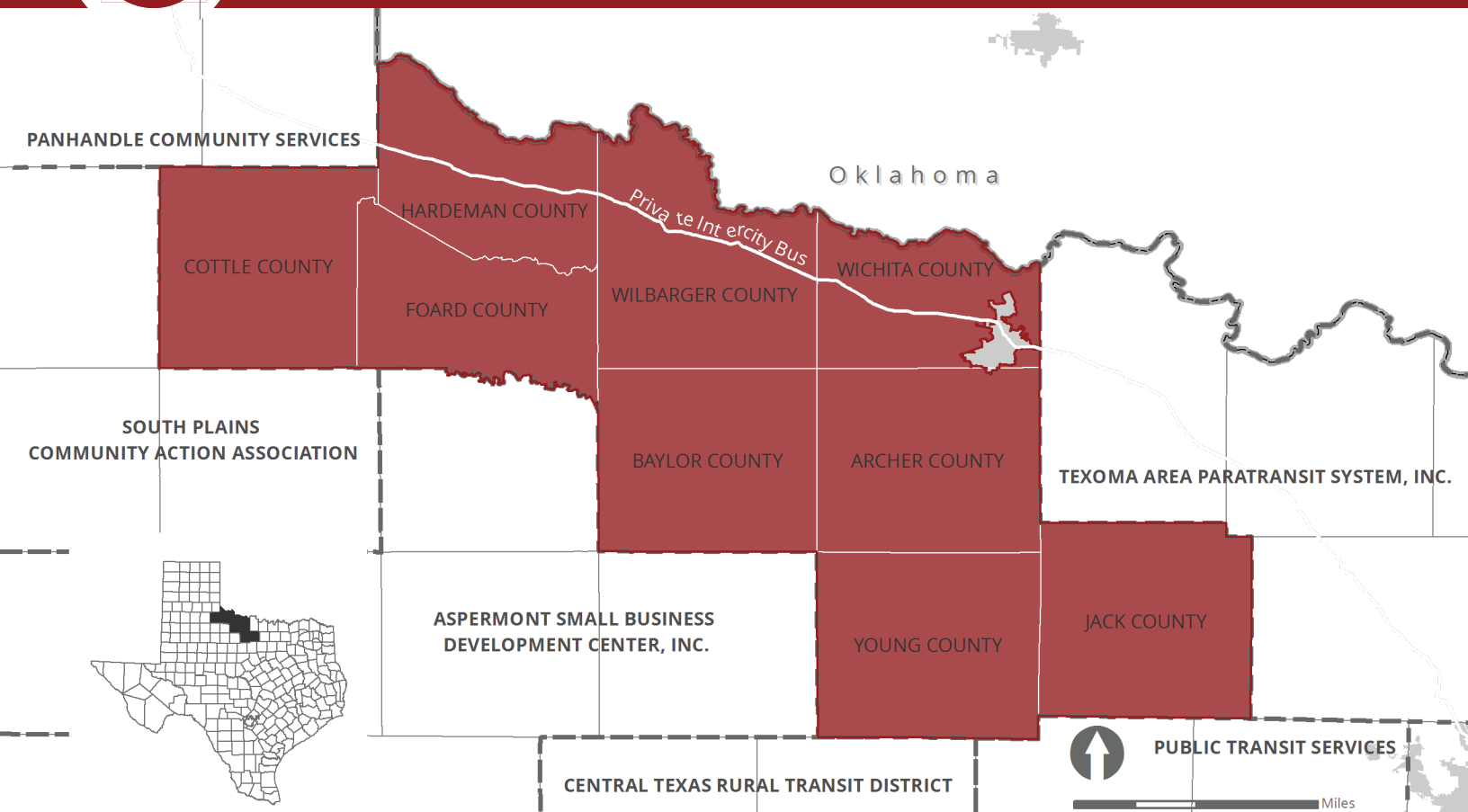




ROLLING PLAINS MANAGEMENT CORP.



The Rolling Plains Management Corporation (RPMC) is a rural transit district that Texas Transportation Code Chapter 458 authorizes, and therefore receives state funding for rural transit services. RPMC, through its transportation program, SHARP Lines Rural Public Transportation, serves rural areas of Archer and Wichita Counties and all of Baylor, Cottle, Foard, Hardeман, Jack, Wilbarger, and Young Counties. The urbanized area (UZA) across Archer and Wichita Counties is the Wichita Falls UZA, which is served by the Wichita Falls Transit System (known as Falls Ride).

RPMC operates demand-response service for the general public throughout the service area. RPMC is also a subcontractor of the Texoma Area Paratransit System, providing non-emergency medical transportation for eligible Medicare participants in the service area. The private intercity bus line of TNM&O Coaches passes through RPMC's service area with a station at Wichita Falls.

The RPMC Board of Directors governs SHARP Lines Rural Public Transportation. The board of directors is composed of 33 members, including one-third local elected officials, one-third low-income representatives, and one-third representatives of the private sector.



Rural Transit District

- Service Area Population¹: 91,996
- Service Area Land Area²: 7,444 Sq. Miles
- Unlinked Passenger Trips³: 140,624
- Revenue Fleet³: 74 Vehicles



Rural Transit District Service

Service Information

Demand-Response Service (SHARP Lines)

For the general public.

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

Reservation must be made at least a day in advance.

One-Way Fare Structure:

- Base fare: \$2.00
- Discounted fare^a: \$0.50

Fare Media:



Note:

^aChildren and students.

Operating Time (Excluding Holidays)



Operating Days by Mode



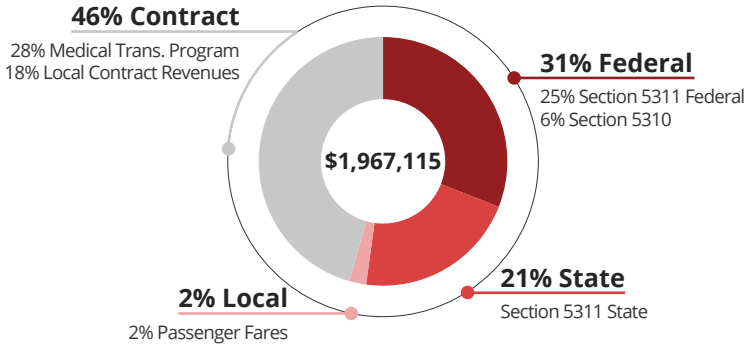
Operating Hours by Mode



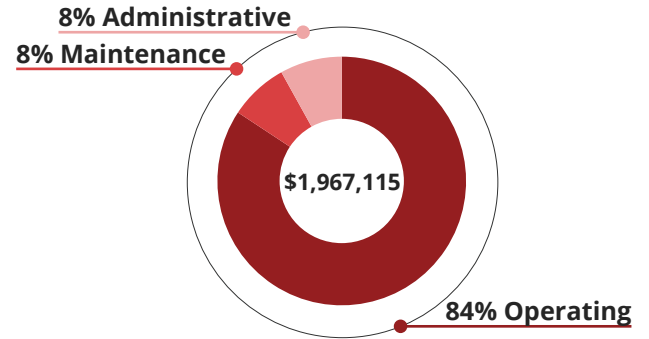


FY 2014 Financial Status³

Revenues in Fiscal Year 2014



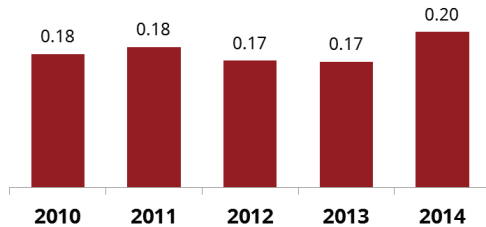
Expenditures in Fiscal Year 2014



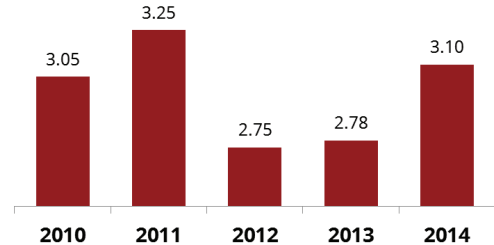
FY 2010–2014 Performance Measures³

Productivity in the Past 5 Years

Unlinked Passenger Trips
per Revenue Mile



Unlinked Passenger Trips
per Revenue Hour

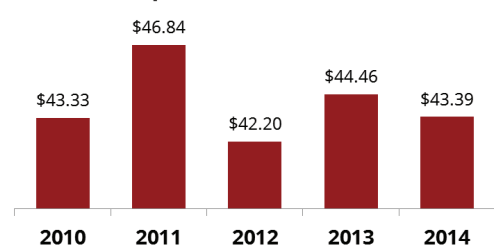


Efficiency in the Past 5 Years

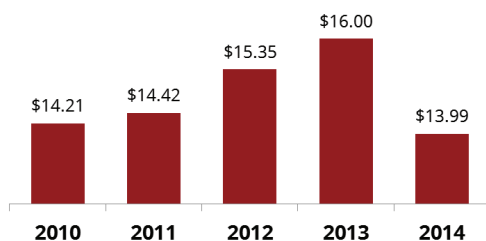
Operating Cost
per Revenue Mile



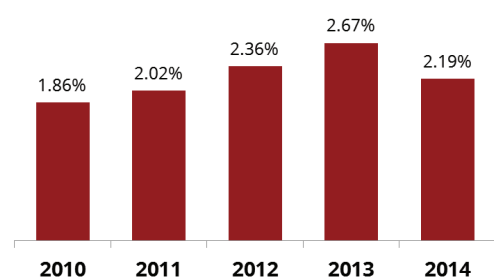
Operating Cost
per Revenue Hour



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