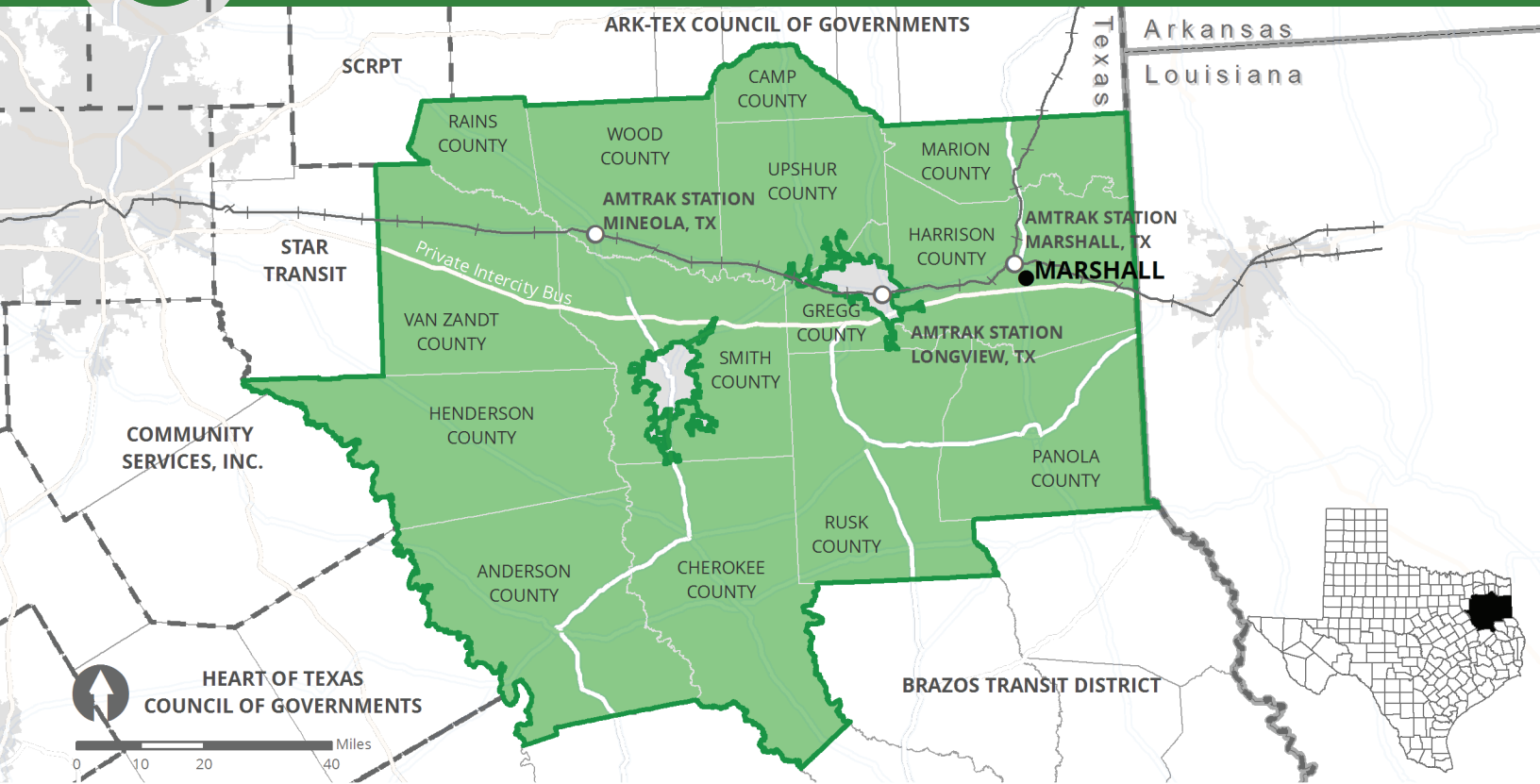




EAST TEXAS COUNCIL OF GOVERNMENTS



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

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

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



Rural Transit District

- Service Area Population¹: 605,056
- Service Area Land Area²: 9,513 Sq. Miles
- Unlinked Passenger Trips³: 122,295
- Revenue Fleet³: 57 Vehicles



Rural Transit District Services

Service Information



Demand-Response Service

For the general public.

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

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

One-Way Fare Structure:

- Base fare:
 - Within county: \$4.00*
 - Adjacent county: \$8.00*
 - Other places within service area: \$10.00*
- Extra fare (in addition to Base Fare):
 - Additional stop^a: \$1.00*
- Free fare^b

Fare Media:



Flexible Transit Service

One flex route available within the city limit of Marshall.

One-Way Fare Structure:

- Base fare: \$0.50
- Discounted fare^c: \$0.25

Fare Media:



Notes:

^a The maximum amount of permitted additional stop is two.

^b Under an agreement with the Area Agency on Aging of East Texas, seniors' (60+) fares are covered for trips made to medical appointments, dialysis, and senior centers.

^c Students and seniors (60+).

Operating Time (Excluding Holidays)

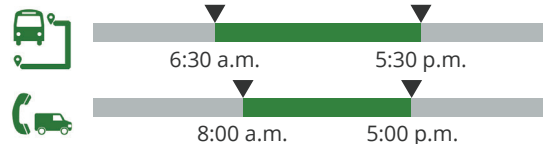


Operating Days by Mode

	MON	TUE	WED	THU	FRI		
	MON	TUE	WED	THU	FRI		



Operating Hours by Mode

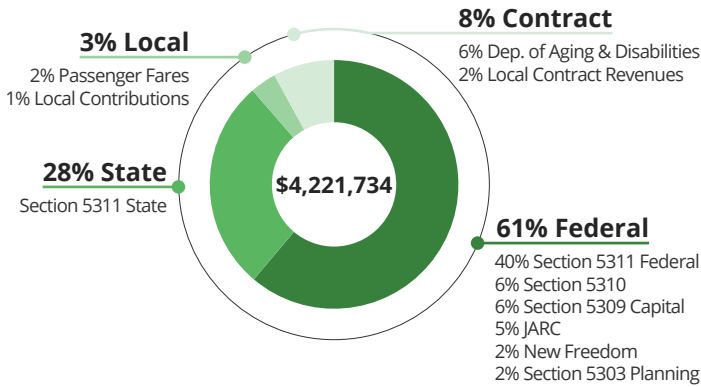




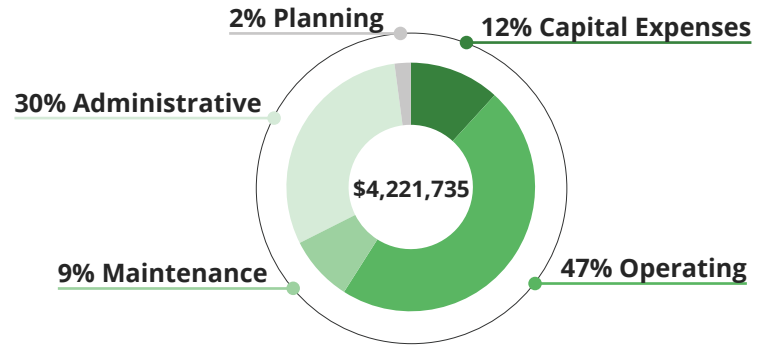
FY 2014 Financial Status³



Revenues in Fiscal Year 2014



Expenditures in Fiscal Year 2014

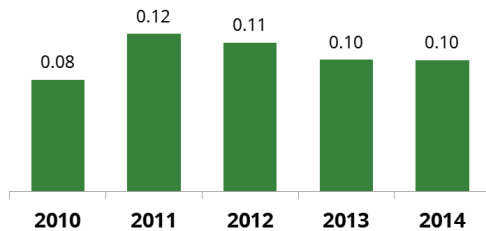


FY 2010–2014 Performance Measures³

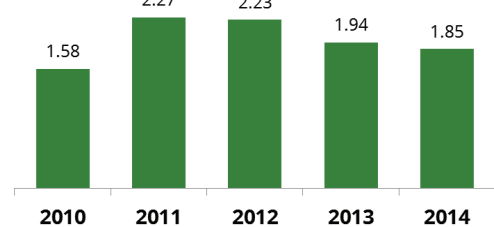


Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile

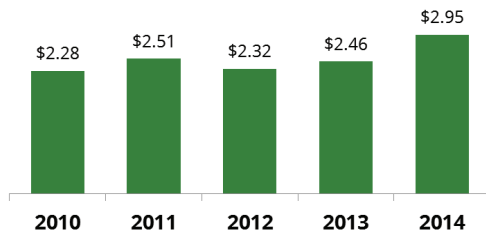


Unlinked Passenger Trips per Revenue Hour



Efficiency in the Past 5 Years

Operating Cost per Revenue Mile



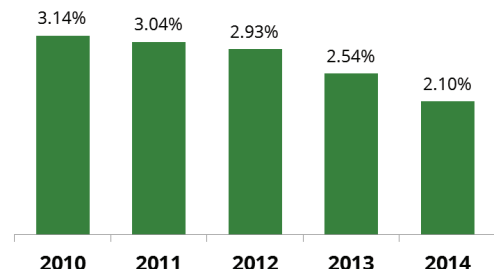
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



Projects in the 2015–2018 STIP⁴

No project listed.

Data Sources:

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

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

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

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

Last Updated:

February 2016