

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

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



#### **Rural Transit District**

- Service Area Population<sup>1</sup>: 37,518
- Service Area Land Area<sup>2</sup>: 6,313 sq. Miles
- Unlinked Passenger Trips<sup>3</sup>: 16,263
- Revenue Fleet<sup>3</sup>: 16 Vehicles

#### **Service Information**



# Cesponse Service

For the general public.

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

Reservation must be made at least a day in advance.

#### **One-Way Fare Structure:**

• Within the same city<sup>a</sup>: \$0.50 From Roby to Abilene: \$3.00 • From Rotan to Abilene: \$4.00 Others: distance-based

#### Fare Media:





#### Note:

<sup>a</sup> Less than five miles.

# Operating Time (Excluding Holidays)



# **Operating Days by Mode**



<sup>\*</sup> Non-emergency medical trips only.



# **Operating Hours by Mode**



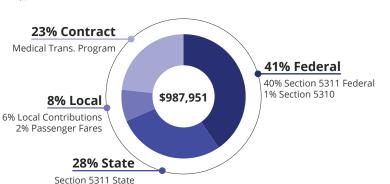
 $\nabla$  For non-emergency medical trips





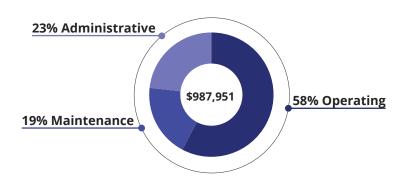


#### **Revenues in Fiscal Year 2014**





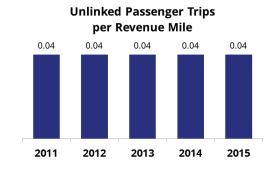
### **Expenditures in Fiscal Year 2014**

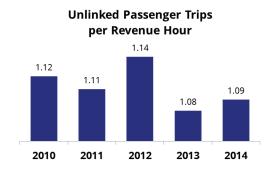


#### FY 2010-2014 Performance Measures<sup>3</sup>



# **Productivity in the Past 5 Years**

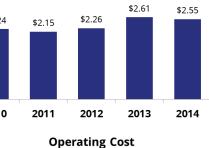


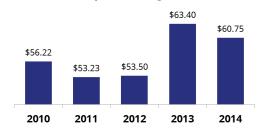




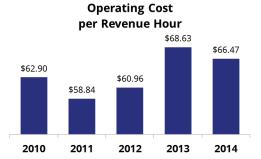
# **Efficiency in the Past 5 Years**

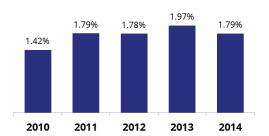
**Operating Cost** per Revenue Mile \$2.55 \$2.26 \$2.24 \$2.15 2010





per Passenger





**Fare Recovery Ratio** 

# **Projects in 2016–2018**<sup>4</sup>

Implementation Year	Project Name	Funding Source (Amount)
2016	Operating Expenses	Section 5311 (To Be Determined)
2016	Facility Remodeling Rehabilitation	Section 5339 (\$60,660)
2017	Operating Expenses	Section 5311 (To Be Determined)
2018	Operating Expenses	Section 5311 (To Be Determined)

#### **Data Sources:**

#### Last Updated:

February 2016





<sup>&</sup>lt;sup>1</sup>U.S. Census Bureau, American Community Survey 2009–2013 5-Year Estimates.

<sup>&</sup>lt;sup>2</sup>U.S. Census Bureau, 2013 TIGER/Line Shapefiles: Places.

<sup>&</sup>lt;sup>3</sup>Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011–2014 data.

<sup>&</sup>lt;sup>4</sup>Aspermont Small Business Development Center.