

REGIONAL COORDINATED TRANSPORTATION PLAN

2017-2021



Golden Crescent Region

This project was funded through a grant from
the Texas Department of Transportation

TABLE OF CONTENTS

Page 5-6	EXECUTIVE SUMMARY
Page 7-10	Section I <u>INTRODUCTION</u>
Page 11-36	Section II <u>TRANSPORTATION RESOURCES IN THE GOLDEN CRESCENT</u>
Page 11	Services Currently Available
Page 20	Health and Human Services and other Agency Resources
Page 21	Golden Crescent Region Vehicle Inventory Resources
Page 33	Public Transportation Providers
Page 37- 89	Section III <u>COMPREHENSIVE NEEDS ASSESSMENT AND GAP ANALYSIS</u>
Page 37	The Golden Crescent Region
Page 39	Calhoun
Page 41	DeWitt
Page 43	Goliad
Page 45	Gonzales
Page 47	Jackson
Page 49	Lavaca
Page 51	Victoria
Page 53	Economic Factors
Page 55	Improving Transportation Services – The Public
Page 62	Findings
Page 66	Victoria Metropolitan Planning
Page 68	Needs Assessment & Gaps in Service

TABLE OF CONTENTS

Page 87	Improving Transportation Services- Business
Page 89	Needs Assessment & Gaps in Service
Page 90-109	Section IV <u>PLANNING FOR COMPREHENSIVE SERVICES</u>
Page 90	Oversight Agencies
Page 95	Funding Sources
Page 105	GCRPC Partners
Page 107	<i>Choose My Ride</i> Partners
Page 110-112	Section V <u>INTEGRATED PLANNING PROCESS</u>
Page 110	Golden Crescent Regional Planning Commission
Page 112	Metropolitan Planning Organization
Page 115-117	Section VI <u>VISION AND MISSION</u>
Page 118	Section VII <u>SUSTAINABILITY AND IMPLEMENTATION</u>
Page 119-126	Section VIII <u>PERFORMANCE MEASURES</u>
Page 119	Statewide Performance Metrics
Page 120	Golden Crescent Performance Metrics
Page 123	Golden Crescent Performance Measures
Page 124	Goals, Priorities & Status
Page 127	APPENDIX

EXECUTIVE SUMMARY

The Golden Crescent Regional Planning Commission (GCRPC) as the lead agency for the Regional Coordination Transportation Planning effort completed a 5-year update to the Transportation needs of the Golden Crescent Region. The 5-year plan addresses the specific needs along with goals and strategies to begin to address the issues identified for the entire Golden Crescent region along with a break-down of issues as identified for each county. The 5-year plan will guide the direction of all grants that will be awarded regarding transportation needs.

OVERVIEW

As with any industry, the transportation industry has challenges that it faces in terms of having the best services available to meet the needs of its communities. The primary challenges that were found include:

- Demographic Changes and Needs
- Public Awareness and Service Delivery
- Increase Demand for Transportation Services
- Funding Constraints / Limited Funding

It was found that these challenges effect not only public transportation providers in our region, but other private, and non-profit private service providers.

METHODOLOGY

The method used to develop this report included several key phases, described below.

Background Review. GCRPC identified and analyzed information from the entire region, demographics, existing public and private providers, inventory of local resources, local and State strategic plans and documents. The objective was to assess transportation within the region. The results served to increase the overall understanding of the region's transportation infrastructure and related issues.

Engage Stakeholders. A number of agency representatives and citizens in the community were engaged to develop tools, gather relevant information and produce a document that would reflect the transportation needs expressed by the public along with businesses/agencies of the seven counties of Calhoun, DeWitt, Goliad, Gonzales, Jackson, Lavaca and Victoria. Groups of people consisting of individuals 65 years and older, those with disabilities, families with low incomes, those seeking and maintaining employment, individuals with limited English proficiency, children, students and veterans were targeted to obtain their specific needs.

A look into the transportation choices in addition to the county public transportation providers has also been included.

Joe Brannan
Executive Director

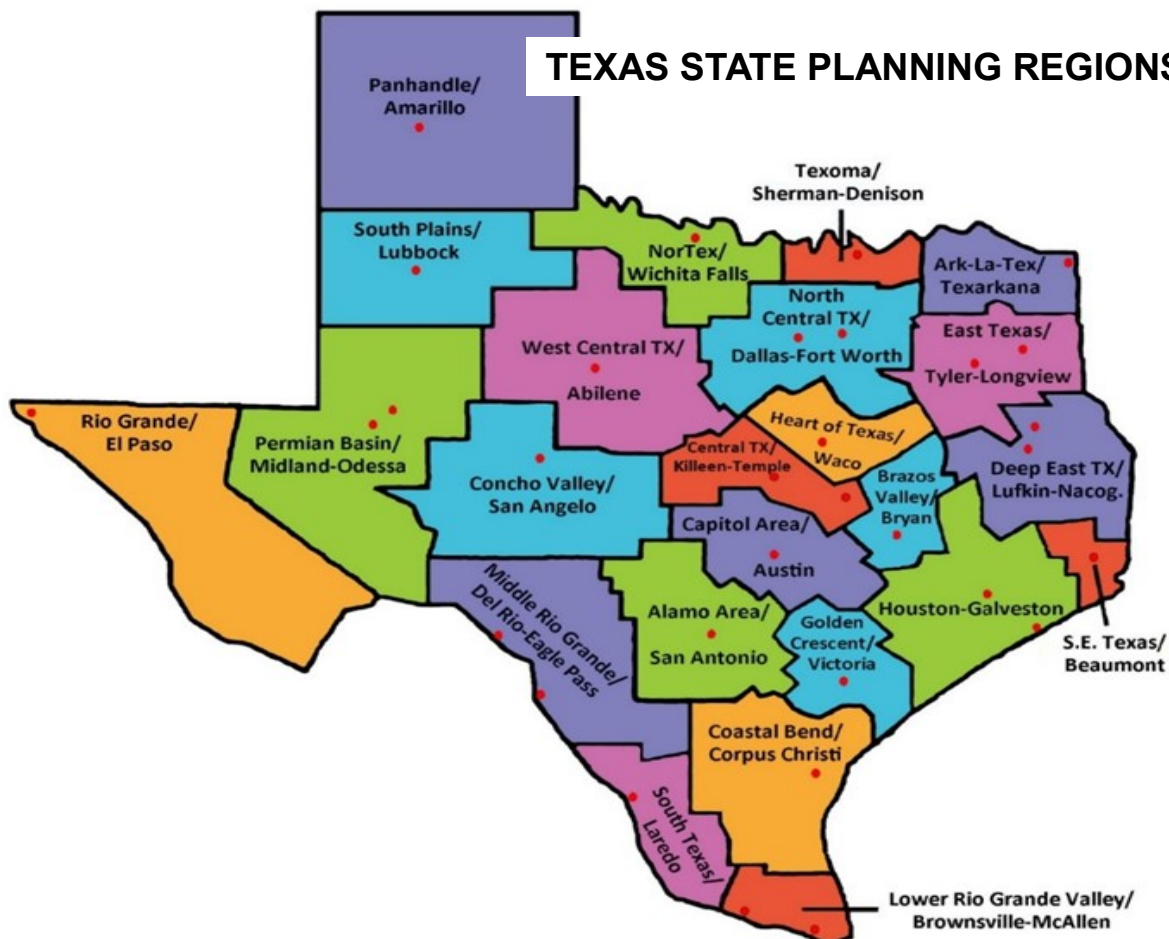
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Section I

Introduction

The purpose of the regionally coordinated transportation planning effort is to provide more efficient and effective public transportation services, especially for priority populations including individuals with disabilities, individuals 65 and older, people with low incomes, veterans, children, and others. This effort was federally and state mandated in 2005. The mandate called for a locally coordinated effort to address fragmented, duplicative, and generally inefficient provision of transportation services, especially for human services transportation needs. This effort includes developing, adopting, implementing and updating a coordinated public transit / human services transportation plan as well as assessing progress of activities called for in the plan. The coordinated plan provides strategies for meeting the public's transportation needs, and prioritizes transportation services for funding and implementation.



The Golden Crescent Planning Region is one of 24 designated regions in Texas. The counties that make up the region include Calhoun, DeWitt, Goliad, Gonzales, Jackson, Lavaca and Victoria. (Refer to the Map of Texas State Planning Regions) Although Matagorda is included in our transportation service delivery, it is not included in our planning processes.

Each planning region selects a lead agency that has contract responsibilities to carry out the necessary tasks needed to complete a coordinated plan. The lead agency is the fiscal agent for receiving the regional planning funds from TxDOT, managing the process for developing the coordinated plan, monitoring the progress of the plan, and updating the plan.

The planning region forms a regional steering committee that develops a regional transportation plan customized to reflect the needs of those living in the local communities. Efforts are made to invite representatives from various agencies, private entities, and individuals. This can include transportation providers, transportation planners, human services providers, workforce agencies, members of the public, individuals with disabilities, individuals 65 and older, and others.

The lead agency ensures a local structure that allows a regional transportation steering committee to be an independent body and to assure that an inclusive, collaborative planning process occurs. The Texas Department of Transportation (TxDOT) provides funding every 5 years to update the coordinated plan. For the years between the 5-year update, funding is provided for proposed projects that reflect the needs that have been identified in the coordinated plan. These projects can involve collaboration with other programs, identify gaps and inefficiencies in transportation services, and help to resolve these identified issues.

The 5-year plan for 2017 is a project funded by TxDOT and the Federal Transit Administration. This is an update of the previous plan last completed in 2011. Health and human services, county transit providers, local governments, the area MPO and local citizens specifically those 65 and older, individuals with disabilities, veterans, those with low income, students, and advocates for children from the seven counties were invited to participate in the development of the plan. The goal was to develop a new comprehensive coordinated plan that reflects the needs of the area citizens in the Golden Crescent region.

The overall needs include affordable transportation, extending service hours and days of services; extending service areas further into the rural areas, options for purchasing passes, public awareness, and shelters for bus stops.

Over a period of 18 months, meetings were set, the methodologies were determined and executed, assessments and gap analysis conducted,

identifying inefficiencies, and recommending solutions that resulted in the completed 5 year plan. Members were presented opportunities to become actively involved in completing the plan and were asked to commit to the duration of the planning effort.

At the initial meeting, representatives of several of the surrounding counties of Calhoun, DeWitt, Goliad, Gonzales, Jackson and Lavaca made it clear that the prior 5-year plan for the Golden Crescent Region did not include the needs of these counties. Subsequently, the attendance of the Regional Coordination meetings held during subsequent years was not of great interest to these rural counties. Efforts were made to be inclusive of the needs of all the seven counties for this update.

During subsequent meetings, the group decided surveys would be the method to utilize to obtain the needed information regarding transportation needs and to identify other transportation providers aside from those receiving federal funding. We also maintained a focus on our target groups consisting of those 65 and older, individuals with disabilities, those with low income, children, students, veterans and those seeking or maintaining employment. A decision was made to develop different information gathering tools in the form of surveys. A public survey was developed for citizens of the community which would reflect individual needs regarding transportation. A business survey was developed which would address the impact of transportation on the community and assist in identifying economic benefits as well. The final survey developed was to help identify organizations, businesses or agencies that provide transportation that do not receive any federal or state financial assistance.

A special committee of members volunteered to develop the public and business surveys while a second committee worked on the vehicle inventory survey. The vehicle inventory survey group had two private taxi businesses actively involved on this committee who provided input on the development of the survey. The groups developing the surveys communicated mostly by email and after several drafts, and input from the committee, the surveys were approved for distribution. Once the surveys were complete, the list of names of individuals collected from prior events were sent a survey or completed on site when the surveys became available; businesses were contacted as a result of referring to phone listings, contacts made at prior events and suggested organizations from the Regional Coordination Transportation Planning committee. Once the surveys were available, the business surveys were completed on site at the events attended by staff.

GCRPC staff attended several events in some of the different counties to provide an opportunity for fair representation from all areas for the 5-year plan. The events included:

- Communities in Schools event in Victoria for parents and students.
- Goliad Health Fair which targeted the elderly in that community.
- Region III event in Victoria open to parents & educational staff of the surrounding counties.
- Red, White and You Job Fair for the Golden Crescent Region for potential employees and employers.
- Healthy Aging Conference for the Golden Crescent which targeted the elderly in the entire region.
- Back to School Health Fair in Goliad for parents & students.
- A&M Healthy Communities Exposé in Cuero.
- Region III Healthy Families event for families and educators.

GCRPC staff quickly became involved in attending events held throughout the Golden Crescent Region to ensure that our plan would be all inclusive as stated before. We knew our groups had not yet completed the task of developing the surveys however, we took every opportunity available. During the first events, prior to having the surveys completed, sign-in sheets were available to collect contact information to be able to send out surveys at a later time. We took information about our services and a sign-in sheet and we were able to visit and conduct interviews with many individuals in the communities. Using the sign-in sheet, we were able to later conduct phone interviews and gather additional public input.

During subsequent events, GCRPC was able to utilize the surveys that had been developed and approved. GCRPC with the assistance the GCRPC's stakeholder group were focused on disseminating the surveys utilizing many distribution methods including mail outs, email, agency and business distribution, and GCRPC website posting.

Early on, a common thread heard throughout the public events in our rural communities was a lack of information regarding transit services. Many citizens are unaware that the services are available for rural general public, most people assume the service is for senior citizens only. It is a fact that all Rural Public Transit Service Providers in the region are operated by senior citizen center programs, or services contracted with the counties are operated from a senior citizen center. This conveys a misconception that the service is for seniors only. Program knowledge is generally word of mouth which is limited to the riders' need for service which maybe incomplete. This plan specifically addresses in detail by county those identified needs in the Section III of this update.

Section II

TRANSPORTATION RESOURCES IN THE GOLDEN CRESCENT

Types of Transportation:

Public Transportation Providers receive funds through Federal grants provided by the Federal Transit Administration. The Texas Department of Transportation oversees these programs that are administered at the local level.

Medical Transportation Providers offer non-emergency medical transportation by subcontracting with brokers that contract with Health and Human Services to provide transportation for Medicaid recipients. These providers can be Public Transportation providers or private entities and must follow all guidance provided by the broker regarding training for drivers, compliance with vehicle standards and reimbursement.

Client Based Providers offer transportation for their residents or recipients of their service.

Private for Hire Providers are the for-profit providers of transportation such as taxi companies, limousine services, 'Uber' and intra-city providers.



PUBLIC TRANSPORTATION PROVIDERS

The Golden Crescent Regional Planning Commission is the Regional Transit Provider. GCRPC is a political subdivision of the State of Texas. GCRPC's objective is to encourage and permit local units of government, as well as special districts, to join and cooperate with one another to improve the health, safety and general welfare of their citizens; to plan for the future development of the communities, area and region embraced by agreement; that needs of agriculture, business and industry be recognized; that historical and cultural value be preserved; that the growth of the communities, area and region be commensurate with the promotion of the efficient and economical use of public funds and for such other purposes and objectives as may be from time to time.

Since 1982 GCRPC has been committed to servicing its communities by developing and providing services that achieve the above objectives. GCRPC has been providing general public rural transportation since 1986. GCRPC is considered a multi-service provider offering services throughout our region. GCRPC through an interlocal agreement with the City of Victoria provides Small-Urban general public services in the city limits since 1999.

GCRPC provides four types of services:

- **Fixed Services-** provides a repetitive, fixed schedule basis along a specific route with vehicles stopping to pick-up and drop-off passengers to specific locations; each fixed route trip serves the same origins and destinations.
- **Paratransit-** type of passenger transportation that is provided for eligible people with disabilities as a supplement to fixed-route bus services. The service is demand response and requires advance notice.
- **Flex Services-** are also a fixed route however specifically designed to meet the need of low-income riders getting to and from employment
- **Demand Response-** is a shared use transit service operating in response to calls from passengers or their agents to the transit operator, who schedules a vehicle to pick up the passengers to transport them to their destinations.

GCRPC subcontracts with five separate entities to provide rural transportation known as **RTransit** to the general public in the counties of Calhoun, Goliad, Gonzales, Jackson, Lavaca and Matagorda. Matagorda

County is not part of the Golden Crescent Planning Region however may be mentioned in regards to subcontractor services.

In Victoria and DeWitt counties, services are directly provided by GCRPC.

In the rural counties services are operated by Senior Citizens Programs or County governments. They also offer demand response service which is a shared use transit service operating in response to calls for service from passengers or their agents to the transit operator, who schedules a vehicle to pick up the passenger to transport them to their destinations. Reservations can be made 24-48 hours in advance.



Victoria Transit

Fixed Route - GCRPC implemented Victoria Transit on January 4, 1999, providing demand response curb-to-curb services. In March 2002, Victoria Transit began a fixed route system for the City of Victoria. Victoria Transit's Fixed Route Service consists of four (4) routes, made up over 151 bus stops. These routes are designed to connect residents to various destinations within the city limits of Victoria. Bus services for the Blue, Green and Red Routes are available Monday through Friday from 7:00 am to 6:00 pm. The fourth route which is the Gold Route is available Monday through Friday from 8:00am to 5:00pm with an 11:00am-1:00pm break. Most vehicles are wheelchair accessible and assist in transporting persons with disabilities. All routes are open to all residents and visitors to Victoria. The four routes were designed to cover the city. The Red, Green, and Blue routes run approximately every 30 minutes while the Gold Route runs hourly. The Fixed Route service has endured many changes since its inception. Since the last 5-year update in 2011, the following changes occurred bringing it to its current layout.

In June 2011, the Transit Operations Department in Victoria moved its location affecting the transfer station associated with it therefore modifying the routes.

In June, 2013, the Victoria City Council voted to increase the fares so as to increase the riders' contribution to the cost of transportation to go into effect September 2013. The rate for the general public accessing the Fixed Routes increased from \$1.00 to \$1.50; and the costs for those 65 years and older and those with disabilities increased from \$.50 to \$.75. The Fixed Route added Walmart on Navarro to the route along with adding 2 stops to the Blue North Route while making route changes to this line as well.

In 2014, the City of Victoria approved the addition of a new city route, the Gold Route, to meet the needs of the public to access the various social service agencies. The social security office and the agency formerly known as DARS were already accessible but this new route added the Health and Human Services office and connected to the section of the community where large populations of low income citizens reside. This allows the public opportunity to obtain needed services such as SNAP, TANF, Family & Protective Services, State Health Services, the program formerly known as DADS and Child Support services reachable from this bus stop. This was a need previously voiced by members of the community. The other routes are 30 minute routes, this is a 60 minute route that follows the specific agencies business hours of 8am – 5pm, Monday – Friday and a midday break. The route was opened in December 2015.

On September 1, 2016, the Flex routes were modified and the Purple Route was eliminated due to Federal legislation that repealed the JARC program. Due to creative planning by GCRPC, the program had extended the service with local funding for several years but those sources of funding are no longer available. Victoria residents were in an uproar however unaware of the limited number of riders reported for that route and the costs associated with that. The modification combined the Purple and the Brown routes. Additionally the Sunday route was eliminated and Saturday service was shortened to 11am – 10 pm. Sunday services also had reported a minimal number of riders.

An additional service that Victoria Transit/**RTRANSIT** provides is a monthly trip to San Antonio for the veteran population in the region. This is in collaboration with the Veterans Affairs Outpatient Clinic in Victoria in an effort to provide affordable transportation to those veterans needing medical assistance beyond services provided locally. The route includes stops in Cuero to pick up any additional veterans who have appointments at the Audie Murphy clinic in San Antonio. Rides are at a reduced cost.



Flex Route - May 2008 brought even more expansion to Victoria Transit with the availability of the Flexible Job Access Route (JARC) funding. The focus of this service provided better access to employment opportunities within the city and introduced weekend bus service. Prior to 2017, JARC funds, local revenues and match funds allowed for the establishment of the Flexible Job Access Route Service. Initially consisting of four routes that operated in the North, South, and Central areas within the city limits of Victoria, the routes provided riders with better access to employment opportunities within the City of Victoria. These routes also offer extended hours of service by operating into the evening weekdays and on Saturdays. The Flexible Job Access Route operates approximately every 30 minutes, and has the ability to flex off their route within a $\frac{3}{4}$ mile corridor to provide ADA Flex Services such as access to work, job training, education, and/or job search for riders who have ADA-eligible disabilities and have been prior approved. Flexible Job Access Routes operate Monday thru Friday from 6:00 pm to 10:00 pm.

The Flex Routes underwent changes as well. In December 2011, the Flex Routes were changed to fixed routes and ADA Complementary Paratransit Services were added.

The FTA JARC funds were allocated through Fiscal year 2009. The funds allowed for the creation of Flex routes to support those seeking employment or maintaining employment. The Flex Routes reached locations of employment for those without their own means of transportation. However due to GCRPC's judicious management of federal, state and local funds, and applying for any grants appropriate to further extend services, the Flex Routes continued through August 2016. However since these funds were no longer available and impacted by the decrease of local revenues, GCRPC was forced to take an unyielding review at the level of services being provided. Thence unpopular but contemplative decisions lead to curtailing routes with the least number of riders. This decision met strong opposition from those currently utilizing the routes and agencies that advocate for the homeless, the low-income and those needing to maintain employment. One misconception by the community is that one route was cancelled, but in actuality was consolidated with one of the other routes. In defense of the public outcry, Sunday transit services are no longer available and services on

Saturdays were changed from 7am – 10pm to 11am – 10pm. These changes went into effect on September 1, 2016.

Paratransit Services

Victoria Transit – Victoria Transit provides Paratransit Services Monday through Friday from 7:00 a.m. to 6:00 p.m. for qualified individuals with mobility impairments who are unable to use Fixed Route service. The Paratransit Service is a demand-response, advance-reservation, shared-ride, address-to-address, curb-to-curb service. Wheelchair accessible vehicles are available to assist in transporting persons with disabilities.

Paratransit service is also available in coordination with its Flex Routes and offers demand response services for eligible riders until 10:00pm Monday thru Friday and Saturday from 11:00am thru 10:pm.

An ADA Para Transit Eligibility Certification Form is used to determine eligibility. The information is confidential and only shared with agencies involved with Victoria Transit's eligibility determination process, and is not provided to any other person or agency except as provided by the Texas Open Records Act. The application process takes approximately three weeks, and individuals are presumed eligible for Paratransit Service until written notification is received by mail. Re-certification for Paratransit Service is conducted on an annual basis.



Rural Transit

RTRANSIT –GCRPC has been providing Rural Transportation Services known as **RTRANSIT** since November 1986. **RTRANSIT** is a curb-to-curb transit service offered Monday through Friday; hours vary county to county. GCRPC provides **RTRANSIT** services for Victoria and DeWitt counties. In order to provide efficient transportation services in the over 6,000 square mile region, GCRPC contracts with six local providers. The providers are Calhoun County Senior Citizens Association, Inc. in Port Lavaca, Goliad County in Goliad, Gonzales County Senior Citizens Association, Inc. in Gonzales, Friends of Elder Citizens in Edna and Bay City (Matagorda

County), and Lavaca County in Hallettsville. Residents access the system by calling **RTRANSIT** in their county a day or two in advance to schedule a ride. The transit system offers residents transportation within their county and to neighboring counties.

The GCRPC **RTRANSIT** program is one of 42 rural transit systems in the State of Texas. Texas has the largest rural population in the nation and the largest rural general public transportation program.

Major funding for this program is provided by the Texas Department of Transportation (TXDOT) under the Section 5311 and Section 5310 Grant Programs. In addition, funding is also provided from the Texas Department on Aging, Cities and Counties, as well as fare revenues help support the program.

Calhoun County- Services are for residents in Calhoun County of all ages. The Calhoun County Senior Citizens Association, Inc. (CCSA) requires a 24-hour notice to schedule a ride. They contract with Medical Transportation Management (MTM) to provide Medicaid transportation. CCSA has a contract with Area Agency on Aging (AAA) for the Title III program.

Dewitt County- GCRPC provides demand response, curb to curb services. They are the medical transportation provider that works with MTM. They have a contract to provide Medicaid transportation with Medical Transportation Management (MTM) and a contract with Area Agency on Aging (AAA) for the Title III program.

Goliad County- Provides innovative services in this county that includes Goliad's same-day services for residents of all ages in the city. Goliad County **RTRANSIT** also provides Medicaid transportation through a contract with Medical Transportation Management (MTM) and has a contract with Area Agency on Aging (AAA) for the Title III program.

Gonzales County- Gonzales Senior Citizen's Association, Inc. **RTRANSIT** currently provides free service within the county of Gonzales for all aged residents. Contracted services include Medical Transportation Management (MTM) for Medicaid transportation and Area Agency on Aging (AAA) for the Title III program.

Jackson County- The times of all services are 6am – 6pm daily. Friends of Elder Citizens, Inc., provides a dedicated daily route to Victoria for veterans. They have a contract to provide Medicaid transportation with Medical Transportation Management (MTM) and a contract with Area Agency on Aging (AAA) for the Title III program.

Lavaca County- GCRPC contracts with Lavaca County Senior Citizens Program for transportation services. They have a dispatch service in Hallettsville, Moulton, Shiner and Yoakum. Lavaca County currently have a contract with Area Agency on Aging (AAA) for the Title III program.

Victoria County- GCRPC provides demand response, curb to curb services. It has one of the highest demand communities which is Bloomington. The small unincorporated community has a regularly scheduled route on a daily basis. The biggest need for transportation from this community is for individuals to get to work and the second is for riders to reach their dialysis sites. GCRPC contracts with MTM to provide medical transportation.

MEDICAL TRANSPORTATION

Since many of the rural communities in the Golden Crescent Region have limited access to medical care in their communities, they often depend on the health care facilities located in other non-urban cities in their county, rely on the medical facilities located in the city of Victoria or travel out of the region to cities like Houston, San Antonio and Corpus Christi for their health care needs. This need for medical transportation prompted the coordination of a comprehensive transportation program.

The **RTRANSIT** providers in the region also serve as the medical transportation providers. In 2014, Health and Human Services privatized the Medical Transportation Program (MTP). Up until this time, HHS contracted medical services with GCRPC for non-emergency medical transportation. The remaining counties in the region were subcontractors of service with GCRPC. Once Medical Transportation Management (MTM) was awarded the contract for the Golden Crescent Region, each individual county became responsible for negotiating their individual contracts. As evidenced by regular reports and concerns from all county public service providers, the number of non-emergency trips has consistently declined over the last three years. Costs quickly outweighed any profits needed to subsidize local operations. As of January, 2017 Lavaca County no longer

contracts with MTM due to losses in delivery of this service.

RTRANSIT- Vanpool Services for Inteplast

Victoria County **RTRANSIT** contracts with Inteplast, the largest manufacturer of integrated plastics in North America. The local plant is located in Lolita, a community of 555 as of the 2010 census. Due to the size of the community where the plant is located, a need to seek potential employees from the surrounding counties became evident. However, the distance became a barrier to maintaining staff. The resolution resulted in a vanpool that has now expanded to four routes running through Jackson, Matagorda, and Victoria counties. The service provides rides to and from work for employees for the different shifts. Inteplast has credited the service with reducing employee turnover at their facility.

CLIENT BASED PROVIDERS- are agencies/businesses that provide services strictly for their residents or clients. The nursing and rehabilitation agencies and adult/child day care providers operate this type of service.

TRANSIT PROVIDERS- Private

In 2015, GCRPC received a grant through the Texas Department of Transportation and the Federal Transit Administration's Enhanced Mobility of Senior and Individuals with Disabilities program. The 5310 funds allowed for a pilot project to address a gap in services for seniors and those with disabilities. Vouchers would be provided to these special groups to allow riders to choose the provider of their choice, either cab service or transit. GCRPC contracted with two private taxi companies to allow more choices for transportation for this program. GCRPC partners with these organizations that serve seniors 65+ years and older or those with disabilities and can assess their needs for transportation. These special groups of people are able to reach their destinations more easily to shop, socialize, make non-Medicaid non-emergency medical appointments and get a hair cut are a few allowable activities. The project was been extremely successful and duplicated in 2016, extending to the three rural communities of Edna, Gonzales and Hallettsville. In 2017, the communities providing the services are Edna, Gonzales and Victoria.

HEALTH AND HUMAN SERVICES AND OTHER RESOURCES

Numerous health and human services agencies are available to the citizens living in the Golden Crescent Region. A state funded program that can be reached by dialing 2-1-1 is a free, easy-to-remember number that connects callers with health and human services in their area.

The state-wide 2-1-1 resource directory is available on-line at www.211texas.org. This information is being provided in lieu of a partial list of health & human services and other agencies that are available to the special groups in the Golden Crescent.



No matter where you live in Texas, you can call and get referrals to services available in local communities. It is a free, multilingual line answered 24 hours a day, 7 days a week all year round. Calls can be made from a conventional telephone, a cell phone or a TTY phone for persons with hearing impairment. Operators are trained, knowledgeable staff members who work in communities in Texas for hometown agencies, such as United Way offices and Regional Planning Commissions.

People call 2-1-1 looking for food pantries, homeless shelters and utility assistance; parents call looking for licensed day care or summer food programs; individuals looking for GED classes; and older adults seeking in-home services or information about Medicare and other public benefits. Persons with special medical needs call 2-1-1 to register for a ride in case their county evacuates in times of emergencies or disasters. 2-1-1 is also the number to call to obtain information about services during a disaster. It is the number to call when you don't know who to call.

The Golden Crescent Regional Planning Commission (GCRPC) is designated as the Area Information Center for 2-1-1 Texas. The Health and Human Services Commission is the funding, contracting and regulatory authority for 2-1-1. Additionally, three local staff are available to answer phone inquiries. Visit the [211 Texas Homepage](http://www.211texas.org).

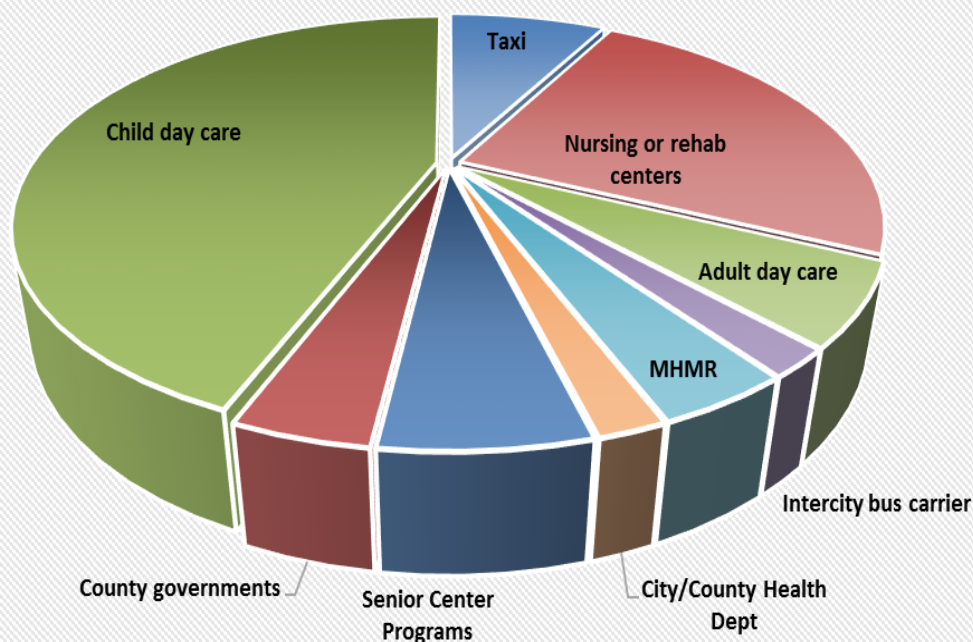
GOLDEN CRESCENT REGION PROVIDERS AND VEHICLE RESOURCE INVENTORY

The Regional Coordination Transportation Planning committee that developed the survey for vehicle resources provided guidance to reach out to non-profit, for-profit, volunteer, religious/church groups or other service related organizations. The survey endured several drafts and did have the specific input of representatives from the above listed groups who served on the committee. The public transportation providers provided information within their areas for contacts. In addition, to develop a list of contacts, the committee provided a list of organizations to call, recommended the use of the phone book and the former list from the 2011 update. Initially during the development of the surveys, phone calls were made to familiarize various organizations with the purpose of the Regional Coordination Transportation Planning Committee 5-year needs update for public transportation. The purpose for developing the survey was shared and those interested in participating when the surveys were complete provided contact information. Many churches were contacted however responses were limited which was attributed to church staff not normally available during most weekdays. Elder care and rehabilitation businesses provided the biggest response. There are a limited number of taxi companies, however 100% responded. Two of these companies each had a representative on the development of the survey. Numerous child care centers were also contacted.

Not all agencies returned the surveys, and some surveys were incomplete. [Surveymonkey](#) was another option made available through the GCRPC website. Surveys were available in both English and Spanish. During initial phone contacts made to inform organizations about the survey, some conversations turned into interviews, collecting information “on the spot”. In other instances, information obtained from websites became the source of information when no other information was available.

The following are the results of the surveys provided to agencies, private transportation companies, social service and medical organizations, and churches and interviews conducted.

GOLDEN CRESCENT REGION TRANSPORTATION PROVIDER INVENTORY



1.0

- 8.3% or 4 out of 48 responder are private Taxi companies
- 4.2% or 2 of the taxi companies are contractors with GCRPC for the “Choose My Ride” program which serves those 65 years and older, and those with disabilities and are located in Victoria.
- 6.3% or 3 of the public service providers are currently contracted as service providers for the “Choose My Ride” program in the cities of Edna, Gonzales and Victoria.
- 25% or 12 facilities are Nursing or Rehabilitation Centers for the elderly or those with special needs
- 6.3% or 3 Adult day cares that provide transportation are in Goliad, and Victoria
- 45.8% or 22 are child day care facilities
- 2.1% or 1 is a private inter-city bus service
- 4.2% or 2 are mental health & intellectual disability facilities

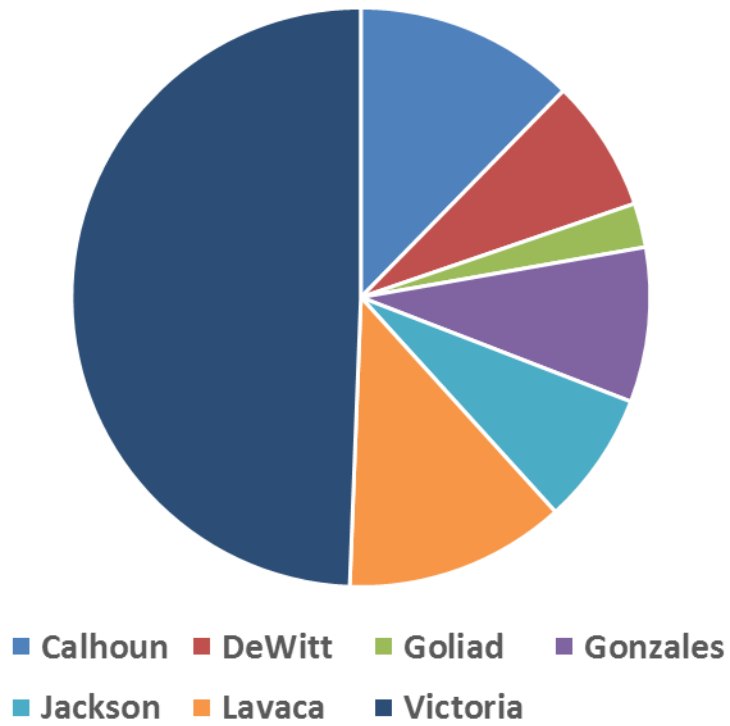
- 2.1% or 1 is a City/County Health Department
- 8.3% or 4 facilities are Senior Citizens' organizations
- 4.2% or 2 are County programs housed in Senior Citizen' s locations
- 2.1% or 1 is under the management of a Regional Planning Commission

As depicted in Chart 1.0, there are numerous child care, and nursing and rehabilitation facilities in the region. However the adult facilities services are specifically for those that live on site. There are a limited number of taxi services in the area. Victoria has three different taxi services and Port Lavaca has one. There are no other taxi services in the other rural counties therefore limiting the choices for transportation services.

There are no overlaps of services in each county however there appears to be gaps in service to unincorporated communities of the counties. As reported in the "Public Survey for Improving Transportation Service" conducted for this five year plan; citizens in these communities indicate they do not have any services in their areas. Services are available, however it is evident that the public is unaware and need more information.

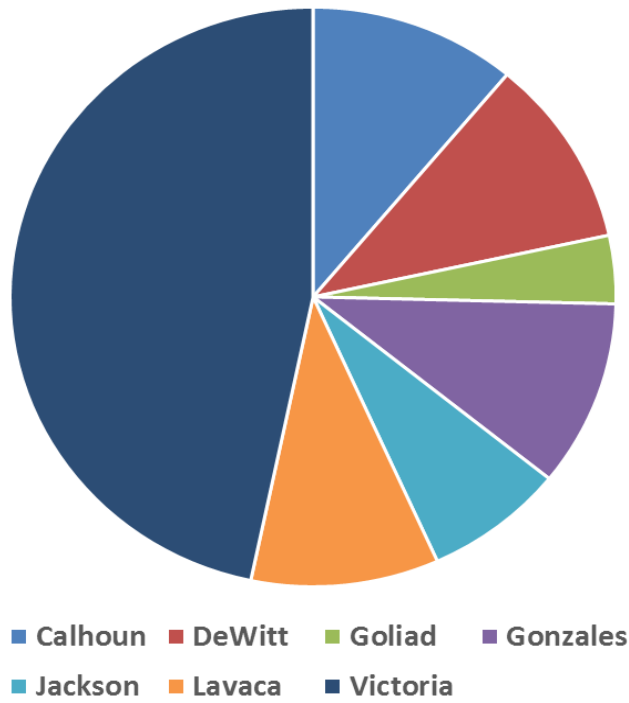
As shown in Chart 2.0 and 2.1, this plan identified not only other transportation providers but the number of vehicle resources in the Region. The outcome was not a surprise as you can see the resources are appropriate to the communities' population.

VEHICLE RESOURCES BY COUNTY



2.0

POPULATION BY COUNTY



2.1

VEHICLE INVENTORY IN THE GOLDEN CRESCENT REGION

NAME OF ORGANIZATION	PAID STAFF (PS) VOLUNTEERS (V)	HANDICAP ACCESSIBLE VEHICLES (Y=YES; N= NO)	PURPOSE	AVAILABILITY	TARGET GROUP	FEES/COSTS (Y=YES; N= N)	# OF VEHICLES	CITIES/COUNTIES SERVED
CALHOUN COUNTY								
Coastal Kids Day Care	PS	N	Transport children to day care site after school	M – F 6:30am – 5:30pm	Children in the after-school program	Included in costs	1	Port Lavaca
*Crossroads Taxi & Transportation Services Contact: Francisco Cordova Jr	PS	N	Customer appointments	M - Sat 24 Hours	Public	Y	1	Victoria, Refugio, Calhoun, DeWitt, Jackson, Lavaca, Gonzales and expanding to the Rio Grande Valley
Gingerbread School & Day Care	PS	N	Transport children to day care site after school	M – F 7:30am – 5:30pm	Children in the after-school program	Included in costs	1	Port Lavaca
Port Lavaca Nursing & Rehabilitation Center	PS	Y	Medical appointments & extra activities	M - Sat 24 Hours	Residents	N	2	Port Lavaca
*Ship Shuttle Taxi Service Contact: Grace	PS	N	Customer need	M - Sun	Public	Y	1	Port Lavaca, Houston and Victoria. Almost anywhere.
Tots & Tikes Learning Center	PS	N	Transport children to day care site after school	M – F 6am – 6pm	Children in the after-school program	Included in costs	2	Port Lavaca
*Valley Transit	PS	Y	Travel from city to city	M – Sun 24 hours daily	Public	Y	Many	Victoria, Port Lavaca, Palacios, Edna, El Campo, Corpus Christi & Refugio

YMCA	PS	N	For families that do not have transportation	As needed during the summer	Children attending summer camp	Y	1	Port Lavaca
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DEWITT COUNTY

Boys & Girls Club	PS	N	Get children home after activities each day	M - F 3:30Pm-7pm	Any age student	N	1	DeWitt County
*Crossroads Taxi & Transportation Services Contact: Francisco Cordova Jr.	PS	N	Customer need	M - Sat 24 Hours	Public	Y	1	Victoria, Refugio, Calhoun, DeWitt, Jackson, Lavaca, Gonzales and expanding to the Rio Grande Valley
Cuero Nursing & Rehabilitation Center Contact: Pam Mokwa	PS	Y	Medical	M-F 8am-5pm	Residents	N	1	Cuero
Heritage Program Senior Adults Home Health Contact: Michelle Rushing	PS		Medical	M-F 8am-5pm	Clients		UNK	Dewitt County
Lifeway Baptist School	PS	N	Transport children to day care site after school	M-F 7:00am-5:30pm	Children in the after-school program	Included in cost	1	Cuero ISD
Whispering Oaks Manor Contact: Delora White	PS	Y	Appointments	M-F 8am-5pm	Residents	N	1	DeWitt County
Yorktown Nursing & Rehabilitation Center Contact: Trista Winkewer	PS	Y	Medical	M-F 8am-5pm	Residents	Y	1	Yorktown

GOLIAD COUNTY

*Crossroads Taxi & Transportation Services Contact: Francisco Cordova Jr.	PS	N	Customer need	M - Sat 24 Hours	Public	Y	1	Victoria, Refugio, Calhoun, DeWitt, Jackson, Lavaca, Gonzales and expanding to the Rio Grande Valley
*La Bahia Adult Day Care Contact: Suzanne Pendergraph	PS	Y	Transport to the center	M-F 7:30am-5:30pm	Elderly and those with disabilities	Y	5	Goliad

GONZALES COUNTY

Blue Bonnet Trails Medical Services Contact: Maria Macias	PS	Y	Work, medical appointments, home	M-F 8am-4pm, no holidays	Center clients	N	4	Waelder & Gonzales
*Crossroads Taxi & Transportation Services Contact: Francisco Cordova Jr	PS	N	Customer appointments	M - Sat 24 Hours	Public	Y	1	Victoria, Refugio, Calhoun, DeWitt, Jackson, Lavaca, Gonzales and expanding to the Rio Grande Valley
Gonzales Youth Center	PS & V		Transport home after activities	School calendar	Youth 12-15 years in middle school	Y	1	Gonzales County
*Heights Of Gonzales Contact: Roger Dyer	PS	Y	Medical & recreation		Residents	Y	1	Gonzales

JACKSON COUNTY

All Star Day Care & Preschool	PS	N	Transport children to day care site after school	M-F 6:30am-6pm	Children in the after-school program	Included in costs	1	Edna
*Crossroads Taxi & Transportation Services Contact: Francisco Cordova Jr	PS	N	Customer appointments	M - Sat 24 Hours	Public	Y	1	Victoria, Refugio, Calhoun, DeWitt, Jackson, Lavaca, Gonzales and expanding to the Rio Grande Valley
*Ganado Nursing & Rehabilitation Center	PS	Y	Dr.'s appointments	M-F 2-4pm; Sat & Sun as needed	Residents	N	1	Ganado
*South Brooke Manor Contact: Mistan Schmidt	PS	Y	All appointments, medical, shopping, work	7 days a week	Residents	N	2	Transport in Edna and to Victoria
Valley Transit	PS	Y	Travel from city to city	M-Sun 24 hours daily	Public	Y	Many	Victoria, Port Lavaca, Palacios, Edna, El Campo, Corpus Christi & Refugio

LAVACA COUNTY

*Crossroads Taxi & Transportation Services Contact: Francisco Cordova Jr	PS	N	Customer need	M-Sat 24 hours	Public	Y	1	Victoria, Refugio, Calhoun, DeWitt, Jackson, Lavaca, Gonzales and expanding to the Rio Grande Valley
Lord's Little Angels	PS	N	Transport children to day care site after school	M-F 6:30am-6:00pm	Children in the afterschool program	Included in costs	1	Yoakum schools

*Shady Oaks Nursing & Rehabilitation Center Contact: Jamie NcCord	PS	Y	Dr. appointments, outings	M-Sun 24 hours daily	Residents	N	1	Moulton
*Shiner Nursing & Rehabilitation Center Contact: Tiffany Weiser	PS	Y	Dr. appointments, outings	M-F 8:00am-5:00pm	Residents	N	1	Shiner
*Stevens Nursing & Rehabilitation Center of Hallettsville Contact: Tyshanne Carroll	PS	Y	Dr. appointments,	M-Sat 8:00am-5:00pm	Residents	N	1	Hallettsville
The Learning Tree	PS	N	Transport children to day care site after school	M-F 8:00am-5:00pm	Children in the after-school program	Included in costs	1	Yoakum
*Today's Assisted Living Contact: Lon Frazier	PS	N	Medical, church, shopping, out of town if needed, some recreation	M-Sat 24 hours	Residents	N	2	Yoakum
*Valley Transit	PS	Y	Travel from city to city	M-Sun 24 hours daily	Public	Y	Many	Victoria, Port Lavaca, Palacios, Edna, El Campo, Corpus Christi & Refugio
*Yoakum Nursing & Rehabilitation Center Contact: Nicki Lee	PS	Y	Dr. appointments	M-F 8:00am-5:00pm	Residents	N	1	Yoakum

VICTORIA COUNTY

ABC Child Development	PS	N	Transport children to day care site after school	M-F 6:30am-7:00pm	Children in the program	Included in costs	2	Goliad, Victoria
*A+ Kidz Care Learning Center (2 sites)	PS	N	Transport children to day care site	M-F 6am-6:30pm after school	School aged children in their program	Included in costs	5	Victoria
Affectionate Arms Adult Day Care Contact: Mary Garcia	PS	N	Clients to the center	M-F 7:30am-3:00pm	Elderly and those with disabilities	N	2	Victoria NOTE: Partner of the "Choose My Ride" program.
*Affordable Taxi Contact: Brian Fontaine	PS	N	Work, church, shopping, medical appointments out of town travel, etc.	24/7, 365 days a year	Public	Y	3	As long as Victoria is either the origin or the destination. Victoria is the only city that is provided full service.
Amour Adult Day Care	PS	N	Church medical baseball & football games bingo & HEB	M-F 7:30am-5:30pm no holidays	Those attending center activities	Y	1	Victoria
Bearly Beginning Day Care	PS	N	Those who participate at the center	M-F 3am-7pm	School aged children in their program	Included in costs	3	Victoria
Boys & Girls Club	PS	N	Transport children to day care site after school	M-F 3:30pm-5pm ONE WAY	Children in the after school program	Y	1	Victoria
Vitality Court Assisted Living	PS	Y	Families without transportation or needing a ride home	Tues & Thurs 8am-5pm	Residents	N	2	NOTE: Contractor for the "Choose My Ride" program
*Ceasar's Taxi & Limousine Contact: Ceasar Hernandez	PS	N	Customer need		Public	Y	5	

*Crossroads Taxi & Transportation Services Contact: Francisco Cordova Jr.	PS	N	Customer need	M-Sat 24 hours	Public	Y	1	Victoria, Refugio, Calhoun, DeWitt, Jackson, Lavaca, Gonzales and expanding to the Rio Grande Valley
Devereux	PS	Y	Transport to site for work activities and occasional medical appointments	M-F 7am-4pm	Center clients	N	4	Victoria
*Elmcroft Of Victoria Senior Living	PS	Y	Medical & shopping	Tues & Thurs 8am-5pm	Residents	Y	1	Victoria
Kiddly Winks Playcare Inc.	PS	Y	Transport children to day care site after school	M-F 6:30am-6pm	Children in the after school program	Included in costs	2	Victoria
Lady Bug Learning Center	PS	N	Transport children to day care site after school	M-Sat 6am-10pm	Children in the after school program	Included in costs	3	Victoria
*La Villa Contact: Kathy Smith	PS & V	UNK	Appointments outings & special occasions	M, Tue & Thurs 8am-5pm	Residents	N	1	Victoria
Noah's Ark Christian Daycare North	PS	N	Transport children to day care site after school	M-F 5:30am-9:00pm	Children in the after school program	Included in costs	4	Victoria
*Retama Manor	PS	Y	Medical & facility activities	Daily 24/7	Residents	N	2	Victoria
VISD Teen Parent Connection	PS	N	Transport teens to daycare and home	M-F 7:45am-5pm	VISD Teens with children in daycare	Part of Child Managed Care Services, fees for some	1	Victoria *NOTE- bus was designed with transportation of infants/ toddlers in mind.
University Of Houston/ Victoria	PS	Y	Attend class, shop, recreation	M-Thurs 8am-10pm; Fri 8am-pm; More	Residents of Jaguar Hall & UHV Staff	Y	5	Victoria, however special arrangement can be made in advance

*Valley Transit	PS	Y	Travel from city to city	M-Sun 24 hours daily	Public	Y	Many	Victoria, Port Lavaca, Palacios, Edna, El Campo, Corpus Christi & Refugio
Victoria County Senior Citizens Association Contact: Dan Williams-Capone	PS	Y	Medical and shopping	M-F 7am-3pm	Individuals 60 years and older	N	4	Victoria NOTE: Partner of the "Choose My Ride" program
YMCA	PS	N	Activities	M-F as needed during the summer	Children attending summer camp	Included	1	Victoria
Gulf Bend (Integrated behavioral health and intellectual & developmental disability service)	PS	Y	Non-emergency and attend programs offered	M-F 8am-5:30pm	Clients that participate in their programs	N		NOTE: Partner of the "Choose My Ride" program
GOLDEN CRESCENT AREA								
Victoria Health Department- HARP Program	PS	N	Transport for medical needs for specific medical conditions	M- F 8am - 5:30pm	Individual with HIV in the Golden Crescent	N	1	Golden Crescent area

*These are organizations that are for-profit businesses. The others are non-profit organizations. Any areas left blank are due to lack of information.

UBER- currently a service not provided in the Golden Crescent Region.

The Independent School Districts provide transportation for students in their districts; however, students must live outside a 2-mile radius from a school. This is a gap in services because some of the students' families may not have their own transportation; however Public Transportation Providers cannot provide this service according to FTA rules. Transportation is available to all students with disabilities regardless of where they live.

PUBLIC TRANSPORTATION PROVIDERS

CALHOUN COUNTY

Calhoun County Senior
Citizens Association, Inc.
www.calhounseniors.org

2104 W. Austin

Calhoun, TX 77979

361/552-3350 Office

361/552-6477 Fax

M - F 8am – 5pm

Transportation
Coordinator

Jeannette Villarreal

Fare Miles	Youth	Adult	Elderly/with Disability
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0-5 miles	\$0.75	\$1.00	\$0.50
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6-10 miles	\$1.75	\$2.00	\$1.00
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11-15 miles	\$2.00	\$3.00	\$1.50
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16-20 miles	\$2.50	\$4.00	\$2.00
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21-45 miles	\$3.00	\$5.00	\$2.50
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Services available to the general public of all ages.

Children under 5 years ride free with a paying adult. Curb-to-Curb and Demand Response Services. Call 24 hours in advance. Wheelchair accessible vehicles are available. Provides Medicaid transportation. Will travel outside the region for Medicaid transport. Available to general public for calculated fare.

DEWITT COUNTY

Golden Crescent
Regional Planning
Commission

www.gcrpc.org

1908 N. Laurent, Suite
115

Victoria, TX 77901

877/538-6819 Office

361/578-8775 Fax

M – F 8am 5pm

Dispatch Supervisor

James Crober

Fare Miles	Youth One Trip Pass	Youth 10 Trip Pass	Adult One Trip Pass	Adult 10 Trip Pass
0-5 miles	\$0.75	\$6.75	\$1.00	\$9.00
6-10 miles	\$1.50	\$13.50	\$2.00	\$18.00
11-15 miles	\$2.00	\$18.00	\$3.00	\$27.00
16-20 miles	\$2.50	\$22.50	\$4.00	\$36.00
21-45 miles	\$3.00	\$27.00	\$5.00	\$45.00
45-65 miles	\$8.00	N/A	\$10.00	N/A
+65 miles	\$0.25/miles	N/A	\$0.35/mile	N/A
Additional	\$0.50/stop	N/A	\$0.75	N/A

One way and 10 Trip Passes are valid for three months.

Services available to the general public of all ages.

Curb-to-Curb and Demand Response Services.

Wheelchair accessible vehicles are available.

Provides Medicaid transportation.

Call 24-48 hours in advance of scheduling trips.

Travel to the Houston, San Antonio, Austin, Corpus Christi for medical appointments. Available to general public for calculated fee.

GOLIAD COUNTY

Goliad County **RTRANSIT**

P O Box 1357

Goliad, TX 77963

361/645-2144 Office

361/645-8032 Fax

M – F 8am – 5pm

Operations Manager

Mary Wade

Fare Miles	Youth 5-17 One Trip Pass	Adult One Trip Pass	Elderly/with Disability 60+
0-5 miles	\$0.75	\$1.00	\$0.50
6-10 miles	\$1.50	\$2.00	\$1.00
11-15 miles	\$2.00	\$3.00	\$1.50
16-20 miles	\$2.50	\$4.00	\$2.00
21-45 miles	\$3.00	\$5.00	\$2.50
46-65 miles	\$8.00	\$10.00	\$5.00
+65 miles	\$0.25/miles	\$0.35/mile	\$0.25/mile
Additional Stops	\$0.50	\$1.00	\$0.50
Ride to Victoria	\$3.00	\$5.00	\$2.50

Services available to the general public of all ages.

Wheelchair accessible vehicles are available.

Provides Medicaid transportation.

Residents of the City of Goliad receive same day services.

Call in advance for transportation outside of Goliad.

Will travel outside the region for Medicaid transport.

Available to general public for calculated fare.

GONZALES COUNTY

*Gonzales County Senior
Citizens Association, Inc.

P O BOX 1834

Gonzales, TX 78629

830/672-7014 Office

830/672-6469 Fax

M – F

1st pick up @ 8am, last
pick-up @4:30pm

Transportation Director

Bobby Cornett

Currently Gonzales is a “free” charge service for trips
within the county.

Schedule of Destinations

Monday – Friday	Gonzales City Limits
Monday	Waelder & Harwood
Tuesday	Ottine & Belmont
Wednesday	Moulton RD
Thursday	Nixon, Smiley & Cheapside

Schedule of Out-of-County Destinations

2 nd Tuesday of the Month	San Antonio	\$50 Round Trip
1 st Thursday	Victoria	\$50 Round Trip
2 nd Thursday	Seguin	\$40 Round Trip

Call before 4pm the day before the trip.

Services available to the general public of all ages.

Wheelchair accessible vehicles are available.

Provides Medicaid transportation.

If a holder of a “Choose My Ride” voucher, call about
same day services.

JACKSON COUNTY

RTRANSIT of Jackson County

501 N. Wells

Edna, TX 77959

www.friendsofeldercitizens.org

361/782-5511 Office

361/782-5543 Fax

M – F 6am – 6pm

Transit Manager

Mary Bryant

Fares	General Public	Elderly/Those with Disabilities & Children
Local Fares		
In Town:	\$2.50	\$1.25
In County:	\$5.00	\$2.50
County to County	\$10.00	\$5.00

Dedicated daily route to and from Victoria

Region:	
Houston	\$65.00
San Antonio	\$80.00
Corpus Christi	\$75.00

Fares listed are ONE TRIP-ONE WAY PER PERSON.

A minimum 24 hour notice is recommended when scheduling trips.

Children ride free with a paid adult.

Services available to the general public of all ages.

Wheelchair accessible vehicles are available.

Provides Medicaid transportation.

Trips are scheduled to San Antonio for Veterans upon request at the standard out of region fare price.

If a holder of a "Choose My Ride" voucher, call about same day services.

LAVACA COUNTY

Lavaca County Rural Public Transportation

P O BOX 531

Hallettsville, TX 77964

361/798-4198 Office

361/798-2211 Fax

Satellite Offices:

Moulton: 361/596-4981

Shiner: 361/293-5313

Yoakum: 361/594-2671

M – F 7:30am - 4:30pm

Transportation Coordinator

Becky Janak

Fares

Under 60 year old riders

Per Stop in Lavaca County \$4.00

Per Stop County to County \$5.00

Per Stop out of region (San Antonio) \$8.00

Also available to Victoria and Cuero.

60 year old and older provide a voluntary contribution.

Persons with disabilities and children ride for ½ price.

Services available to the general public of all ages.

Wheelchair accessible vehicles are available.

Will travel outside the region for Medicaid transport. Available to general public for calculated fare.

24 hour notice needed for scheduling a trip

VICTORIA COUNTY

Victoria County RTRANSIT

1908 N. Laurent, Suite
115

Victoria, TX 77901

361/578-8775 Office

361/578-8865 Fax

877/538-6819 Toll Free

M – F 8am – 5pm

Dispatch Supervisor

James Crober

Fares	Youth One Trip Pass	Youth 10 Trip Pass	Adult One Trip Pass	Adult 10 Trip Pass
0-5 miles	\$0.75	\$6.75	\$1.00	\$9.00
6-10 miles	\$1.50	\$13.50	\$2.00	\$18.00
11-15 miles	\$2.00	\$18.00	\$3.00	\$27.00
16-20 miles	\$2.50	\$22.50	\$4.00	\$36.00
21-45 miles	\$3.00	\$27.00	\$5.00	\$45.00
45-65 miles	\$8.00	N/A	\$10.00	N/A
+65 miles	\$0.25/miles	N/A	\$0.35/miles	N/A
Additional	\$0.50	N/A	\$0.75	N/A

One way and 10 Trip Passes are valid for three months.

Services available to the general public of all ages.
Curb-to-Curb and Demand Response Services.
Wheelchair accessible vehicles are available.
Provides Medicaid transportation.
Call 24 hours in advance of scheduling trips.
Will travel outside the region for Medicaid transport. Available to general public for calculated fare.

Victoria Transit

1908 N. Laurent, Suite
115

Victoria, TX 77901

361/578-8775 Office

361/578-8865 Fax

M – F 7am – 6pm

Dispatch Supervisor

James Crober

Fares for Fixed, Flex and **Paratransit

	1 Trip Pass	10 Trip Pass	20 Trip Pass	Monthly Pass
Youth 0-5 w/ paid adult	Free	Free	Free	Free
Youth 5-17	\$0.75	\$6.00	\$12.00	\$35.00
Adult	\$1.50	\$13.50	\$27.00	\$65.00
Senior 65+	\$0.75	\$6.00	\$12.00	\$35.00
Medicare	\$0.75	\$6.00	\$12.00	\$35.00
Persons w/ Disability	\$0.75	\$6.00	\$12.00	\$35.00

**Paratransit services are designed for qualified individuals with mobility impairments who are unable to use the Fixed Route Service.

One way and 10 Trip Passes are valid for three months.

Services available to the general public of all ages.
Wheelchair accessible vehicles are available.

If a holder of a "Choose My Ride" voucher, call about same day services.

*Gonzales County Senior Citizens Association reported that its citizens have indicated that the bus fares were too expensive therefore free fares began in June, 2015. There has been an increase in ridership.

Section III

The Golden Crescent Region



The region that makes up the Golden Crescent Regional Planning Commission area consists of seven counties – Calhoun, DeWitt, Goliad, Gonzales, Jackson, Lavaca and Victoria – covering approximately 6,588 square miles. Victoria is the largest city and the hub of the seven counties. Each county lies a close distance to the major cities of Houston, Austin, San Antonio and Corpus Christi.

As of 2015, there were 192,830 people; 106,156 of which were considered urban, and 86,674 rural. There were 69,337 households residing in these counties. Since the initial update completed in December 2006, there has been a 4.2% increase in the population in the region.

In the region, about 48,084 people are under the age of 18. Approximately 32,143 residents are over the age of 65.

In the Golden Crescent community, 13,588 of the residents are veterans.

People with a disability and under the age of 65 years number 18,943 of the total Golden Crescent population.

The median income for a household in the region is \$47,569. The median income has risen since the 2006 update by \$14,750 which is a 31% increase for the area. About 30,995 individuals are below the poverty line, including 7,518 of those under age 18. In 2006, the number of people living in poverty is 27,929, with a 10% increase to date.



CALHOUN COUNTY

Calhoun County is a coastal county on the mid-Texas coast where U.S. Highway 87 begins and the Guadalupe River ends. It is bordered from the southwest to the southeast by major inland bays and the Gulf of Mexico with more than 560 miles of coastline.

Port Lavaca, the county seat, is on Lavaca Bay. Point

Comfort lies on the east side of Lavaca Bay. Seadrift is located on the San Antonio Bay. The unincorporated community of Port O' Connor is located on the Gulf Intracoastal Waterway.

Calhoun County was founded in 1846 and named for John Caldwell Calhoun, the seventh vice president of the United States. The county seat is Port Lavaca, Texas.

Other unincorporated communities include Alamo Beach, Indianola, Long Mott and Magnolia Beach.

County Size (2015)

- 1,032.7 total square miles
- 506.8 square miles of land area
- 525.8 square miles of water area

Population

- 21,895 people (2015)
- 7,873 households (2010 – 2014)

Urban and Rural Population (2015)

- 55.27% urban
- 44.73% rural

Age (2014)

- 6.6% under 5 years
- 25.2% 18 years
- 16.0% 65 years and older

Persons with Disabilities (2010-2014)

- 13.0% under age 65

Limited English Proficiency-Languages Spoken at Home (2009-2011)

- 9% Spanish or 1800 individuals
- > 1% Chinese, Vietnamese, German, other Indie, Japanese, Hebrew, Greek and other Slavic

Veterans (2010 -2014)

- 1675 individuals

Income (2014)

- \$46,705 median income

Poverty (2014)

- 17.3% of the population is living in poverty
- 25.5% are under 18 years of age

Unemployment Rates

- 3.9% (2015)
- 4.8% (2014)
- 6.1% (2013)

Racial and Ethnic Makeup (2014)

- 90.01% White alone
- 3.1% Black or African American alone
- 0.7% American Indian and Native Alaskan alone
- 4.8% Asian
- 0.01% Native Hawaiian or Pacific Islander alone
- 1.1% Two or more Races
- 47.9% Hispanic or Latino
- 43.8% White alone, not Hispanic or Latino
- 2.5% Black alone, not Hispanic or Latino



DEWITT COUNTY

DeWitt County is on the Gulf Coast Plain in southeastern Texas about forty-five miles inland from Copano Bay. It is bounded by Victoria, Goliad, Karnes, Gonzales, and Lavaca counties. Cuero, the county's largest town, serves as the county seat. The center point is at 29°05' north latitude and 97°23' west longitude.

DeWitt County was

founded in 1846 and named for Green DeWitt, an *empresario* who founded an early colony in Texas.

The County is made up of the following cities: Cuero, Hochheim, Meyersville, Nordheim, Pearl City, Petersville, Westhoff, Yoakum and Yorktown.

Cuero is known as the “Turkey Capital of the World”.

County Size (2015)

- 910.5 square miles
- 909.0 square miles of land area
- 1.5 square miles of water area

Population

- 20,797 people (2015)
- 6,921 households (2010 – 2014)

Urban and Rural Population (2015)

- 50.38% urban
- 49.62% rural

Age (2014)

- 6.4% under 5 years
- 22.1% under 18 years
- 19.4% 65 years and older

Persons with Disabilities (2010 – 2014)

- 10.7% under age 65

Limited English Proficiency- Languages Spoken at Home (2009-2011)

- 4.2% Spanish or 800 individuals
- >1.5% German, other Slavic, Tagalog, Polish, African, Italian, French, Vietnamese, Scandinavian and Chinese

Veterans (2010 -2014)

- 1681 individuals

Income (2014)

- \$45,717 median income

Poverty (2014)

- 18% of population living in poverty
- 26.1% are under 18 years

Unemployment rates

- 4.0% (2015)
- 3.8% (2014)
- 4.7% (2013)

Racial and Ethnic Makeup (2014)

- 87.7% White alone
- 9.5% Black or African American alone
- 0.9% American Indian and Native Alaskan alone
- .6% Asian
- 0.0% Native Hawaiian or Pacific Islander alone
- 1.3% Two or more Races
- 33.9% Hispanic or Latino
- 56% White alone, not Hispanic or Latino
- 8.5% Black alone, not Hispanic or Latino

GOLIAD COUNTY



Goliad County is on the Coastal Plain twenty-five miles inland from Copano Bay in Southeast Texas. It is bounded by Bee, DeWitt, Karnes, Refugio, and Victoria counties. Goliad, one of the oldest settlements in Texas, is the county seat and largest town. The county's center point is at 28°40' north latitude and 97°23' west Longitude. Goliad

County, one of the original counties of Texas, was established in 1836, organized in 1837, and named for Father Miguel Hidalgo who was the inspirational figure behind the Mexican War of Independence. "Goliad" is an anagram of Hidalgo, minus the silent H.

The county contains the single town of Goliad and the following unincorporated communities: Ander, Angel City, Berclair, Charco, Fannin, Kilgore, Melrose, Sarco, Schroeder, Weesatche and Weser. Goliad is the "Birthplace of Texas Ranching".

County Size (2015)

- 859.4 total square miles
- 852.0 square miles of land area
- 7.4 square miles of water area

Population

- 7,531 people (2015)
- 2,978 households (2010 – 2014)

Urban and Rural Population (2015)

- 0% (Urban)
- 100% (Rural)

Age (2014)

- 4.7% under 5 years
- 21.7% under 18 years
- 20.3% 65 years and older

Persons with Disabilities (2010 – 2014)

- 15.1% under age 65

Limited English Proficiency- Languages Spoken at Home (2009-2011)

- 5.9% Spanish or 400 individuals
- >1% include German, Chinese and African

Veterans (2010 -2014)

- 703 individuals

Income (2014)

- \$49,369 median income

Poverty Rates (2014)

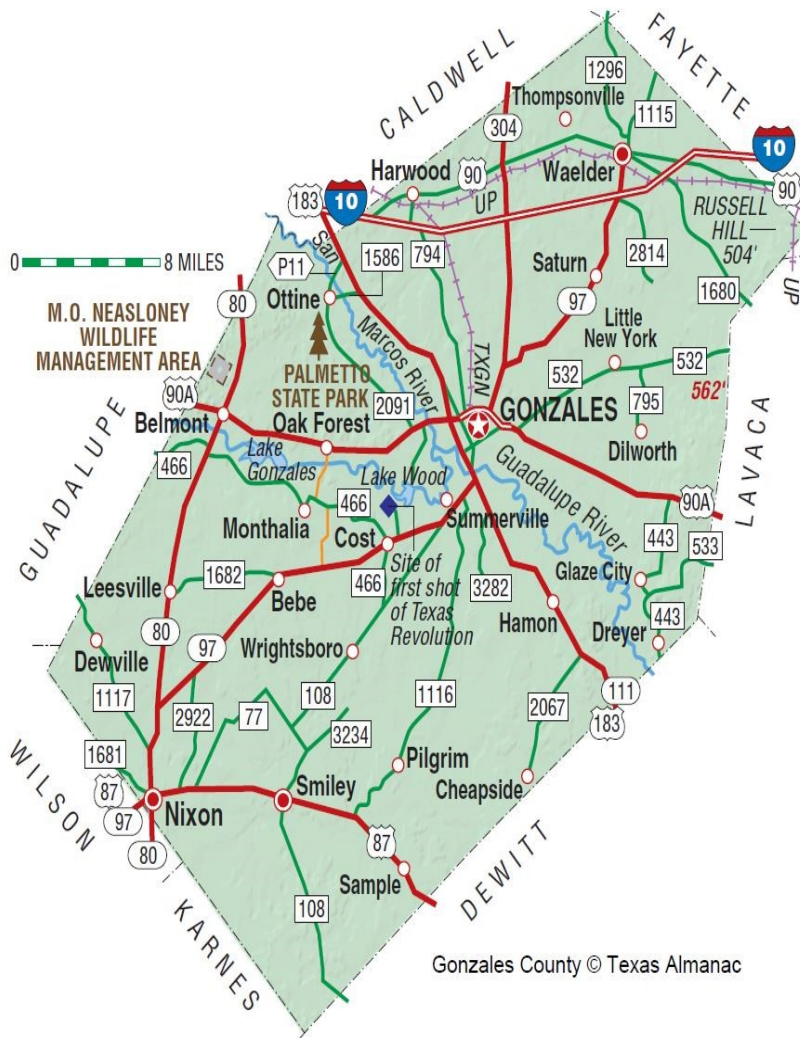
- 15.3% of population in poverty
- 24.1% are under 18 years

Unemployment Rates

- 4.4% (2015)
- 4.1% (2014)
- 5.2% (2013)

Racial and Ethnic Makeup (2014)

- 92.3% White alone
- 5.2% Black or African American alone
- 1.0% American Indian and Native Alaskan alone
- .04% Asian
- 0.0% Native Hawaiian or Pacific Islander alone
- 1.1% Two or more Races
- 35.7% Hispanic or Latino
- 58.5% White alone, not Hispanic or Latino
- 4.3% Black alone, not Hispanic or Latino



GONZALES COUNTY

Gonzales County is south of Austin on U.S. highways 87, 90, 90A, and 183 and Interstate Highway 10.

Gonzales is the county seat.

Gonzales County, bordered by DeWitt, Lavaca, Fayette, Caldwell, and Guadalupe counties. Gonzales County was founded 1825 and is commonly known as the

birthplace of the Texas revolution. It was named for Coahuila y Tejas Governor Rafael Gonzales. After the annexation of Texas to the United States in 1845, portions of Gonzales County were detached to form what are now the counties of Caldwell, Comal, DeWitt, Fayette, Guadalupe, Jackson, Lavaca and Victoria.

The County is made up the cities of Gonzales, Nixon (partly in Wilson County), Smiley and Waelder.

The unincorporated communities include Bebe, Belmont, Cost, Harwood, Leesville, Montheralia, Ottine, Pilgrim, Thompsonville and Wrightsboro.

County size (2015)

- 1,069.9 total square miles
- 1,066.7 square miles of land area
- 3.2 square miles of water area

Population

- 20,573 people (2015)
- 6,397 households (2010 – 2014)

Urban and Rural Population (2015)

- 34.72% urban
- 65.28% rural
-

Age (2014)

- 7.1% under 5 years
- 26.5% under 18 years
- 16.1% 65 years and older

Persons with Disabilities (2010 – 2014)

- 15.8% under age 65

Limited English Proficiency-Languages Spoken at Home (2009-2011)

- 12.9% Spanish or 2,400 individuals
- >.01% German, other Slavic, Hungarian, Tagalog, Korean, African and Vietnamese

Veterans (2010 -2014)

- 1,100 individuals

Income (2014)

- \$42,291 median income

Poverty (2014)

- 18.3% of population living in poverty
- 28.5% are under 18 years

Unemployment Rates

- 3.7% (2015)
- 3.9% (2014)
- 5.1% (2013)

Racial and Ethnic Makeup (2014)

- 89% White alone
- 7.6% Black or African American alone
- 1.7% American Indian and Native Alaskan alone
- 0.5% Asian
- 0.1% Native Hawaiian or Pacific Islander alone
- 1.1% Two or more Races
- 49.4% Hispanic or Latino
- 42.9% White alone, not Hispanic or Latino
- 6.3% Black alone, not Hispanic or Latino



Jackson County, on U.S. Highway 59 in the Coastal Prairies region southwest of Houston, borders both Lavaca Bay and Carancahua Bay and is bounded by Calhoun, Victoria, Lavaca, Colorado, Wharton, and Matagorda counties. Edna, the county's largest town, is the county seat. The county's center lies at 28°

57' north latitude and 96°35' west longitude. Jackson County, one of the original counties of Texas, was formed in 1836 from the old Mexican municipality of Jackson. Both the municipality and the county were named after President Andrew Jackson, hero of the Battle of New Orleans and seventh President of the United States from 1829 -1837.

The county is made up of the following cities: Edna, Francitas, Ganado, La Salle, La Ward, Lolita and Vanderbilt.

County Size (2015)

- 856.9 total square miles
- 829.4 square miles of land area
- 27.4 square miles of water area

Population

- 14,816 people (2015)
- 5,216 households (2010 – 2014)

Urban and Rural Population (2015)

- 38.18% urban
- 61.82% rural

Age (2015)

- 6.7% under 5 years
- 25.5% under 18 years
- 16.9% 65 years and older

Persons with Disabilities (2010 – 2014)

- 10.1% under age 65

Limited English Proficiency- Languages Spoken at Home (2009-2011)

- 6.5% Spanish or 800 individuals
- >1.5% German, other Slavic, Tagalog, Polish, African, Italian, French, Vietnamese, Scandinavian and Chinese

Veterans (2010 -2014)

- 960 individuals

Income-Median (2010- 2014)

- \$50,856 median income

Poverty (2014)

- 14.7% of population living in poverty
- 19.9% are under 18 years

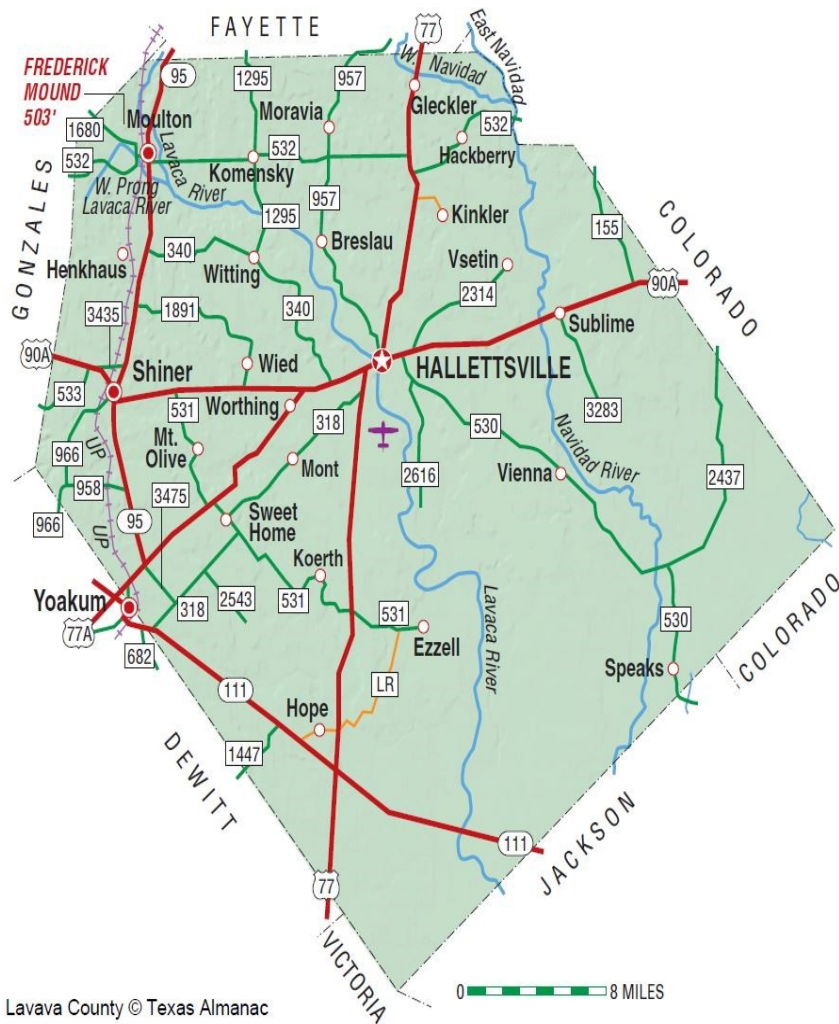
Unemployment Rates

- 3.8% (2015)
- 3.9% (2014)
- 5.0% (2013)

Racial and Ethnic Makeup (2014)

- 89.7% White alone
- 7.2% Black or African American alone
- 0.7% American Indian and Native Alaskan alone
- 0.7% Asian
- >0.0% Native Hawaiian or Pacific Islander alone
- 2.1% Two or more Races
- 31.4% Hispanic or Latino
- 60.0% White alone, not Hispanic or Latino
- 6.6% Black alone, not Hispanic or Latino

LAVACA COUNTY



Lavaca County is on U.S. highways 77 and Alternate 90 east of San Antonio in the Claypan area of southeast Central Texas. The center of the county is at approximately 29° 25' north latitude and 96°55' west longitude, near the county seat, Hallettsville. The county is bounded on the north by Fayette County, on

the east by Colorado and Jackson counties, on the south by Victoria County, and on the west by DeWitt and Gonzales counties. Lavaca County was founded in 1846 and named for the Lavaca River. *La vaca* is Spanish for “the cow”.

Cities located in this county include Hallettsville, Moulton, Shiner, Sweet Home, Yoakum and Speaks which is unincorporated.

County Size (2015)

- 970.4 total square miles
- 969.7 square miles of land area
- 0.7 square miles of water area

Population

- 19,836 people (2015)
- 7,751 households (2010 – 2014)

Urban and Rural Population (2015)

- 18.68% urban
- 81.32% rural

Age (2015)

- 5.8% under 5 years
- 23.5% under 18 years
- 23.1% 65 years and older

Persons with Disabilities (2010 – 2014)

- 13.0% under age 65

Limited English Proficiency- Languages Spoken at Home (2009-2011)

- 3.9% Spanish or 700 individuals
- >1.5% German, other Slavic, Tagalog, Polish, African, Italian, French, Vietnamese, Scandinavian and Chinese

Veterans (2010 -2014)

- 1459 individuals

Income (2010- 2013)

- \$47,041 median income

Poverty (2014)

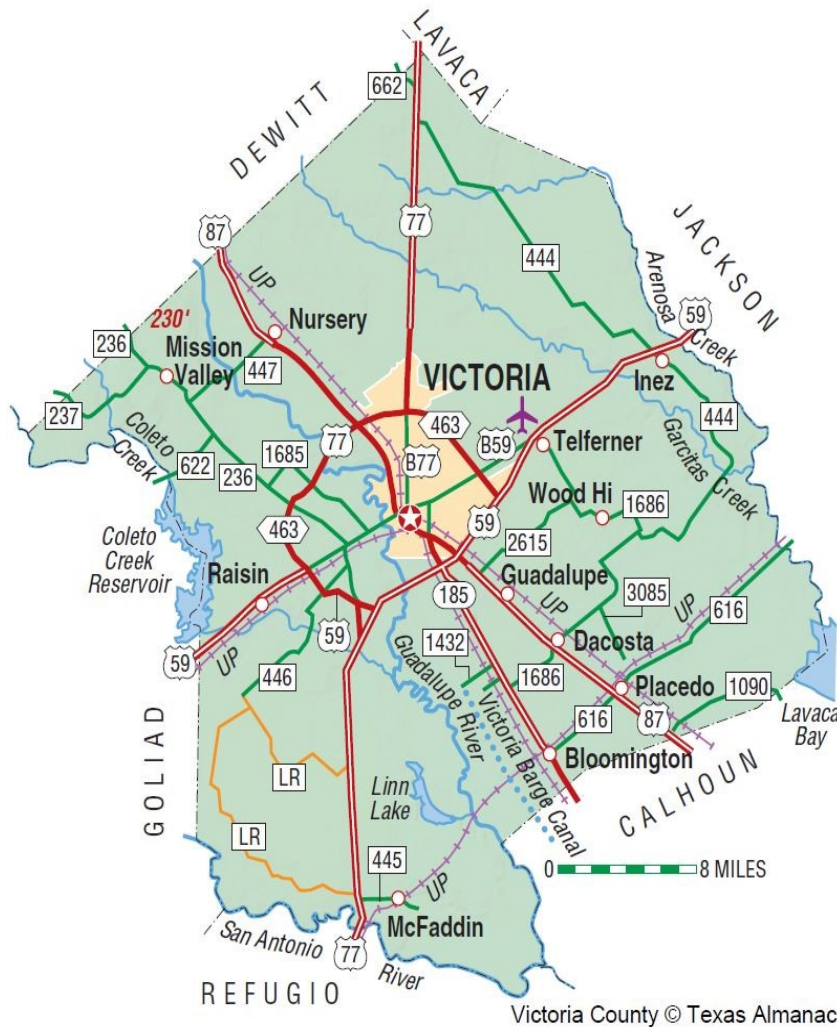
- 13.8% of population living in poverty
- 19.9% are under 18 years

Unemployment Rates

- 3.8% (2015)
- 3.9% (2014)
- 4.6% (2013)

Racial and Ethnic Makeup (2015)

- 90.7% White alone
- 7.0% Black or African American alone
- 0.6% American Indian and Native Alaskan alone
- .4% Asian
- 0.1% Native Hawaiian or Pacific Islander alone
- 1.2% Two or more Races
- 17.7% Hispanic or Latino
- 74.9% White alone, not Hispanic or Latino
- 6.4% Black alone, not Hispanic or Latino



VICTORIA COUNTY

Victoria, centrally located in Victoria County at the convergence of U.S. highways 59, 77, and 87, is the county seat, the largest city in the central coastal region, and the commercial focus of the surrounding counties. It is also one of the state's old, historic cities. The town was named Guadalupe Victoria for the

first president of the republic of Mexico and established in 1824 by Martín De León on the Guadalupe River at a site known earlier as Cypress Grove. Victoria was incorporated under the Republic of Texas in 1839.

Census designated cities include Victoria, Bloomington, Inez and Placedo. The unincorporated communities include McFaddin, Mission Valley, Nursery and Telferner.

County Size (2015)

- 888.8 total square miles
- 882.1 square miles of land area
- 6.7 square miles of water area

Population

- 92,382 people (2015)
- 32,207 households (2010 – 2014)

Urban and Rural Population (2015)

- 73.37% urban
- 26.63% rural

Age (2014)

- 7.2% under 5 years
- 25.8% under 18 years
- 14.6% 65 years and older

Persons with Disabilities (2010 – 2014)

- 11.0% under age 65

Limited English Proficiency-Languages Spoken at Home (2009-2011)

- 6.1% Spanish or 4,900 individuals
- >1% Vietnamese, German, Chinese, Urdu, Scandinavian, Other Slavic, Portuguese, Tagalog, African, Italian, Other, Mon-Khmer, Cambodian, French, Other Indo European, Other Indie, other Asian,

Other Indie, Other Asian, Arabic, polish, Hebrew, Japanese and Korean

Veterans (2010 -2014)

- 6,010 individuals

Income (2014)

- \$51, 003 median income

Poverty (2014)

- 15.8% of population living in poverty
- 24.3% are under 18 years

Unemployment Rates

- 4.1% (2015)
- 4.2% (2014)
- 5.3% (2013)

Racial and Ethnic Makeup (2015)

- 89.4% White alone
- 6.9% Black or African American alone
- 0.9% American Indian and Native Alaskan alone
- 1.4% Asian
- 0.1% Native Hawaiian or Pacific Islander alone
- 1.4% Two or more Races
- 45.3% Hispanic or Latino
- 46.2% White alone, not Hispanic or Latino
- 6.1% Black alone, not Hispanic or Latino

Economic Factors

Several factors of the economy have affected the fluctuation seen in the statistics provided for the population, employment and income. The oil and gas “boom” began in 2012 and followed by “the bust” in 2015.

In 2012, the oil and gas industry made a comeback and had an immense impact in the counties of Cuero, Lavaca and Gonzales where many oil wells were quickly erected. Although this type of activity did not occur in Victoria, its location made it prime for business headquarters, warehouse and staging areas. Families began moving into these communities with rental and purchasable properties under great demand. Food prices, rent and mortgages increased for all. There were shortages of people to work at restaurants, fast food entities and all entry level jobs. The number of apartments and hotels tripled in numbers and as did the costs. Taxes increased and the local governmental agencies saw increases in their operating budgets with big plans for the future.

The Victoria metro area, which includes Calhoun, Goliad and Victoria, was noted as having one of the highest percentages of growth in the nation.

However, there was a downturn for the industry during the latter part of 2015. In Cuero, DeWitt county, 3 hotels valued at more than \$7.3 million opened 2014. In 2015, additional hotels that had begun to be built struggled to meet their completion, giving an appearance of abandoned buildings.

Some oil field workers were given the opportunity to move with the companies to areas where pumping for oil was still profitable. The others struggled to find jobs that would meet their wages, with many taking less pay or filing for unemployment. Many of the homes built during this time have now become available on the market. Unfortunately the cost of apartments that had been built to meet the need during this lucrative period, were now being vacated, yet the cost for those remaining and not employed in the oil and gas industry have struggled to maintain their housing due to the rental properties remaining high to make up for their losses.

In addition to the decrease of drilling in the area, several chemical plants shut down in the Golden Crescent. Individuals from different parts of the region that had commuted daily for 20-30 years, were now, and some for the first time found themselves without jobs. In March, 2016, INVISTA, located in Victoria County, the world’s largest producer of chemical intermediates, polymers, and fibers such as nylon, spandex and polyester, shut down one of its four manufacturing units. Laying off 70 employees. In April, 2016, Alcoa,

which has been operated in Calhoun County since 1948, and produced alumina, used to transform into aluminum metal, laid off 730 employees. In June, 2016, the Mt. Vernon Mills, located in DeWitt County, closed its doors, laying off almost 300 people. This mill has been in Cuero for over 100 years although under different names.

The future remains uncertain, with many speculating for better. High anticipation that the price of oil will rise, but not what it was in 2014. Pioneer Natural Resources removed all of its rigs and closed down its headquarters in Victoria, however recently announced it would be returning two rigs to the area. Alcoa began hiring again.

IMPROVING TRANSPORTATION SERVICES-PUBLIC

The survey summary for the Golden Crescent Region follows. A survey summary of each individual county is also included and lists specific findings for each. This format is a result of concerns voiced by county representatives at the beginning of this project.

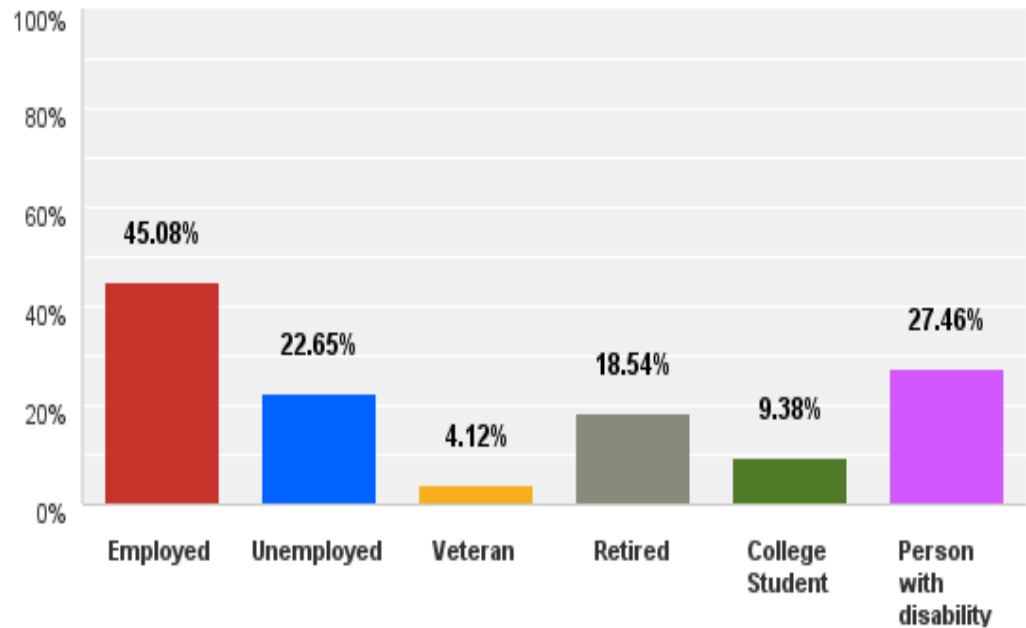
Many entities were involved in obtaining survey information from the public from all counties in the Golden Crescent. Some of the smaller communities in the region are represented.

Committee members brainstormed to identify different organizations to approach about distributing surveys at their locations. Reviewing the phone book was also recommended along with utilizing the *211 Information & Referral* Golden Crescent Regional Planning Commission Quick Reference Guide for the surrounding counties. Surveys were sent to each of the Workforce centers in each county, the housing authorities, Head Start sites, veteran organizations, the public transportation providers, social service agencies, medical services, local colleges, and individuals. Posters informing and encouraging riders to complete surveys were posted in all of the public transportation providers' vehicles in all counties resulting in a great response from riders.

Although surveys were the chosen methodology by the Regional Coordination Planning group, opportunities arose that lead to interviews and discussions. All information received in the Administrative office regarding suggestions for improvements and concerns are included, and have been incorporated into the needs assessment.

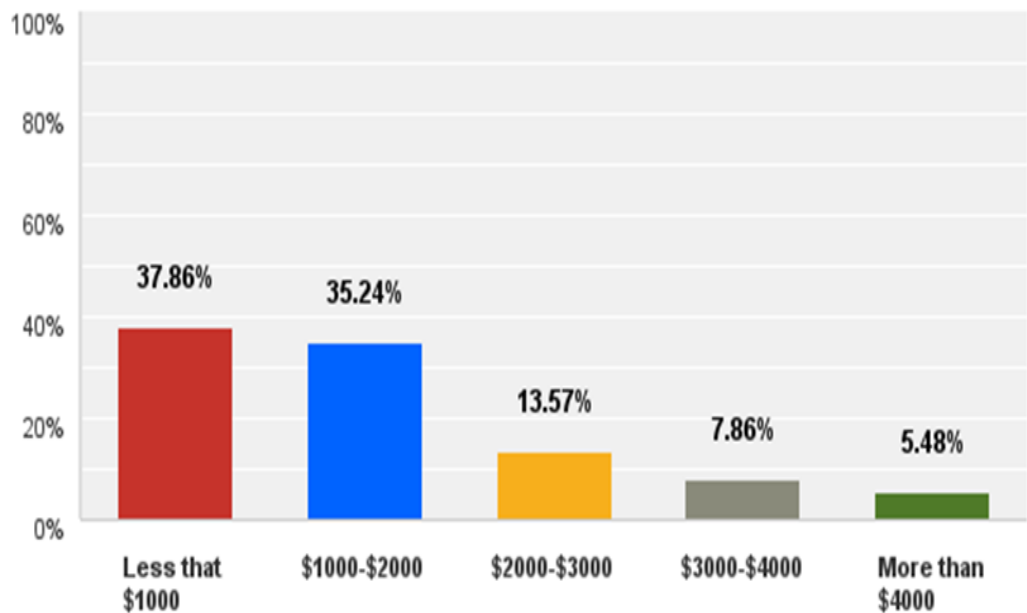
A total of 456 public surveys were received regarding public transportation needs for the special groups of the Golden Crescent region. The special groups consist of those 65 years and older, those individuals with disabilities, those with low-incomes, children, students, veterans, those seeking and maintaining employment, and those with limited English proficiency. (Refer to charts 3.0, 3.1, 3.2)

Special Groups



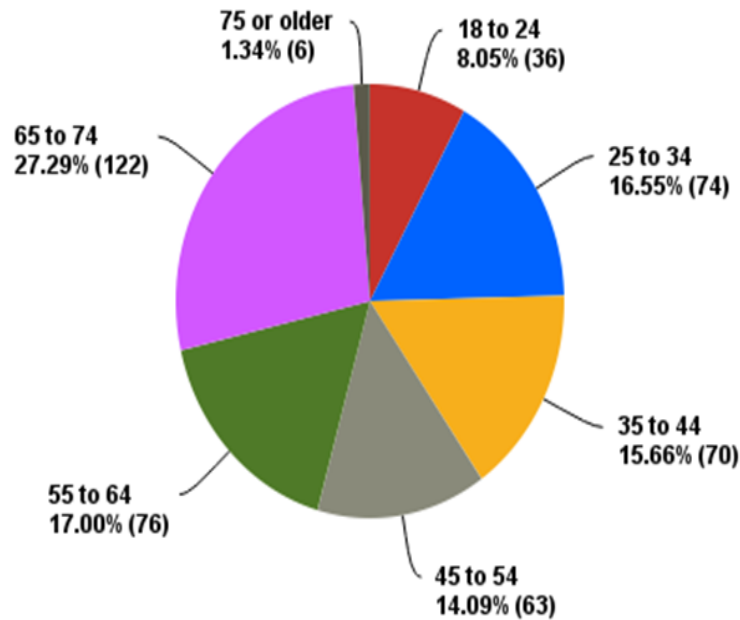
3.0

Monthly Family Income



3.1

Age of Responders



3.2

People from the following communities are represented in these surveys: Cuero, Edna, Ganado, Goliad, Gonzales, Hallettsville, Harwood, Inez, Lolita, Nursery, Placedo, Point Comfort, Port Lavaca, Raisin, Seadrift, Shiner, Thomaston, Victoria, Waelder and Yorktown. The age of all respondents ranges from 18 – 65 years and older. Although many entities in the seven counties of the Golden Crescent agreed to provide surveys at their locations however the responses were limited when breaking results down by counties. Consequently, the needs and gaps are based on the information obtained and will provide an insight to areas that need to be reviewed for improvement or identify alternatives to meet local needs.

Another source of information included for our needs assessment was the Victoria Metropolitan Planning Organization's latest survey completed in September 2014.

65 Years and Older

A total of 128, or 28.7% of responses were obtained from the elderly community. This was the largest response from all age groups represented. (Refer to chart 3.2) The elderly population would like services to be extended to the rural areas in all counties. Transportation is not always available when calling therefore some counties give the impression there are not enough vehicles to meet the demand. There is an interest in having bus stops in the rural counties and a need to increase stops in Victoria County. This group of people or those responding on their behalf have expressed a need for shelters for all stops to protect the riders from weather conditions with an emphasis on the elderly.

Individuals with Disabilities

Of the 456 surveys received, 119 of these individuals indicate they have a disability which is about 26% of those responding to the survey. Keep in mind that those indicating they have a disability is based on their self-assessment only.

Responses include: hours of service are limited, and specifically they would like Sunday services restored and to return to longer hours on Saturday. Individuals often have to schedule or reschedule appointments at the convenience of the transportation providers. Services are generally 8am to 5pm, but many riders have reported not being able to reach a dispatcher during the advertised time. Additionally, responders have reported to be instructed to make appointments for mornings only. Responders indicated that although appointments are made in advance, sometimes the drivers are still late. Commutes are reported to be too long for the elderly and those with disabilities. This group indicates that there are no bus stops near their homes, however some comments were made about counties that do have fixed routes. Additional responses include having to wait to schedule when they call. The fares are considered to be too expensive and would like fares to be free to the elderly and those with disabilities. The surveys indicate there is an immense need for additional rural services, specifically the "Choose My Ride" program to include the rural residents. This is in reference to those living outside the city limits of any of the counties. Respondents indicate that transit services target specific groups. This may be due to the fact that all of the service providers are Senior Citizens organizations or operate their transit service from a Senior Citizen's building and the community assumes services are for the senior population. Others organizations may be prioritizing medical transportation, which is not an allowable practice when receiving federal or state funds.

It is evident that services should be promoted on a regular basis that clearly define the special groups and the general public population, along with fares, and an equal priority for all trip destinations. Additionally, many respondents throughout the region have voiced concerns about not being able to get through to schedule services on phones for all counties.

A number of surveys were received from the Lighthouse for the Blind who employ a large number of individuals that are blind or visually impaired in manufacturing in Victoria. Many of the issues listed are the common issues among all special groups. No specific issues regarding individuals with visual impairment were indicated.

Families with Low Incomes

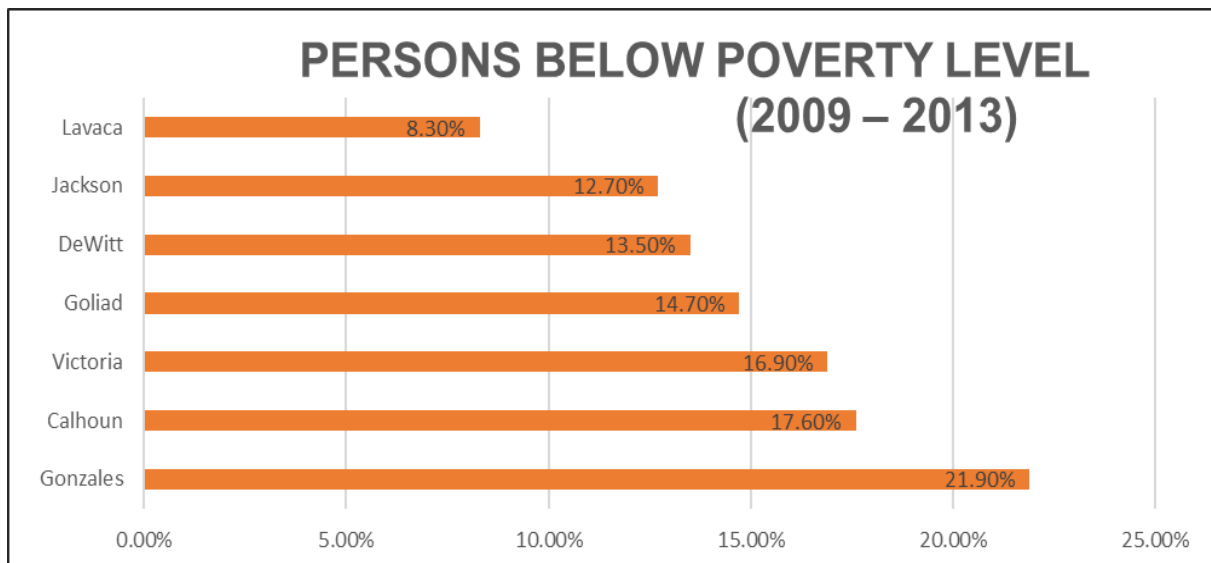
According to the American Community Survey, “poverty status is determined by comparing annual income to a set of dollar values called poverty thresholds that vary by family size, number of children and age of householder. If a family’s income before tax is less than the dollar value of their threshold, then that family and every individual in it are considered to be in poverty. For people not living in families, poverty status is determined by comparing the individual’s income to his or poverty threshold.”

Poverty Guidelines: as per the Office of the Assistant Secretary for Planning and Evaluation, inside the U.S. Department of Health and Human Services. Annual Computations for the poverty guidelines as of 12/01/15 follow in chart 4.0.

Persons in a Family or Household	Poverty Guidelines in Dollars
1	\$ 11,770
2	\$ 15,930
3	\$ 20,090
4	\$ 24,250
5	\$ 28,410
6	\$ 32,570
7	\$ 36,730
8	\$ 40,890

4.0

In 2014, Texas ranked 46th highest among all states in poverty with 16.2% by household. The rates for Texas have historically been higher than the nation. Poverty rates for the Golden Crescent counties follow in chart 4.1.



4.1

According to the surveys, 37.8% or 158 responding households' income have less than \$1000. 35.2% or 147 responding household incomes were between \$1000 and \$2000 monthly. 57 households or 13.6% have a household income between \$2000 and \$3000. Those reporting household incomes between \$3000 and \$4000 were 7.9% or 33 responders. And finally 23 households or 5.5% income reported having more than \$4000 a month.

53.7% of students that responded have household incomes of less than \$2000 a month.

Children

38.3% or 174 of the responders indicated they had children under the age of 5 years and 29.5% or 134 had children between the ages of 6-18 years of age.

Head Start participated on the committee in the development of the 5-year plan. We received 68 surveys from their different sites within the Golden Crescent region. The summary responses from across the region are located after the individual county summaries. The total numbers of responders from each county includes the Head Start responses.

Students

9.4% of the surveys were answered by college students which is a total of 41 responders. In response to the question asked “Have you had to drop out of school due to transportation issues”, forty-one of all responders indicated they had. However this was not specific to post-secondary education therefore it is referenced to all levels of education. A member of the committee representing the local junior college students voiced a need to have options for purchasing passes electronically, on-line or another option. A representative of the Victoria School District shared about how time consuming the purchase of passes is. She has to make a trip to the operations office to obtain the number of passes needed each time.

The Independent School Districts provide transportation for students in their districts however students must live outside a 2-mile radius from a school. Some individuals have voiced a need for a bus route for these children to schools. This is a gap in services since families may not have transportation of their own to get their children to school however public transportation providers are prohibited from providing direct school bus transportation according to FTA rules. Transportation is available through the school districts to all students with disabilities regardless of where they live.

Veterans

Only 4.1% of the responses were from the veteran population. An additional outreach was made to veterans after the survey period ended, however no additional surveys were received. This will need further review and follow-up. What was apparent in conversations with two different veterans' agencies is that several in this group live amongst the homeless and low-income. Many are in need of medical assistance but are unable to obtain, often times due to little to no funds for transportation to Victoria from surrounding counties or to San Antonio including Victoria County Veterans.

Those Seeking and Maintaining Employment

Of all the respondents, 22.8% were unemployed. Also 55 responders indicated they had lost a job due to transportation issues. Some comments referred to issues with the transit service and others were due to no transportation of their own. A well-known fact is that transportation is an essential need when seeking and maintaining employment. Several responses were received from the Workforce Solutions in Edna.

Individuals With Limited English Proficiency

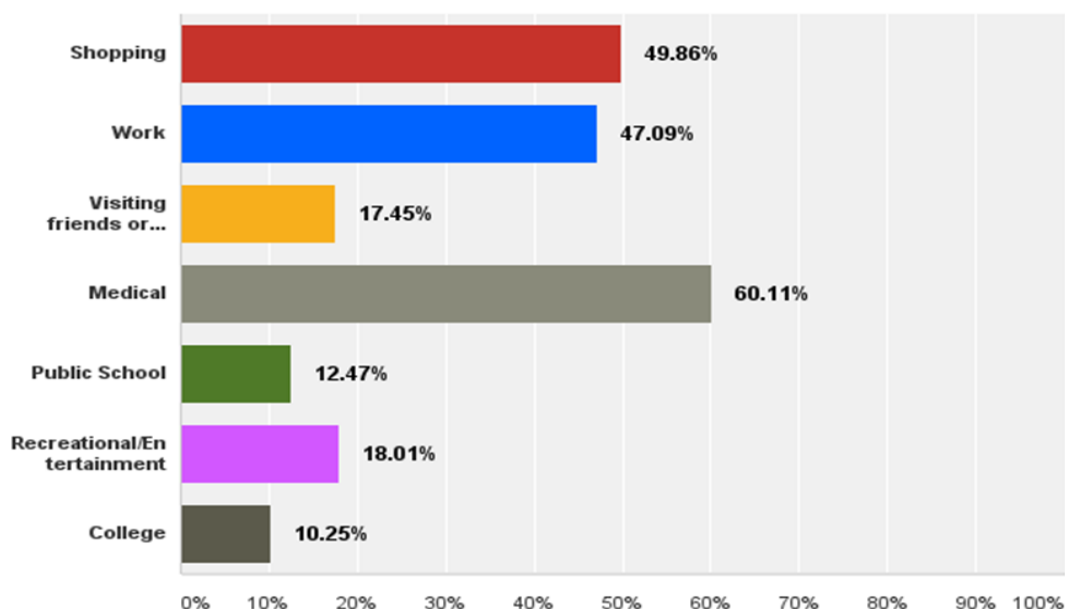
The surveys for public and business input were translated to Spanish. Of the surveys received back for inclusion in the assessment, eighteen were Spanish language surveys. All public transportation providers already print information services in English and Spanish. GCRPC tracks other languages that may be increasing in use. GCRPC will update its LEP statistics during the latter part of 2017.

FINDINGS

38.24% of total responders are users of the transit services within the Golden Crescent Region. However they may also have other means of transportation.

One question asked users and non-users of transportation services what they thought was the primary need for transportation in the Golden Crescent. This is what the surveys reflect in chart 5.0.

Primary Needs for Transportation



Another significant finding is that 50% of survey responders have never used public transportation. However, they did respond with their needs. These non-users make up a significant number of potential users that need to be outreached with information on available transportation options throughout the region.

NOTE: (Comments offered by responders to the question on primary needs for transportation) Church, Pay bills, probation, Emergency, take son to day habilitation, Adult day care, adult education, volunteering, groceries, hair appointments, out of town medical trips, to get anything in town, don't use it and eating out.

OTHER: Vanpool Services

GCRPC maintains a partnership with Inteplast Manufacturing Plant in Lolita, Texas. This is a van pool arrangement that provides transportation for the employees from various outside communities to and from the plant on a daily bases. Four routes are provided from the various starting sites of Yoakum, Bay City, Palacios and Victoria. The responses to the assessment include only those individuals that live in the Golden Crescent.

131 respondents use transit services to get to Lolita to work. Of this group, 3 responders are veterans, 2 are college students and 1 has a disability. Although 42% of the respondents have a car, they choose to utilize transit for the convenience. 71.4% of these people use the service 1-6 times per week. 84% of theses riders indicate that the transit service meets the needs of the community.

Comments: drivers need to check that all riders have a pass (issued from the employer to ride), need reliable buses, would like to have a TV on board, also need seat belts and holders.

Children are one of the special groups targeted, therefore we coordinated this effort with the Head Start Program. The Head Start Program offers educational services to low-income children and their families, in collaboration with school districts and other early care and education community and statewide stakeholders. The results from those Head Start parents and staff surveyed are included in the total responses as well as below.

HEAD START

Although **children** is one of the special groups to be addressed and no **child** (younger than 18 years of age) responded to the survey, GCRPC included the result of Head Start parents and staff who replied to the public transportation surveys:

Calhoun County

Port Lavaca Center: 4 Port Lavaca and 1 Seadrift residents responded

5 surveys completed

4 responders never used the service

1 did not know how the service worked

All responders indicated the transportation service did not meet the needs of the community

Gonzales County

Gonzales Center: 5 Gonzales and 1 Harwood residents responded

Waelder Center: 9 Waelder and 1 Flatonia residents

16 surveys completed

12 residents never used public transportation services

1 responders do not know how transportation services work

10 responders felt the services provided met the needs of the community

3 responders felt the services did not meet the needs of the community

The greatest need of those responding to the survey indicate they would use transit services for medical purposes and for reaching the public schools. Although the majority of users indicated they had never used the

transportation service, they do feel that services met the needs of the community.

Jackson County

Edna Center: 16 Edna, 1 Ganado and 1 Inez residents responded

18 surveys completed

13 responders never used the service

1 uses the service 1-6 times weekly

1 uses the service 7-10 times weekly

1 did not know how the service works

Notable comments: "Would be helpful if we could get a bus route for our kids. It would help working parents or others without cars"; "More transportation for the Jackson County area"; and "Bus in Victoria takes too long to get from point A to B".

Lavaca County

Hallettsville Center: 2 Hallettsville and 1 Shiner residents responded

None of the responders had used public transportation however indicated the services provided did not meet the needs of the community.

Victoria County

Guadalupe Center: 8 Victoria and 1 Thomaston residents responded

9 responders

5 responders indicted that the public transportation services did not meet the needs of the public

4 surveys reflected that the needs of the community were being met

Trinity Center: 17 Victoria residents responded

11 responders indicated the needs of the community were being met

3 indicated that needs were not being met

1 did not know how the transportation system worked

16 of the responders had never used the system

Common responses among all Head Start parents and staff indicated that if they were to use the services it would be for shopping, work, visiting friends and family, medical and public school.

Victoria Metropolitan Planning Organization:

The Victoria Metropolitan Planning Organization (MPO) launched a public participation effort beginning June, 2014. The new strategy was named the “*Voice of Victoria*” and collected data by attending many events in the community. The strategy included the use of surveys, media outreach, public hearings and online information. *Urban and Rural Transit* was one of the 15 categories listed for input. Two selections pertaining to transit services are included for the purpose of assessing the needs in the community.

Questions were asked about transit services, routes, stops, transfer locations and frequency of service. Both users and nonusers responded however users of the service rated services higher than non-users. On the issue of stops, both categories rated this area low. The report relates that the rating maybe due to the physical conditions rather than location, or lack of locations. For the remaining categories, responses were rated “excellent”, “neutral” or “poor”. Overall, the citizens of Victoria are satisfied with the services.

Another question asked if additional stops, transfer locations, or other bus improvements were needed. The following is the results of the response:

<i>Category</i>	<i>Number</i>
Additional bus stops and routes	43
Miscellaneous	31
Time and Schedule	30
Amenities	30
Transfers	29
Walmart (on Houston Hwy)	24

6.0

The MPO enlisted a “report card” format for assessing all transportation modes by strengths and weaknesses. Responses regarding Transit services ranged from ‘B’s to ‘A’s.

<i>Urban and Transit Criteria</i>	<i>GRADE</i>
Traffic safety	A
System Condition	B
Supports Economic Development	A
Efficient Operations	B
Congestion	B
Multimodal Operations	A
Local Priorities	A
Local Impact	A
Total score	B+

6.1

Local Involvement

One of our community representatives came forward and asked if he could assist with our 5-year plan by assessing the bus stops in Victoria. This gentleman is a paraplegic that uses the transit system on a regular basis for attending dialysis treatments. He volunteered to visit each stop on the routes he uses regularly. He provided information on (five) 5 bus stops that he felt needed attention. Four (4) of the stops have narrow access and he suggested widening the cement pads. The fifth bus stop has no access at all for wheelchairs. These stops will be reviewed and assessed by the operations and administrative staff during the annual budget planning process and with the Victoria MPO. These comments are included in the needs assessment.

Needs Assessment of Residents in the Golden Crescent

Identified Needs	Target Groups	Counties Impacted
Affordable transportation	Elderly, Individuals with Disabilities, Individuals with Low-Income, Children, Students, Veterans and those seeking or maintaining employment	Calhoun, DeWitt, Goliad, Gonzales, Jackson, Lavaca and Victoria
Extended services (longer hours of availability)	Elderly, Individuals with Disabilities, Individuals with Low-Income, Veterans and those seeking or maintaining employment	Calhoun, DeWitt, Goliad, Gonzales, Jackson, Lavaca and Victoria
Extended service area with Voucher Programs (travel to the rural areas of the county)	Elderly, Individuals with Disabilities	Calhoun, DeWitt, Goliad, Gonzales, Jackson, Lavaca and Victoria
Expanded service routes (extend the distance of services further into the rural areas)	Elderly, Individuals with Disabilities, Individuals with Low-Income, Children, Students, Veterans and those seeking or maintaining employment	Calhoun, DeWitt, Goliad, Gonzales, Jackson, Lavaca and Victoria
Options to purchase passes (on-line, use of a reloadable card, other)	Individuals with Low-Income, Children, Students, and those seeking or maintaining employment	Victoria

Public Awareness on a regular basis	Elderly, Individuals with Disabilities, Individuals with Low-Income, Children, Students, Veterans and those seeking or maintaining employment	Calhoun, DeWitt, Goliad, Gonzales, Jackson, Lavaca and Victoria
Sheltered bus stops	Elderly, Individuals with Disabilities, Individuals with Low-Income, Children, Students, Veterans and those seeking or maintaining employment	Victoria
Maps displaying routes and web links to on-line maps (at the bus stops and via the internet)	Elderly, Individuals with Disabilities, Individuals with Low-Income, Children, Students, Veterans and those seeking or maintaining employment	Victoria
Transportation for children in day care	Individuals with Disabilities, Individuals with Low-Income, Children, Students and those seeking or maintaining employment	Calhoun, DeWitt, Goliad, Gonzales, Jackson, Lavaca and Victoria
Insure all sights are wheel chair accessible	Individuals with Disabilities	Victoria
Transportation of students that live within a 2-mile radius to a school	Elderly, Individuals with Disabilities, Individuals with Low-Income, Children, Students, Veterans and those seeking or maintaining employment	Calhoun, DeWitt, Goliad, Gonzales, Jackson, Lavaca and Victoria
Increase community agency & citizens involvement in planning processes (RCTP)	Elderly, Individuals with Disabilities, Individuals with Low-Income, Children, Students, Veterans and those seeking or maintaining employment	Calhoun, DeWitt, Goliad, Gonzales, Jackson, Lavaca and Victoria
Increase information regarding transportation issues for Veterans	Veterans	Calhoun, DeWitt, Goliad, Gonzales, Jackson, Lavaca and Victoria

Service Gaps

GAP IN SERVICES	POSSIBLE APPROACH/ STRATEGY
Affordable transportation for special groups	Collaborate with other agencies, religious organizations, employers, groups representing the special groups, state agencies and other appropriate organizations about leveraging funds. Conduct a feasibility study of agencies to assess if available funds can be utilized toward leveraging funds to purchase transportation or match funding
Extended Services (to meet work schedules and to attend church on Sundays)	Approach Businesses about financial support and realignment of work schedules. Approach Churches about financial support. Conduct a feasibility study
Extending "Choose My Ride" Voucher Program to rural areas	Increase public awareness of potential providers of transportation in all counties and increase the allowable travel distance
Expand service routes (extend the services equitably out of the city limits)	Research additional grants available for expansion of services. Conduct feasibility study
Alternative options for purchasing passes i.e. on-line, debit or credit card, etc.	Research any options available. Conduct a feasibility study
Public awareness of public transportation services	Review current promotional materials and all sources of advertisement for accuracy including websites. Review annual budgets for inclusion of promotional materials and creation of websites. Research grants that can support advertisement. Conduct a feasibility study
Sheltered bus stops	Approach local businesses to sponsor a shelter for a bus stop. Continue to review the annual budget to increase the number of shelters

Directional information regarding routes at stops (Maps at each stop)	Sponsoring of shelters by a local organization or business to purchase. Review annual budget for availability of funding
Transportation for children	Approach specific daycares and parents and begin a discussion
Insure that all sights are wheelchair accessible	Approach the City regarding the stops that are not accessible. Review annual budget reference availability of funds to address accessibility issues
Transportation of students that live within a 2-mile radius to a school	Assess the possibility and efficiency of including schools as part of future route developments or modifications. Conduct feasibility study
Increase community agency and citizens involvement in Planning services (RCTP)	Increase public awareness of the regional planning process and opportunities to impact service delivery
Increase information regarding transportation issues for veterans	Meet with agency representatives for Veterans and agree on an approach to obtain information

OTHER IDENTIFIED NEEDS

The surveys also identified specific recommendations made by survey responders for the region's Public Transportation Providers:

- Conduct routine self-assessments on the services provided and advertised.
- Monitor the trip reservation process to ensure riders can access services via telephone during all service hours.
- Monitor the reservation process by making random calls to riders to receive comments about staff performance. (i.e. Was the dispatcher courteous?)
- Conduct routine driver assessments and identify problem areas; assess whether refresher or additional training may be necessary.

One of the most predominant issues in maintaining participation in RCTP meetings is that past meetings focused on needs of Victoria rather than all seven counties that make up the Golden Crescent Region. Survey results have been listed by county to provide specific information for each.

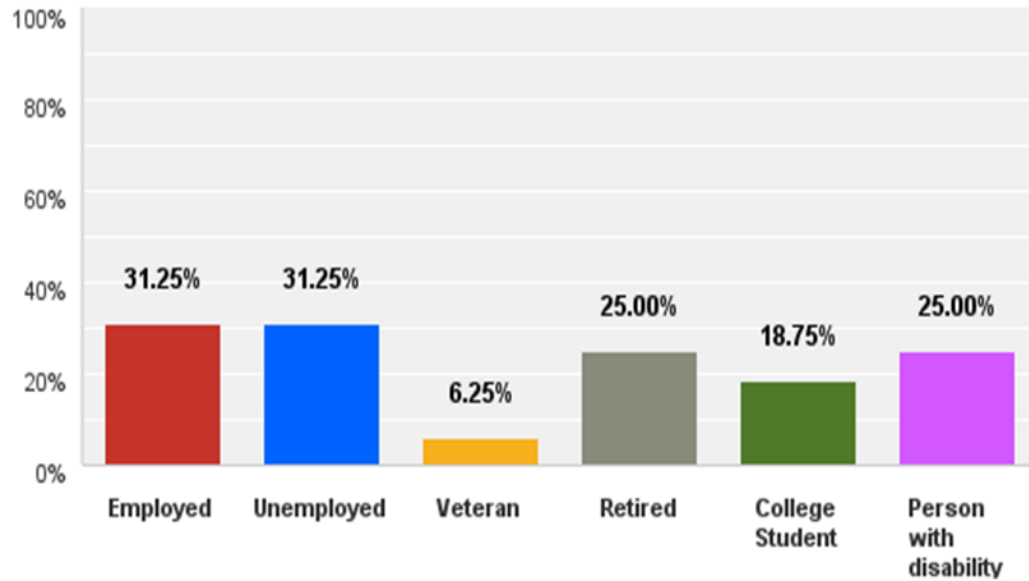
CALHOUN (Refer to charts 7.0, 7.1, 7.2)

- 15 responders
- 26.7% are 65 years and older
- 26.7% report having a disability
- 1 is a Veteran
- 66.6% have incomes less than \$2000 a month
- 33.3% are unemployed
- 26.7% are employed
- 20% attending college
- 53.3% have children under the age of 5
- 53.3% have children between the ages of 6-17
- 20% report using public transportation
- 53.8% indicate the transportation needs of the community are not being met.

Responses: Services only target certain groups, limited hours of operation, no service in my county (Seadrift & Port Lavaca), have to wait to schedule a ride and commute takes too long.

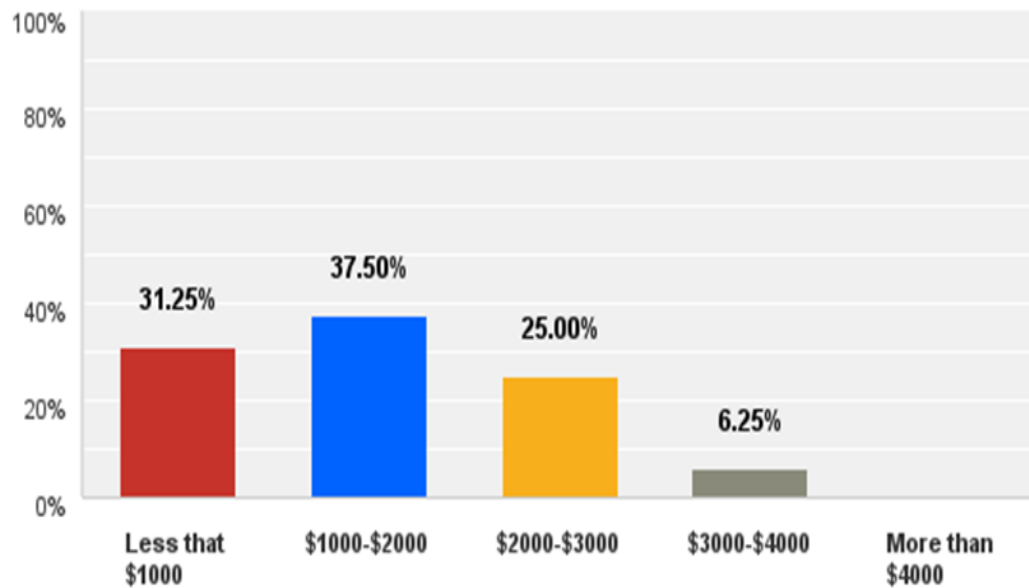
Comment: "No Suggestions, pleased with service."

Special Groups



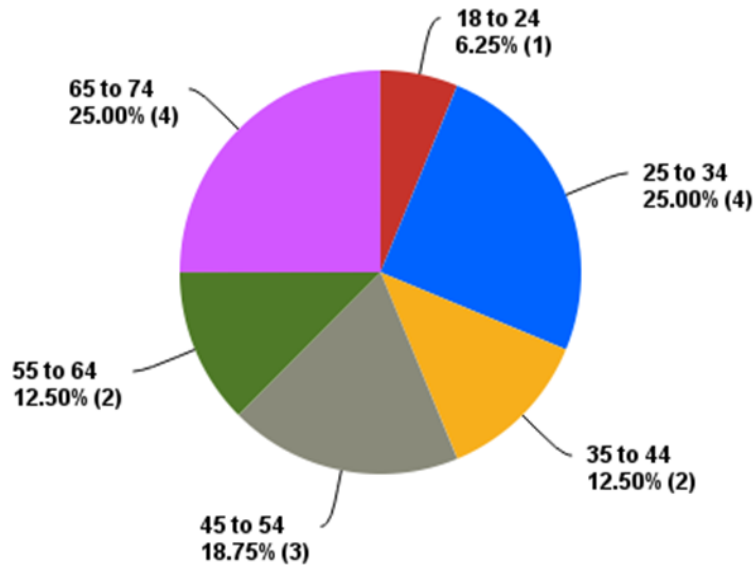
7.0

Monthly Family Income



7.1

Age of Responders



7.2

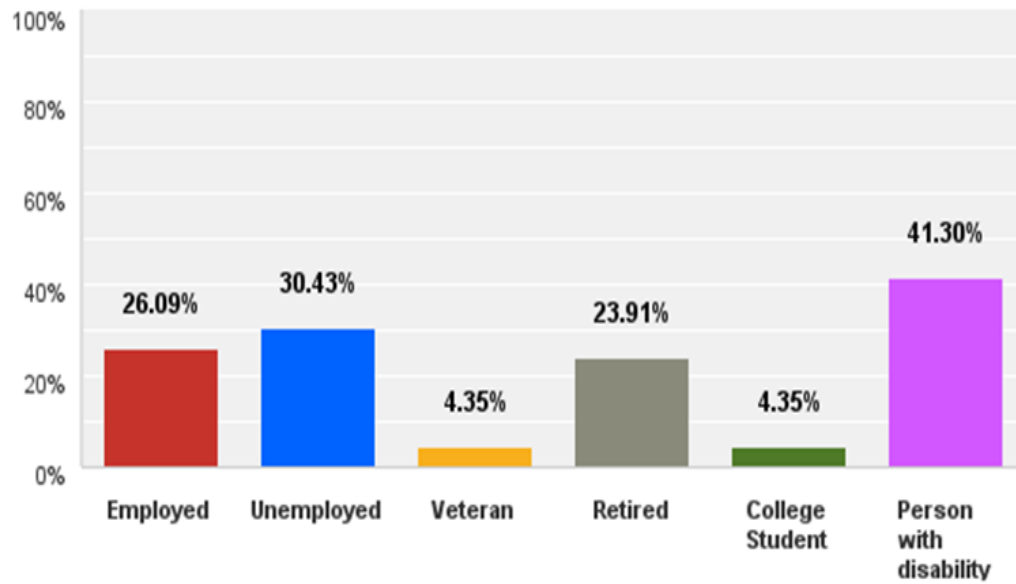
DEWITT (Refer to charts 8.0, 8.1, 8.2)

- 45 responders
- 51.1% are 65 years and older
- 40% report having a disability
- 2 are Veterans
- 79.8% have incomes less than \$2000 a month
- 31.1% are unemployed
- 26.7% are employed
- 4.4% attending college
- 42.2% have children under the age of 5
- 37.8% have children between the ages of 6-17
- 25% report using public transportation
- 38.5% indicate the transportation needs of the community are not being met

Responses: Services only target certain groups, no service in my county, no bus stops in my area, not enough vehicles to support the need, commute takes too long, limited hours of operation, difficult to reach by phone and charge for attendants.

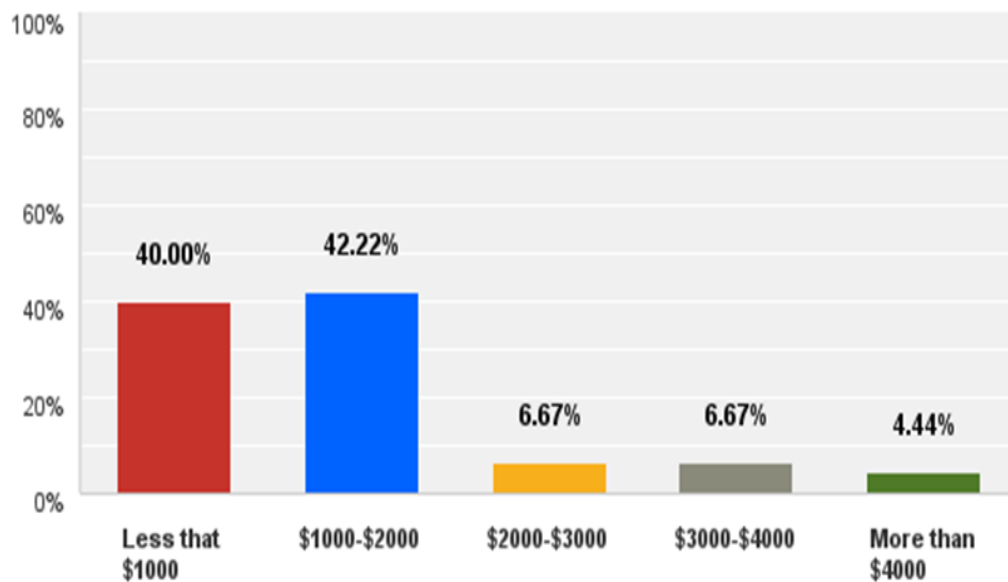
Comment: "You have good people on the job (thanks)".

Special Groups



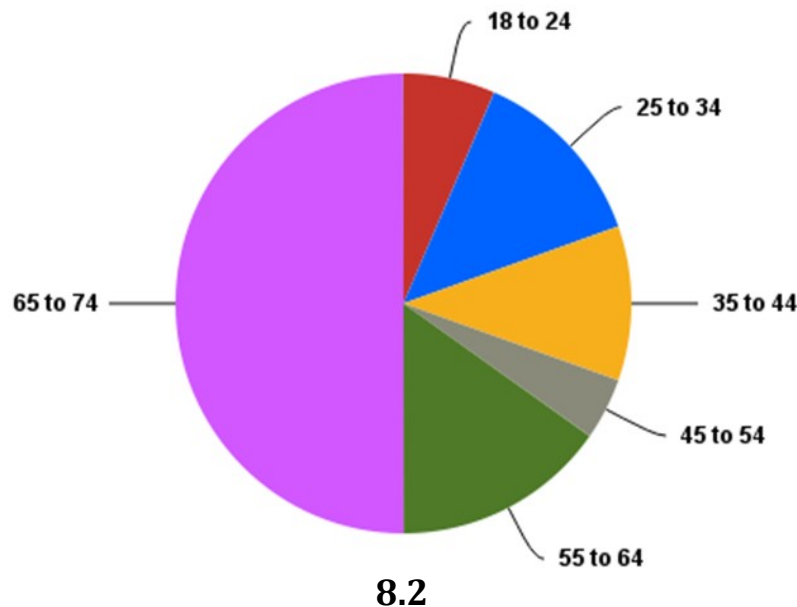
8.0

Monthly Family Income



8.1

Age of Responders

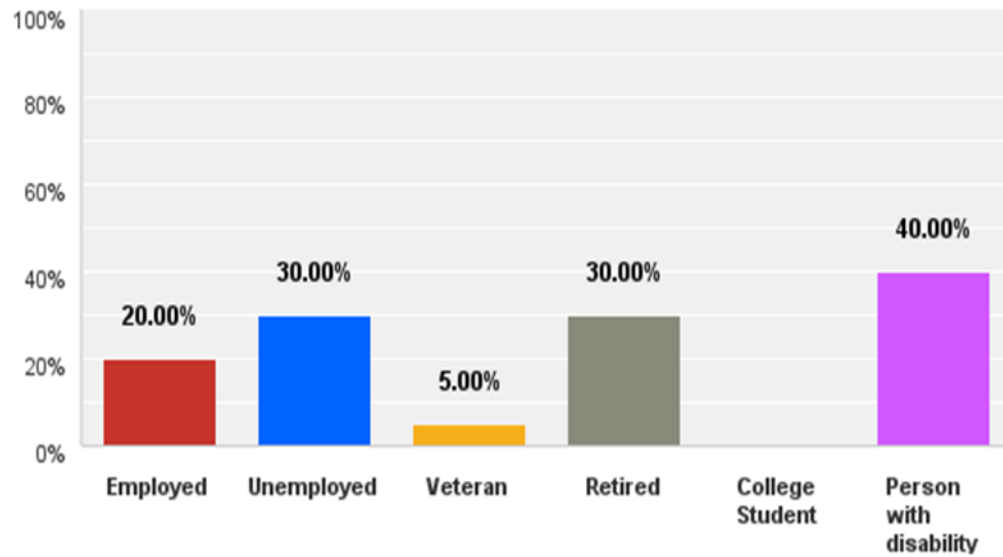


GOLIAD (Refer to charts 9.0, 9.1, 9.2)

- 22 responders
- 28.6% are 65 years and older
- 40% report having a disability
- 1 is a Veteran
- 90.0% have incomes less than \$2000 a month
- 30% are unemployed
- 20% are employed
- 0% report attending college
- 68.2% have children under the age of 5
- 68.2% have children between the ages of 6-17
- 31.8% report using public transportation
- 31.8% indicate the transportation needs of the community are not being met

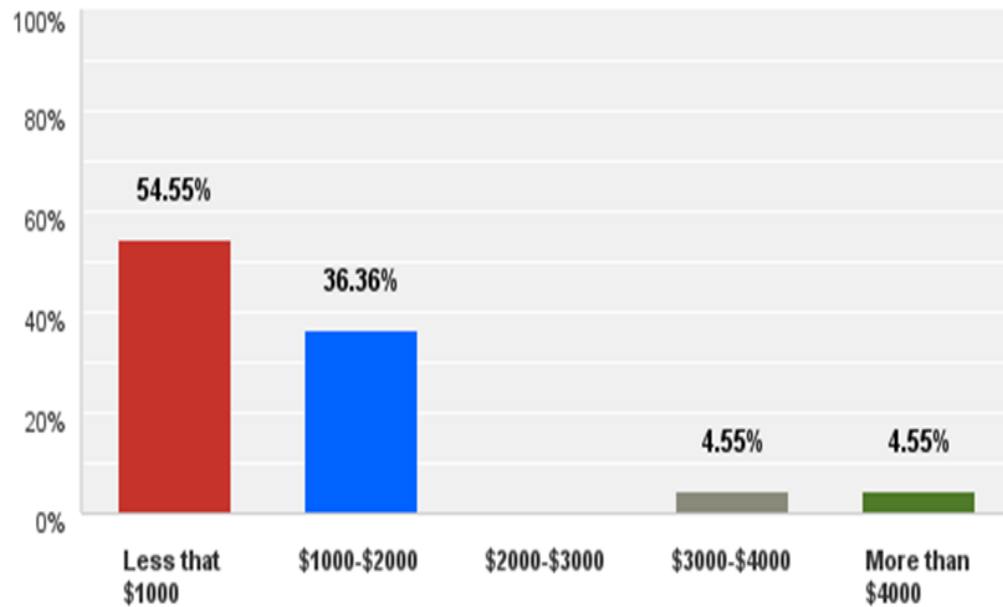
Responses: Limited hours of operation, have to wait to schedule a ride, not enough vehicles to support the need, limited rural access, fares are too expensive, commute takes too long, services only target certain groups, lack of advertisement, difficult to reach by phone and charge for attendant.

Special Groups



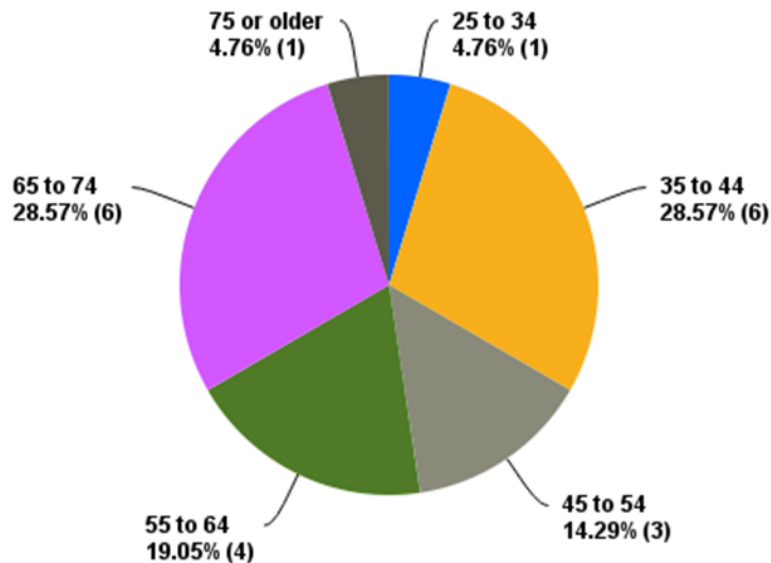
9.0

Monthly Family Income



9.1

Age of Responders



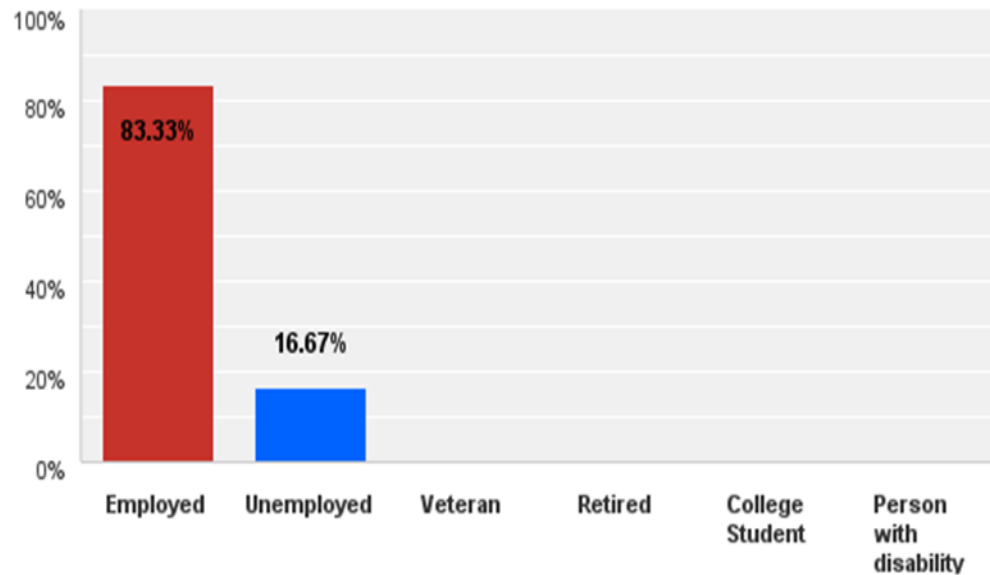
9.2

GONZALES (Refer to charts 10.0, 10.1, 10.2)

- 12 responders
- 0% are 65 years and older
- 0% report having a disability
- 0% is a Veteran
- 81.9% have incomes less than \$2000 a month
- 16.7% are unemployed
- 83.3% are employed
- 0% report attending college
- 91.7% have children under the age of 5
- 50% have children between the ages of 6-17
- 0% report using public transportation
- 20% indicate the transportation needs of the community are not being met

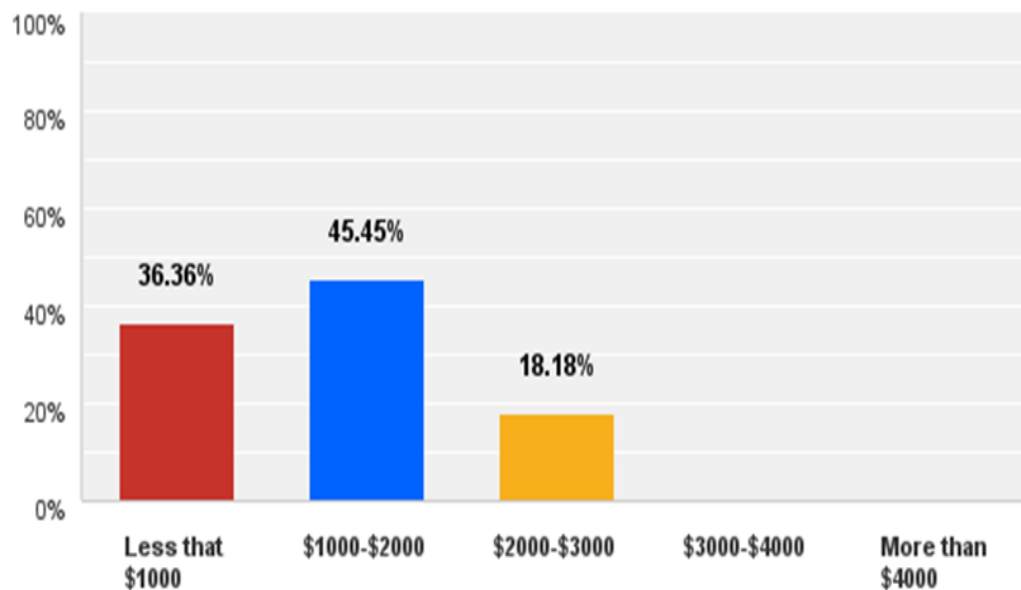
Responses: No services in my county.

Special Groups



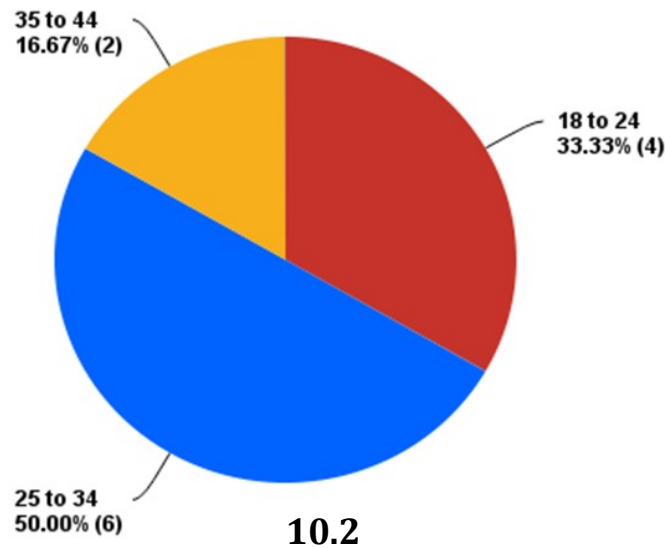
10.0

Monthly Family Income



10.1

Age of Responders

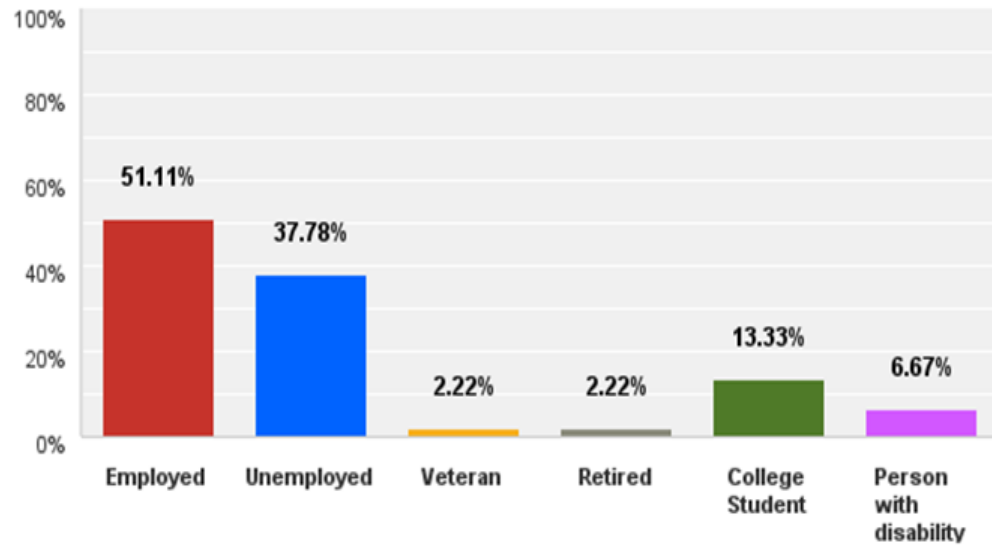


JACKSON (Refer to charts 11.0, 11.1, 11.2)

- 46 responders
- 6.7% are 65 years and older
- 6.7% report having a disability
- 1 is a Veteran
- 66.6% have incomes less than \$2000 a month
- 37.8% are unemployed
- 51.1% are employed
- 13.3% report attending college
- 65.2% have children under the age of 5
- 43.5% have children between the ages of 6-17
- 6.5% report using public transportation
- 59.1% indicate the transportation needs of the community are not being met

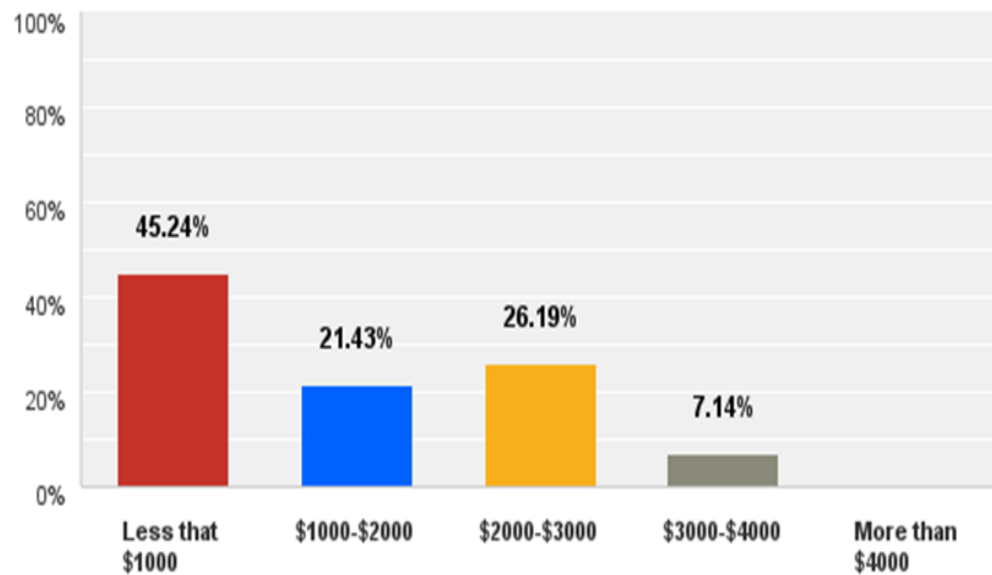
Responses: No service in my county, no bus stops in my area, limited hours of operation, limited rural access, services only target certain groups, have to wait to schedule a ride, not enough vehicles to support the need, lack of advertisement, commute takes too long, difficult to reach by phone, charge for attendant, vehicles not wheelchair accessible and website is inaccurate or no information.

Special Groups



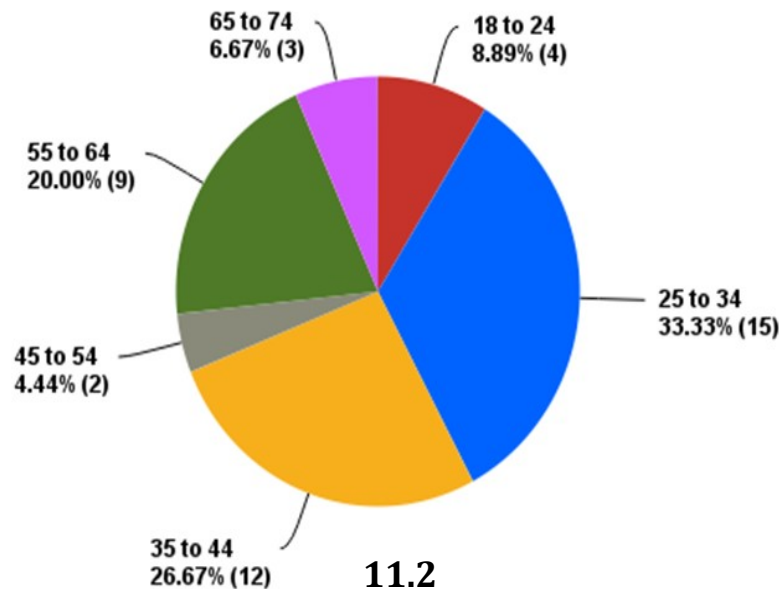
11.0

Monthly Family Income



11.1

Age of Responders

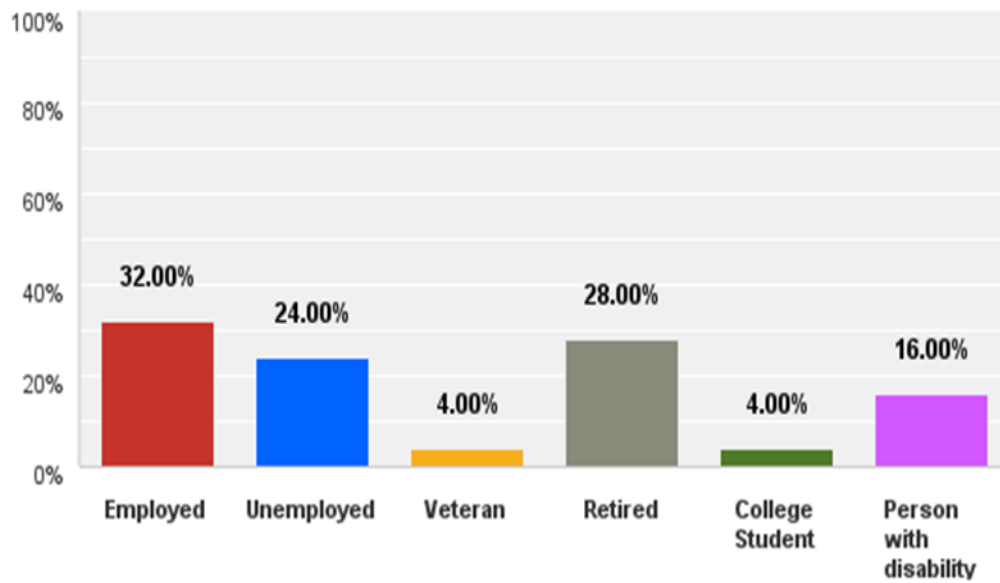


LAVACA (Refer to charts 12.0, 12.1, 12.2)

- 28 responders
- 51.9% are 65 years and older
- 16% report having a disability
- 1 is a Veteran
- 89.3% have incomes less than \$2000 a month
- 24% are unemployed
- 32% are employed
- 4% report attending college
- 32.1% have children under the age of 5
- 17.9% have children between the ages of 6-17
- 17.9% report using public transportation
- 34.6% indicate the transportation needs of the community are not being met

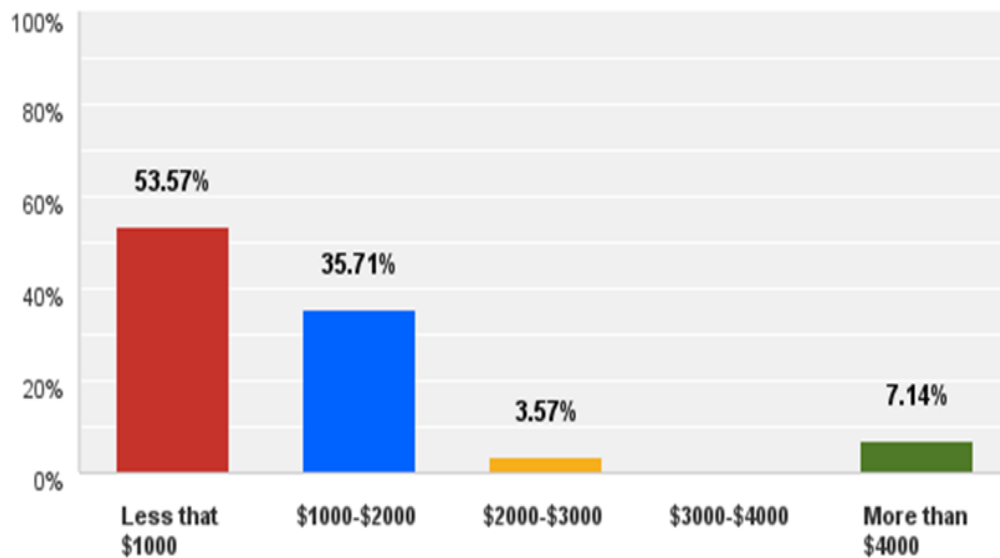
Responses: Limited hours of operation, no service in my county, have to wait to schedule a ride, not enough vehicles to meet the needs, commute takes too long, no bus stops in my area, services only target certain groups, limited rural access, lack of advertisement and difficult to reach by phone.

Special Groups



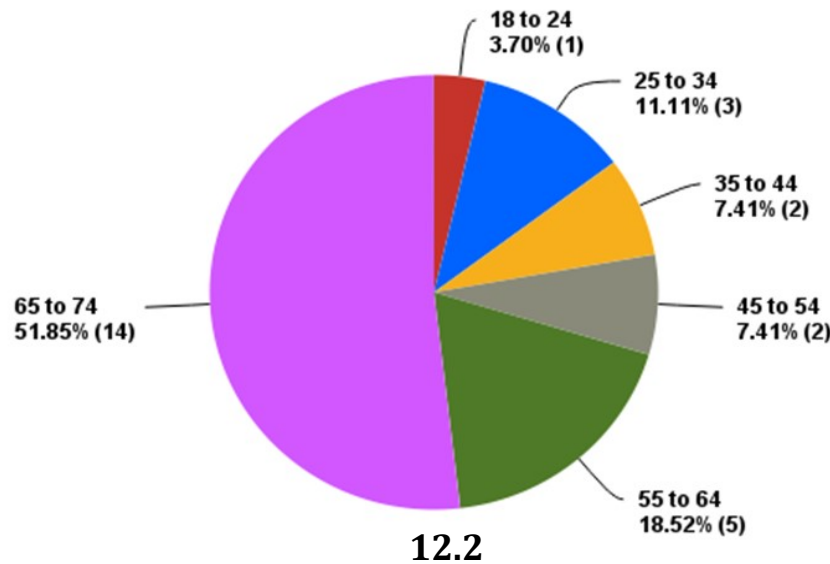
12.0

Monthly Family Income



12.1

Age of Responders



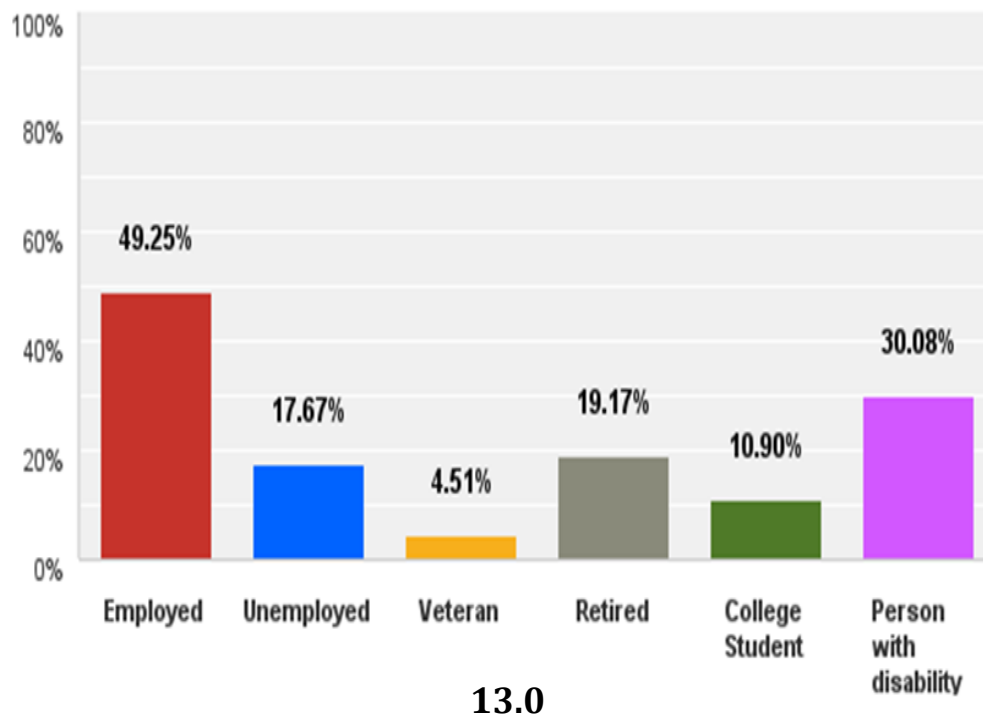
VICTORIA (Refer to charts 13.0,13.1, 13.2)

- 278 responders
- 27.8% are 65 years and older
- 30.1% report having a disability
- 12 are Veterans
- 70.2% have incomes less than \$2000 a month
- 17.7% are unemployed
- 49.2% are employed
- 10.9% report attending college
- 28.4% have children under the age of 5
- 22.3% have children between the ages of 6-17
- 37.6% report using public transportation
- 27.2% indicate the transportation needs of the community are not being met

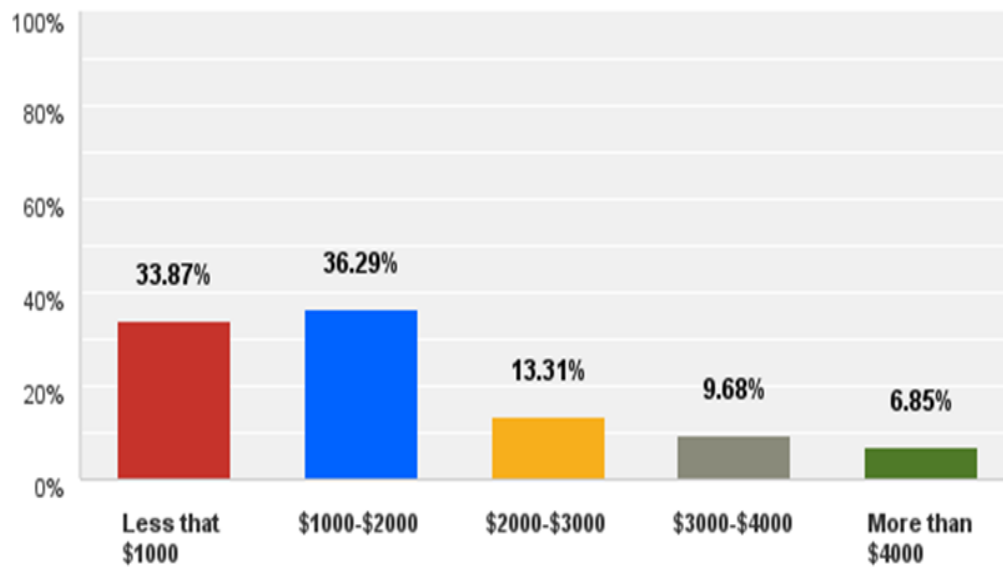
Responses: Limited hours of operation, no bus stops in my area, commutes take too long, limited rural access, lack of advertisement, services only target certain groups, have to wait to schedule a ride, difficult to reach by phone, not enough vehicles to meet the need, fares too expensive, website is inaccurate or no information, no service in my county, vehicles not wheelchair accessible and charge for attendant.

Comments: Do not use the service, expect to walk to bus stop and my feet hurt and I can't, do not use transit but others tell me they have no problems, not enough information, no ramps in my apartment area, sometimes I have to wait a long time although I called two days in advance, other times I waited almost two hours to be picked up, Buses do not run to the new Walmart on Saturdays, never on time, have to stand waiting for bus in the rain, no bus stops in front of my apartment on Salem road, help us with disabilities, the vouchers cannot be used for the rural area transportation, on a limited income, please help us; making sure bus leaves and arrives at precise time, I have not ridden the bus due to having many stops to get where you have to go; my dad is an employee of transit and he can't stand their policies.

Special Groups

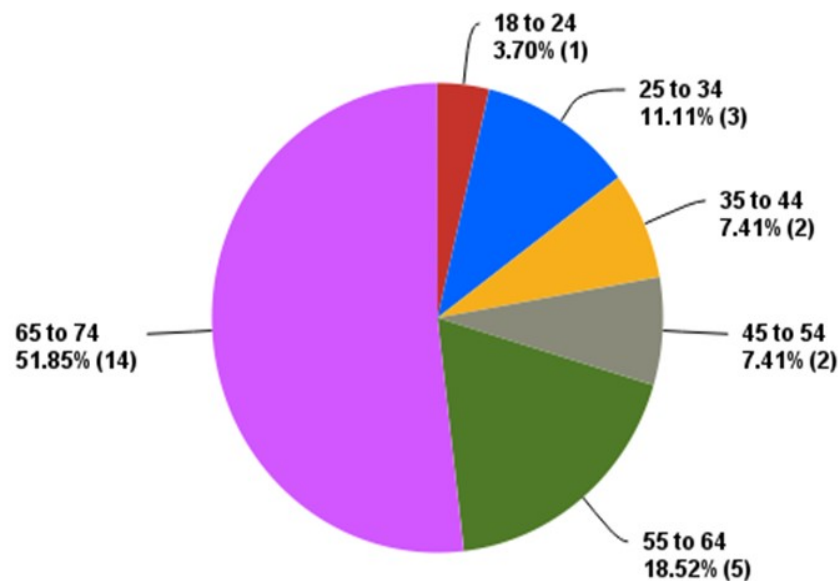


Monthly Family Income



13.1

Age of Responders

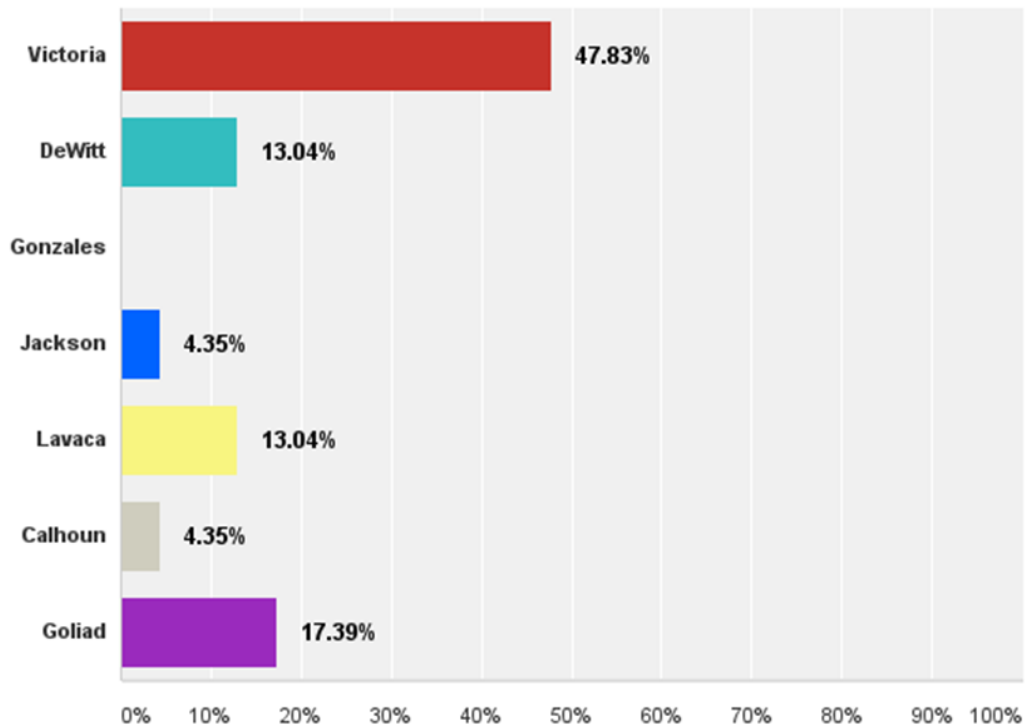


13.2

IMPROVING TRANSPORTATION SERVICES-BUSINESS

A total of 16 surveys were received from the counties of DeWitt, Goliad, Jackson, Lavaca and Victoria as shown in chart 14.0 The businesses responding included Goliad Housing Authority, Goliad County Indigent program, Victoria Veterans Services, Affectionate Arms Adult Daycare Victoria County, Community Action of Victoria, HeadStart, Bretton Village Senior Living Apartments, Jackson County Workforce Center, Eddy Meat Packing Company in Dewitt County, WIC in Victoria and one medical clinic in Dewitt County. The communities concerns, GCRPC change requests for services and conversations among committee members are included in the comments.

County of Business/Agency



14.0

- 20 businesses/agencies responded
- 14 Businesses or 70% of responders indicated that the public transportation services in their county did not meet the needs of the community.
- Four (4) businesses/agencies reported that the services are adequate.
- Two (2) indicated they did not know
- 53% of responders reported that customers/clients or patients had canceled or did not show up for appointments, citing up to ten missed appointments a week.
- 2 responders indicated that transportation plays a key role in their employees' absenteeism
- 10% of responders indicated they would participate in a cost-share program if transportation was available for their employees
- 30% of responders indicated they would consider participating in a cost-share program if transportation was made available
- 45% responders indicated they would not participate in a cost share program for their employees
- 8 businesses/agencies commented that changes were needed in the delivery of transportation services for individuals to make their appointments or get to work consistently

Comments: Residents would like for transportation to be available later hours and provide weekend services. Other issues include the need for more vehicles, bus stops with covered shelters, and for providers to advertise more. The automated phone systems are difficult for the elderly to use and transit service difficult to reach. Citizens have reported the need for more vehicles in Cuero for appointments and from rural areas to Cuero doctor appointments or hospitals. Another comment referenced an apartment complex in Victoria and the desire to have the bus come onto the complex instead of the elderly residents walking to the bus stop. One responder commented that the transportation needs to be timely and accessible. A medical site would like timely schedules so patients don't need to "wait around" after treatment. If an appointment is at 2:30pm, the patient has to show up very early if using the transit. An additional comment was made indicating patients need to travel to Houston, San Antonio or Corpus Christi for medical assistance.

One business in one rural county would like to have the local public transportation system establish a fixed route that would get employees to and from work and they would participate in a cost share program.

Needs Assessment of Businesses & Agencies in the Golden Crescent

Identified Needs	Target Groups	Counties Impacted
Cost share routes for job access	Those seeking or maintaining employment and potential employers	Calhoun, DeWitt, Goliad, Gonzales, Jackson, Lavaca and Victoria
Business or agency advertising on the buses	All riders to access information for employment and services or community events	Calhoun, DeWitt, Goliad, Gonzales, Jackson, Lavaca and Victoria

Service Gaps

GAP IN SERVICE	POSSIBLE APPROACH / STRATEGY
Cost Share Rides for Job Access	Counties that have an interested employer will initiate contact and discuss the needs. Will conduct a feasibility study.
Business or agency advertisement on buses	Conduct feasibility study.

A few responders mentioned the need to travel out of the region to Houston, San Antonio and Corpus Christi. This was not listed as a need because the public transportation providers generally travel to these areas when requested however it appears that the community is unaware of the reachable destinations. This further justifies the need for public awareness.

Recommendations: Each public transportation provider needs to review and complete a self-assessment regarding satisfaction of delivery of services and take necessary action to improve on any activity seen as less than satisfactory. Riders have indicated that services are not timely.

Section IV

Planning for Comprehensive Services

Comprehensive planning is a process that determines our community needs and identifies strategies to sustain current services, increase or expand services or coordinate with existing service providers. The updated 5-year plan shows how funding streams from various funding sources have been integrated into our current service delivery system, and how they may help fund new services.

Golden Crescent Transit Region

In 1977, the Texas Legislature amended the Regional Transit Authority allowing for the provision of an increased sales tax to support public transportation. This created the ability for urbanized areas of 200,000 or more population to form Regional Transit Authorities with Board representation from the principle municipalities, unincorporated portions of counties and other incorporated areas that voted to tax themselves to support public transportation. A series of amendments were passed from 1977 to 1989. Among the changes, these actions allowed for the principle city in certain large urbanized areas to create a Transit Authority which became a Transit Department, whose board consisted of the City Council of the principle city.

In 1997, the State Legislature passed legislation enabling the creation of Rural and Small Urban Transit Districts which provided the ability for pre-existing “non-profit” transit operations to gain the status of a political subdivision and become eligible for the receipt of federal and state grants of financial support for public transit capital improvements and operations. However there was no provision for local taxing authority to support public transportation. The only allowable and sustainable funding was the discretionary funding contributions of the political subdivisions which was inadequate to support long range planning for transportation.

Sources of funding have become available and include transportation

development credits, state public transit funding, state transit funding distribution formula, other federal funding sources and state administered federal funds.

Types Of Transit Agencies In Texas

There are five types of transit agencies in Texas: Metropolitan Transit Authorities (MTA's), State Funded Urban, Rural Transit District, Mixed State Funded Urban/Rural Transit Districts and Specialized. Golden Crescent is a Mixed Funded Urban/Rural Transit District.

Metropolitan Transit Authorities (MTAs)

Operate in U.S. Census Urbanized Areas (UZAs) with populations greater than 200,000 persons and rely upon federal revenues and a local dedicated sales tax to fund capital and operating. The eight metropolitan transit authorities in Texas provide public transit service in the Austin, Corpus Christi, Dallas, Denton, Fort Worth, El Paso, Houston and San Antonio regions.

State Funded Urban

Operate in UZAs (Urbanized Areas) with populations of 50,000 or more and rely upon federal and state revenues to fund capital and operating expenses; additional local funds generated from contract services; and support from county and municipal governments. The 17 state funded urban transit agencies in Texas provide service to residents of the Abilene, Amarillo, Arlington, Beaumont, Brownsville, Lubbock, Grand Prairie, Laredo, Longview, McAllen, Mesquite, Midland-Odessa, North Richland Hills, Port Arthur, Tyler, Waco, and Wichita Falls urban areas.

Rural Transit District

Operate in non-urbanized (non-Urbanized Areas) (i.e., rural) regions of varying size and population and rely upon federal and state revenues to fund capital and operating expenses; additional local funds generated from contract services; and support from county and municipal governments. There are 38 rural transit districts in Texas – nine of which make up the next category of transit district in Texas – mixed state funded urban/rural transit district.

Mixed State Funded Urban/Rural Transit District

Operate services in both UZAs and rural regions simultaneously and rely upon federal and state revenues to fund capital and operating expenses; additional local funds generated from contract services and support from county and municipal governments. The nine agencies in Texas in this category are Ark-Texas Council of Governments, Brazos Transit District, Capital Area Rural Transportation System, Hill Country Transit District, Gulf Coast Center, Lower Rio Grande Valley Development Council, Concho Valley Transit District, Texoma Area Paratransit System, and Golden Crescent Regional Planning Commission.

Specialized

Operate various types of general public or client specific transit service in a wide variety of urban/rural contexts across Texas and rely on a wide variety of funding sources. There are more than 50 specialized agencies in Texas. Examples include East Texas Support Services, Border Area Nutrition Council, Air Force Village Foundation, and Big Bend Regional Medical Center.

As noted, the Golden Crescent Regional Planning Commission is a Mixed State Funded Urban/Rural Transit District. It operates one of many transit contractors in the State of Texas who provide public transportation services under contract through the Texas Department of Transportation (TxDOT), and the Federal Transit Administration (FTA). Rural public transportation services called RTRANSIT are provided in the following counties Calhoun, DeWitt, Goliad, Gonzales, Jackson, Lavaca, Matagorda, and Victoria. Within the City of Victoria GCRPC operates a small-urban system called VICTORIA TRANSIT.

Transportation means vary throughout the region. Public transportation is available in all counties but private transportation is limited in most areas or not available.

Various federal, state, and local agencies and organizations join together to discuss and identify means to meet the growing need of transportation for individuals in their planning regions. Some of these entities provide funding for special groups of people designed to resolve transportation issues. Other entities engage by purchasing direct services on a local level.

U.S. DEPARTMENT OF TRANSPORTATION-Federal Transportation Administration

The Federal Transit Administration (FTA) provides financial and technical assistance to local public transit systems, including buses, subways, light rail, commuter rail, trolleys and ferries. FTA also oversees safety measures and helps develop technology and research. An agency within the U.S. Department of Transportation (DOT), the FTA is headed by an administrator appointed by the President of the United States. FTA is one of DOT's 10 modes of transportation and is run by a headquarters in Washington, D.C. as well as 10 regional offices in that assist transit agencies in all state, of the U.S. territories. The FTA Headquarters office is responsible for providing overall policy and program guidance; apportioning funds annually to the states; developing and implementing financial management procedures; initiating and managing program support activities; and conducting national program review and evaluation. The FTA Region VI office that oversees Texas is located in Fort Worth, Texas.

The FTA Regional offices have day-to-day responsibility for administration of programs. Regional office activities include: reviewing and approving grant applications; obligating funds; managing grants; overseeing the state's implementation of the annual program, including revisions to the program of projects; receiving certifications; reviewing and approving Management Plans; providing technical assistance and advice to the state as needed; and performing management reviews every three years, and special reviews at FTA's discretion.

In 1962, President Kennedy called for Federal support of mass transit due to diminishing availability of transportation. Support grew and President Johnson signed the act creating the Urban Mass Transportation Administration (UMTA) to provide federal assistance mass transportation projects.

In 1974, the National Mass Transportation Assistance Act created annual formula grant program. This expansion reversed the decline and expanded transportation services. Legislation later began to address transportation alongside highway funding, recognizing public transportation as an important part of America's mobility.

In 1991, the agency was renamed the Federal Transportation Administration. It has provided a diverse availability of transportation across the country by creating and expanding urban services and extending transportation to small rural cities and towns that previously did not have transportation.

Most federal transit laws are codified at Title 49 U.S.C. Chapter 53. Authorizing legislation is substantive legislation enacted by Congress that establishes or continues the legal operation of a Federal program or agency.

Texas Department of Transportation (TxDOT)

Texas Department of Transportation is a government agency in the state of Texas. Although TxDOT is usually associated with highway construction and maintenance, the agency also oversees aviation, rail, and public transportation. The agency is headquartered in Austin and the current executive director is James Bass. The governor has designated the Texas Transportation Commission to administer public transportation programs in Texas. The Texas Transportation Commission is a five-member board that oversees TxDOT.

TxDOT is one of the state's largest departments; it is divided into 25 geographical districts across Texas. The large number of departments is needed due to the size of the state, the diverse geography that affects the public roads and the different needs of the urban and rural communities. In 2010, TxDOT was reorganized into four regions, North, South, East and West maintaining the same districts. Within the districts are field offices. In the Golden Crescent Region, the counties of Calhoun, DeWitt, Gonzales, Jackson, Lavaca and Victoria are all part of the Yoakum District. Goliad County is part of Corpus Christi District.

The Texas Transportation Code Chapter 458 authorizes 26 urban transit districts (UTDs) and 37 rural transit districts (RTDs) to provide and/or coordinate transit services for people in Texas. UTDs and RTDs receive public transportation money through the Texas Department of Transportation (TxDOT). Nine transit districts serve as both a UTD and an RTD. These nine agencies are referred to as urban and rural transit districts (URTDs).

About one third of TXDOT's budget is comprised of federal funds, which are deposited in the State's Highway Fund (SHF). SHF also referred to as Fund 6 and is TXDOT's primary fund. The SHF receives certain state revenues in the form of taxes and fees. Most of these taxes and fees are dedicated by the state constitution to support public roadways and may not be spent on other modes of transportation. In 2016, all but three percent of non-federal SHF revenues were dedicated to public highway projects. Revenue collected from the federal tax on gasoline and diesel is deposited in the Federal Highway Trust Fund, HTF dollars are distributed to states primarily through the highway and transit formulas and discretionary allocations.

TxDOT receives funding from a variety of sources and funding mechanisms. For years, state and federal fuel tax revenues were sufficient to meet our transportation infrastructure needs.

Texas is only one of three donor states. In 2017, it is estimated that Texas will lose approximately \$738 million in federal fuel tax revenue.

FUNDING SOURCES

FTA-Funded Programs

FTA requires match from state and/or local funds. Local funds include fares, local government revenues, and other funds generated from transit and non-transportation sources. Transit agencies may receive revenues from other federal programs. Transit agencies may use revenues received from non-USDOT programs to match FTA funds.

Moving Ahead for Progress in the 21st Century ACT (MAP-21) was initially effective October 1, 2012 through September 30, 2014. This act modified the previous transportation legislation, known as Safe, Accountable, Flexible, and Efficient Transportation Equity Act-A Legacy for Users (SAFETEA-LU) (1). MAP-21 provides funding for U.S. Department of Transportation (USDOT) and its subsidiary agencies including FTA. FTA utilizes most of the funding for both urban and rural transit areas, and for elderly and people with disabilities. The goals for MAP-21 are safety, state of good repair, performance and efficiency. It also emphasizes restoring and replacing aging public transportation infrastructures and establishes performance-based planning performances.

The *Fixing America Surface Transportation* (FAST) Act was signed into law in December 2015. The Act, which supports Transit funding through fiscal year 2020, reauthorizes FTA programs and includes changes to improve mobility, streamline capital project construction and acquisition, and increase the safety of public transportation systems across the country.

Highlights (Refer to table 15.0)

Bus and Bus Facilities -FTA's Bus and Bus Facilities program received an increase of funding of \$268 million over FY 15 levels, for a total of \$696 million for FY 16. This program helps transit agencies fund new buses, replace aging fleets and facilities, and adds a new eligibility to deploy low- or no-emission vehicles.

The FAST Act re-established a Bus Discretionary Program that allows states to apply for project-specific funding via competitive process. Many of the grants are expected to fund replacements for aging fleets or facilities. In FY 2016, \$268 million in funding became available. Of that amount, \$55 million has been designated for Low- or No-Emission Bus Deployment projects.

Also included in the Bus and Bus Facilities program is a new pilot program for Cost-Effective Capital Investment, which encourages states to share bus funding resources among a partnership of recipients.

HIGHLIGHTS of GRANT PROGRAM CHANGES

NEW	REPEALED	CONSOLIDATED	MODIFIED
<ul style="list-style-type: none"> •Bus and Bus Facilities Discretionary Grants (5339 (b)) •Expedited Project Delivery for CIG Pilot Program (subsection 3005(b) or FAST) •Pilot Program for Innovative Coordinated Access & Mobility (subsection 3006(b) or FAST) 	<ul style="list-style-type: none"> •Bicycle Facilities (5319) •Pilot Program for Expedited Project Delivery (subsection 2000 8(b) of MAP-21) 	<ul style="list-style-type: none"> •Public Transportation Innovation (Research and TCRP) (5312) •Technical Assistance and Workforce Development (5314) 	<ul style="list-style-type: none"> •Planning (5303/5304) Urbanized Area Formula (5307) •Fixed Guideway Capital Investment Grants (5309) •Elderly & Disabled (5310) •Formula Grants for Rural Areas (5311) •Public Transportation Safety Program (5329) •State of Good Repair (5337) • Bus & Bus Facilities (5339 (a))

15.0

Procurement

Section 3019 of the FAST Act changed purchasing procedures to offer more purchasing options for public transportation systems of varying sizes. Under the Act, multiple states and providers may purchase capital assets through cooperative interstate procurements. The FAST Act also created a pilot program to allow nonprofit organizations to enter into cooperative procurement contracts. Under the new procurement procedures, transit agencies can lease equipment or facilities such as low- or no-emission components. Finally, the FAST Act established a Joint Procurement Clearinghouse to allow grantees to co-purchase rolling stock within a system that helps identify procurement partners.

Buy America

The FAST Act increases domestic percentage content requirements for Buy America through incremental increases. By FY 2020, the Buy America requirement for rolling stock will total 70 percent. The FAST Act also makes important changes to the waiver denial process, requiring FTA to certify the availability and quality of the domestic sources for the product in the denied waiver.

State of Good Repair

With an estimated 40 percent of buses and 25 percent of U.S. rail transit assets considered to be in marginal or poor conditions, helping transit agencies maintain bus and rail systems in a state of good repair remains a FTA priority. The FAST Act increased the annual funding for FTA's State of Good Repair (5337) program rail from \$2.1 billion to \$2.5 billion.

Access and Mobility

New under the FAST Act, FTA will distribute funding under a pilot program for efforts that improve the coordination of transportation services that link with non-emergency medical care. Funding intended for organizations that focus on coordinated transportation solutions, begins at \$2 million to FY 16 and increases incrementally each year, topping out at \$3.5 million in FY 19 and FY 20.

Research

The FAST Act renamed FTA's research program the Public Transportation Innovation Program and authorized to fund demonstration, deployment and evaluation research projects. The research program features a new Low- and No-Emission Vehicle component testing program funded at \$3 million a year.

Current Funding Opportunities

Urban Formula (5307)

Elderly Individuals and Individuals with Disabilities (5310)

Non-Urbanized (5311)

URBAN FORMULA (5307)

The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance in urbanized areas and for transportation related planning. It is the largest of FTA's grant programs. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census. The formula is based on population, population density and the number of low-income individuals.

Section 5307 funding is available to designated recipients that must be public bodies with the legal authority to receive and dispense federal funds. Governors, responsible local officials, and publicly owned operators of transit services are responsible for designating a recipient to apply for, receive, and dispense funds for transportation management areas. The governor's designee (in Texas, the Department of Transportation {TXDoT} Public Transportation Division) is the designated recipient for urbanized areas 50,000 to 200,000.

GCRPC provides Small-Urban fixed-route services in Victoria under the Victoria Transit banner.

ENHANCED MOBILITY of SENIORS and INDIVIDUALS with DISABILITIES (5310)

The Section 5310 program provides formula funding to increase the mobility of seniors and individuals with disabilities to states for the purpose of assisting private nonprofit groups in meeting the transportation needs of the elderly and persons with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. Funds are apportioned based on each State's share of population for these groups of people.

Funds are obligated based on the annual program of projects included in a statewide grant application. The State agency ensures that local applicants and project activities are eligible and in compliance with Federal requirements, that private not-for-profit transportation providers have an opportunity to participate as feasible, and that the program provides for coordination of federally assisted transportation services assisted by other Federal sources. Once FTA approves the application, funds are available for state administration of its program and for allocation to individual

subrecipients within the state. GCPRC, Goliad County, Friends of Elder Citizens in Jackson and Matagorda counties are public transportation providers that receive Section 5310 funding to extend their transportation services. Affectionate Arms, an adult day care provider uses their funding to contract for services for their clients.

The most recent program developed with Section 5310 funds is the very successful “Choose My Ride” program. The “Choose My Ride” was initially introduced to the public in 2015 to the City of Victoria. This program allowed for the purchase of transportation from private entities as well as the use of the public transportation service with Section 5310 funds. The private entities are the taxi companies that responded to the initial proposal. The funds are used to purchase vouchers that are given to those individuals 65 years and older or have a disability. GCRPC partners with other agencies whose work focuses on the needs of the elderly and those with disabilities and conduct an assessment to verify their status. These partners hand out the vouchers to the eligible population.

In 2016, the program was duplicated and extended to three other rural communities of Edna, Gonzales and Hallettsville. For 2017, the “Choose My Ride” program is active in Edna, Gonzales and Victoria.

NON-URBANIZED (5311)

This program provides formula funding to states for the purpose of supporting public transportation areas with populations of less than 50,000 people. The funding formula is based on the non-urbanized population, low-income population and land area. Eligible recipients of Section 5311 include state or local government authorities, nonprofit organizations, and operators of public transportation or intercity bus service that receive funds indirectly through a recipient. The governor or governor’s designee (in Texas, TxDOT, Public Transportation Division) is the recipient for Section 5311 funds. The goals for this fund is to enhance the access of people in non-urbanized area to health care, shopping, education, employment, public services, and recreation; to assist in maintenance, development, improvement and use of transportation systems in rural and small urban areas; and encourage and facilitate the most efficient use of all Federal funds used to provide transportation in non-urbanized areas through the coordination of programs and services.

In the Golden Crescent Region, GCRPC administers the 5311 program funds. GCRPC provides direct public transportation services in the counties of Victoria and DeWitt. GCRPC subcontracts non-urbanized services in Calhoun, Goliad, Gonzales, Jackson, Lavaca and Matagorda counties. Matagorda is not part of the Golden Crescent regional planning.

Repealed Funds

- Job Access Reverse Commute (JARC) (5316)
- New Freedom (5317)

JOB ACCESS AND REVERSE COMMUTE PROGRAM (JARC)(5316)

This program was established to assist individuals with low incomes and/or that may be receiving welfare assistance that may not have their own means of transportation to get to and from jobs. Lack of transportation has been cited as one of the biggest obstacles to finding and maintaining employment. The funds provided under the grant supported the development of new services, extending current services and promoting the use of public transportation to reach employment, accessing daycare or other related destinations. The Job Access Reverse Commute was created under the Transportation Equity Act for the 21st Century (TEA 21) in 1998 to support local transportation initiatives designed to connect low-income families (especially those transitioning from welfare support) to jobs. Initially established as a competitive grant program under TEA-21, Congress reauthorized the transportation funding bill in 2005, and under the newly passed SAFETEA-LU, changed JARC to a formula-based program. Allocations were based on the number of eligible low-income and welfare recipients living in each state. Federal funding was made available by Congress through fiscal year 2009. Locally, the GCRPC was able to expand these services beyond 2009 by collaborating with local entities, applying for additional grants and carefully managing federal and state funds. Although services have been decreased, the service itself was extended an additional seven years on the urban side of the program.

Although JARC funds are no longer available, provisions for providing job access are still a vital goal for GCRPC.

A second program initially funded with JARC funds is a vanpool program. Due to the success of the program, the employer that benefits from this partnership is Inteplast, plastics plant located in Lolita, Texas in Jackson County. Currently the program is sustained due to GCRPC funding and funding from Inteplast. Currently the routes run from Victoria, Yoakum, Bay City and Palacios to Lolita, transporting employees to and from the plant, seven days a week.

New Freedom (5317)

Lack of adequate transportation is a primary barrier to work for individuals with disabilities. The 2000 Census showed that only 60 percent of people between the ages of 16 and 64 with disabilities are employed. The New Freedom formula grant program goal was to reduce barriers to transportation services and expand the transportation mobility option available to people with disabilities beyond the requirements of the Americans with Disabilities Act (ADA) of 1990. The New Freedom funding was repealed under Map-21 and merged into Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program.

STATE FUNDING

Authorization for the Texas Transportation Commission to allocate state and federal funds is defined in the Texas Transportation Code, Chapter 456 State Financing of Public Transportation. Eligible recipients for Texas state transit funds are rural and urban transit districts, as provided in the Texas Transportation Code, Chapter 458 Rural and Urban Transit Districts. The administrative procedures for the allocation of funds are described in the Texas Administrative Code, Title 43 Transportation, Part 1 Texas Department of Transportation, Chapter 31 Public Transportation.

The Texas State Legislation appropriates state funding levels each biennium. TxDOT allocates the funds according to the Texas transit funding formula.

State funding is split 65 percent to rural transit districts and 35 percent to state-funded urban transit districts. Federal funds are distributed to rural districts using the same formula.

State formula funds allocated based on “needs” and “performance”. For urban districts the needs are based on 100% of the population, and for the rural districts the need was based on 75% of the population and 25% on the land area.

NEEDS BASED

Urban funds are allocated in two tiers:

- All public transportation providers in urban areas that serve the general public
- For “limited eligibility providers”-restrict transportation eligibility to those that are elderly and those with disabilities.

PERFORMANCE BASED

Four performance measures are used to allocate performance based funds:

- Passengers per revenue mile-30%
- Revenue miles per operating expense-20%
- Local investment per operating expense-30%
- Passengers per capita-20%

The total service area population is used for the passenger-per-capita measure.

For rural transit districts, the three performance measures are weighted equally (33.3 % each). The measures are passengers/revenue mile, revenue miles/operating expense, and local investment/operating expense.

LOCAL FUNDING

Urban transit districts do not have access to a local sales tax and must find local funds for operating and capital from other sources. GCRPC utilizes the following local funding sources:

Fares-are revenues earned from carrying passengers. Some fares may be reduced for special groups of people such as the elderly, those with disabilities or students.

Subsidies and passenger fee assistance reduce the cost of fares. Subsidies are provided to support the general provision of transit services. Passenger fare assistance is targeted to help specific classes of users and helps to offset the reduced or free fares offered to these users.

Local contributions-are funds allocated to transit out of general revenues of another entity. These funds are often part of the City of Victoria's annual budget process from general revenues rather than dedicated funds for transit. These funds assist with paying the operating and capital costs of providing transit. The City of Victoria also provides fuel at whole sale prices for vehicles servicing the area which is additional local support.

METROPOLITAN PLANNING ORGANIZATION (MPO)

The Victoria Metropolitan Planning Organization (MPO) is an agency created by federal law to provide local input for urban transportation planning and allocating federal transportation funds to cities with populations greater than 50,000. The MPO's mission is to provide a cooperative, continuous and comprehensive ("3C") transportation planning process for the safe and efficient movement of people and goods consistent with the region's overall economic, social and environmental goals. Special emphasis is placed on providing equal access to a variety of transportation choices and effective public involvement in the transportation planning process. The Victoria Metropolitan Planning Organization has been designated as an MPO by the Governor since 1982. The VMPO is located in the City of Victoria development Services Department and is governed by the 10-member *Policy Advisory Committee*.

The MPO is responsible for conducting the urban transportation planning process that allows Victoria County to receive federal and state transportation funding. This is accomplished primarily through three related activities and documents - the Metropolitan Transportation Plan (MTP), the Transportation Improvement Program (TIP) and the Unified Planning Work Program (UPWP).

The *Victoria 2040* MTP is our long-range plan and the basic framework for all our transportation planning. Our current plan, was approved April 14, 2015 and amended on November 10, 2015. It funds approximately \$88 million worth of selected transit projects through 2040 including another 4.2 million for bus replacements.

The TIP is our four-year list of prioritized transportation improvement projects. These projects generally fall into five categories - capacity improvement projects (adding lanes), preservation projects (road

reconstruction without adding lanes), bicycle projects, pedestrian projects and transit projects. Local residential streets do not generally qualify for MPO funding.

The UPWP or Unified Planning Work Program is our two-year work plan and budget. The UPWP is funded by a combination of Federal Highway, Federal Transit, and State planning funds. It describes all the agency and consultant transportation studies, population and employment forecasts, computer travel demand modeling, and MPO staff budgeting for a two-year period. The Work Program budget normally funds \$245,000 per year.

GCRPC PARTNERS IN TRANSPORTATION:

Once the need for transportation is identified as a need of clients or customers, various social services agencies incorporate this issue in a service plan to help the individual meet their long-term goals such as maintaining a job, obtaining medical or mental health services. They may be referred to their local public transportation service providers however, there may still be a financial issue for some. Therefore some of these organizations offer some means of assistance for their clients.

- Access2Care- is a manager of non-emergency medical services for individuals that receive Medicaid or Medicare. They have purchased passes for accessing local transportation.
- Area Agency on Aging- partners with GCRPC's transportation program for the provision of services for those individuals eligible under the Title III Nutrition program. This is a contract agreement for services between the two agencies. The subcontracted provider in the Golden Crescent also provide services to eligible clients for the Title III program.
- Affectionate Arms Adult Day Care- is an adult day care with a daytime program designed to engage seniors and those with disabilities with health and other social needs during the day. Attendees receive meals, nursing services and recreational activities while here. Affectionate Arms receives Section 5310 federal funding. These funds allow for the purchase of passes that some attendees receive to utilize public transportation to get to and from the center. GCRPC also partners with this entity for the "Choose My Ride" program.
- Amour Adult Day Care- is an adult day care designed to address physical, mental, medical, and social needs. Licensed Nursing Care is available on site, supervised activities, breakfast, lunch, afternoon snack, and transportation if applicable. Amour Adult Day Care purchases passes for those clients able to use regular public transportation to reach their site.

- Christ's Kitchen– provides hot lunches to anyone who is hungry; there is no screening and no limits on how many days one may eat here. Passes are purchased for those they serve.
- Texas Workforce Commission (TWC)-Rehabilitative Services formerly know as DARS- GCRPC coordinates the purchase of passes with the agency. Both monthly and daily passes are purchased. They are also a partner for the "Choose My Ride" program.
- Devereux Foundation -GCRPC contracts with Devereux for transportation. Devereux is located in the outskirts of Victoria and until September, 2014, the Victoria Transit/**RTRANSIT** staff drove over 30 clients to and from the Devereux campus on a daily basis. In 2013, GCRPC contracted with Devereux for the daily use of four buses to be operated by Devereux staff. Their staff are now able to pick up their clients exclusively to drive them to and from their destinations on a daily basis.
- HHS- in 2014, GCRPC developed a new route that would access social service agencies and connected to the area in the city with high concentrations of families with low-income.
- Kidz Connection- is a Victoria Independent School District program for homeless children and families. Passes are purchased for the families displaying a need for transportation.
- Mid-Coast Family Services of Victoria- provides permanent housing for disabled and chronically homeless men and women. Passes have been purchased in the past but now rely on the "Choose My Ride" voucher program. They are a partner agency for "Choose My Ride".
- MTM- Medical Transportation Management is a broker for recipients of Medicaid services for non-emergency medical services. MTM purchases passes for some of their medically needy clients.
- Salvation Army– provides disaster relief services such as food, clothing, prescription assistance, limited financial assistance and case management. Also provides these services to families experiencing home loss due to fires, floods and other such things. Another service for adults is temporary shelter. The Salvation Army has purchased passes for their clients needing transportation.
- Veterans Affairs Outpatient Clinic in Victoria- collaborates with Transit/ RTRANSIT for transport to the VA Hospital in San Antonio. Monthly, veterans are driven to their destination. The Veterans Clinic coordinates services for veterans from all counties.
- Victoria College– is the local community college and has purchased passes for their students with low-income.

- Workforce Solutions of the Golden Crescent- provided match funding through 2016. SNAP recipients in the Victoria area receive a photo ID allowing them to access transit services unlimited times per month for those living in Victoria. The Communities in Schools, in Victoria has purchased passes for students in this program. Currently, the Workforce in Victoria purchases passes as needed.
- Yoakum Community Hospital- purchases passes on a regular basis and distributes them to their patients.

In 2015, GCRPC received a grant through the Texas Department of Transportation and the Federal Transit Administration's Enhanced Mobility of Senior and Individuals with Disabilities program. The 5310 funds allowed for a pilot project for seniors and those with disabilities to address a gap in services. Vouchers would be provided to these special groups to allow riders to choose the provider of their choice, either cab service or transit. GCRPC contracted with two private taxi companies to allow more choices for transportation for this program. The vouchers allow riders to choose the provider of their choice, either cab service or transit. These partners are organizations that serve seniors 65+ years and older or those with disabilities and can assess their needs for transportation. These special groups of people are able to reach their destinations more easily to shop, socialize, make non-Medicaid non-emergency medical appointments and get their hair cut to name a few allowable activities. The project was been extremely successful and duplicated in 2016, extending to the three rural cities of Edna, Gonzales and Hallettsville. In 2017, the cities providing the services are Edna, Gonzales and Victoria.

Various agency representatives of the agencies listed above participated in the development of this plan.

ADDITIONAL PARTNERS

The following organizations/agencies partner with GCRPC for the "Choose My Ride" program. These organizations assess the eligibility of individuals and disseminate vouchers appropriately.

EDNA

Helping Hands

Jackson County Medical Clinic/Hospital

Miracle Manor

Housing Authority

GONZALES

Country Village Apartments

Davita Dialysis

Bluebonnet Trails MHMR

Gonzales Group Home

Community Health Center of South Central Texas, Inc.

VICTORIA

Bretton Village Apartments

Brightwater Assisting Living

Christ Kitchen

Citizens Community Health

Community Action

Courtyard Rehab and Health Center

Davita Dialysis

DeTar Hospital Navarro

Elmcroft Assisting Living

Fox Run Apartment

Houston House Apartment

Liberty Dialysis

Mid-Coast Family Services

Retama Manor South Nursing Home

Senior Citizen Center Halsey

Senior Citizen Center Murray

Spring Creek Dialysis

St. Vincent de Paul

STCH (South Texas Children's Home Ministries)

Texas Workforce Commission-Rehabilitation Division-(formerly DARS)

Thomas Ninke Apartments

Section V

INTEGRATION OF SERVICES

The Golden Crescent Transit Provider continues to provide both rural and urban services to all counties in the region either directly or with a subcontracted provider. GCRPC makes all efforts to locate any additional funding available for direct operations or maintenance services.

GCRPC also collaborates with the different organizations and agencies that are also responsible for transportation planning. GCRPC has an open door for any agency that has expressed a desire to develop a partnership. It is evident that more successes occur when agencies come together and share the tasks rather than duplicate services and accomplish less.

For the duration of the development of this plan, representatives have had opportunities for input in identifying issues and resolutions.

Golden Crescent Regional Planning Commission

As a department of the Golden Crescent Regional Planning Commission, one of the Commission's goals is to integrate planning among government agencies and local organizations. The inception of the GCRPC in 1968 was a response to the Regional Planning Act of 1965. The Golden Crescent Regional Planning Commission (GCRPC) is a voluntary association of 19 local governments within the seven-county region of mid-coast Texas, also known as state planning District XVII.

The seven counties of Calhoun, DeWitt, Goliad, Gonzales, Jackson, Lavaca and Victoria make up the Golden Crescent Region.

Membership in the GCRPC is open to each of the seven counties, all the incorporated cities and towns that presently exist or may be incorporated within those counties. Currently, all seven counties and all incorporated

communities in the region are active members in the organization.

The Commission's function is to provide a forum for study and discussion of matters of mutual interest within the region: to promote, through cooperation and pooling of common resources, maximum efficiency in governmental operations; to identify, clarify and prepare comprehensive plans for reducing and eliminating regional problems or guiding future growth; and to facilitate agreements among the governmental entities.

Transportation Planning

In 1995, the Victoria County Metropolitan Planning Organization (MPO) commissioned a Transit Feasibility Study for the City of Victoria. The study was designed to identify the need for transit service in the city of Victoria and surrounding Victoria County, investigate service alternatives, and develop an efficient and effective operations plan.

The Transit Feasibility Study was conducted in three phases, with decision points at the end of each phase.

- Phase I: The transit need was identified using feedback from focus group meetings, stakeholder interviews, target market surveys, and existing demographic data. The results of Phase I indicated that the general population as well as seniors and those with disabilities have a need for transit, and transit need is highest in the central and southern portion of the city of Victoria.
- Phase II: Transit alternatives were analyzed, recommending several service strategies which included the coordination of existing services designed to meet the specialized needs of seniors and those with disabilities and flexible-route service for the general public.
- Phase III: The cost-effectiveness and financial feasibility of the recommended service strategies were evaluated. Financial feasibility was identified based on the ability to fund the proposed transportation services with a mix of federal, state, and local sources.

This was a two year process that led the Victoria City Council to authorize the Planning Department to submit a grant application for funding of transportation services. The findings were used in the decision-making process of planning and implementing transportation services in Victoria.

By resolution, the City of Victoria designated Golden Crescent Regional Planning Commission (GCRPC) as the Urban Transit District for Victoria and entered into an Interlocal Agreement with GCRPC to administer and operate a Small-Urban Transit Program in the city of Victoria.

GCRPC is a multiple provider of transportation services, which serves the rural general public, elderly, and persons with disabilities. GCRPC is one of many transit contractors in the State of Texas who provide public transportation services, under contract through the Texas Department of Transportation (TXDOT), and the Federal Transit Administration (FTA). GCRPC provides rural public transportation services called **RTransit** in the following counties: Calhoun, DeWitt, Goliad, Gonzales, Jackson, Lavaca, Victoria and Matagorda. Within the City of Victoria GCRPC operates a small-urban system called Victoria Transit.

The transit system offers residents transportation within their county and transportation to neighboring counties. In order to provide efficient transportation services in the over 6,000 square mile region, the Planning Commission contracts with six local providers.

Major funding for this program is provided by the Texas Department of Transportation (TxDOT) under the Section 5311 Grant Program. In addition, funding provided from the Texas Department on Aging, Texas Department of Health, Cities and Counties, as well as fare revenues help support the program.

GCRPC is also the lead agency for Regionally Coordinated Transportation Planning for the seven-county region.

Transportation Programs

Victoria Metropolitan Planning Organization

The Victoria Metropolitan Planning Organization (MPO) is an agency created by federal law to provide local input for urban transportation planning and allocating federal transportation funds to cities with populations greater than 50,000. The VMPO is located in the City of Victoria Development Services Department and is governed by the 10-member *Policy Advisory Committee*.

The MPO is responsible for conducting the urban transportation planning process that allows Victoria County to receive federal and state transportation funding.

Texas Department of Transportation

TxDOT is the oversight agency for the transportation providers in Texas. The Regional Service Planning website is sponsored by the Texas Department of Transportation to aid 24 regions across Texas coordinate public transportation service across metropolitan, suburban, and rural areas. The website can be accessed at the following link: <http://www.regionalserviceplanning.org/>. Participants may use the website to find published planning resources, announce meetings, request assistance, and join an online community.

Chapter 461 of the Texas State Transportation Code focuses on maximizing the benefits of the State's investment in public transportation through the coordination of services.

Major funding for this program is provided by the Texas Department of Transportation (TXDOT) under the Section 5311 and Section 5310 Grant Programs.

Health and Human Services Programs

Area Agency on Aging

The Golden Crescent Area Agency on Aging (AAA) is one of twenty-eight in the state, and more than 700 in the United States and its Territories. The Golden Crescent Regional Planning Commission is designated to serve the needs of the elderly in Calhoun, Dewitt, Goliad, Jackson, Lavaca and Victoria counties. This is accomplished by administering federal grants under Title III of the Older Americans Act.

The major responsibility of the AAA is to develop a comprehensive and coordinated plan that demonstrates how the needs of the elderly in the region will be met. This three-year Area Plan begins with consumer input gathered through surveys and public hearings. The Regional Health and Human Services Advisory Committee, comprised of representatives from

each county, carefully considers this information, then helps shape the data into a list of priority services to fund using the Title III resources. AAA completed an assessment of primary needs for Seniors 60 years and older. Their 2017-2019 Area Plan designated transportation to be the third highest primary need. AAA provides funding for Title III B transportation for elderly via the nutrition program so that elderly residents can reach sites that serve meals.

GCRPC and their subcontractors are also the Title III B transportation providers for the region.

Texas Workforce Commission-Vocational Rehabilitative Services (formerly DARS)

A representative of the agency participated in the 5-year service plan update. The agency is now a department of the Texas Workforce Commission. TWC Vocational Rehabilitative Services remains a partner with GCRPC to meet the transportation needs of its consumers.

Health and Human Services Commission

GCRPC is the Transportation Service Area Provider for Transportation Service Area 17.

Section VI

SUSTAINABILITY & IMPLEMENTATION PLAN

The Golden Crescent Regional Planning Commission is a political subdivision of the state. The basic responsibility of the GCRPC involves planning for the development of the region and assisting local governments in carrying out regional plans and recommendations. Since its inception in 1968, the GCRPC has grown to include comprehensive planning and service delivery in program areas such as aging, economic development, E9-1-1, solid waste management and rural transportation.

The transportation department is made up of the Director of Transportation, Transportation Program Coordinator, Transportation Accountant and specialist staff. The Department is under the oversight of the Executive Director and the Deputy Executive Director. Staff in the Transportation Department work under the leadership of Lisa Cortinas, Director of Transportation, who has over 30 years of experience in her field.

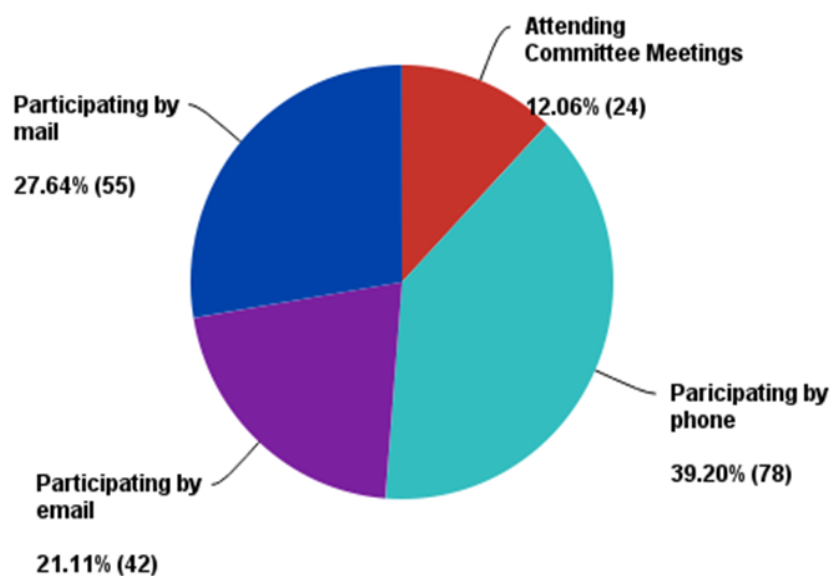
The Regional Coordination Transportation Planning will continue to be coordinated by a Lead agency. Currently, GCRPC, as the Lead agency will continue to facilitate the planning process as required. GCRPC will meet with representatives from the special groups and those entities that also represent or advocate for these groups to address issues identified in the 5-year update. One question on the public and business/agency surveys for transportation improvements asks the responders "Would you or a member of your family be willing to provide feedback or represent your county on the Regionally Coordinated Transportation Planning Committee?" Nearly 200 people responded and are interested in participating at some level of involvement. (Refer to chart 14.0)

However, due to funding constraints, only a select number of issues can be addressed. To be able to expand the number of issues would require additional funds. Stakeholder agencies understand the need for additional funding to increase the availability of transportation in light of the people

they serve. However there is a “disconnect” between local needs and the level of administration that defines allowable expenditures.

Intervention by State agency offices with their local branches of service could provide a boost in agency/organization involvement and participation in Regional Coordination Transportation Planning. Local agencies need to be encouraged by their parent agencies to become involved in the state mandated transportation planning process occurring at their local levels that impact the needs of the people they serve. The need for agency/organization involvement as well as local citizens goes beyond attending local meetings and includes participating in activities needed in obtaining the needed information that the committee would like to see as well as addressing the specifics outlined by State Office in the planning process. Further this could lead to availability of local funds to promote and support affordable transportation in the Golden Crescent, that promote ways of sustaining the program when other funds are no longer available and in other situations when funds have been repealed.

Regional Coordination Involvement



16.0

What became evident during these past 18 months is that each county needs to have representation in the planning process. A smaller version of the Regional Coordination Transportation Planning effort is needed in each county. Each county needs local input into what the community people say they need or want in transportation. This makes change more tangible and personal. This can also keep the community informed of budget constraints so they can understand the decisions made about services provided in their area. On a wider level, representatives from each county can come together and discuss needs of the Golden Crescent residents. However this too leads to the need for additional funds to be able to meet the demands of additional meetings, travel and research.

Section VII

VISION and MISSION

The decision was made to keep the current Vision and Mission statements since professional staff previously worked with the local committee to develop.

VISION

“Assist in improving the quality of life by providing access to meet the employment, healthcare, education, commerce, and social needs of the Golden Crescent Region.”

MISSION

“Provide reliable, safe, efficient transportation through coordinated efforts with our partners to serve the community needs in an economical, equitable and environmentally friendly manner.”

Section VIII

GOLDEN CRESCENT PERFORMANCE MEASURES METRICS

Purpose for Performance Evaluation: Golden Crescent Regional Planning Commission as the Lead Agency must collect, maintain, and assess the data we have collected to evaluate the effectiveness of the coordinated public transit/human services transportation planning effort. The State has developed Performance Metrics that are common to those identified in our Local Performance Metrics.

Statewide Performance Metrics

Collect, maintain & provide data on statewide performance measures to the Texas Department of Transportation which will collect common data elements statewide. Data must include:

Collaborate

1. Number of active, formal partnerships.
2. Number of persons engaged in transportation planning & education activities.

Identify Gaps & Inefficiencies

1. Gaps & inefficiencies identified in the coordinated plan, including those concerning priority population groups.
2. Recommend actions in the coordinated plan for resolving these gaps & inefficiencies.

Resolve

1. Number of items in the plan that move from a planning to implementation phase

2. Number of activities, identified in the coordinated plan that are:
 - a. Underway, but not completed
 - b. Completed.

Golden Crescent Metrics

Collaborate

1. The Golden Crescent Planning Committee is comprised of 30 active committee members:

- Health & Social Service Professionals
- Health Care Professionals
- Public & Private Transportation Providers
- Private Citizens
- Seniors 65+
- Post Secondary Education
- Child Advocates
- Business Professionals

Golden Crescent's Identified Gaps & Inefficiencies

1. Affordable transportation for special groups

- a. Special groups have been identified as seniors 65+, individuals with disabilities, low-income, students, children, veterans and those looking for work or transitioning off benefits.

2. Gaps in Service Days & Hours

- a. Weekend services
- b. Extended service hours

- c. “Choose My Ride” Services through the 5310 Seniors and Individuals with Disabilities. Grant program provided by GCRPC needs to address services in the rural areas of the Golden Crescent (i.e. out of city service).
- d. More available general public transportation in the rural areas of the Golden Crescent.

3. Alternative Options for Fare Collection

- a. Ability to purchase passes on-line.
- b. Ability to purchase passes using credit and debit transactions.
- c. Ability to reload a pass card.
- d. Ability to purchase passes at different locations.

4. Public Awareness of Transportation Service

- a. Websites for all Transportation Providers
- b. Websites should be updated and have relevant information
- c. Fliers and Service pamphlets need to be distributed on a regular basis
- d. Current bus stop locations are not user friendly. Need to post at each stop additional route map and directional information.
- e. Need to generate local funds by approaching businesses, social services, and community leaders to advertise or develop partnerships.

5. Limited Public Amenities

- a. Need bus stop locations with shelters and benches.

6. Transportation for Children/Students

- a. Need for unaccompanied transportation for pre-school children
- b. Child restraints

- c. Current School District Bus Transportation is limited to those children and students who live outside of a two-mile radius.

7. Accessible paths of travel for Fixed Route Service

- a. Most Victoria Streets do not have sidewalks.
- b. Need for additional curb cutouts.

8. Increase Public Awareness of the regional planning process and opportunities to impact service delivery

- a. Identify participants to provide input on a regular basis
- b. Annual Meeting to discuss issues and resolutions

9. Lack of response from the Veteran community regarding transportation needs

- a. Unable to assess true needs of the veteran community
- b. Need for veterans organization involvement
- c. Need for involvement from County appointed veteran service officers.

10. Transportation for Employment is limited in the region

- a. Need for cost-shared routes for job access
- b. Specific employment routes
- c. Need for Employer involvement and funding participation

GOLDEN CRESCENT PERFORMANCE MEASURES METRICS

Resolve

The following is a short list of measures that the Golden Crescent will focus on based on the identified gaps. The Golden Crescent has many challenges to addressing the gaps and identified needs of our region. Multiple measures may be used to evaluate the progress made. GCRPC as the lead agency will work with the Committee to monitor the Region's progress. We will work with the Committee, and other Transportation Providers to collect, manage, or support these efforts continually until the identified needs and gaps have been met or as they change over time. GCRPC will report the progress to the Texas Department of Transportation as directed.

1. Funding and Resources

- Identify and complete grant applications
- Identify other resources, such as in-kind Community Support
- Develop Business/Employer support
- Develop Cost Sharing Agreements with Human, Social, and Health Organizations
- Review fare policies
- Develop Advertising Opportunities as a way to increase funding for services. (Example: Bus Wraps, Shelter, or In-Bus Advertising)

2. Coordination between Public and Private Transportation Providers

- Service referrals from public to private service providers
- Cost sharing of services using multiple providers
- Purchase of Service to meet specific target groups

3. Education, Public Awareness, and Outreach

- Attend as many civic events annually to educate and increase public awareness.
- Develop more user friendly websites to address transportation information for the entire region.
- Contact and disseminate information to the Region's Chamber of Commerce and Visitors Bureaus to outreach new residents.
- Develop flyers or brochures that are coordinated among all public transportation providers. Easily identifiable to the public.
- Utilize as many public service announcements through the media such as community calendars, free radio public service announcements, and newspaper advertising

The following is a detailed list of the gaps and identified needs. GCRPC has identified each and has prioritized them as *SHORT TERM* or *LONG TERM GOALS*.

Goals, Priorities & Status

Goal	Priority	Status
Services that are affordable to all special groups	Long-term	Currently implemented and remains an ongoing task. GCRPC applies for appropriate grants for all counties and supports other organizations that apply for grants. GCRPC participates in the MPO. GCRPC and its subcontractors continue to partner with other social and private entities to provide services for all special groups as well as the general public. New partnerships are welcomed.

Increase availability of transportation services	Long-term	Currently implemented and remains an ongoing task. GCRPC applies for appropriate grants for all counties. Additional funds needed to support a feasibility study to justify expansion of services.
Improve Fare Collection Processes	Short-term	Reach out to other transit regions that incorporate alternative options for fare collection. Funding for additional staff to further explore as needed.
Increase Public Awareness by using several medias, and use of website	Long-term	GCRPC and two other subcontractors have websites. Incorporate transportation services information into the other rural counties on appropriate websites, to begin within the next 6 months following the completion of the 5-year plan. Followed by developing fliers, pamphlets, brochures within each county's budget. Cost of providing maps at stops and equipment to protect information will be researched and reviewed during the annual budget planning process. Involve businesses/agencies in advertising. Contact other transit regions for their policies. Additional funding needed for staffing.
Shelters	Long-term	Currently implemented and remains an ongoing task. New shelters & benches, and replacements will be reviewed during the annual budget planning process. Outreach to businesses for possible sponsorship of bus stops will be considered if funds are available for additional staffing.

Transportation for Children	Short-term	Parents and Head Start need to discuss what is needed and potential costs. A feasibility study is needed; however it will be based on the availability of funds. GCRPC will consider school locations when modifying or adding bus stops.
Accessible Bus Stops	Long-term	This is an ongoing task. Bus stops needing repair are prioritized when completing the annual budget process. GCRPC will work with the City of Victoria regarding Accessible paths of travel including sidewalks and curbs cuts.
Increased Public Involvement in Regional Planning	Long-term	Currently implemented and remains an ongoing task. Will refer to the 2017-2021 5-year plan for contacts. Will coordinate with the rural transportation providers to incorporate local input. Funding for additional staffing needed.
Transportation for Veterans	Short-term	Follow-up with agencies that work with veterans and discuss whether further need for outreach regarding transportation needs.
Cost Share Routes for Job Access	Long-term	Currently implemented and will respond to any new inquires as the need arises.

APPENDIX

Page 126-130	RCTP Committee Members
Page 131-132	Public Survey for Improving Transportation Services
Page 133-134	Public Survey for Improving Transportation Services-Spanish Version
Page 135-136	Business Survey for Improving Transportation Services
Page 137-138	Business Survey for Improving Transportation Services-Spanish Version
Page 139-141	Transportation Vehicle Resource Survey
Page 142	Web Link Survey Information
Page 143	Web Link Survey Information-Spanish Version

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PUBLIC SURVEY FOR IMPROVING TRANSPORTATION SERVICES

This survey is being conducted by the Golden Crescent Transit Region and will be available for input. You need only to fill out once unless your circumstances have changed and would affect your responses differently. The input for this survey will help identify the gaps in services, what changes, improvements, additions or enhancements could be made to the transportation services for the next 5 years. Even if you do not use transportation yourself but know someone who does or it could benefit, your input is greatly appreciated.

1. I am filling this out: ☐ on my behalf ☐ for another person
2. Have you previously filled out a transportation survey within the listed time frame?
☐ Yes, but transportation issues have changed. ☐ No
3. What County do you live in? ☐ Victoria ☐ Gonzales ☐ Jackson ☐ Lavaca
☐ DeWitt ☐ Calhoun ☐ Goliad
4. What city?: _____ I live: ☐ Within the city limits ☐ Outside the city limits
5. What is your age? ☐ 18-24 ☐ 25-34 ☐ 35-44 ☐ 45-54 ☐ 55-64 ☐ 65+
6. Please check all that apply: ☐ Employed Full or Part-Time ☐ Unemployed ☐ Veteran ☐ Retired ☐ College Student ☐ Person with disability Other _____
7. How many in your household? ☐ # of children under 5 years ☐ # of children between 6-17 years ☐ # of adults
8. What is your gross monthly household family income (before taxes, bills, etc.)?
☐ Less than \$1000 ☐ \$1000-\$2000 ☐ \$2000-\$3000 ☐ \$3000-\$4000 ☐ More than \$4000
9. What is your primary means of transportation? ☐ Personal Vehicle ☐ Friends, Relative, Volunteer driver ☐ Transit System ☐ Taxi Service ☐ Walk ☐ Van Pool
(Inteplast) Other _____
10. What motivates you to use your own primary means of transportation? *Check all that apply*
☐ Time savings ☐ Convenience ☐ No bus available ☐ No personal vehicle ☐ Cost savings ☐ Vehicle not working ☐ Improve air quality/environment ☐ Save on wear & tear on vehicle Other _____
11. Does the transportation service in your community meet your community's needs?
☐ Yes ☐ No *If no, check all that may be the reasons why.*
☐ Fares too expensive ☐ Commute takes too long ☐ Limited hours of operation
☐ No service in my county ☐ No bus stops in my area ☐ Services only target certain groups ☐ Vehicles not wheelchair accessible ☐ Not enough vehicles to transport

☐ Limited Rural Access ☐ Have to wait to schedule a ride ☐ Lack of advertisement
☐ Difficult to reach by phone ☐ Website is inaccurate or no information ☐ Charge for attendant Other_____

12. Accessibility: ☐ All Bus stops are accessible ☐ Some stops are accessible ☐ Most Bus stops are NOT Accessible (please list) _____

☐ Not applicable(Rural)

13. How often do you use public transportation?

☐ 1 to 6 times a week ☐ 7 to 10 times a week ☐ More than 10 times a week
☐ Never ☐ Not sure how public transportation works/But interested

14. What do/would you or a family member use public transportation for?

☐ Shopping ☐ Work ☐ Visiting friends or family ☐ Medical ☐ Public School
☐ Recreational/Entertainment ☐ College Other_____

15. Have you or a family member ever quit or lost a job because transportation was an issues? ☐ Yes ☐ No If yes, why? _____

16. Have you or a family member ever quit or had a difficult time getting to school/college because transportation was an issue? ☐ Yes ☐ No If yes, why_____

17. Would you or a family member like more information on public transportation in your County? ☐ Yes ☐ No *If yes, provide your information at the end of this survey.*

18. Would you or a member of your family be willing to provide feedback or represent your county with the Regionally Coordinated Transportation Planning Committee by,

☐ Attending Committee Meetings ☐ Participating by phone ☐ Participating by email
☐ Participating by mail ☐ Other, suggestions for obtaining, maintaining citizens or agencies/organizations on this ongoing committee_____

19. Please add any other suggestions for transportation improvements or other comments. _____

Please provide your contact information below (optional)

Names_____ Address_____

Phone(s)_____ Email _____

Thank you for your time!

ENCUESTA PÚBLICA PARA MEJORAR SERVICIOS DE TRANSPORTE

Esta encuesta se lleva a cabo por la región de tránsito de media luna dorada y estará disponible para tu entrada. Sólo tienes que rellenar una vez a menos que las circunstancias han cambiado y pueden afectar a sus respuestas diferentemente. La entrada para esta encuesta ayudará a identificar las carencias en servicios, qué cambios, mejoras, adiciones o mejoras podrían hacerse a los servicios de transporte para los próximos cinco años. Aunque usted no use transporte usted mismo pero conocéis a alguien que la tenga o podría beneficiarse, su entrada se aprecia grandemente.

1. Yo estoy llenado de esto: ☐ por mi ☐ por otra persona
2. ¿Tener que previamente fue llenada una encuesta de transporte dentro del plazo indicado?
☐ Sí, pero transporte cuestiones han cambiado. ☐ No
3. ¿En qué Condado vive usted en? ☐ Victoria ☐ Gonzales ☐ Jackson ☐ Lavaca ☐ DeWitt
☐ Calhoun ☐ Goliad
4. ¿En qué ciudad?: Vivo en: Límites dentro de la ciudad
 Límites exterior de la ciudad
5. ¿Cuál es tu edad? ☐ 18-24 ☐ 25-34 ☐ 35-44 ☐ 45-54 ☐ 55-64 ☐ 65+
6. Por favor marque todas las que aplican: ☐ Empleado completo o a tiempo parcial
☐ Desempleado ☐ Veterano ☐ Retire ☐ Estudiante de colegio ☐ Persona con discapacidad
Otra razón
7. ¿Cuántos en su hogar? ☐ número de niños menores de 5 anos ☐ número de niños de entre 6 y 17 años ☐ número de adultos
8. ¿Cuál es su ingreso familiar doméstico bruto mensual (antes de impuestos, facturas, e cetra)?
☐ Menos de \$1000 ☐ \$1000-\$2000 ☐ \$2000-\$3000 ☐ \$3000-\$4000 ☐ Mas que \$4000
9. ¿Cuál es su principal medio de transporte?
☐ Vehículo personal ☐ Amigos, relativa, conductor voluntario ☐ Sistema tránsito ☐ Servicio de Taxie ☐ Piscina de van (Inteplast) ☐ Otra razón
10. ¿Qué te motiva a utilizar sus propios medios primarios del transporte? *Compruebe todas las que aplican* ☐ Tiempo de ahorro ☐ Conveniencia ☐ No autobús disponible ☐ No vehículo personal ☐ Ahorro de costo ☐ Vehículo no trabaja ☐ Mejorar aire calidad/medio ambiente
☐ Ahorra en desgaste y rasgón en vehículo ☐ Otra razón
11. ¿El servicio de transporte en su comunidad satisface las necesidades de la comunidad? Si no, revise todo lo que pueden ser las razones por qué. ☐ Si ☐ No
☐ Demasiado costosas tarifas ☐ Viaje toma demasiado tiempo ☐ Limitadas horas de funcionamiento ☐ No hay servicio en mi Condado ☐ No hay paradas en mi zona ☐ Servicios sólo objetivo cierto grupos ☐ No hay vehículos suficientes para el transporte de sillón de ruedas accesible ☐ No hay suficientes vehículos para el transporte ☐ Limitado acceso Rural

☐ Tienen que esperar para programar un paseo ☐ Falta de anuncio ☐ Difícil de alcanzar por teléfono ☐ Web es inexacta o no hay información ☐ Cobrar por operadora Otra razón _____

12. Accesibilidad: ☐ Todas las paradas de autobús son accesibles ☐ Algunas paradas son accesibles ☐ No es aplicable (Rural) ☐ Más Paradas de autobús NO son Accesibles (Enumere) _____

13. ¿Con qué frecuencia usas transporte público? ☐ 1 a 6 veces a la semana ☐ 7 a 10 veces a la semana ☐ Más de 10 veces a la semana ☐ Nunca ☐ No sé como el transporte público trabaja/pero estoy interesado

14. ¿Lo que se hacer/ sería o un miembro de la familia usar el transporte público para?

☐ Comercial ☐ Trabajo ☐ Visitar amigos o familia ☐ Médico ☐ Escuela pública ☐ Recreación y entretenimiento ☐ Colegio Otra razón _____

15. ¿Usted o un miembro de la familia alguna vez dejar o perdió un trabajo porque el transporte era un problema? Sí si, ¿por qué? ☐ Si ☐ No

16. ¿Usted o un miembro de la familia alguna vez tuvo un tiempo difícil para llegar a la escuela y o el colegio porque el transporte era un problema? Sí sí, ¿por qué? ☐ Sí ☐ No

17. ¿Usted o un miembro de la familia quiere más información del transporte público de su Condado? Sí sí, *proporcionar su información al final de este estudio.* ☐ Sí ☐ No

18. Usted o un miembro de su familia estar dispuesto a proporcionar información o representar su Condado con el comité regional de planificación de transporte coordinado por,

☐ Participar en las reuniones del comité ☐ Participar por teléfono ☐ Participar por correo electrónico ☐ Participar por correo ☐ Otra razón, sugerencias para la obtención, mantenimiento de los ciudadanos o las agencias y organizaciones en este curso comité _____

19. Por favor agregue cualquier otra sugerencia para mejorar el transporte u otros comentarios. _____

Por favor proporcione su información de contacto a continuación (opcional)

Su Nombre(s) _____

Dirección de correo _____

Teléfono(s) _____

Correo electrónico _____

¡Gracias por tu tiempo!

BUSINESS SURVEY FOR IMPROVING TRANSPORTATION SERVICES

This survey is being conducted by the Golden Crescent Transit Region and will be available for input. You need only to fill out once unless your circumstances have changed and would affect your responses differently.

The input for this survey will help identify the gaps in services, what changes, improvements, additions or enhancements could be made to the transportation services for the next 5 years.

Even if you do not use transportation yourself but know someone who does or it could benefit, your input is greatly appreciated.

1. Have you previously filled out a transportation survey within the planning time frame?

☐ Yes, but transportation issues have changed. ☐ No

2. What County is your business located in?

☐ Victoria ☐ DeWitt ☐ Gonzales ☐ Jackson ☐ Lavaca ☐ Calhoun ☐ Goliad

3. What city is your business located? _____

☐ Within the city limits ☐ Outside city limits

4. Does the transportation service in your community meet your community's needs? ☐ Y ☐ No

If no, check all that may be the reasons why. ☐ Fares too expensive ☐ Commute takes too long

☐ Limited hours of operation ☐ No service in my county ☐ No bus stops in my area

☐ Services only target certain groups ☐ Vehicles not wheelchair accessible

☐ Not enough vehicles to transport ☐ Limited Rural Access ☐ Have to wait to schedule a

ride ☐ Lack of advertisement ☐ Difficult to reach by phone ☐ Website is inaccurate or

no information ☐ Other _____

5. Accessibility: ☐ All Bus stops are accessible ☐ Some stops are accessible ☐ Most Bus

stops are NOT Accessible. List sites _____

Not applicable(Rural)

6. On average, how many client, customer or patient appointment cancellations and/or no-shows, do you have weekly due to transportation issues?

☐ 1-5 ☐ 6-10 ☐ 11-15 ☐ 16+ ☐ None

7. Does public transportation play a part in your employees getting to or from work each day?

☐ Yes ☐ No ☐ Maybe, but not an issue right now ☐ I don't know

8. Do your employees access the van pool (Inteplast)? ☐ Yes ☐ No

Comments regarding the van pool service: _____

9. If public transportation was available for your employees to use, would you be willing to participate in a cost-share program for a reasonable cost?

☐ Yes ☐ No ☐ Maybe, if this becomes an issue

10. Would you allow your clients, customers, patients or employees to complete surveys regarding transportation issues at your location? ☐ Yes ☐ No

11. Check all characteristics of your clients, customers, patients or employees ☐ 65+
☐ Veteran ☐ Low Income ☐ Student ☐ Person with a Disability ☐ Retired
☐ Unemployed ☐ Employed ☐ Other

12. What change in public transportation would help your clients, customers, patients or employees keep their appointments or get to work timely?

13. Would a member of your business be willing to provide feedback or represent your county with the Regionally Coordinated Transportation Planning Committee by?

☐ Attending Committee Meetings ☐ Participating by phone ☐ Participating by email
☐ Participating by mail ☐ Other, suggestion(s) for keeping citizen or agency/organization representation on this committee

14. Please add any concerns or comments below?

Please provide business contact information below (optional)

Name of Business

Owner/Manager Name

Address

Phone(s)

Email Address

Thank you for your time!

ESTUDIO DE NEGOCIO PARA MEJORAR SERVICIOS DE TRANSPORTE

Este estudio se lleva a cabo por la región de tránsito de Golden Crecente y estará disponible para la entrada de ___ - agosto de 2016. Sólo tienes que rellenar una vez a menos que las circunstancias han cambiado y pueden afectar a sus respuestas diferentemente.

La entrada para este estudio ayudará a identificar las carencias en servicios, qué cambios, mejoras, adiciones o mejoras podrían hacerse a los servicios de transporte para los próximos cinco años.

Aunque usted no use transporte usted mismo pero conoce alguien persona que tenga o podría beneficiarse, su entrada se aprecia grandemente.

1. ¿Que previamente fue llenada una encuesta de transporte dentro del plazo de planificación?

___ Sí, pero transporte cuestiones han cambiado. ___ No

2. ¿En qué Condado está ubicado su negocio? ___ Victoria ___ DeWitt ___ Gonzales

___ Jackson ___ Lavaca ___ Calhoun ___ Goliad

3. ¿En qué ciudad tu negocio se encuentra? ___ Dentro de los límites de la ciudad ___ fuera de los límites de la ciudad

4. ¿El servicio de transporte en su comunidad satisface las necesidades de la comunidad?

___ Si ___ No

Si no, revise todo lo que pueden ser las razones por qué. ___ Demasiado costosas tarifas

___ Viaje toma demasiado tiempo ___ Limitadas horas de funcionamiento ___ No hay ser-

vicio en mi Condado ___ No hay paradas en mi zona ___ Servicios sólo objetivo cierto grupos

___ No hay vehículos suficientes para el transporte de sillón de ruedas accesible ___ No hay

suficientes vehículos para el transporte ___ Limitado acceso Rural ___ Tienen que esperar

para programar un paseo ___ Falta de anuncio ___ Difícil de alcanzar por teléfono ___ Web es

inexacta o no hay información ___ Cobrar por operadora ___ Otra razón _____

5. Accesibilidad: ___ Todas las paradas de autobús son accesibles ___ Algunas paradas son ac-

cesibles ___ Más paradas de autobús ___ NO son Accesibles. Lista de sitios _____

___ No es aplicable (Rural)

6. En promedio, ¿cuántos cliente, cliente o paciente citas hay de cancelaciones y/o no-shows?

7. ¿Tienes semanalmente debido problemas de transporte? ___ 1-5 ___ 6-10 ___ 11-15 ___ 16 +

___ Ninguno

8. ¿Transporte público desempeña una parte de sus empleados como del trabajo cada día?

___ No ___ Sí ___ Tal vez, pero no hay un asuntos de problemas ahora ___ No sé

9. ¿Sus empleados acceder a la piscina van (Inteplast)? ___ Sí ___ No

Hay comentarios sobre el servicio de piscina: _____

10. ¿Si el transporte público estaba disponible para sus empleados a utilizar, usted estaría dispuesto a participar en un programa de costo compartido a un costo razonable? ___ No ___ Sí

___ Tal vez, si esto se convierte en un problema

11. ¿Usted permitiría a sus clientes, pacientes o empleados completar encuestas sobre problemas de transporte a su domicilio? ☐ Sí ☐ No

12. Compruebe todas las características de sus clientes, pacientes o empleados ☐ 65 +
☐ Veterano ☐ Ingresos Bajos ☐ Estudiante ☐ Persona con una discapacidad
☐ Retiró ☐ Desempleados ☐ Empleado ☐ Otra razón _____

13. ¿Qué cambio en transporte público ayudaría a sus clientes, pacientes o empleados acudir a las citas o llegar al trabajo puntualmente? _____

14. Usted o un miembro de su negocio estar dispuesto a proporcionar información o representar su Condado con el comité regional de planificación de transporte coordinado por ☐ Participar en las reuniones del comité ☐ Participar por teléfono ☐ Participar por correo electrónico ☐ Participar por correo ☐ Otra razón, sugerencias para la obtención, mantenimiento de los ciudadanos o las agencias y organizaciones en este curso comité

15. ¿Por favor agregue cualquier inquietud o comentarios abajo?

Por favor proporcione la información de contacto de negocios a continuación (opcional)

Nombre del negocio _____

Nombre del propietario/gerente _____

Dirección de correo _____

Teléfono (s) _____

Correo electrónico _____

¡Gracias por tu tiempo!

TRANSPORTATION VEHICLE RESOURCE SURVEY

The Golden Crescent Regional Planning Commission (GCRPC) is the Lead Agency in the Golden Crescent for The Texas State Planning Region designated by Texas Department of Transportation. The Lead Agency is charged with leading representatives from State and local agencies, organizations, private entities and local citizens to develop an updated 5-year plan. The plan will focus on improving and identifying gaps in public transportation services for the elderly, individuals with disabilities, individuals with limited income, veterans and the community. The plan will also include a list of transportation providers whether public, private, for profit, non-profit and religious that provide a limited to a highly scheduled service. GCRPC is seeking your cooperation in providing the requested information so as to provide a comprehensive list of available transportation providers in the community. If you have any questions, please contact our office at 361/578-1587, ext. 221; Linda Salazar-Ybarbo, Transportation Program Coordinator. You can request a survey by email at linday@gcrpc.org or complete on our website at gcrpc.org, click on transit and select the survey(s) you wish to complete.

In what cities do you provide services?

Do you provide any rural transportation (for individuals outside the city limits)? ☐ Yes
☐ No

Are you a: ☐ Non-profit ☐ For profit ☐ Private Entity ☐ Public Entity
☐ Local Government Entity ☐ State Entity Other _____

How many drivers, hired staff and/or volunteers do you have?

Paid staff _____ Volunteers _____

How many vehicles does your organization have to offer transportation? _____

Please complete the chart below with information on the vehicles you use to provide transportation. Add additional lines, if needed.

Make	Model	Year	Mileage	*Condition	Handicap Accessible	How many passengers does this vehicle hold?	Will you be replacing vehicle w/i the next 6-12 months?
EXAM- PLE: FORD	AERO- LITE	2015	65,231	EXCEL- LENT	YES	8	NO

*Condition rate as Excellent, Good or Poor

List the holidays you provide services on: _____

If your vehicles are not handicap accessible, do you provide transportation for individuals with disabilities?

How often do you check the condition of your vehicles? _____

Do you have a vehicle maintenance plan? (i.e., such as oil changes every 5000 miles, tire maintenance reviewed quarterly, etc.)

For what purposes do you provide transportation? (i.e., work, church, shopping, medical appointments, out of town, etc.)

Do you provide any other services with your vehicles (i.e. meals on wheels, charter)?

Do you provide curb to curb, or door to door service? (Example: from one's door to the door of the doctor's office, or from curb of home to location)

Do you provide fixed route service? (Example: stop at the same places daily at the same time)

Who do you provide transportation for? (i.e., your customers, residents, church members, clients, public, etc.)

Is your service available to the public? ____ Yes ____ No

List the hours and days of the week you provide services:

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
<i>EX: none</i>	<i>8am-5pm</i>	<i>8am-5pm</i>	<i>1-5pm</i>	<i>8am-5pm</i>	<i>8am-5pm</i>	<i>1-5pm</i>

Add additional lines if needed.

About how many people do you transport weekly or monthly? _____

How far in advance do your riders need to call to arrange for transportation?

Do you provide car seats for children? _____

Do you allow service animals in your vehicles? _____

Do you charge a fee for your service? _____

How do you charge? (i.e., cost per mile, per trip, donations, fee based on what criteria, one-way, etc.)

Do you charge additionally for attendants? _____

Do your drivers accept tips?

Please provide business contact information below (optional)

Name of Business _____

Owner/Manager Name _____

Address _____

Phone(s) _____

Email Address _____

Thank you for your time!

The Regional Coordination Transportation Planning committee is developing a 5-year transportation plan update. This is your opportunity to tell us about gaps in service, recommendations for improvement and identifying any duplication of services in the seven surrounding counties.

“Experience the Change” will provide you the opportunity to share your opinions about current services, offer recommendations for changes and improvements, and identify any duplication of services.

The Golden Crescent Regional Planning Commission is the lead agency for the Regional Coordination Transportation Planning (RCTP) Committee that is working to update the 5-year transportation plan. The plan is focusing on services for those 65 years and older, those with disabilities, veterans, low-income individuals or families, and workforce. The RCTP will cover the Golden Crescent region consisting of the counties of DeWitt, Goliad, Gonzales, Jackson, Lavaca and Victoria.

The RCTP will reach out to the public, including employers with surveys. There will be various questions and a section for additional information. The surveys will be available at area businesses, agencies, organizations, on-line on this website, on the buses, and at your request, can be mailed. We would like to obtain information from the general public and employers on the impact of transportation.

The past plan updates have led to development of additional services. One is the very successful van pool service partnership which transports employees from home to work. They commute on a daily basis from Palacios/Bay City, Yoakum, or Victoria to work in Lolita. Another program that has overwhelmingly been received in the counties, is the “Choose My Ride” program. Grant funds specifically earmarked for those 65 and older and those with disabilities allows for individuals from each special group to call for same day service from participating vendors which includes the local transit and private taxi companies for quick transport to the destination of their choice within the city limits.

The 5-year transportation update includes obtaining information from any agency, organization, church, etc. that provides any type of transportation for individuals for their distinct purposes. Surveys will be available on-line on this website and by mail at your request.

Your participation is vital to providing a comprehensive and accurate portrait of the Golden Crescent’s transportation services.

Your participation is vital to providing a comprehensive and accurate portrait of the Golden Crescent’s transportation services. Public Transportation Survey link: <https://www.surveymonkey.com/r/publicimprovingtransportationsurvey> Business/Organization

Transportation Survey link: <https://www.surveymonkey.com/r/businessorganizationsimprovingtransportationsurvey> Transportation

Vehicle Resource Survey link: <https://www.surveymonkey.com/r/transportationvehicleresourcesurvey>

El comité de planificación de transporte de coordinación regional está desarrollando una actualización del plan de transporte de cinco años. Esta es tu oportunidad para contarnos sobre las brechas en el servicio, recomendaciones para la mejora y la identificación de cualquier duplicación de servicios en los siete condados circundantes.

Las encuestas para la pública and para los negocios/organizaciones proporcionará a usted la oportunidad de compartir tus opiniones sobre los servicios actuales, ofrecen recomendaciones para cambios y mejoras e identificar cualquier duplicación de servicios.

El comisión regional de planificación del Golden Crecente es el organismo de la comisión regional coordinación transporte planificación (RCTP) que está trabajando para actualizar el plan de transporte de cinco años. El plan es centrándose en servicios para los sesenta y cinco años de edad, personas con discapacidades, veteranos, personas de bajos ingresos o familias y mano de obra. El RCTP cubrirá la región de la Golden Crecente que consiste en los Condados de DeWitt, Goliad, Gonzales, Jackson, Lavaca y Victoria.

El RCTP llegará al público, incluyendo a los empleadores con encuestas. Habrá varias preguntas y una sección para obtener información adicional. Las encuestas estarán disponibles en empresas de la zona, agencias, organizaciones, on-line en este sitio web, en los autobuses y a su petición, puede ser enviado por correo. Nos gustaría obtener información de la opinión pública y los empleadores sobre el impacto del transporte.

Las últimas actualizaciones del plan han llevado al desarrollo de servicios adicionales. Una es la asociación de servicio de piscina van muy acertado que transporta empleados desde su casa a trabajar. Ellos viajan de la ciudad de Bay City/Palacios, Yoakum o Victoria para trabajar en Lolita. Otro programa que ha recibido abrumadora mayoría en los Condados, es el programa de "Elegir My Ride". Conceder fondos destinan específicamente a los sesenta y cinco años de edad y personas con discapacidades permite individuos de cada grupo especial convocatoria mismo día servicio de proveedores participantes, que incluye el tránsito local y de empresas de taxi privado para un transporte rápido para el destino de su elección dentro de los límites de la ciudad.

La actualización de transporte de cinco años incluye obtener información de alguna agencia, organización, iglesia, estera que proporciona cualquier tipo de transporte para las personas para sus diferentes propósitos. Encuestas estarán disponibles on-line en este sitio web y por correo a su petición.

Enlace de página web: <https://www.surveymonkey.com/r/transportationvehicleresourcesurvey>

Su participación es vital para ofrecer un retrato completo y preciso de la Golden crecente servicios de transporte.

Encuesta Pública Para Mejorar Servicios De Transporte enlace de página web: <https://www.surveymonkey.com/r/2T7F853>

Encuesta De Negocios/Organizaciones Para Mejorar Servicios De Transporte enlace de página web: <https://www.surveymonkey.com/r/EncuestaDeNegocioOrganizaciones>



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