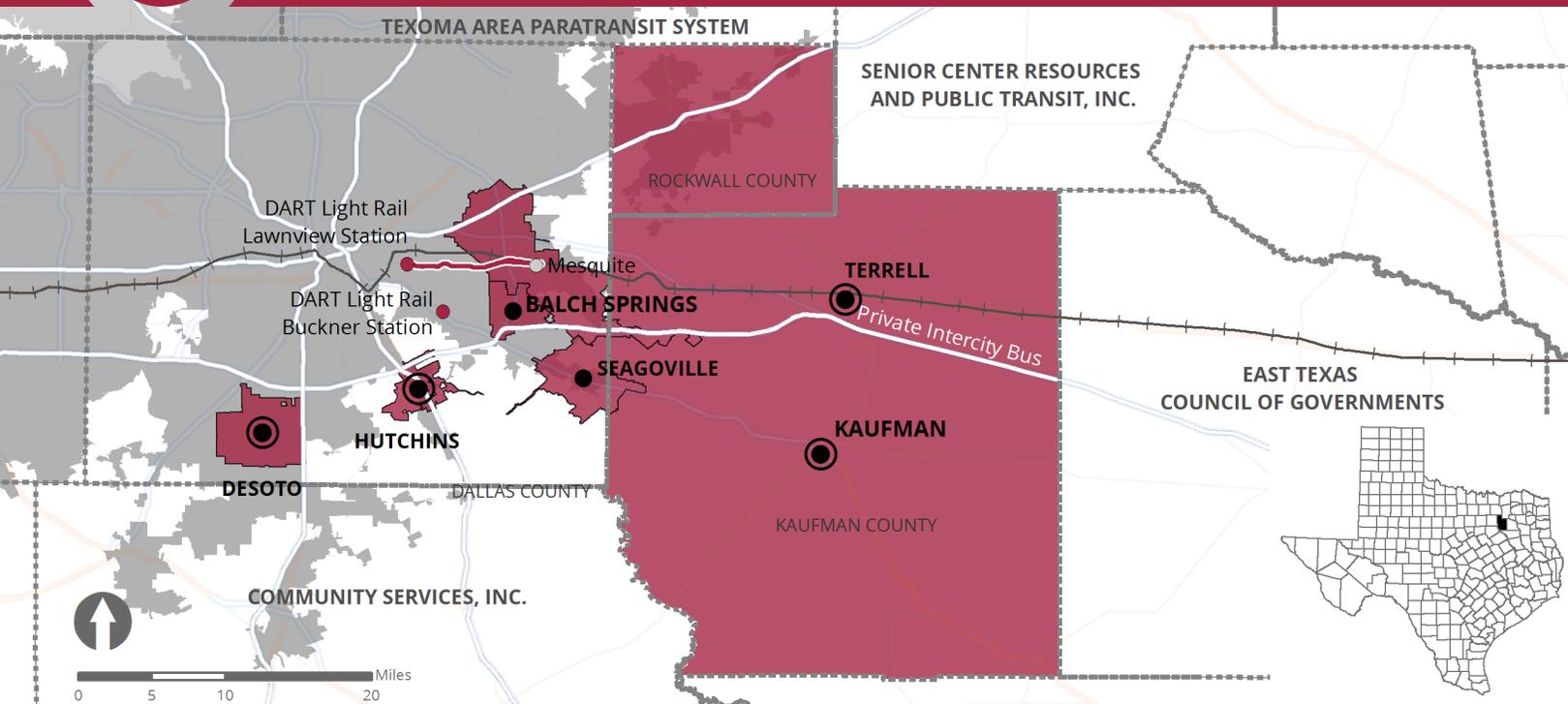
² TTI estimation based on the U.S. Census Bureau 2019 TIGER/Line Shapefiles.

³ Texas Department of Transportation, Public Transportation Division, PTN-128 FY2015-2019 Data.

⁴ (1) Texas Department of Transportation, 2019-2022 District Statewide Transportation Improvement Program, (2) Transportation Improvement Plans, (3) Metropolitan Transportation Plans, or (4) Regionally Coordinated Transportation Plans.

Last Updated:

May 2020



STAR Transit (formerly known as Kaufman Area Rural Transit), under Texas Transportation Code Chapter 458, has served as a rural transit district for Kaufman County and rural Rockwall County since 1988 and therefore receives state funding for rural transit services. STAR Transit, funded by the Section 5307 funds from the North Central Texas Council of Governments, covers the Dallas–Fort Worth–Arlington urbanized area in Rockwall County. 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) for transit services. In addition, STAR Transit is also a contracted transportation provider of the Cities of DeSoto and Hutchins.

STAR Transit operates demand-response service throughout its service area; flexible bus service (Balch Springs Midtown Express and Seagoville Express) within the city limits of Balch Springs and Seagoville; trolley bus service (Kaufman Trolley) within the city limits of Kaufman; local bus service for DeSoto, Hutchins, and Terrell; and commuter bus service (Mesquite COMPASS) connecting the Mesquite park-and-ride lot and the DART Light Rail Green Line at the Lawnview station. The Balch Springs Midtown Express and Seagoville 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 LogisticCare Solutions and several local human service programs. Greyhound and Kerrville Bus Company operate private intercity buses 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. A 13-member board of directors governs STAR Transit. Each member is appointed by the member cities of STAR Transit.



Rural Transit District

- Service Area Population¹: 458,683
- Service Area Land Area²: 1,008 Sq. Miles
- Unlinked Passenger Trips³: 227,645
- Revenue Fleet³: 94 Vehicles



Rural Transit District Services

Service Information



Trolley-Replica Bus Service

Known as *Kaufman Trolley*.

Two routes are available within the city limits of Kaufman.

One-Way Fare Structure:

- Base fare: \$1.00
- Reduced fare: Free^a

Fare Media:



Local Bus Service

The Hutchins Shuttle Route 401 serves the city of Hutchins. Route 501 serves the City of DeSoto. Routes 803 serves the City of Terrell.

One-Way Fare Structure:

- Base fare: \$1.00
- Reduced fare: Free^a

Fare Media:



Flexible Transit Service

Two routes, known as *Balch Springs Midtown Express*, are available within the city limits of Balch Springs. One route, known as *Seagoville Express*, is available within the city limits of Seagoville. All routes can deviate to the DART Buckner station when requested.

One-Way Fare Structure:

- Base fare: \$1.00
- Reduced fare: Free^a

Fare Media:



Commuter Bus Service

COMPASS, identified as *Express Bus Route 201* on the DART website, connects Mesquite's Hanby Stadium and Lawnview station on the DART Green Line.

One-Way Fare Structure:

- Base fare: \$1.00
- Reduced fare: Free^a

Fare Media:



Notes:

^a People with disabilities, veterans, or seniors (60+ years old) with a reduced fare ID.



Rural Transit District Services

Service Information



General-Public Demand-Response Service

Available in Kaufman and Rockwall Counties and within the city limits of Balch Springs, Mesquite, and Seagoville in Dallas County.

Reservations must be made at least 1 business day (no later than 4:00 p.m.) and up to 14 days in advance. Same day service is available within the city limits of Terrell and subject to higher one-way fare.

One-Way Fare Structure:

- Base fare:
 - Less than 5 mile: \$2.00
 - 5.1 – 10 miles: \$4.00
 - 10.1 – 15 miles: \$6.00
 - 15.1 – 20 miles: \$8.00
 - 20.1 – 25 miles: \$10.00
 - Over 25 miles: \$12.00
- Reduced fare: 50% fare^a

Fare Media:



ADA Paratransit Service

STAR Transit uses the demand-response service to meet ADA requirements and thus does not operate separate ADA complementary paratransit.

Note:

^a People with disabilities, veterans, or seniors (60+ years old) with a reduced fare ID.

Operating Time (Excluding Holidays)

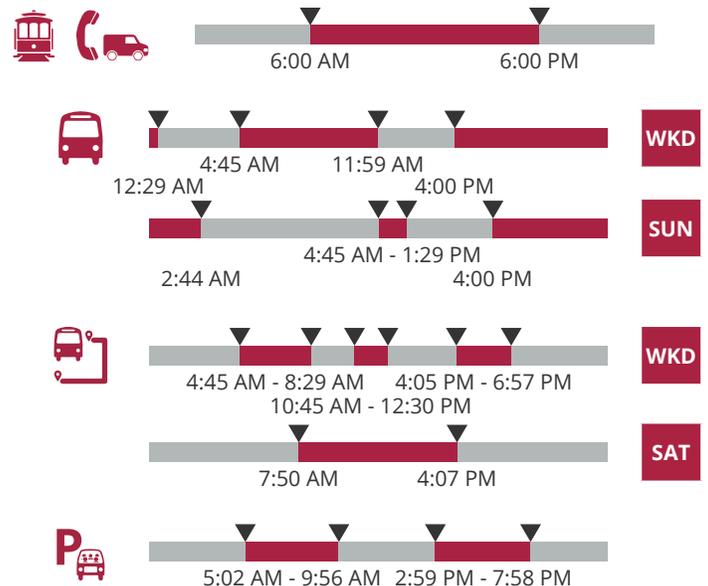


Operating Days by Mode

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



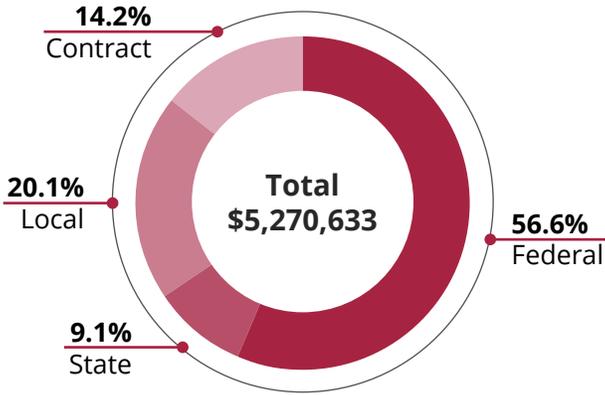
Operating Hours by Mode



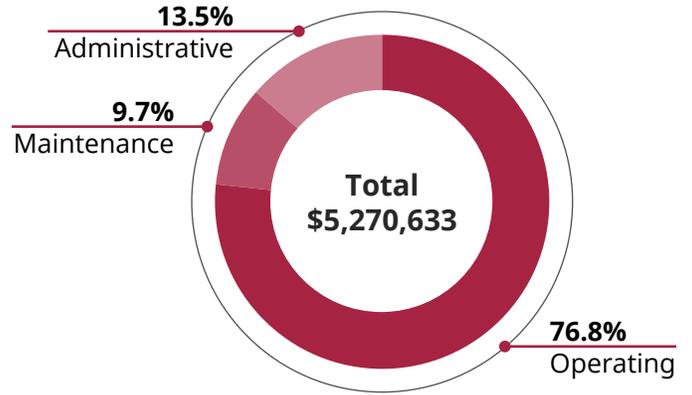


FY 2019 Financial Status³

Revenues in Fiscal Year 2019



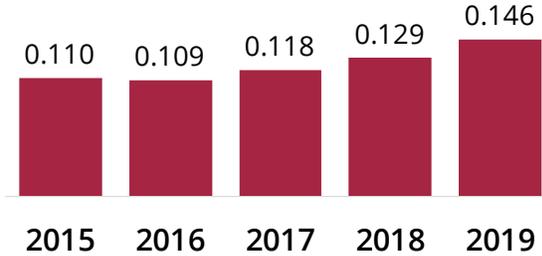
Expenditures in Fiscal Year 2019



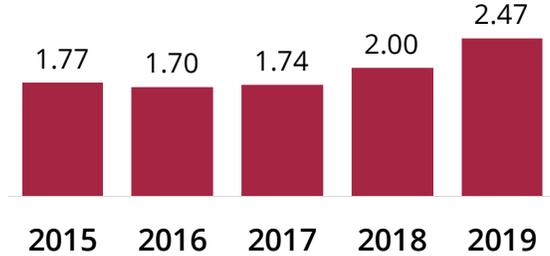
FY 2015-2019 Performance Measures³

Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile



Unlinked Passenger Trips per Revenue Hour



Efficiency in the Past 5 Years

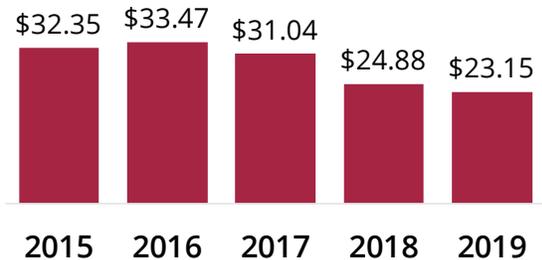
Operating Cost per Revenue Mile



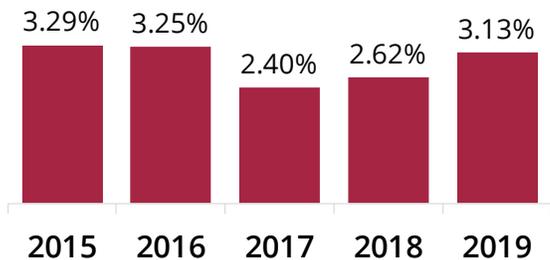
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



Projects in 2019–2022⁴

Implementation Year	Project Name	Cost
2019–2021	Five-Year SOC Plan	To be determined
2019–2021	Depot Feasibility Study	To be determined

Data Sources:

¹TTI estimation based on (1) the 2014-2018 American Community Survey 5-Year Estimates, (2) 2010 Census Summary File 1, and (3) the U.S. Census Bureau 2010 and 2019 TIGER/Line Shapefiles.

²TTI estimation based on the U.S. Census Bureau 2019 TIGER/Line Shapefiles.

³Texas Department of Transportation, Public Transportation Division, PTN-128 FY2015-2019 Data.

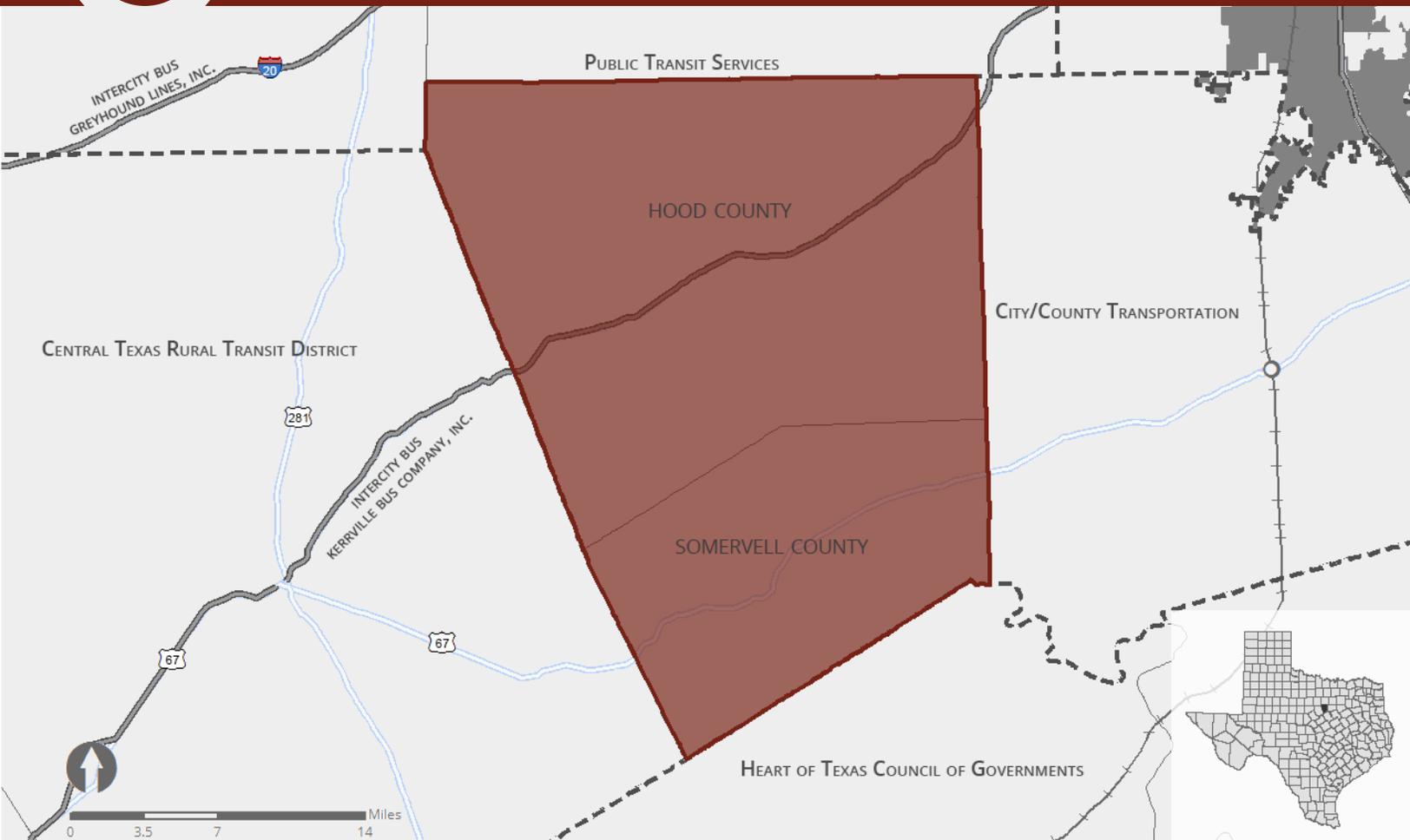
⁴(1) Texas Department of Transportation, 2019-2022 District Statewide Transportation Improvement Program, (2) Transportation Improvement Plans, (3) Metropolitan Transportation Plans, or (4) Regionally Coordinated Transportation Plans.

Last Updated:

May 2020



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 service. 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 Solutions and other human service transportation service 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 Population¹: 65,644
- Service Area Land Area²: 607 Sq. Miles
- Unlinked Passenger Trips³: 19,356
- Revenue Fleet³: 26 Vehicles



Rural Transit District Services

Service Information



General-Public Demand-Response Service

TTS provides demand response service to the general public in Hood and Somervell Counties. There are no criteria to ride other than a fare.

Reservations must be made at least 1 day in advance for both outbound trips and return trips.

Fare Structure:

One-Way Trip:

- Base fare: \$6.00
- Extra fare *(in addition to base fare)*: \$2.00, \$4.00, \$6.00^a; \$25.00^b; \$50.00^c
- Reduced fare: 50% fare^d

Fare Media:



Notes:

^a Based on counties and zones.

^b Per hour for waiting time.

^c Per hour for before/after-hour trip.

^d Solid Gold Riders (seniors 60+) traveling within the county they live.

Operating Time (Excluding Holidays)



Operating Days by Mode



Operating Hours by Mode



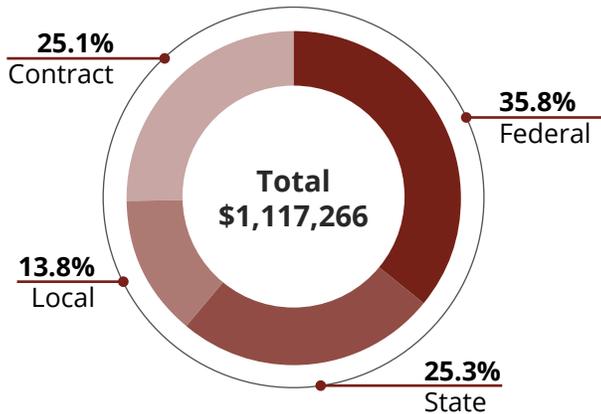


Address | P.O. Box 332
Glen Rose, TX 76043-0332

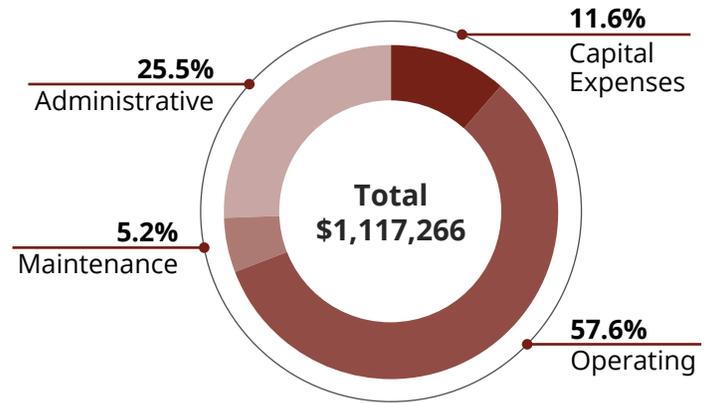
Contact | Derinda Long
General Manager
Phone: (817) 573-0575
E-mail: Transit@TheTransitSystem.com

FY 2019 Financial Status³

Revenues in Fiscal Year 2019



Expenditures in Fiscal Year 2019

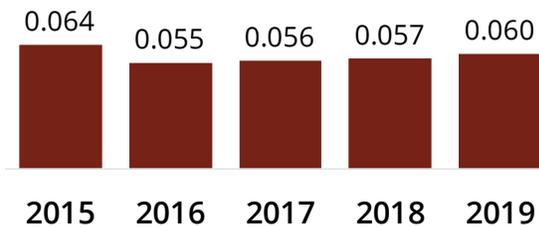


FY 2015-2019 Performance Measures³

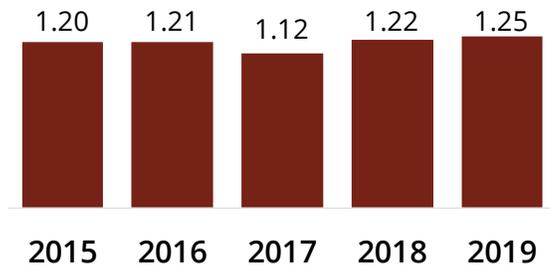


Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile

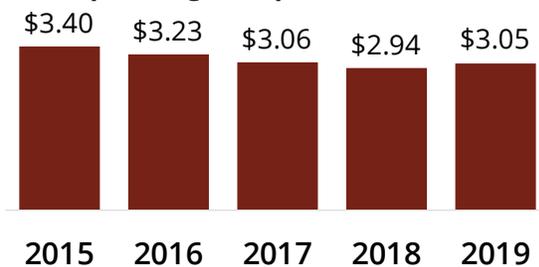


Unlinked Passenger Trips per Revenue Hour

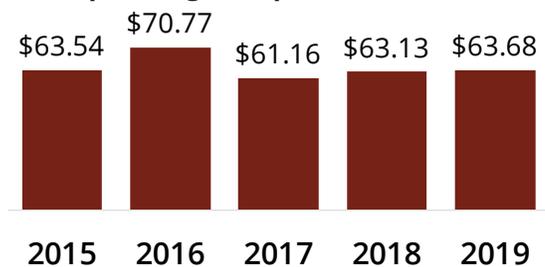


Efficiency in the Past 5 Years

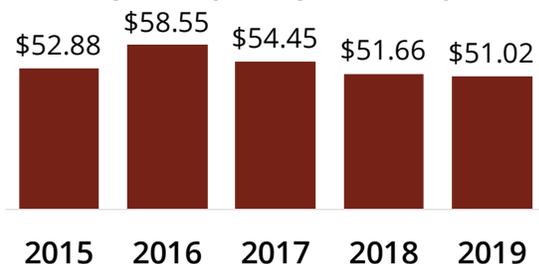
Operating Cost per Revenue Mile



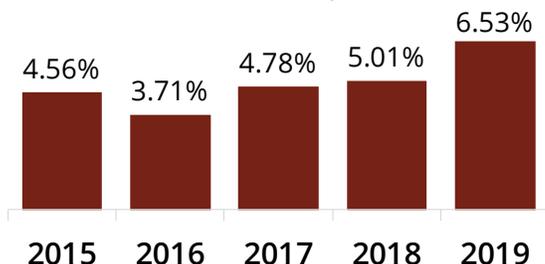
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



Projects in 2019–2022⁴

No transit project listed in the 2019–2022 STIP or RCTP.

Data Sources:

¹ TTI estimation based on (1) the 2014-2018 American Community Survey 5-Year Estimates, (2) 2010 Census Summary File 1, and (3) the U.S. Census Bureau 2010 and 2019 TIGER/Line Shapefiles.

² TTI estimation based on the U.S. Census Bureau 2019 TIGER/Line Shapefiles.

³ Texas Department of Transportation, Public Transportation Division, PTN-128 FY2015-2019 Data.

⁴ (1) Texas Department of Transportation, 2019-2022 District Statewide Transportation Improvement Program, (2) Transportation Improvement Plans, (3) Metropolitan Transportation Plans, or (4) Regionally Coordinated Transportation Plans.

Last Updated:

May 2020



WEBB COUNTY COMMUNITY ACTION AGENCY



The Webb County Community Action Agency (WCCAA) is a rural transit district authorized by Texas Transportation Code Chapter 458 in 1988 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 eastern Webb County and El Cenizo and Rio Bravo in southern Webb 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 in 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 Population¹: 14,437
- Service Area Land Area²: 3,296 Sq. Miles
- Unlinked Passenger Trips³: 68,557
- Revenue Fleet³: 20 Vehicles



Rural Transit District Services

Service Information



Local Bus Service

Two fixed routes connect rural cities of Webb County, including Bruni, Mirando City, Oilton, and Pueblo Nuevo in eastern Webb County and El Cenizo and Rio Bravo in southern Webb County.

One-Way Fare Structure:

- Base fare: \$1.50
- Reduced fares: \$0.75^a, \$0.50^b, \$0.25^c, Free^d

Fare Media:



Notes:

- ^a People with disabilities or seniors (62+ years old).
- ^b College students.
- ^c Intercity.
- ^d Children (4 years old and under).



General-Public Demand-Response Service

Available in rural Webb County.

Reservations must be made at least 1 day in advance. Same-day trip is available to medical trips only.

One-Way Fare Structure:

- Base fare: \$1.00

Fare Media:



ADA Paratransit Service

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

Reservations must be made at least 1 day in advance.

One-Way Fare Structure:

- Base fare: \$0.75

Fare Media:



Operating Time (Excluding Holidays)

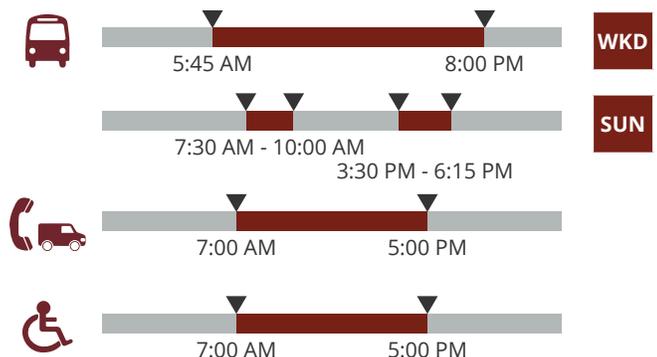


Operating Days by Mode

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



Operating Hours by Mode



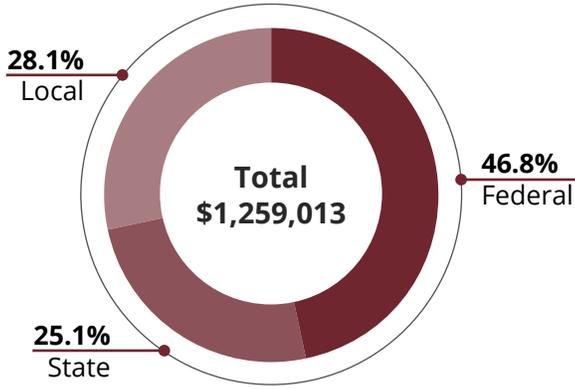


Address | 4801 Daugherty
Laredo, TX 78041

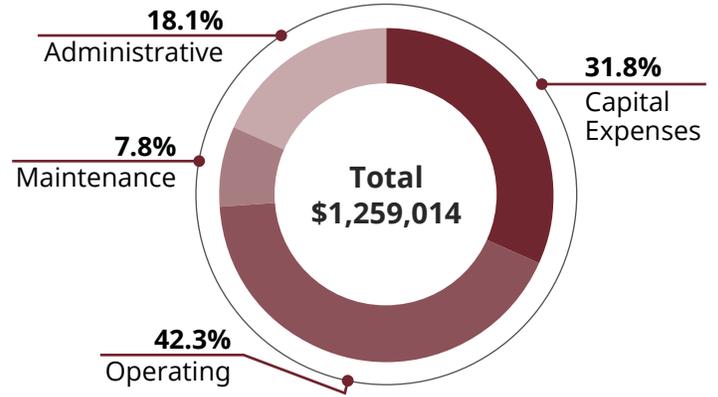
Contact | Robert Martinez
Transportation Director
Phone: (956) 722-6100
E-mail: romartinez@webbcountytexas.gov

FY 2019 Financial Status³

Revenues in Fiscal Year 2019



Expenditures in Fiscal Year 2019

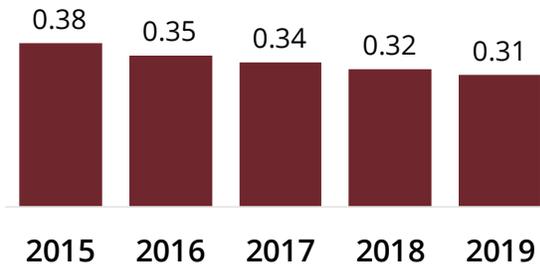


FY 2015–2019 Performance Measures³

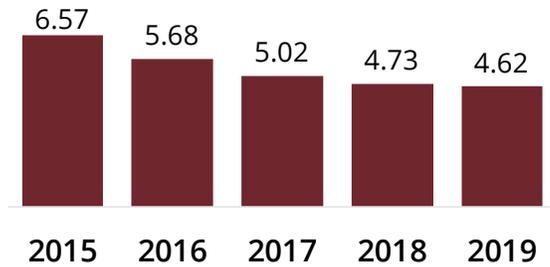


Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile

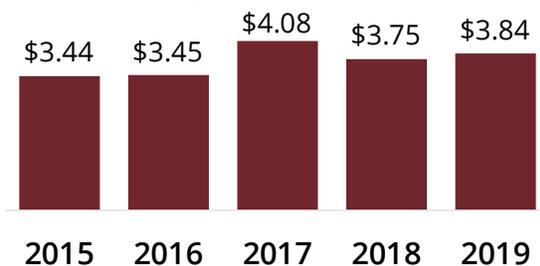


Unlinked Passenger Trips per Revenue Hour

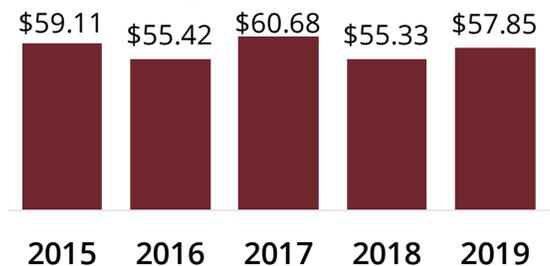


Efficiency in the Past 5 Years

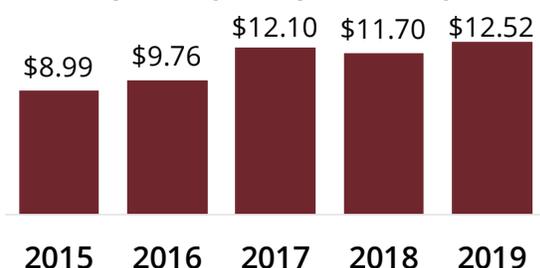
Operating Cost per Revenue Mile



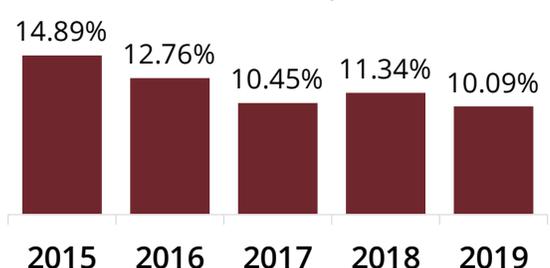
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



Projects in 2019–2022⁴

No transit project listed in the 2019–2022 STIP or RCTP.

Data Sources:

¹TTI estimation based on (1) the 2014-2018 American Community Survey 5-Year Estimates, (2) 2010 Census Summary File 1, and (3) the U.S. Census Bureau 2010 and 2019 TIGER/Line Shapefiles.

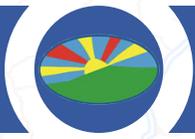
²TTI estimation based on the U.S. Census Bureau 2019 TIGER/Line Shapefiles.

³Texas Department of Transportation, Public Transportation Division, PTN-128 FY2015-2019 Data.

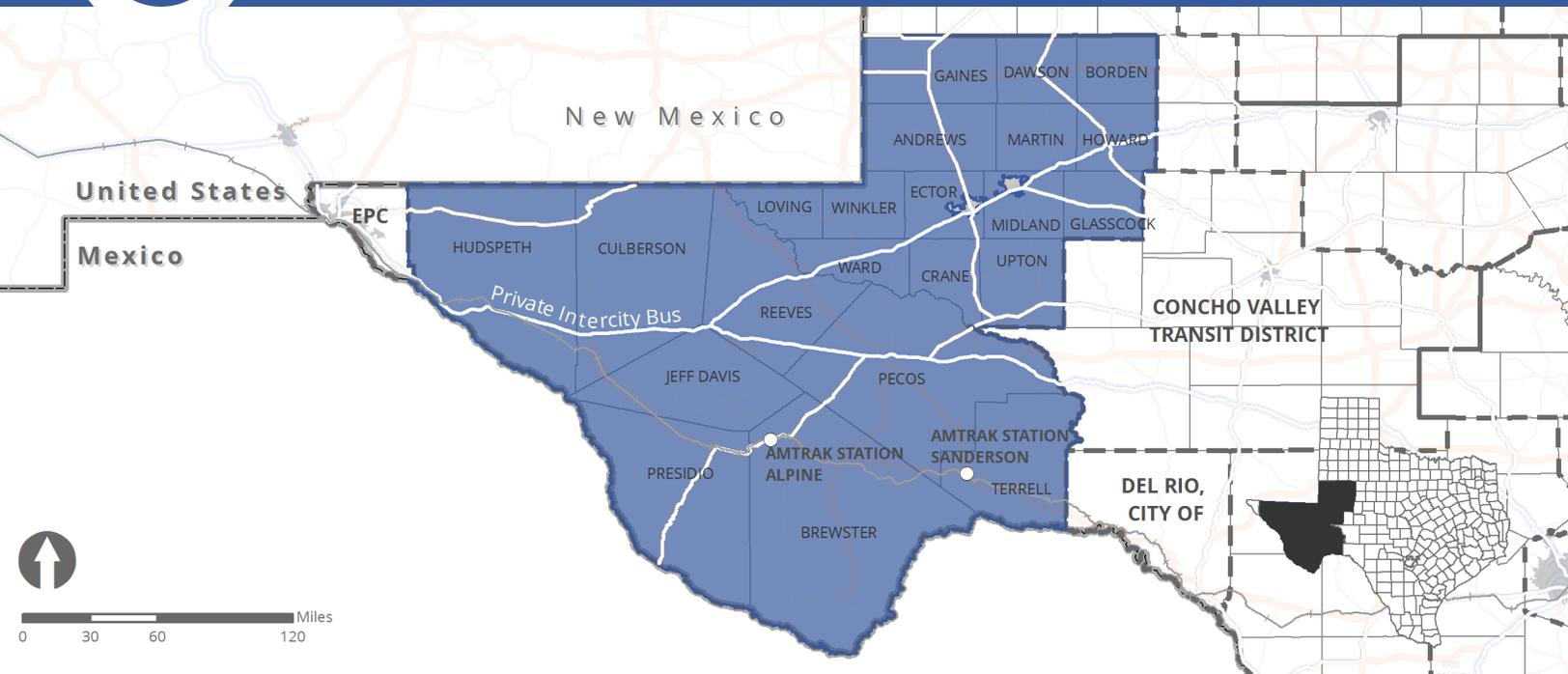
⁴(1) Texas Department of Transportation, 2019-2022 District Statewide Transportation Improvement Program, (2) Transportation Improvement Plans, (3) Metropolitan Transportation Plans, or (4) Regionally Coordinated Transportation Plans.

Last Updated:

May 2020



WEST TEXAS OPPORTUNITIES, INC.



The Permian Basin Rural Transit District is a rural transit district (RTD) authorized by Texas Transportation Code Chapter 458 in 2003 and therefore receives state funding for rural transit services. West Texas Opportunities, Inc. (WTO) 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 provides demand-response service. There are three dispatching lines throughout the service area. The daily operation is completed partially in-house and partially through the Big Bend Community Action Committee. TRAX subcontracts with several human service agencies, including the Dawson County Senior Citizen Center, Mission Adult Day Services, and Terrell County Senior Center. In addition, TRAX provides 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 these services. 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 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 Population¹: 216,412
- Service Area Land Area²: 44,019 Sq. Miles
- Unlinked Passenger Trips³: 92,563
- Revenue Fleet³: 121 Vehicles



Rural Transit District Services

Service Information



General-Public Demand-Response Service

Available throughout the service area.

Reservations must be made at least 1 day before the trip and up to 30 days in advance.

One-Way Fare Structure:

- Base fare:
 - 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
- Extra fare (in addition to base fare):
 - Each Additional 25 miles: \$4.00
- Reduced fare:
 - \$0.50^a, Free^b

Fare Media:



Notes:

^a People with disabilities traveling within Zone 1, or seniors traveling within Zone 1.

^b Children (under 5 years old).

Operating Time (Excluding Holidays)



Operating Days by Mode



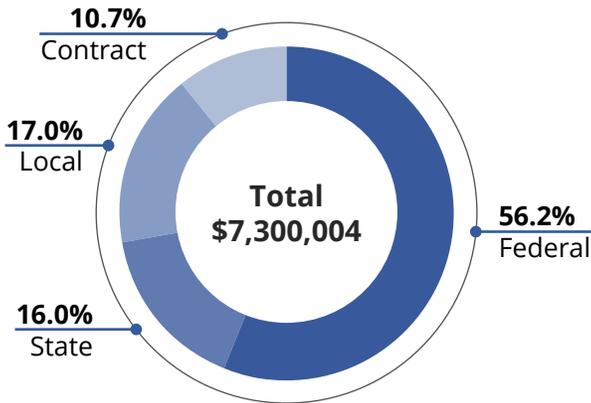
Operating Hours by Mode



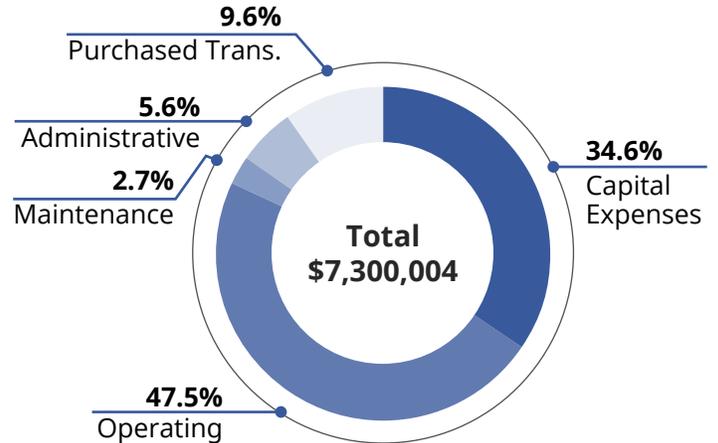


FY 2019 Financial Status³

Revenues in Fiscal Year 2019



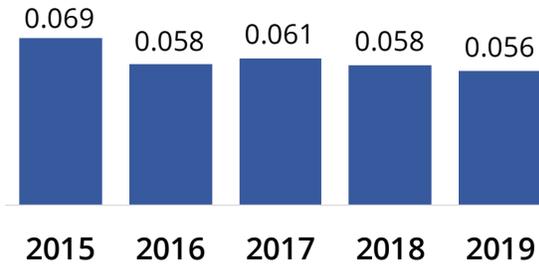
Expenditures in Fiscal Year 2019



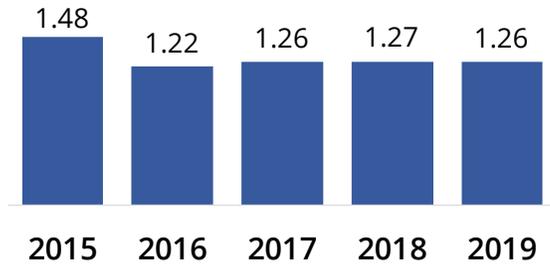
FY 2015-2019 Performance Measures³

Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile

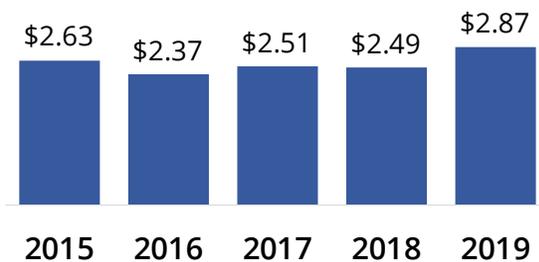


Unlinked Passenger Trips per Revenue Hour

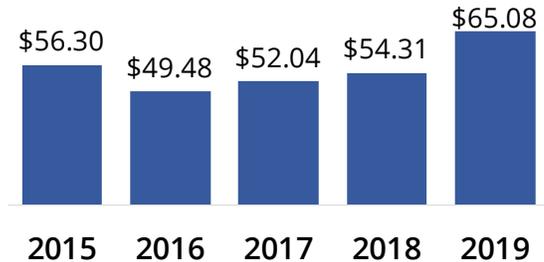


Efficiency in the Past 5 Years

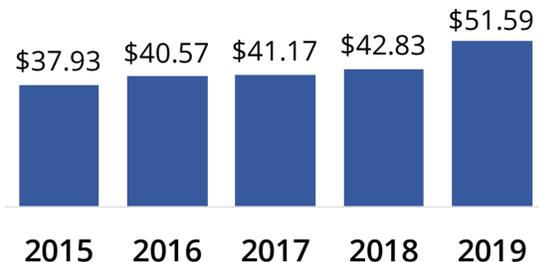
Operating Cost per Revenue Mile



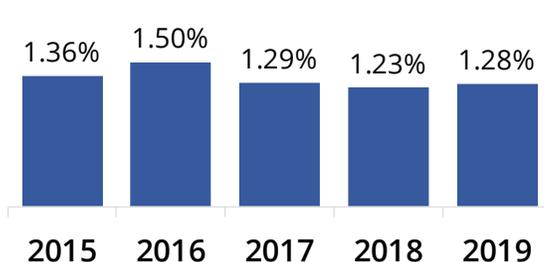
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



Projects in 2019–2022⁴

Implementation Year	Project Name	Cost
2019	Odessa Facility	\$2,340,588

Data Sources:

¹ TTI estimation based on (1) the 2014-2018 American Community Survey 5-Year Estimates, (2) 2010 Census Summary File 1, and (3) the U.S. Census Bureau 2010 and 2019 TIGER/Line Shapefiles.

² TTI estimation based on the U.S. Census Bureau 2019 TIGER/Line Shapefiles.

³ Texas Department of Transportation, Public Transportation Division, PTN-128 FY2015-2019 Data.

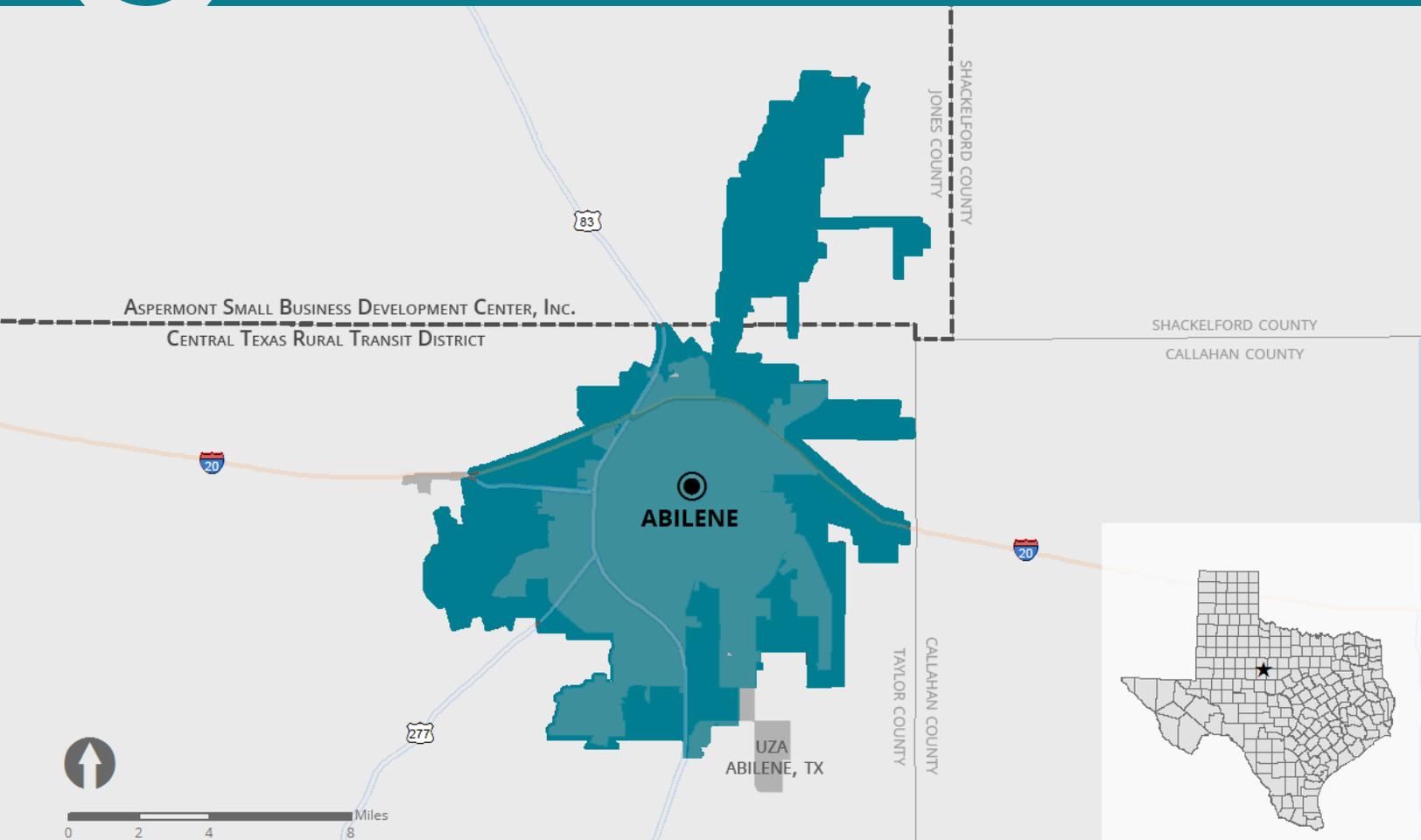
⁴ (1) Texas Department of Transportation, 2019-2022 District Statewide Transportation Improvement Program, (2) Transportation Improvement Plans, (3) Metropolitan Transportation Plans, or (4) Regionally Coordinated Transportation Plans.

Last Updated:

May 2020



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, flexible transit 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 of the Abilene UZA according to the U.S. Census 2010. 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's sub-corporation Transit Management of Abilene, Inc.



Urban Transit District

- Service Area Population¹: 123,676
- Service Area Land Area²: 107 Sq. Miles
- Unlinked Passenger Trips³: 390,204
- Revenue Fleet³: 52 Vehicles



Urban Transit District Services

Service Information



Local Bus Service

8 weekday bus routes and 6 Saturday routes are available in Abilene.

Fare Structure:

One-Way Trip:

- Base fare: \$1.50
- Reduced fare: \$0.65^a, \$1.00^b, Free^c

Ticket Pass:

- Regular pass: \$3^d, \$15^e, \$45^f
- Reduced pass: \$8^{a&e}, \$10^{b&e}, \$20^{a&f}, \$25^{b&f}

Fare Media:



Flexible Transit Service

The on-call service zone covers popular destinations in the south side of town. Reservations must be made 2 hours before the trip and up to 7 days in advance.

One-Way Fare Structure: \$3.00^d

Fare Media:



Notes: ^a Medicare cardholders, people with disabilities, or seniors. ^b Children (5–18 years old). ^c Children (4 years old or under). ^d Day pass. ^e Weekly pass. ^f Monthly pass. ^g Extra fare will be charged if either origin or destination of a trip is located outside the primary service area. ^h Alternate destination. ⁱ Riders who are eligible for CDBG transportation program. ^j 10-ride book.



General-Public Demand-Response Service

Available within the city limits of Abilene.

Reservations must be made at least 1 day in advance.

Fare Structure:

One-Way Trip:

- Base fare: \$6.00
- Reduced fare: \$2.50ⁱ

Ticket Pass/Book:

- Regular: \$60.00^j
- Reduced: \$25.00^{i&j}

Fare Media:



ADA Paratransit Service

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

Reservations must be made at least 1 day in advance.

One-Way Fare Structure:

- Base fare: \$2.00
- Extra fare (in addition to base fare): \$1.00^g, \$4.00^h

Fare Media:



Operating Time (Excluding Holidays)

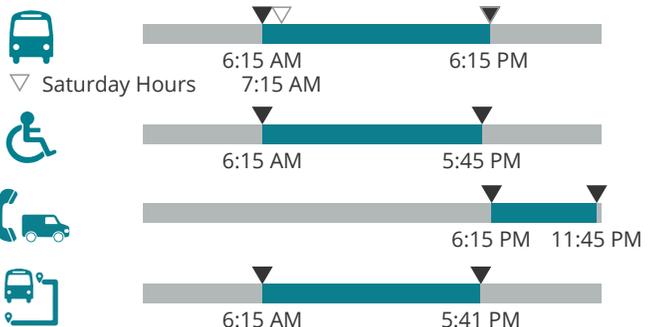


Operating Days by Mode

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



Operating Hours by Mode



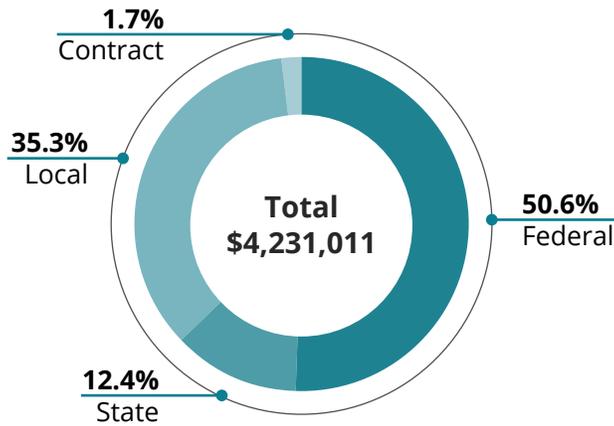


Address | 1189 S. 2nd St.
Abilene, TX 79602-1411

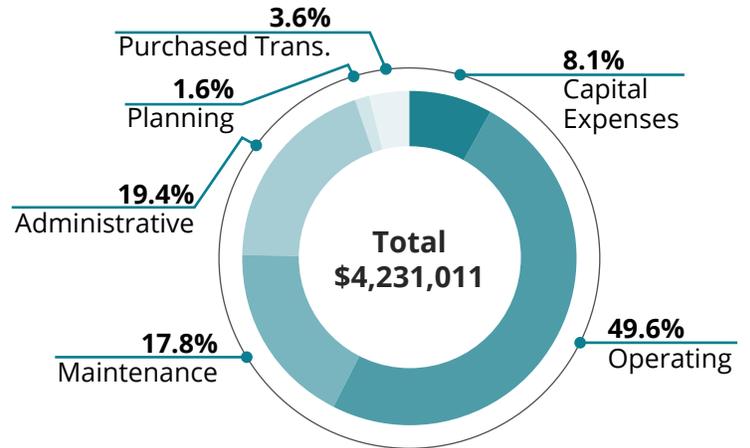
Contact | Bobby Sharpe
General Manager
Phone: (325) 676-6403
E-mail: Bobby.Sharpe@AbileneTX.gov

FY 2019 Financial Status³

Revenues in Fiscal Year 2019



Expenditures in Fiscal Year 2019

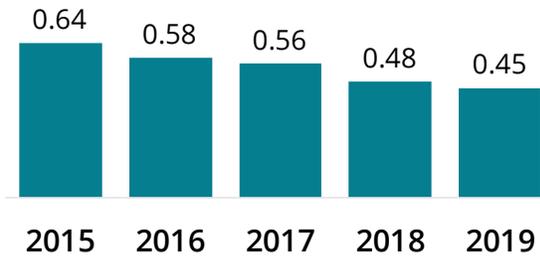


FY 2015-2019 Performance Measures³

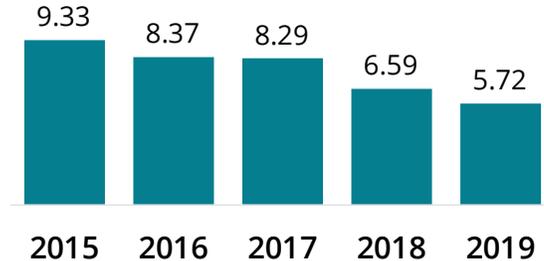


Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile



Unlinked Passenger Trips per Revenue Hour



Efficiency in the Past 5 Years

Operating Cost per Revenue Mile



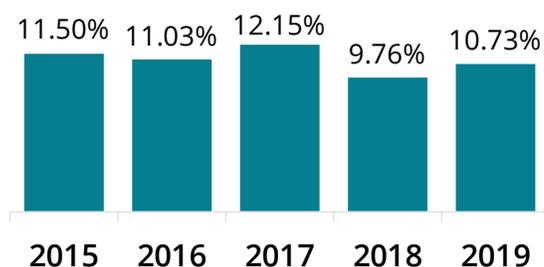
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



Projects in 2019–2022⁴

Implementation Year	Project Name	Cost
2019	Capital—Full-size transit bus ADA compliant	\$460,000
2019	Capital—ADA paratransit expenses allowable under Capital	\$262,087
2019	Capital—Small capital equipment purchases	\$383,040
2019	Planning—Activities and wages for employees conducting planning	\$78,000
2019	Operations—Operating expenses for full transit modes	\$2,540,787
2020	Capital—ADA paratransit expenses allowable under Capital	\$264,183
2020	Capital—Small capital equipment purchases	\$406,022
2020	Planning—Activities and wages for employees conducting planning	\$78,000
2020	Operations—Operating expenses for full transit modes	\$2,729,780
2021	Capital—ADA paratransit expenses allowable under Capital	\$264,183
2021	Capital—Small capital equipment purchases	\$406,022
2021	Planning—Activities and wages for employees conducting planning	\$78,000
2021	Operations—Operating expenses for full transit modes	\$2,729,780
2022	Operating expenses	\$2,729,780
2022	Planning expenses	\$78,000
2022	Capital expenses	\$406,022
2022	Capital: ADA Paratransit expenses	\$264,183

Data Sources:

¹ TTI estimation based on (1) the 2014–2018 American Community Survey 5-Year Estimates, (2) 2010 Census Summary File 1, and (3) the U.S. Census Bureau 2010 and 2019 TIGER/Line Shapefiles.

² TTI estimation based on the U.S. Census Bureau 2019 TIGER/Line Shapefiles.

³ Texas Department of Transportation, Public Transportation Division, PTN-128 FY2015–2019 Data.

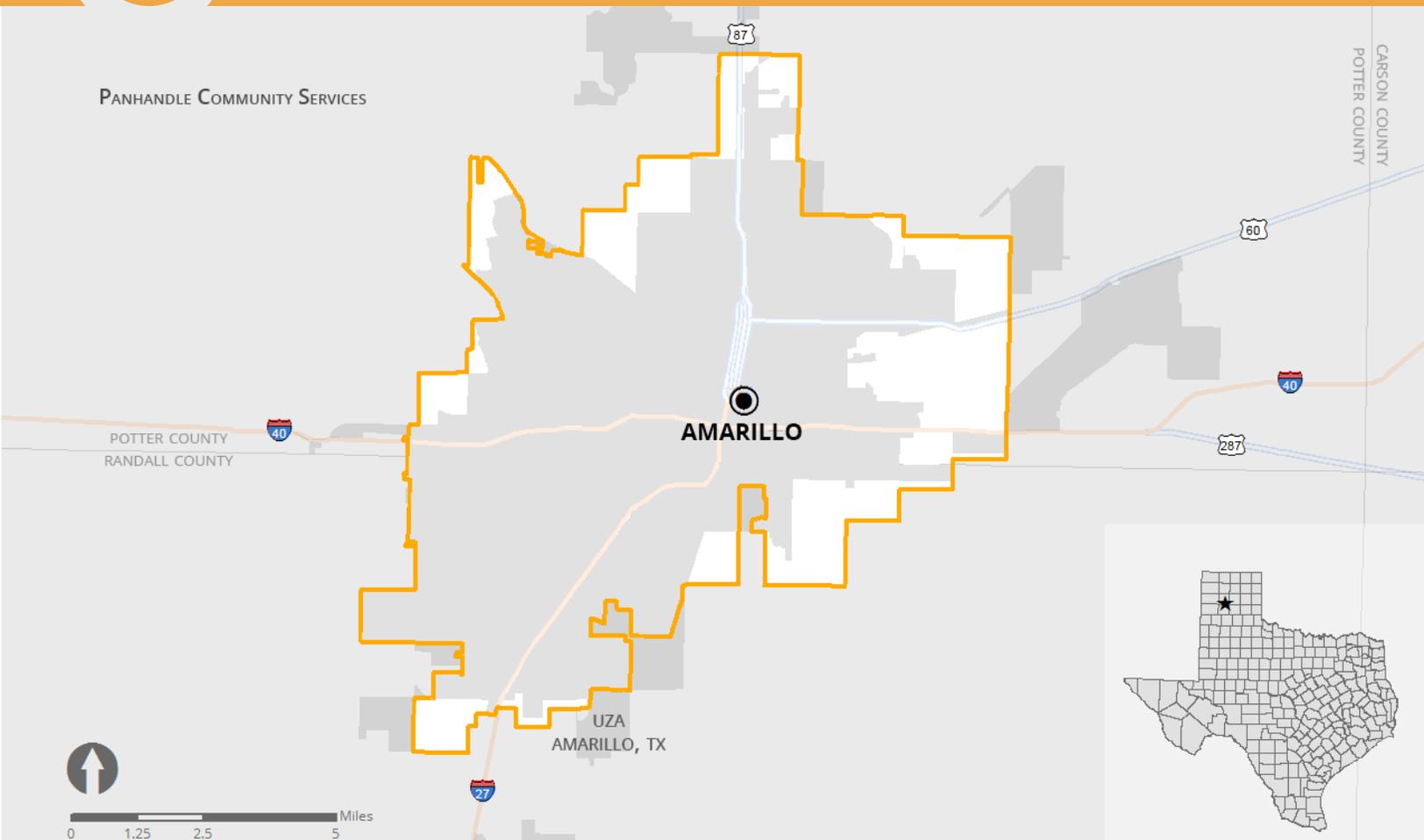
⁴ (1) Texas Department of Transportation, 2019–2022 District Statewide Transportation Improvement Program, (2) Transportation Improvement Plans, (3) Metropolitan Transportation Plans, or (4) Regionally Coordinated Transportation Plans.

Last Updated:

May 2020



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 local bus service, flexible transit service, and the ADA paratransit service within the city limits west of Lakeside Drive. The earliest ACT service began in 1966. The current service area crosses Potter and Randall Counties, covering 95.2 percent of the population and 80.1 percent of the land area of the Amarillo UZA according to the U.S. Census 2010. The rural parts of both counties are served by the rural transit district Panhandle Community Services.

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.



Urban Transit District

- Service Area Population¹: 193,836
- Service Area Land Area²: 86 Sq. Miles
- Unlinked Passenger Trips³: 318,620
- Revenue Fleet³: 31 Vehicles



Urban Transit District Services

Service Information



Local Bus Service

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

Fare Structure:

One-Way Trip:

- Base fare: \$1.00
- Reduced fares: \$0.50^a, Free^b

Ticket Pass:

- Regular pass: \$2.00^c, \$30.00^d
- Reduced pass: \$1.00^e

Fare Media:



ADA Paratransit Service (Spec-Trans)

Available within the city limits west of Lakeside Drive.

Reservations must be made at least 1 day and up to 7 days in advance.

Fare Structure:

One-Way Trip:

- Base fare: \$2.00^f
- Reduced fare: Free^g

Ticket Pass/Book:

- Regular: \$36.00^h

Fare Media:



Flexible Transit Service

Route 13 Hospital District On Call meets Routes 11, 43, and 44 every 45 minutes at the scheduled pickup points.

It is recommended to call 45 minutes in advance.

Fare Structure:

One-Way Trip:

- Base fare: \$1.00
- Reduced fares: \$0.50^a, Free^b

Ticket Pass:

- Regular pass: \$2.00^c, \$30.00^d
- Reduced pass: \$1.00^e

Fare Media:



Notes:

- ^a Seniors (65 & above), Disabled, or Students K-12 (a reduced ID card must be presented to the operator).
- ^b Age 5 and younger (a reduced ID card must be presented to the operator).
- ^c Day Pass.
- ^d Monthly Pass.
- ^e Reduced Day Pass for Seniors (65 & above), Disabled, Students K-12, or Spec-Trans Riders.
- ^f Single Rides within service area.
- ^g Age 5 and younger, Personal Care Attendant Riders, or Amarillo College students (a reduced ID card must be presented to the operator).
- ^h 20-ride booklet (Monthly passes are not useable on the Spec-Trans paratransit service).

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



6:20 AM 7:00 PM



6:20 AM 6:25 PM



8:00 AM 4:00 PM

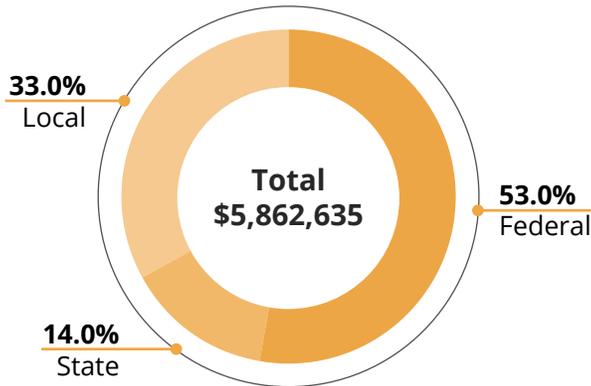


Address | P.O. Box 1971
Amarillo, TX 79105

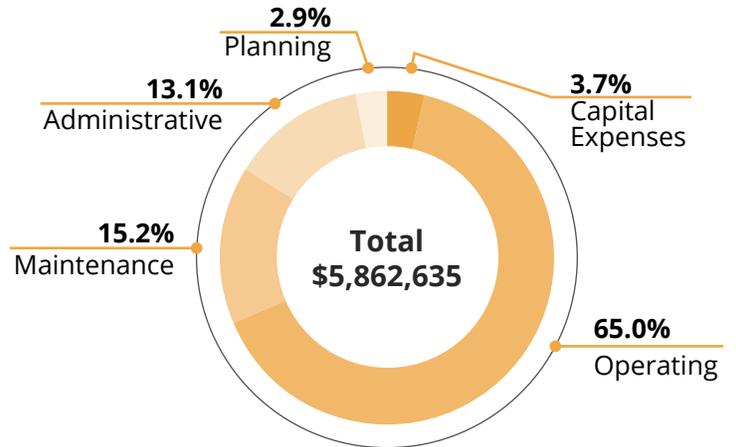
Contact | Marita Wellage-Reiley
Transit Director
Phone: (806) 378-6842
E-mail: marita.wellage-reiley@amarillo.gov

FY 2019 Financial Status³

Revenues in Fiscal Year 2019



Expenditures in Fiscal Year 2019

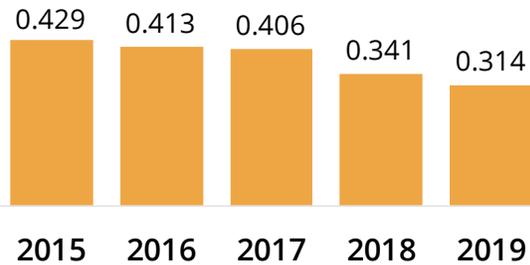


FY 2015-2019 Performance Measures³

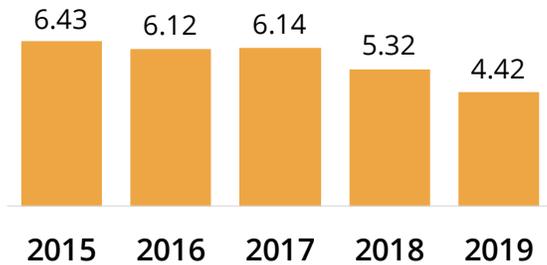


Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile



Unlinked Passenger Trips per Revenue Hour



Efficiency in the Past 5 Years

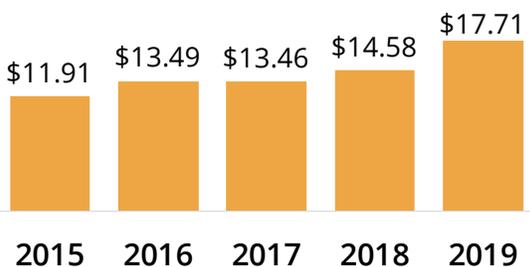
Operating Cost per Revenue Mile



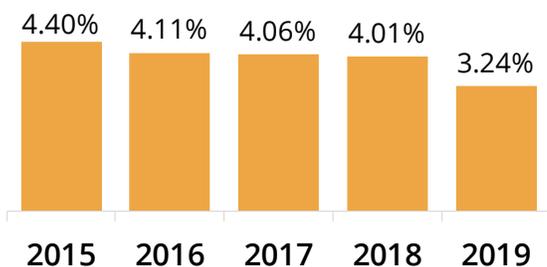
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



Projects in 2019–2022⁴

Implementation Year	Project Name	Cost
2019	Capital: ADA Paratransit Service	\$360,638
2019	Capital: Replace Bus Vehicle	\$413,000
2019	Capital: Preventative Maintenance	\$1,043,467
2019	Operating	\$4,833,816
2020	Capital: ADA Paratransit Service	\$371,458
2020	Capital: Replace Bus Vehicle	\$425,390
2020	Capital: Preventative Maintenance	\$1,074,771
2020	Operating	\$4,978,830
2021	Capital: ADA Paratransit Service	\$382,601
2021	Capital: Replace Bus Vehicle	\$438,151
2021	Capital: Preventative Maintenance	\$1,107,015
2021	Operating	\$5,128,196
2019–2021	Construction of a New Transfer Station	\$8,350,000
2022	Capital: ADA Paratransit Service	\$394,079
2022	Capital: Replace Bus Vehicle	\$451,296
2022	Capital: Preventative Maintenance	\$1,140,225
2022	Operating	\$5,282,042

Data Sources:

¹ TTI estimation based on (1) the 2014-2018 American Community Survey 5-Year Estimates, (2) 2010 Census Summary File 1, and (3) the U.S. Census Bureau 2010 and 2019 TIGER/Line Shapefiles.

² TTI estimation based on the U.S. Census Bureau 2019 TIGER/Line Shapefiles.

³ Texas Department of Transportation, Public Transportation Division, PTN-128 FY2015-2019 Data.

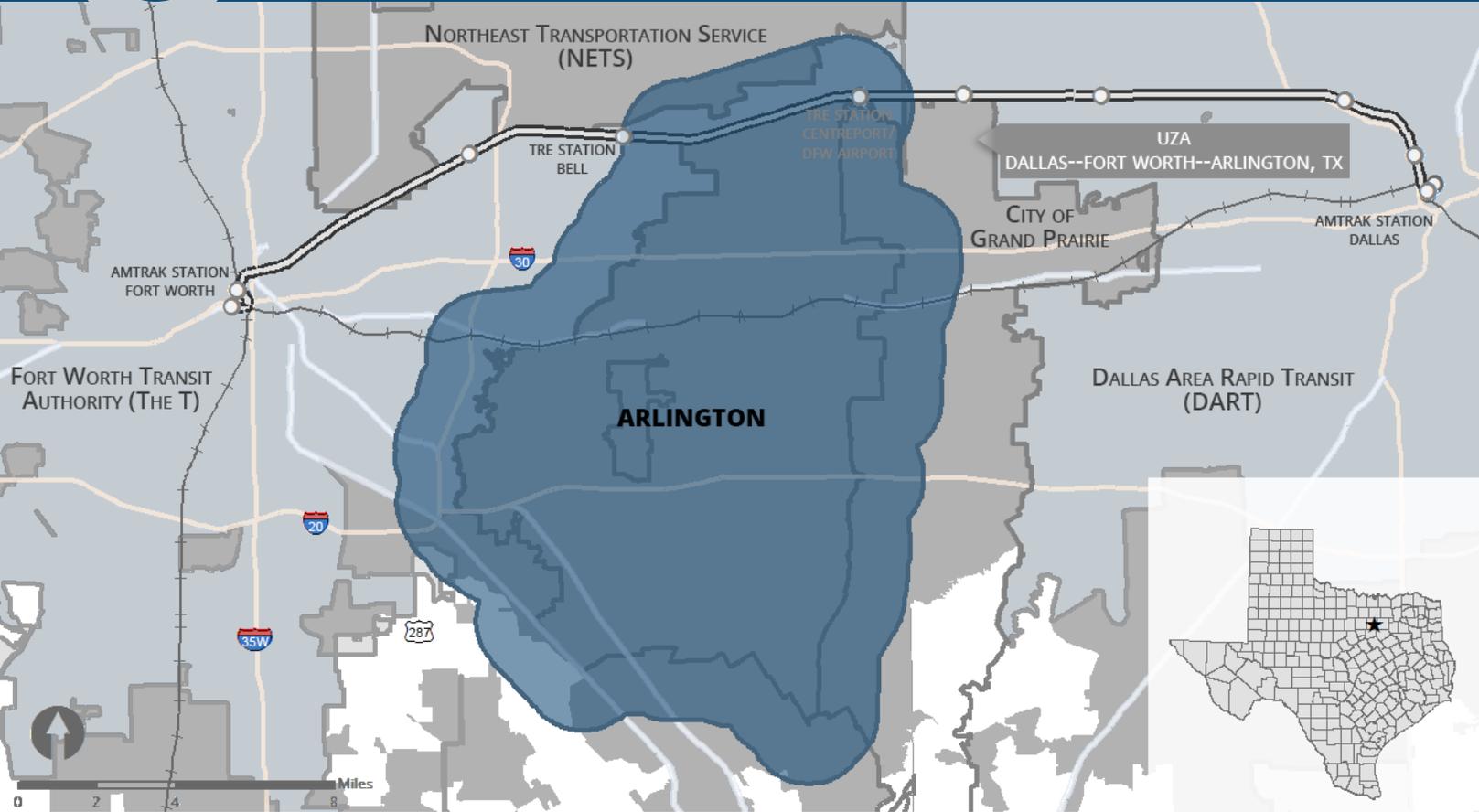
⁴ (1) Texas Department of Transportation, 2019-2022 District Statewide Transportation Improvement Program, (2) Transportation Improvement Plans, (3) Metropolitan Transportation Plans, or (4) Regionally Coordinated Transportation Plans.

Last Updated:

May 2020



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.

The earliest Handitran service began in 1981. The current service area extends 1.5 miles beyond the city limits. The vast majority of the service area 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 Trinity Metro), two other limited-eligibility transit providers (the City of 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 the Bell Spur and Centreport stations, and one bus stop of Trinity Metro in northwest Arlington.

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



Urban Transit District

- Service Area Population¹: 603,366
- Service Area Land Area²: 184 Sq. Miles
- Unlinked Passenger Trips³: 150,021
- Revenue Fleet³: 38 Vehicles



Urban Transit District Services

Service Information



Limited-Eligibility Demand-Response Service

For Limited-Eligibility Riders:

- Senior citizens 65 and over
- Citizens with disabilities

Door-to-Door service available within the city limits of Arlington and 1.5-mile extended areas beyond the city limits.

Reservations can be made on the day of travel and up to 14 days in advance.

Fare Structure:

One-Way Trip:

- Base fare: \$2.00

Ticket Pass:

- Regular pass:
Monthly pass: \$55.00

Fare Media:



Operating Time (Excluding Holidays)



Operating Days by Mode



MON TUE WED THU FRI SAT



Operating Hours by Mode



7:00 AM

10:00 PM

WKD

8:00 AM

9:00 PM

SAT

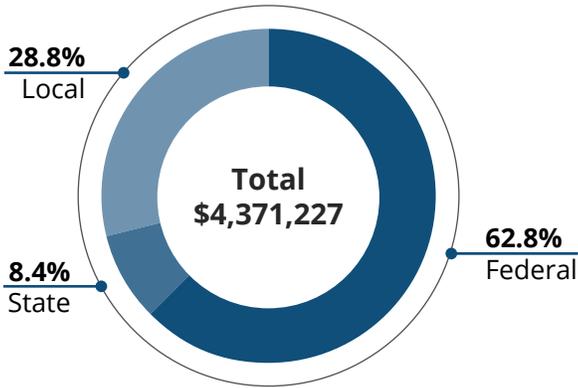


Address | P.O. Box 90231,
Mail Stop #06-010
Arlington, TX 76004-0231

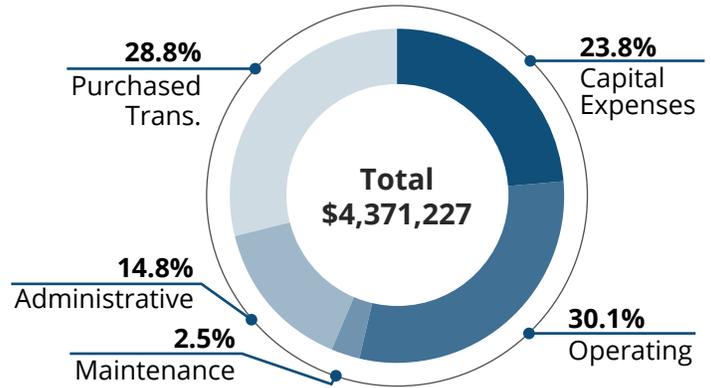
Contact | Bob Johnson
Transit Manager
Phone: (817) 459-5390
E-mail: bob.johnson@arlingtontx.gov

FY 2019 Financial Status³

Revenues in Fiscal Year 2019



Expenditures in Fiscal Year 2019

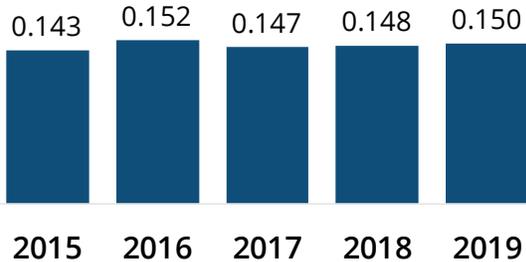


FY 2015-2019 Performance Measures³

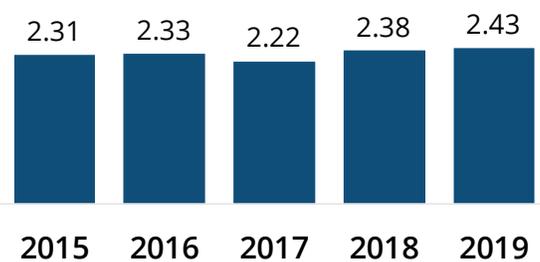


Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile

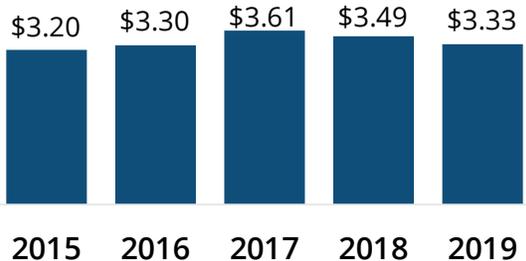


Unlinked Passenger Trips per Revenue Hour

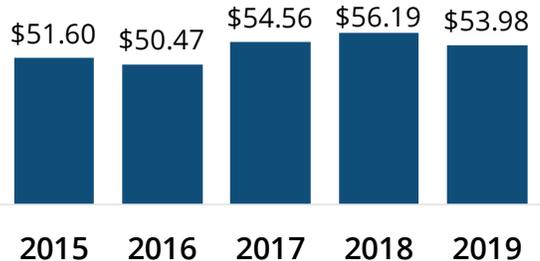


Efficiency in the Past 5 Years

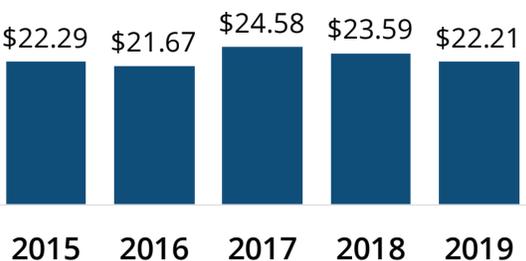
Operating Cost per Revenue Mile



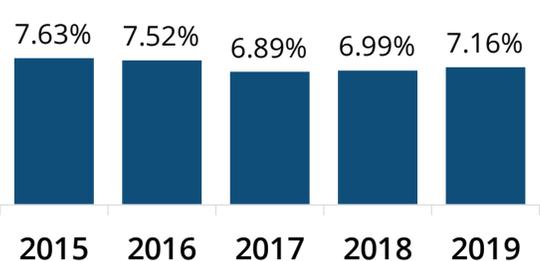
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



Projects in 2019–2022⁴

Implementation Year	Project Name	Cost
2019	Section 5307 Capital— Support Urbanized Area Transit Service	\$665,000
2019	Operating Assistance	\$1,545,394
2020	Section 5307 Capital— Includes Capital Bus Funds	\$1,965,000
2020	Operating Assistance	\$1,545,394
2021	Section 5307 Capital—Support Urbanized Area Transit Service	\$665,000
2021	Operating Assistance	\$1,545,394

Data Sources:

¹ TTI estimation based on (1) the 2014-2018 American Community Survey 5-Year Estimates, (2) 2010 Census Summary File 1, and (3) the U.S. Census Bureau 2010 and 2019 TIGER/Line Shapefiles.

² TTI estimation based on the U.S. Census Bureau 2019 TIGER/Line Shapefiles.

³ Texas Department of Transportation, Public Transportation Division, PTN-128 FY2015-2019 Data.

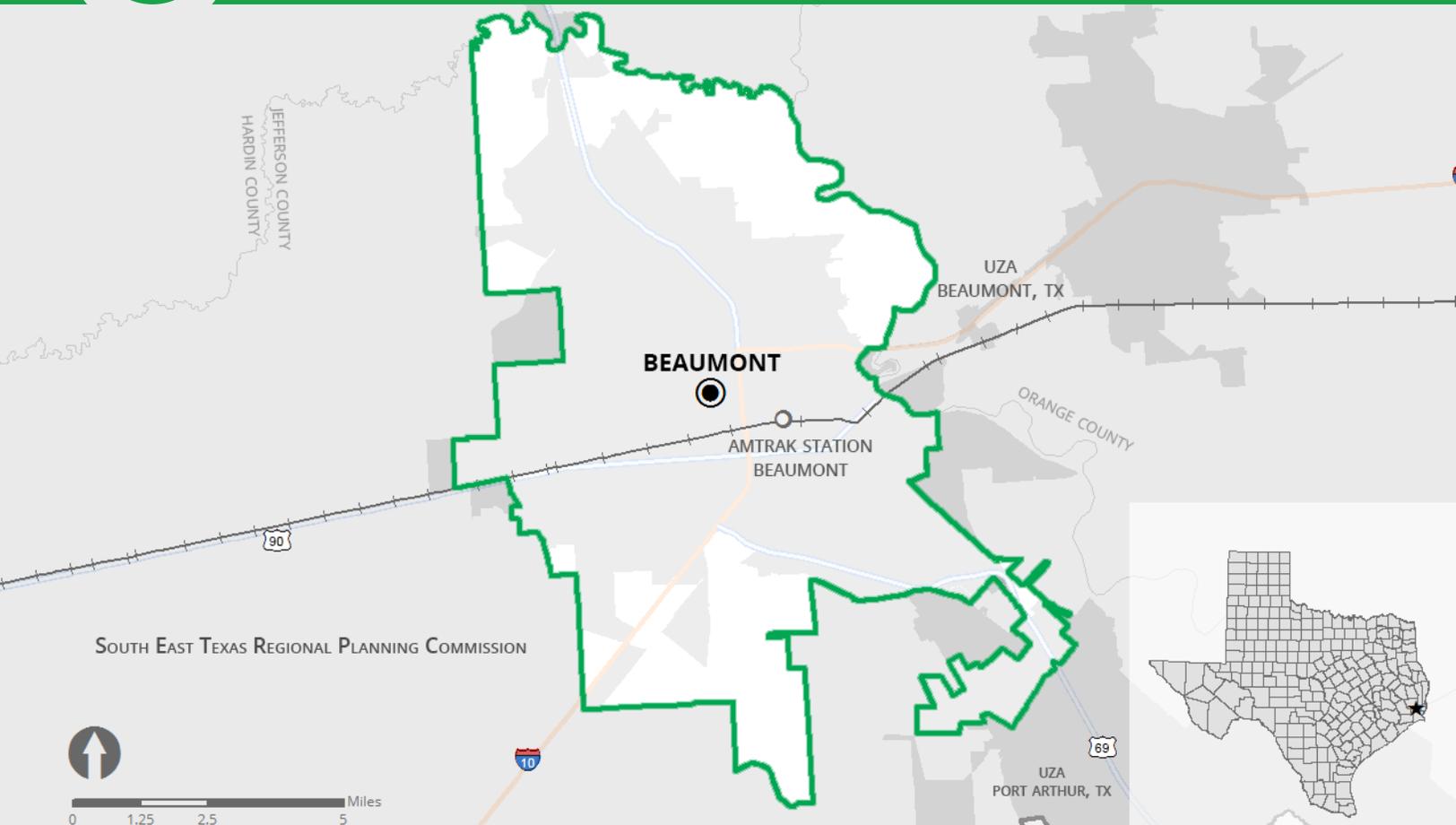
⁴ (1) Texas Department of Transportation, 2019-2022 District Statewide Transportation Improvement Program, (2) Transportation Improvement Plans, (3) Metropolitan Transportation Plans, or (4) Regionally Coordinated Transportation Plans.

Last Updated:

May 2020



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 of the Beaumont UZA according to the U.S. Census 2010. 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 available for people residing 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 Population¹: 118,632
- Service Area Land Area²: 82 Sq. Miles
- Unlinked Passenger Trips³: 426,294
- Revenue Fleet³: 28 Vehicles



Urban Transit District Services

Service Information



Local Bus Service

10 bus routes are available within the city limits of Beaumont.

One-Way Fare Structure:

- Base fare: \$1.50
- Extra fare (in addition to base fare): \$0.25^a
- Reduced fare: \$0.75^b, Free^c

Ticket Pass:

- Regular pass:
Monthly pass: \$40.00
Weekly pass: \$12.00
Day pass: \$3.00
- Reduced pass:
Monthly pass: \$30.00^b
Weekly pass: \$9.00^b
Day pass: \$2.25^b

Fare Media:



ADA Paratransit Service

Available in areas within the city limits of Beaumont.

Reservations must be made on the day prior to the day of travel.

One-Way Fare Structure:

- Base fare: \$2.50
- Regular pass:
Monthly pass: \$80.00

Fare Media:



Notes:

- ^a Transfer ticket.
- ^b Children (6–18 years old), medicare cardholders, people with disabilities, or seniors (65+ years old).
- ^c Children (under 6 years old) with a paying customer.

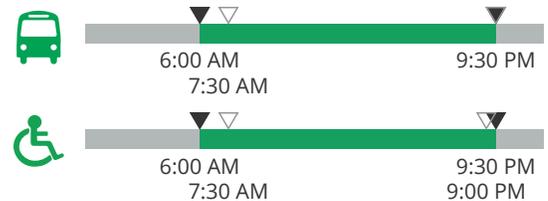
Operating Time (Excluding Holidays)



Operating Days by Mode



Operating Hours by Mode



▽ Saturday Hours

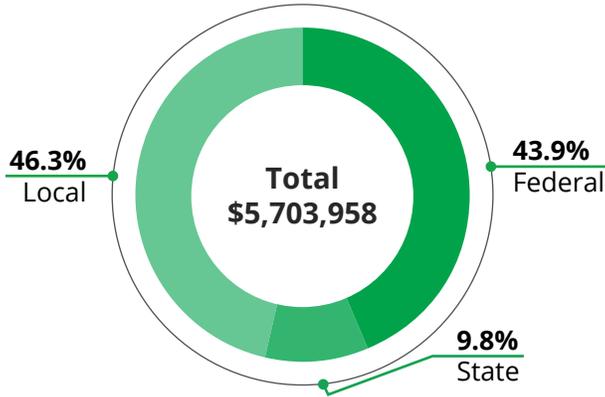


Address | 550 Milam St.
Beaumont, TX 77701-4405

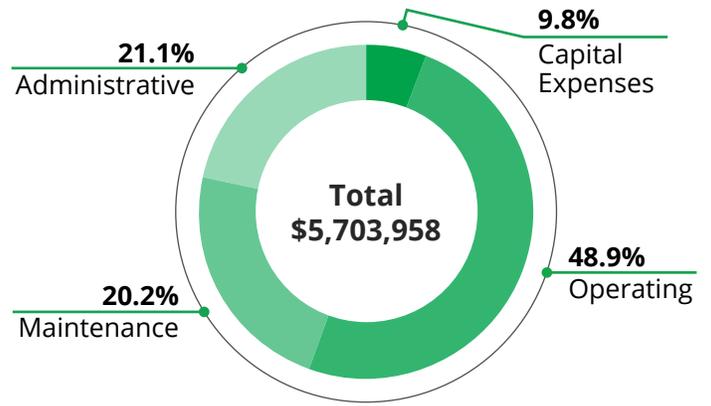
Contact | William Munson
Transit Manager
Phone: (409) 835-7895
E-mail: bmunson@beaumonttransit.com

FY 2019 Financial Status³

Revenues in Fiscal Year 2019



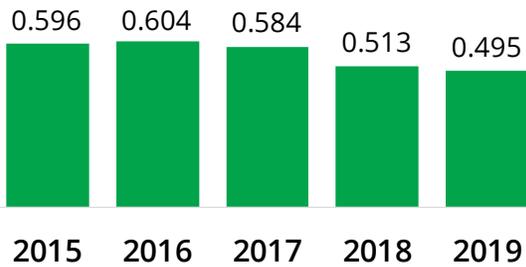
Expenditures in Fiscal Year 2019



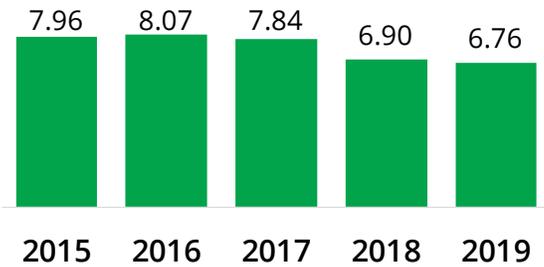
FY 2015–2019 Performance Measures³

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



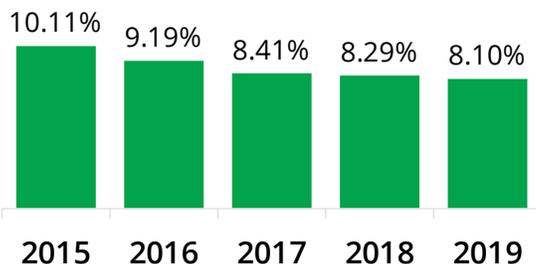
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



Projects in 2019–2022⁴

Implementation Year	Project Name	Cost
2019	Operating Assistance for FY 2019	\$4,965,000
2019	Replacement of six (6) Paratransit Vehicles	To be determined
2020	Operating Assistance for FY 2020	\$5,000,000
2021	Operating Assistance for FY 2021	To be determined
2021	Purchase of fifteen (15) Replacement Fixed-Route Buses	To be determined
2022	Operating Assistance	\$5,550,000

Data Sources:

¹ TTI estimation based on (1) the 2014-2018 American Community Survey 5-Year Estimates, (2) 2010 Census Summary File 1, and (3) the U.S. Census Bureau 2010 and 2019 TIGER/Line Shapefiles.

² TTI estimation based on the U.S. Census Bureau 2019 TIGER/Line Shapefiles.

³ Texas Department of Transportation, Public Transportation Division, PTN-128 FY2015-2019 Data.

⁴ (1) Texas Department of Transportation, 2019-2022 District Statewide Transportation Improvement Program, (2) Transportation Improvement Plans, (3) Metropolitan Transportation Plans, or (4) Regionally Coordinated Transportation Plans.

Last Updated:

May 2020



CITY OF BROWNSVILLE



Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community

The City of Brownsville serves as an urban transit district (UTD) for the Brownsville urbanized area (UZA) under the Texas Transportation Code Chapter 458 and therefore receives state funding. Brownsville Metro (B-Metro) is a department of the City of Brownsville and is governed by its City Commission and advised by a seven-member Transit Advisory Committee.

The City of Brownsville has provided public transit services, operated as Brownsville Urban System, since 1978 and rebranding itself to Brownsville Metro in 2011. B-Metro provides fixed route local bus service and ADA complimentary paratransit service. These services are primarily provided within the city limits of Brownsville. The City of Brownsville served as the lead agency for the Metro Connect Service from 2013 to 2018 and on January 1, 2019 Metro Connect services were transferred to Lower Rio Grande Valley Development Council (LRGVDC) and rebranded to RGV Metro Express. La Plaza at Brownsville Terminal facility houses the private transit providers who operate statewide, national, and international services alongside B-Metro's public transit services.

B-Metro is governed by the City Commission of Brownsville and advised by the seven-member Transit Advisory Committee.



Urban Transit District

- Service Area Population¹: 241,405
- Service Area Land Area²: 322 Sq. Miles
- Unlinked Passenger Trips³: 1,548,127
- Revenue Fleet³: 34 Vehicles



Urban Transit District Services

Service Information



Local Bus Service

13 bus routes available within the city limits of Brownsville.

Fare Structure:

One-Way Trip:

- Base fare: \$1.00
- Extra fare (in addition to base fare): \$0.25^a
- Reduced fares: \$0.75^b, \$0.50^c, Free^d

Ticket Pass:

- Regular pass: \$2.50^e, \$12.00^f
- Reduced pass: \$5.00^g, \$9.00^h

Fare Media:



ADA Paratransit Service

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

Passengers must schedule their trips 1 day (and up to 7 days) in advance. Same-day trip is not guaranteed and will be rarely granted.

Fare Structure:

- One-Way Base fare: \$1.50
- Ticket book: \$30.00 (20 rides)

Fare Media:



Notes:

^a Transfer ticket. ^b Students. ^c Medicare cardholders, people with disabilities, or seniors with B-Metro ID card.
^d Children (under 6 years old). ^e Day pass. ^f Weekly pass.
^g 20-ride pass for people with disabilities and seniors with B-Metro ID card. ^h 20-ride pass for students with student ID.

Operating Time (Excluding Holidays)



Operating Days by Mode



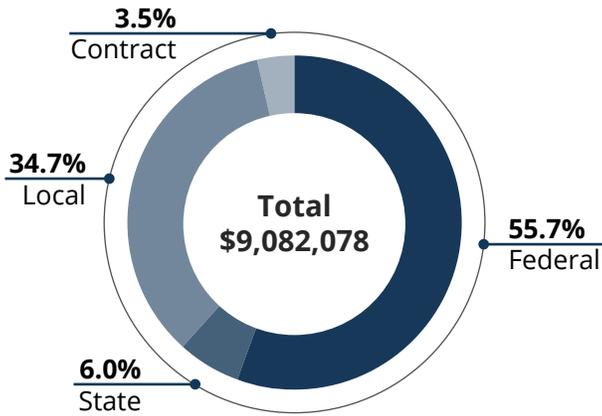
Operating Hours by Mode



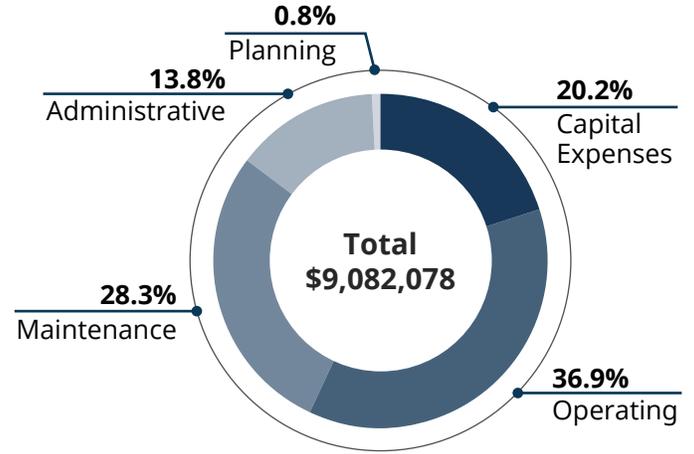


FY 2019 Financial Status³

Revenues in Fiscal Year 2019



Expenditures in Fiscal Year 2019

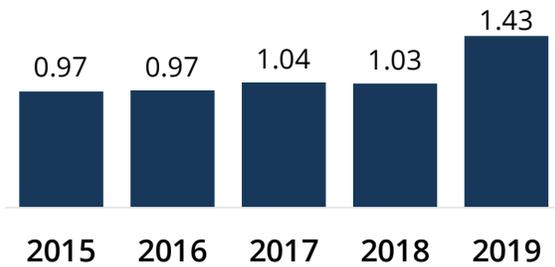


FY 2015-2019 Performance Measures³

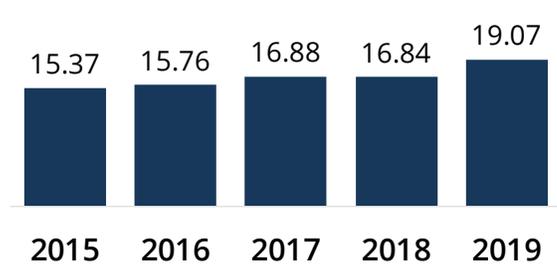


Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile



Unlinked Passenger Trips per Revenue Hour



Efficiency in the Past 5 Years

Operating Cost per Revenue Mile



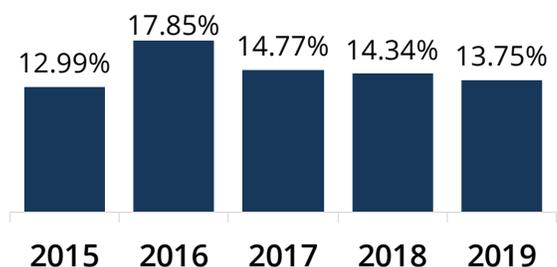
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



Projects in 2019–2022⁴

Implementation Year	Project Name	Cost
2019	Capital (5310)	\$197,525
2019	Other Capital Program Item (5307)	\$1,325,415
2019	Planning Assistance - Short Range/Travel (5307)	\$33,135
2019	Other Capital Program Item (5339)	\$345,677
2019	Operating Assistance (5307)	\$3,127,980
2019	Purchase of Hybrid Buses (TIGER)	\$5,400,000
2020	Capital (5310)	\$207,890
2020	Other Capital Program Item (5307)	\$1,363,395
2020	Planning Assistance - Short Range/Travel (5307)	\$33,245
2020	Other Capital Program Item (5339)	\$357,315
2020	Operating Assistance (5307)	\$3,138,360
2020	Phase 3: New Passenger Facility-East Side Transfer Station	\$812,862
2021	Capital (5310)	\$207,890
2021	Other Capital Program Item (5307)	\$1,363,395
2021	Planning Assistance - Short Range/Travel (5307)	\$33,245
2021	Other Capital Program Item(5339)	\$357,315
2021	Operating Assistance (5307)	\$3,138,360
2021	Phase 1: Rehabilitation of Transit Maint. Facility (TIGER)	\$4,499,138
2021	Bus Stop Improvements (TIGER)	\$1,615,000

Continue on the next page

Projects in 2019–2022⁴ (Cont'd)

Implementation Year	Project Name	Cost
2022	Capital (5310)	\$207,890
2022	Other Capital Program Item (5307)	\$1,363,395
2022	Planning Assistance (5307)	\$33,245
2022	Other Capital Program Item (5339)	\$357,315
2022	Operating Assistance (5307)	\$3,138,360

Data Sources:

¹ TTI estimation based on (1) the 2014-2018 American Community Survey 5-Year Estimates, (2) 2010 Census Summary File 1, and (3) the U.S. Census Bureau 2010 and 2019 TIGER/Line Shapefiles.

² TTI estimation based on the U.S. Census Bureau 2019 TIGER/Line Shapefiles.

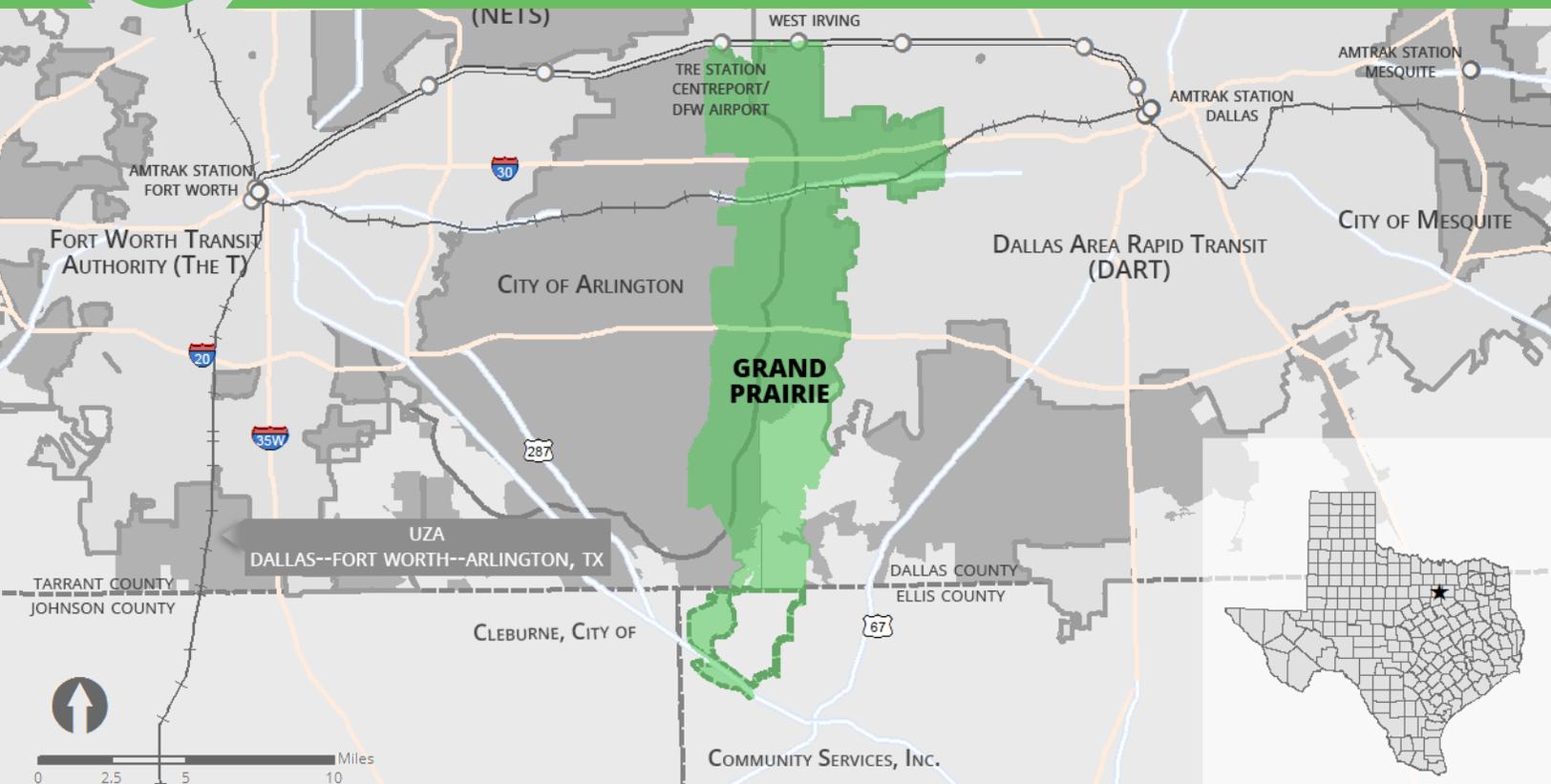
³ Texas Department of Transportation, Public Transportation Division, PTN-128 FY2015-2019 Data.

⁴ (1) Texas Department of Transportation, 2019-2022 District Statewide Transportation Improvement Program, (2) Transportation Improvement Plans, (3) Metropolitan Transportation Plans, or (4) Regionally Coordinated Transportation Plans.

Last Updated:

May 2020

CITY OF GRAND PRAIRIE



The City of Grande Prairie, under Texas Transportation Code Chapter 458, has served 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 since 1998 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. In 2015, the city, in partnership with the North Central Texas Council of Governments and Texas Department of Transportation, opened the first park-and-ride (P&R) facility on the eastbound side of Interstate Highway 30 to promote alternative transportation options.

The service area of Grand Connection 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 Trinity Metro), two other limited-eligibility transit providers (the City of Arlington and Northeast Transportation Services), and the City of 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 Trinity Metro, and a 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 P&R 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 Population¹: 191,104
- Service Area Land Area²: 72 Sq. Miles
- Unlinked Passenger Trips³: 53,404
- Revenue Fleet³: 12 Vehicles



Urban Transit District Services

Service Information



Limited-Eligibility Demand-Response Service

For Limited-Eligibility Riders:

- Senior citizens 60 and over
- Citizens with disabilities

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

Reservations can be made from 2 days to 14 days in advance.

One-Way Fare Structure:

- Base fare: \$1.00
- Reduced fare: Free^a

Fare Media:



Note:

^a For medical/dental appointments to the Dallas County Health and Human Services Nutrition Program.

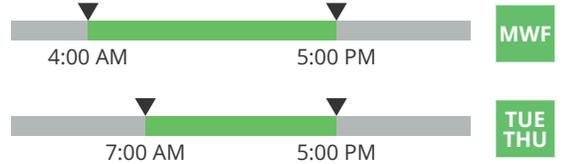
Operating Time (Excluding Holidays)



Operating Days by Mode



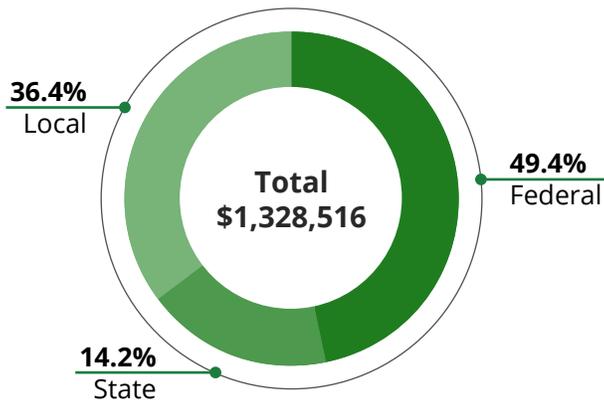
Operating Hours by Mode



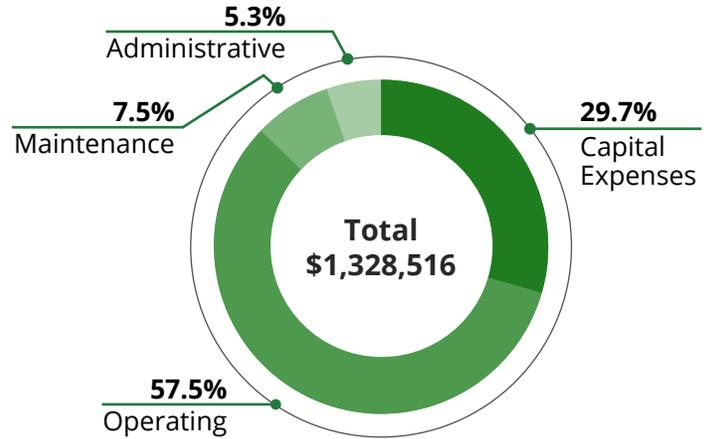


FY 2019 Financial Status³

Revenues in Fiscal Year 2019



Expenditures in Fiscal Year 2019

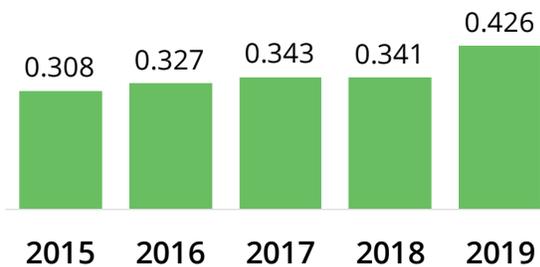


FY 2015-2019 Performance Measures³



Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile

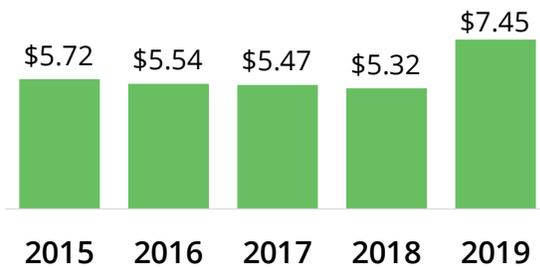


Unlinked Passenger Trips per Revenue Hour



Efficiency in the Past 5 Years

Operating Cost per Revenue Mile



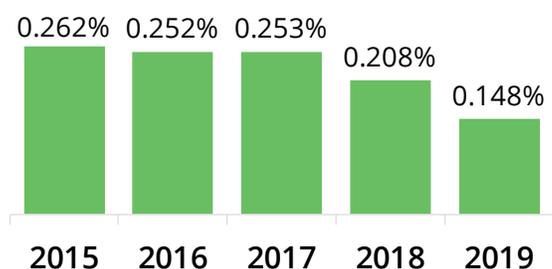
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



Projects in 2019–2022⁴

No transit project listed in the 2019–2022 STIP, TIP, or MTP.

Data Sources:

¹ TTI estimation based on (1) the 2014-2018 American Community Survey 5-Year Estimates, (2) 2010 Census Summary File 1, and (3) the U.S. Census Bureau 2010 and 2019 TIGER/Line Shapefiles.

² TTI estimation based on the U.S. Census Bureau 2019 TIGER/Line Shapefiles.

³ Texas Department of Transportation, Public Transportation Division, PTN-128 FY2015-2019 Data.

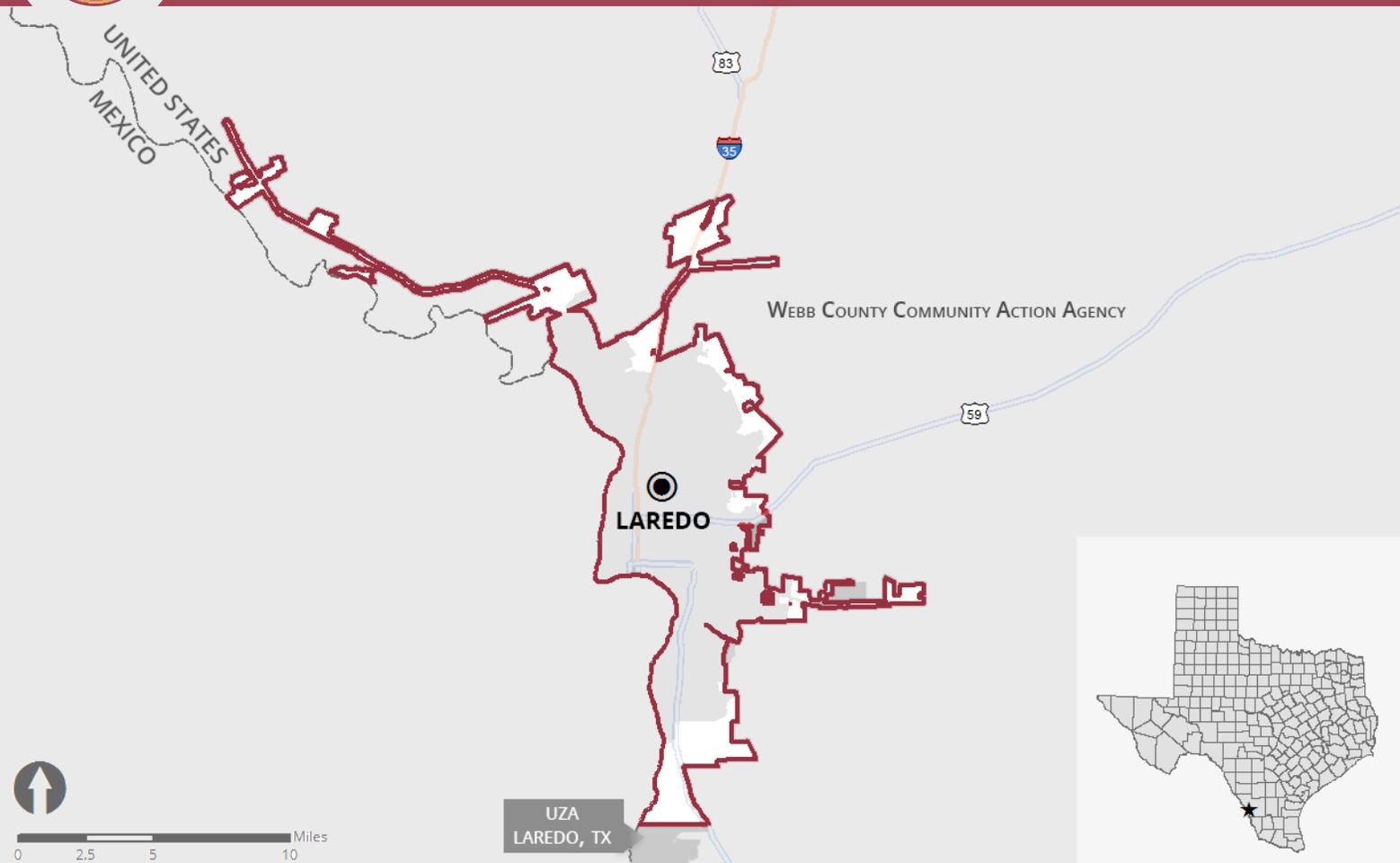
⁴ (1) Texas Department of Transportation, 2019-2022 District Statewide Transportation Improvement Program, (2) Transportation Improvement Plans, (3) Metropolitan Transportation Plans, or (4) Regionally Coordinated Transportation Plans.

Last Updated:

May 2020



CITY OF LAREDO



Since 2003, the City of Laredo has served as an urban transit district (UTD) for the Laredo urbanized area (UZA) under Texas Transportation Code Chapter 458 and therefore receives state funding. The City of Laredo, under 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 of the Laredo UZA according to the U.S. Census 2010. The rural part of Webb County is served by the El Aguila Rural Transit System of Webb County Community Action Agency.

El Metro is a department of the City of Laredo and is governed by the nine-member Laredo Mass Transit Board. El Metro operates the transit service in-house.



Urban Transit District

- Service Area Population¹: 257,575
- Service Area Land Area²: 106 Sq. Miles
- Unlinked Passenger Trips³: 2,573,548
- Revenue Fleet³: 65 Vehicles



Urban Transit District Services

Service Information



Local Bus Service

23 bus routes available within the city limits of Laredo.

Fare Structure:

One-Way Trip:

- Base fare: \$2.00
- Extra fare (in addition to base fare): \$0.75^a
- Reduced fare: \$1.50^b, \$1.00^c, \$0.75^d, Free^e

Ticket Pass:

- \$250^f, \$280^g, \$80^h

Fare Media:



ADA Paratransit Service

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

Trips can be scheduled 1 day before the travel and up to 7 days in advance.

Fare Structure:

One-Way Trip:

- Base fare:
 - Within 7 miles: \$1.75
 - 7-14 miles: \$2.00
 - 14 miles and over: \$2.25

Ticket Book:

- \$17.50ⁱ, \$20.00^j, \$22.50^k

Fare Media:



Notes:

- ^a Transfer (valid for a single, continuous one-way trip).
- ^b Student (with valid school ID).
- ^c Senior/Disability (with El Metro ID during peak hours: Mon-Fri 6am-9am & 3pm-6pm).
- ^d Children (ages 5 to 11) or Senior/Disability (with El Metro ID). During off-peak hours).
- ^e Children (under 5 years old) traveling with an adult.
- ^f Student Transportation Program (Fall Semester).

- ^g Student Transportation Program (Spring Semester).
- ^h Student Transportation Program (Summer Session 1 and Session 2).
- ⁱ El Lift Regular Booklet (10 tickets).
- ^j El Lift Plus Booklet (10 tickets).
- ^k El Lift Premium Booklet (10 tickets).

Operating Time (Excluding Holidays)



Operating Days by Mode



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



MON	TUE	WED	THU	FRI	SAT	SUN
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Operating Hours by Mode



▼ Weekday Hours ▽ Saturday Hours ▼ Sunday Hours

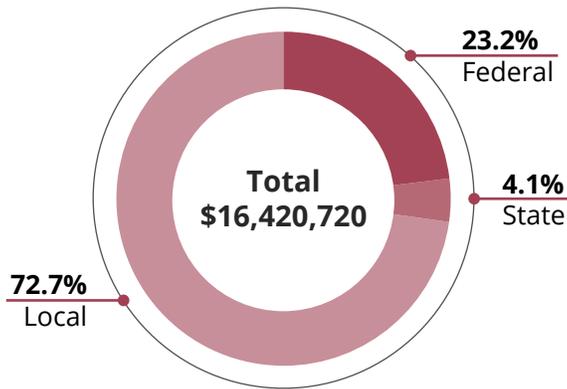


Address | 1301 Farragut St.
3rd Floor West Wing
Laredo, TX 78040

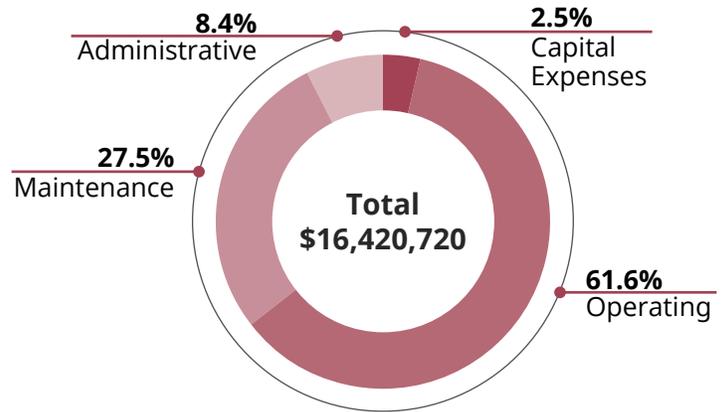
Contact | Claudia San Miguel
General Manager
Phone: (956) 795-2288 (ext. 234)
E-mail: csanmiguel@ci.laredo.tx.us

FY 2019 Financial Status³

Revenues in Fiscal Year 2019



Expenditures in Fiscal Year 2019

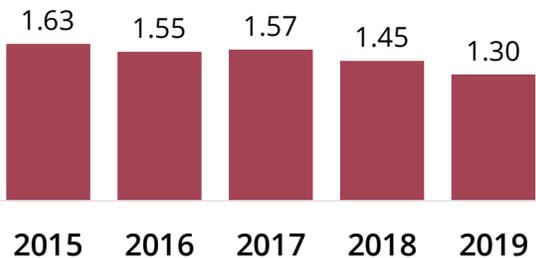


FY 2015-2019 Performance Measures³

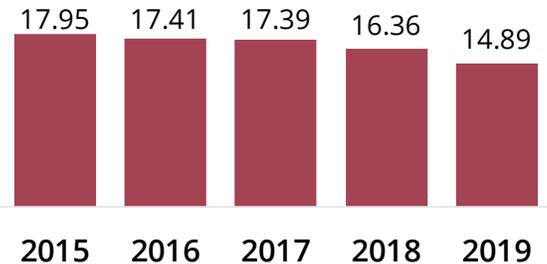


Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile



Unlinked Passenger Trips per Revenue Hour



Efficiency in the Past 5 Years

Operating Cost per Revenue Mile



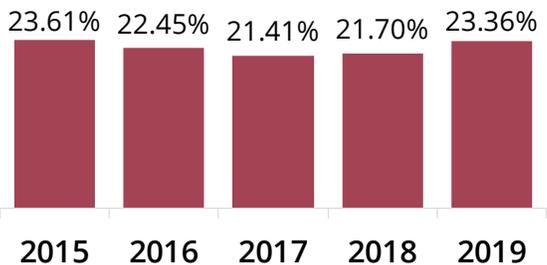
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



Projects in 2019–2022⁴

Implementation Year	Project Name	Cost
2019	Transportation for Seniors & Disabled	\$210,253
2019	Bus/Van Replacements and Bus Facility Improvements	\$514,564
2019	Operations and Maintenance	\$15,398,713
2020	Transportation for Seniors & Disabled	\$210,253
2020	Bus/Van Replacements and Bus Facility Improvements	\$514,564
2020	Operations and Maintenance	\$15,398,713
2021	Transportation for Seniors & Disabled	\$210,253
2021	Bus/Van Replacements and Bus Facility Improvements	\$514,564
2021	Operations and Maintenance	\$15,398,713
2022	Capital	\$514,564
2022	Capital investment and operating assistance	\$210,253
2022	Capital, Operating for assistance for El Metro Transit bus operations and maintenance	\$15,398,713

Data Sources:

¹ TTI estimation based on (1) the 2014-2018 American Community Survey 5-Year Estimates, (2) 2010 Census Summary File 1, and (3) the U.S. Census Bureau 2010 and 2019 TIGER/Line Shapefiles.

² TTI estimation based on the U.S. Census Bureau 2019 TIGER/Line Shapefiles.

³ Texas Department of Transportation, Public Transportation Division, PTN-128 FY2015-2019 Data.

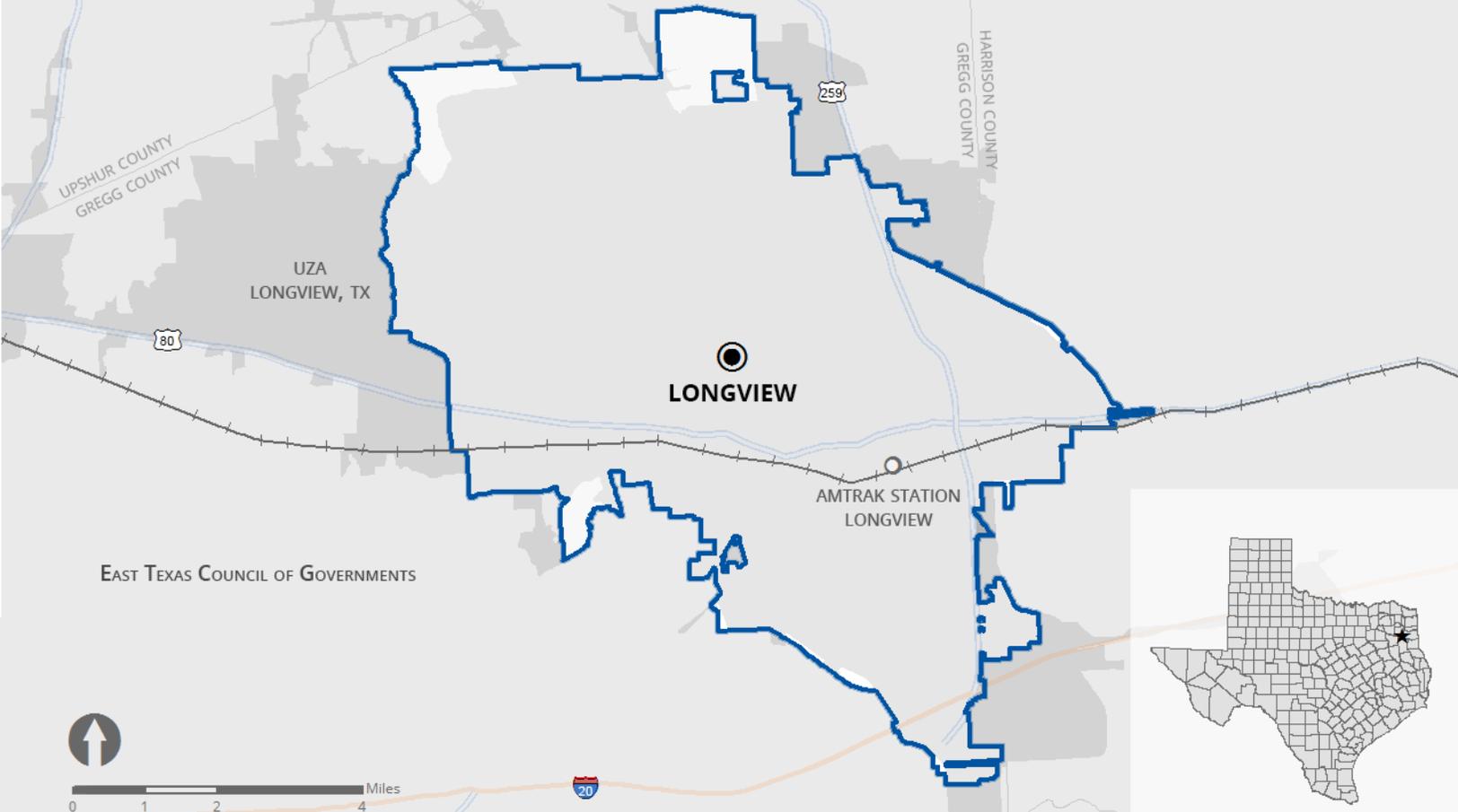
⁴ (1) Texas Department of Transportation, 2019-2022 District Statewide Transportation Improvement Program, (2) Transportation Improvement Plans, (3) Metropolitan Transportation Plans, or (4) Regionally Coordinated Transportation Plans.

Last Updated:

May 2020



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 of the Longview UZA according to the U.S. Census 2010. Rural areas of Gregg County, Harrison County, and adjacent counties are served by the East Texas Council of Governments.

Greyhound intercity bus and Amtrak passenger rail pass through the city, providing regional transit options for Longview citizens. Both Greyhound and Amtrak stations are only feet away from Longview Transit's transfer center.

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 in-house.



Urban Transit District

- Service Area Population¹: 82,256
- Service Area Land Area²: 56 Sq. Miles
- Unlinked Passenger Trips³: 241,422
- Revenue Fleet³: 15 Vehicles



Urban Transit District Services

Service Information



Local Bus Service

Six routes available within the city limits of Longview.

Fare Structure:

One-Way Trip:

- Base fare: \$1.25
- Reduced fare: \$0.65^a, \$0.60^b, Free^c

Ticket Pass:

- Regular: \$3.00^d, \$6.25^e, \$12.50^f, \$25.00^g, \$40.00^h, \$100.00ⁱ

Fare Media:



ADA Paratransit Service

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

Trips can be scheduled 1 day before the travel and up to 14 days in advance. Same-day trips are not available.

One-Way Fare Structure:

- Base fare: \$2.50

Fare Media:



Notes:

- ^a Children (age 6–14).
- ^b Medicare card holders, people with disabilities, or seniors.
- ^c Children (age 5 and under).
- ^d Day pass.
- ^e 5 rides.
- ^f 10 rides.
- ^g 20 rides.
- ^h Monthly pass.
- ⁱ Semester pass.

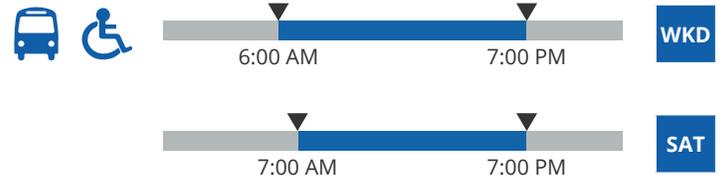
Operating Time (Excluding Holidays)



Operating Days by Mode



Operating Hours by Mode



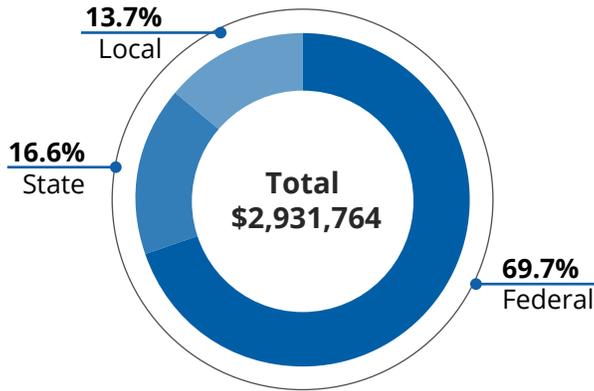


Address | 908 Pacific Ave, Suite 200
Longview, TX 75602

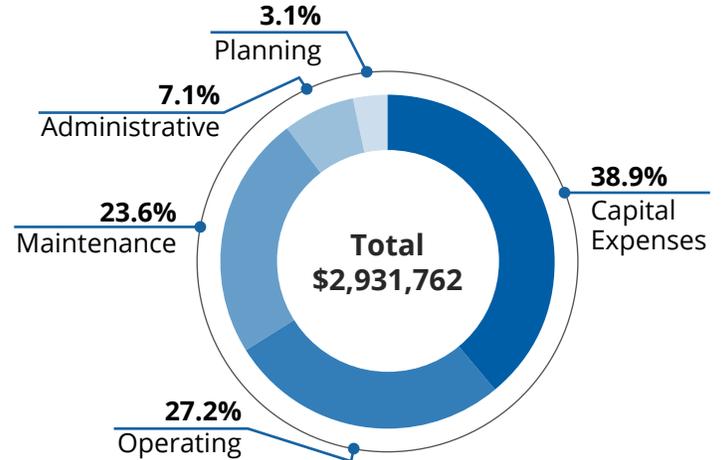
Contact | Scott Lewis
General Manager
Phone: (903) 753-2287
E-mail: slewis@longviewtransit.com

FY 2019 Financial Status³

Revenues in Fiscal Year 2019



Expenditures in Fiscal Year 2019

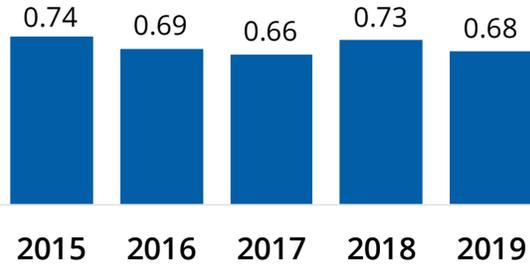


FY 2015-2019 Performance Measures³

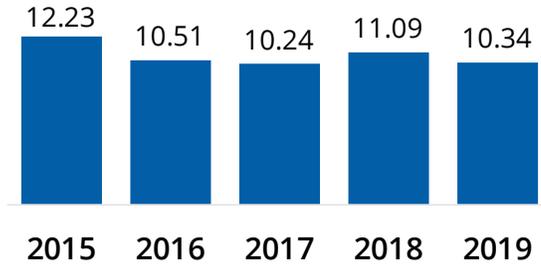


Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile



Unlinked Passenger Trips per Revenue Hour

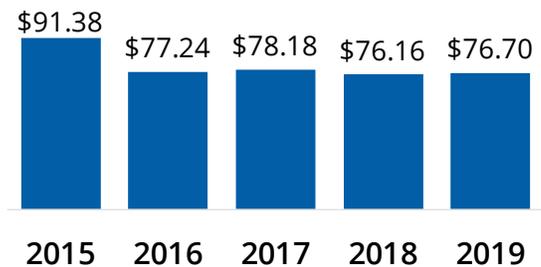


Efficiency in the Past 5 Years

Operating Cost per Revenue Mile



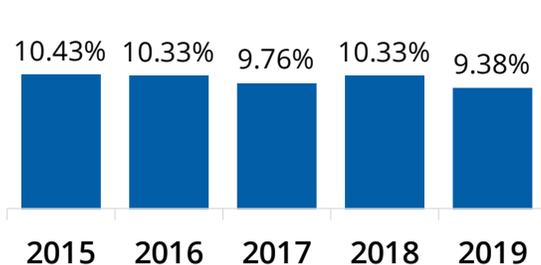
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



Projects in 2019–2022⁴

Implementation Year	Project Name	Cost
2019	Capital—Funding for one replacement paratransit service	\$50,000
2019	Capital—Construction of transfer center at the Longview multimodal facility	\$1,215,200
2019	Capital—Purchase of two paratransit vehicles	\$108,384
2019	Capital—ADA	\$147,500
2019	Operating—Public transit	\$900,000
2019	Planning—Technical Study	\$100,000
2019	Capital—Equipment, Preventive Maintenance, Rolling Stock	\$666,250
2020	Capital—ADA	\$159,536
2020	Operating—Public transit	\$973,440
2020	Planning—Technical Study	\$108,160
2020	Capital—Equipment, Preventive Maintenance, Rolling Stock	\$720,616
2021	Capital—ADA	\$165,917
2021	Operating—Public transit	\$1,012,378
2021	Planning—Technical Study	\$112,486
2021	Capital—Equipment, Preventive Maintenance, Rolling Stock	\$749,441
2022	Capital: ADA	\$172,554
2022	Operating	\$1,052,871
2022	Planning	\$116,986
2022	Capital	\$779,417

Data Sources:

¹ TTI estimation based on (1) the 2014-2018 American Community Survey 5-Year Estimates, (2) 2010 Census Summary File 1, and (3) the U.S. Census Bureau 2010 and 2019 TIGER/Line Shapefiles.

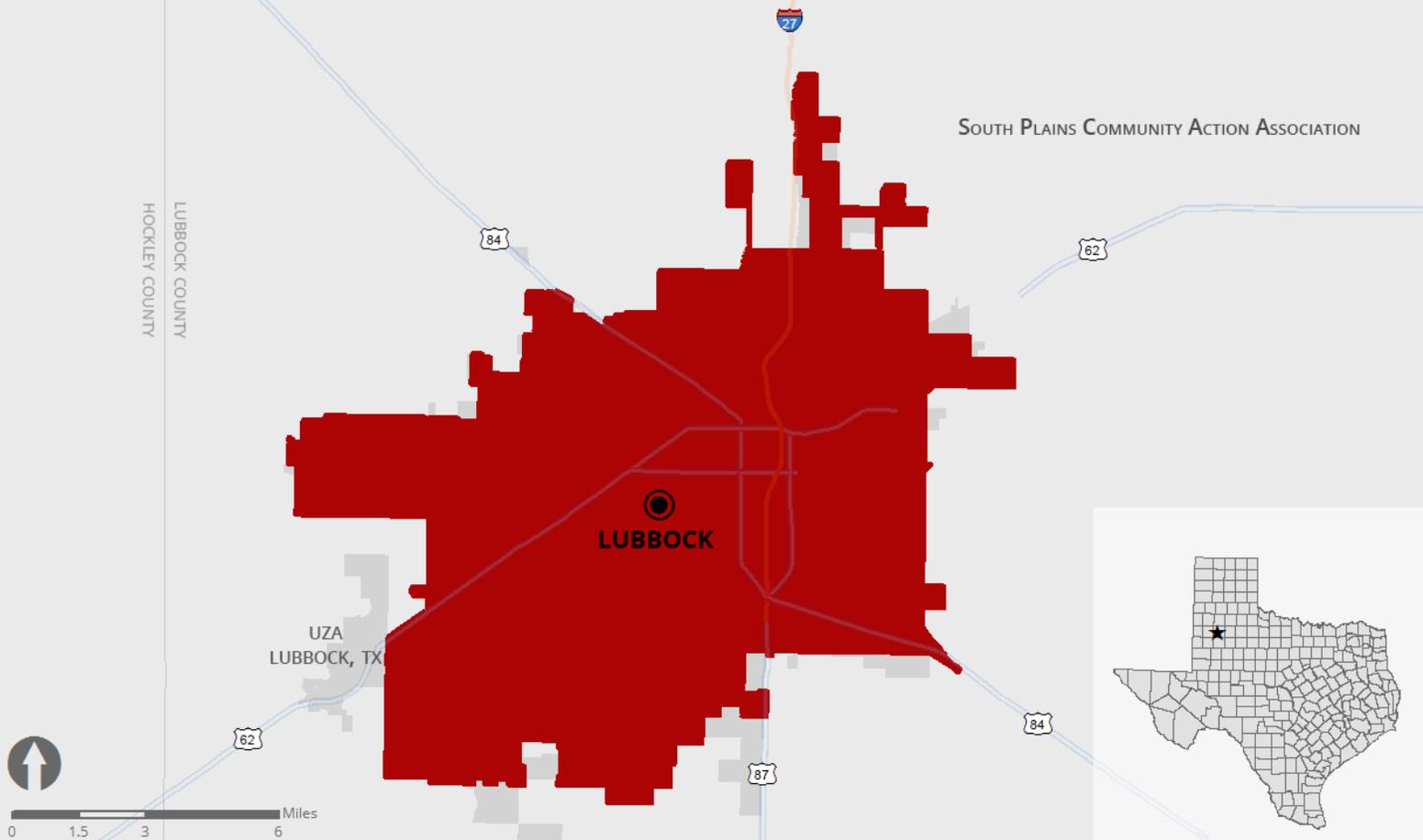
² TTI estimation based on the U.S. Census Bureau 2019 TIGER/Line Shapefiles.

³ Texas Department of Transportation, Public Transportation Division, PTN-128 FY2015-2019 Data.

⁴ (1) Texas Department of Transportation, 2019-2022 District Statewide Transportation Improvement Program, (2) Transportation Improvement Plans, (3) Metropolitan Transportation Plans, or (4) Regionally Coordinated Transportation Plans.

Last Updated:

May 2020



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, the 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 of the Lubbock UZA according to the U.S. Census 2010. The 16 adjacent counties and rural areas of Lubbock are served by the South Plains Community Action Association's SPARTAN Transportation Division. Greyhound intercity bus service is available in Lubbock. Citibus connects with Greyhound service via a 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 Lubbock Public Transit Advisory Board, of which seven members are appointed by the city council.



Urban Transit District

- Service Area Population¹: 250,415
- Service Area Land Area²: 135 Sq. Miles
- Unlinked Passenger Trips³: 3,699,294
- Revenue Fleet³: 114 Vehicles



Urban Transit District Services

Service Information



Local Bus Service

Ten routes available within the city limits of Lubbock.

One-Way Fare Structure:

- Base fare: \$1.75
- Reduced fare: \$1.25^a, \$0.85^b, Free^c

Fare Media:



General-Public Demand-Response Service

Available within the city limits of Lubbock and one destination beyond the city limits—Reese Center.

Passengers can schedule trips 24 hours before the trip and up to 7 days in advance. Same-day trip request is available but subject to high fare.

Fare Structure:

One-Way Trip:

- Base fare: \$4.50^d
- Extra fare (in addition to base fare): \$4.50^e, \$10.50^f

Ticket Pass/Book:

- Regular: \$45 (NiteRide 10-Ride), \$85 (NiteRide 20-Ride), \$100.00 (NiteRide 25-Ride)

Fare Media:



ADA Paratransit Service

Citibus provides ADA paratransit service beyond the ADA-required areas and charges service-area-based fares. The types of service areas are:

- ADA service area: within a ¾-mile corridor on each side of each fixed route.
- Extended service area: beyond the ADA Service Area but within the Lubbock city limits.
- Premium service locations: trips to/from Reese Center.

Passengers can schedule trips 24 hours before the trip and up to 7 days in advance. Same-day trip request is available but subject to high fare.

Fare Structure:

One-Way Trip:

- Base fare: \$3.50^g
- Extra fare (in addition to base fare): \$8.00^h, \$11.50^f, \$3.05^e

Ticket Pass/Book:

- Regular: \$35.00 (10 rides), \$70.00 (20 rides)

Fare Media:



Notes:

^a Children (age 6–12). ^b Medicare card holders, people with disabilities, or seniors (65+). ^c Children under 5. ^d Within the city limit. ^e Same day trip. ^f Trip to Reese Center & Turf Therapy. ^g Trip that is ADA-eligible inside the service area from 5:25 a.m. until 8:00 p.m. ^h Trip that is ADA-eligible outside the service area from 5:25 a.m. until 8:00 p.m.

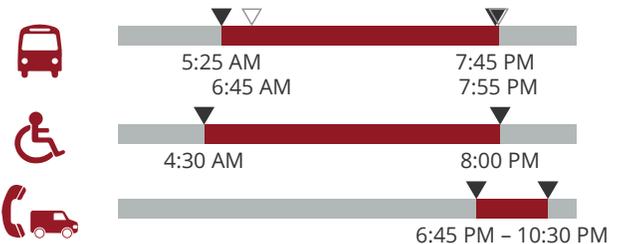
Operating Time (Excluding Holidays)



Operating Days by Mode



Operating Hours by Mode

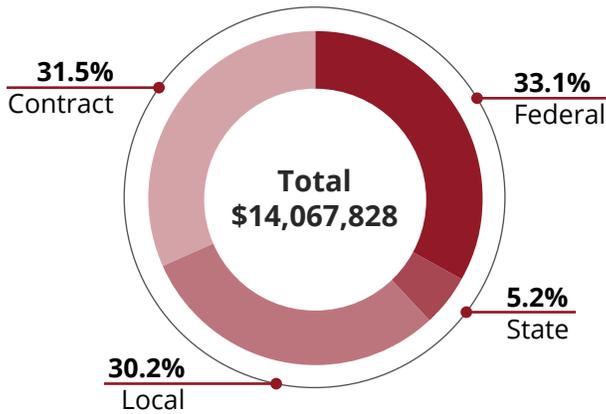


▼ Weekday Hours ▽ Saturday Hours

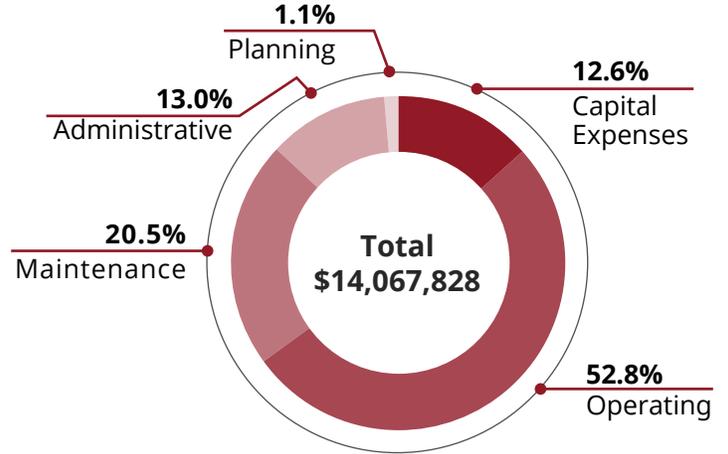


FY 2019 Financial Status³

Revenues in Fiscal Year 2019

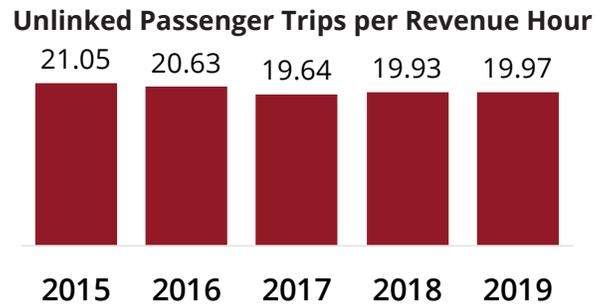
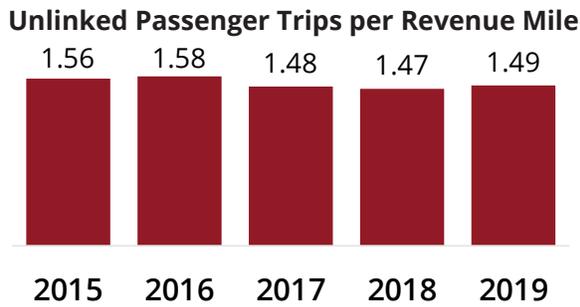


Expenditures in Fiscal Year 2019

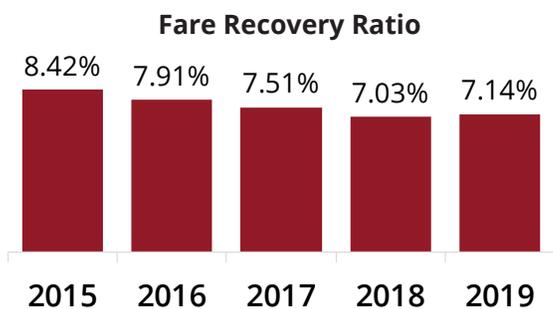
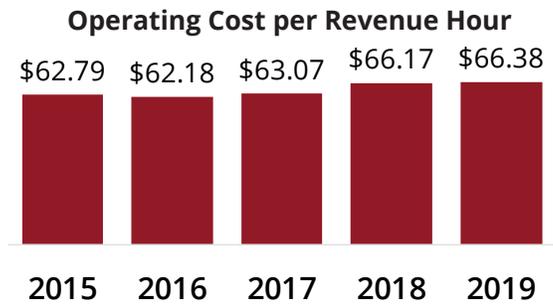
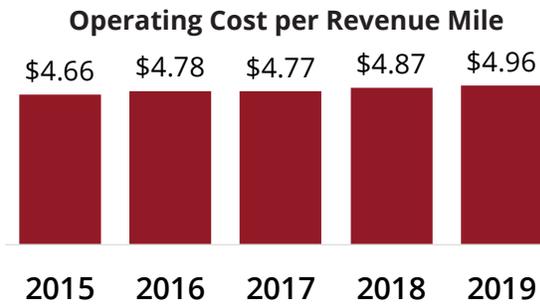


FY 2015-2019 Performance Measures³

Productivity in the Past 5 Years



Efficiency in the Past 5 Years



Projects in 2019–2022⁴

Implementation Year	Project Name	Cost
2019	Planning Assistance (via LMPO)	\$53,700
2019	FTA Formula Grant—Operating Assistance	\$709,317
2019	FTA Formula Grant—Planning Assistance	\$125,000
2019	FTA Formula Grant—Capital (Passenger Amenities & Support Equipment)	\$125,000
2019	FTA Formula Grant—Capital (Purchase Bus Replacement)	\$125,000
2019	FTA Formula Grant—ADA Paratransit	\$408,244
2019	FTA Formula Grant— Preventive Maintenance	\$3,299,199
2019	FTA Discretionary Grant— TIGER	\$20,000,000
2019	FTA Discretionary Grant— Bus & Bus Facilities, State of Good Repair	\$2,500,000
2019	FTA Elderly & Disabled—Vehicle Replacement	\$116,108
2019	FTA Elderly & Disabled—New Freedom Projects	\$158,647
2019	FTA Bus and Bus Facility—Bus and Van Replacements	\$326,617
2019	FTA Low or No Emission Vehicle Deployment Program—Electric Buses	\$1,000,000
2020	Planning Assistance (via LMPO)	\$53,700
2020	FTA Formula Grant—Operating Assistance	\$68,788
2020	TXDOT Formula Grant—Operating Assistance	\$716,410
2020	FTA Formula Grant—Planning Assistance	\$126,250
2020	FTA Formula Grant—Capital (Passenger Amenities & Support Equipment)	\$125,000
2020	FTA Formula Grant—Capital (Purchase Bus Replacement)	\$125,000
2020	FTA Formula Grant—ADA Paratransit	\$420,491
2020	FTA Formula Grant— Preventive Maintenance	\$3,365,183
2020	FTA Discretionary Grant— TIGER	\$20,000,000
2020	FTA Discretionary Grant— Bus & Bus Facilities, State of Good Repair	\$2,500,000
2020	FTA Elderly & Disabled—Vehicle Replacement	\$118,431
2020	FTA Elderly & Disabled—New Freedom Projects	\$154,769
2020	FTA Bus and Bus Facility—Bus and Van Replacements	\$333,149

Continue on the next page

Projects in 2019–2022⁴ (Cont'd)

Implementation Year	Project Name	Cost
2020	FTA Low or No Emission Vehicle Deployment Program—Electric Buses	\$1,000,000
2021	Planning Assistance (via LMPO)	\$53,700
2021	FTA Formula Grant—Operating Assistance	\$140,734
2021	TXDOT Formula Grant—Operating Assistance	\$723,574
2021	FTA Formula Grant—Planning Assistance	\$127,513
2021	FTA Formula Grant—Capital (Passenger Amenities & Support Equipment)	\$125,000
2021	FTA Formula Grant—Capital (Purchase Bus Replacement)	\$125,000
2021	FTA Formula Grant—ADA Paratransit	\$433,106
2021	FTA Formula Grant— Preventive Maintenance	\$3,432,486
2021	FTA Discretionary Grant— TIGER	\$20,000,000
2021	FTA Discretionary Grant— Bus & Bus Facilities, State of Good Repair	\$2,500,000
2021	FTA Elderly & Disabled—Vehicle Replacement	\$120,799
2021	FTA Elderly & Disabled—New Freedom Projects	\$150,813
2021	FTA Bus and Bus Facility—Bus and Van Replacements	\$339,812
2021	FTA Low or No Emission Vehicle Deployment Program—Electric Buses	\$1,000,000
2022	Capital: FTA's Low or No Emission Vehicle Deployment Program for Electric Buses	\$1,000,000
2022	Capital: Bus and Van Replacement	\$346,609
2022	Operating: New Freedom Projects	\$146,778
2022	Capital: FTA Elderly and Disabled Vehicle Replacement	\$123,215
2022	Capital: Discretionary Grant	\$2,500,000
2022	Planning FTA Discretionary Grant	\$20,000,000
2022	Capital Formula Grant Preventative Maintenance	\$3,501,136
2022	Capital ADA Paratransit FTA Formula Grant	\$446,100
2022	Capital Purchase Bus Replacement	\$125,000
2022	Capital Passenger Amenities	\$125,000
2022	Planning Assistance	\$128,788

Continue on the next page

Projects in 2019–2022⁴ (Cont'd)

Implementation Year	Project Name	Cost
2022	Operating Assistance TxDOT Formula Grant	\$730,810
2022	Operating Job Access Reverse Commute Project	-
2022	Operating Assistance	\$215,956
2022	Planning Assistance	\$53,700

Data Sources:

¹ TTI estimation based on (1) the 2014-2018 American Community Survey 5-Year Estimates, (2) 2010 Census Summary File 1, and (3) the U.S. Census Bureau 2010 and 2019 TIGER/Line Shapefiles.

² TTI estimation based on the U.S. Census Bureau 2019 TIGER/Line Shapefiles.

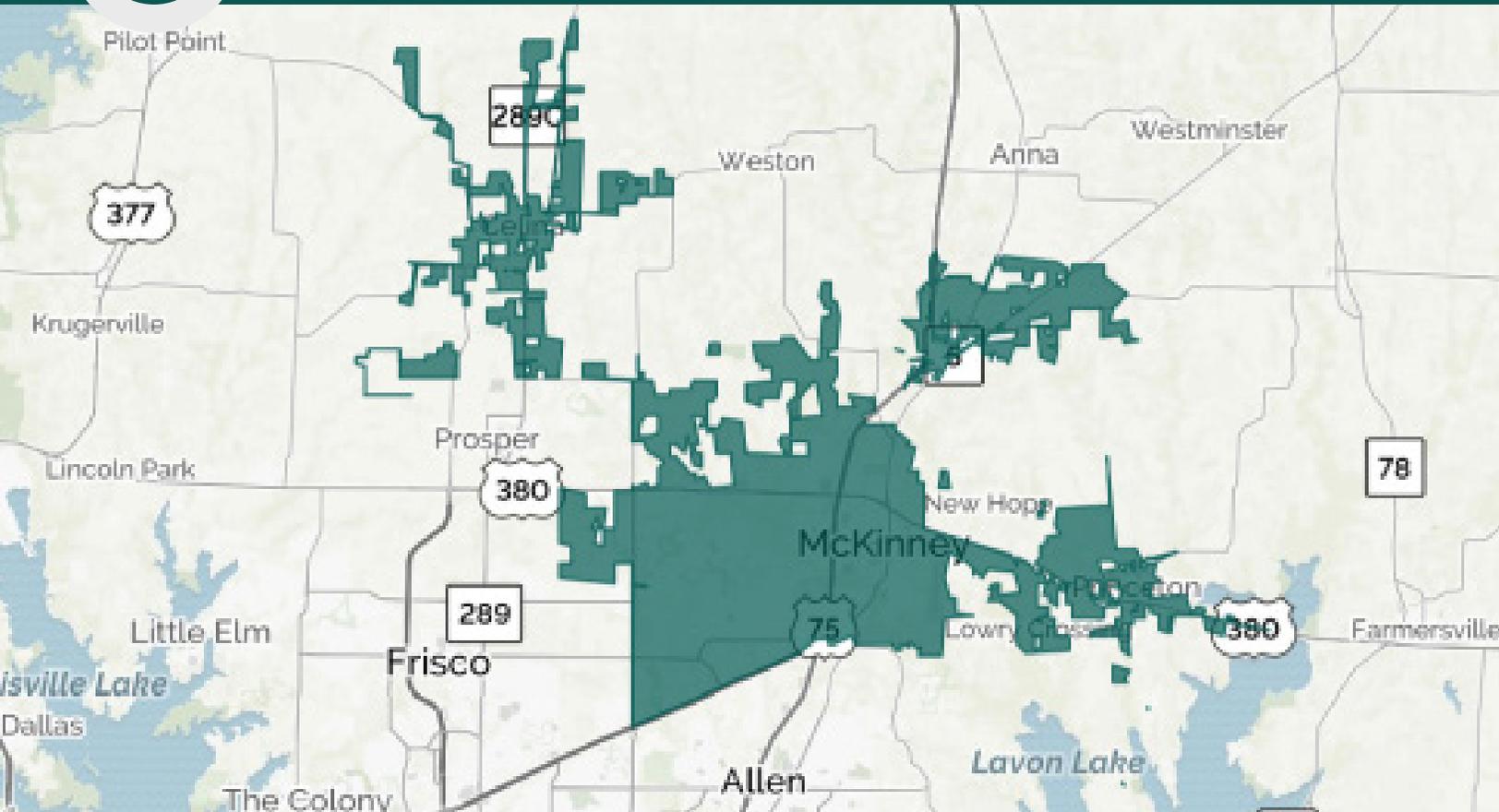
³ Texas Department of Transportation, Public Transportation Division, PTN-128 FY2015-2019 Data.

⁴ (1) Texas Department of Transportation, 2019-2022 District Statewide Transportation Improvement Program, (2) Transportation Improvement Plans, (3) Metropolitan Transportation Plans, or (4) Regionally Coordinated Transportation Plans.

Last Updated:

May 2020

MCKINNEY URBAN TRANSIT DISTRICT



The McKinney Urban Transit District (MUTD) is an urban transit district formed under Texas Transportation Code Chapter 458 in June 2016 and thus receives state funds for public transit operations in the McKinney urbanized area (UZA). The McKinney UZA is located in Collin County, which was served by the Texoma Area Paratransit System until January 2016.

MUTD serves areas within the city limits of Celina, Lowry Crossing, McKinney, Melissa, and Princeton. MUTD, partnering with the City of McKinney and the Denton County Transportation Authority (DCTA), created the Collin County Transit Program. This program offers subsidized taxi vouchers to seniors and people with disabilities in the five cities participating in MUTD. Eligible riders can request trips to any destination within Collin County.

The MUTD board is the governing body of Collin County Transit and currently includes all members of the McKinney City Council and representatives from Celina, Lowry Crossing, Melissa, and Princeton. DCTA is responsible for Collin County Transit's administrative management, while Irving Holdings is in charge of daily operations.



Urban Transit District

- Service Area Population¹: 202,573
- Service Area Land Area²: 119 Sq. Miles
- Unlinked Passenger Trips³: 10,697
- Revenue Fleet³: 8 Vehicles



Urban Transit District Services

Service Information



Limited-Eligibility Demand-Response Service

For limited-eligibility riders:

- Senior residents 65 and over.
- Residents with disabilities.
- Low-income residents.

Available within the city limits of Celina, Lowry Crossing, McKinney, Melissa, and Princeton. Trip destinations may be outside the city limits. Each eligible rider can request a debit card and load funds for the service. The Collin County Transit Program subsidizes 75% of the card value with a limit of \$400 per month per user.

Passengers can schedule trips up to 7 days in advance.

One-Way Fare Structure:

- Base fare: \$2.25
- Extra fare *(in addition to base fare)*: \$1.80^a, \$0.45^b, Toll charges

Fare Media:



Notes:

^a Per mile.

^b Per 1.5 minutes for traffic delay time or waiting time.

Operating Time (Excluding Holidays)



Operating Days by Mode



Operating Hours by Mode

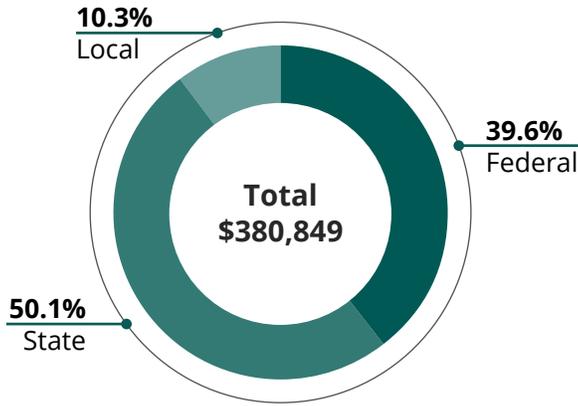


▼ Weekday Hours ▽ Saturday Hours

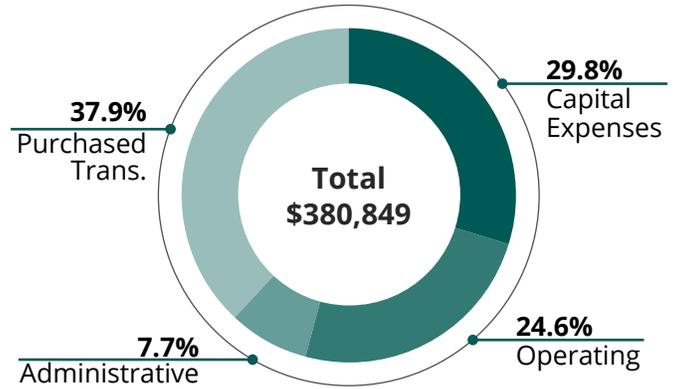


FY 2019 Financial Status³

Revenues in Fiscal Year 2019



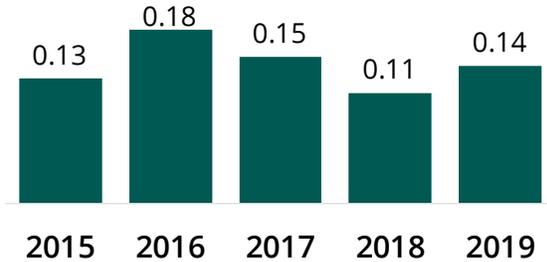
Expenditures in Fiscal Year 2019



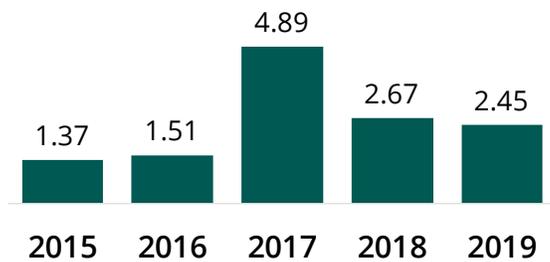
FY 2015-2019 Performance Measures³

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



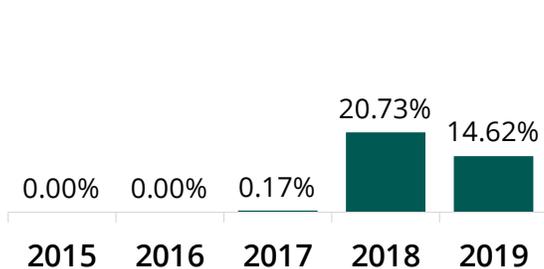
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



Projects in 2019–2022⁴

No transit project listed in the 2019–2022 STIP, TIP, or MTP.

Data Sources:

¹TTI estimation based on (1) the 2014-2018 American Community Survey 5-Year Estimates, (2) 2010 Census Summary File 1, and (3) the U.S. Census Bureau 2010 and 2019 TIGER/Line Shapefiles.

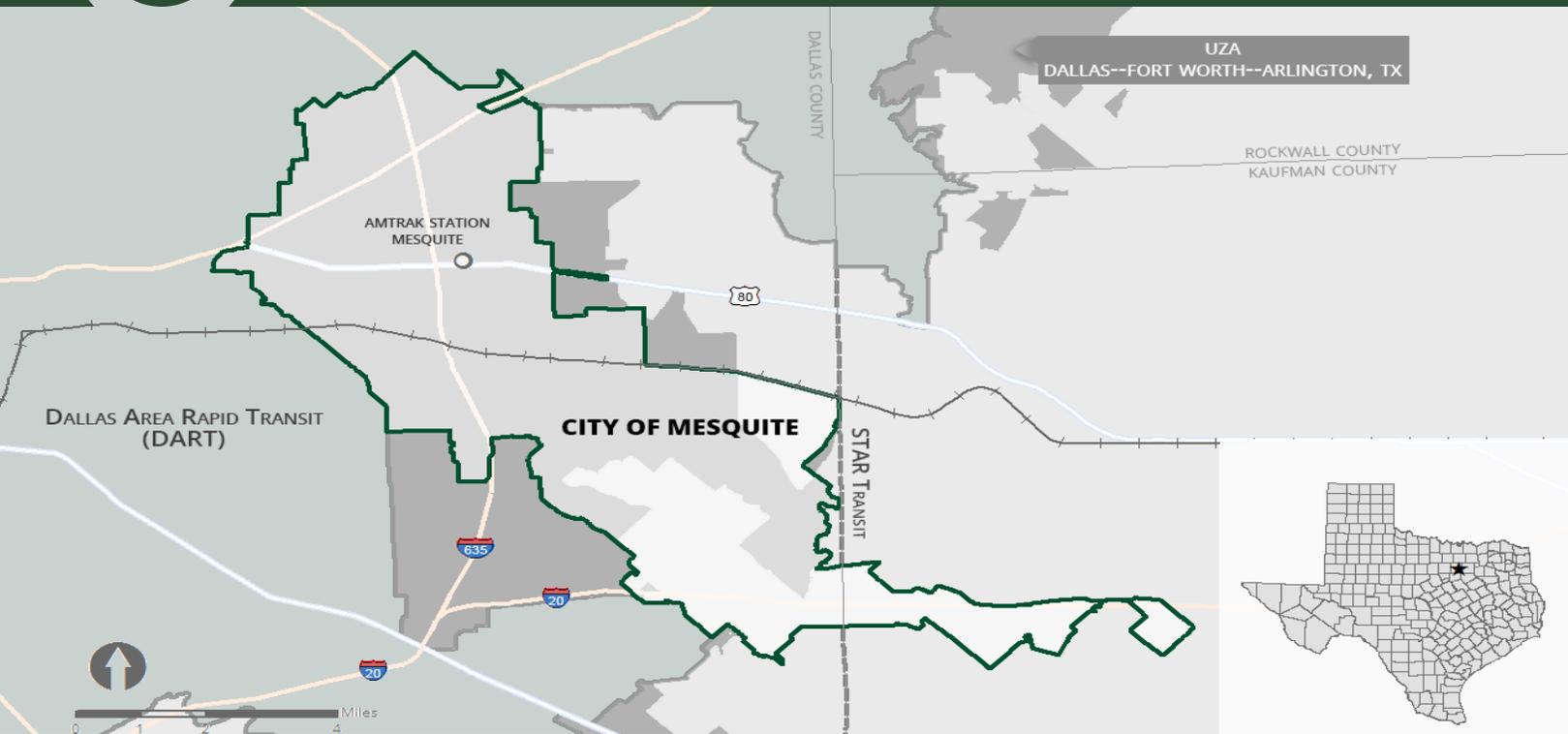
²TTI estimation based on the U.S. Census Bureau 2019 TIGER/Line Shapefiles.

³Texas Department of Transportation, Public Transportation Division, PTN-128 FY2015-2019 Data.

⁴(1) Texas Department of Transportation, 2019-2022 District Statewide Transportation Improvement Program, (2) Transportation Improvement Plans, (3) Metropolitan Transportation Plans, or (4) Regionally Coordinated Transportation Plans.

Last Updated:

May 2020



The City of Mesquite, under Texas Transportation Code Chapter 458, has served as an urban transit district for the part of the Dallas–Fort Worth–Arlington (DFWA) urbanized area (UZA) within the city limits of Mesquite since 1994 and therefore receives state funding. The City of Mesquite was a limited-eligibility transit provider until 2015, when demand-response service became available for the general public. In addition, the City of Mesquite provides a commuter bus service called COMPASS to its residents.

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 [DART] 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 City of Mesquite maintains interlocal agreements with STAR Transit. STAR Transit operates the demand-response service for the city. STAR Transit also operates commuter bus service, COMPASS. In addition to state funds, the demand-response service utilizes Section 5310 funds awarded by the North Central Texas Council of Governments and is supported by municipal grants; COMPASS utilizes Section 5307.

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



Urban Transit District

- Service Area Population¹: 144,250
- Service Area Land Area²: 47 Sq. Miles
- Unlinked Passenger Trips³: 38,799
- Revenue Fleet³: 12 Vehicles

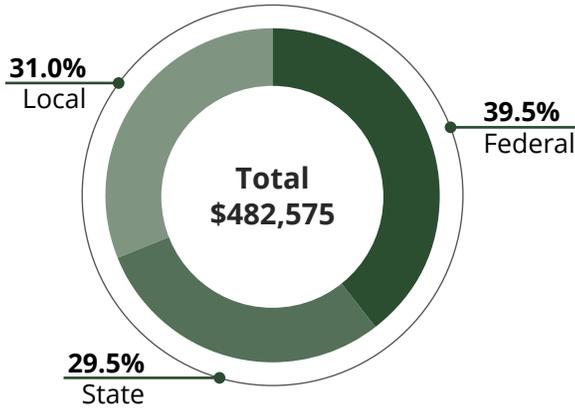


Address | 1515 N. Galloway Ave.
Mesquite, TX 7519

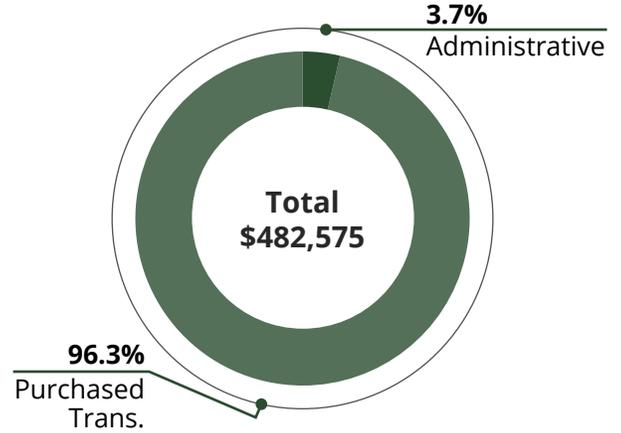
Contact | Kimberly Garduno
Senior Management Analyst
Phone: (972) 216-6348
E-mail: KGarduno@cityofmesquite.com

FY 2019 Financial Status³

Revenues in Fiscal Year 2019



Expenditures in Fiscal Year 2019

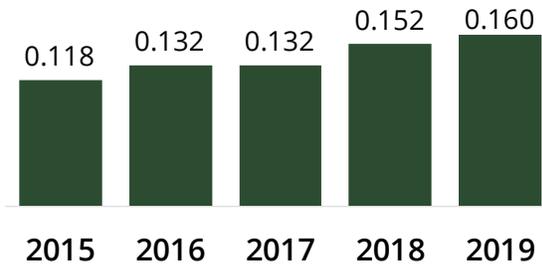


FY 2015-2019 Performance Measures³

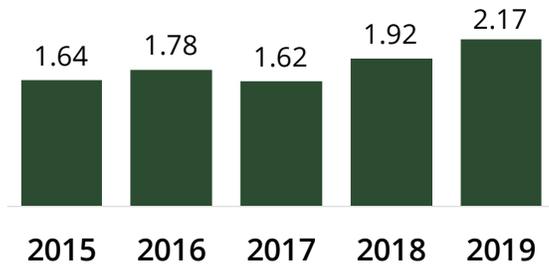


Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile



Unlinked Passenger Trips per Revenue Hour



Efficiency in the Past 5 Years

Operating Cost per Revenue Mile



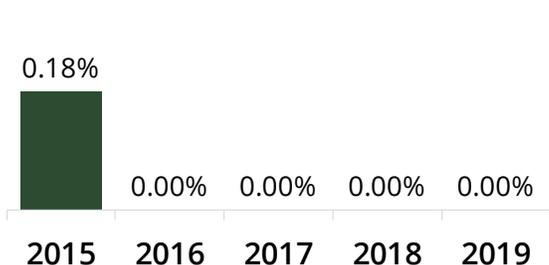
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



Projects in 2019–2022⁴

Implementation Year	Project Name	Cost
2019	Operating Assistance (JARC)—COMPASS route	\$400,000
2019	Acquisition of Software—COMPASS route	\$60,000
2019	Mobility Management—COMPASS route	\$30,000
2019	Operating Assistance—Mobility On Demand	\$50,000
2019	Operating Assistance (JARC)—Circulator bus route	\$500,000
2019	Acquisition of Software—Circulator bus route	\$80,000
2019	Mobility Management—Circulator bus route	\$30,000

Data Sources:

¹TTI estimation based on (1) the 2014-2018 American Community Survey 5-Year Estimates, (2) 2010 Census Summary File 1, and (3) the U.S. Census Bureau 2010 and 2019 TIGER/Line Shapefiles.

²TTI estimation based on the U.S. Census Bureau 2019 TIGER/Line Shapefiles.

³Texas Department of Transportation, Public Transportation Division, PTN-128 FY2015-2019 Data.

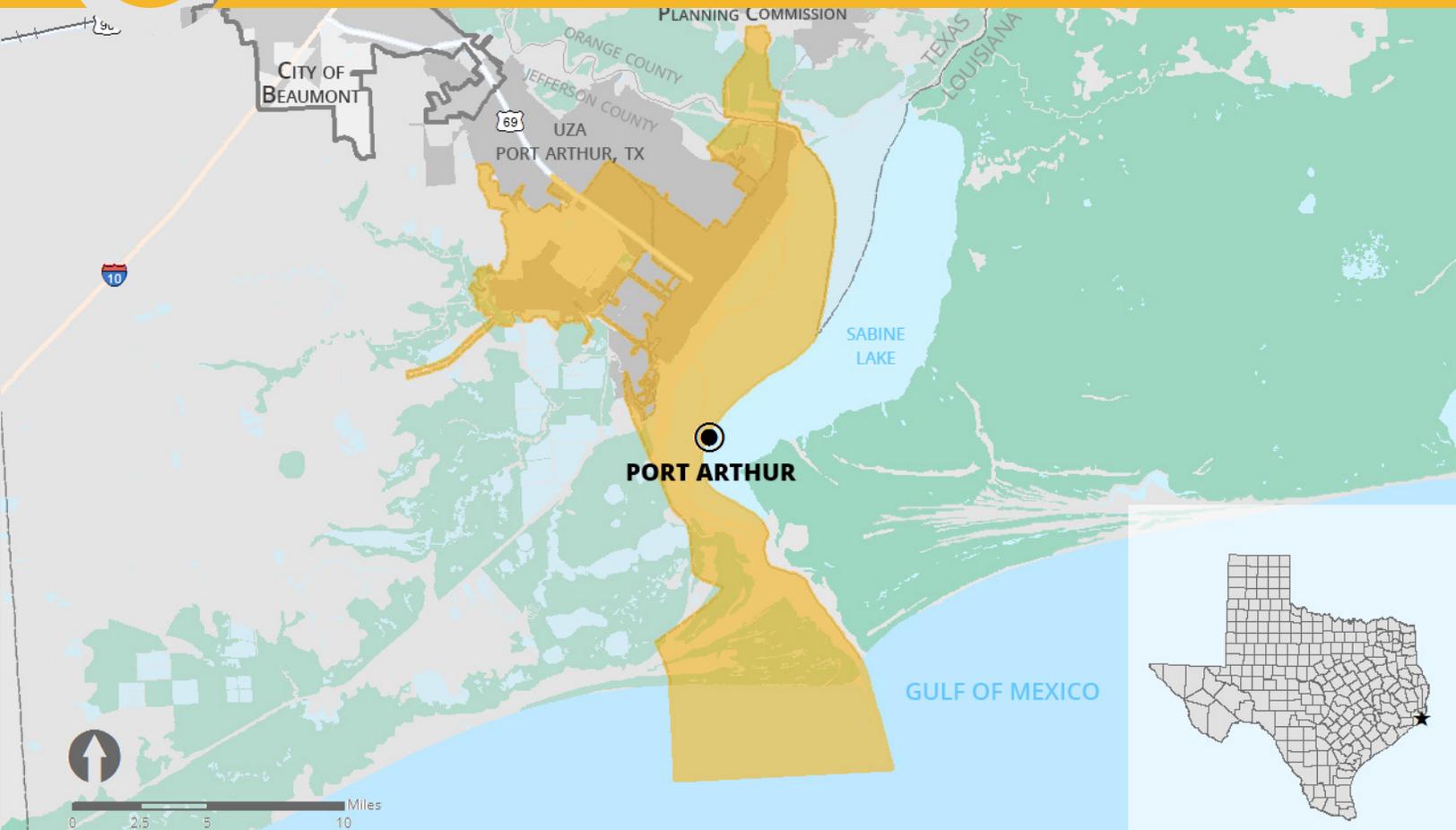
⁴(1) Texas Department of Transportation, 2019-2022 District Statewide Transportation Improvement Program, (2) Transportation Improvement Plans, (3) Metropolitan Transportation Plans, or (4) Regionally Coordinated Transportation Plans.

Last Updated:

May 2020



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, flexible transit service, ADA paratransit service, and demand-response service within the city limits of Port Arthur. The earliest PAT service began in 1978. The Beaumont UZA, bordering the Port Arthur UZA in Jefferson County, is served by the other public transit provider, Beaumont Municipal Transit. 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 and governed by the city council.



Urban Transit District

- Service Area Population¹: 55,249
- Service Area Land Area²: 77 Sq. Miles
- Unlinked Passenger Trips³: 116,444
- Revenue Fleet³: 19 Vehicles



Urban Transit District Services

Service Information



Local Bus Service

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

Fare Structure:

One-Way Trip:

- Base fare: \$1.50
- Reduced fare: \$0.75^a

Ticket Pass:

- Regular: \$3.50^b, \$18.00^c, \$54.00^d
- Reduced: \$1.75^e, \$9.00^f, \$27.00^g

Fare Media:



Flexible Transit Service

Branded as *Dial A Ride*, covers Port Acres and EL Vista areas.

Passengers are dropped to the transfer point to connect with other routes.

One-Way Fare Structure:

- Base fare: \$1.50
- Reduced fare: \$0.75^a

Fare Media:



ADA Paratransit Service

Available within the city limits.

There is no time limitation on trip reservation.

Fare Structure:

One-Way Trip:

- Base fare: \$2.50

Ticket Pass/Book:

- \$96.00^d
- \$50.00 (20-ticket book)

Fare Media:



Notes:

- ^a People with disabilities or seniors.
- ^b Day pass.
- ^c Weekly pass.
- ^d Monthly pass.
- ^e Day pass for people with disabilities, seniors, or students (6 years through 12th grade)
- ^f Weekly pass for people with disabilities, seniors, or students (6 years through 12th grade)
- ^g Monthly pass for people with disabilities, seniors, or students (6 years through 12th grade)

Operating Time (Excluding Holidays)



Operating Days by Mode



MON	TUE	WED	THU	FRI	SAT	
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MON	TUE	WED	THU	FRI	SAT	
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MON	TUE	WED	THU	FRI		
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Operating Hours by Mode



▼ Weekday Hours

▽ Saturday Hours

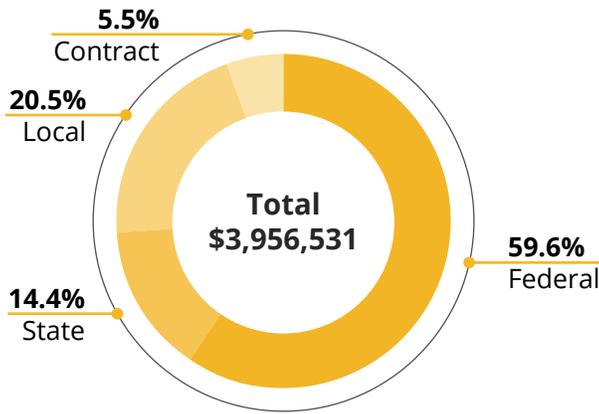


Address | P.O. Box 1089
Port Arthur, TX 77641-1089

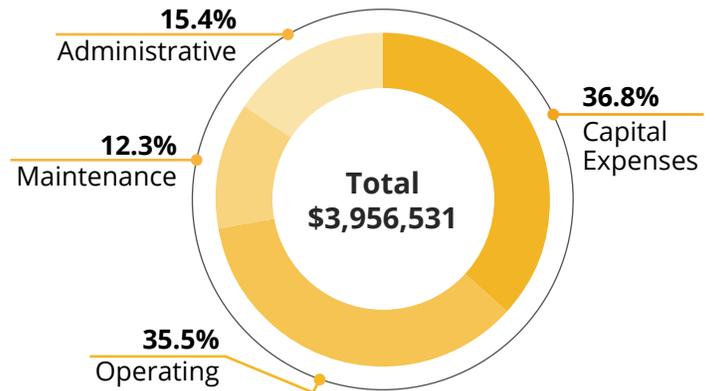
Contact | Ivan Mitchell
Transit Manager
Phone: (409) 983-8793
E-mail: ivan.mitchell@portarthurtx.gov

FY 2019 Financial Status³

Revenues in Fiscal Year 2019



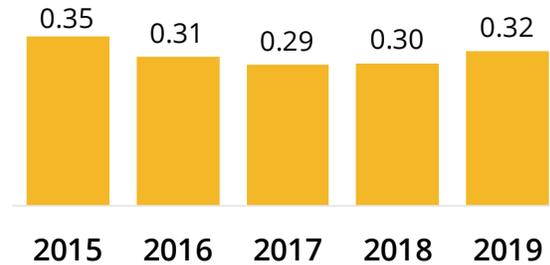
Expenditures in Fiscal Year 2019



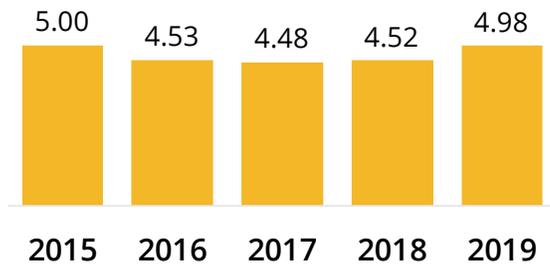
FY 2015-2019 Performance Measures³

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



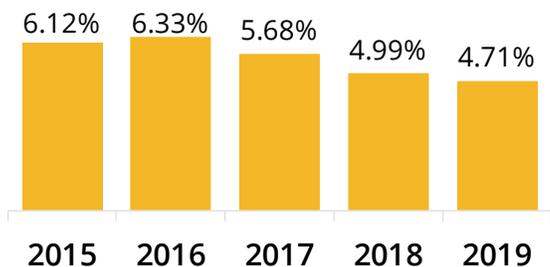
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



Projects in 2019–2022⁴

Implementation Year	Project Name	Cost
2019	Operating Assistance	\$2,076,239
2020	Operating Assistance	\$2,076,239
2022	Operating Assistance	\$2,076,239

Data Sources:

¹TTI estimation based on (1) the 2014-2018 American Community Survey 5-Year Estimates, (2) 2010 Census Summary File 1, and (3) the U.S. Census Bureau 2010 and 2019 TIGER/Line Shapefiles.

²TTI estimation based on the U.S. Census Bureau 2019 TIGER/Line Shapefiles.

³Texas Department of Transportation, Public Transportation Division, PTN-128 FY2015-2019 Data.

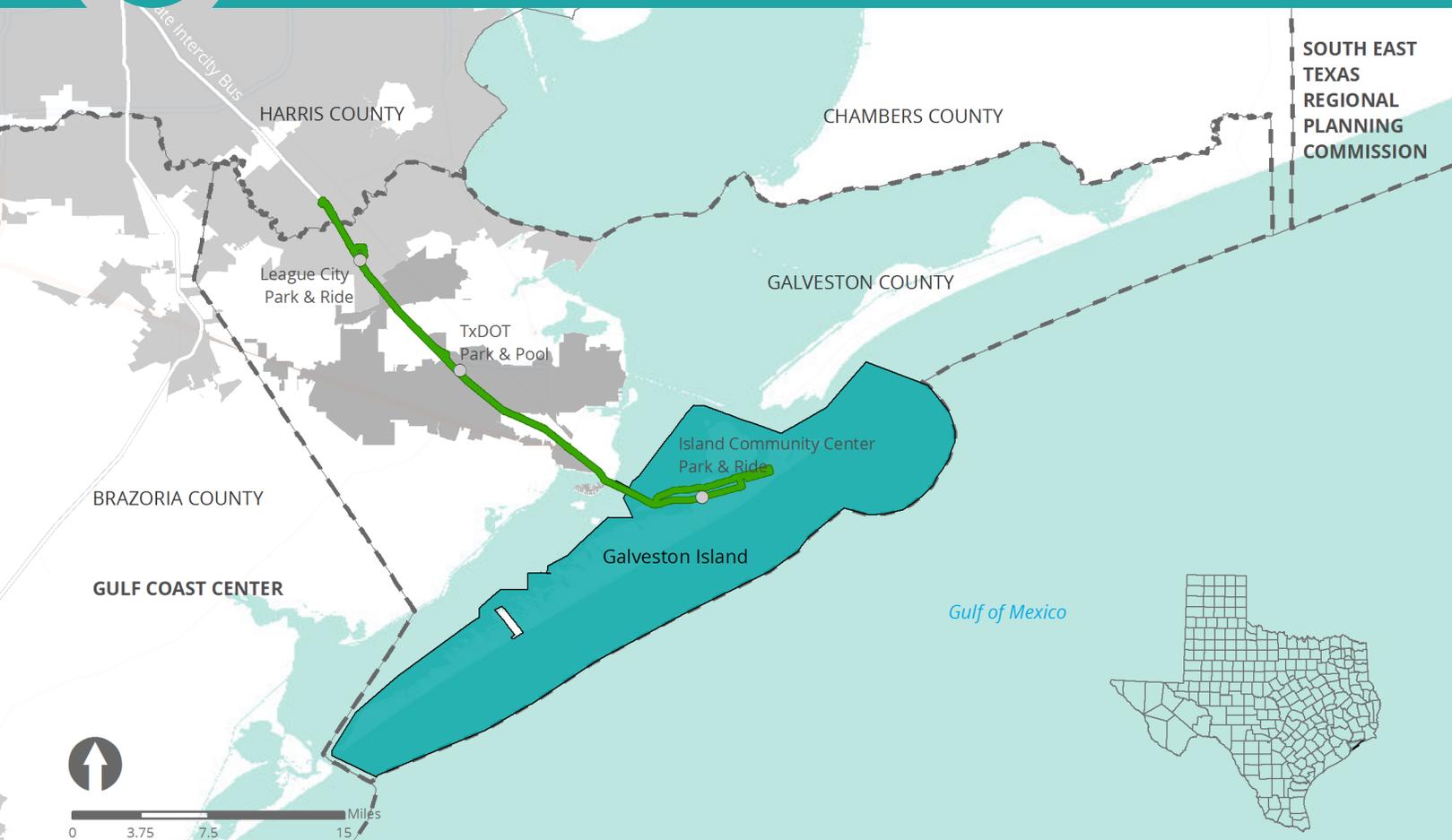
⁴(1) Texas Department of Transportation, 2019-2022 District Statewide Transportation Improvement Program, (2) Transportation Improvement Plans, (3) Metropolitan Transportation Plans, or (4) Regionally Coordinated Transportation Plans.

Last Updated:

May 2020



CITY OF GALVESTON



The City of Galveston is a political subdivision of Texas authorized by Texas Transportation Code Chapter 458 in 2018 and therefore receives state funds for transit services. Based on 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). Galveston County Transit District was created to assist in the planning, funding, and development of regional transit access for rural Galveston County. In 2018, Galveston County Transit District discontinued to serve as an UTD and the City of Galveston resumes its UTD status.

The City of Galveston operates fixed-route bus and ADA paratransit services for Galveston Island through Island Transit. Island Transit is administrated by the City of Galveston Transportation Department and is governed by the city council.



Urban Transit District

- Service Area Population¹: 50,039
- Service Area Land Area²: 41 Sq. Miles
- Unlinked Passenger Trips³: 410,083
- Revenue Fleet³: 24 Vehicles



Urban Transit District Services

Service Information



Local Bus Service (Island Transit)

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

Fare Structure:

One-Way Trip:

- Base fare: \$1.00
- Reduced fare: \$0.50^a, Free^b

Ticket Pass:

- Regular pass: \$9.00^a, \$37.50^d
- Reduced pass: \$17.50^e

Fare Media:



ADA Paratransit Service (DART)

Available in area within 3/4-mile on both sides of the fixed-route services. Reservations can be made 4:00 p.m. (weekday) or 5:00 p.m. (weekend) the day before travel and up to 7 days in advance.

One-Way Fare Structure:

- Base fare: \$2.00

Fare Media:



Trolley-Replica Bus Service

Two routes available. The Seawall Loop connects Stewart Beach and Moody Gardens along the Seawall, and the Downtown Loop connects The Strand and the Seawall.

One-Way Fare Structure:

- Base fare: \$1.00
- Reduced fare: Free^c

Fare Media:



Notes: ^a Medicare cardholders, people with disabilities, seniors (65+ years old), students, or children (6-11 years old). ^b Children under 6 traveling with adult. ^c Tokens (pack of 10). ^d Monthly pass. ^e Reduced monthly pass for people with disabilities and seniors (65+ years old), and for students during school sessions. Valid IDs are required.

Operating Time (Excluding Holidays)

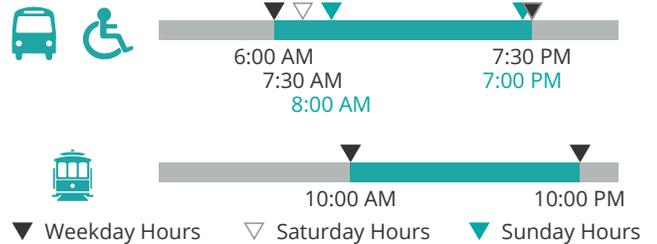


Operating Days by Mode

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



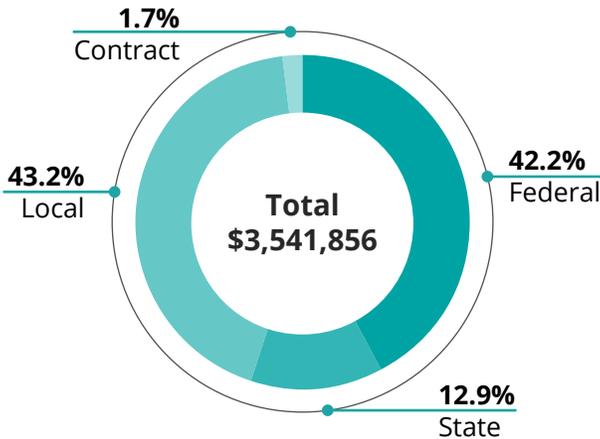
Operating Hours by Mode



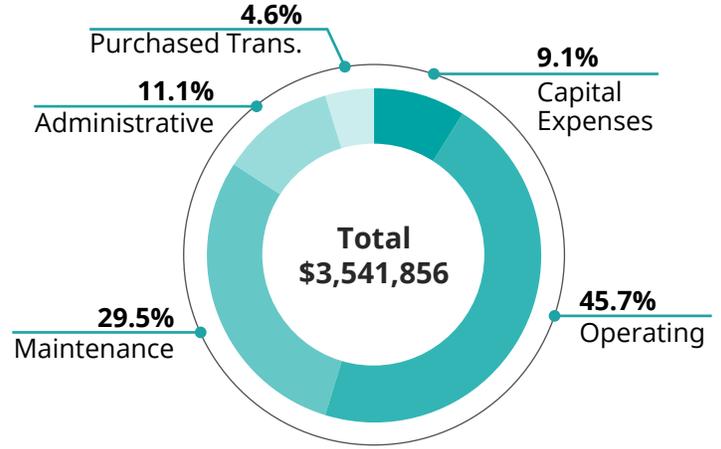


FY 2019 Financial Status³

Revenues in Fiscal Year 2019



Expenditures in Fiscal Year 2019

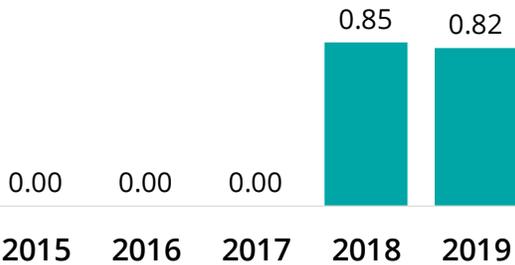


FY 2015-2019 Performance Measures³

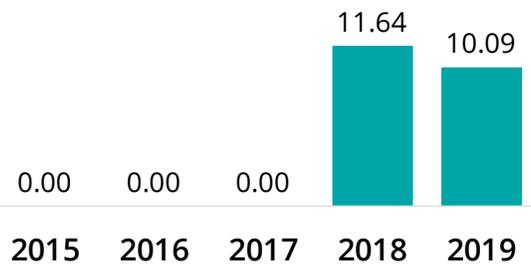


Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile



Unlinked Passenger Trips per Revenue Hour



Efficiency in the Past 5 Years

Operating Cost per Revenue Mile



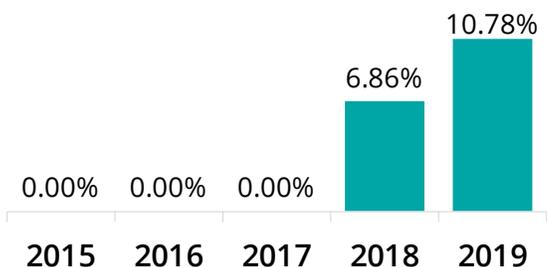
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



Projects in 2019–2022⁴

Implementation Year	Project Name	Cost
2019	Streetscape enhancements and pedestrian facilities to facilitate access to transit on the UTMB medical campus.	\$2,400,000
2019	Pedestrian-transit access streetscape improvements in Downtown Galveston and surrounding areas on transit corridors slated for disaster-relief funded improvements.	\$5,500,000

Data Sources:

¹ TTI estimation based on (1) the 2014-2018 American Community Survey 5-Year Estimates, (2) 2010 Census Summary File 1, and (3) the U.S. Census Bureau 2010 and 2019 TIGER/Line Shapefiles.

² TTI estimation based on the U.S. Census Bureau 2019 TIGER/Line Shapefiles.

³ Texas Department of Transportation, Public Transportation Division, PTN-128 FY2015-2019 Data.

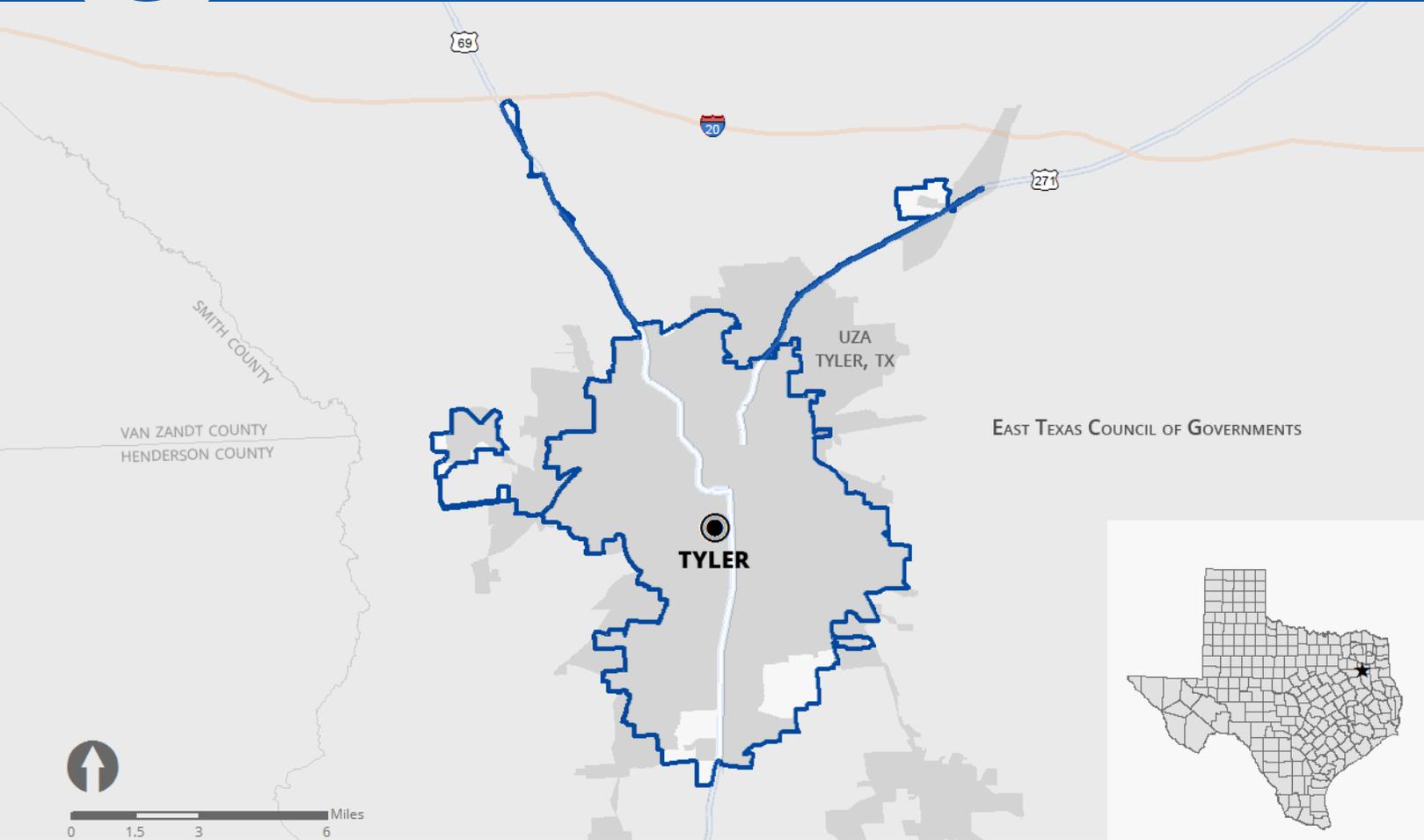
⁴ (1) Texas Department of Transportation, 2019-2022 District Statewide Transportation Improvement Program, (2) Transportation Improvement Plans, (3) Metropolitan Transportation Plans, or (4) Regionally Coordinated Transportation Plans.

Last Updated:

May 2020



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 and ADA complementary paratransit service within the city limits of Tyler. The earliest Tyler Transit service began in 1942. The current service area falls entirely into Smith County, covering 74 percent of the population and 58.1 percent of the land area of the Tyler UZA according to the U.S. Census 2010. East Texas Council of Governments is the rural transit district in the region and serves the rural areas of Smith County.

Tyler Transit is a department of the City of Tyler and is governed by the city council. The Tyler City Council is composed of a mayor elected at-large and six single-member district council members who represent the citizens of the city of Tyler.



Urban Transit District

- Service Area Population¹: 103,721
- Service Area Land Area²: 57 Sq. Miles
- Unlinked Passenger Trips³: 204,652
- Revenue Fleet³: 39 Vehicles



Urban Transit District Services

Service Information



Local Bus Service

Five bus routes available within the city limits of Tyler.

Fare Structure:

One-Way Trip:

- Base fare: \$1.00
- Discounted fare: \$0.50^a, Free^b

Ticket Pass:

- Regular pass:
 - Day pass: \$2.00*
 - Weekly pass: \$10.00*
 - Monthly pass: \$40.00*
 - Semester pass: \$50.00*
- Reduced pass:
 - Weekly pass: \$5.00^c*
 - Monthly pass: \$20.00^d*

Fare Media:



ADA Paratransit Service

Available within the city limits.

Trips must be scheduled at least 1 day before the travel and up to 14 days in advance.

One-Way Fare Structure:

- Base fare: \$1.50

Fare Media:



Notes:

^a Children (11 years old and under), Medicare cardholders, people with disabilities, or seniors (65+ years old).

^b Children age 5 and under.

^c Weekly pass for medicare cardholders, people with disabilities, seniors (65+ years old), and students.

^d Monthly pass for medicare cardholders, people with disabilities, seniors (65+ years old), and students.

Operating Time (Excluding Holidays)

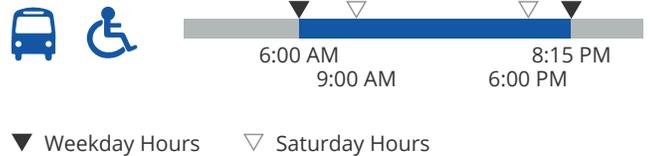


Operating Days by Mode

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



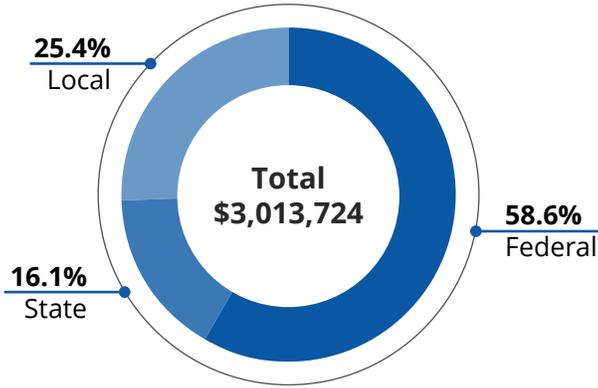
Operating Hours by Mode



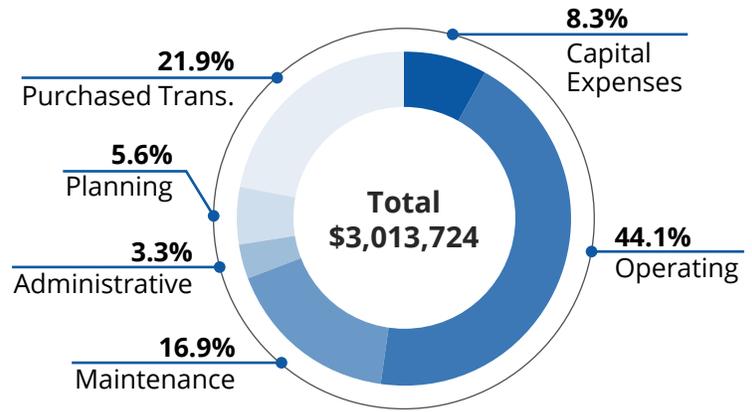


FY 2019 Financial Status³

Revenues in Fiscal Year 2019



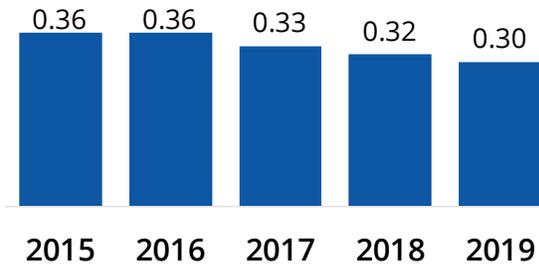
Expenditures in Fiscal Year 2019



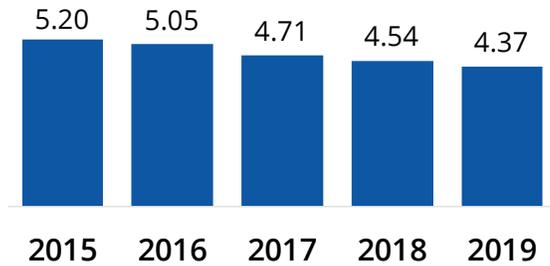
FY 2015-2019 Performance Measures³

Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile



Unlinked Passenger Trips per Revenue Hour

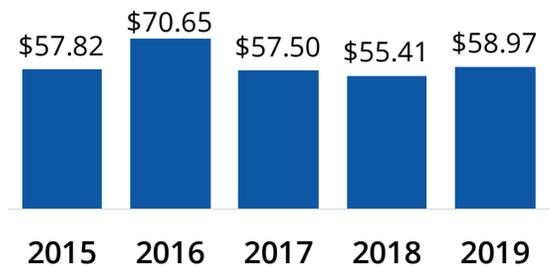


Efficiency in the Past 5 Years

Operating Cost per Revenue Mile



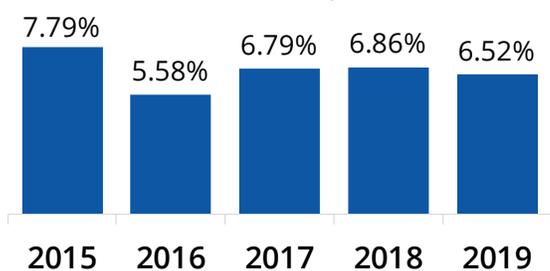
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



Projects in 2019–2022⁴

Implementation Year	Project Name	Cost
2019	Capital expense for bus purchase/bus equipment	\$400,000
2019	Capital expenses related to ADA paratransit, bus maintenance/ bus purchase	\$175,000
2019	Operating expenses such as personnel, salaries, fuel, utilities, etc.	\$1,026,596
2019	Security expenses such as cameras, personnel, alarm systems	\$15,000
2019	Capital and preventative maintenance expenses such as buses, bus maintenance	\$825,000
2019	Capital expenses related to paratransit such as wheelchair ramps, bus repairs, etc.	\$100,000
2020	Capital expense for bus purchase/bus equipment	\$400,000
2020	Capital expenses related to ADA paratransit, bus maintenance/ bus purchase	\$175,000
2020	Operating expenses such as personnel, salaries, fuel, utilities, etc.	\$1,026,596
2020	Security expenses such as cameras, personnel, alarm systems	\$15,000
2020	Capital and preventative maintenance expenses such as buses, bus maintenance	\$825,000
2020	Capital expenses related to paratransit such as wheelchair ramps, bus repairs, etc.	\$100,000
2021	Capital Expenses Bus Purchase	\$460,800
2021	Capital Expenses ADA	\$252,000
2021	Operating Expenses Personnel	\$1,417,816
2021	Operating Security Expenses	\$21,600
2021	Capital and preventative maintenance expenses such as buses, bus maintenance	\$1,188,000
2021	Planning and Technical Study	\$144,000

Continue on the next page

Projects in 2019–2022⁴ (Cont'd)

Implementation Year	Project Name	Cost
2022	Capital for Bus Purchase and Equipment	\$552,960
2022	Capital for ADA Paratransit	\$302,400
2022	Operating Expenses	\$1,701,378
2022	Operating Security Expenses	\$25,920
2022	Capital and preventative maintenance expenses such as buses, bus maintenance	\$1,425,600
2022	Planning	\$172,800

Data Sources:

¹ TTI estimation based on (1) the 2014-2018 American Community Survey 5-Year Estimates, (2) 2010 Census Summary File 1, and (3) the U.S. Census Bureau 2010 and 2019 TIGER/Line Shapefiles.

² TTI estimation based on the U.S. Census Bureau 2019 TIGER/Line Shapefiles.

³ Texas Department of Transportation, Public Transportation Division, PTN-128 FY2015-2019 Data.

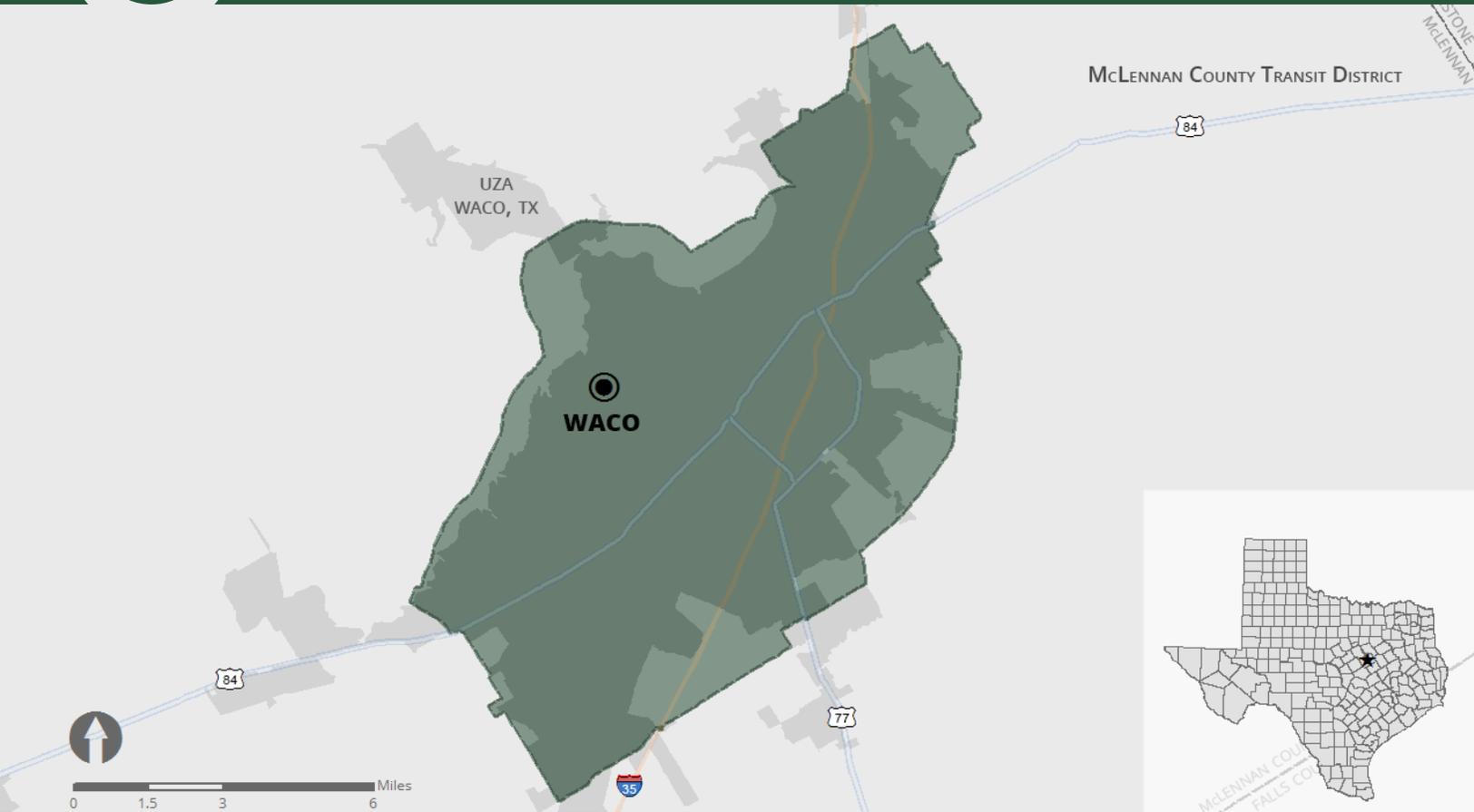
⁴ (1) Texas Department of Transportation, 2019-2022 District Statewide Transportation Improvement Program, (2) Transportation Improvement Plans, (3) Metropolitan Transportation Plans, or (4) Regionally Coordinated Transportation Plans.

Last Updated:

May 2020



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 the City of Waco transit department, providing fixed-route bus service, ADA paratransit service, downtown circulars, and demand-response service (including daytime airport shuttles and Evening LINK service) within its service area. Waco Transit partners with the Baylor University Parking and Transportation Division to provide fixed-route bus service on campus. In addition, Waco Transit contracts with LogistiCare Solutions to provide non-emergency medical 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 of the Waco UZA according to the U.S. Census 2010. The rural areas of McLennan County are served by the McLennan County Rural Transit District.

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 Population¹: 163,243
- Service Area Land Area²: 94 Sq. Miles
- Unlinked Passenger Trips³: 1,285,723
- Revenue Fleet³: 62 Vehicles



Urban Transit District Services

Service Information

(Excluding services provided under contracts)



Local Bus Service

Ten bus routes are available within the service area of Waco Transit. Route 10 connects Riesel, Marline, and Chilton with Waco.

Fare Structure:

One-Way Trip:

- Base fare: \$1.50
- Reduced fare: \$1.00^a, \$0.50^b, Free^c

Ticket Pass:

- Regular pass: \$3.00^e, \$40.00^f, \$30.00^g
- Reduced pass: \$1.25^{d&e}, \$20.00^{a&f}

Fare Media:



Trolley-Replica Bus Service

The Silo Trolley is available in downtown Waco. The La Salle-Circle Shuttle is also available to link downtown to nearby popular destinations.

One-Way Fare Structure:

- Free

Notes: ^a Students 6 years through 12th gradewith a valid ID. ^b Medicare cardholders, people with disabilities, or seniors (65+ years old). A valid ID is required. ^c Children (5 and under) traveling with an adult; or Waco ISD students. ^d People with disabilities or seniors (65+ years old). ^e Day pass. ^f 31-day pass. ^g Student summer pass. ^h To adjacent county. ^j same-day trip.



ADA Paratransit Service

Available within the service area of Waco Transit.

Trips must be scheduled at least 1 day before the travel (no later than 5:00 p.m.) and up to 14 days in advance. Same-day trip request is subject to availability and higher fare.

One-Way Fare Structure:

- Base fare: \$3.00
- Extra fare (in addition to base fare): \$1.00ⁱ

Fare Media:



General-Public Demand-Response Service

Daytime demand-response service available for trips that either originate or end in McLennan County. Evening LINK available within the service area of Waco Transit. Reservation window is the same as the ADA paratransit service.

One-Way Fare Structure:

- Base fare: \$3.00
- Extra fare (in addition to base fare): \$2.00^{h,j}

Fare Media:



Operating Time (Excluding Holidays)

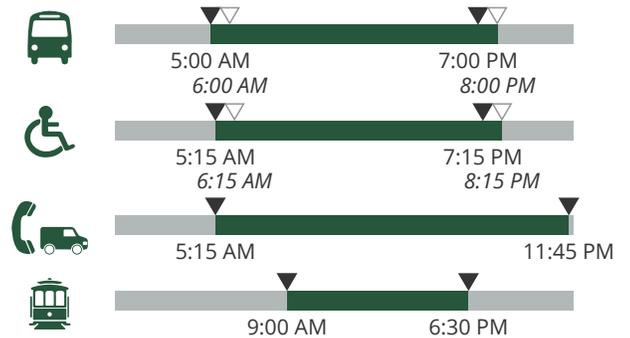


Operating Days by Mode

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



Operating Hours by Mode



▼ Weekday Hours ▽ Saturday Hours

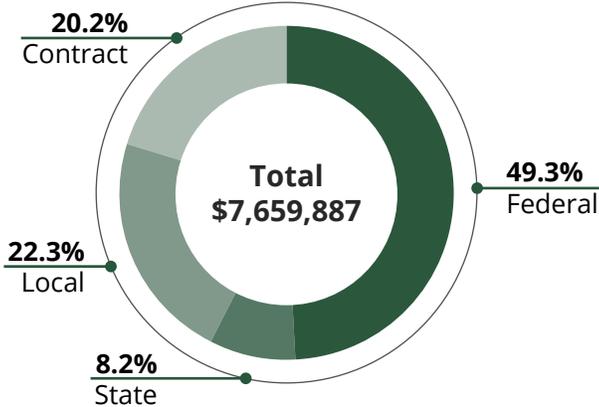


Address | 301 S. 8th St., Ste. 100
Waco, TX 76701-1417

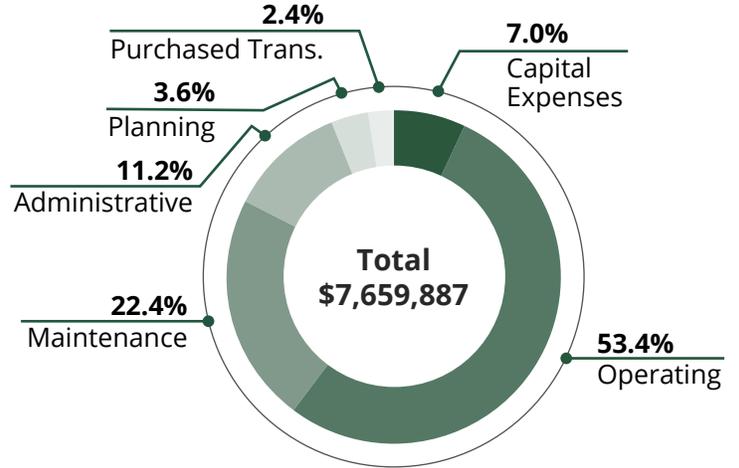
Contact | Serena M. Stevenson
General Manager
Phone: (254) 750-1900
E-mail: SerenaS@wacotx.gov

FY 2019 Financial Status³

Revenues in Fiscal Year 2019



Expenditures in Fiscal Year 2019

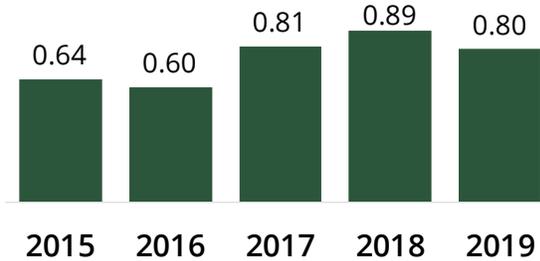


FY 2015–2019 Performance Measures³

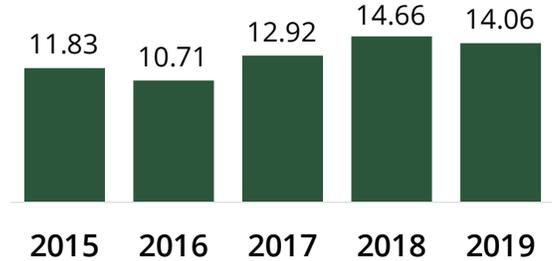


Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile

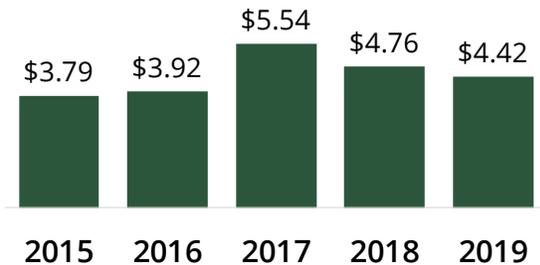


Unlinked Passenger Trips per Revenue Hour

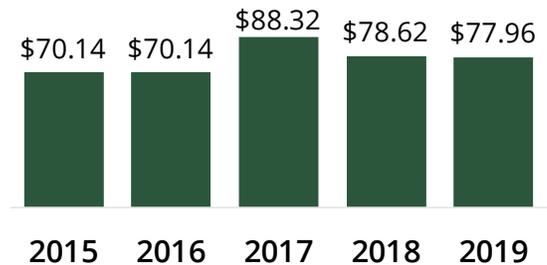


Efficiency in the Past 5 Years

Operating Cost per Revenue Mile



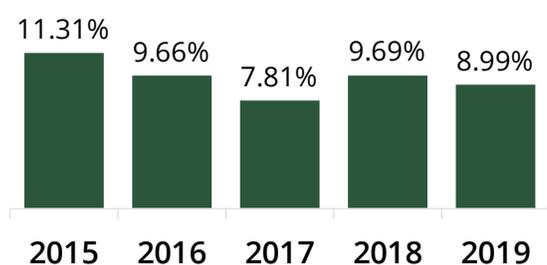
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



Projects in 2019–2022⁴

Implementation Year	Project Name	Cost
2019	Prevent Maintenance Expenses	\$1,625,000
2019	ADA Related Expenses	\$430,000
2019	Operating Expenses	\$2,925,000
2019	Short Range Transportation Planning	\$170,000
2019	Purchase of Passenger Amenities	\$61,000
2020	Prevent Maintenance Expenses	\$1,690,000
2020	ADA Related Expenses	\$450,000
2020	Operating Expenses	\$3,050,000
2020	Short Range Transportation Planning	\$177,000
2020	Purchase of Passenger Amenities	\$63,500
2021	Prevent Maintenance Expenses	\$1,690,000
2021	ADA Related Expenses	\$450,000
2021	Operating Expenses	\$3,050,000
2021	Short Range Transportation Planning	\$177,000
2021	Purchase of Passenger Amenities	\$63,500
2022	Planning	\$177,000
2022	Capital Passenger Amenities	\$63,500
2022	Operating ADA Related	\$450,000
2022	Operating Expenses	\$3,050,000
2022	Operating Preventative Maintenance	\$1,690,000

Data Sources:

¹ TTI estimation based on (1) the 2014-2018 American Community Survey 5-Year Estimates, (2) 2010 Census Summary File 1, and (3) the U.S. Census Bureau 2010 and 2019 TIGER/Line Shapefiles.

² TTI estimation based on the U.S. Census Bureau 2019 TIGER/Line Shapefiles.

³ Texas Department of Transportation, Public Transportation Division, PTN-128 FY2015-2019 Data.

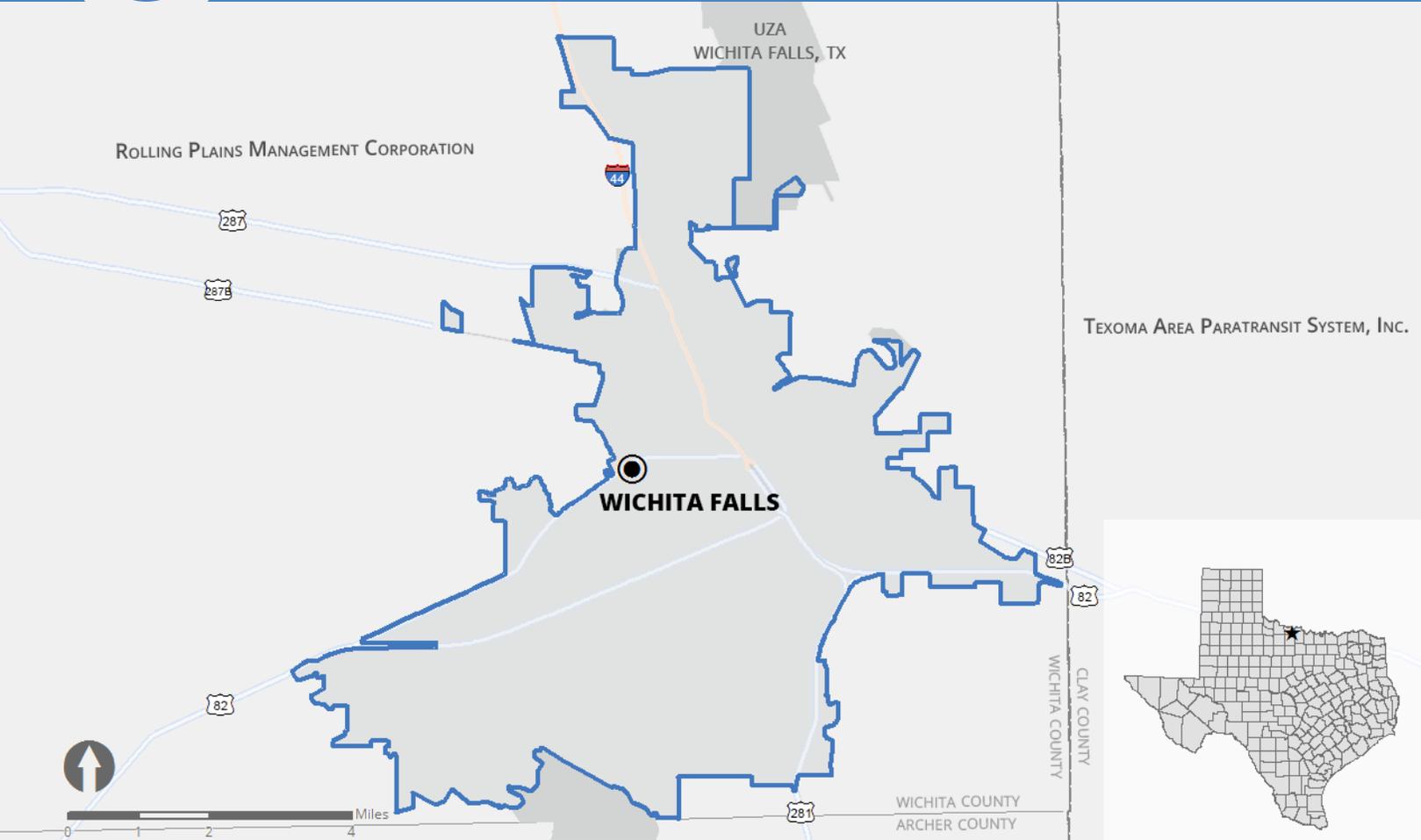
⁴ (1) Texas Department of Transportation, 2019-2022 District Statewide Transportation Improvement Program, (2) Transportation Improvement Plans, (3) Metropolitan Transportation Plans, or (4) Regionally Coordinated Transportation Plans.

Last Updated:

May 2020



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 of the Wichita Falls UZA according to the U.S. Census 2010. Rolling Plains Management Corporation serves rural areas of Wichita County and all adjacent counties except Clay County that is served by Texoma Area Paratransit, Inc.

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 Population¹: 105,876
- Service Area Land Area²: 78 Sq. Miles
- Unlinked Passenger Trips³: 455,237
- Revenue Fleet³: 17 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.

Fare Structure:

One-Way Trip:

- Base fare: \$1.50
- Deviation area: \$3.00^a
- Sheppard Express: \$2.00
- Reduced fare: \$0.75^b, Free^c

Ticket Pass/Book:

- Regular:
 - 20 rides: \$25.00
 - 10 rides with transfers: \$30.00^a
 - Unlimited 30-day pass: \$45.00
- Reduced:
 - 20 rides: \$12.00^d
 - Unlimited 30-day pass: \$22.00^d

Fare Media:



Limited-Eligibility Demand-Response Service

For Limited-Eligibility Riders:

- Seniors 60 and over
- People with disabilities

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.

Fare Structure:

Ticket Pass:

- Regular pass: \$3.00 (round trip)

Fare Media:



Notes:

- ^a Up to 3/4 mile from the regular fixed routes.
- ^b Medicare cardholders, people with disabilities, seniors (65+ years old), or students/youth (5-18 years old).
- ^c Children (under 5 years old).
- ^d People with disabilities, seniors (65+ years old), or students/youth (5 - 18 years old).

Operating Time (Excluding Holidays)

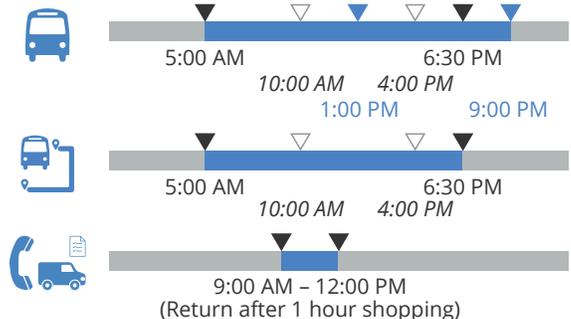


Operating Days by Mode

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



Operating Hours by Mode



▼ Weekday Hours ▽ Saturday Hours ▾ Sunday Hours

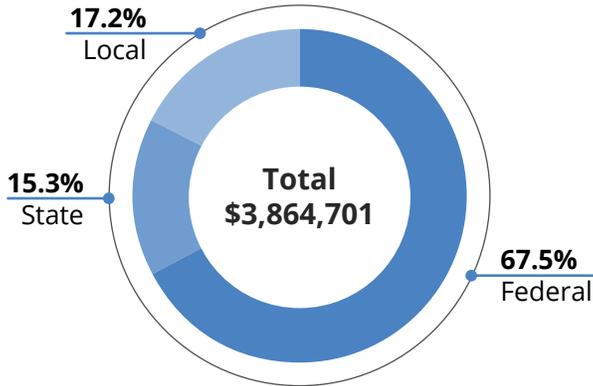


Address | 2100 Seymour Highway
Wichita Falls, TX 76301

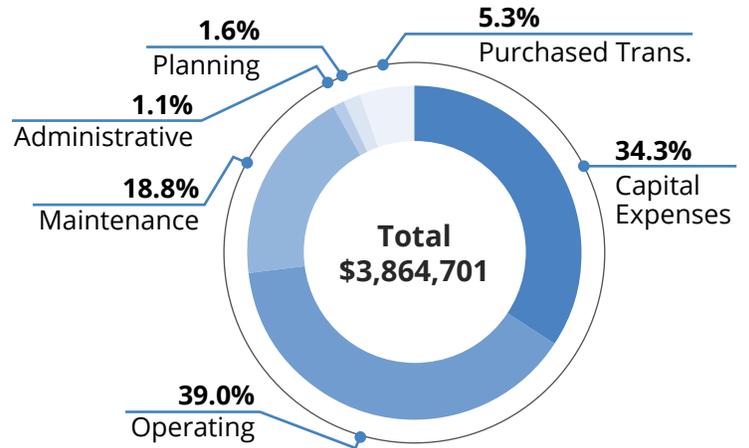
Contact | Jenny Stevens
Public Transportation Administrator
Phone: (940) 761-7921
E-mail: Jenny.Stevens@wichitafallstx.gov

FY 2019 Financial Status³

Revenues in Fiscal Year 2019



Expenditures in Fiscal Year 2019

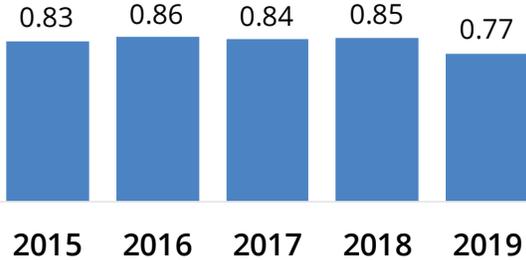


FY 2015-2019 Performance Measures³

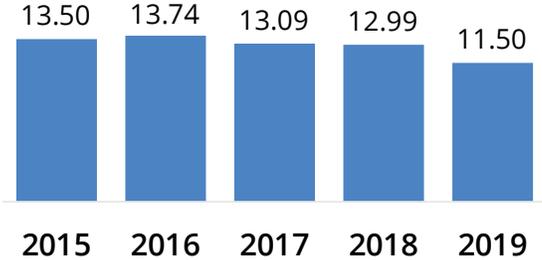


Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile

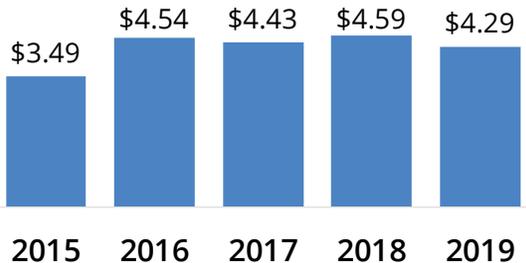


Unlinked Passenger Trips per Revenue Hour



Efficiency in the Past 5 Years

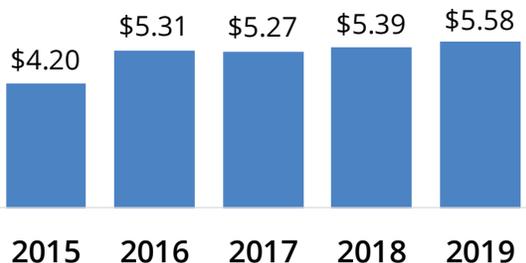
Operating Cost per Revenue Mile



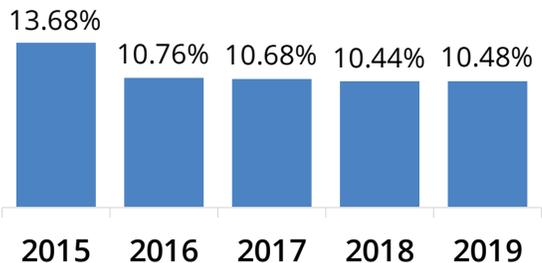
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



Projects in 2019–2022⁴

Implementation Year	Project Name	Cost
2019	Planning Expenditures—Future Transit Maintenance Facility	\$100,000
2019	Construction Expenditures—Transit Maintenance Facility	\$9,000,000
2019	Planning Expenditures	\$25,750
2019	Operating Expenditures	\$1,060,573
2019	Preventive Maintenance	\$568,002
2019	Capital Expenditures	\$775,646
2020	Planning Expenditures	\$25,750
2020	Operating Expenditures	\$1,076,481
2020	Preventive Maintenance	\$576,522
2020	Capital Expenditures	\$787,281
2021	Planning Expenditures	\$50,000
2021	Operating Expenditures	\$1,070,000
2021	Preventive Maintenance	\$625,000
2021	Capital Expenditures	\$812,500
2022	Planning Expenditures	\$50,000
2022	Operating Expenditures	\$1,090,000
2022	Operating Preventative Maintenance	\$625,000
2022	Capital Expenditures Replacement Buses	\$625,000

Data Sources:

¹ TTI estimation based on (1) the 2014–2018 American Community Survey 5-Year Estimates, (2) 2010 Census Summary File 1, and (3) the U.S. Census Bureau 2010 and 2019 TIGER/Line Shapefiles.

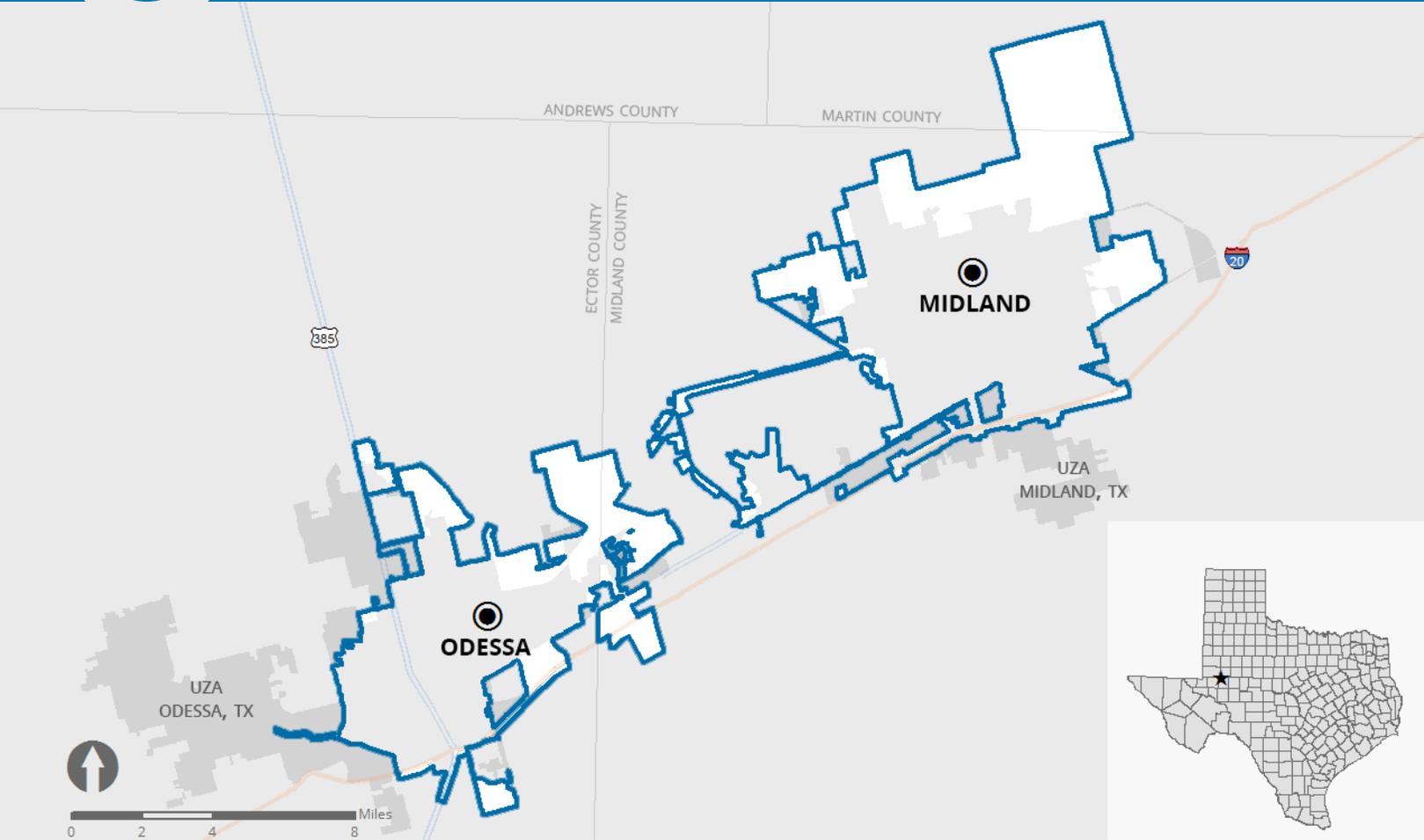
² TTI estimation based on the U.S. Census Bureau 2019 TIGER/Line Shapefiles.

³ Texas Department of Transportation, Public Transportation Division, PTN-128 FY2015–2019 Data.

⁴ (1) Texas Department of Transportation, 2019–2022 District Statewide Transportation Improvement Program, (2) Transportation Improvement Plans, (3) Metropolitan Transportation Plans, or (4) Regionally Coordinated Transportation Plans.

Last Updated:

May 2020



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 and ADA paratransit service in Midland and Odessa, and the EZ-Connect commuter service connecting the two cities. The service area crosses Ector, Martin, and Midland Counties. According to the U.S. Census 2010, the service area covers 92.3 percent of the population and 77.8 percent of the land area of the Midland UZA as well as 78.7 percent of the population and 47.1 of the land area of the Odessa UZA. Adjacent counties and rural areas of Ector, Martin, and Midland Counties are served by the rural transit district West Texas Opportunities, Inc.

The Midland Odessa Urban Transit District Board is the governing body of EZ-Rider. The board is comprised of six members appointed by the city councils of Midland and Odessa, respectively.



Urban Transit District

- Service Area Population¹: 253,716
- Service Area Land Area²: 120 Sq. Miles
- Unlinked Passenger Trips³: 328,019
- Revenue Fleet³: 40 Vehicles



Urban Transit District Services

Service Information



Local Bus Service

Six routes available in Midland and six routes available in Odessa.

Fare Structure:

One-Way Trip:

- Base fare: \$1.25
- Reduced fare: \$1.00^a, \$0.60^b, Free^c

Ticket Pass:

- Regular pass: \$3.00^d, \$37.00^e
- Reduced pass: \$28.00^f, \$19.00^g

Fare Media:



Commuter Bus Service (EZ-Connect)

EZ-Connect, formerly known as *EZ-Express*, connects Midland and Odessa and provides convenient 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.

Fare Structure and Media:

Day pass (\$3.00) is required to ride.

Fare Media:



ADA Paratransit Service

Available within the city limits of Midland and Odessa. One-way fare is higher for trips outside 3/4-mile along a fixed route than these within.

Reservations must be made at least 1 business day and up to 30 days in advance.

Fare Structure:

One-Way Trip:

- Base fare: \$2.50^h
- Extra fare (in addition to base fare): \$2.50ⁱ

Fare Media:



Notes:

- ^a Children (6–18 years old) or students.
- ^b People with disabilities or seniors (60+ years old).
- ^c Children (5 years old and under).
- ^d Day pass.
- ^e Monthly pass.
- ^f Monthly pass for children (6-18 years old) and students.
- ^g Monthly pass for people with disabilities and seniors (60+).
- ^h ADA service area: within 3/4 mile on both sides of the local fixed routes.
- ⁱ Premium service area: either the origin or destination of a trip is located outside 3/4 mile on both sides of the local fixed routes.

Operating Time (Excluding Holidays)



Operating Days by Mode



Operating Hours by Mode



▼ Weekday Hours ▽ Saturday Hours

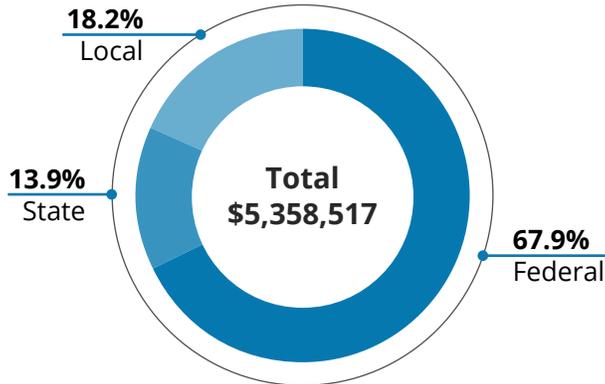


Address | P.O. Box 60808
Midland, TX 79711

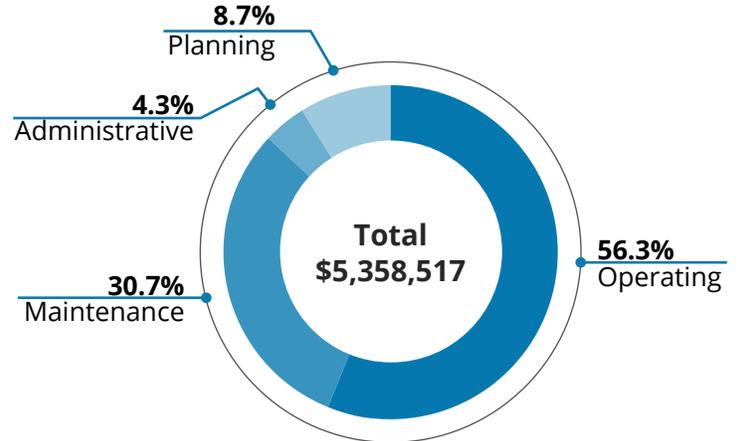
Contact | Doug Provance
General Manager
Phone: (432) 561-9990
E-mail: DProvance@ez-rider.org

FY 2019 Financial Status³

Revenues in Fiscal Year 2019



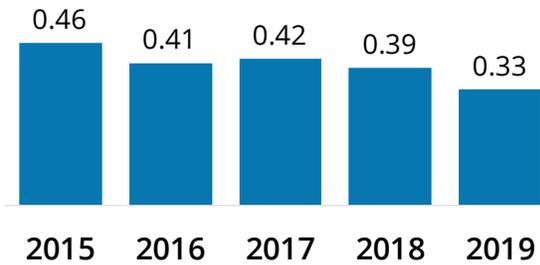
Expenditures in Fiscal Year 2019



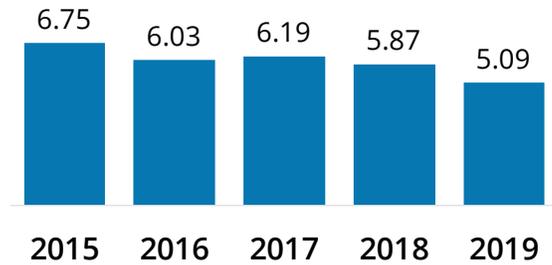
FY 2015–2019 Performance Measures³

Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile



Unlinked Passenger Trips per Revenue Hour



Efficiency in the Past 5 Years

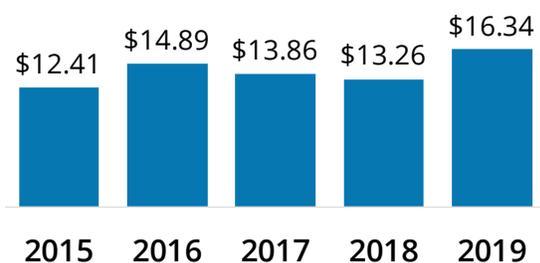
Operating Cost per Revenue Mile



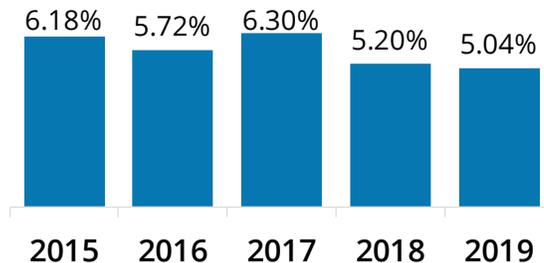
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



Projects in 2019-2022⁴

Implementation Year	Project Name	Cost
2019	Construction	\$1,200,000
2019	Architecture & Engineering	\$300,000
2019	Preventive Maintenance	\$1,560,000
2019	ADA Paratransit	\$500,000
2019	Operating	\$2,400,000
2019	Planning	\$675,000
2020	Construction	\$600,000
2020	Preventive Maintenance	\$1,560,000
2020	ADA Paratransit	\$500,000
2020	Operating	\$2,400,000
2020	Planning	\$675,000
2021	Operating	\$2,400,000
2021	Planning	\$675,000
2021	ADA Paratransit	\$800,000
2021	Rolling Stock	\$1,200,000
2021	Preventive Maintenance	\$1,560,000
2022	Operating	\$2,400,000
2022	Planning	\$675,000
2022	Capital ADA Paratransit	\$800,000
2022	Capital Rolling Stock	\$2,040,000
2022	Capital Preventive Maintenance	\$1,560,000

Data Sources:

¹ TTI estimation based on (1) the 2014-2018 American Community Survey 5-Year Estimates, (2) 2010 Census Summary File 1, and (3) the U.S. Census Bureau 2010 and 2019 TIGER/Line Shapefiles.

² TTI estimation based on the U.S. Census Bureau 2019 TIGER/Line Shapefiles.

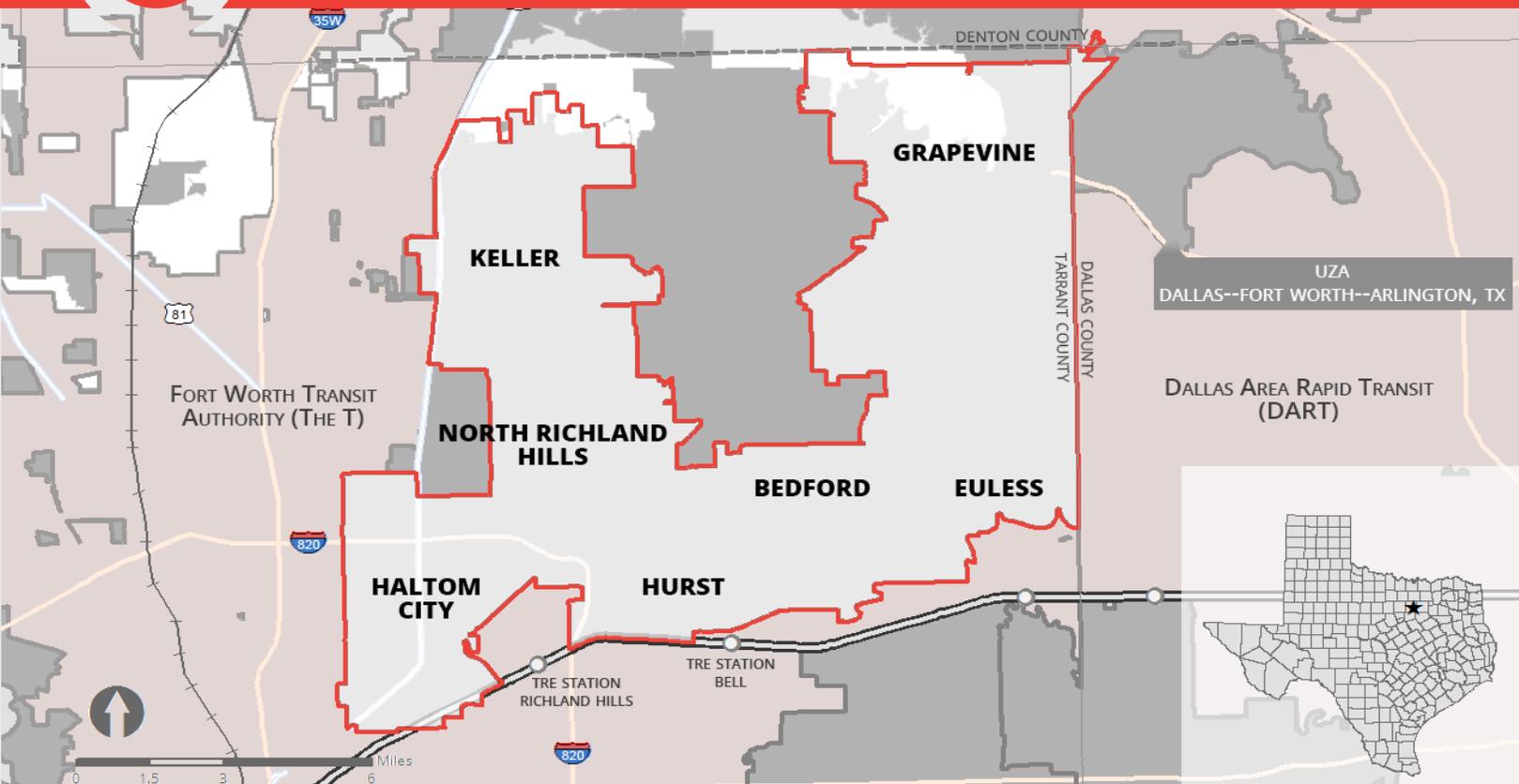
³ Texas Department of Transportation, Public Transportation Division, PTN-128 FY2015-2019 Data.

⁴ (1) Texas Department of Transportation, 2019-2022 District Statewide Transportation Improvement Program, (2) Transportation Improvement Plans, (3) Metropolitan Transportation Plans, or (4) Regionally Coordinated Transportation Plans.

Last Updated:

May 2020

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; thus, NETS is a limited-eligibility transit provider.

The service area of NETS is the municipal boundaries. Eligible riders can travel on NETS within a member city, between member cities, and to and from the Bell, CentrePort, and Richland Hills Stations for the Trinity Railway Express. The vast majority of the NETS service area 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 Trinity Metro), two other limited-eligibility transit agencies (the City of Arlington and Grand Prairie), and the City of 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 Trinity Metro.

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 Trinity Metro through an interlocal agreement. Trinity Metro then contracts with Catholic Charities Fort Worth to operate the NETS service and maintain the NETS vehicles.



Urban Transit District

- Service Area Population¹: 356,075
- Service Area Land Area²: 117 Sq. Miles
- Unlinked Passenger Trips³: 47,207
- Revenue Fleet³: 8 Vehicles



Urban Transit District Services

Service Information



Limited-Eligibility Demand-Response Service

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

All trip requests must be made at least 48 hours and up to 7 days in advance. Same-day trips are not available.

For Limited-Eligibility Riders:

- Senior citizens 65 and over
- Citizens with disabilities

Fare Structure:

One-Way Trip:

- Base fare: \$3.25
- Reduced fare: Free^a

Ticket Pass/Book:

- Regular: \$32.50 (10 rides)

Fare Media:



Notes:

^a Trips for Personal Medical Attendant.

Operating Time (Excluding Holidays)



Operating Days by Mode



Operating Hours by Mode



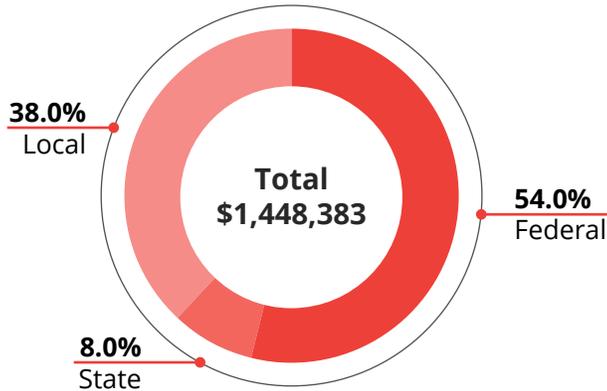


Address | 801 Cherry Street, Suite 850
Ft. Worth, TX 76102

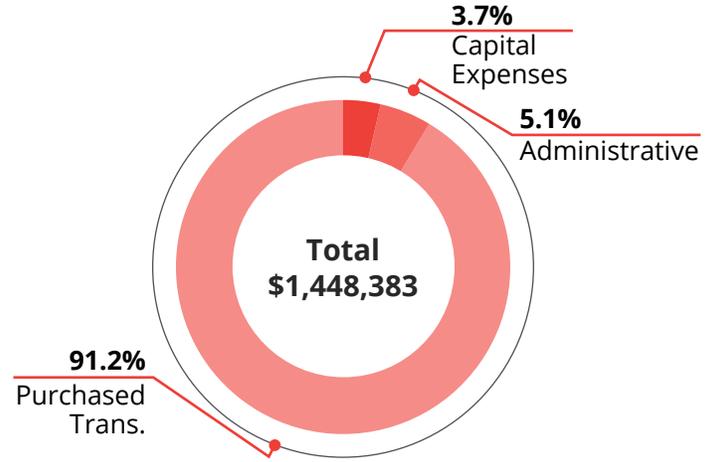
Contact | Carla Forman
Director of Paratransit and Contracted Services
Phone: (817) 215-8903
E-mail: carla.forman@fwta.org

FY 2019 Financial Status³

\$ Revenues in Fiscal Year 2019



\$ Expenditures in Fiscal Year 2019

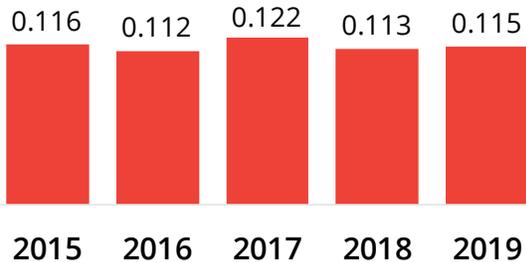


FY 2015-2019 Performance Measures³

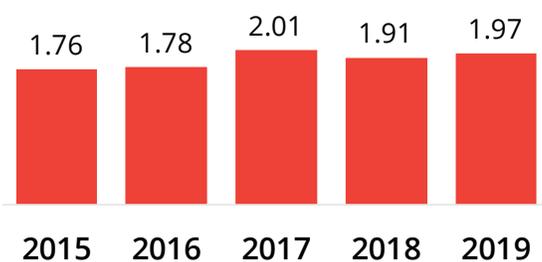


Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile



Unlinked Passenger Trips per Revenue Hour



Efficiency in the Past 5 Years

Operating Cost per Revenue Mile



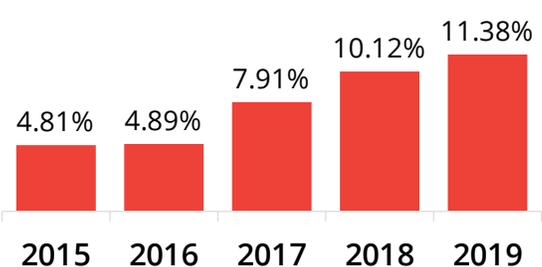
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



Projects in 2019–2022⁴

No transit project listed in the 2019–2022 STIP, TIP, or MTP.

Data Sources:

¹TTI estimation based on (1) the 2014-2018 American Community Survey 5-Year Estimates, (2) 2010 Census Summary File 1, and (3) the U.S. Census Bureau 2010 and 2019 TIGER/Line Shapefiles.

²TTI estimation based on the U.S. Census Bureau 2019 TIGER/Line Shapefiles.

³Texas Department of Transportation, Public Transportation Division, PTN-128 FY2015-2019 Data.

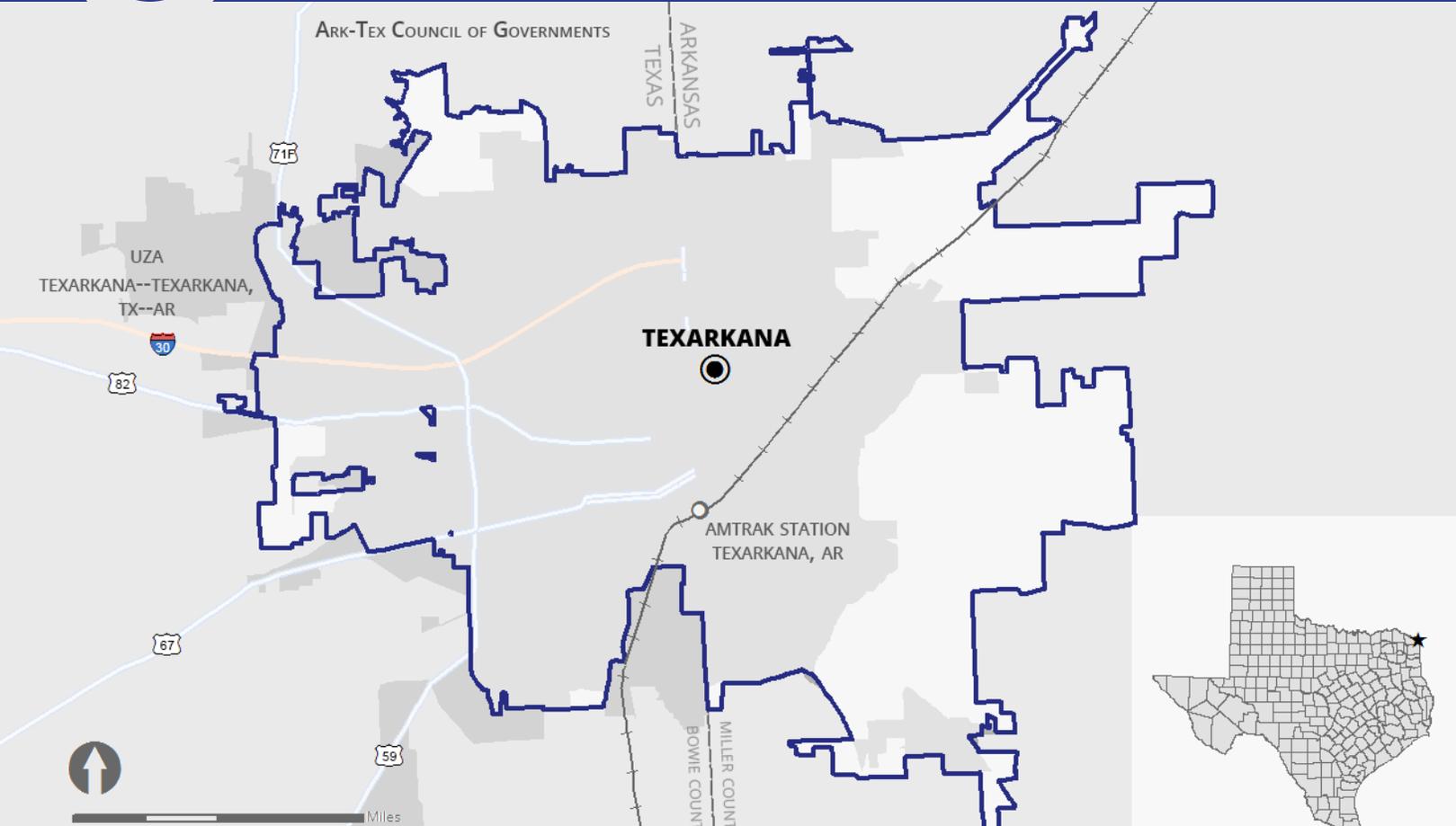
⁴(1) Texas Department of Transportation, 2019-2022 District Statewide Transportation Improvement Program, (2) Transportation Improvement Plans, (3) Metropolitan Transportation Plans, or (4) Regionally Coordinated Transportation Plans.

Last Updated:

May 2020



TEXARKANA URBAN TRANSIT DISTRICT



The Texarkana Urban Transit District (TUTD), 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, TUTD is an urban transit district authorized by Texas Transportation Code Chapter 458 in 1999 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 of the Texas part of the Texarkana urbanized area according to the U.S. Census 2010. The rural areas of Bowie County are served by the Ark-Tex Council of Governments (ATCOG). ATCOG enters into an interlocal agreement with TUTD to provide management and fiscal services to the T-Line system, as well as to operate the ADA paratransit service. Amtrak passenger rail stops at the boundary of Texas and Arkansas and T-Line bus routes provide 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 Nash, Texas; two members from Wake Village, Texas; three members from Texarkana, Texas; and three members from Texarkana, Arkansas.



Urban Transit District

- Service Area Population¹: 46,062
- Service Area Land Area²: 35 Sq. Miles
- Unlinked Passenger Trips³: 309,282
- Revenue Fleet³: 19 Vehicles



Urban Transit District Services

Service Information



Local Bus Service

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

Fare Structure:

One-Way Trip:

- Base fare: \$1.25
- Reduced fare: \$1.00^a, \$0.60^b, Free^c

Ticket Pass:

- Regular pass: \$40.00 (Monthly Pass)
- Reduced pass: \$20.00^d

Fare Media:



ADA Paratransit Service

Available in areas within 3/4 mile on both sides of the fixed-route service and all areas within the Texarkana "Loop". Clients within in the City of Texarkana are able to travel to Texas A&M University Texarkana.

Trips must be scheduled at least 1 day before the travel and up to 14 days in advance. Same-day trip request is subject to availability.

One-Way Fare Structure:

- Base fare: \$2.50
- Reduced fare: Free^e

Fare Media:



Notes:

^a Children (6-18 years old) or students with a valid ID.

^b People with disabilities with a valid ID, or seniors (65+ years old).

^c Children (5 years old and under).

^d Monthly pass for children (6-18 years old), people with disabilities, seniors (65+ years old), and students.

^e Personal Care Attendants to assist the passenger to board and depart the bus and to help carry groceries and packages.

Operating Time (Excluding Holidays)



Operating Days by Mode



MON TUE WED THU FRI SAT



MON TUE WED THU FRI SAT



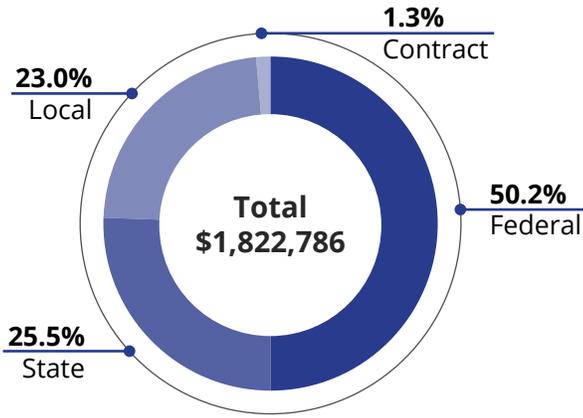
Operating Hours by Mode



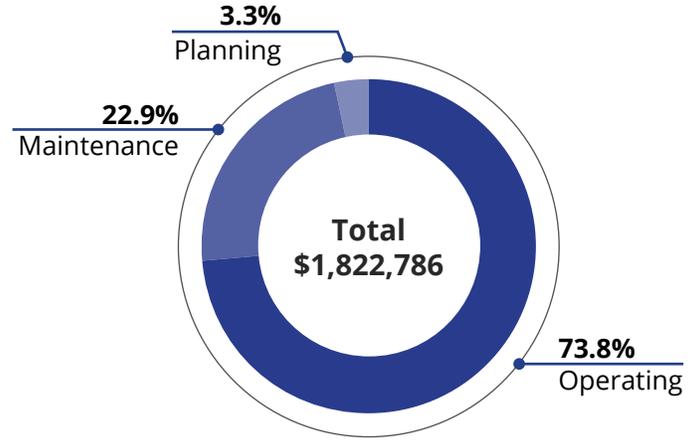


FY 2019 Financial Status³

Revenues in Fiscal Year 2019



Expenditures in Fiscal Year 2019

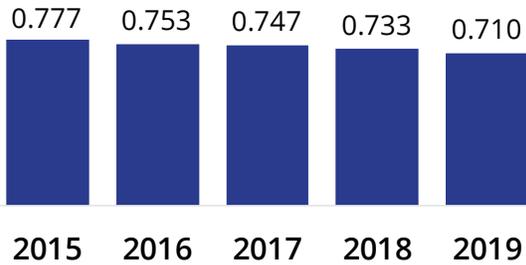


FY 2015-2019 Performance Measures³

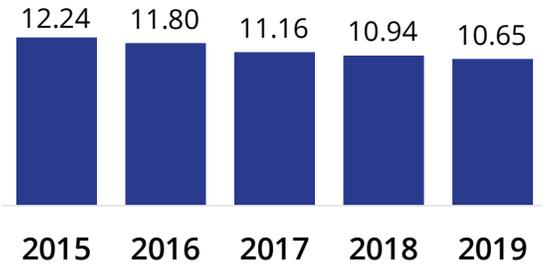


Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile



Unlinked Passenger Trips per Revenue Hour

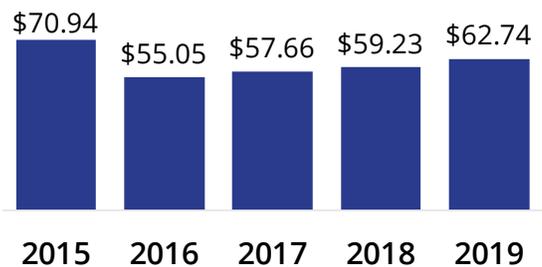


Efficiency in the Past 5 Years

Operating Cost per Revenue Mile



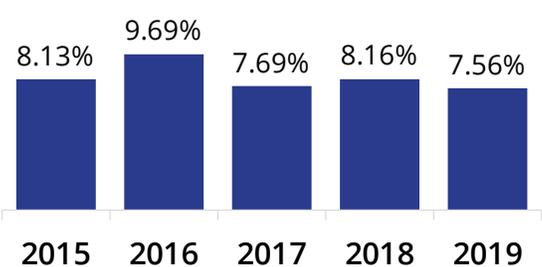
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



Projects in 2019–2022⁴

Implementation Year	Project Name	Cost
2019	Evaluate maintenance facility for long-term needs and determine course of action	To be determined
2020	Evaluate routes an service with RTAP grant	\$75,000
2019–2020	Work with Greyhound Lines on possible relocation of Greyhound's Texarkana Station	To be determined
2019	Capital Paratransit	\$82,500
2019	Capital Preventative Maintenance	\$247,097
2019	Operating Assistance	\$791,016
2020	Capital Paratransit	\$82,500
2020	Capital Preventative Maintenance	\$247,091
2020	Operating Assistance	\$791,016
2021	Capital Paratransit	\$82,500
2021	Capital Preventative Maintenance	\$247,091
2021	Operating Assistance	\$154,841
2022	Capital: Paratransit	\$82,500
2022	Capital: Preventative Maintenance	\$247,091
2022	Operating Assistance	\$791,016

Data Sources:

¹ TTI estimation based on (1) the 2014-2018 American Community Survey 5-Year Estimates, (2) 2010 Census Summary File 1, and (3) the U.S. Census Bureau 2010 and 2019 TIGER/Line Shapefiles.

² TTI estimation based on the U.S. Census Bureau 2019 TIGER/Line Shapefiles.

³ Texas Department of Transportation, Public Transportation Division, PTN-128 FY2015-2019 Data.

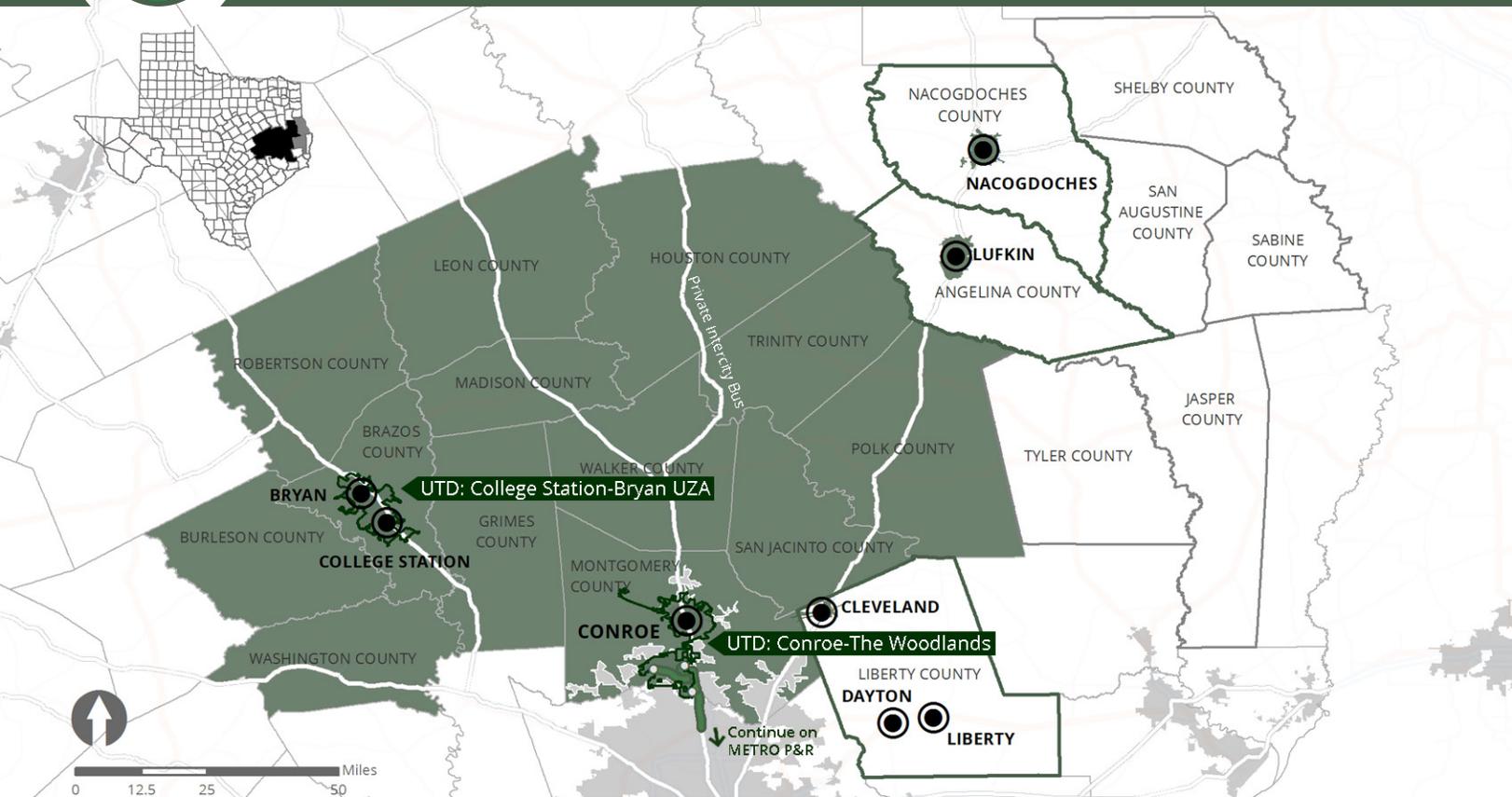
⁴ (1) Texas Department of Transportation, 2019-2022 District Statewide Transportation Improvement Program, (2) Transportation Improvement Plans, (3) Metropolitan Transportation Plans, or (4) Regionally Coordinated Transportation Plans.

Last Updated:

May 2020



BRAZOS TRANSIT DISTRICT



The Brazos Transit District (BTD) is a political subdivision of Texas authorized by Texas Transportation Code Chapter 458 and therefore receives state funds for transit services. BTD has provided public transportation service since 1974. 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, Liberty, and Nacogdoches Counties. In Angelina, Liberty, and Nacogdoches Counties, the demand-response service is available in Lufkin, Cleveland, and Nacogdoches, respectively. BTD offers fixed-route bus and ADA paratransit services in Cleveland, Dayton, Liberty, Livingston, Lufkin, and Nacogdoches.

As a UTD, BTD provides demand-response service for the College Station–Bryan UZA and directly operates fixed-route bus and ADA paratransit services in 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 through Conroe Connection Transit. The Woodlands Township provides trolley circulator and ADA paratransit services and contracts with First Class Tours to operate The Woodlands Express connecting to downtown Houston.

Under a contract with the Medical Transportation Management, Inc., BTD provides non-emergency medical transportation to eligible Medicaid clients in the Brazos Valley Region. Greyhound provides private intercity bus service in BTD's service area, with connections to BTD 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 Transit, 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 Population¹: 864,207
- Service Area Land Area²: 16,717 Sq. Miles
- Unlinked Passenger Trips³: 201,532
- Revenue Fleet³: 51 Vehicles



Rural Transit District Services

Service Information



Local Bus Service

12 routes are available in Cleveland, Dayton, Liberty, Livingston, Lufkin, and Nacogdoches.

Fare Structure:

One-Way Trip:

- Base fare: \$1.00
- Reduced fare: \$0.50^a, Free^b

Ticket Pass/Book:

- Regular: \$3.50^c, \$15.00^d, \$45.00^e, \$40.00^f, \$42.00^g, \$35.00^h
- Reduced (for Seniors, Disabled, or Medicare Card-holders (must present valid Brazos Transit District issued identification card while boarding): \$1.75^c, \$7.50^d, \$22.50^e, \$20.00ⁱ

Fare Media:



ADA Paratransit Service

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

Reservations can be made up to 7 days in advance.

Fare Structure:

One-Way Trip:

- Base fare: \$2.00
- Extra fare (in addition to base fare): \$1.50^j, \$2.00^k
- Reduced fare: Free^l

Ticket Book:

- \$80.00 (20-ride), \$84.00 (21 round trips)



General-Public Demand-Response Service

Available in:

- Brazos, Burleson, Grimes, Houston, Leon, Madison, Polk, Robertson, San Jacinto, Trinity, Walker, and Washington Counties.
- Lufkin in Angelina County.
- Cleveland in Liberty County.
- Nacogdoches in Nacogdoches County.
- Non-urbanized areas of Montgomery County.

Reservations can be made until 4:00 p.m. the day before travel and up to 7 days in advance. Same day trip is subject to availability.

Fare Structure:

One-Way Trip:

- Base fare: \$3.50^m
- Extra fare (in addition to base fare): \$2.50^j, \$2.00^{k,m}, \$0.50ⁿ, \$1.50^o, \$2.00^p
- Reduced fare: Free^l

Ticket Pass/Book:

- \$140.00 (20-ride)^m, \$160.00 (20-ride)^m
- Reduced: \$135.00 (21 round trips)^m, \$155.00 (21 round trips)^m

Fare Media:



Notes: ^aChildren age 6-12; Seniors, Disabled, or Medicare holders (must present valid Brazos Transit District issued identification card while boarding). ^bChildren (under 6) traveling with a paying customer, or Blinn/TAMU students. ^cDay pass. ^dWeekly Pass. ^eMonthly Pass. ^f40 rides. ^g42 rides. ^hBTD TAMU Pass (valid Jan.-Dec.). For non-students to ride the Aggie Spirit Buses. ⁱS&D Punch Pass (40 one-way trips). Only available to clients who have been issued either a S-Pass or D-Pass card. ^jAdditional trips (Tickets are not available. Full payment may be made with cash or a combination of a ticket and cash.) ^kSame day trips. ^lPersonal Care Assistants (PCA) with an ADA eligible passenger or Children age 2 or under (must sit in parents lap). ^mWithin the same county. ⁿCrossing 1 county. ^oCrossing 2 counties. ^pEach additional county.

Operating Time (Excluding Holidays)



Operating Days by Mode



Operating Hours by Mode



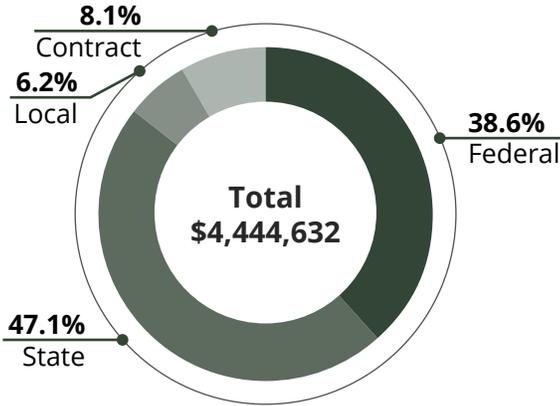


Address | 1759 N. Earl Rudder Freeway
Bryan, TX 77803-5167

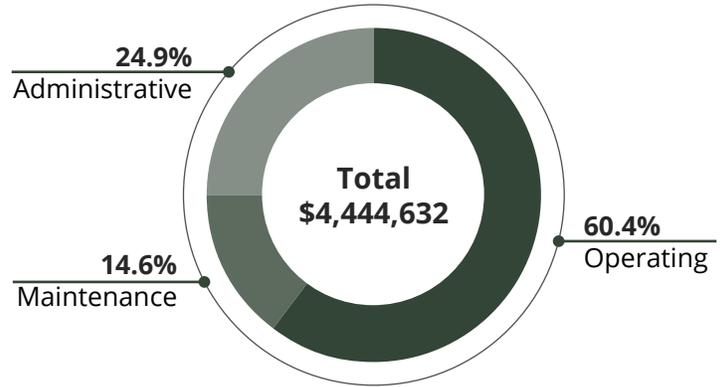
Contact | John McBeth
Deputy CEO/General Manager
Phone: (979) 778-0607
E-mail: john@btd.org

FY 2019 Financial Status³

Revenues in Fiscal Year 2019



Expenditures in Fiscal Year 2019

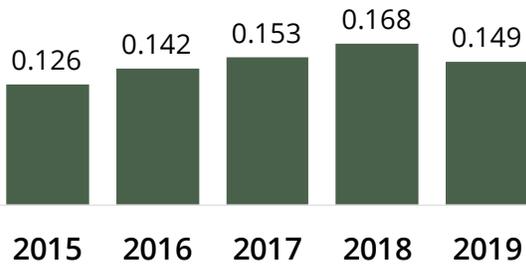


FY 2015–2019 Performance Measures³

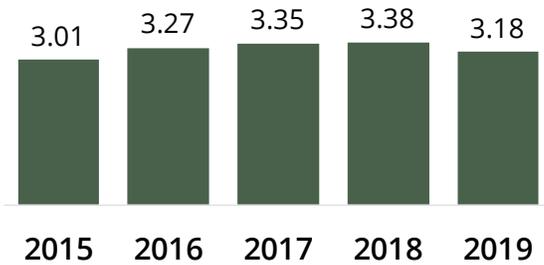


Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile



Unlinked Passenger Trips per Revenue Hour



Efficiency in the Past 5 Years

Operating Cost per Revenue Mile



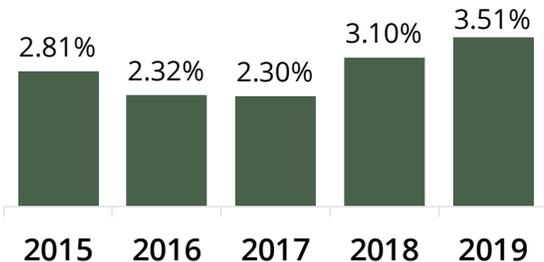
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio





Urban Transit District

For College-Bryan UZA

(Provider: BTD)

- Service Area Population¹: 193,981
- Service Area Land Area²: 97 Sq. Miles
- Unlinked Passenger Trips³: 6,724,022
- Revenue Fleet³: 48 Vehicles

For Conroe-The Woodlands UZA

(Providers: Conroe Connection Transit and The Woodlands Township)

- Service Area Population¹: 190,736
- Service Area Land Area²: 115 Sq. Miles
- Unlinked Passenger Trips³: 728,220
- Revenue Fleet³: 35 Vehicles



BTD Services

Service Information



Local Bus Service

Nine routes are available in Bryan and College Station.

Fare Structure:

One-Way Trip:

- Base fare: \$1.00
- Reduced fare: \$0.50^a, Free^b

Fare Media:



ADA Paratransit Service

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

Reservations can be made until 4:00 p.m. the day before travel and up to 7 days in advance. Same day trip is subject to availability.

Fare Structure:

One-Way Trip:

- Base fare: \$2.00
- Reduced fare: Free^c

Fare Media:



Notes:

^aSeniors (age 65 and older with ID), Veterans, Medicare Cardholders, Persons with Disabilities, Students (age 13-18) with school ID or Transit ID, Children (age 6-12, no transit ID required). ^bChildren age under 6 with Adult. ^cPersonal Care Assistants (PCA) with an ADA eligible passenger.

Operating Time (Excluding Holidays)



Operating Days by Mode

	MON	TUE	WED	THU	FRI		
	MON	TUE	WED	THU	FRI		



Operating Hours by Mode





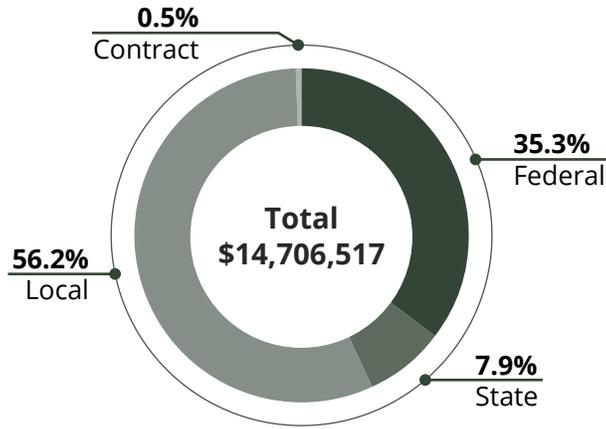
BTD Services

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

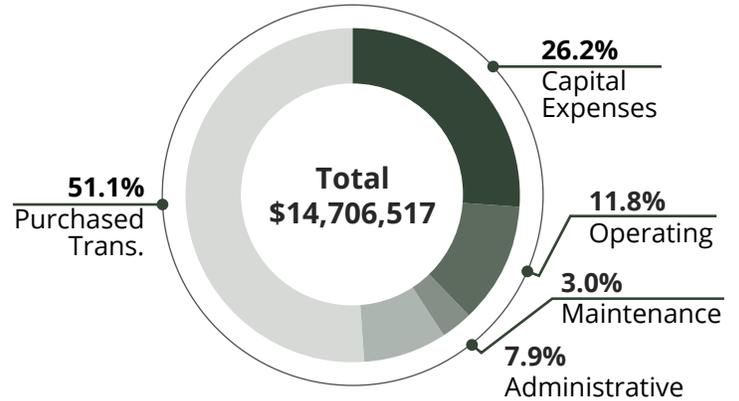
Contact | John McBeth
Deputy CEO/General Manager
Phone: (979) 778-0607
E-mail: john@btd.org

FY 2019 Financial Status³

Revenues in Fiscal Year 2019



Expenditures in Fiscal Year 2019

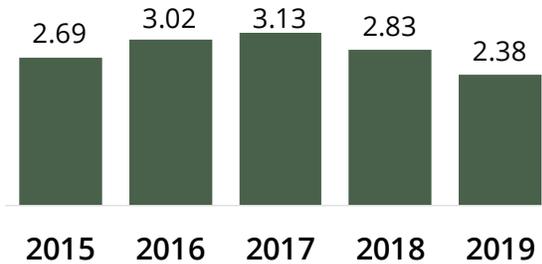


FY 2015-2019 Performance Measures³

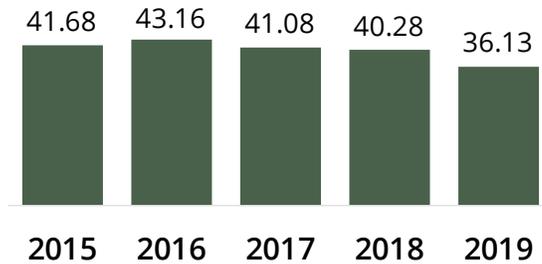


Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile



Unlinked Passenger Trips per Revenue Hour

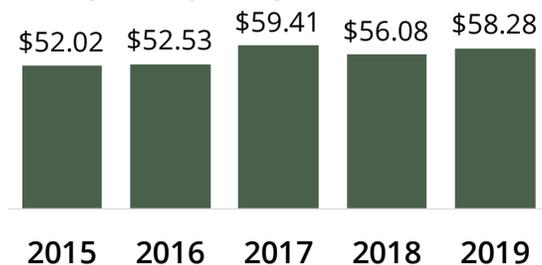


Efficiency in the Past 5 Years

Operating Cost per Revenue Mile



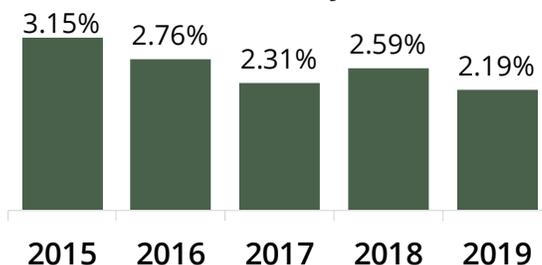
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio





Conroe Connection Transit Services

Service Information



Local Bus Service (Conroe Connection)

Four routes available within the city limits of Conroe.

Fare Structure:

One-Way Trip:

- Base fare: \$1.00
- Reduced fare: \$0.50^a, Free^b

Fare Media:



ADA Paratransit Service

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

Reservations can be made up to 7 days in advance. Same-day trips are available.

One-Way Fare Structure:

- Base fare: \$2.00

Fare Media:



Notes:

^a Children (6-12 years old), Medicare cardholders, people with disabilities, seniors (65+ years old), or students (13-18 years old).

^b Children (under 6 years old) travelling with a paying customer.

Operating Time (Excluding Holidays)



Operating Days by Mode



MON	TUE	WED	THU	FRI	SAT	SUN
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MON	TUE	WED	THU	FRI	SAT	SUN
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Operating Hours by Mode





The Woodlands Township Services

Service Information



Trolley-Replica Bus Service

The Town Center Trolley service is conveniently located in The Woodlands Town Center area and connects The Woodlands Waterway, The Woodlands Mall, Market Street, businesses, and residences along the route. Vehicle frequency ranges between 10 to 20 minutes, depending on the time of day.

Fare Structure:

- Base fare: free



ADA Paratransit Service

Available in areas within 3/4 mile on both sides of the Town Center Trolley service. Reservations can be made the day before travel and up to 7 days in advance. Same day trips are available.

Fare Structure:

- Base fare: free



Commuter Bus Service

The Woodlands Express provides weekday service from three park-and-ride locations in The Woodlands (Research Forest, Sterling Ridge, and Sawdust) connecting to downtown Houston, the Texas Medical Center, and Greenway Plaza in Houston.

Fare Structure:

- Round-trip fare: \$13.00

Fare Media:



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		
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Operating Hours by Mode



MON - THU



FRI - SAT



SUN





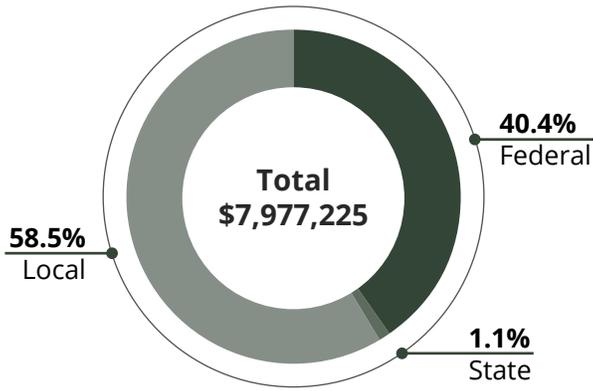
Address | 1759 N. Earl Rudder Freeway
Bryan, TX 77803-5167

Contact | Alivia Youree
Grants and Reporting Coordinator
Phone: (979) 778-4495
E-mail: alivia@btd.org

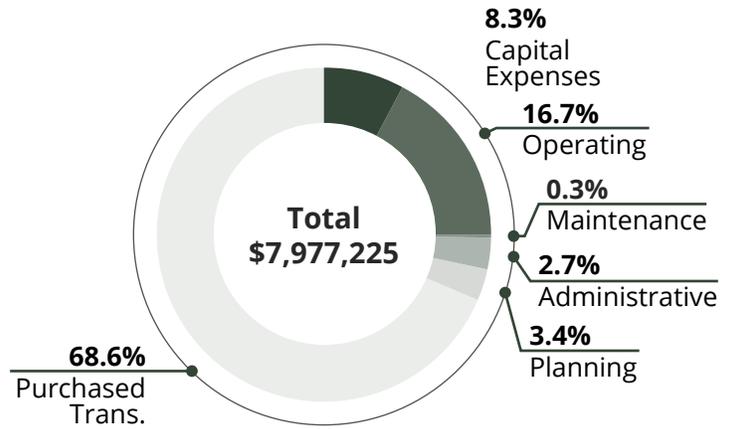
Conroe and The Woodlands Services

FY 2019 Financial Status³

Revenues in Fiscal Year 2019

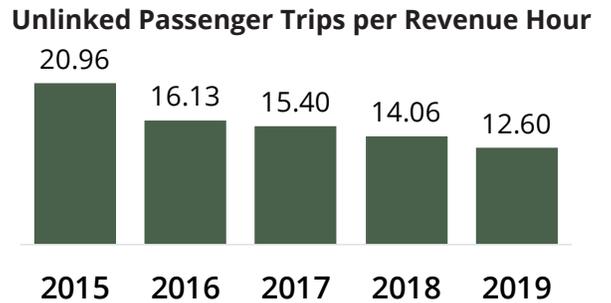
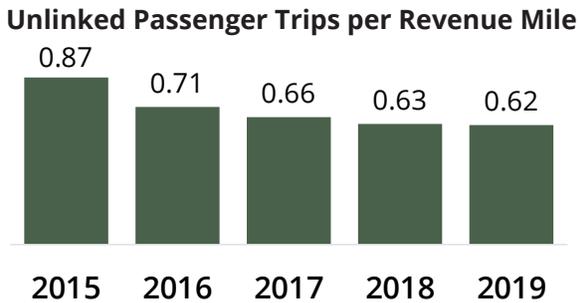


Expenditures in Fiscal Year 2019

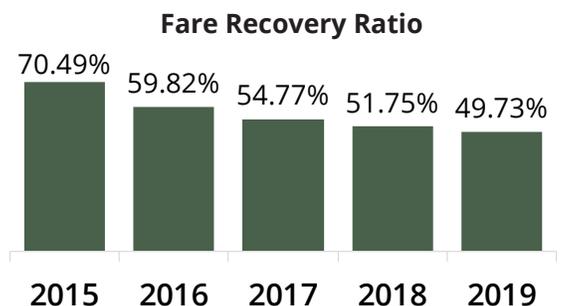
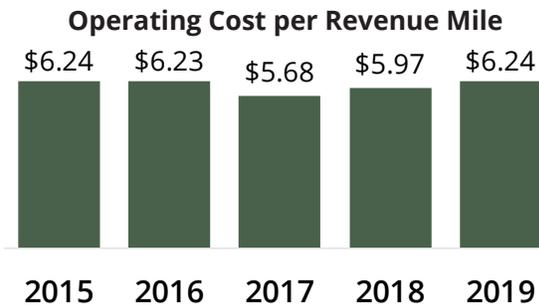


FY 2015-2019 Performance Measures³

Productivity in the Past 5 Years



Efficiency in the Past 5 Years





Projects in 2019–2022⁴

Implementation Year	Project Name	Cost
2019	BTD: Operating Assistance B/CS	\$1,294,260
2019	BTD: ADA Paratransit B/CS	\$75,000
2019	BTD: Preventative Maintenance B/CS	\$15,000
2019	BTD: Debt Service	\$695,740
2019	BTD: Bus Replacement	\$1,020,000
2020	BTD: Operating Assistance B/CS	\$1,353,660
2020	BTD: ADA Paratransit B/CS	\$80,000
2020	BTD: Preventative Maintenance B/CS	\$20,000
2020	BTD: Debt Service	\$695,740
2020	BTD: Bus Replacement	\$1,050,600
2021	BTD: Operating Assistance B/CS	\$1,401,636
2021	BTD: ADA Paratransit B/CS	\$85,000
2021	BTD: Preventative Maintenance B/CS	\$25,000
2021	BTD: Debt Service	\$695,740
2021	BTD: Bus Replacement	\$1,092,624
2022	Operating Assistance B/CS	\$4,946,816
2022	ADA Paratransit B/CS	\$112,500
2022	Preventive Maintenance	\$37,500
2022	Debt Service	\$695,740
2022	Acquisition of Shelters	\$250,000

Data Sources:

¹ TTI estimation based on (1) the 2014-2018 American Community Survey 5-Year Estimates, (2) 2010 Census Summary File 1, and (3) the U.S. Census Bureau 2010 and 2019 TIGER/Line Shapefiles.

² TTI estimation based on the U.S. Census Bureau 2019 TIGER/Line Shapefiles.

³ Texas Department of Transportation, Public Transportation Division, PTN-128 FY2015-2019 Data.

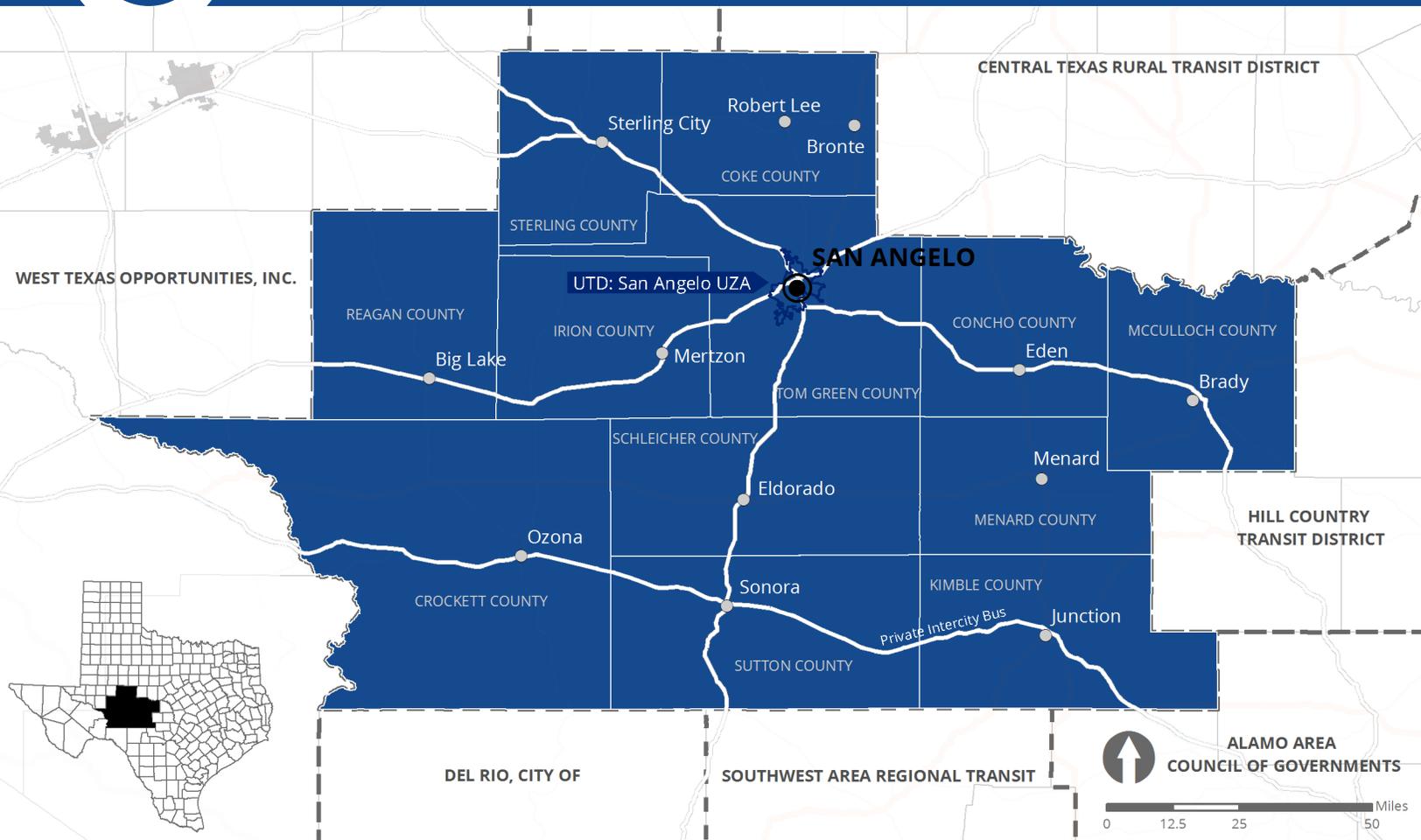
⁴ (1) Texas Department of Transportation, 2019-2022 District Statewide Transportation Improvement Program, (2) Transportation Improvement Plans, (3) Metropolitan Transportation Plans, or (4) Regionally Coordinated Transportation Plans.

Last Updated:

May 2020



CONCHO VALLEY TRANSIT DISTRICT



The Concho Valley Transit District (CVTD) is a political subdivision of Texas authorized by Texas Transportation Code Chapter 458 in 2006 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 responsibility from the City of San Angelo to provide public transportation for the San Angelo urbanized area (UZA) and began to serve as an urban transit district (UTD) as well.

As an RTD, CVTD operates the demand-response service 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 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 to provide transit services to their clients.

Greyhound 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 plus 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 Population¹: 59,380
- Service Area Land Area²: 15,317 Sq. Miles
- Unlinked Passenger Trips³: 30,504
- Revenue Fleet³: 19 Vehicles



Rural Transit District Services

Service Information



General-Public Demand-Response Service

Available in the rural area of Tom Green County, San Angelo urbanized area outside the city limits of San Angelo, and all of the other 11 counties.

Out-of-county trips must be scheduled by 3 p.m. the previous day and up to 14 days in advance. Same-day trips are not available.

Fare Structure:

One-Way Trip:

- Base fare: Free^a
- Extra fare (in addition to base fare): \$2.00^b

Fare Media:



Notes:

^a Trips within service area but outside San Angelo City Limits.

^b Trips that originate in the San Angelo City Limits and end within CVTD's service area.

Operating Time (Excluding Holidays)



Operating Days by Mode



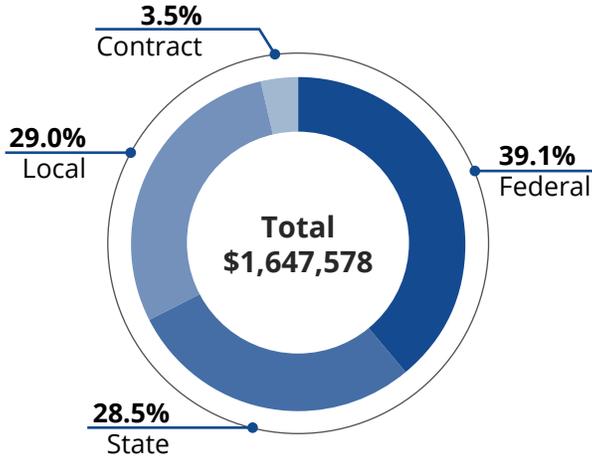
Operating Hours by Mode



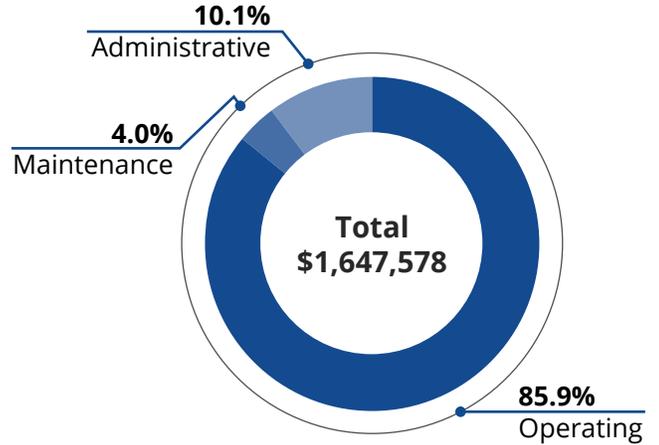


FY 2019 Financial Status³

Revenues in Fiscal Year 2019



Expenditures in Fiscal Year 2019

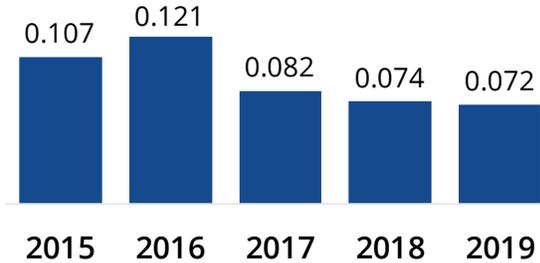


FY 2015–2019 Performance Measures³

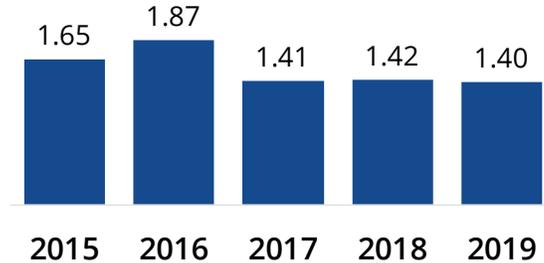


Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile



Unlinked Passenger Trips per Revenue Hour



Efficiency in the Past 5 Years

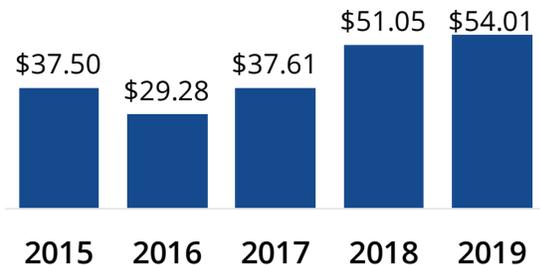
Operating Cost per Revenue Mile



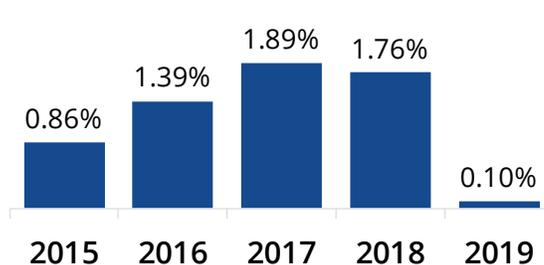
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio





Urban Transit District

- Service Area Population¹: 99,634
- Service Area Land Area²: 60 Sq. Miles
- Unlinked Passenger Trips³: 269,522
- Revenue Fleet³: 35 Vehicles



Urban Transit District Services

Service Information



Local Bus Service

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

Fare Structure:

One-Way Trip:

- Base fare: \$1.00
- Reduced fare: \$0.50^c, Free^d

Ticket Pass:

- Regular pass: \$2.00^e, \$30.00^f
- Reduced pass: \$15.00^g

Fare Media:



ADA Paratransit Service

Available in areas within 3/4 mile on both sides of the fixed-route bus service. Passengers must complete application and be deemed eligible to utilize this service.

Trips must be scheduled by 3 p.m. the previous day and up to 14 days in advance. Same-day trips are not available.

Fare Structure:

One-Way Trip:

- Base fare: \$2.00
- Reduced fare: Free^h

Fare Media:



Notes:

^c Medicare cardholders, people with disabilities, seniors (65+ years old), students, or military.

^d Children (under 6 years old) travelling with a paying customer.

^e Day pass.

^f Monthly pass.

^g Monthly pass for Medicare cardholders, people with disabilities, seniors (65+ years old), students, or military.

^h Children (under 6 years old)

Operating Time (Excluding Holidays)



Operating Days by Mode

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



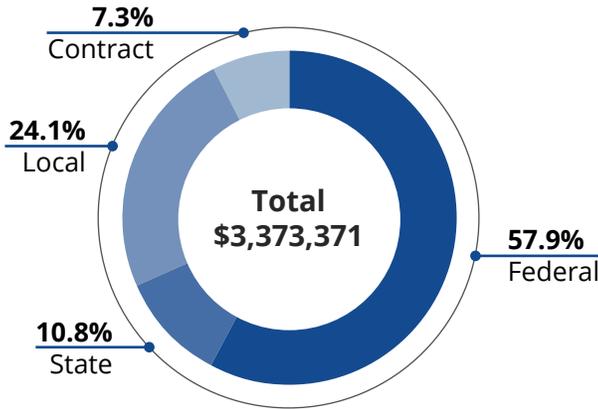
Operating Hours by Mode



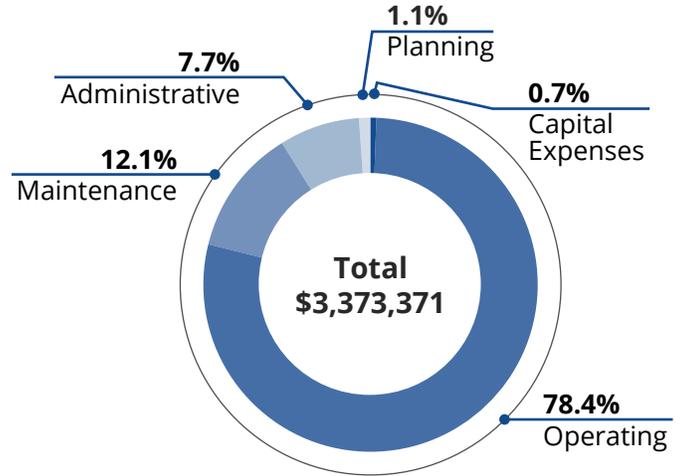


FY 2019 Financial Status³

Revenues in Fiscal Year 2019



Expenditures in Fiscal Year 2019

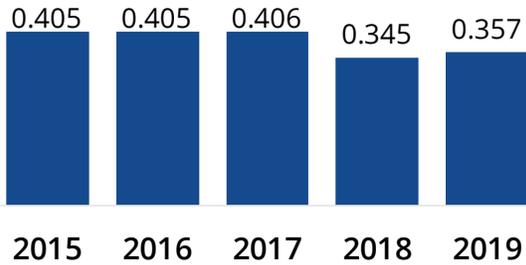


FY 2015-2019 Performance Measures³

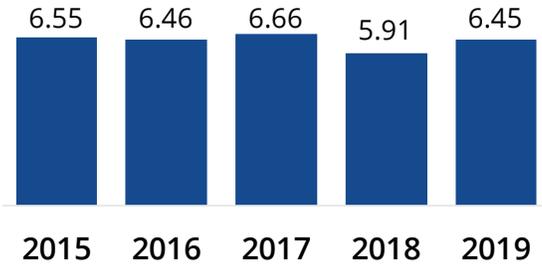


Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile

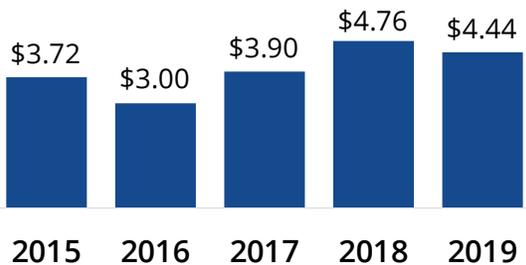


Unlinked Passenger Trips per Revenue Hour



Efficiency in the Past 5 Years

Operating Cost per Revenue Mile



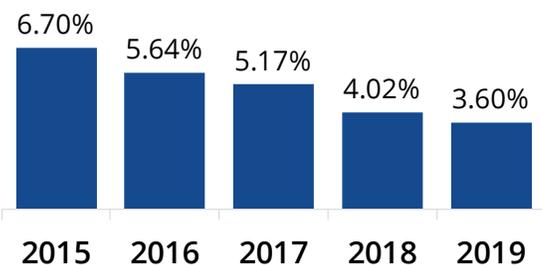
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



Projects in 2019–2022⁴

Implementation Year	Project Name	Cost
2019	Security equipment for urban buses and transit facility	\$21,590
2019	Capital lease	\$135,061
2019	Complementary ADA service, capital preventative maintenance	\$763,940
2019	Operating assistance for the urban transit buses	\$1,629,674
2020	Security equipment for urban buses and transit facility	\$22,237
2020	Capital lease	\$139,113
2020	Complementary ADA service, capital preventative maintenance	\$786,857
2020	Operating assistance for the urban transit buses	\$1,678,564
2021	Security equipment for urban buses and transit facility	\$22,904
2021	Capital lease	\$143,287
2021	Complementary ADA service, capital preventative maintenance	\$810,462
2021	Operating assistance for the urban transit buses	\$1,728,921
2022	Operating: Security	\$23,591
2022	Capital Lease	\$147,586
2022	Operating ADA	\$834,776
2022	Operating Assistance	\$1,780,789

Data Sources:

¹ TTI estimation based on (1) the 2014-2018 American Community Survey 5-Year Estimates, (2) 2010 Census Summary File 1, and (3) the U.S. Census Bureau 2010 and 2019 TIGER/Line Shapefiles.

² TTI estimation based on the U.S. Census Bureau 2019 TIGER/Line Shapefiles.

³ Texas Department of Transportation, Public Transportation Division, PTN-128 FY2015-2019 Data.

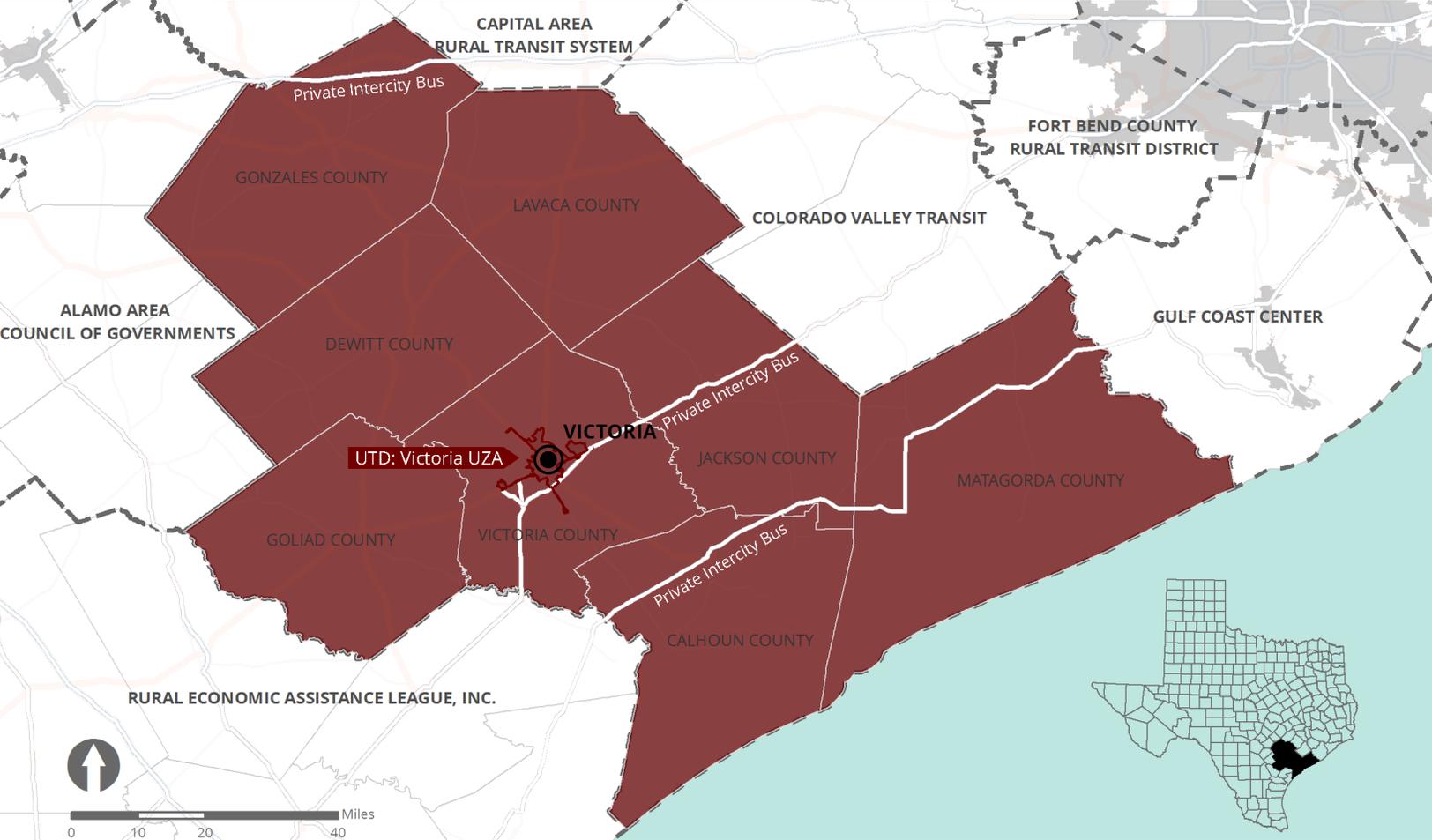
⁴ (1) Texas Department of Transportation, 2019-2022 District Statewide Transportation Improvement Program, (2) Transportation Improvement Plans, (3) Metropolitan Transportation Plans, or (4) Regionally Coordinated Transportation Plans.

Last Updated:

May 2020



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, and seven commuter routes. In DeWitt and Victoria Counties, GCRPC directly operates the RTRANSIT service. RTRANSIT service in other six counties is operated by five subcontractors— Calhoun County Senior Citizens Association, Inc., Goliad County, Gonzales County Senior Citizens Association, Inc., Friends of Elder Citizens, and Lavaca County. In addition, GCRPC contracts with Medical Transportation Management, Inc. to provide non-emergency medical transportation for eligible Medicaid participants. GCRPC also partners with local organizations, such as Yoakum Community Hospital, to provide transit services to their clients.

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 of the Victoria UZA according to the U.S. Census 2010. GCRPC’s RTRANSIT program does not deny trips that are requested for the UZA outside the service area of Victoria Transit because of GCRPC’s dual status.

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 Population¹: 168,284
- Service Area Land Area²: 7,085 Sq. Miles
- Unlinked Passenger Trips³: 163,619
- Revenue Fleet³: 56 Vehicles



Rural Transit District Services

Service Information



General-Public Demand-Response Service

Service is known as *RTRANSIT*.

Available in the non-UZA of Victoria County and all of Calhoun, DeWitt, Goliad, Gonzales, Jackson, Lavaca, and Matagorda Counties, and in the Victoria UZA that is not served by Victoria Transit.

Reservations must be made 24-48 hours in advance according to the requirement of each contracted service operator. Same-day trips are available to the City of Goliad residents.

Fare Structure:

One-Way Trip^a:

- Base fare: Free – \$3.00
- Extra fare (in addition to base fare): \$0.50 – \$77.50
- Reduced fare: 0% – 88% fare

Fare Media:



Commuter Bus Service

Seven commuter routes are available to connect Victoria, Edna, Placedo, El Toro, Inez, Lolita, Bay City, Francitas, Blessing, Palacios, Port Lavaca, Point Comfort, El Campo, and Ganado.

Fare Structure:

One-Way Trip:

- Base fare: \$1.00
- Extra fare (in addition to base fare): \$1.00^b, \$2.00^c, \$3.00^d, \$4.00^e, \$7.00^f
- Reduced fare: \$0.75 – \$5.00^g, \$0.50 – \$5.00^h

Fare Media:



Notes:

^a Fare varies by county. ^b Less than 5 miles. ^c 11-15 miles. ^d 16-20 miles. ^e 21-45 miles. ^f Over 45 miles. ^g For students (5-17 years old) according to travel distance. ^h For medicare cardholders, people with disabilities, or seniors (65+ years old), according to travel distances.

Operating Time (Excluding Holidays)



Operating Days by Mode



MON	TUE	WED	THU	FRI	SAT	SUN
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MON	TUE	WED	THU	FRI	SAT	SUN
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Operating Hours by Mode

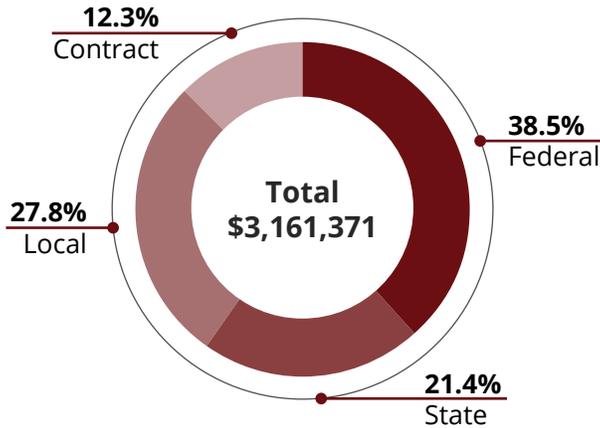


* Operating hours vary by county.

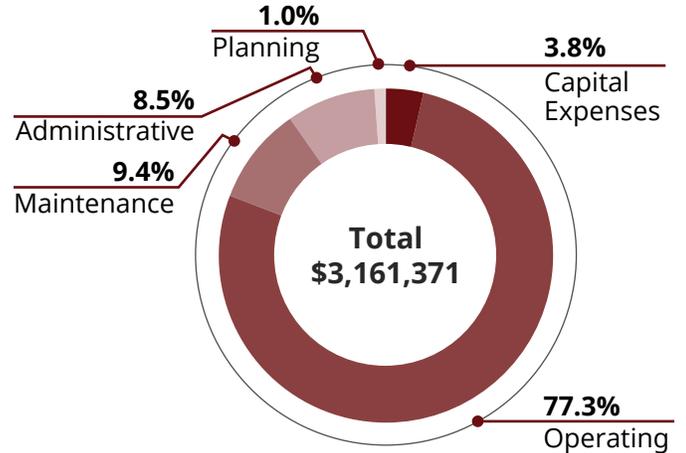


FY 2019 Financial Status³

Revenues in Fiscal Year 2019



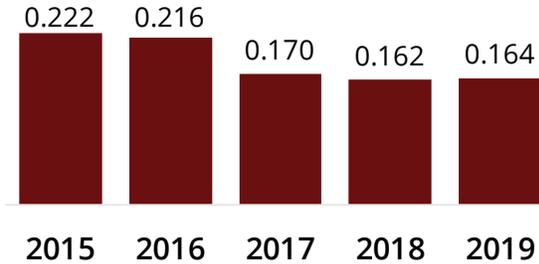
Expenditures in Fiscal Year 2019



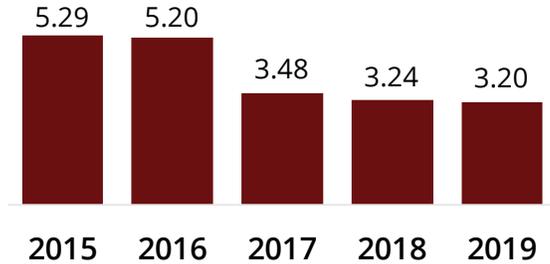
FY 2015-2019 Performance Measures³

Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile

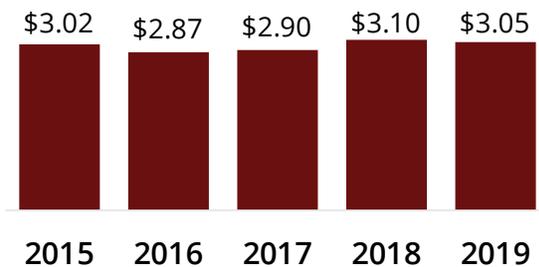


Unlinked Passenger Trips per Revenue Hour

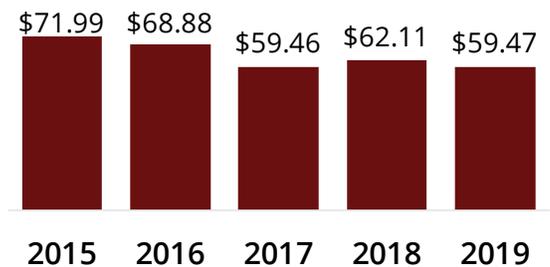


Efficiency in the Past 5 Years

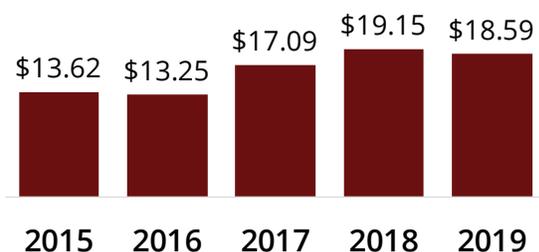
Operating Cost per Revenue Mile



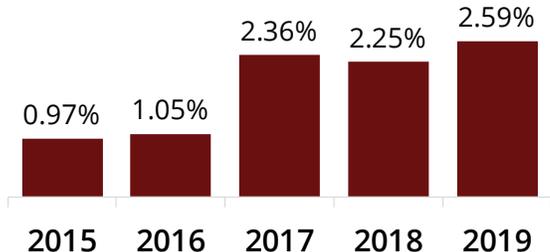
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio





Urban Transit District

- Service Area Population¹: 66,939
- Service Area Land Area²: 37 Sq. Miles
- Unlinked Passenger Trips³: 191,311
- Revenue Fleet³: 36 Vehicles



Urban Transit District Services

Service Information



Local Bus Service (Victoria Transit)

Service is known as *Victoria Transit*.

Four regular fixed routes and three job access routes (known as Flex routes) are available within the city limits of Victoria.

Fare Structure:

One-Way Trip:

- Base fare: \$1.50
- Reduced fares: \$0.75ⁱ, Free^j

Ticket Pass:

- Regular pass: \$65.00^k, \$27.00^l, \$13.50^m
- Reduced pass: \$35.00ⁿ, \$12.00^o, \$6.00^p

Fare Media:



ADA Paratransit Service

Available throughout the city limits of Victoria for regular service and limited to areas within 3/4 mile on both sides of the bus routes for the Flex routes.

Reservations must be made at least 1 day before the trip (not later than 6:00 p.m.) and up to 3 days in advance.

Fare Structure:

- Base fare: \$1.50

Fare Media:



Notes:

ⁱ Students (5–17 years old), Medicare cardholders, people with disabilities, or seniors (60+ years old).

^j Children (under 5 years old) travelling with a paying customer.

^k Monthly pass.

^l 20 rides.

^m 10 rides.

ⁿ Monthly pass for people listed in note n.

^o 20-ride pass for people listed in note n.

^p 10-ride pass for people listed in note n.

Operating Time (Excluding Holidays)



Operating Days by Mode



MON	TUE	WED	THU	FRI	SAT*	
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MON	TUE	WED	THU	FRI	SAT*	
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* Flex routes only



Operating Hours by Mode



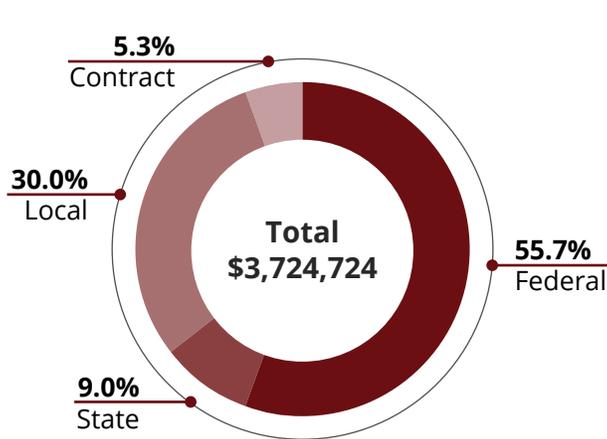
▼ Weekday Hours

▽ Saturday Hours

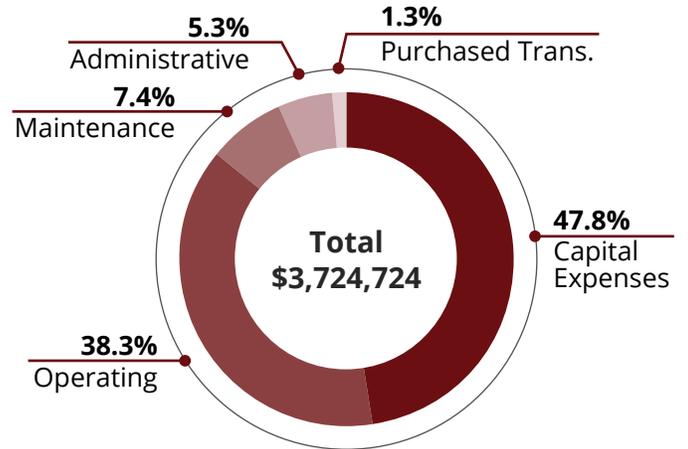


FY 2019 Financial Status³

Revenues in Fiscal Year 2019



Expenditures in Fiscal Year 2019

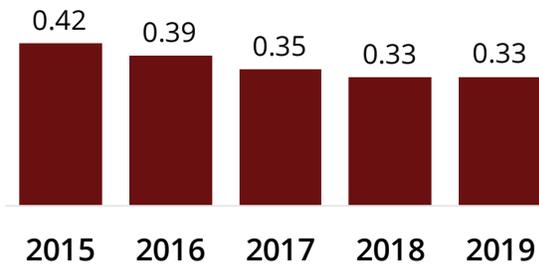


FY 2015–2019 Performance Measures³

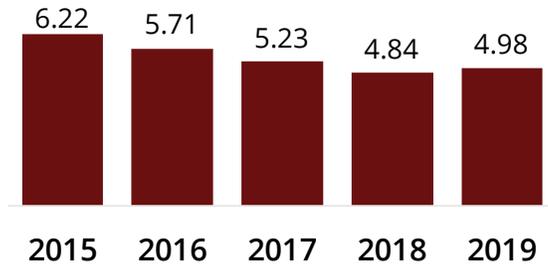


Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile

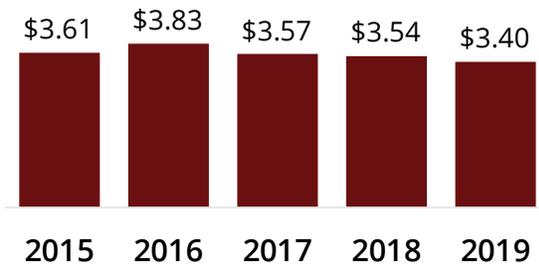


Unlinked Passenger Trips per Revenue Hour

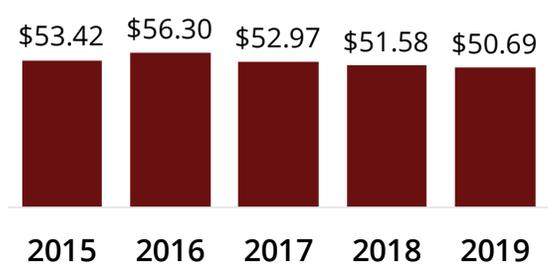


Efficiency in the Past 5 Years

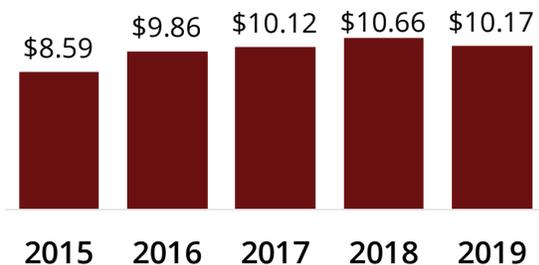
Operating Cost per Revenue Mile



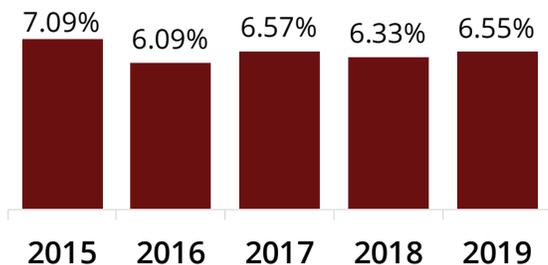
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



Projects in 2019–2022⁴

Implementation Year	Project Name	Cost
2019	Lease Bus Station	\$49,875
2019	Preventative Maintenance	\$361,690
2019	Non-Fixed Route ADA Paratransit	\$245,300
2019	Operating Assistance	\$1,340,680
2019	Bus Replacement	\$82,764
2020	Lease Bus Station	\$52,369
2020	Preventative Maintenance	\$379,755
2020	Non-Fixed Route ADA Paratransit	\$257,565
2020	Operating Assistance	\$1,407,714
2021	Lease Bus Station	\$54,988
2021	Preventative Maintenance	\$376,800
2021	Non-Fixed Route ADA Paratransit	\$263,028
2021	Operating Assistance	\$1,404,250
2022	Operating Assistance	\$1,414,139
2022	Capital ADA Paratransit	\$260,844
2022	Capital Preventative Maintenance	\$379,755
2022	Capital Lease Bus Station	\$57,737

Data Sources:

¹ TTI estimation based on (1) the 2014-2018 American Community Survey 5-Year Estimates, (2) 2010 Census Summary File 1, and (3) the U.S. Census Bureau 2010 and 2019 TIGER/Line Shapefiles.

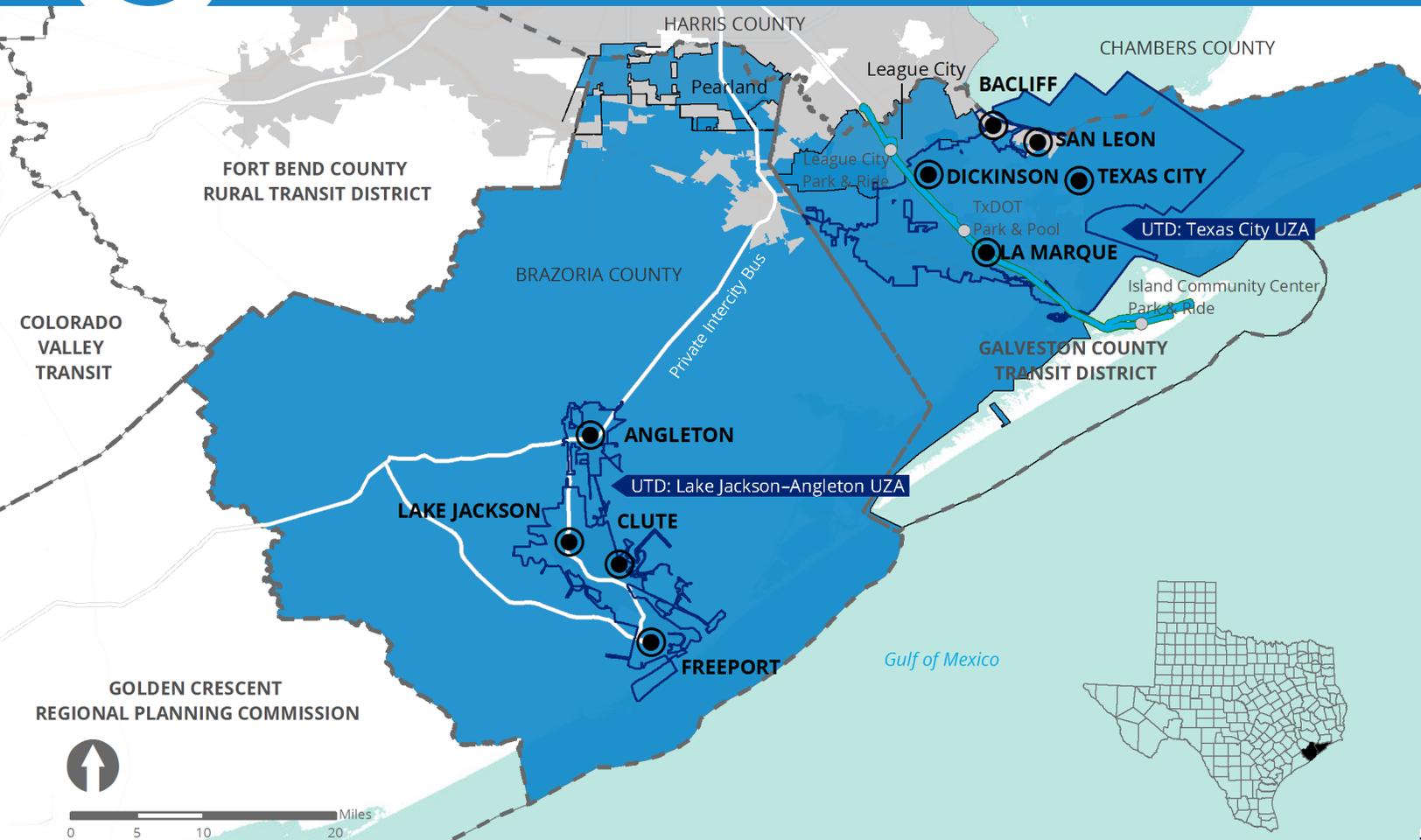
² TTI estimation based on the U.S. Census Bureau 2019 TIGER/Line Shapefiles.

³ Texas Department of Transportation, Public Transportation Division, PTN-128 FY2015-2019 Data.

⁴ (1) Texas Department of Transportation, 2019-2022 District Statewide Transportation Improvement Program, (2) Transportation Improvement Plans, (3) Metropolitan Transportation Plans, or (4) Regionally Coordinated Transportation Plans.

Last Updated:

May 2020



The Gulf Coast Center (GCC) is a political subdivision of Texas authorized by Texas Transportation Code Chapter 458 and therefore receives state funds for transit services. GCC serves as a rural transit district (RTD) for rural areas of Brazoria and mainland Galveston Counties and serves as an urban transit district (UTD) for the Lake Jackson–Angleton and Texas City urbanized areas (UZAs).

GCC, through its transportation program Connect Transit, operates demand-response service in rural Brazoria and mainland Galveston Counties; the fixed-route service Southern Brazoria County Transit and corresponding ADA complementary paratransit service within the city limits of Lake Jackson, Angleton, Freeport, and Clute. Connect Transit also provides 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 Transit RIDES provides taxi service to seniors and people with disabilities in Pearland and League City. In addition, Connect Transit and Island Transit jointly deliver park-and-ride commuter service (known as Island Connect) for riders to travel among Galveston Island, Texas City, and League City.

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 Population¹: 153,310
- Service Area Land Area²: 1,501 Sq. Miles
- Unlinked Passenger Trips³: 11,033
- Revenue Fleet³: 6 Vehicles



Rural Transit District Services

Service Information



General-Public Demand-Response Service

Available in Brazoria and mainland Galveston Counties except the Houston UZA.

Passengers must make reservation at least 1.5 hours before travel in Brazoria County and 1 hour before travel in Galveston County. Reservations can be made up to 5 business days in advance.

Fare Structure:

One-Way Trip:

- Base fare: \$2.00^a
- Extra fare (in addition to base fare): \$0.25^b, \$1.50^c

Fare Media:



Notes:

^a 0-10 miles

^b Per mile

^c For trips to the Veteran's Hospital in Harris County.

^d Customers may take a one-way trip with a maximum up to \$48.00 – the customer pays 50% of the trip cost.



Limited-Eligibility Demand-Response Service

Harris County Transit RIDES services are available in Pearland and League City for seniors (65+) and people with disabilities only. Advance registration is required.

Reservations must be made at least 1 day in advance for the shared-ride service and 90 minutes in advance for taxi service.

Fare Structure:

One-Way Trip:

- Base fare: Up to \$24^d

Fare Media:



Operating Time (Excluding Holidays)



Operating Days by Mode



Operating Hours by Mode



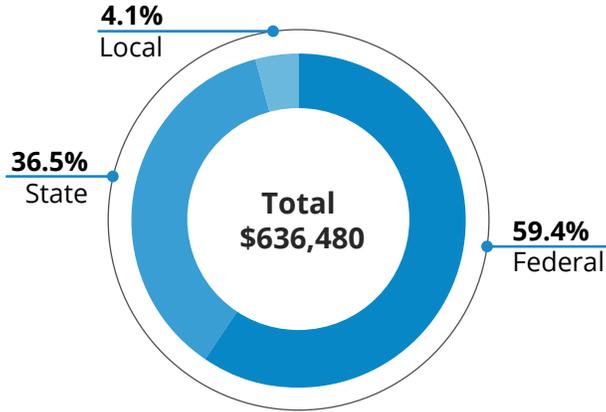


Address | 4352 E.F. Lowry Expressway
Texas City, TX 77591

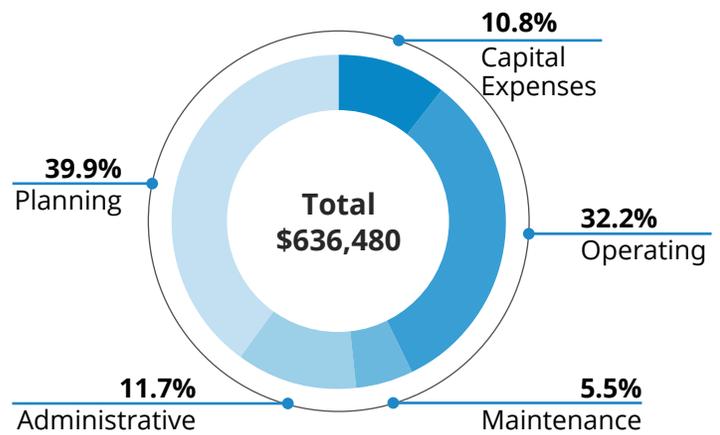
Contact | Rick Elizondo
Chief Financial Officer
Phone: (409) 944-4446
E-mail: RickE@GulfCoastCenter.org

FY 2019 Financial Status³

Revenues in Fiscal Year 2019



Expenditures in Fiscal Year 2019

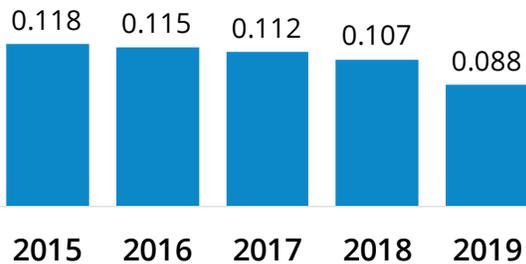


FY 2015-2019 Performance Measures³

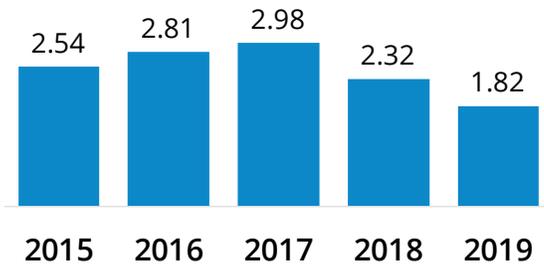


Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile



Unlinked Passenger Trips per Revenue Hour



Efficiency in the Past 5 Years

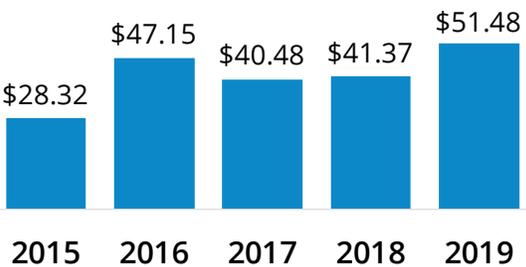
Operating Cost per Revenue Mile



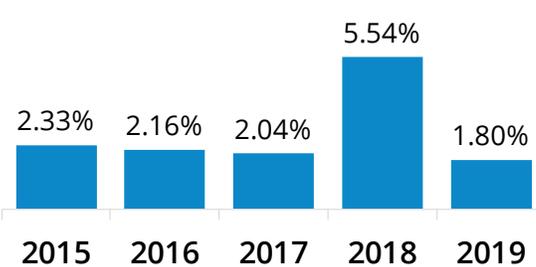
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio





Urban Transit District

For Lake Jackson–Angleton UZA

- Service Area Population¹: 70,409
- Service Area Land Area²: 52 Sq. Miles
- Unlinked Passenger Trips³: 76,578
- Revenue Fleet³: 10 Vehicles

For Texas City UZA

- Service Area Population¹: 100,411
- Service Area Land Area²: 96 Sq. Miles
- Unlinked Passenger Trips³: 162,430
- Revenue Fleet³: 30 Vehicles



Lake Jackson-Angleton 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.

Fare Structure:

One-Way Trip:

- Base fare: \$1.00
- Reduced fare: \$0.50^e, Free^f

Ticket Book:

- Regular: \$15.00 (20-ride Coupon Book)
- Reduced: \$7.50 (20-ride Coupon Book)^g

Fare Media:



ADA Paratransit Service

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

Reservations can be made 5:00 p.m. the day before travel and up to 7 business days in advance.

Fare Structure:

One-Way Trip:

- Base fare: \$2.00

Fare Media:



Notes:

^e Students (5-17 years old), Medicare cardholders, people with disabilities, or seniors (65+ years old).

^f Children (under 6 years old).

^g Seniors (age over 65), students, and persons with disabilities with proper documentation.

Operating Time (Excluding Holidays)



Operating Days by Mode



MON	TUE	WED	THU	FRI	SAT	
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MON	TUE	WED	THU	FRI	SAT	
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Operating Hours by Mode



▼ Weekday Hours

▽ Saturday Hours

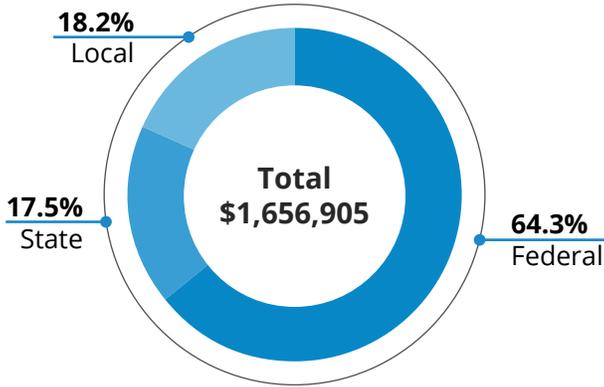


Address | 4352 E.F. Lowry Expressway
Texas City, TX 77591

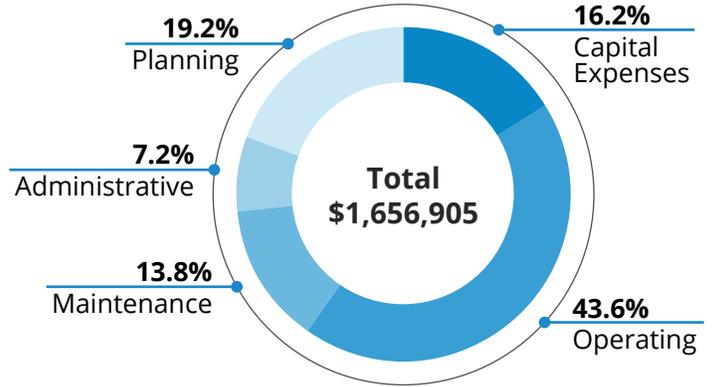
Contact | Rick Elizondo
Chief Financial Officer
Phone: (409) 944-4446
E-mail: RickE@GulfCoastCenter.org

FY 2019 Financial Status³

Revenues in Fiscal Year 2019



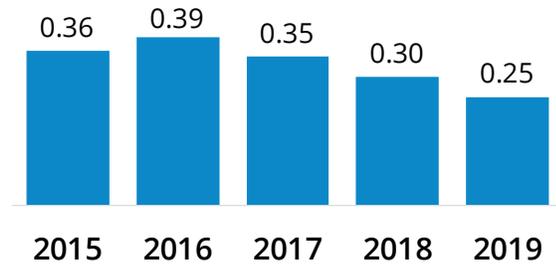
Expenditures in Fiscal Year 2019



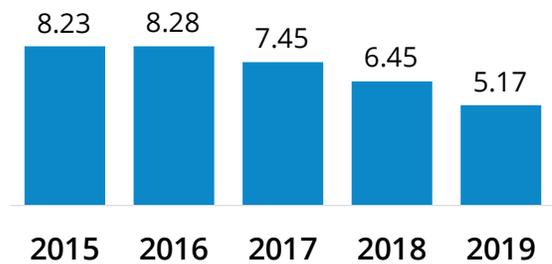
FY 2015-2019 Performance Measures³

Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile

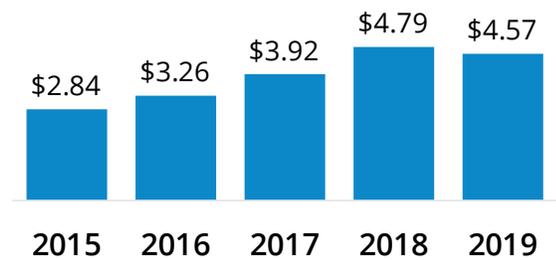


Unlinked Passenger Trips per Revenue Hour



Efficiency in the Past 5 Years

Operating Cost per Revenue Mile



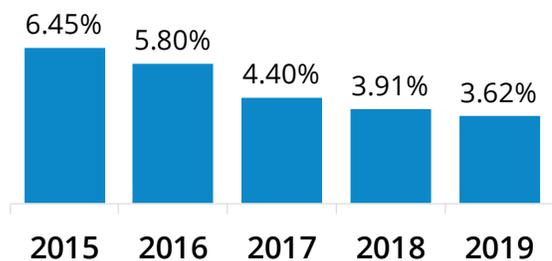
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio





Texas City Urban Transit District Services

Service Information



Local Bus Service (Mainland Transit)

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

Fare Structure:

One-Way Trip:

- Base fare: \$1.00
- Reduced fare: \$0.50^e, Free^f

Ticket Book:

- Regular: \$15.00 (20-ride Coupon Book)
- Reduced: \$7.50 (20-ride Coupon Book)^g

Fare Media:



Notes:

^e Students (5-17 years old), Medicare cardholders, people with disabilities, or seniors (65+ years old).

^f Children (under 6 years old).

^g 50 rides on League City P&R for the University of Texas Medical Branch at Galveston employees.



ADA Paratransit Service

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

Reservations can be made 5:00 p.m. the day before travel and up to 7 business days in advance.

Fare Structure:

One-Way Trip:

- Base fare: \$2.00

Fare Media:



Commuter Bus Service (Island Connect)

The Island Connect route (League City Park-and-Ride) connects League City and Texas City in Galveston County, and Galveston Island.

Fare Structure:

One-Way Trip:

- Base fare: \$4.00
- Ticket pass: \$150.00^g

Fare Media:



Operating Time (Excluding Holidays)



Operating Days by Mode



MON	TUE	WED	THU	FRI	SAT	
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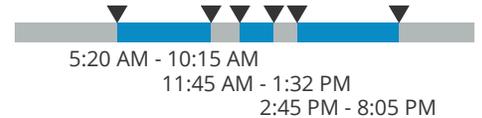
MON	TUE	WED	THU	FRI	SAT	
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MON	TUE	WED	THU	FRI		
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Operating Hours by Mode



▼ Weekday Hours ▽ Saturday Hours

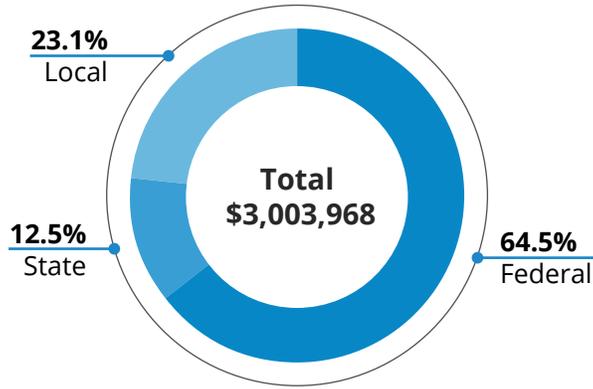


Address | 4352 E.F. Lowry Expressway
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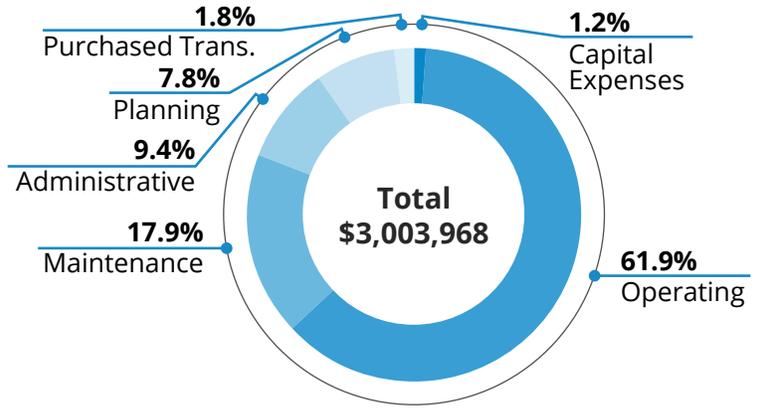
Contact | Sean Middleton
Transportation Director
Phone: (409) 944-4446
E-mail: seanm@gulfcoastcenter.org

FY 2019 Financial Status³

Revenues in Fiscal Year 2019



Expenditures in Fiscal Year 2019

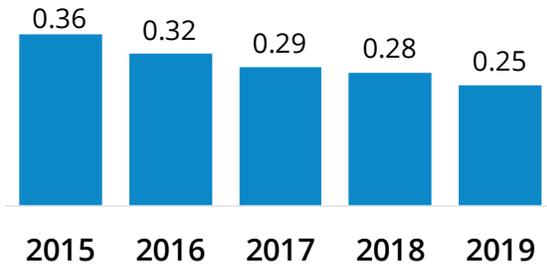


FY 2015–2019 Performance Measures³

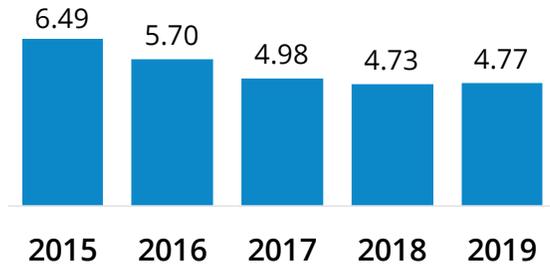


Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile



Unlinked Passenger Trips per Revenue Hour

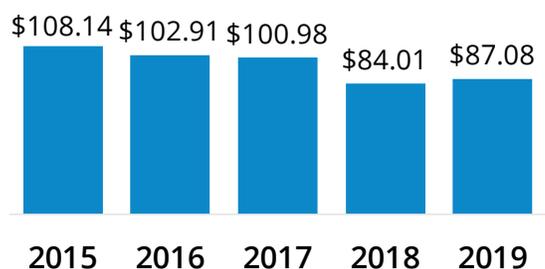


Efficiency in the Past 5 Years

Operating Cost per Revenue Mile



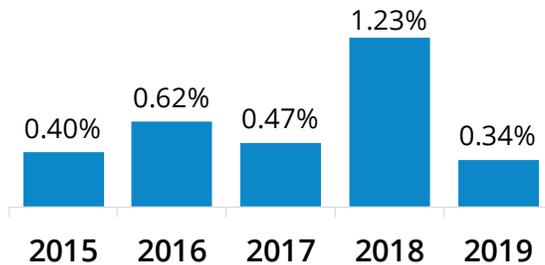
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



Projects in 2019–2022⁴

Implementation Year	Project Name	Cost
2019	Texas City Administration Facility	\$4M (approximate)
2019	Southern Brazoria County Transit Facility	\$1.5M (approximate)
2019–2020	Vehicle Procurement – Texas City Urbanized	\$500K (approximate)
2019–2020	Vehicle Procurement – Lake Jackson Urbanized	\$500K (approximate)

Data Sources:

¹ TTI estimation based on (1) the 2014-2018 American Community Survey 5-Year Estimates, (2) 2010 Census Summary File 1, and (3) the U.S. Census Bureau 2010 and 2019 TIGER/Line Shapefiles.

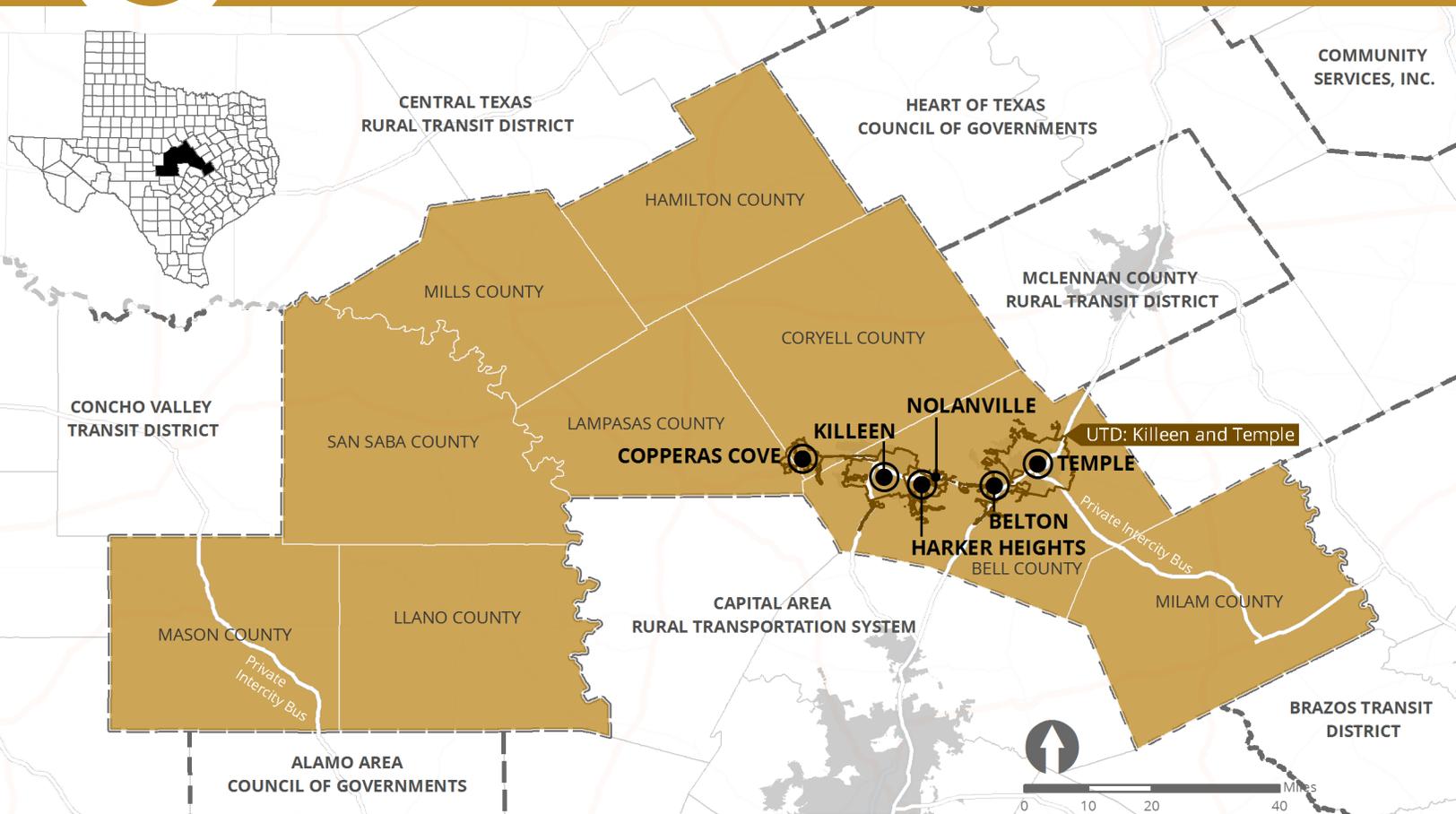
² TTI estimation based on the U.S. Census Bureau 2019 TIGER/Line Shapefiles.

³ Texas Department of Transportation, Public Transportation Division, PTN-128 FY2015-2019 Data.

⁴ (1) Texas Department of Transportation, 2019-2022 District Statewide Transportation Improvement Program, (2) Transportation Improvement Plans, (3) Metropolitan Transportation Plans, or (4) Regionally Coordinated Transportation Plans.

Last Updated:

May 2020



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 has authorized HCTD to receive state funds for the provision of public transit services since 1998. HCTD serves as a rural transit district (RTD) for nine counties including rural Bell, rural Coryell, Hamilton, rural Lampasas, Llano, Mason, Milam, Mills, and San Saba Counties. HCTD also serves 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 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 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 appoints 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 Population¹: 221,471
- Service Area Land Area²: 8,313 Sq. Miles
- Unlinked Passenger Trips³: 91,845
- Revenue Fleet³: 62 Vehicles



Rural Transit District Services

Service Information



General-Public Demand-Response Service

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

Reservations can be made up to 14 days in advance and until 5 p.m. the day before service is requested. Same-day trip request is subject to availability.

Fare Structure:

One-Way Trip:

- Base fare: \$1.00^a
- Extra fare (in addition to base fare): \$0.50^b, \$0.15^c

Fare Media:



Notes:

^a Less than 5 miles.

^b 6-50 miles: 50 cents every additional 5 miles.

^c Over 50 miles.

Operating Time (Excluding Holidays)



Operating Days by Mode



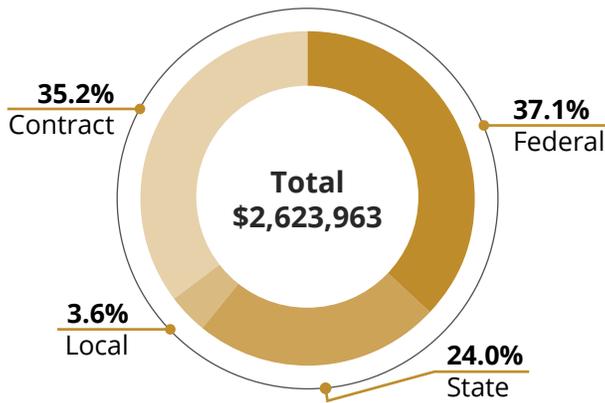
Operating Hours by Mode



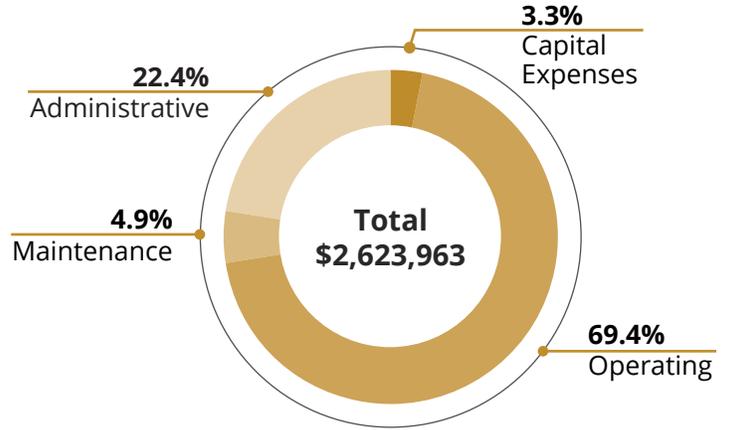


FY 2019 Financial Status³

Revenues in Fiscal Year 2019



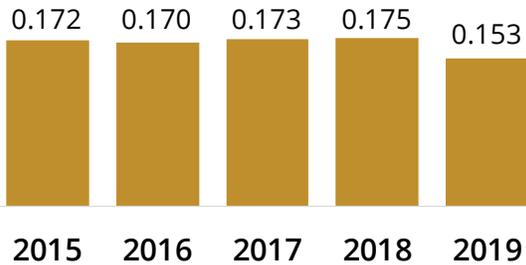
Expenditures in Fiscal Year 2019



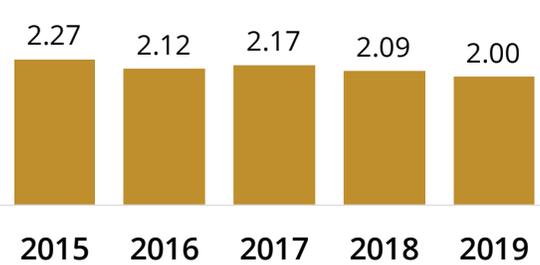
FY 2015-2019 Performance Measures³

Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile



Unlinked Passenger Trips per Revenue Hour

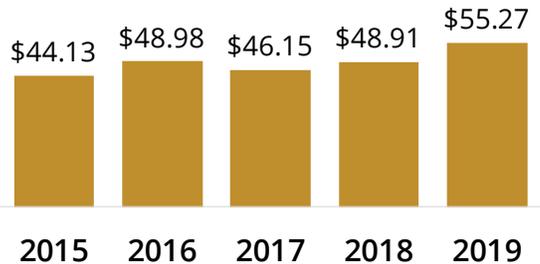


Efficiency in the Past 5 Years

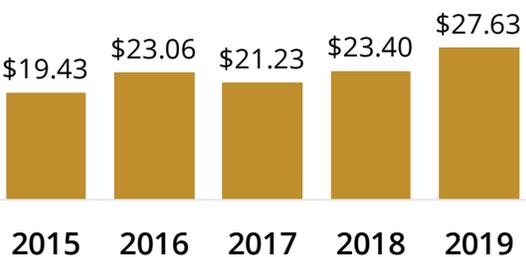
Operating Cost per Revenue Mile



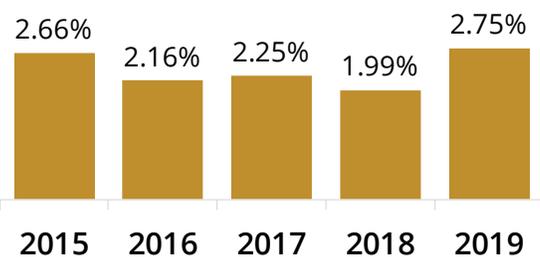
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio





Urban Transit District

For Killeen UZA

(Provider: Killeen Urban Division)

- Service Area Population¹: 206,052
- Service Area Land Area²: 88 Sq. Miles
- Unlinked Passenger Trips³: 303,877
- Revenue Fleet³: 50 Vehicles

For Temple UZA

(Provider: Temple Urban Division)

- Service Area Population¹: 94,266
- Service Area Land Area²: 91 Sq. Miles
- Unlinked Passenger Trips³: 132,691
- Revenue Fleet³: 36 Vehicles



Urban Transit District Services

Service Information



Local Bus Service (Fixed Route)

Five fixed routes serve Killeen, Harker Heights, and Copperas Cove.

Three fixed routes serve Belton and Temple.

Fare Structure:

One-Way Trip:

- Base fare: \$1.00
- Reduced fare: \$0.50^d, Free^e

Ticket Pass:

- Regular pass: \$25.00^f

Fare Media:



Notes:

^d Medicare cardholders, people with disabilities, seniors (60+ years old), students, or children (2-12 years old).

^e Children (under 2 years old).

^f Monthly pass.



Regional Bus Service (Route 200)

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

Fare Structure:

One-Way Trip:

- Base fare: \$1.00
- Reduced fare: \$0.50^d, Free^e

Ticket Pass:

- Regular pass: \$25.00^f

Fare Media:



ADA Paratransit Service (Special Transit)

Available in areas within 3/4 mile on both sides of the bus routes.

Reservations can be made up to 14 days in advance and until 5 p.m. the day before travel.

One-Way Fare: \$2.00

Fare Media:



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



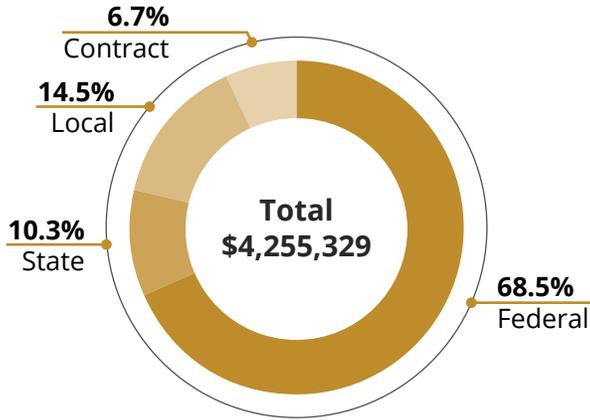
Address | PO Box 217
San Saba, TX 76877

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

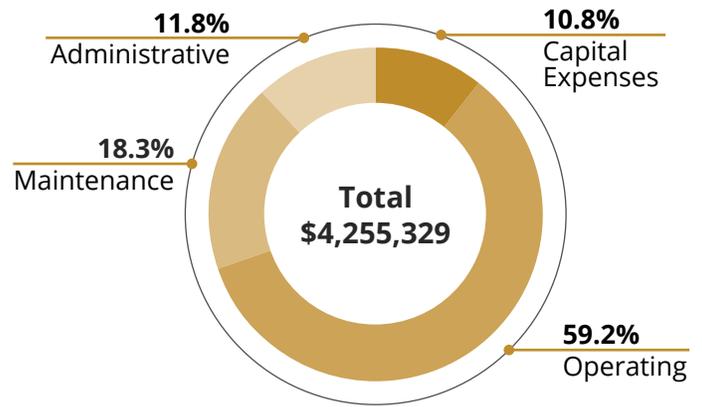
Killeen Urban Division Services

FY 2019 Financial Status³

Revenues in Fiscal Year 2019



Expenditures in Fiscal Year 2019

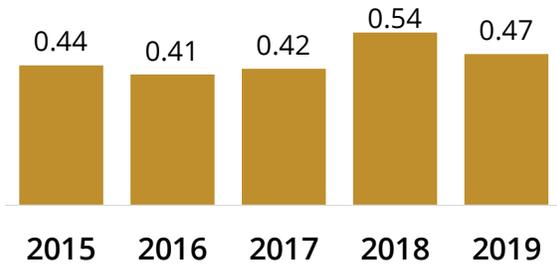


FY 2015–2019 Performance Measures³

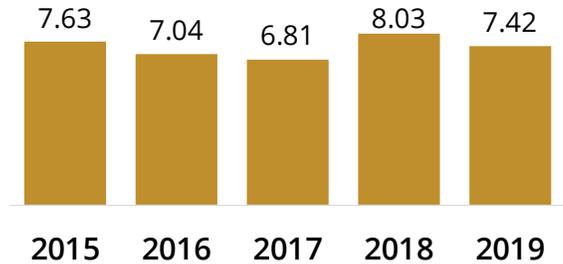


Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile



Unlinked Passenger Trips per Revenue Hour

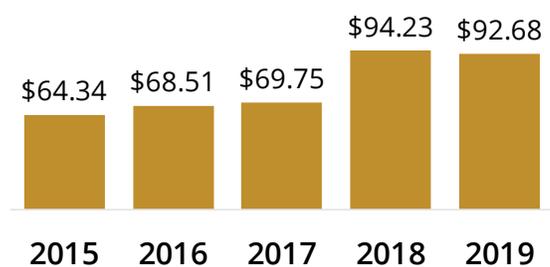


Efficiency in the Past 5 Years

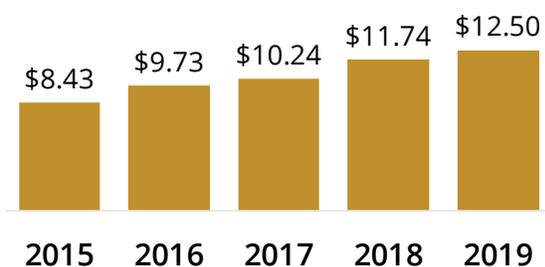
Operating Cost per Revenue Mile



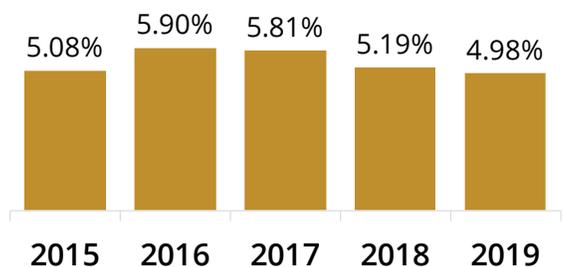
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio





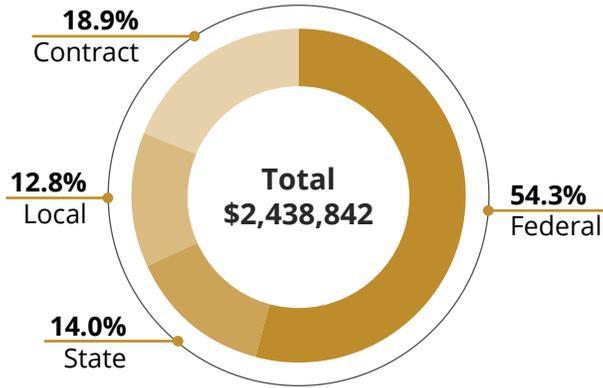
Address | PO Box 217
San Saba, TX 76877

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

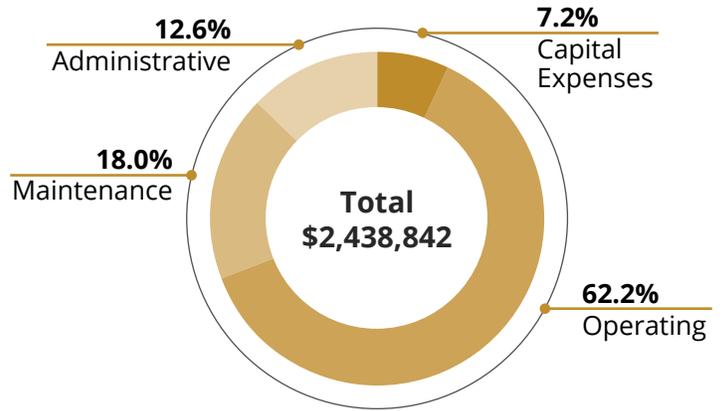
Temple Urban Division Services

FY 2019 Financial Status³

Revenues in Fiscal Year 2019



Expenditures in Fiscal Year 2019

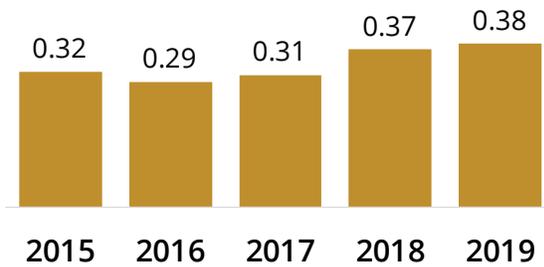


FY 2015-2019 Performance Measures³

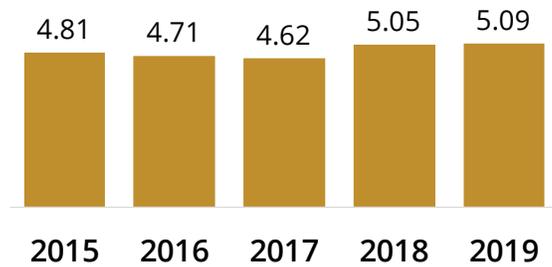


Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile

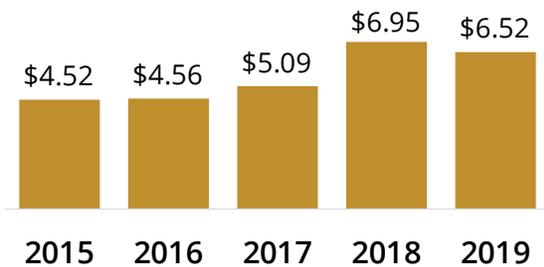


Unlinked Passenger Trips per Revenue Hour

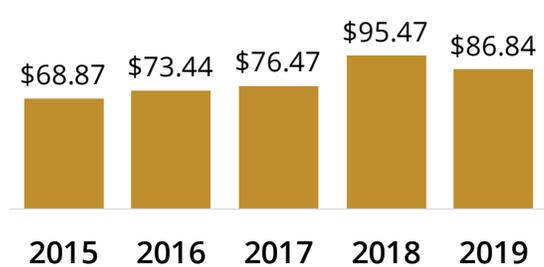


Efficiency in the Past 5 Years

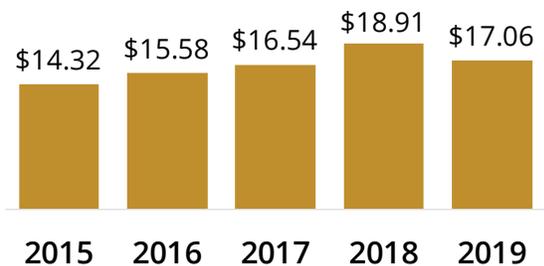
Operating Cost per Revenue Mile



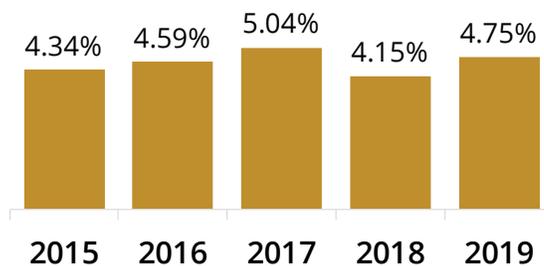
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



Projects in 2019–2022⁴

Implementation Year	Project Name	Cost
2019	Capital—Other Capital, communication equipment, surveillance/security equipment, hardware (T)	\$1,000
2019	Operating—Vehicel Rehab (T)	\$1,000
2019	Operating—Capital Preventive Maintenance (T)	\$12,000
2019	Operating—Capital Preventive Maintenance (T)	\$620,000
2019	Planning—Planning Activities (T)	\$28,405
2019	Operating—Operating Activities (T)	\$2,253,000
2019	Capital—Other Capital, communication equipment, surveillance/security equipment, hardware (K)	\$9,100
2019	Operating—Vehicel Rehab (K)	\$10,000
2019	Capital—Revenue Rolling Stock (K)	\$445,000
2019	Operating—Capital Preventive Maintenance (K)	\$3,000
2019	Capital—Revenue Rolling Stock (K)	\$267,000
2019	Operating—Capital Preventive Maintenance (K)	\$1,250,000
2019	Planning—Planning Activities (K)	\$50,962
2019	Operating—Planning Activities (K)	\$4,200,000
2019	Capital—Revenue Rolling Stock FOR T/B	\$89,000
2020	Capital—Other Capital, communication equipment, surveillance/security equipment, hardware (T)	\$1,010
2020	Operating—Vehicel Rehab (T)	\$1,010
2020	Capital—Revenue Rolling Stock (T)	\$179,780
2020	Operating—Capital Preventive Maintenance (T)	\$12,120
2020	Capital—Revenue Rolling Stock (T)	\$89,890
2020	Operating—Capital Preventive Maintenance (T)	\$626,200

Continue on the next page

Projects in 2019–2022⁴ (Cont'd)

Implementation Year	Project Name	Cost
2020	Planning—Planning Activities (T)	\$28,690
2020	Operating—Operating Activities (T)	\$2,275,530
2020	Operating—Capital Preventive Maintenance (K)	\$1,262,500
2020	Planning—Planning Activities (K)	\$51,470
2020	Operating—Operating Activities (K)	\$4,242,000
2021	Capital—Revenue Rolling Stock (K)	\$1,285,000
2021	Capital—Other Capital, communication equipment, surveillance/security equipment, hardware (T)	\$1,020
2021	Operating—Vehicel Rehab (T)	\$1,020
2021	Capital—Revenue Rolling Stock (T)	\$181,600
2021	Operating—Capital Preventive Maintenance (T)	\$12,240
2021	Capital—Revenue Rolling Stock (T)	\$90,800
2021	Operating—Capital Preventive Maintenance (T)	\$632,465
2021	Planning—Planning Activities (T)	\$28,975
2021	Operating—Operating Activities (T)	\$2,298,285
2021	Capital—Other Capital, communication equipment, surveillance/security equipment, hardware (K)	\$9,100
2021	Operating—Vehicel Rehab (K)	\$10,000
2021	Capital—Revenue Rolling Stock (K)	\$454,000
2021	Operating—Capital Preventive Maintenance (K)	\$3,000
2021	Capital—Revenue Rolling Stock (K)	\$272,000
2021	Operating—Capital Preventive Maintenance (K)	\$1,275,125
2021	Planning—Planning Activities (K)	\$52,000

Continue on the next page

Projects in 2019–2022⁴ (Cont'd)

Implementation Year	Project Name	Cost
2021	Operating—Operating Activities (K)	\$4,284,420
2022	Capital: Other	\$1,030
2022	Operating: Vehicle Rehab	\$1,030
2022	Capital: Revenue Rolling Stock	\$183,400
2022	Operating: Preventative Maintenance	\$12,370
2022	Capital: Revenue Rolling Stock	\$91,700
2022	Operating: Preventative Maintenance	\$638,800
2022	Planning	\$29,270
2022	Operating	\$2,321,320
2022	Operating Capital Preventative Maintenance	\$1,287,880
2022	Planning	\$52,500
2022	Operating	\$4,327,270

Data Sources:

¹ TTI estimation based on (1) the 2014-2018 American Community Survey 5-Year Estimates, (2) 2010 Census Summary File 1, and (3) the U.S. Census Bureau 2010 and 2019 TIGER/Line Shapefiles.

² TTI estimation based on the U.S. Census Bureau 2019 TIGER/Line Shapefiles.

³ Texas Department of Transportation, Public Transportation Division, PTN-128 FY2015-2019 Data.

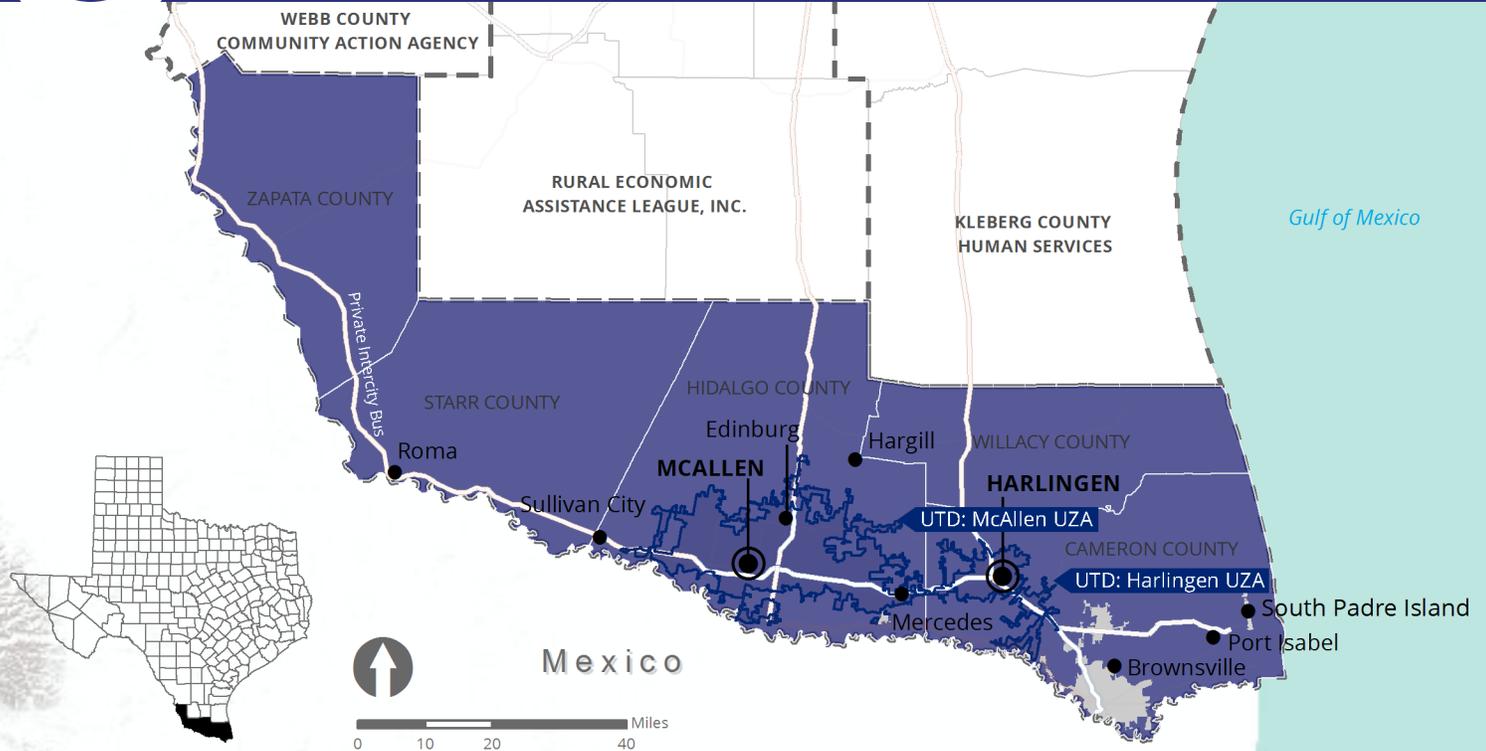
⁴ (1) Texas Department of Transportation, 2019-2022 District Statewide Transportation Improvement Program, (2) Transportation Improvement Plans, (3) Metropolitan Transportation Plans, or (4) Regionally Coordinated Transportation Plans.

Last Updated:

May 2020



LOWER RIO GRANDE VALLEY DEVELOPMENT COUNCIL



The Lower Rio Grande Valley Development Council (LRGVDC) is a political subdivision of Texas authorized by Texas Transportation Code Chapter 458 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. In addition, 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 McAllen, 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, and deviated bus service FLEX and commuter bus service to provide connections between rural cities and the UZAs, among three UZAs in the region, 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 27-member board of directors of whom two-thirds are elected officials of the designated boundaries. LRGVDC has a transportation advisory committee to advise on regional transit services. The McAllen City Council governs Metro McAllen services.



Rural Transit District

- Service Area Population¹: 213,192
- Service Area Land Area²: 4,735 Sq. Miles
- Unlinked Passenger Trips³: 122,284
- Revenue Fleet³: 28 Vehicles



Rural Transit District Services

Service Information



Flexible Transit Service (FLEX)

Two flex routes (Routes 61 and 62) are available in Rio Grande City in Starr County. Buses can deviate up to 1/2 mile off the published route to pick up or drop off passengers. Passengers must call and request the deviation at least 1 day in advance.

Valley Metro also operates eight Vaquero Express bus routes, serving the University of Texas Rio Grande Valley Brownsville and Edinburg campuses, as well as providing connection with Harlingen, Weslaco, McAllen, and Rio Grande City.

Fare Structure:

One-Way Trip:

- Base fare: \$1.00
- Reduced fare: \$0.50^e, Free^f

Ticket Pass:

- Regular pass: \$10.00 (20 rides)
- Reduced pass: \$5.00 (20 rides)^e

Fare Media:



Notes:

^a Fare varies based on trip origin and destination. ^b Students. ^c Children (under 14) traveling with an adult. ^d In Willacy County. ^e Medicare cardholders, people with disabilities, veterans, seniors (60+), or students. ^f All Jag Express routes are free and for other routes, children under 7 and students from the University of Texas-Pan American ride free.



General-Public Demand-Response Service

Available throughout Willacy, Starr, and Zapata Counties.

Residents of each county can request any trip that has one end in their county and another within LRGVDC's service area. Demand-response service in Zapata County can connect to Laredo upon request.

Also available along the corridor from Hargill to Edinburg in Hidalgo County, numbered as Route 11.

Reservations must be made at least 1 day before the day of travel and up to 15 days in advance. Same-day trips are not available.

One-Way Fare Structure:

- Base fare: \$3.00
- Extra fare (In addition to base fare): \$2.00–\$102.00^a
- Reduced fare: \$1.50^b, \$1.00^c, Free^d

Fare Media:



Operating Time (Excluding Holidays)



Operating Days by Mode



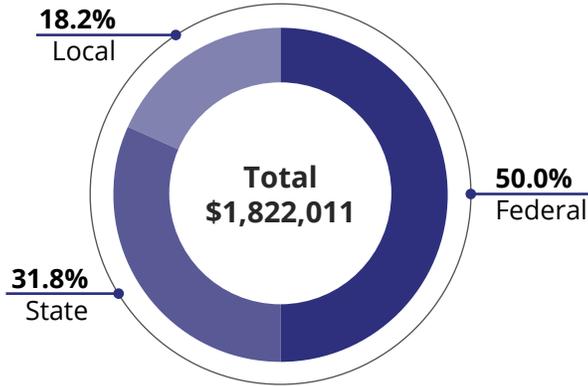
Operating Hours by Mode



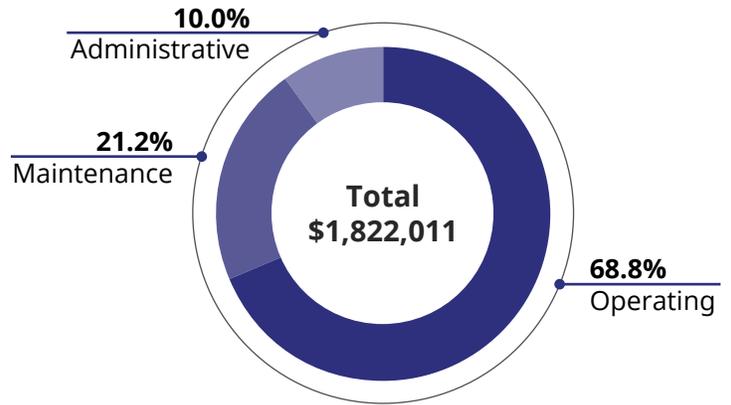


FY 2019 Financial Status³

Revenues in Fiscal Year 2019



Expenditures in Fiscal Year 2019

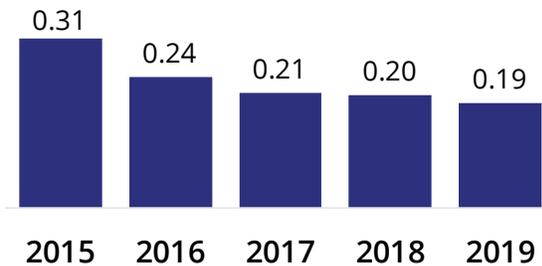


FY 2015-2019 Performance Measures³

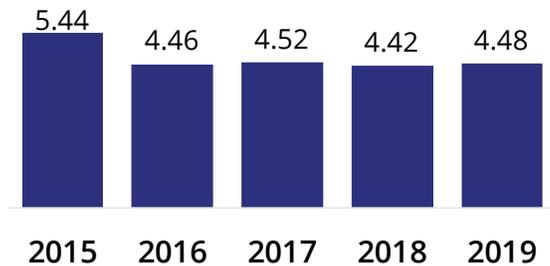


Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile



Unlinked Passenger Trips per Revenue Hour



Efficiency in the Past 5 Years

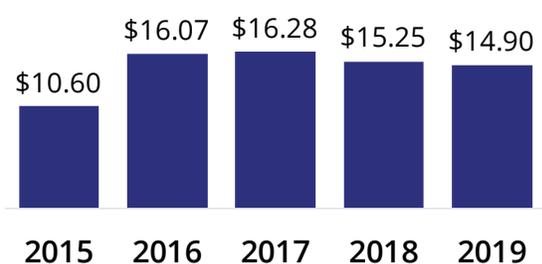
Operating Cost per Revenue Mile



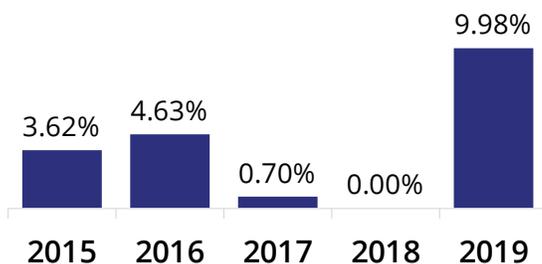
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio





Urban Transit District

For Harlingen UZA

(Provider: Valley Metro)

- Service Area Population¹: 137,590
- Service Area Land Area²: 83 Sq. Miles
- Unlinked Passenger Trips³: 127,865
- Revenue Fleet³: 12 Vehicles

For McAllen UZA

(Providers: Valley Metro and Metro McAllen)

- Service Area Population¹: 794,702
- Service Area Land Area²: 380 Sq. Miles
- Unlinked Passenger Trips³: 1,214,587
- Revenue Fleet³: 82 Vehicles



Valley Metro Urban Services (Harlingen UZA)

Service Information



Flexible Transit Service (FLEX)

Six flex routes—Route 40, 41, 42, 43, 44, and 45—are available in the Harlingen urbanized area; one flex route—Route 50—connects Brownsville and Port Isabel.

Buses can deviate up to ½ mile off the published route to pick up or drop off passengers. Passengers must call and request the deviation at least 1 day in advance.

Fare Structure:

One-Way Trip:

- Base fare: \$1.00
- Reduced fare: \$0.50^a, Free^b

Ticket Pass:

- Regular pass: \$10.00 (20 rides)
- Reduced pass: \$5.00 (20 rides)^a

Fare Media:



Notes:

^a Medicare cardholders, people with disabilities, veterans, seniors (60+), or students.

^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	SUN
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Operating Hours by Mode





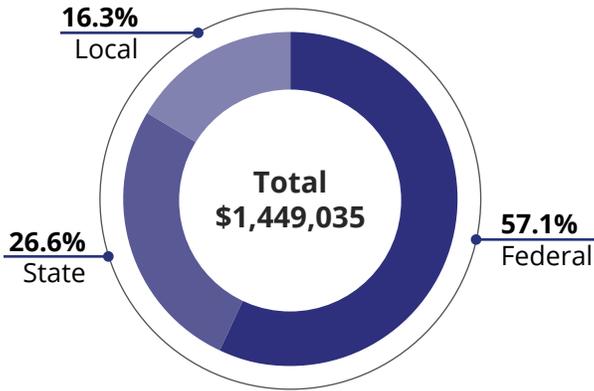
Address | 510 S. Pleasant View Dr.
Weslaco, TX 78596

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

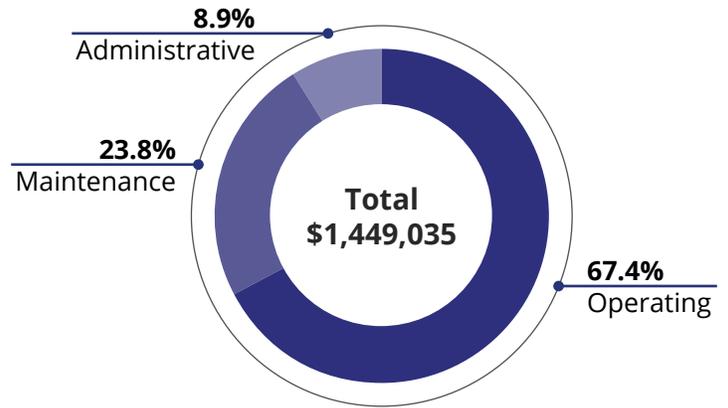
Harlingen UZA Urban Services

FY 2019 Financial Status³

Revenues in Fiscal Year 2019



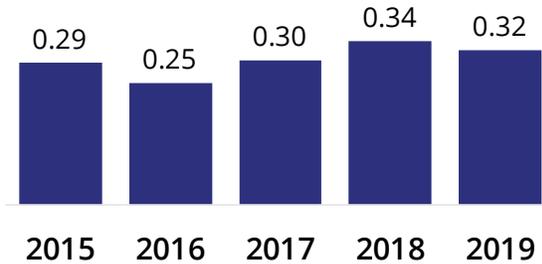
Expenditures in Fiscal Year 2019



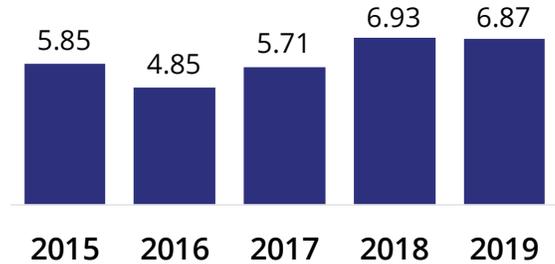
FY 2015-2019 Performance Measures³

Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile



Unlinked Passenger Trips per Revenue Hour



Efficiency in the Past 5 Years

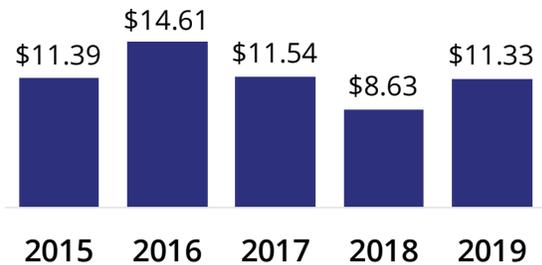
Operating Cost per Revenue Mile



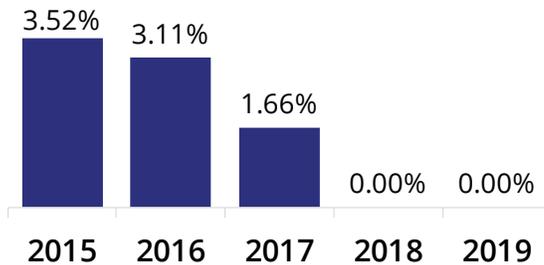
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio





Valley Metro Urban Services (McAllen UZA)

Service Information



Flexible Transit Service (FLEX)

Ten flex routes—Route 10, 11, 12, 14, 15, 16, 20, 21, 30, and 32—are available in the McAllen urbanized area.

Buses can deviate up to ½ mile off the published route to pick up or drop off passengers. Passengers must call and request the deviation at least 1 day in advance.

Fare Structure:

One-Way Trip:

- Base fare: \$1.00
- Reduced fare: \$0.50^a, Free^b

Ticket Pass:

- Regular pass: \$10.00 (20 rides)
- Reduced pass: \$5.00 (20 rides)^a

Fare Media:



Commuter Bus Service

Route 31 connects the McAllen UZA and Harlingen UZA.

Jag Express Yellow Line and Purple Line are available within the McAllen UZA boundary. Jag Express Green Line and its extension Route 60 connect Roma with the McAllen UZA.

Fare Structure:

One-Way Trip:

- Base fare: \$1.00
- Reduced fare: \$0.50^a, Free^b

Ticket Pass:

- Regular pass: \$10.00 (20 rides)
- Reduced pass: \$5.00 (20 rides)^a

Fare Media:



Notes:

^a Medicare cardholders, people with disabilities, veterans, seniors (60+), or students.

^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



Operating Hours by Mode





Metro McAllen Services

Service Information



Local Bus Service

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

One-Way Fare Structure:

- Base fare: \$1.00
- Reduced fare: \$0.50^a, Free^b

Fare Media:



Regional Bus Service (Metro Connect)

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

Fare Structure:

- Day pass: \$5.00^c, \$10.00^d
- Unlimited 30-day pass: \$90.00^c, \$100.00^d
- Reduced pass: \$25.00^{c,e}, Free^f

Fare Media:



ADA Paratransit Service

Metro McAllen Paratransit (MMP) service is available within 3/4 mile on both sides of the fixed-route services.

Reservations must be made at least 1 day and up to 14 days in advance. Same-day trip request is subject to availability.

One-Way Fare Structure:

- Base fare: \$0.50

Fare Media:



Notes:

- ^a Medicare cardholders, people with disabilities, veterans, seniors (60+ years old), or students.
- ^b Children (under 6 years old).
- ^c For Metro Connect only.
- ^d For all regional systems.
- ^e Unlimited 30-day pass for students and faculty members only.
- ^f Blue Line is free to all passengers; Children (under 2 years old) travelling with a paying customer, or students from the University of Texas Rio Grande Valley ride Red Line for free.

Operating Time (Excluding Holidays)

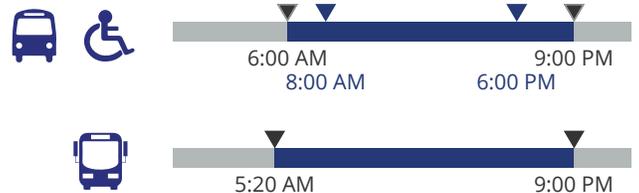


Operating Days by Mode

	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



▼ Weekday Hours ▽ Saturday Hours ▼ Sunday Hours



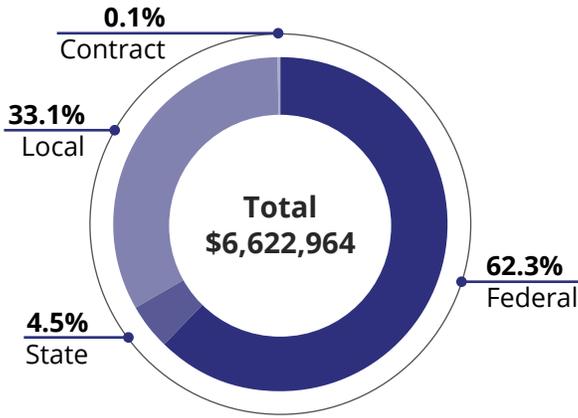
Address | 510 S. Pleasant View Dr.
Weslaco, TX 78596

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

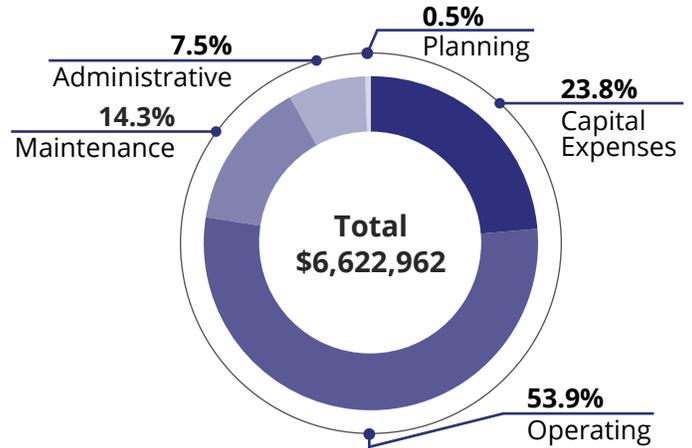
McAllen UZA Urban Services

FY 2019 Financial Status³

Revenues in Fiscal Year 2019



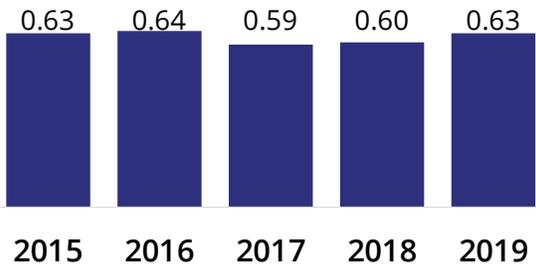
Expenditures in Fiscal Year 2019



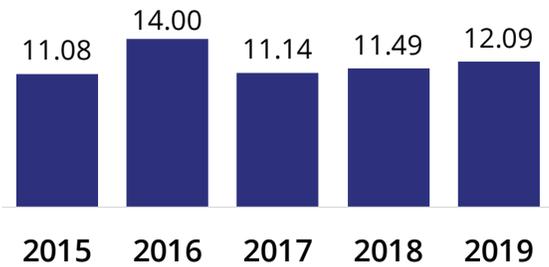
FY 2015-2019 Performance Measures³

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



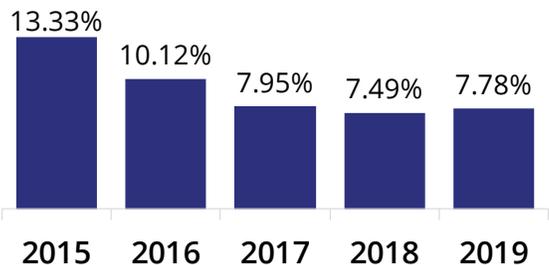
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



Projects in 2019–2022⁴

Implementation Year	Project Name	Cost
2019	Planning Study (2018)	\$375,000
2019	Vehicle Maintenance (2019)	\$150,000
2019	Capitalization of Paratransit Operations (2018)	\$373,651
2019	Capital (2019)	\$730,155
2019	Capital—Fleet Replacement (2019)	\$665,461
2019	Operations (2019)	\$250,709
2019	Operations (2017)	\$5,951,296
2019	Capital—Mechanics, Assistants & Preventive Maintenance (2019)	\$875,000
2019	Hidalgo County Transit Capital Improvement Program (2019)	\$1,001,279
2019	Capitalization of Paratransit Operations (2016)	\$373,651
2019	Capital (2018)	\$730,155
2019	Capital (2018)	\$665,461
2019	City of McAllen: Bus Procurement—Replacement (2018)	\$2,217,192
2019	City of McAllen: Operating Assistance (2018)	\$1,375,662
2019	City of McAllen: Bus Procurement—Replacement (2015)	\$1,457,192
2019	City of McAllen: Operating Assistance (2017)	\$3,775,662
2019	City of McAllen: Operating Assistance (2016)	\$4,000,000
2020	Capital (2020)	\$730,155
2020	Capital (2020)	\$665,461
2020	Operations (2020)	\$250,709
2020	Operations (2020)	\$3,200,000

Continue on the next page

Projects in 2019–2022⁴ (Cont'd)

Implementation Year	Project Name	Cost
2020	Capital—Mechanics, Assistants & Preventive Maintenance (2020)	\$481,250
2020	Hidalgo County Transit Capital Improvement Program (2020)	\$1,150,029
2020	City of McAllen: Administration/Operation (2020)	\$210,057
2020	City of McAllen: Preventive Maintenance (2020)	\$2,671,316
2020	City of McAllen: Operating Assistance (2020)	\$1,375,662
2021	Administration/Operation (2021)	\$210,057
2021	Preventive Maintenance (2021)	\$2,671,316
2021	Capital (2021)	\$730,155
2021	Capital (2021)	\$665,461
2021	Operations (2021)	\$250,709
2021	Capital—Mechanics, Assistants & Preventive Maintenance (2021)	\$481,250
2021	Hidalgo County Transit Capital Improvement Program (2021)	\$1,150,029
2021	Operations (2021)	\$3,200,000
2022	Capital: Paratransit	\$275,000
2022	Capital: Rolling Stock	\$727,081
2022	Capital: Preventative Maintenance	\$250,000
2022	Operating	\$2,000,000
2022	Operating, Administration (McAllen)	\$210,057
2022	Operating: Preventative Maintenance (McAllen)	\$2,671,316
2022	Operating Assistance (McAllen)	\$1,375,662
2022	Capital	\$730,155

Continue on the next page

Projects in 2019–2022⁴ (Cont'd)

Implementation Year	Project Name	Cost
2022	Capital: New Project	\$665,461
2022	Operations: New Project	\$250,709
2022	Operating: New Project	\$3,200,000
2022	Capital: Mechanics, Assistants, Preventive Maintenance	\$481,250
2022	Capital: New Project	\$1,150,029

Data Sources:

¹ TTI estimation based on (1) the 2014-2018 American Community Survey 5-Year Estimates, (2) 2010 Census Summary File 1, and (3) the U.S. Census Bureau 2010 and 2019 TIGER/Line Shapefiles.

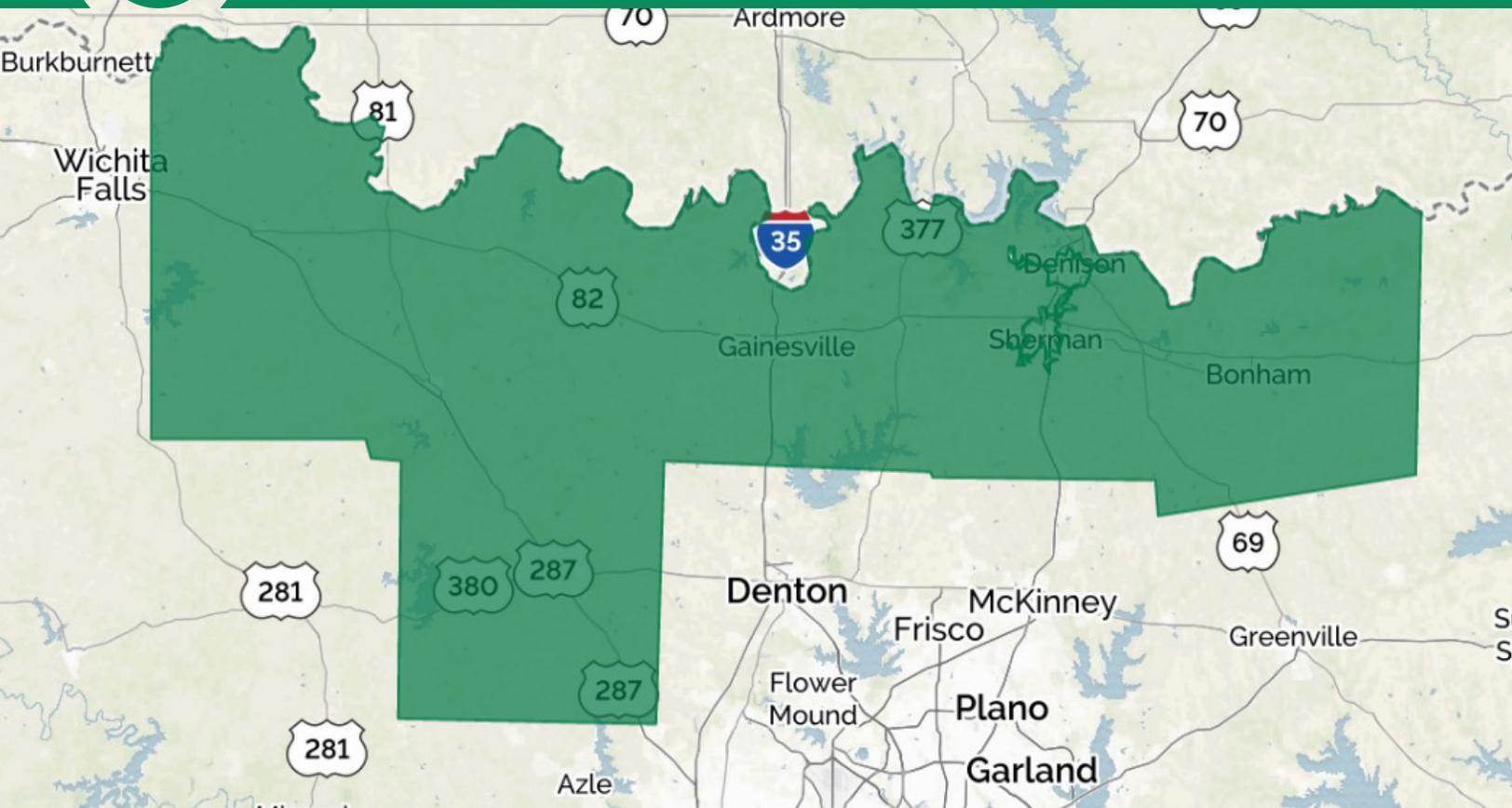
² TTI estimation based on the U.S. Census Bureau 2019 TIGER/Line Shapefiles.

³ Texas Department of Transportation, Public Transportation Division, PTN-128 FY2015-2019 Data.

⁴ (1) Texas Department of Transportation, 2019-2022 District Statewide Transportation Improvement Program, (2) Transportation Improvement Plans, (3) Metropolitan Transportation Plans, or (4) Regionally Coordinated Transportation Plans.

Last Updated:

May 2020



Texoma Area Paratransit System, Inc. (TAPS) is a political subdivision of Texas authorized by Texas Transportation Code Chapter 458 and therefore receives state funds for transit services. TAPS serves as a rural transit district (RTD) for six counties in north Texas, including rural Grayson County and all of Clay, Cooke, Fannin, Montague, and Wise Counties. In addition, TAPS serves as an urban transit district (UTD) for the Sherman urbanized area (UZA) in Grayson County.

The earliest TAPS service began in 1986. Currently, across the six-county region, TAPS provides curb-to-curb demand-response service for the general public. The service is branded as Get-a-Ride and is currently provided in partnership with Transdev.

Greyhound Lines, Inc. operates private intercity bus services connecting Cooke County with Denton County and the Dallas-Fort Worth metropolitan area. Amtrak runs an intercity train station in Gainesville, which is also located in Cooke County. TAPS can provide connections to these intercity services.

TAPS is governed by a nine-member board of directors. The six counties, the City of Bonham, the City of Sherman, and the City of Denison each assigns a representative to form the board.



Rural Transit District

- Service Area Population¹: 231,227
- Service Area Land Area²: 5,587 Sq. Miles
- Unlinked Passenger Trips³: 24,624
- Revenue Fleet³: 13 Vehicles



Rural Transit District Services

Service Information



General-Public Demand-Response Service

Available in the rural service area of TAPS, including rural Grayson County and all of Clay, Cooke, Fannin, Montague, and Wise Counties.

All trips must be scheduled by 3:00 p.m. at least 2 business days before travel.

Fare Structure:

One-Way Trip:

- Base fare: \$2.00^a
- Extra fare (in addition to base fare): \$1.00^b, \$2.00^c
- Reduced fare: 50% fare^d

Fare Media:



Notes:

^a Within the same city or town.

^b Within the same county.

^c To other counties/areas within service area.

^d Children (under 12 years old), people with disabilities, seniors (60+ years old), or students (12+ years old).

Operating Time

(Excluding Holidays)



Operating Days by Mode



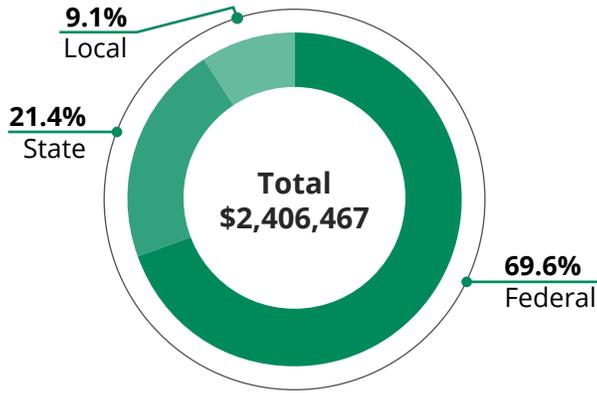
Operating Hours by Mode



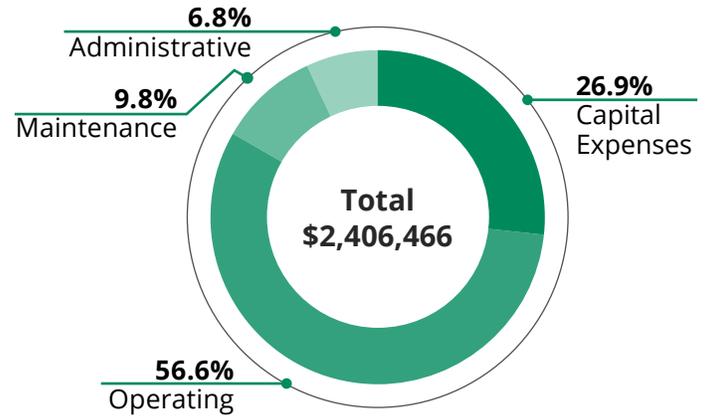


FY 2019 Financial Status³

Revenues in Fiscal Year 2019



Expenditures in Fiscal Year 2019

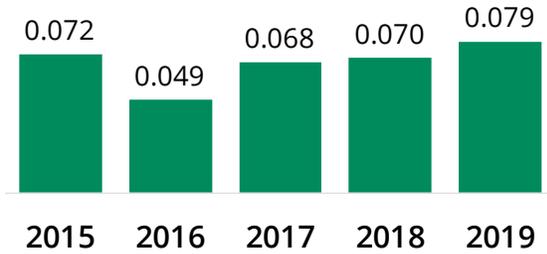


FY 2015-2019 Performance Measures³

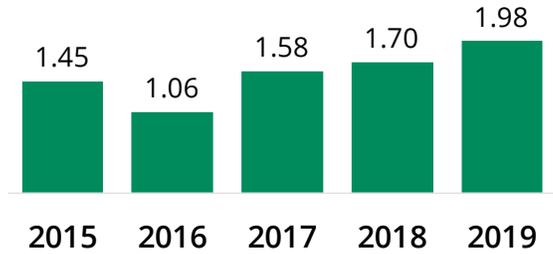


Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile



Unlinked Passenger Trips per Revenue Hour

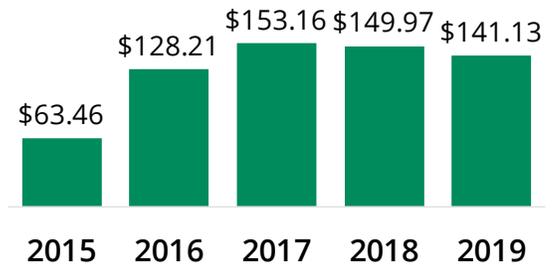


Efficiency in the Past 5 Years

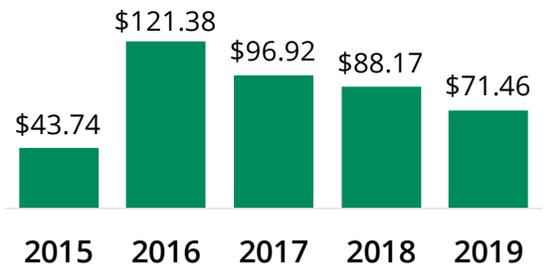
Operating Cost per Revenue Mile



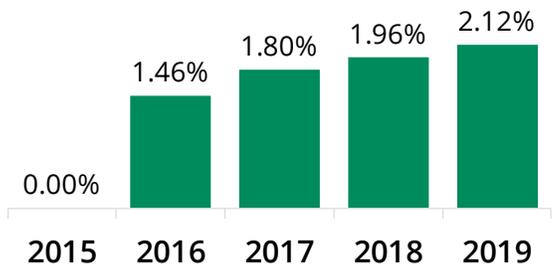
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio





Urban Transit District

For Serman UZA

- Service Area Population¹: 65,298
- Service Area Land Area²: 36 Sq. Miles
- Unlinked Passenger Trips³: 20,164
- Revenue Fleet³: 9 Vehicles



Urban Transit District Services

Service Information



General-Public Demand-Response Service

Available in the Sherman UZA.

All trips must be scheduled by 3:00 p.m. at least 2 business days before travel.

Fare Structure:

One-Way Trip:

- Base fare: \$2.00^a
- Extra fare (in addition to base fare): \$1.00^b, \$2.00^c
- Reduced fare: 50% fare^d

Fare Media:



Note:

^a Within the same city or town.

^b Within the same county.

^c To other counties/areas within service area.

^d Children (under 12 years old), people with disabilities, seniors (60+ years old), or students (12+ years old).

Operating Time (Excluding Holidays)



Operating Days by Mode



Operating Hours by Mode



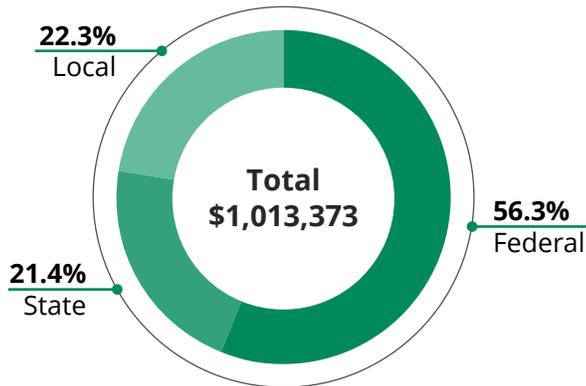


Address | 6104 Texoma Pkwy.
San Saba, TX 75090

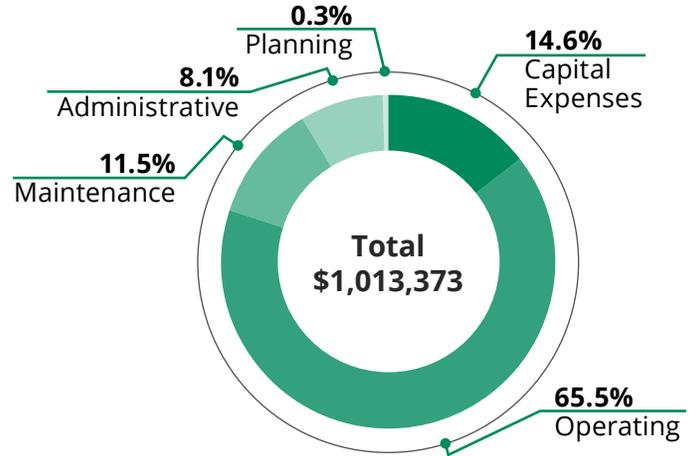
Contact | Josh Walker
General Manager
Phone: (903) 357-5714
E-mail: josh.walker@transdev.com

FY 2019 Financial Status³

Revenues in Fiscal Year 2019



Expenditures in Fiscal Year 2019

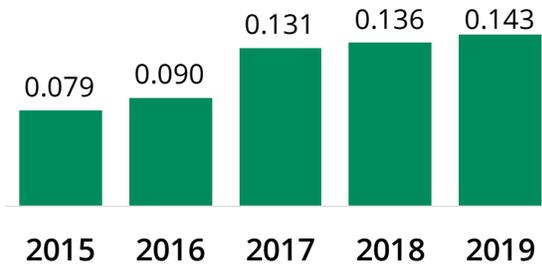


FY 2015-2019 Performance Measures³

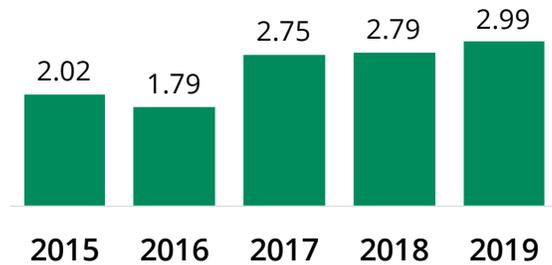


Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile



Unlinked Passenger Trips per Revenue Hour



Efficiency in the Past 5 Years

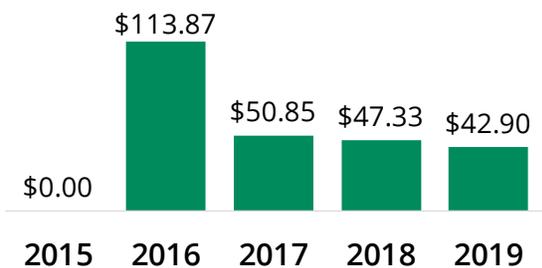
Operating Cost per Revenue Mile



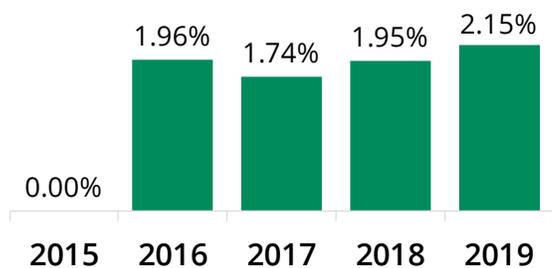
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



Projects in 2019–2022⁴

Implementation Year	Project Name	Cost
2019	Planning	\$69,824
2019	Operating	\$589,380
2019	Preventative Maintenance	\$188,682
2019	Bus Acquisition or Bus Facility	\$150,000
2019	Operating	To be determined
2019	Preventative Maintenance	To be determined
2020	Planning	\$76,372
2020	Operating	\$618,848
2020	Preventative Maintenance	\$206,372
2020	Bus Acquisition or Bus Facility	\$175,000
2020	Operating	To be determined
2020	Preventative Maintenance	To be determined
2021	Planning	\$80,188
2021	Operating	\$649,790
2021	Preventative Maintenance	\$216,687
2021	Bus Acquisition or Bus Facility	\$70,000
2021	Operating	To be determined
2021	Preventative Maintenance	To be determined
2022	Planning	\$84,912
2022	Operating	\$689,054
2022	Preventative Maintenance	\$229,450
2022	Bus Acquisition or Bus Facility	\$96,000
2022	Operating	To be determined
2022	Preventative Maintenance	To be determined

Data Sources:

¹ TTI estimation based on (1) the 2014–2018 American Community Survey 5-Year Estimates, (2) 2010 Census Summary File 1, and (3) the U.S. Census Bureau 2010 and 2019 TIGER/Line Shapefiles.

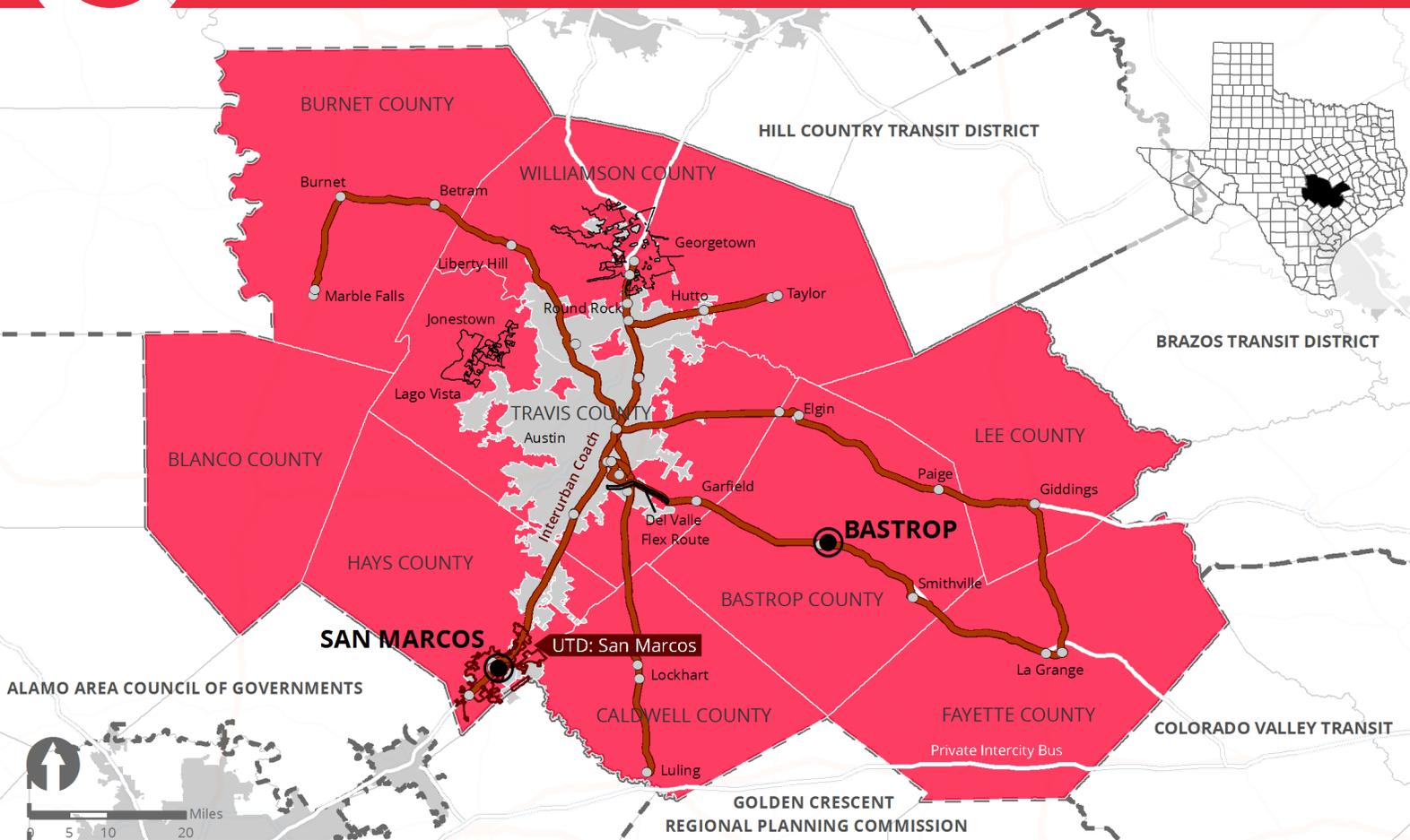
² TTI estimation based on the U.S. Census Bureau 2019 TIGER/Line Shapefiles.

³ Texas Department of Transportation, Public Transportation Division, PTN-128 FY2015–2019 Data.

⁴ (1) Texas Department of Transportation, 2019–2022 District Statewide Transportation Improvement Program, (2) Transportation Improvement Plans, (3) Metropolitan Transportation Plans, or (4) Regionally Coordinated Transportation Plans.

Last Updated:

May 2020



The Capital Area Rural Transportation System (CARTS) is a political subdivision of Texas which was originally organized in 1978. Subsequently authorized by Texas Transportation Code Chapter 458 as a Rural Transit District (RTD), it is eligible for formula apportionment of state and federal funds for transit services. Since its establishment, CARTS has served as an RTD for the non-urbanized areas of 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/Redwood as an urbanized area (UZA) based on the results of the 2010 U.S. Census. As a result of the statutorily required Transportation Conference convened by the affected local governments (City of San Marcos, City of Martindale, Comal, Caldwell, and Hay counties) CARTS was selected to assume the direct recipient status for the UZA and formed an Urban Transit District in 2013.

The CARTS family of interconnected services includes general public demand-response paratransit (Country Bus) throughout its rural district, and a scheduled regional bus service (Interurban Coach) that connects Austin and 17 surrounding cities, and serves eight CARTS stations located in Austin, Bastrop, Georgetown, Marble Falls, Round Rock, San Marcos, Smithville, and Taylor. The CARTS stations also serve as Greyhound ticketing. Interurban Express routes serve commuters on routes operating between Bastrop and Austin between Austin and San Marcos. CARTS fixed route municipal transit operations in Georgetown (Go-Geo), San Marcos (THE BUS) and a flex fixed route in Bastrop (Municipal Bus) provide local mobility options in those towns and connect to the CARTS regional Interurban routes.

Under the Regional Mobility Agreement (ILA) with Capital Metro, CARTS provides transit services for Hornsby Bend, Georgetown, Manor, and Jonestown/Lago Vista as well as a collaborative commuter service between Elgin and Austin.

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 Population¹: 553,766
- Service Area Land Area²: 6,997 Sq. Miles
- Unlinked Passenger Trips³: 179,114
- Revenue Fleet³: 102 Vehicles



Rural Transit District Services

Service Information



General-Public Demand-Response Service

Known as *Country Bus*.

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

Reservations must be made at least 1 day before the trip (no later than 4 p.m.) and up to 14 days in advance.

One-Way Fare Structure:

- Base fare: \$2.00^a
- Extra fare (in addition to base fare): \$2.00^b, \$4.00^c
- Reduced fare: 50% fare^d

Fare Media:



Regional Bus Service (Interurban Coach)

Ten bus lines connect Austin and surrounding cities: Bastrop, Bertram, 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)
- Regular pass: \$6.00 (Day pass), \$88.00 (Monthly pass)

Fare Media:



Commuter Bus Service (Metro Connector)

The Metro Connector (Manor/Elgin Express 990) provides commuter bus service from Downtown Elgin (Depot St) with stops at Memorial Park, Manor, Koenig and Guadalupe, Guadalupe at 23rd and 6th and Lavaca and 3rd in Downtown Austin.

One-Way Fare Structure:

- Base fare:
Elgin to Manor: \$2.00
Capital Metro from Manor: \$3.50
- Reduced fare: 50% fare^e

Fare Media:



Flexible Transit Service (Bastrop Transit)

Three flex routes available in the city limits of Bastrop. Buses can pick up and drop off passengers within the city limits of Bastrop.

One-Way Fare Structure:

- Base fare: \$1.00
- Reduced fare: \$0.50^f, Free^g

Fare Media:



Notes:

- ^a Within the city limit (in town).
- ^b Beyond the city limit (out of town).
- ^c To other counties/areas within service area.
- ^d Children (under 12 years old), people with disabilities, or seniors (65+ years old).
- ^e People with disabilities or seniors (65+ years old).
- ^f People with disabilities, seniors (65+ years old), or students.
- ^g Children (under 5 years old) with paying customer.



Rural Transit District Services

Service Information



Local Bus Service (GoGeo)

Four bus routes available within the city limits of Georgetown.

Fare Structure:

One-Way Trip:

- Base fare: \$1.00
- Reduced fare: Free^a

Ticket Pass:

- Regular:
 - Day pass: \$2.00
 - Monthly pass: \$30.00
- Reduced:
 - Day pass: \$1.00^b

Fare Media:



ADA Paratransit Service

Available within the city limits of Georgetown.

Reservations can be made up to 14 days in advance and until 5 p.m. the day before travel.

One-Way Fare Structure:

- Base fare: \$2.00

Fare Media:



Notes:

^a Children (under 12 years old) travelling with a paying customer, or Southwestern University students, faculty and staff .

^b Daily pass for people with disabilities, veterans, seniors (65+ years old), students (12+ years old), or military.

Operating Time (Excluding Holidays)

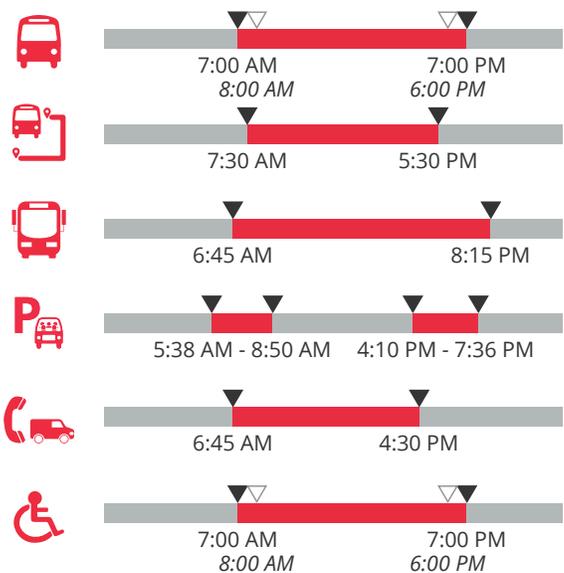


Operating Days by Mode

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



Operating Hours by Mode

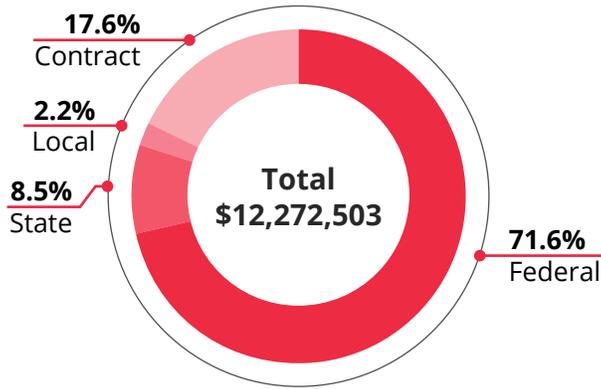


▼ Weekday Hours ▼ Saturday Hours

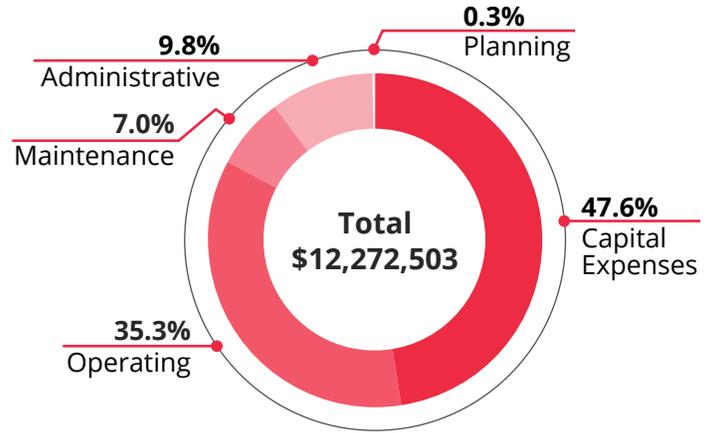


FY 2019 Financial Status³

Revenues in Fiscal Year 2019



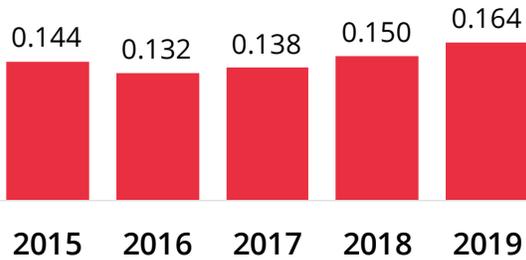
Expenditures in Fiscal Year 2019



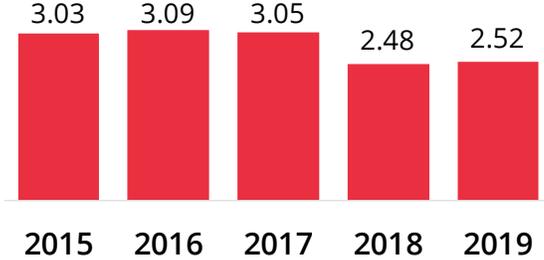
FY 2015-2019 Performance Measures³

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



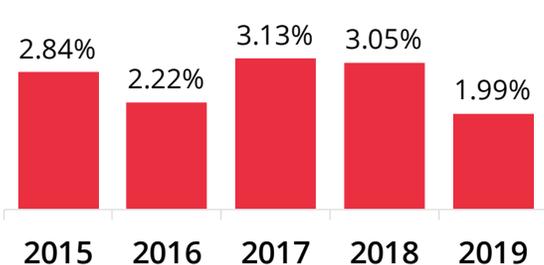
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio





Urban Transit District

For San Marcos UZA

- Service Area Population¹: 61,751
- Service Area Land Area²: 34 Sq. Miles
- Unlinked Passenger Trips³: 104,852
- Revenue Fleet³: 20 Vehicles



Urban Transit District Services

Service Information



Local Bus Service (THE BUS)

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

Fare Structure:

One-Way Trip:

- Base fare: \$1.00
- Reduced fare: \$0.50^a, Free^b

Ticket Pass:

- Regular pass:
 - Day pass: \$2.00*
 - Monthly pass: \$30.00*
- Reduced pass:
 - Monthly pass: \$15.00^c*

Fare Media:



Notes:

- ^a People with disabilities, seniors (65+ years old), or students.
- ^b Children (under 5 years old) with a paying customer.
- ^c Monthly pass for people with disabilities, seniors (65+ years old), and students..



ADA Paratransit Service

Available in areas within the San Marcos UZA. Reservations can be made up to 14 days in advance and until 5 p.m. the day before travel.

One-Way Fare Structure:

- Base fare: \$2.00

Fare Media:



Operating Time (Excluding Holidays)



Operating Days by Mode



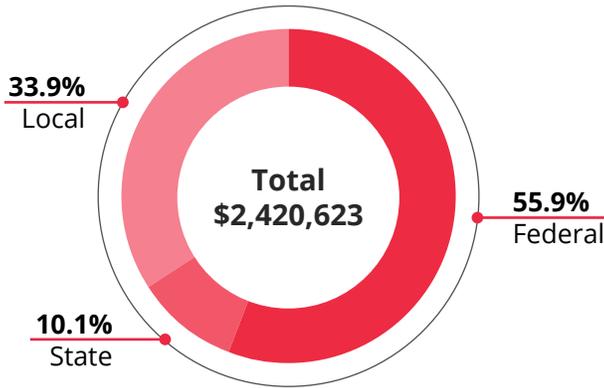
Operating Hours by Mode



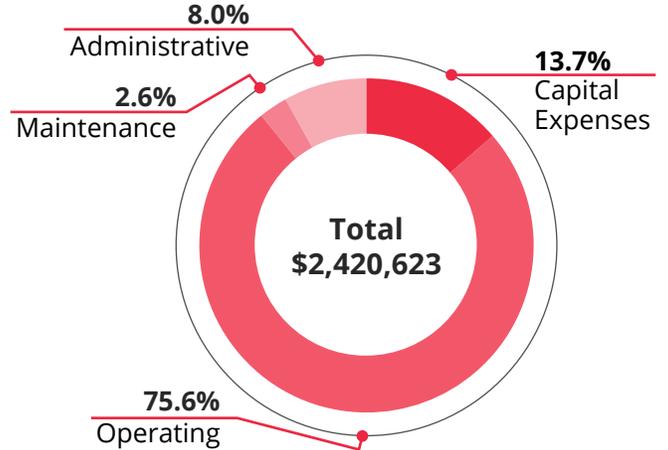


FY 2019 Financial Status³

Revenues in Fiscal Year 2019



Expenditures in Fiscal Year 2019

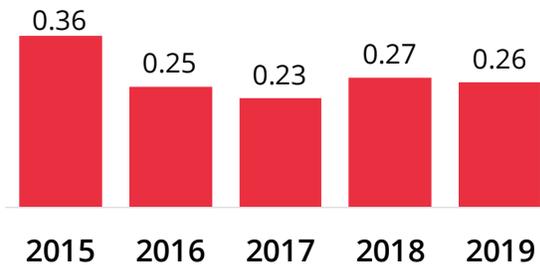


FY 2015-2019 Performance Measures³

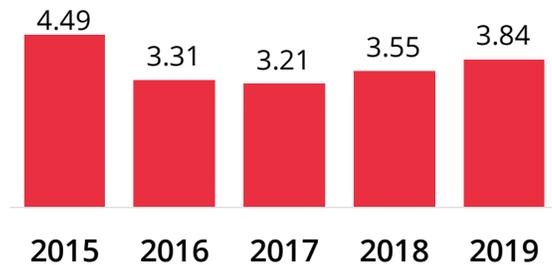


Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile

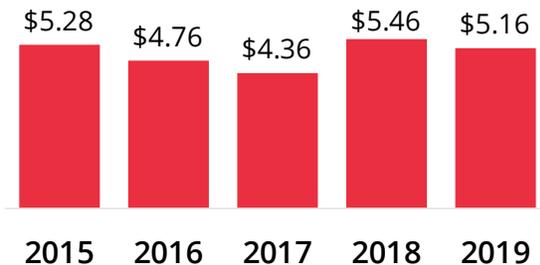


Unlinked Passenger Trips per Revenue Hour



Efficiency in the Past 5 Years

Operating Cost per Revenue Mile



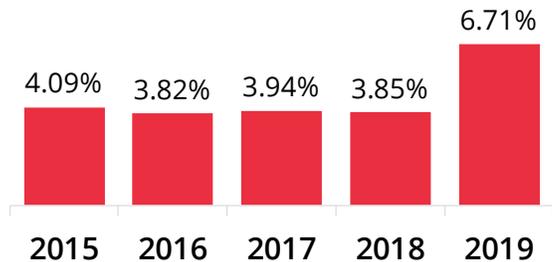
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



Projects in 2019–2022⁴

Implementation Year	Project Name	Cost
2019	San Marcos Transit District Operations	\$1,168,913
2020	San Marcos Transit District Operations	\$1,203,980
2021	San Marcos Transit District Operations	\$1,228,060
2022	Operating	\$1,252,620

Data Sources:

¹ TTI estimation based on (1) the 2014-2018 American Community Survey 5-Year Estimates, (2) 2010 Census Summary File 1, and (3) the U.S. Census Bureau 2010 and 2019 TIGER/Line Shapefiles.

² TTI estimation based on the U.S. Census Bureau 2019 TIGER/Line Shapefiles.

³ Texas Department of Transportation, Public Transportation Division, PTN-128 FY2015-2019 Data.

⁴ (1) Texas Department of Transportation, 2019-2022 District Statewide Transportation Improvement Program, (2) Transportation Improvement Plans, (3) Metropolitan Transportation Plans, or (4) Regionally Coordinated Transportation Plans.

Last Updated:

May 2020