

5-YEAR REGIONALLY COORDINATED TRANSPORTATION PLAN 2022-2026



GOLDEN CRESCENT REGION



GOLDEN CRESCENT REGIONAL PLANNING COMMISSION
STATE PLANNING REGION #17

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SECTION I – EXECUTIVE SUMMARY & INTRODUCTION

Executive Summary

The Golden Crescent Regional Planning Commission (GCRPC), as the lead agency for the regionally coordinated transportation planning (RCTP) effort completed a 5-year update to the transportation needs of the Golden Crescent region. The 5-year plan address the specific needs of the region along with potential solutions offered to begin to address the identified issues. The 5-year plan will guide the direction of all grants that will be awarded regarding transportation needs.

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

- Affordable transportation
- Extended service hours/days
- Public awareness of transportation services
- Amenities at bus stops
- Transportation for children/students
- Public awareness of planning processes and opportunities to participate
- Awareness of transportation services available for veterans
- Number of service vehicles
- Route timing
- Potential addition of new services/types of services
- Modernization of vehicle fleet
- Transportation for employment
- Advertising opportunities for businesses
- Trip booking reminders
- Future GCRPC facility

These challenges affect not just public transportation providers, but other agencies and organizations as well.

Many steps were carried out to complete this update to the 5-year plan. Surveys were sent out to the region to complete a vehicle resource inventory as well as to gauge how the region perceived public transportation, what gaps there were, and what potential needs the community had regarding public transportation. Work was done with stakeholders and interested parties in a sub-committee to ensure the plan came together.

Introduction

The purpose of the RCTP effort is to provide more efficient and effective public transportation services, especially for priority populations including (but not limited to) individuals with disabilities, individuals 65 and older, people with low incomes, veterans, and children. This effort was federally, and state mandated in 2005. The mandate called for a locally coordinated effort to address fragmented, duplicative, and oftentimes inefficient provision of transportation services, especially for human services transportation needs. This effort includes developing, adopting, implementing, and updating a RCTP as well as assessing progress of activities called for in the plan. This coordinated plan provides potential solutions for meeting the public's transportation needs, and guides decision-making on what transportation services to fund and implement.

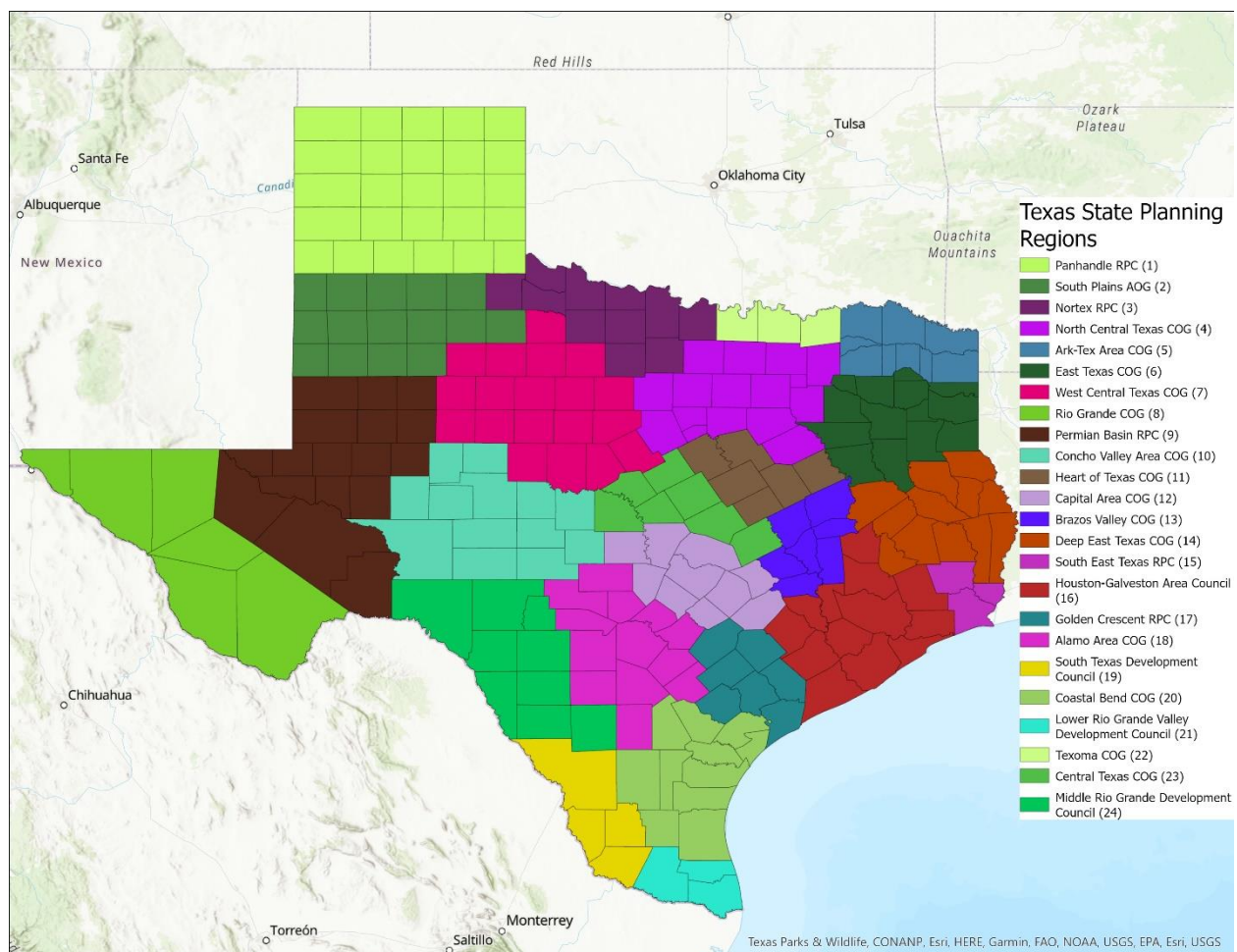


Figure 1: Map of Texas State Planning Regions.

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. Matagorda is included in our transportation service delivery as it is a part of our Rural Transportation District, but it is not included in our planning processes.

Each region selects a lead agency that has a responsibility to carry out the necessary tasks needed to complete a RCTP. The lead agency is the fiscal agent for receiving the regional planning funds from the Texas Department of Transportation (TxDOT), managing the process for developing the RCTP, monitoring the progress of the RCTP, and updating the RCTP.

The planning region forms a committee that develops a RCTP 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, individuals with low incomes, veterans, advocates for children, and other groups.

The lead agency ensures a local structure that allows a regional transportation committee to be an independent body and to assure that an inclusive, collaborative planning process occurs. TxDOT provides funding every five years to update the RCTP. For the years between updates, funding is provided to continue plan coordination activities and support implementation. These projects can involve collaboration with other programs, identifying gaps and inefficiencies in transportation services, outreach to the public and stakeholders, and other such activities to support continuation and implementation efforts.

The RCTP for 2022 is a project funded by TxDOT and the Federal Transit Administration (FTA). This is an update of the previous 2017 RCTP. Multiple groups, including MPO staff, representatives for health and human services providers, local citizens, those representing individuals 65 and older, representatives of those seeking or maintaining employment, groups representing individuals 65 years of age and older, transportation professionals, and other groups were invited to participate in the development process of this RCTP update. The goal was to develop a new comprehensive coordination plan that reflects the need of the Golden Crescent region.

The overall needs include many items, including affordable transportation, bus stop amenities, a new facility for GCRPC, and more. Over a period of almost two years, meetings were set, plans were determined and executed, surveys sent out, and analyses written. Members were presented several opportunities to become involved in the completion of the plan.

The current group working on the RCTP was assembled at the first meeting of the Regional Economic Development Advisory Committee's (REDAC's) Public Transportation Sub-Committee. Here members were introduced to the 5-year plan and the purpose of the sub-committee moving forward.

During subsequent meetings, the group discussed the strengths, weaknesses, opportunities, and threats to public transportation in a SWOT analysis, discussed and approved surveys for distribution to the residents of the region, and discussed the

development of missions and goals, among other activities for the completion of the RCTP.

The first survey developed aimed to find the transportation resources and assets of public transportation providers in our region and was approved and sent out in December of 2020. Surveys were sent out to public transportation providers in the Golden Crescent region to gather this information. The second was to identify gaps and inefficiencies in our public transportation and was sent out in April of 2021 for the general public as well as businesses / non-profits / other organizations and ran for two months.

GCRPC staff members attended several events to provide an opportunity for input, but due to COVID-19 the number of events that could be attended were limited. Efforts were still made to reach out to residents to obtain their input into the plan via surveys, ride-alongs on the vehicles, and one-on-one conversations when situations permitted. Phone calls were made using the Aging and Disability Resource Center's (ADRC's) resource guide to businesses and organizations to gain their input and let them fill out an online version of the surveys.

A common thread that quickly became clear was a lack of information concerning regional public transportation services. Many times, people had heard of GCRPC's public transportation services, but were under the impression that service was only for seniors and those with disabilities, and not for the entirety of the general public. The regional rural subcontractors for public transportation services are (for the most part) senior citizens associations, but the services provided are for everyone.

SECTION II – TRANSPORTATION RESOURCES

The Golden Crescent region includes four types of public transportation providers: 1) urban/rural, 2) non-emergency medical, 3) private sector organizations, and 4) client-based providers. The goal of this section is to identify the different types of public transportation resources and assets that are available within the region.

Transportation Providers:

1. **Urban/Rural** providers receive funds through federal and state grants supplied by the FTA and TXDOT. Local governments and organizations also provide funding.
2. **Non-Emergency Medical Transportation (NEMT)** providers subcontract with brokers who contract with the Texas Health and Human Services Commission (HSSC) to prepare transportation services for Medicaid recipients. Public and private NEMT providers must follow HHSC regulations regarding driver training, vehicle standards, and reimbursements.
3. **Private** providers are for-profit entities such as taxi companies, limousine services, charter services, intercity bus service, and transportation network companies (TNCs) such as Uber and Lyft.
4. **Client-Based** providers offer transportation for their residents or recipients of their services.

1. Urban/Rural Providers

GCRPC delivers the majority of public transportation services throughout the Golden Crescent region. GCRPC's objective is to promote and encourage local governments and special districts to join together and coordinate to:

- Improve the general health, safety, and welfare of its citizenry.
- Plan for the future development of the communities, areas, and region through a sense of regional unity.
- Always recognize the needs of agriculture, business, industry, and its citizenry.
- Preserve the historical and cultural values of the Golden Crescent region; and
- Ensure that the growth of the communities, area, and region correspond to the promotion of the efficient and economical use of public funds.

GCRPC is a multi-service public transportation provider offering rural services since 1986 and, through an interlocal agreement with the City of Victoria, small-urban services within the City of Victoria since 1999. GCRPC is committed to providing high-quality and efficient public transportation throughout the Golden Crescent region.

GCRPC Transportation Programs

1. Choose My Ride – Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities
2. RTransit – Section 5311 Rural Public Transportation
3. Victoria Transit – Section 5307 Urbanized Public Transportation

1. Choose My Ride – Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities

In 2015, GCRPC received a grant through TxDOT and the FTA's Enhanced Mobility of Senior and Individuals with Disabilities program (5310). These 5310 funds allowed for a pilot project, the "Choose My Ride" program, to address a gap in service for seniors and those with disabilities. Vouchers are provided to these special groups to allow riders to choose the provider of their choice, either taxi/cab service or transit.

GCRPC contracted with two taxi companies within the city of Victoria, Affordable Taxi and Cesar's Taxi Service, to allow for more choices for transportation under this program. GCRPC then partnered with different entities that serve those 65 years of age and older or individuals with disabilities, to help identify eligible recipients and distribute the transportation vouchers. In most cases, same day service is available through the contracted taxi companies upon request. These special groups of people can reach their destinations more easily to shop, socialize, go out to eat, get haircuts, and other non-medical, non-emergency activities. The project was so successful, it has since been expanded to include Goliad, Gonzales, Jackson, and Matagorda counties.

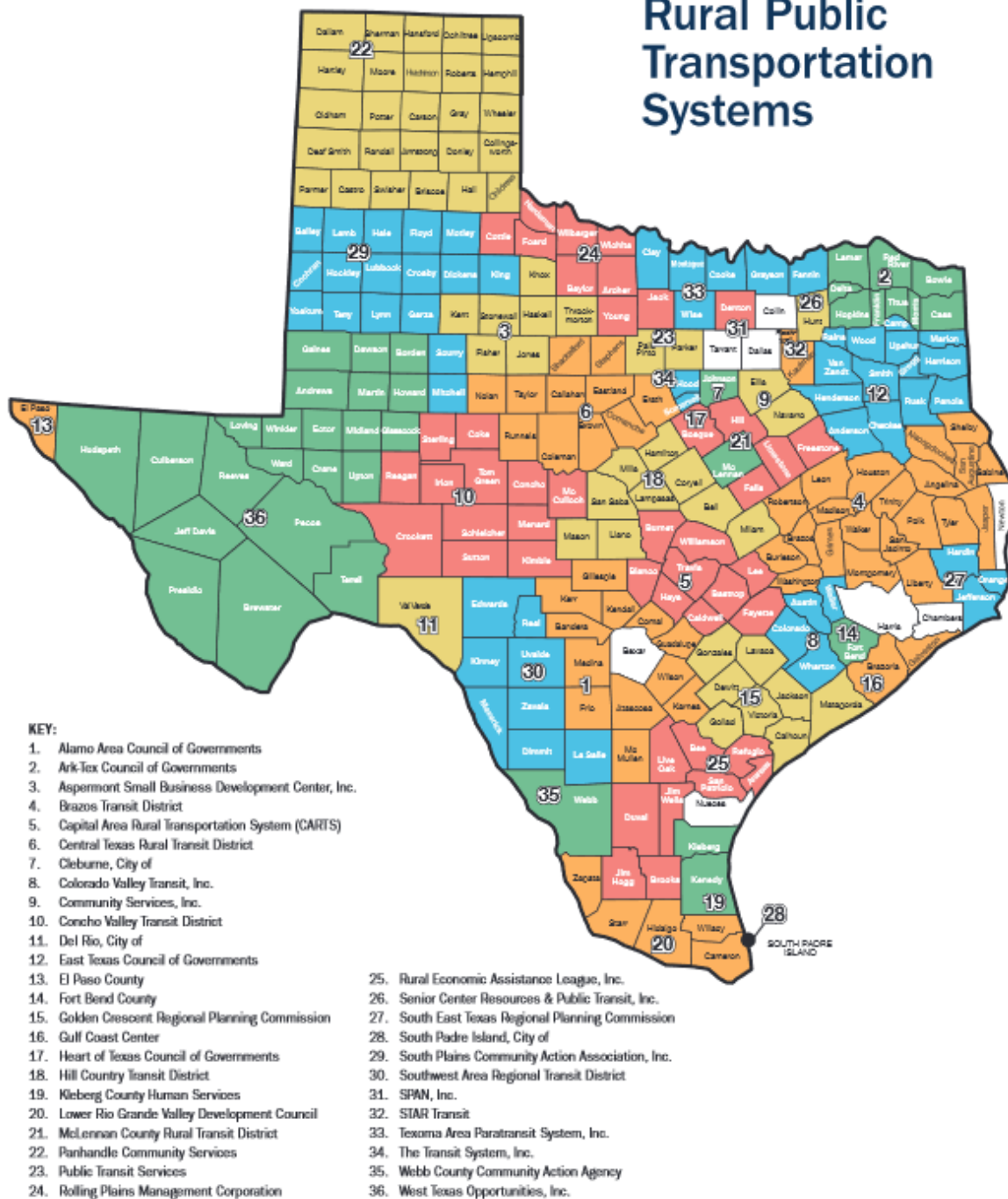
In 2019, the "Choose My Ride" program was offered to the rural area residents of Victoria County; however, it was not a high demand, so it is now only offered within the city limits of Victoria and those **other participating counties listed above.**

2. RTransit – Section 5311 Rural Public Transportation



GCRPC is one of 36 rural transit systems in the State of Texas. Major funding for this program is provided by TxDOT under the Section 5311 Grant Program. In addition, funding is also provided from the Texas Department of Aging, cities, counties, as well as fare revenues help to support the Rural Public Transportation program.

Rural Public Transportation Systems



July 1, 2018

Figure 1. Map of Rural Public Transportation Systems in the State of Texas.

Demand Response

GCRPC has provided rural public transportation services, known as **RTransit**, since November 1986. RTransit is a curb-to-curb service offered Monday through Friday with service hours varying from county to county. To provide efficient transportation services to the 6,000 square mile Golden Crescent region, GCRPC subcontracts with five entities/organizations to provide services in Calhoun, Goliad, Gonzales, Jackson, Lavaca, and Matagorda counties, while directly operating services in DeWitt and Victoria counties.

County	RTransit Provider
Calhoun	Calhoun County Senior Citizens Association, Inc. (CCSCA)
DeWitt	Golden Crescent Regional Planning Commission (GCRPC)
Goliad	Goliad County – Goliad County Rural Transit
Gonzales	Gonzales County Senior Citizens Association (GCSCA)
Jackson	Friends of Elder Citizens, Inc. (FOEC)
Lavaca	Lavaca County – Community Connections of Lavaca County
Matagorda	Friends of Elder Citizens, Inc. (FOEC)
Victoria	Golden Crescent Regional Planning Commission (GCRPC)

Residents can utilize this service by calling these local RTransit providers for their respective county to make a reservation at least a day in advance. This public transportation service offers residents transportation options within their county and even to neighboring counties in most cases. All counties that provide rural public transportation through RTransit provide services through the Title III-B program of the Older Americans Act (OAA). This program ensures that area agencies on aging can meet the individual needs of older adults and their caregivers in the community by allowing agencies / organizations to develop their own programs to reflect community needs. Some examples include information and referral services, case management, in-home care, adult day cares, and legal services.

Calhoun County – CCSCA provides general public transportation services to residents of Calhoun County, regardless of age or disability. CCSCA requires an advance reservation to utilize the service. They also contract with Medical Transportation Management (MTM) to provide NEMT services, as well as the Area Agency on Aging (AAA) for the Title III-B program.

DeWitt County – GCRPC provides demand response, curb-to-curb services for DeWitt County. GCRPC also contracts with MTM to provide NEMT services as well as contracts with the AAA for the Title III-B program.

Goliad County – Goliad County Rural Transit provides innovative services in the county that includes same-day services for Goliad residents regardless of age or disability. Goliad County also contracts with MTM to provide NEMT services as well as contracts with the AAA for the Title III-B program.

Gonzales County – GCSCA currently provides free service within Gonzales County for residents of all ages. Contracted services include MTM for NEMT services and the AAA for the Title III-B program, though service for MTM is limited. GCSCA elected to go fare-free in 2015 due to citizen input reporting that fares were too expensive, however, voluntary donations are accepted. There has been a noticeable increase in ridership since the fare change.

Jackson County – FOEC provides public demand response services throughout Jackson County. FOEC also contracts with MTM to provide NEMT services as well as AAA for the Title III-B program. In addition, FOEC will provide transportation to veterans needing to go to Victoria, San Antonio, or Corpus Christi if a request is made.

Lavaca County –Lavaca County’s Community Connection of Lavaca County division, provides public transportation services throughout the county. They have dispatch offices located in Hallettsville, and Yoakum. Community Connections of Lavaca County contracts with the AAA for the Title III-B program, however, does not offer NEMT services through MTM.

Matagorda County – While not part of the Golden Crescent planning region, GCRPC administers the rural public transportation system for the county. FOEC provides public demand response rural transportation, NEMT services through MTM and has a contract with the AAA for the Title III-B program. Trips for veterans to Victoria, Houston, or Galveston are also available if a request is made.

Victoria County – GCRPC provides demand response, curb-to-curb services throughout Victoria County. Like the others, GCRPC contracts with MTM to provide NEMT services and AAA for the Title III-B program.

Commuter Service

In addition to the RTransit Demand Response services, GCRPC offers Commuter Services. This service initially began in 2008 as a vanpool service for Inteplast Group, the largest manufacturer of integrated plastics in North America, to help mitigate their staff shortages. The local plant is in Lolita, a community with a population of 619 as of the 2019 American Community Survey. Due to the size of the community and the location of the plant, a need to seek potential employees from the surrounding counties became apparent; however, the distance soon became a barrier to maintaining adequate staffing.

The resolution, GCRPC’s Commuter Service, has since evolved into a service that is open to the public and travels through various cities and towns throughout the region. Each route acts as a “reverse commuter” which transports riders from larger cities and towns and takes them to the rural community, Lolita, while making several other stops along the way. Inteplast Group is located along each route and has credited the service with reducing employee turnover at their facility.

Route	Cities and Towns Served	Schedule
Victoria 1	Victoria, Inez, El Toro, Lolita	Seven Days a Week 5:45 am – 9:00 am 5:45 pm – 9:00 pm
Victoria 2	Victoria, Placedo, Lolita	
Edna	Victoria, Edna, Lolita	
Bay City	Bay City, Blessing, Francitas, Lolita	
Palacios	Blessing, Palacios, Lolita	
El Campo	El Campo, Ganado, Lolita	
Port Lavaca	Port Lavaca, Lolita	

3. Victoria Transit – Section 5307 Urbanized Public Transportation



Fixed Route Services

GCRPC implemented Victoria Transit on January 4, 1999, providing a demand-response, curb-to-curb service for the citizens of Victoria. In March 2002, Victoria Transit expanded to begin offering fixed-route services throughout the city of Victoria.

Currently, Victoria Transit's Fixed Route Service consists of four (4) daytime routes and three (3) evening and weekend routes covering over 170 bus stops throughout the City of Victoria. These routes have been designed to connect residents to various destinations throughout the city, including residential areas, employment centers, cultural/recreational areas, food, and shopping centers. ADA accessible vehicles are operated on all routes and available to all who utilize the service.

Route	Operating Hours	Frequency
Blue Line Green Line Red Line	Monday – Friday 7:00 am – 6:00 pm	Every 30 Minutes
Gold Line	Monday – Friday 8:00 am – 12:00 pm 1:00 pm – 5:00 pm	Hourly
Teal Line Pink Line Brown Line	Monday – Friday 6:00 pm – 10:00 pm Saturday 11:00 am – 10:00 pm	Every 30 Minutes

The Fixed Route service has endured several challenges in the time since its inception including route modifications and fare adjustments. Since the last 5-year RCTP update in 2017, there have been changes made to the daytime routes such as rerouting all daytime Fixed Routes in 2019 to better serve the community.

As referenced in the 2017 RCTP update, the Flexible Job Access Route (JARC) funding which allowed the expansion of the Victoria Transit program in 2008 to begin evening and weekend service to support those seeking or maintaining employment, was discontinued shortly thereafter. Through meticulous planning and management of federal, state, and local funding, GCRPC has been able to continue offering evening and Saturday services to the community. This service is simply referred to as the fixed-route evening service.

GCRPC was awarded a \$1.2 million dollar grant by the Federal Transit Administration (FTA) in 2019 to replace aging fleet, including buses, minivans, and a support vehicle; as well to make improvements to over 48 bus stops. Some improvements include adding/replacing passenger shelters, benches, trashcans, bicycle racks, map holders, and solar lighting. This project is still ongoing today and has made a positive impact towards the service.

ADA Complementary Paratransit Services

Victoria Transit provides ADA Complementary Paratransit services in conjunction with its Fixed routes; therefore, it operates during the same times as all Fixed routes. This service is for eligible individuals with disabilities who are unable to use the Fixed Route services. The paratransit service is a shared-ride, curb-to-curb, demand response service that requires advance reservations. This service is provided within a ¾ mile area from the fixed routes.

An ADA Paratransit Eligibility Certification Application is used to determine eligibility for participation in this service. Applicants can utilize this service for a period of 21-days until the application process is complete. Re-certification for paratransit services is conducted on a regular basis. Service will also be provided to anyone visiting Victoria once provided

documentation from another public transportation system or contact with another system has been made to verify eligibility.

Like the Fixed routes, ADA accessible vehicles are available to ensure accessibility for all.

Nickle Family Grant

A service very similar to the “Choose My Ride” program was established in early 2020 through a generous donation of \$25,000 provided on behalf of the Nickle Family. This “Nickle Family Grant” service was established to provide transportation services to those needing transportation for dialysis treatments within the city of Victoria.

In late 2020, the Nickle Family agreed to expand the service offerings to allow eligible recipients to use vouchers for other purposes such as shopping, medical appointments, and recreation.

2. Non-Emergency Medical Transportation (NEMT)

Many 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 cities in their county, the City of Victoria, or travel outside of the region to cities such as Houston, San Antonio, and Corpus Christi for their health care needs. This need for medical transportation prompted the coordination of a comprehensive transportation program.

Initially, Texas Health and Human Services (HHS) contracted with GCRPC for NEMT services. Each county within the Golden Crescent region then provided NEMT services on behalf of GCRPC. In 2014, HHS privatized the Medical Transportation Program (MTP), and Medical Transportation Management (MTM) was the brokerage company awarded the contract to manage the MTP services for the Golden Crescent region. GCRPC, along with each individual county, became responsible for negotiating their own individual contracts with MTM as well as maintaining driver and vehicle credentials. As evidenced by regular reports and concerns from all GCRPC rural public transportation service providers, the number of non-emergency trips has been consistently declining. Since 2016, non-emergency medical trips within the region have decreased by approximately 50%, from 24,177 trips in 2016 to 11,998 trips in 2020. Costs have been quickly outweighing any profits needed to subsidize operations, and as of January 2017, Lavaca County no longer contracts with MTM.

3. Private Transportation Providers

There are several for-profit transportation companies who offer transportation services throughout the region. Some of these providers are taxi companies, limousine services, charter services, intercity bus service, and transportation network companies (TNCs) such as Uber and Lyft. While some of these providers are readily available to offer

transportation services, others require advance reservations. A listing of these services can be found below.

Taxi Services

Affordable Taxi

- Monday – Sunday, 5 AM – 9 PM
- Services Victoria County, with several trip options to out of region airports.

Cesar's Taxi Service

- Monday – Sunday, 5:30 AM – 5:30 PM
- Services all counties in the Golden Crescent Region – Calhoun, DeWitt, Goliad, Gonzales, Jackson, Lavaca, and Victoria counties.

Crossroad's Taxi and Transportation Services, LLC.

- Monday – Sunday, 24 hours a day
- Services Goliad and Victoria Counties.

Elegant-Victoria

- Monday – Sunday, 24 hours a day
- Services the Cities of Cuero, Goliad, Houston, and Victoria.

Texas Coast Limousine Service

- Monday – Sunday, 24 hours a day
- Services the Cities of Bay City, El Campo, and Victoria.

Ship Shuttle Taxi Service

- Monday – Sunday, 24 hours a day
- Services the City of Port Lavaca.

GCRPC contracts with two local taxi companies, Affordable Taxi and Cesar's Taxi Service, to provide same day transportation services for programs such as the "Choose My Ride" program.

Intercity Bus

Greyhound Bus Service

- Stops at the Greyhound Bus Station located at 3204 S Laurent, Victoria, TX, 77901

Other intercity bus routes may take their vehicles through Victoria, but they do not have a dedicated stop in the city.

TNCs

Uber

Lyft

4. Client-Based Providers

These are agencies and/or businesses that provide public transportation services strictly for their residents or clients. The nursing and rehabilitation services agencies and adult/child day care providers are examples of this type of service. A listing of these providers is shown below. Please note that some agencies / companies did not want to disclose whether they ran transportation services for their clients, or the information was not available on their website, so they may have not been included in this listing.

Calhoun County

1. Trinity Shores Assisted Living
2. Port Lavaca Nursing and Rehabilitation
3. Hope Program of Memorial Medical Center

DeWitt County

1. Stevens Nursing and Rehabilitation
2. Cuero Nursing and Rehabilitation Center

Goliad County

1. La Bahia Adult Day Care
2. La Bahia Nursing and Rehabilitation
3. Goliad County Senior Citizens

Gonzales County

1. Romberg House Assisted Living
2. The Brain Injury Life Care Center
3. Visiting Angels Home Health
4. The Heights of Gonzales

Jackson County

1. Dugger House Inc. Assisted Living
2. Southbrooke Manor Nursing and Rehabilitation
3. Ganado Nursing and Rehabilitation

Lavaca County

1. Personalized Care Inc. Assisted Living
2. Today's Assisted Living

3. Helping Hearts Sitter Service
4. Stevens Nursing and Rehabilitation of Hallettsville
5. Hallettsville Rehabilitation and Nursing Center
6. Yoakum Nursing and Rehabilitation
7. Shady Oak Nursing and Rehabilitation
8. Shiner Nursing and Rehabilitation
9. Lavaca County Senior Citizens Program

Victoria County

1. Affectionate Arms Adult Day Care
2. Silver Serenity Assisted Living
3. Elmcroft Assisted Living
4. Sodalis Victoria Memory Care
5. Vitality Court Assisted Living
6. Devereux Advanced Behavioral Health
7. Visiting Angels Home Health
8. Caring Senior Service Victoria
9. KIDZ Connection
10. Twin Pines North Nursing and Rehabilitation
11. Twin Pines Nursing and Rehabilitation
12. Retama Manor South
13. American Cancer Society Victoria
14. Meals on Wheels Victoria Senior Center

Golden Crescent Region

1. Comfort Keepers
2. Home Instead Senior Care

Golden Crescent Region's Public Transportation Providers and Vehicle Resource Inventory

The Regional Economic Development Advisory Committee's (REDAC) Transportation Sub-Committee, alongside GCRPC staff members, provided guidance on the development of a survey for vehicle resources in the Golden Crescent region. Public transportation providers issue information from within their organizations.

Additional phone calls were made to certain service providers to obtain more information. In some circumstances, information obtained from websites was used when no other source of information was available.

Uber and Lyft are ride-hailing, on-demand services that provide trips in and around the City of Victoria; however, information was not provided for the purpose of this survey.

The Independent School Districts (ISD) provide transportation for students in their districts. In some ISDs, students must live outside a two-mile radius from a school. This is a gap in services because some families may not have their own transportation; however, public transportation providers cannot provide this service specifically, according to FTA regulations.

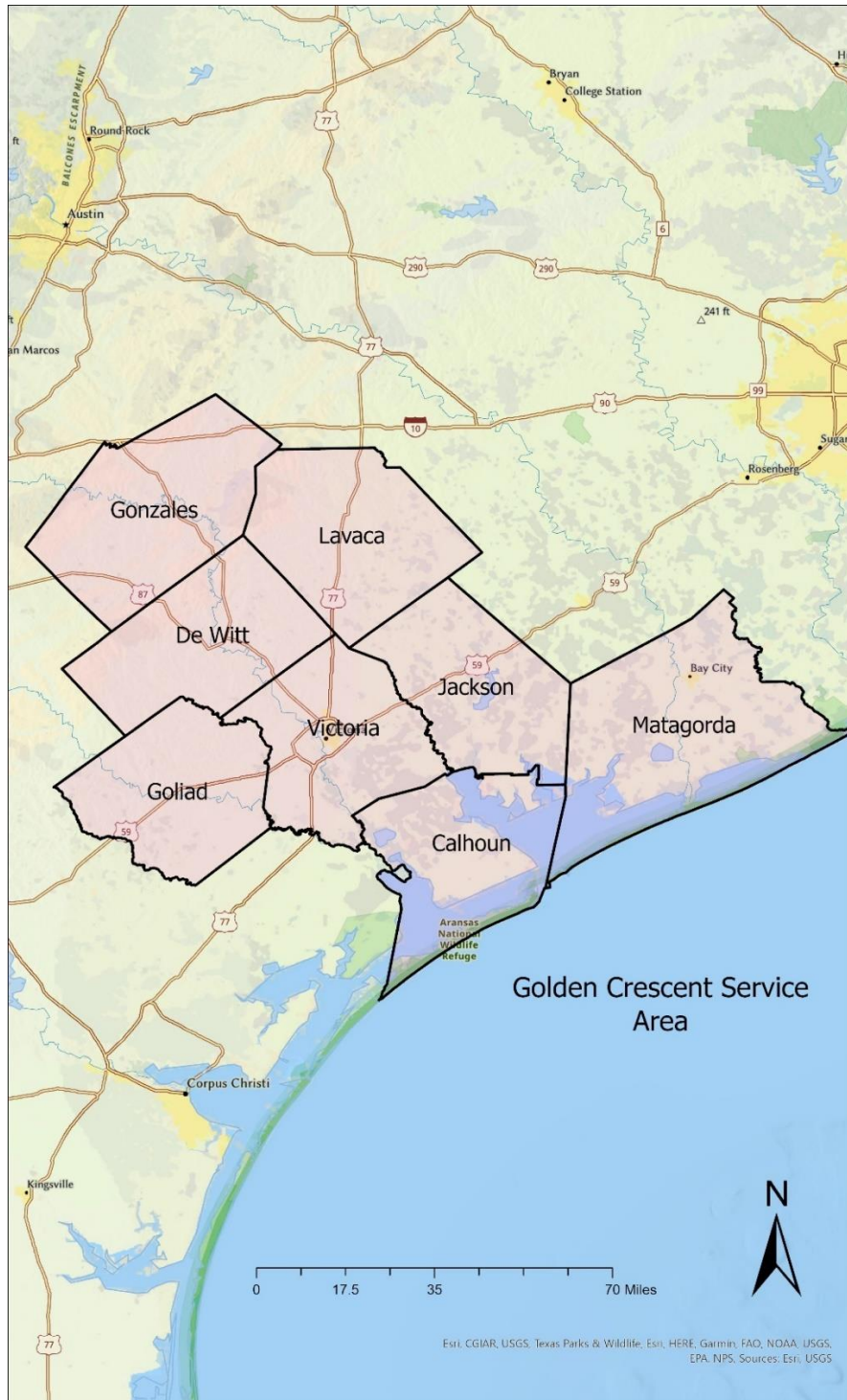
The following are the results of the survey provided to public transportation providers within the Golden Crescent region:

Asset Inventory

Name of Organization	Number of Staff	Handicap Accessible Vehicles (Y=Yes, N=No)	Trip Purposes	Availability	Target Groups	FY 2020 Ridership (Trips)	Fare Service (Y=Yes, N=No)	# of Vehicles	County(s) Served
Calhoun County Senior Citizens Association, Inc.	3	Y	General trips, agency program, medical, shopping, recreational, employment/training	Monday - Friday 8:00 AM to 5:00 PM	Individuals with disabilities, seniors, low-income individuals, youth, college students, veterans, Medicaid recipients, agency/program clients, general public	5,301	Y	5	Calhoun
Goliad County Rural Transit	5	Y	General trips, agency program, medical, shopping, recreational, employment/training	Monday - Friday 8:00 AM to 5:00 PM	Individuals with disabilities, seniors, low-income individuals, youth, college students, veterans, Medicaid recipients, agency/program clients, public	5,032	Y	4	Goliad
Gonzales County Senior Citizens Association, Inc.	4	Y	General trips, medical, shopping, recreational, employment/training	Monday - Friday 7:00 AM to 4:00 PM	Individuals with disabilities, seniors, low-income individuals, veterans, Medicaid recipients, agency/program clients, public	8,139	N	4	Gonzales

Friends of Elder Citizens, Inc.	17	Y	Medical, shopping, recreational, employment/training	Monday - Friday 8:00 AM to 5:00 PM	Individuals with disabilities, seniors, low-income individuals, youth, college students, veterans, Medicaid recipients, agency/program clients, public, those seeking employment	Jackson – 6,725 Matagorda – 8,051	Y	12	Jackson, Matagorda
Community Connections of Lavaca County	9	Y	General trips, medical, shopping, recreational, employment/training	Monday - Friday 7:30 AM to 4:30 PM	Individuals with disabilities, seniors, low-income individuals, youth, veterans, agency/program clients, public	8,073	Y	7	Lavaca
Golden Crescent Regional Planning Commission	58	Y	General trips, medical, shopping, recreational, employment/training	Varies per service	Individuals with disabilities, seniors, low-income individuals, youth, college students, veterans, Medicaid recipients, agency/program clients, public	DeWitt Rural – 7,774 Victoria Rural – 7,863 Victoria Fixed – 168,541 Victoria Paratransit – 33,380 Commuter- 67,255	Y	52	DeWitt, Victoria
Cesar's Taxi	5	N	Any trip purpose	Monday - Sunday 5:30 AM to 5:30 PM	Individuals with disabilities, seniors, low-income individuals, youth, college students, veterans, Medicaid recipients, agency/program clients, public	Estimated 6,000+	Y	5	Goliad, DeWitt, Calhoun, Gonzales, Lavaca, Victoria, Matagorda
Affordable Taxi	5	N	Any trip purpose	Monday - Sunday 5:00 AM to 9:00 PM	General Public	Estimated 25,000	Y	2	Victoria
Victoria County Meals on Wheels	2	Y	Agency program only, medical, shopping, recreation	Monday - Friday 8:00 AM to 1:30 PM	Individuals 65 and older, low-income individuals, agency/program clients	4,191	N	3	Victoria

SECTION III - THE GOLDEN CRESCENT REGION – PUBLIC TRANSPORTATION NEEDS AND GAPS IN SERVICES



The region that makes up the Golden Crescent Regional Planning Commission area consists of seven counties: Calhoun, DeWitt, Goliad, Gonzales, Jackson, Lavaca, and Victoria, with public transportation services being extended to the County of Matagorda, who is a part of the Houston-Galveston Area Council (HGAC). For this reason, Matagorda is being represented in the results of the public survey section of the report. It must be emphasized that although the comments and opinions of survey respondents from Matagorda County will be considered for this 5-year plan, we cannot plan for Matagorda as they are under the planning jurisdiction of HGAC.

The seven member counties of the Golden Crescent Region cover approximately 6,588 square miles. The largest city within the area, Victoria, serves as a regional hub for the seven-county area. The region has several major cities nearby, such as Houston, Austin, San Antonio, and Corpus Christi, that serve as popular destinations for residents. A detailed breakdown of the Golden Crescent Region's demographics can be seen on the following pages.

Demographics

Area (sq. miles)			
	Land	Sea	Total
Calhoun	507.0	526.0	1,033.0
DeWitt	909.0	1.5	910.5
Goliad	852.0	7.4	859.4
Gonzales	1,067.0	3.2	1,070.2
Jackson	829.0	27.0	856.0
Lavaca	970.0	0.7	970.7
Victoria	882.0	6.7	888.7
Golden Crescent Region	6,016.0	572.5	6,588.5

Table 1: Area characteristics.

The Golden Crescent Region spans almost 6,600 square miles, with its largest county being that of Gonzales. Calhoun County has a little over half of its total area covered by water.

Population			
	2017	2019	% Change
Calhoun	21,821	21,668	-0.70%
DeWitt	20,474	20,340	-0.65%
Goliad	7,510	7,565	0.73%
Gonzales	20,558	20,731	0.84%
Jackson	14,756	14,816	0.41%
Lavaca	19,859	20,021	0.82%
Victoria	91,518	92,109	0.65%
Golden Crescent Region	196,496	197,250	0.38%

Table 2: Population characteristics. Data gathered from the 2019 ACS.

The overall trend for the Golden Crescent region is slow growth since the time of the last 5-Year plan, with all counties except Calhoun and DeWitt having marginal population growth occurring.

Households			
	2017	2019	% Change
Calhoun	7,733	7,582	-1.95%
DeWitt	7,260	7,048	-2.92%
Goliad	2,755	2,727	-1.02%
Gonzales	7,018	7,364	4.93%
Jackson	5,232	4,917	-6.02%
Lavaca	7,684	7,826	1.85%
Victoria	32,734	32,255	-1.46%
Golden Crescent Region	70,416	69,719	-0.99%

Table 3: Number of households. Data gathered from the 2019 ACS.

All counties in the Golden Crescent, apart from Gonzales and Lavaca, have had a loss of households within them. This has resulted in an overall marginal decline in household numbers for the region.

Urban and Rural Populations						
	2017		2019			
	Urban	Rural	Urban	Rural	Urban % Change	Rural % Change
Calhoun	12,331	9,490	12,147	9,521	-1.49%	0.33%
DeWitt	8,375	12,099	8,297	12,043	-0.93%	-0.46%
Goliad	0	7,510	0	7,565	∞	0.73%
Gonzales	10,333	10,225	10,027	10,704	-2.96%	4.68%
Jackson	5,741	9,015	5,767	9,049	0.45%	0.38%
Lavaca	8,822	11,037	8,623	11,398	-2.26%	3.27%
Victoria	66,515	25,003	67,055	25,054	0.81%	0.20%
Golden Crescent Region	112,117	84,379	111,916	85,334	-0.18%	1.13%

Table 4: Urban and rural population characteristics. Data gathered from 2019 ACS.

The counties within the Golden Crescent Region have all had a growth in their rural populations, with the exception of DeWitt County. A majority of the counties have had urban population loss in addition, with only Jackson and Victoria counties gaining urban residents. DeWitt County is the only county to have lost both urban and rural population. As an overall trend in the region, urban population is at a slight decline, while the rural population shows a slow growth.

Age						
	2017		2019			
	Under 18	Over 65	Under 18	Over 65	Under 18 % Change	Over 65 % Change
Calhoun	5,482	3,609	5,355	3,769	-2.32%	4.43%
DeWitt	4,634	3,860	4,607	3,943	-0.58%	2.15%
Goliad	1,626	1,577	1,638	1,664	0.74%	5.52%
Gonzales	5,550	3,279	5,606	3,393	1.01%	3.48%
Jackson	3,810	2,448	3,773	2,577	-0.97%	5.27%
Lavaca	4,678	4,463	4,745	4,662	1.43%	4.46%
Victoria	23,611	13,697	23,484	14,567	-0.54%	6.35%
Golden Crescent Region	49,391	32,933	49,208	34,575	-0.37%	4.99%

Table 5: Age Characteristics. Data gathered from the 2019 ACS.

In all seven counties the population aged 65 and over has risen, while in the majority of counties (minus Goliad, Gonzales, and Lavaca Counties) the number of residents under the age of 18 has gone down. This could potentially show that the Golden Crescent region has a large aging population, with some counties having trouble keeping younger residents living within the region.

Veterans			
	2017	2019	% Change
Calhoun	1,157	1,264	9.25%
DeWitt	1,394	1,091	-21.74%
Goliad	643	515	-19.91%
Gonzales	1,126	1,045	-7.19%
Jackson	930	690	-25.81%
Lavaca	1,324	1,198	-9.52%
Victoria	5,908	5,629	-4.72%
Golden Crescent Region	12,482	11,432	-8.41%

Table 6: Veteran status. Data gathered from the 2019 ACS.

Aside from the case of Calhoun County, all the counties in the region have had their veteran populations decline, with the veteran population in Jackson County declining by more than 25%.

Persons with Disabilities			
	2017	2019	% Change
Calhoun	3,511	3,979	13.33%
DeWitt	3,053	3,147	3.08%
Goliad	1,434	1,144	-20.22%
Gonzales	3,810	3,446	-9.55%
Jackson	2,565	2,598	1.29%
Lavaca	3,387	3,148	-7.06%
Victoria	13,012	14,005	7.63%
Golden Crescent Region	30,772	31,467	2.26%

Table 7: Disability status. Data gathered from the 2019 ACS.

The number of individuals with disabilities has increased in all counties in the region with the outliers of Goliad, Gonzales, and Lavaca Counties, where those populations have declined.

Median Income			
	2017	2019	% Change
Calhoun	\$58,788	\$58,776	-0.02%
DeWitt	\$50,960	\$55,357	8.63%
Goliad	\$56,737	\$60,690	6.97%
Gonzales	\$47,516	\$53,577	12.76%
Jackson	\$58,504	\$62,806	7.35%
Lavaca	\$51,708	\$54,403	5.21%
Victoria	\$55,740	\$56,834	1.96%
Golden Crescent Region	\$54,279	\$57,492	5.92%

Table 8: Median incomes. Data gathered from the 2019 ACS.

Median incomes have increased in all counties of the Golden Crescent Region apart from Calhoun County, whose median income has remained largely the same.

Unemployment			
	2017	2019	% Change
Calhoun	651	563	-13.52%
DeWitt	551	598	8.53%
Goliad	206	162	-21.36%
Gonzales	480	306	-36.25%
Jackson	332	230	-30.72%
Lavaca	263	299	13.69%
Victoria	2,299	2,543	10.61%
Golden Crescent Region	4,782	4,701	-1.69%

Table 9: Unemployment characteristics. Data gathered from the 2019 ACS.

Unemployment rates are a bit more complicated. Unemployment has dropped in Calhoun, Goliad, Gonzales, and Jackson Counties. Unemployment has risen in the Counties of DeWitt, Lavaca, and Victoria.

Poverty						
	2017		2019			
	Total	Under 18	Total	Under 18	Total % Change	Under 18 % Change
Calhoun	3,409	1,321	2,923	997	-14.26%	-24.53%
DeWitt	2,975	918	2,946	827	-0.97%	-9.91%
Goliad	1,215	502	980	263	-19.34%	-47.61%
Gonzales	3,469	1,360	2,886	1,069	-16.81%	-21.40%
Jackson	1,962	650	1,942	611	-1.02%	-6.00%
Lavaca	2,030	621	2,083	700	2.61%	12.72%
Victoria	13,328	4,778	13,620	4,644	2.19%	-2.80%
Golden Crescent Region	28,388	10,150	27,380	9,111	-3.55%	-10.24%

Table 10: Poverty characteristics. Data gathered from the 2019 ACS.

Poverty rates have several notable occurrences. Calhoun and Gonzales Counties have managed to decrease the number of individuals under 18 in poverty by almost a quarter, while Goliad has decreased this number by almost half. These three counties have also made a noticeable decrease to their total number of residents in poverty. Victoria County has seen its total number of residents in poverty increase, though the number of those that are 18 or younger has decreased. Both the total number of residents in poverty and those under 18 in poverty have risen in Lavaca County.

Race / Ethnicity			
Calhoun	2017	2019	% Change
White Alone	9,426	9,163	-2.79%
Hispanic or Latino	10,503	10,589	0.82%
Black or African American	567	505	-10.93%
American India or Alaskan Native	13	0	-100.00%
Asian	1,079	1,140	5.65%
Hawaiian or Pacific Islander	14	7	-50.00%
Some Other Race	0	0	0.00%
Two or More Races	856	264	-69.16%
DeWitt			
White Alone	11,383	11,143	-2.11%
Hispanic or Latino	7,062	7,192	1.84%
Black or African American	1,852	1,888	1.94%
American India or Alaskan Native	0	5	∞
Asian	1	1	0.00%
Hawaiian or Pacific Islander	0	0	∞
Some Other Race	0	0	∞
Two or More Races	176	111	-36.93%
Goliad			
White Alone	4,401	4,408	0.16%
Hispanic or Latino	2,675	2,712	1.38%
Black or African American	400	372	-7.00%
American India or Alaskan Native	0	0	∞
Asian	12	55	358.33%
Hawaiian or Pacific Islander	0	0	∞
Some Other Race	0	0	∞
Two or More Races	22	18	-18.18%
Gonzales			
White Alone	8,703	8,635	-0.78%
Hispanic or Latino	10,293	10,518	2.19%
Black or African American	1,369	1,341	-2.05%
American India or Alaskan Native	14	28	100.00%
Asian	36	76	111.11%
Hawaiian or Pacific Islander	5	5	0.00%
Some Other Race	0	0	∞
Two or More Races	138	128	-7.25%

Jackson			
White Alone	8,765	8,665	-1.14%
Hispanic or Latino	4,760	4,905	3.05%
Black or African American	1,049	960	-8.48%
American India or Alaskan Native	0	0	∞
Asian	44	155	252.27%
Hawaiian or Pacific Islander	14	9	-35.71%
Some Other Race	0	0	∞
Two or More Races	124	122	-1.61%
Lavaca			
White Alone	14,750	14,717	-0.22%
Hispanic or Latino	3,593	3,785	5.34%
Black or African American	1,312	1,234	-5.95%
American India or Alaskan Native	8	7	-12.50%
Asian	74	94	27.03%
Hawaiian or Pacific Islander	0	0	∞
Some Other Race	3	2	-33.33%
Two or More Races	119	182	52.94%
Victoria			
White Alone	41,590	41,147	-1.07%
Hispanic or Latino	42,139	43,175	2.46%
Black or African American	5,331	5,163	-3.15%
American India or Alaskan Native	137	109	-20.44%
Asian	971	1,046	7.72%
Hawaiian or Pacific Islander	0	18	∞
Some Other Race	171	156	-8.77%
Two or More Races	1,179	1,295	9.84%
Golden Crescent Region			
White Alone	99,018	97,878	-1.15%
Hispanic or Latino	81,025	82,876	2.28%
Black or African American	11,880	11,463	-3.51%
American India or Alaskan Native	172	149	-13.37%
Asian	2,217	2,567	15.79%
Hawaiian or Pacific Islander	33	39	18.18%
Some Other Race	174	158	-9.20%
Two or More Races	2,614	2,120	-18.90%

Table 11: Racial / ethnic characteristics. Data gathered from the 2019 ACS.

The data available on racial and ethnic populations in the Golden Crescent Region tells an interesting story. In all counties with the exception of Goliad, the number of ethnically white residents are slowly declining. The same thing can be said of the black or African American residents of the region, as their numbers are also declining. In all counties of

the region, aside from DeWitt, there has been a substantial increase in the Asian population.

Languges Spoken at Home			
Calhoun	2017	2019	% Change
English	14,550	13,659	-6.12%
Spanish	4,735	5,447	15.04%
Other Indo-European Languages	134	17	-87.31%
Asian and Pacific Islander Languages	927	1,073	15.75%
Other Languages	15	26	73.33%
DeWitt			
English	15,334	15,327	-0.05%
Spanish	3,513	3,570	1.62%
Other Indo-European Languages	245	109	-55.51%
Asian and Pacific Islander Languages	8	7	-12.50%
Other Languages	0	0	∞
Goliad			
English	6,107	5,877	-3.77%
Spanish	997	1,150	15.35%
Other Indo-European Languages	15	190	1166.67%
Asian and Pacific Islander Languages	12	55	358.33%
Other Languages	3	1	-66.67%
Gonzales			
English	11,965	12,774	6.76%
Spanish	6,960	6,342	-8.88%
Other Indo-European Languages	64	31	-51.56%
Asian and Pacific Islander Languages	29	47	62.07%
Other Languages	47	22	-53.19%
Jackson			
English	10,781	10,736	-0.42%
Spanish	2,818	2,852	1.21%
Other Indo-European Languages	66	101	53.03%
Asian and Pacific Islander Languages	44	116	163.64%
Other Languages	1	1	0.00%

Lavaca			
English	15,447	15,759	2.02%
Spanish	2,477	2,452	-1.01%
Other Indo-European Languages	693	535	-22.80%
Asian and Pacific Islander Languages	60	73	21.67%
Other Languages	0	0	∞
Victoria			
English	64,609	64,152	-0.71%
Spanish	18,619	19,958	7.19%
Other Indo-European Languages	743	521	-29.88%
Asian and Pacific Islander Languages	842	872	3.56%
Other Languages	68	115	69.12%
Golden Crescent Region			
English	138,793	138,284	-0.37%
Spanish	40,119	41,771	4.12%
Other Indo-European Languages	1,960	1,504	-23.27%
Asian and Pacific Islander Languages	1,922	2,243	16.70%
Other Languages	134	165	23.13%

Table 12: Spoken language characteristics. Data gathered from the 2019 ACS.

The change in languages spoken within the region also paints an interesting picture. For most of the region, excluding Gonzales and Lavaca County, the number of residents speaking English is declining. Similarly, the number of residents speaking Indo-European languages is declining in most counties except Goliad and Jackson Counties. The number of residents speaking Asian and Pacific Islander languages has risen substantially throughout the region. The number of residents speaking Spanish have increased as well, with the sole exception of Lavaca County.

Limited English Proficiency				
Calhoun	2017	2019	% Change	
Spanish	1,575	1,731	<div></div>	9.90%
Other Indo-European Languages	0	0		∞
Asian and Pacific Islander Languages	660	793	<div></div>	20.15%
Other Languages	15	24	<div></div>	60.00%
DeWitt				
Spanish	858	989	<div></div>	15.27%
Other Indo-European Languages	48	28	<div></div>	-41.67%
Asian and Pacific Islander Languages	1	0	<div></div>	-100.00%
Other Languages	0	0		∞
Goliad				
Spanish	213	325	<div></div>	52.58%
Other Indo-European Languages	0	0		∞
Asian and Pacific Islander Languages	7	42	<div></div>	500.00%
Other Languages	0	0		∞
Gonzales				
Spanish	2,772	2,640	<div></div>	-4.76%
Other Indo-European Languages	0	0		∞
Asian and Pacific Islander Languages	21	47	<div></div>	123.81%
Other Languages	10	0	<div></div>	-100.00%
Jackson				
Spanish	658	1,035	<div></div>	57.29%
Other Indo-European Languages	7	44	<div></div>	528.57%
Asian and Pacific Islander Languages	14	49	<div></div>	250.00%
Other Languages	0	0		∞
Lavaca				
Spanish	784	818	<div></div>	4.34%
Other Indo-European Languages	52	45	<div></div>	-13.46%
Asian and Pacific Islander Languages	32	17	<div></div>	-46.88%
Other Languages	0	0		∞
Victoria				
Spanish	4,312	4,258	<div></div>	-1.25%
Other Indo-European Languages	101	56	<div></div>	-44.55%
Asian and Pacific Islander Languages	421	403	<div></div>	-4.28%
Other Languages	0	8		∞
Golden Crescent Region				
Spanish	11,172	11,796	<div></div>	5.59%
Other Indo-European Languages	208	173	<div></div>	-16.83%
Asian and Pacific Islander Languages	1,156	1,351	<div></div>	16.87%
Other Languages	25	32	<div></div>	28.00%

Table 13: Limited English proficiency characteristics. Data gathered from the 2019 ACS.

Following the spoken languages of residents is the status of those with limited English proficiency, or LEP. Throughout the majority of the region, the number of residents with LEP have generally increased, with the exception of those that speak Indo-European languages. The number of residents that speak Spanish and are considered LEP have increased in all counties except Gonzales and Victoria. Similarly, the number of residents that speak Asian or Pacific Islander languages that are considered LEP have increased in all counties with the exception of Lavaca and Victoria.

Economic Factors

(Modified from the 2020-2025 Golden Crescent Five-Year Comprehensive Economic Development Strategy)

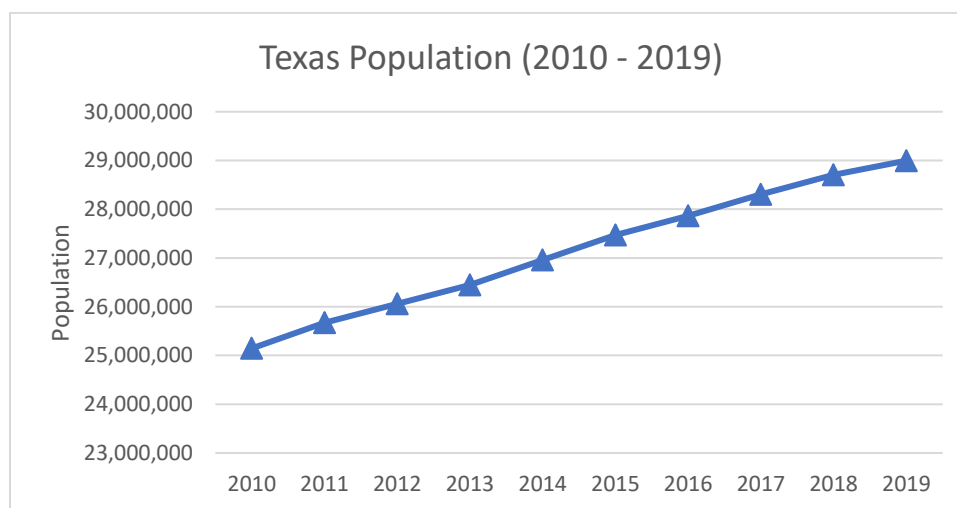
Historical and Current Economic Development Climate

The economic climate of a region, state, or nation is typically characterized by an analysis of various economic indicators or metrics e.g., Gross Domestic Product (GDP), corporate profits, employment, population, consumer perception, job availability, or the availability of credit. Historically, the following metrics have been utilized by the REDAC to illustrate the economic development climate in the region:

- Population
- Employment
- Unemployment
- Per-capita Household Income
- Median Household Income
- Poverty Rates
- Regional Price Parities

Population

Texas continues an extraordinary population growth rate trend maintaining its status as one of the fastest growing states in the nation. This growth rate is being driven primarily by the San Antonio-Austin, Dallas-Ft. Worth, Houston, and Rio Grande valley metropolitan areas. According to the 2010 census, Texas grew from 20,851,820 in 2000 to 25,145,561 in 2010, reflecting a 20.6 percent gain. Since the 2010 census, Texas has had a 12.6 percent population growth rate in comparison to the national population growth rate of 5.5 percent. U.S. Census data released in 2018 indicated the state's population grew by 379,000 over 2018 alone.



U.S. Census Bureau, data.census.gov

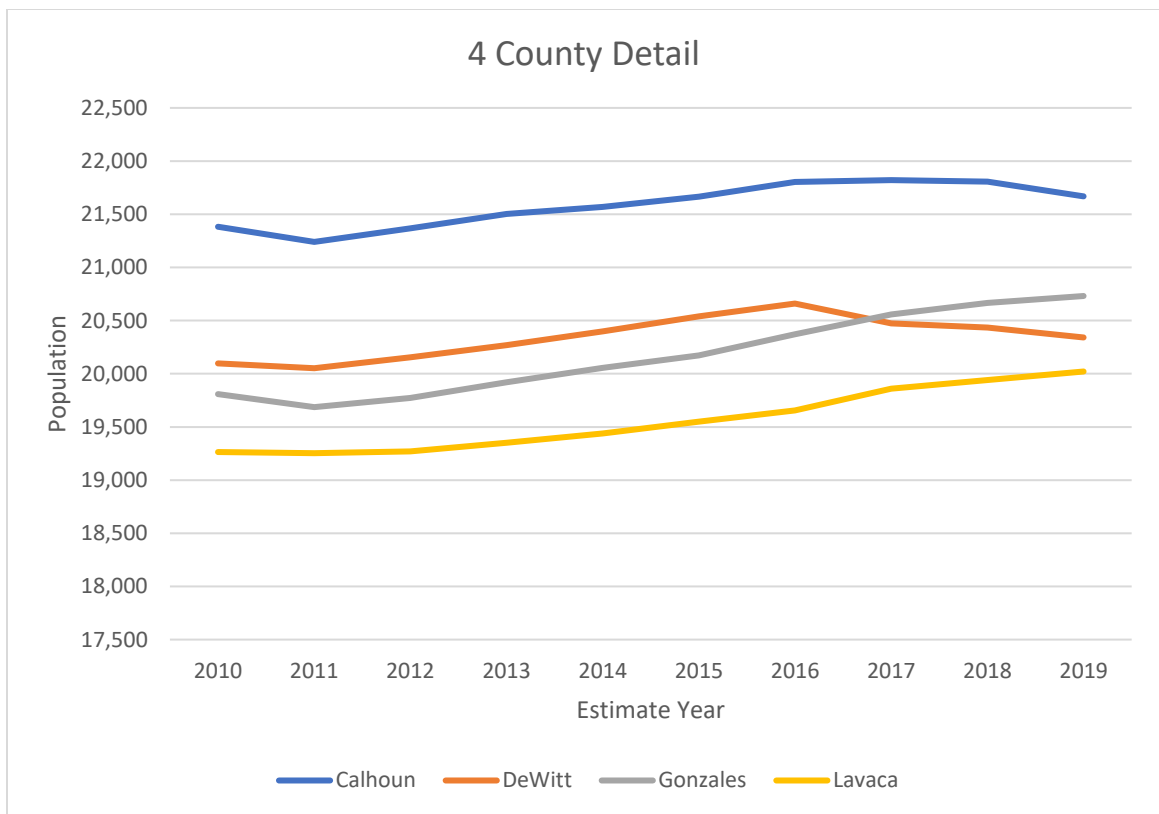
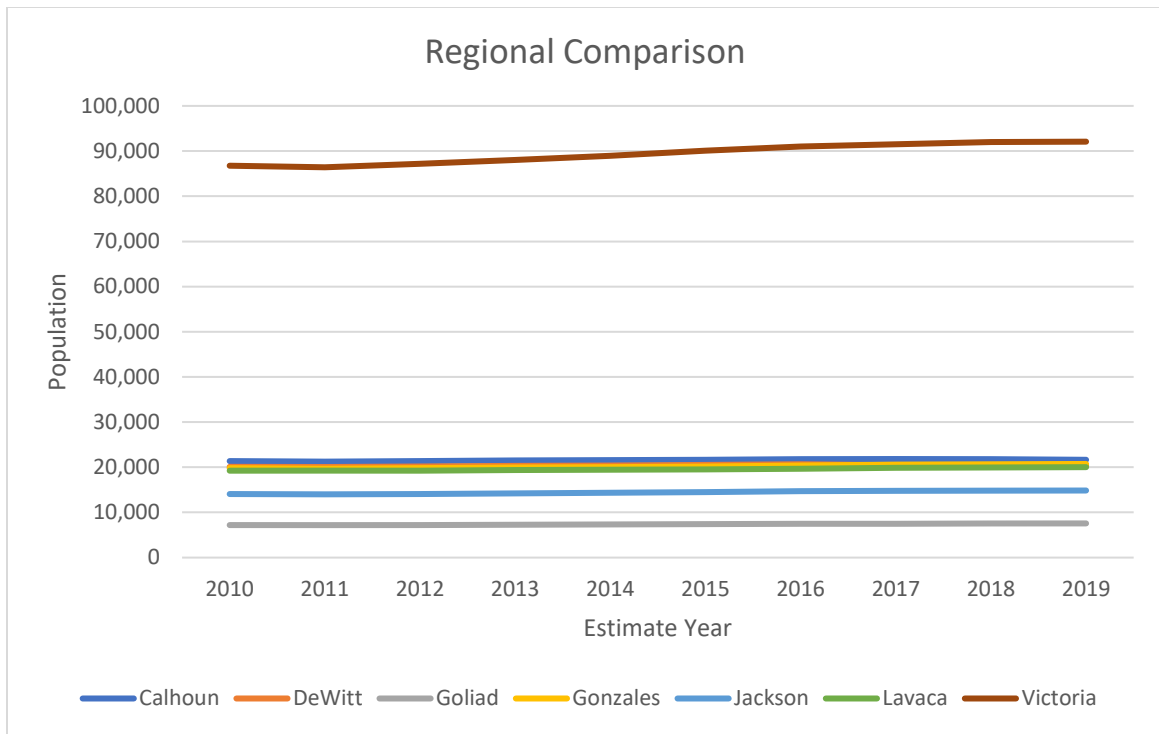
While Texas remains one of the fastest growing states in the nation, growth rates in the Region (in terms of both population and business expansion) are significantly slower than the state's average. The most recent data from the 2019 American Community Survey suggests that, between 2010 and 2019, the Golden Crescent Region's population grew by 4.6 percent with the Region's total population sitting at 197,225 in 2019.

Lower than average growth patterns become even more evident in the most recent population projections for the state and the region. By all estimates, the member counties of the GCRPC service area have experienced nominal growth when compared to the overall patterns of the state.

Census Results and Estimates

	Year	Population	% Change
Texas	2000	24,105,417	---
	2010	25,145,561	20.6%
	2019	28,995,881	15.3%
Calhoun County	2000	20,647	---
	2010	21,381	3.6%
	2019	21,668	1.3%
DeWitt County	2000	20,013	---
	2010	20,097	0.4%
	2019	20,340	1.2%
Goliad County	2000	6,928	---
	2010	7,210	4.1%
	2019	7,565	4.9%
Gonzales County	2000	18,628	---
	2010	19,807	6.3%
	2019	20,731	4.7%
Jackson County	2000	14,391	---
	2010	14,075	-2.2%
	2019	14,816	5.3%
Lavaca County	2000	19,210	---
	2010	19,263	0.3%
	2019	20,021	3.9%
Victoria County	2000	84,088	---
	2010	86,793	3.2%
	2019	92,084	6.1%
GCRPC Region	2000	183,905	---
	2010	188,626	2.6%
	2019	197,225	4.6%

U.S. Census Bureau, data.census.gov



U.S. Census Bureau, data.census.gov

Employment

As of July 2019, an additional 139,000 jobs had been created in Texas in 2019 alone. Texas employers added an estimated 313,155 jobs throughout 2018, for an annual growth rate of 3.7 percent.

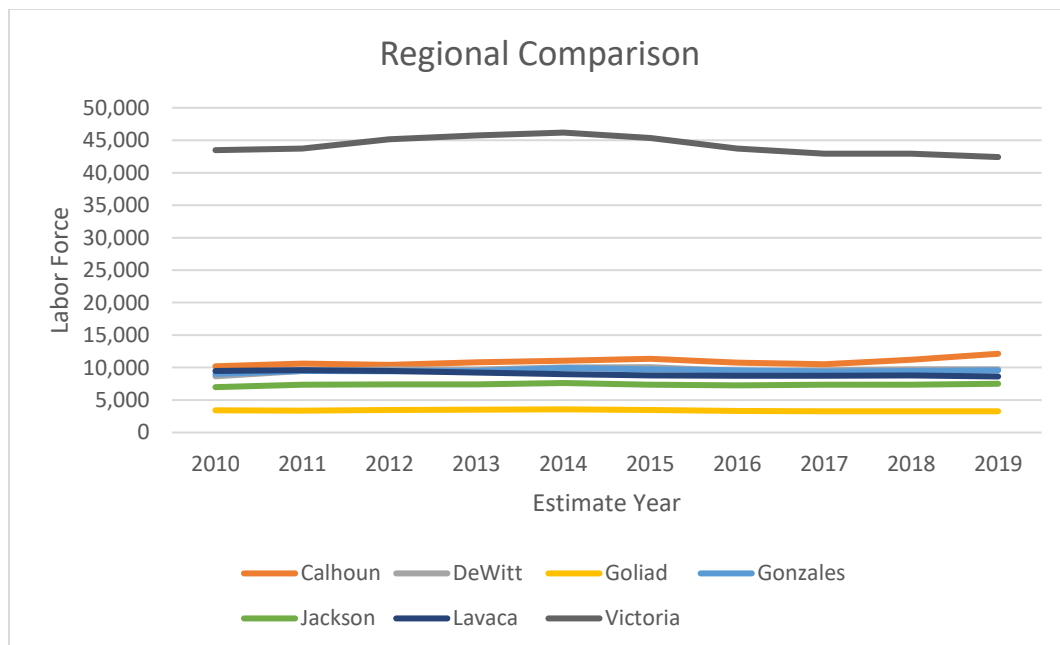
In 2019, the Region's total labor force was 93,297. From 2010 to 2019, the number of employable adults (those over the age of 16) within the region increased 6.4 percent from 144,141 to 153,407. However, the employment participation rates within the region dropped -5.4 percent from 63.3 percent in 2010 to 59.9 percent in 2019. Similarly, the Employment / Population ratio dropped by -3.8 percent from 59 percent in 2010 to 56.7 percent in 2019.

Total Population (16 years and over)

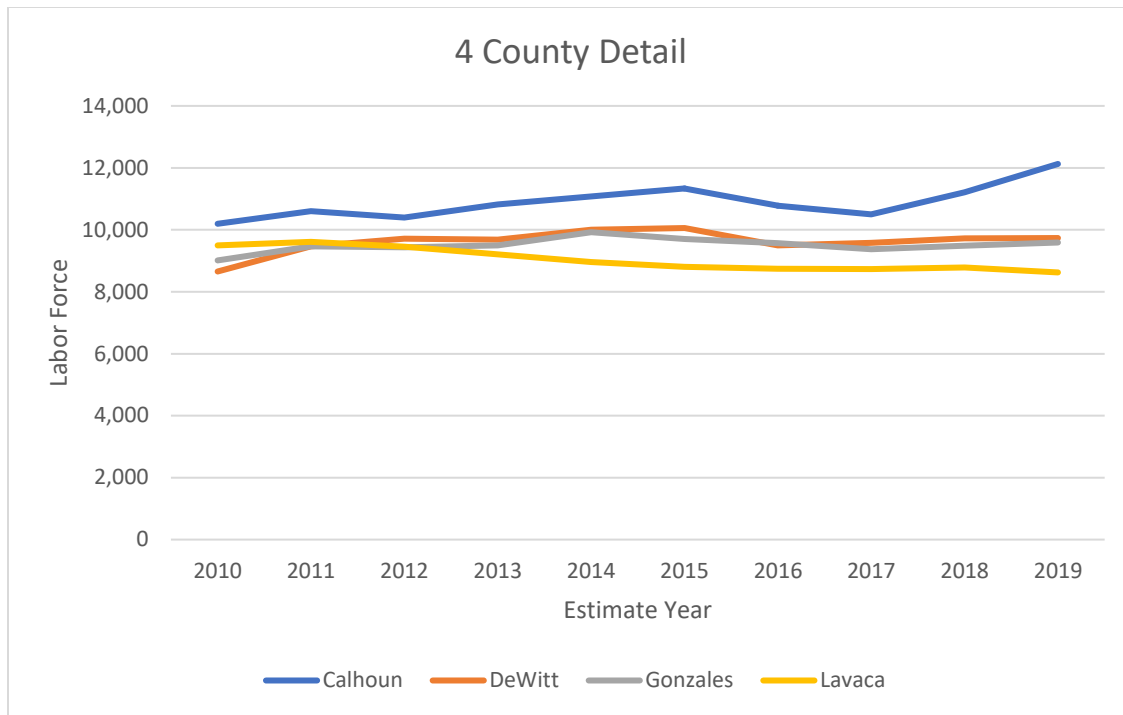
	2010	2019	% Change
Texas	18,380,464	21,736,238	18.3%
Calhoun County	16,087	16,968	5.5%
DeWitt County	16,191	16,177	-0.1%
Goliad County	5,689	6,132	7.8%
Gonzales County	14,900	15,641	5.0%
Jackson County	10,812	11,429	5.7%
Lavaca County	15,273	15,794	3.4%
Victoria County	65,189	71,266	9.3%
GCRPC Region	144,141	153,407	6.4%

U.S. Census Bureau, data.census.gov

Labor Force (16 years and over)



U.S. Census Bureau, data.census.gov



Labor Force Participation Rate (16 years and over)

	2010	2019	% Change
Texas	65.6%	64.7%	-1.4%
Calhoun County	63.4%	60.0%	-5.4%
DeWitt County	53.4%	51.6%	-3.4%
Goliad County	59.8%	53.5%	-10.5%
Gonzales County	60.5%	58.3%	-3.6%
Jackson County	64.6%	59.8%	-7.4%
Lavaca County	62.2%	59.6%	-4.2%
Victoria County	66.7%	62.7%	-6.0%
GCRPC Region	63.3%	59.9%	-5.4%

U.S. Census Bureau, data.census.gov

The labor force participation rate is a measure of an economy's active workforce.

Employment / Population Ratio (16 years and over)

	2010	2019	% Change
Texas	60.5%	61.0%	0.8%
Calhoun County	58.3%	56.7%	-2.7%
DeWitt County	50.9%	47.7%	-6.4%
Goliad County	58.7%	50.6%	-13.8%
Gonzales County	55.1%	56.3%	2.3%
Jackson County	61.2%	57.8%	-5.6%
Lavaca County	58.3%	57.7%	-1.0%
Victoria County	61.9%	59.0%	-4.6%
GCRPC Region	59%	56.7%	-3.8%

U.S. Census Bureau, data.census.gov

The employment / population ratio is a statistic that measures the civilian workforce currently employed against the total working age population.

Unemployment

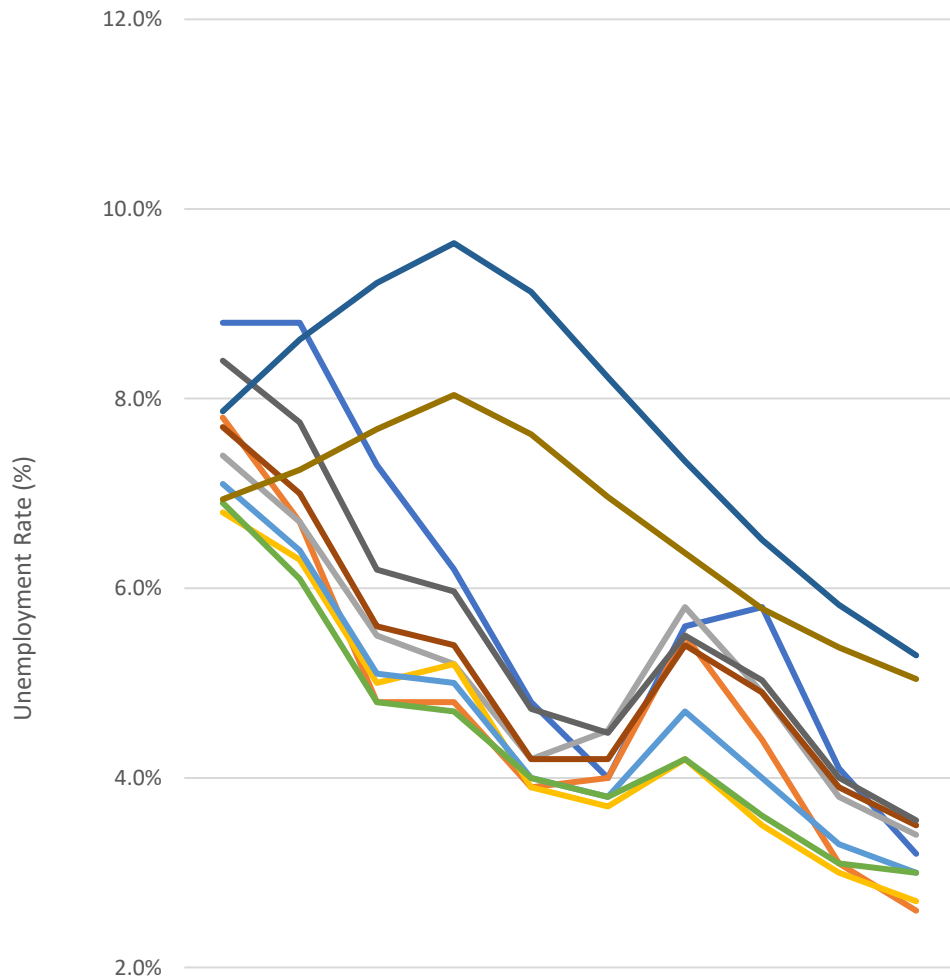
The Texas Unemployment rate continues to follow and outperform the shrinking national trend. After the 2008 national recession, Texas's unemployment rate peaked in August 2009, at 8.3 percent. This is in comparison to the nation's 9.6 percent unemployment rate in August 2009. Unemployment has steadily dropped since 2009 with Texas shattering its all-time unemployment low of 3.6 percent in May 2019. As of July 2019, the state unemployment rate stood at 3.4 percent compared to the national 3.7 percent. Texas employers added an estimated 313,155 jobs throughout 2018, for an annual growth rate of 3.7 percent.

The regional unemployment rate has followed and is almost even with the state's shrinking unemployment rate. From 2010 to 2019, the region's unemployment rate dropped by 58.1 percent from 7.7 percent in 2010 to 3.2 percent in 2019. Currently, despite a few mild spikes in 2016, the Region's unemployment rate is outperforming both national and state rates, with Gonzales and Lavaca Counties maintaining their lowest unemployment rates since 2015.

Annual Average Unemployment Rate

	2010	2019	% Change
USA	9.6%	3.7%	-61.5%
Texas	8.2%	3.5%	-57.3%
Calhoun County	8.8%	3.2%	-63.6%
DeWitt County	7.8%	2.6%	-66.7%
Goliad County	7.4%	3.4%	-54.1%
Gonzales County	6.8%	2.7%	-60.3%
Jackson County	7.1%	3.0%	-57.7%
Lavaca County	6.9%	3.0%	-56.5%
Victoria County	7.7%	3.5%	-54.4%
GCRPC Region	7.7%	3.2%	-58.1%

Average Unemployment Rates

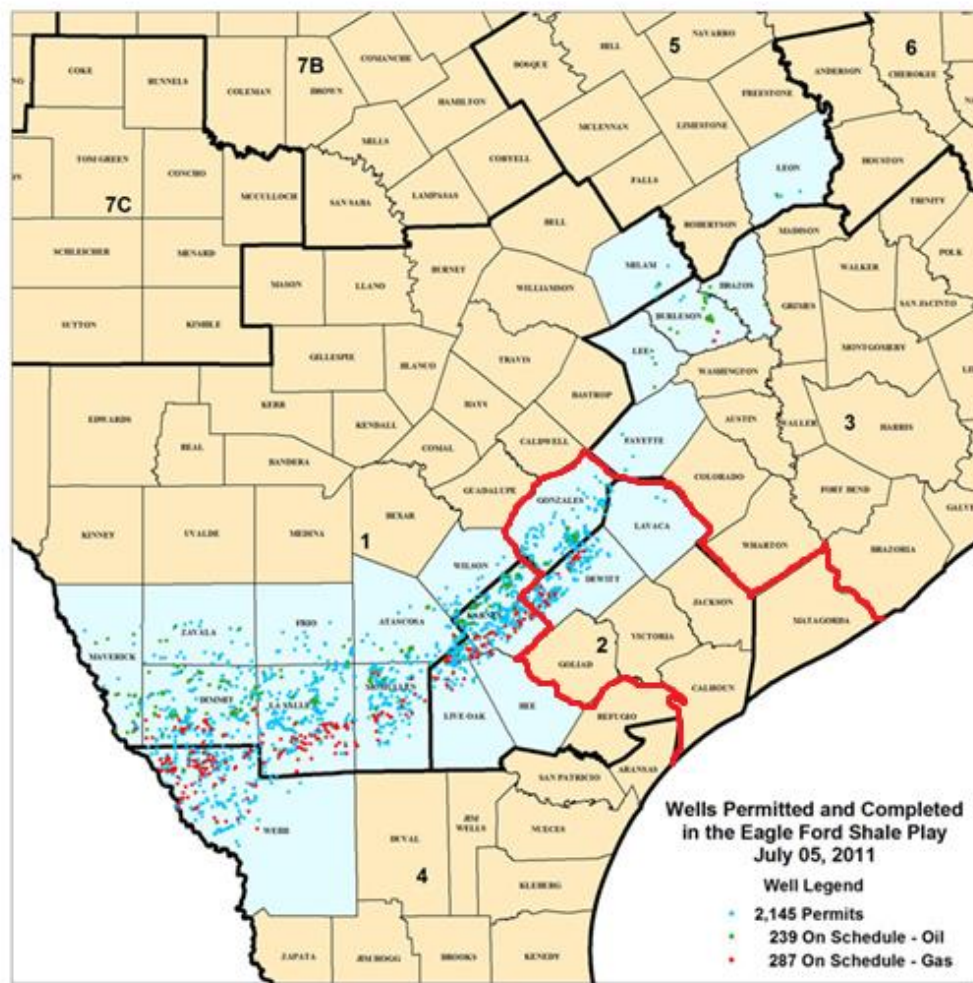


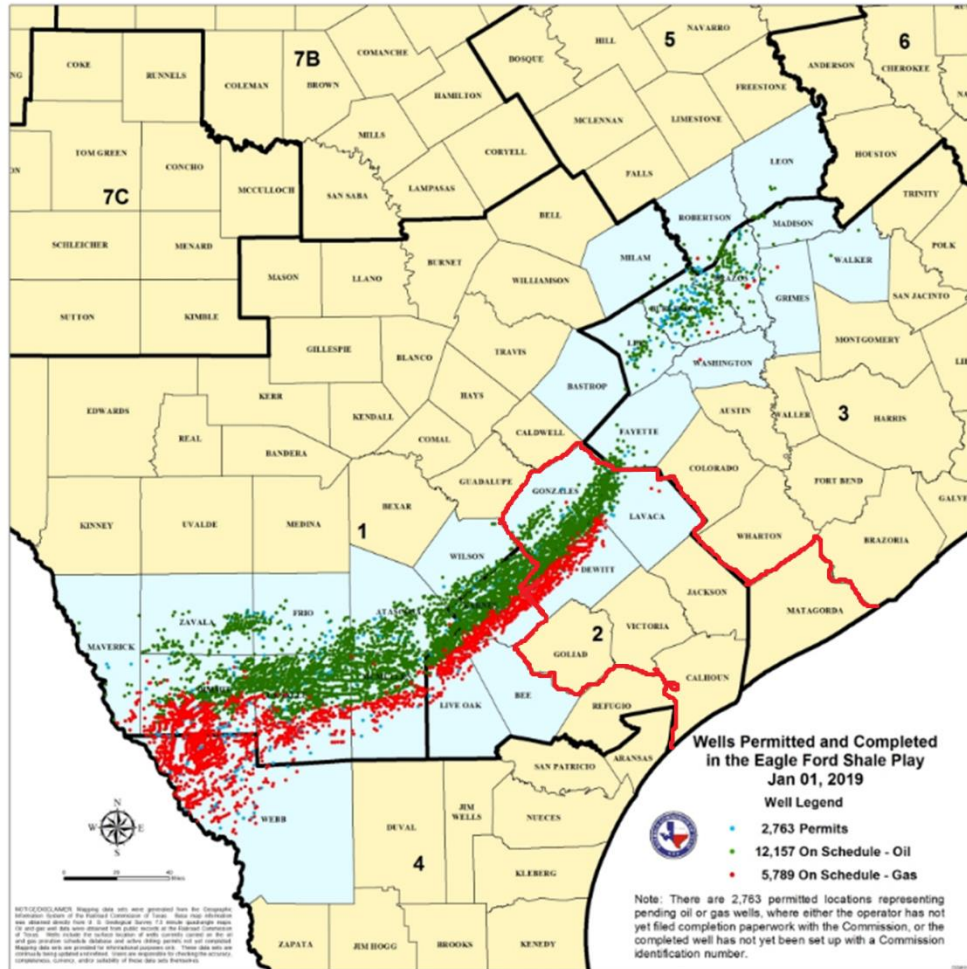
	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Calhoun	8.8%	8.8%	7.3%	6.2%	4.8%	4.0%	5.6%	5.8%	4.1%	3.2%
DeWitt	7.8%	6.7%	4.8%	4.8%	3.9%	4.0%	5.5%	4.4%	3.1%	2.6%
Goliad	7.4%	6.7%	5.5%	5.2%	4.2%	4.5%	5.8%	4.9%	3.8%	3.4%
Gonzales	6.8%	6.3%	5.0%	5.2%	3.9%	3.7%	4.2%	3.5%	3.0%	2.7%
Jackson	7.1%	6.4%	5.1%	5.0%	4.0%	3.8%	4.7%	4.0%	3.3%	3.0%
Lavaca	6.9%	6.1%	4.8%	4.7%	4.0%	3.8%	4.2%	3.6%	3.1%	3.0%
Victoria	7.7%	7.0%	5.6%	5.4%	4.2%	4.2%	5.4%	4.9%	3.9%	3.5%
GCRegion	8.4%	7.7%	6.2%	6.0%	4.7%	4.5%	5.5%	5.0%	4.0%	3.6%
Texas	6.9%	7.2%	7.7%	8.0%	7.6%	7.0%	6.4%	5.8%	5.4%	5.0%
USA	7.9%	8.6%	9.2%	9.6%	9.1%	8.2%	7.3%	6.5%	5.8%	5.3%

The falling unemployment rate is encouraging, but also a warning sign. The Counties of the Golden Crescent region have all fallen past 4 percent unemployment. This means that the Region is at what is called Full Employment. Full Employment, or unemployment rates between 4 and 6.4 percent (the range of “healthy” full employment), marks the point past which expansionary fiscal and/or monetary policy cannot reduce unemployment any further without causing inflation. Full employment does not entail the disappearance of all unemployment, as other kinds of unemployment, such as those between jobs or part-time workers that cannot find appropriate work for their skill level for example, will remain. These are signs that the labor force in the Golden Crescent is not growing quickly enough to support the growth of the local economy.

Gas and Oil Development

Eagle Ford Shale development continues in Texas with more than 2,763 wells permitted and completed in Texas as of January 2019. This represents an additional 618 permits; 11,918 oil wells; and 5,502 gas wells in Texas since 2011. Note that the Golden Crescent Region (Plus Matagorda County) are outlined in red.



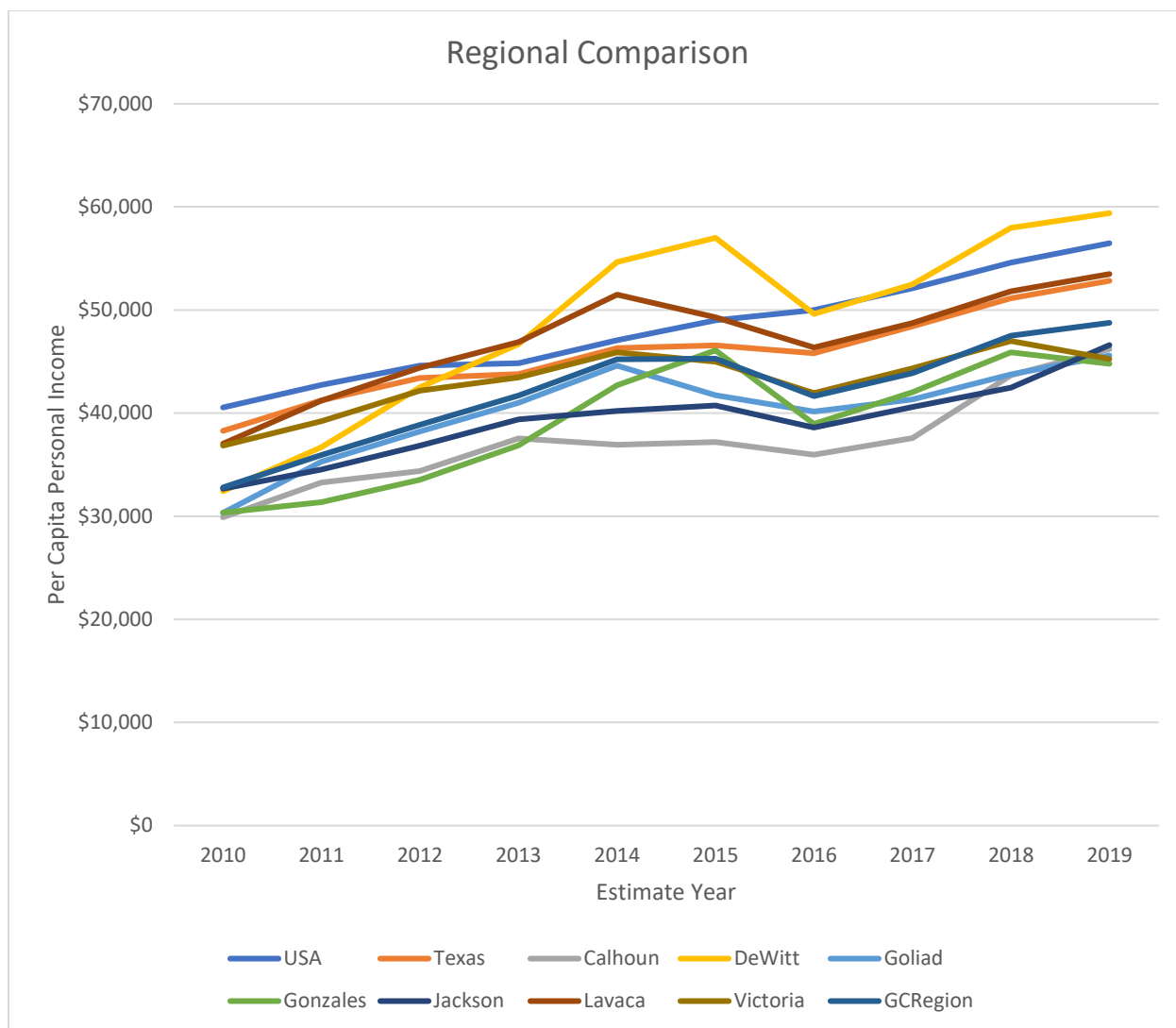


Per Capita Household Income

Per Capita Personal Income (PCPI)

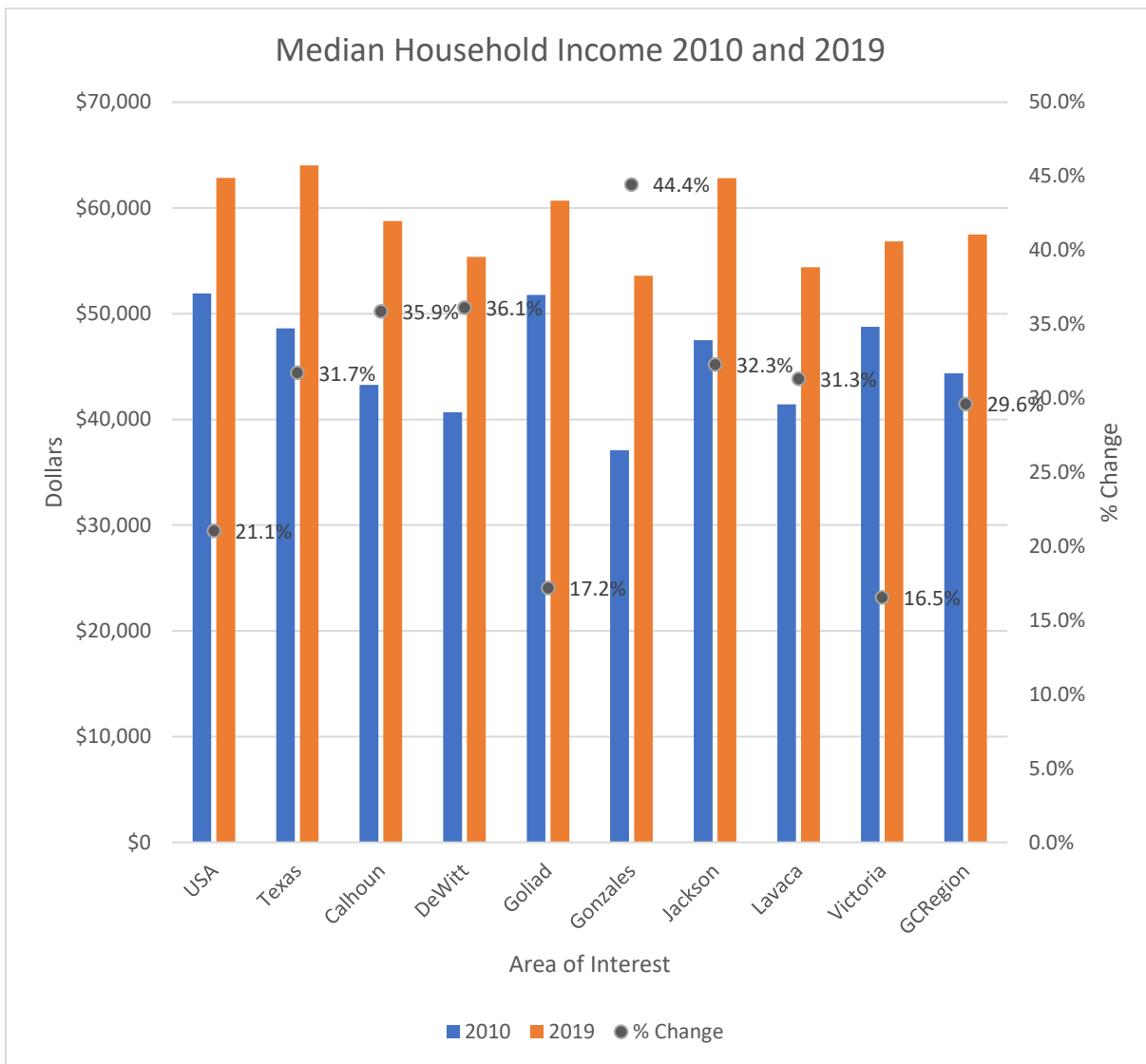
	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
USA	\$40,546	\$42,735	\$44,598	\$44,851	\$47,058	\$49,003	\$49,995	\$52,096	\$54,581	\$56,474
Texas	\$38,276	\$41,245	\$43,407	\$43,797	\$46,312	\$46,555	\$45,803	\$48,402	\$51,144	\$52,829
Calhoun	\$29,901	\$33,267	\$34,392	\$37,556	\$36,944	\$37,189	\$35,974	\$37,583	\$43,679	\$46,208
DeWitt	\$32,426	\$36,694	\$42,484	\$46,684	\$54,664	\$56,994	\$49,615	\$52,478	\$57,967	\$59,389
Goliad	\$30,330	\$35,298	\$38,233	\$40,999	\$44,600	\$41,742	\$40,162	\$41,335	\$43,770	\$45,589
Gonzales	\$30,350	\$31,356	\$33,545	\$36,860	\$42,697	\$46,088	\$38,961	\$42,013	\$45,897	\$44,789
Jackson	\$32,668	\$34,527	\$36,837	\$39,398	\$40,205	\$40,724	\$38,606	\$40,589	\$42,469	\$46,596
Lavaca	\$37,034	\$41,206	\$44,412	\$46,898	\$51,487	\$49,293	\$46,353	\$48,724	\$51,800	\$53,483
Victoria	\$36,847	\$39,214	\$42,160	\$43,475	\$45,897	\$44,992	\$41,946	\$44,341	\$46,994	\$45,237
GCRRegion	\$32,794	\$35,937	\$38,866	\$41,696	\$45,213	\$45,289	\$41,660	\$43,866	\$47,511	\$48,756

U.S. Bureau of Economic Analysis, Personal Income by County, Metro, and Other Areas



Note in the above figure that the majority of the Golden Crescent Region remained below both State and National Per Capita Personal Income (PCPI) levels between 2010 and 2019; only one county exceeded the national level (DeWitt County), and only two exceeded the state level (DeWitt and Lavaca Counties). The Golden Crescent experienced, on average, a 48.7 percent increase in PCPI between 2010 and 2019. In 2015 the region only had an increase in PCPI of 0.2 percent, and in 2016 PCPI decreased by 8 percent. In 2019, the PCPI of the region was 7.7 percent less than the PCPI of Texas (\$52,829), and 13.7 percent less than the national PCPI (\$56,474).

Median Household Income



U.S. Census Bureau, data.census.gov

Poverty Rates

Variations in the economic stability of the Region may also be reflected in the Region's Poverty Rates and Estimates. The U.S. Census Bureau estimates that 27,642 individuals in the Region were below the poverty threshold in 2019: a 17.8 percent decrease from the 2010 estimate of 33,645. Between 2010 and 2019, the Region's average poverty rate has dropped on average 20.2 percent. This drop is above the national average of 19.6 percent, and below the state average of 24.0 percent. These rates of change and fluctuations in poverty rates between 2010 and 2019 are better illustrated in the Table below. The most recent data suggests that only Lavaca County, at 11.0 percent, has a lower poverty rate than the national average. Both Lavaca and Goliad Counties (11.0 and 13.4 percent respectively) are below the state average of 13.6 percent.

	Poverty Rate - All Ages											
	2010	% Change	2012	% Change	2014	% Change	2016	% Change	2018	% Change	2019	% Change (2010 - 2019)
USA	15.3%	3.9%	15.9%	-2.5%	15.5%	-9.7%	14.0%	-6.4%	13.1%	-6.1%	12.3%	-19.6%
Texas	17.9%	-2.8%	17.4%	-1.1%	17.2%	-9.3%	15.6%	-4.5%	14.9%	-8.7%	13.6%	-24.0%
Calhoun	19.4%	-13.9%	16.7%	3.6%	17.3%	-9.2%	15.7%	-9.6%	14.2%	3.5%	14.7%	-24.2%
DeWitt	21.3%	-8.9%	19.4%	-7.2%	18.0%	1.1%	18.2%	1.1%	18.4%	-7.1%	17.1%	-19.7%
Goliad	15.5%	4.5%	16.2%	-5.6%	15.3%	-6.5%	14.3%	0.7%	14.4%	-6.9%	13.4%	-13.5%
Gonzales	20.8%	-0.5%	20.7%	-11.6%	18.3%	-6.6%	17.1%	-1.2%	16.9%	-4.1%	16.2%	-22.1%
Jackson	16.2%	-3.7%	15.6%	-5.8%	14.7%	-8.2%	13.5%	-4.4%	12.9%	7.0%	13.8%	-14.8%
Lavaca	14.5%	-15.9%	12.2%	13.1%	13.8%	-9.4%	12.5%	8.0%	13.5%	-18.5%	11.0%	-24.1%
Victoria	18.2%	-8.2%	16.7%	-5.4%	15.8%	-10.1%	14.2%	8.5%	15.4%	-7.1%	14.3%	-21.4%
GCRRegion	18.0%	-6.7%	16.8%	-3.7%	16.2%	-6.8%	15.1%	0.2%	15.1%	-4.9%	14.4%	-20.2%

	Poverty Estimate - All Ages											
	2010	% Change	2012	% Change	2014	% Change	2016	% Change	2018	% Change	2019	% Change (2010 - 2019)
USA	46,215,956	5.5%	48,760,123	-1.1%	48,208,387	-8.2%	44,268,996	-5.5%	41,852,315	-5.6%	39,490,096	-14.6%
Texas	4,411,273	3.5%	4,565,185	-1.0%	4,519,548	-3.7%	4,261,291	-2.9%	4,181,623	-7.4%	3,870,944	-12.2%
Calhoun	4,092	-12.7%	3,574	4.6%	3,740	-8.6%	3,420	-12.2%	3,036	1.7%	3,088	-24.5%
DeWitt	3,885	-7.0%	3,613	-6.1%	3,391	2.1%	3,462	-2.7%	3,370	-2.0%	3,135	-19.3%
Goliad	1,101	6.8%	1,176	-3.5%	1,135	-6.7%	1,059	1.7%	1,077	-6.1%	1,011	-8.2%
Gonzales	4,061	0.4%	4,077	-9.6%	3,684	-4.5%	3,519	-1.5%	3,465	-4.0%	3,325	-18.1%
Jackson	2,234	-2.6%	2,177	-2.6%	2,121	-7.3%	1,966	-8.1%	1,885	5.9%	1,996	-10.7%
Lavaca	2,735	-15.5%	2,311	15.4%	2,668	-9.4%	2,418	9.3%	2,644	-18.2%	2,163	-20.9%
Victoria	15,537	-5.8%	14,632	-3.4%	14,135	-6.7%	12,900	7.4%	13,855	-6.7%	12,924	-16.8%
GCRRegion	33,645	-6.2%	31,560	-2.2%	30,874	-6.9%	28,744	2.0%	29,332	-5.8%	27,642	-17.8%

U.S. Census Bureau, Small Income and Poverty Estimates Program

Regional Price Parities

Indicators used to determine cost of living and buying power include regional price parities and real personal income. Regional price parities (RPPs) provide the ability to compare purchasing power between Metropolitan Statistical Areas (MSAs) within the United States for a given year. In 2019, Texas ranked 27th in the nation with a regional price parity of 96.5. This suggests that, generally throughout the entire state of Texas, the costs of goods and services are about 3.5 percent lower than the national average cost for the same goods and services. In 2019, the average regional price parity amongst all MSAs in Texas was 91.0. Amongst all MSAs in the state, the Victoria MSA ranked 14th out of 25.

Texas Regional Price Parity Rankings, 2019

Geography		2019
United States		100
United States (Nonmetropolitan Portion)		86.8
Rank	Texas Metropolitan Statistical Area	2019
1	Brownsville-Harlingen	82.2
2	McAllen-Edinburg-Mission	82.2
3	Texarkana, TX-AR	84.8
4	Laredo	86.1
5	Wichita Falls	86.4
6	Beaumont-Port Arthur	87.3
7	El Paso	87.7
8	Waco	88.8
9	Killeen-Temple	89.1
10	Longview	89.1
11	Abilene	90.3
12	Lubbock	91
13	Sherman-Denison	91
14	Victoria	91.1
15	College Station-Bryan	91.2
16	Amarillo	91.3
17	San Angelo	91.3
18	Tyler	91.8
19	Corpus Christi	92.4
20	San Antonio-New Braunfels	93.3
21	Odessa	95.1
22	Midland	98.8
23	Austin-Round Rock-Georgetown	99.3
24	Dallas-Fort Worth-Arlington	101.2
25	Houston-The Woodlands-Sugar Land	101.7

Average RPP: 91.0

Median RPP: 91

Highest RPP: 101.7

Lowest RPP: 82.2

U.S. Bureau of Economic Analysis, Regional Data, GDP & Personal Income, Real Personal Income and Regional Price Parities

The table below illustrates the difference in purchasing power for all consumption goods and services, including rents, as compared to other MSAs in Texas and Nonmetropolitan portions of the country in 2018 and 2019.

Regional Price Parity Comparisons, 2018 – 2019

Geography	Description	2018	% Change	2019
Victoria MSA	RPPs: All Items	92.2	-1.19%	91.1
	RPPs: Goods	96.3	-0.10%	96.2
	RPPs: Services: Rents	86.1	-4.65%	82.1
	RPPs: Services: Other	91.3	0.00%	91.3
US Nonmetropolitan	RPPs: All Items	87.3	-0.57%	86.8
	RPPs: Goods	95	0.00%	95
	RPPs: Services: Rents	62.6	-0.96%	62
	RPPs: Services: Other	93.7	0.00%	93.7
Brownsville-Harlingen MSA	RPPs: All Items	82.4	-0.24%	82.2
	RPPs: Goods	96.5	0.00%	96.5
	RPPs: Services: Rents	56.9	0.00%	56.9
	RPPs: Services: Other	91.3	0.00%	91.3
Corpus Christi MSA	RPPs: All Items	92.5	-0.11%	92.4
	RPPs: Goods	96.5	0.00%	96.5
	RPPs: Services: Rents	87.6	0.11%	87.7
	RPPs: Services: Other	91.3	0.00%	91.3
Houston-Woodlands-Sugarland MSA	RPPs: All Items	101.7	0.00%	101.7
	RPPs: Goods	95.6	0.00%	95.6
	RPPs: Services: Rents	104.6	0.10%	104.7
	RPPs: Services: Other	106.8	0.00%	106.8

U.S. Bureau of Economic Analysis, Regional Price Parities for the United States

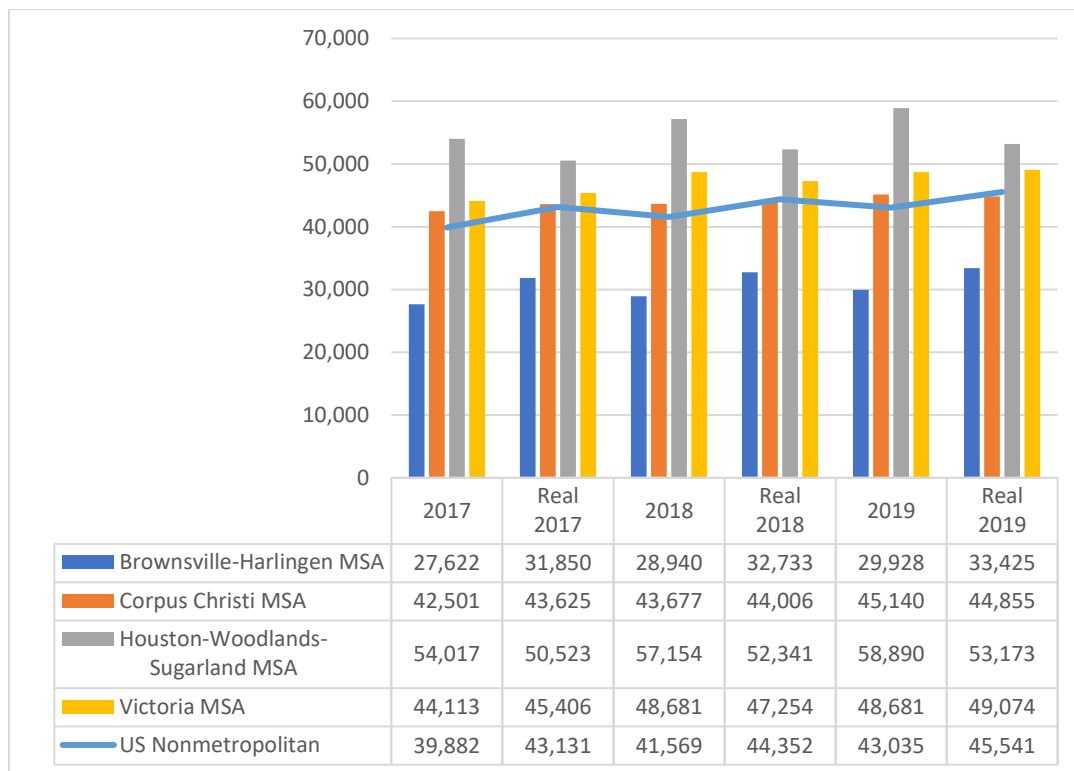
The table above illustrates that the Victoria MSA, consisting of Calhoun, Goliad, and Victoria Counties, is in the 91st (91.1) percentile for the average cost of living in the nation. This indicates that the cost of goods and services in the Victoria MSA is about 8.9 percent less expensive than the national average. Although county-specific price parity data is not available, a cost-of-living estimate for the remaining portion of the region (DeWitt, Gonzales, Jackson, and Lavaca Counties) is likely to be similar to the RPP rate for nonmetropolitan parts of the country. Thus, the remainder of the region is likely in the 87th (86.8) percentile for the average cost of living in the nation. This means goods and

services are approximately 13.2 percent less expensive than the national average in the remainder of the region outside of the Victoria MSA. Thus, although previous iterations of economic development reports indicated that the region maintained a low cost of living, it is more accurate to say that the cost of living in the region is near the national average, with goods and services being approximately 11.1 percent cheaper on average.

Real Personal Income

The below table illustrates annual PCPI in comparison to Real Personal Income for the Victoria MSA and other Texas MSAs. Real Personal Income data provides another indicator of purchasing power in the region. The data suggests that from 2017 to 2019, residents in US Nonmetropolitan areas had greater purchasing power than various MSAs.

Per Capita Personal Income (PCPI) & Real Personal Income 2017 – 2019


















U.S. Bureau of Economic Analysis, MARPI Real Personal Income by MSA

Additionally, the percentage difference between Real Per Capita Income and Real Personal Income may provide an indicator of future trends regarding purchasing power. The following table illustrates rates of change between actual and adjusted PCPI for the period of 2017 – 2019. The rate of change data suggests that purchasing power has steadily decreased regardless of geography since 2017; however, the purchasing power of Victoria, compared to the other MSAs, appears to have increased slightly in 2019. If these trends continue, it is likely that the cost of living in the Victoria area MSA will soon match the national average in coming years. It should be noted that purchasing power of residents in the high-growth Houston-Woodlands-Sugarland MSA appears to be

decreasing; with the goods and services being more expensive than the national average. The Houston-Woodlands-Sugarland MSA data may be utilized to manage expectations for communities eager to become high growth economies; where high economic growth develops, a higher cost of living likely follows.

Rates of Change Between Per Capita Personal Income (PCPI) & Real Personal Income 2017 – 2019

Geography	US Nonmetropolitan	Brownsville-Harlingen MSA	Corpus Christi MSA	Houston-Woodlands-Sugarland MSA	Victoria MSA
2017 % Difference	 8.1%	 15.3%	 2.6%	 -6.5%	 2.9%
2018 % Difference	 6.7%	 13.1%	 0.8%	 -8.4%	 -2.9%
2019 % Difference	 5.8%	 11.7%	 -0.6%	 -9.7%	 0.8%

U.S. Bureau of Economic Analysis, MARPI Real Personal Income by MSA

Economic Shifts and Disruptions

The Golden Crescent Region has ample experience dealing with economic shifts and adapting to new economic realities. In the last 20 years, the region has weathered multiple events impacting the regional economy: severe storm flooding in 2001 and 2002; the 2008 national recession; the 2008 Eagle Ford Shale discovery and resulting production; the oil price plunge from 2014 to 2016; the destruction left by Hurricane Harvey in August of 2017, and most recently, the Covid-19 pandemic, of which the long-term effects have yet to be seen.

Improving Public Transportation Services

Results of the Public Transportation Survey

The survey summary for the Golden Crescent region follows. A survey summary of each individual county is also included and includes specific responses from each county. Additionally, remarks from the Transportation Sub-Committee and their work on identifying needs for the region are also included.

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

Sub-Committee members, alongside their REDAC partners, assisted in distributing the surveys using their own unique distribution channels through their organizations. Calls were also made to organizations using the Area Agency on Aging's Aging and Disability Resource Guide according to the information listed within. Organizations that assisted with distribution included GCRPC subcontractors, the Victoria MPO, the local colleges and Universities, and other organizations. Bus drivers were also given copies of surveys to hand out to passengers as they got onto the buses.

Although surveys were the chosen methodology by the Sub-Committee, opportunities arose that led to one-on-one conversations during bus rides, or during outreach opportunities. All thoughts and opinions received this way have been included in the completed survey results presented here.

A total of 180 surveys were received regarding the region's public transportation needs. This included 52 physical copies, and 128 online responses. When asked if respondents had filled out a public transportation related survey in the last five years, 153 answered that they had not. This could mean that a continual public engagement presence could be utilized to increase interest in GCRPC and its services. A regional breakdown of the responder demographics can be found on the following pages, with responses to questions regarding public transportation following. Comments received from the public regarding their wants and needs for public transportation over the next 5 years can be found under their respective counties in the county breakdown section.

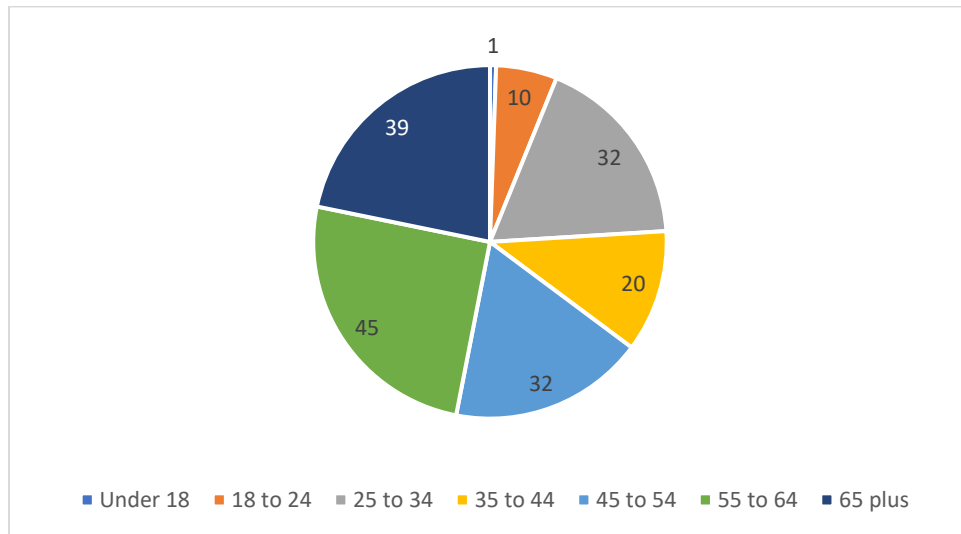
County of Residence	
	# of Responders
Calhoun	4
DeWitt	4
Goliad	1
Gonzales	16
Jackson	4
Lavaca	1
Matagorda	6
Victoria	143

City of Residence	
	# of Responders
Arneckeville	1
Bay City	2
Bloomington	2
Cuero	3
Edna	1
Fannin	1
Gonzales	14
Hallettsville	1
Inez	1
Leesville-Capote-Belmont	1
Lolita	2
None	1
Palacios	1
Point Comfort	1
Port Lavaca	1
Van Vleck	1
Victoria	133

People from across the region answered and are represented in these surveys, from small communities such as Arneckeville and Inez to larger communities such as Victoria and Gonzales. We can see that the majority of responses came from the County and City of Victoria, the major City in our region. This is to be expected, as Victoria is naturally quite a bit larger than the other communities in our region. However, while we did receive responses back from all counties in our region, response rates were still very low outside of Gonzales. This could mean that additional efforts are needed to reach out to the

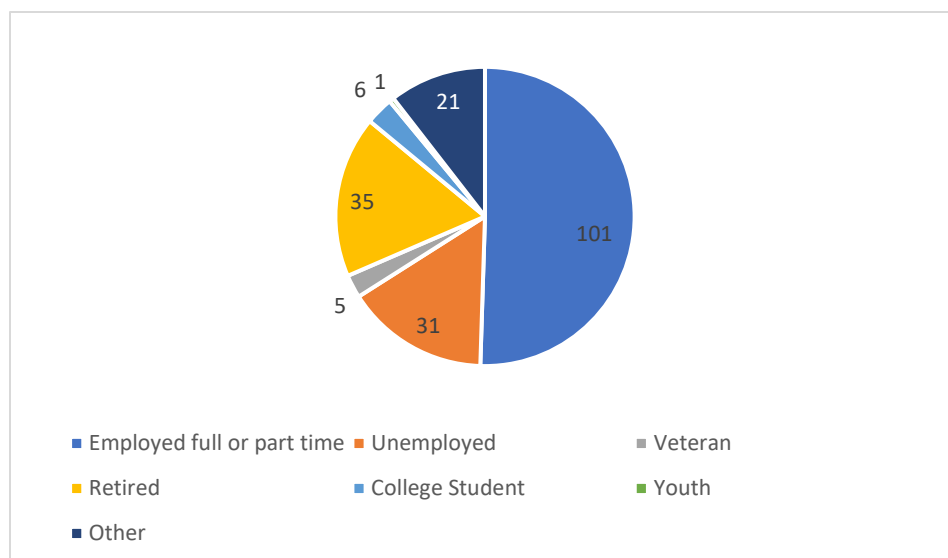
members of those communities with limited numbers of responses, such as Lavaca and Goliad Counties.

Age of Responders



The age group for the region is relatively evenly split amongst the different groups. Older residents, those over the age of 54, made up almost half of the total respondents. There was one major outlier though: those under the age of 25. Only 11 people answered that were under 25, which could show that we need to do a better job of marketing public transportation to a younger audience.

Demographic Status



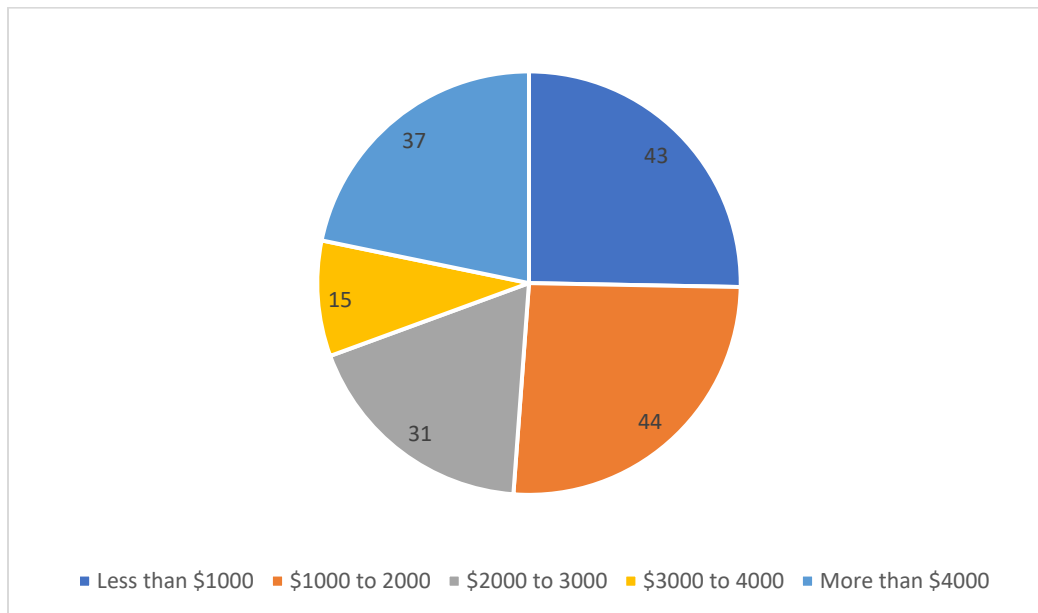
Other:

- Disabled: 16
- Prefer not to say

- Daycare
- Single Mother: 2
- In training

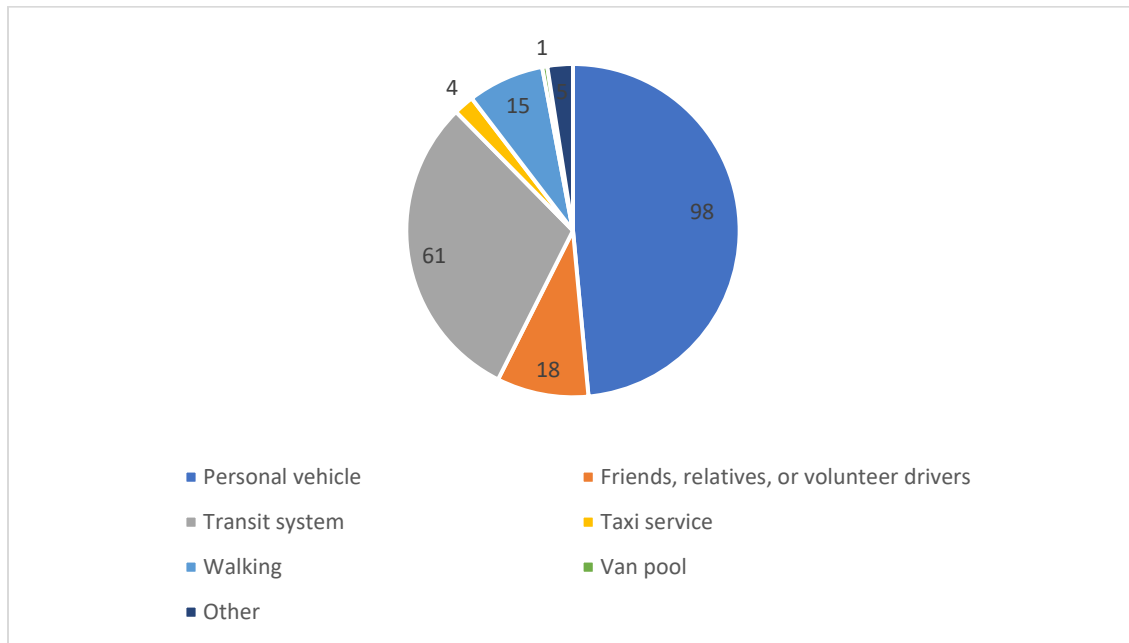
Demographical status shows that the majority of respondents are currently employed either full or part time in our workforce. Roughly a third of respondents say that they are either unemployed or retired. Of the 21 that answered in the other category, 16 said that they had some form of disability. Only 5 responders said that they were a veteran, and only 6 college students responded.

Monthly Household Income



Income was relatively evenly distributed among the categories. A little over half of respondents said that they made under \$2000 per month. The sole outlier is those that said they made between \$3 and \$4000 per month.

Primary Means of Transportation

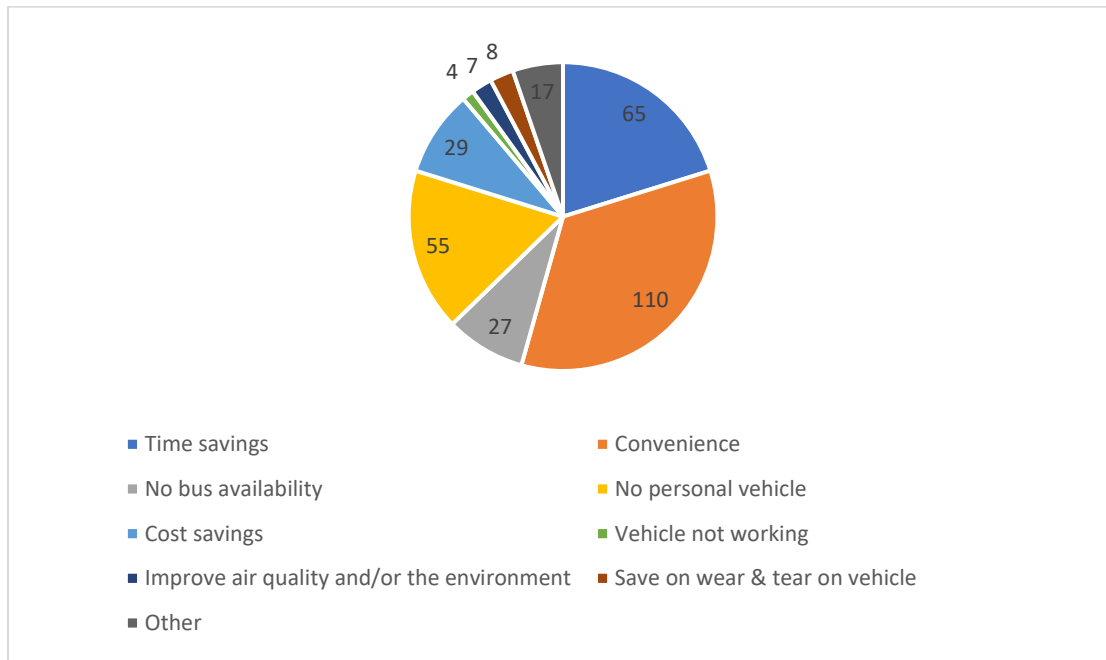


Other:

- Bicycle: 3
- Paratransit

It is not surprising to see that the largest group responded that they use their own personal vehicle as their primary means of transportation. What is surprising to see is that a little over half of respondents do not use their own personal vehicle. This indicates that there is many people within the region that could benefit from further public transportation improvements, be it active transportation improvements.

Motivation to Use Public Transportation

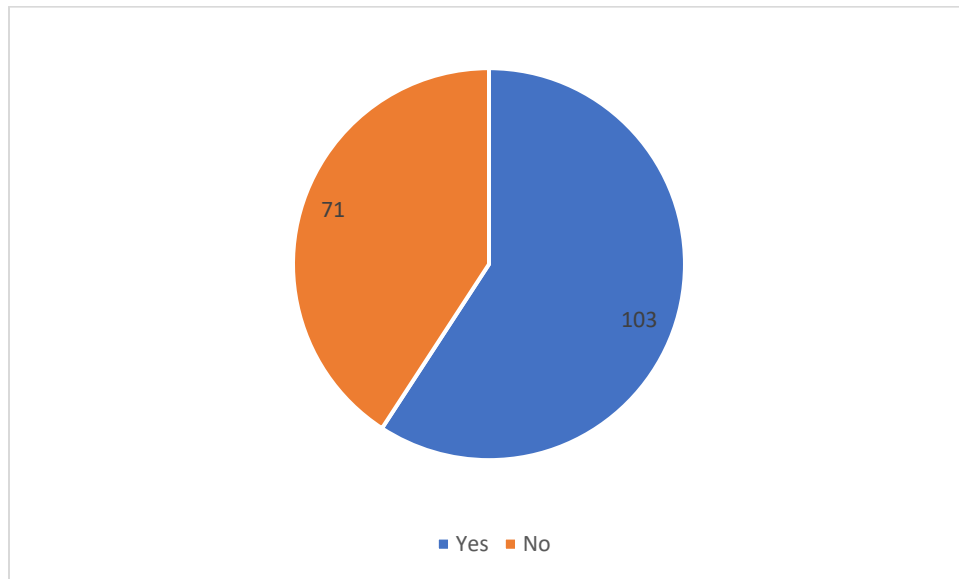


Other:

- Handicapped and uses a walker
- Cannot drive: 2
- Use it to keep doctor appointments: 2
- Use it to stay in shape and keep healthy: 2
- Only way to get around due to disability: 2
- Use it to get to Austin
- Infrequent schedule times
- Does not want to depend on others
- Needs wheelchair assistance
- Bus drivers are disrespectful to passengers
- Share a ride with other family members
- It's just what I want to do

The primary motivators for how people choose their mode of choice seem to be convenience, time savings, and the fact that they do not own a personal vehicle. To a lesser degree, cost savings, bus availability, and those that had thoughts in the other category, were also motivators for the people in our region.

Meeting Community Needs



When asked about whether the public transportation in the Golden Crescent Region met their community's needs, roughly a third of respondents answered that it did meet their needs. However, a not-insignificant number, roughly a third of respondents indicated that public transportation did not meet their community's needs.

Community Needs (Cont.)	
Fares too expensive	6
Commute takes too long	31
Limited hours of operation	44
No service in my City/County	6
No bus stops in my area	38
Services only certain target groups	14
Vehicles not wheelchair accessible	1
Not enough vehicles available	25
Limited rural access	36
Have to wait to schedule a ride	28
Lack of advertising for our services	28
Difficult to reach by phone	8
Website has innaccurate, out of date, or no information	11
Charge for care provider/attendant	5
Other	19

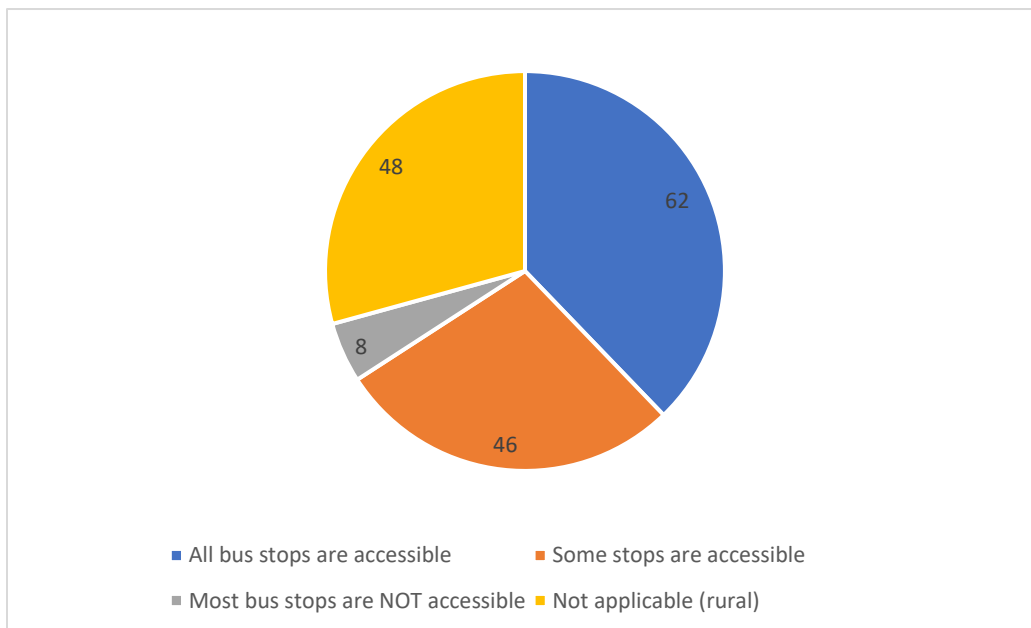
Other:

- Would like routes available at night.
- N/A
- I have a car

- Live in a rural location
- Not enough drivers: 2
- Needs to be a bench and a cover at every stop. It is the least you can do for people, especially during the summer
- Does not provide transportation to the municipal court or courthouse.
- Was all good until new management in 2020. Been downhill ever since.
- Limited space for groceries and other cargo.
- Inconvenient routes that take too long.
- Does not connect to Austin
- The parts of Victoria with the most socio-economically challenged people have the worst bus schedules. This does not make sense.
- No service to parks.
- No public transportation.
- I prefer greener methods of transportation, such as biking or rail.

The next question had asked why those third that answered 'No' to the previous question why they had. There were several reasons that stuck out. These included limited hours of operation, no bus stops in their area, limited rural access, the commute takes too long, lack of advertising for our services, and that they must wait to schedule a ride.

Accessibility of Bus Stops

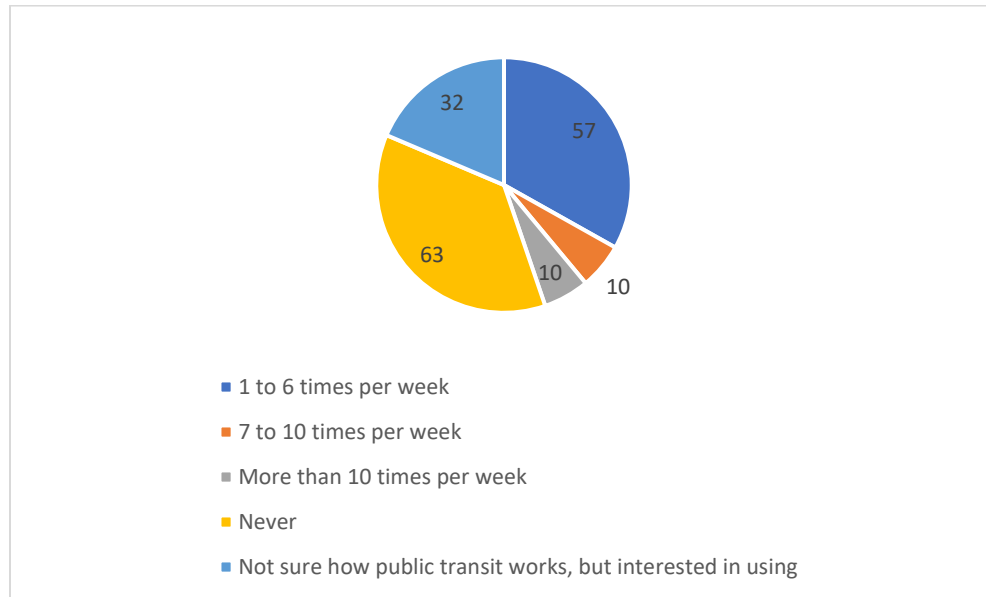


Non-Accessible Stops:

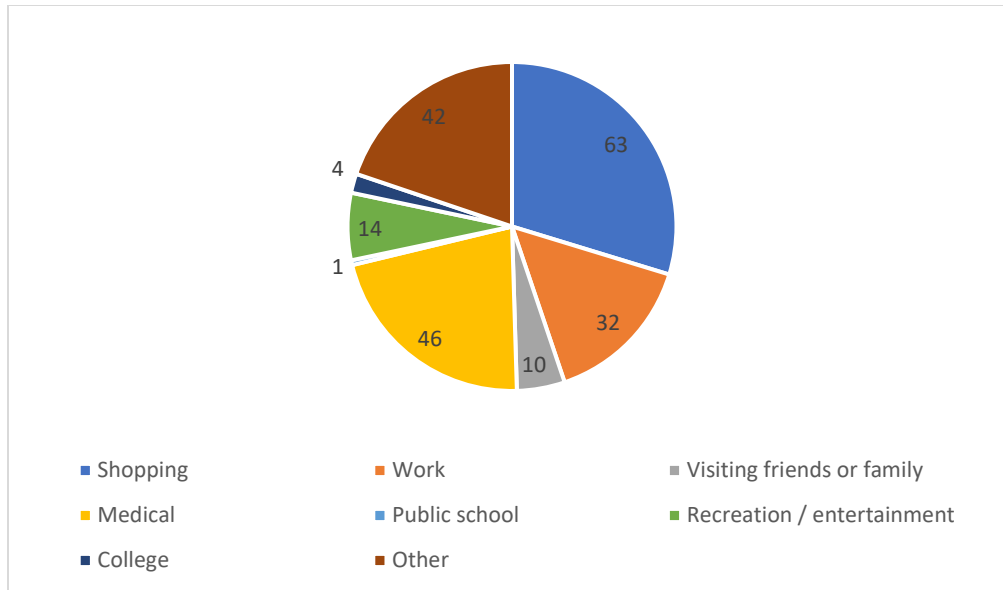
- Buses come to house
- Not enough benches or covers
- Closest bus stop is Navarro to the Northcrest / Highland Hills Area.
- When in respite care in rural locations
- Limited access near low-income apartments
- I live out in the country
- Woodway

The majority of respondents answered that all bus stops in their area were accessible. A little over half of respondents, 52%, answered that this question did not apply to them or that only some stops in their area were accessible. 8 respondents indicated that the bus stops in their area were not accessible for the reasons listed in the 'Non-Accessible Stops' section above.

Public Transportation Usage



Most respondents, 35% of them, indicated that they had never used public transportation. About 32% said that they used it 1 to 6 times per week, and about 6% said that they used public transportation 7 to 10 times per week and more than 10 times per week each. Almost 18% of responders did say that while they have not used public transportation before, they are interested in learning how to use it. This signals a possible opportunity for education.

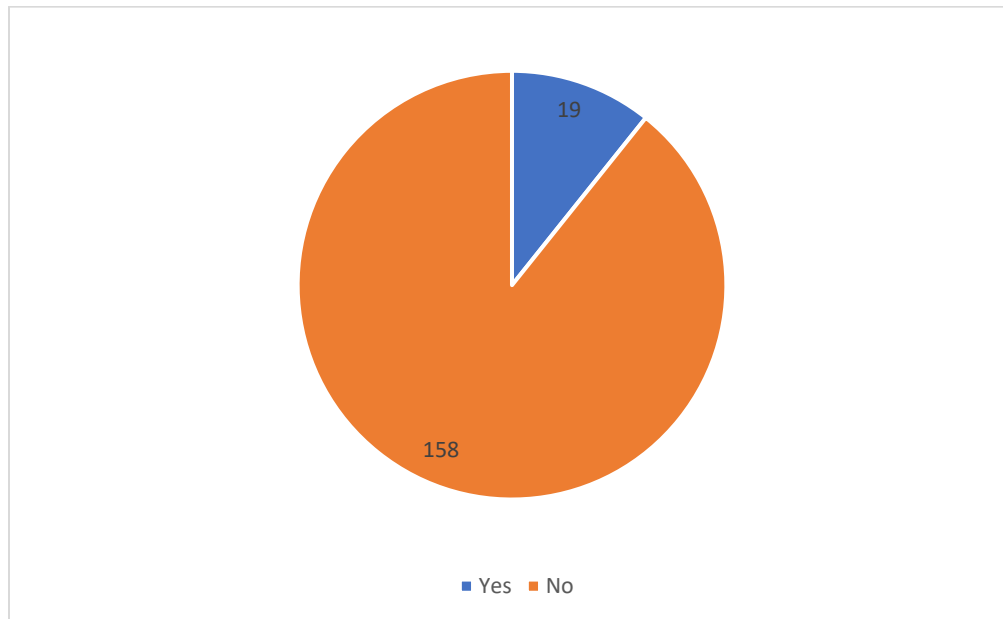


Other:

- None of the above: 5
- Adult daycare
- Dialysis
- Volunteer work: 2
- Daycare: 2
- N/A: 8
- Do not use: 8
- Both shopping AND medical appointments
- Would use it for shopping and to get to work if route timing was more convenient
- Use it for medical purposes when personal vehicle is not working
- When in respite care in the county
- To get around Austin
- Might use if it stops in my area. No stop on Laurent between Port Lavaca HWY and Rio Grande
- Can always rely on public transit if my vehicle breaks down. Has happened several times in the last 8 years in fact. And every time I have used public transit to get to an important place such as work and for food. I rely on the system, even if I do not use it regularly.
- Residents at work use public transit to get to their jobs.
- Public transit is not available.
- Car broke down.
- Fortunate to own a vehicle.
- Not available in my area.
- Use it for emergencies
- Use it for probation appointments

A continuation of the last question, it was asked what respondents then used public transportation for. The majority used it for shopping (with 35%), medical purposes (25.6%), Other purposes (23.3%), or to get to work (17.8%). Within the Other category there were a wide variety of differing reasons people used public transit services, ranging from getting to volunteer work, to those that simply did not use it at all.

Transportation Issues – Job Access

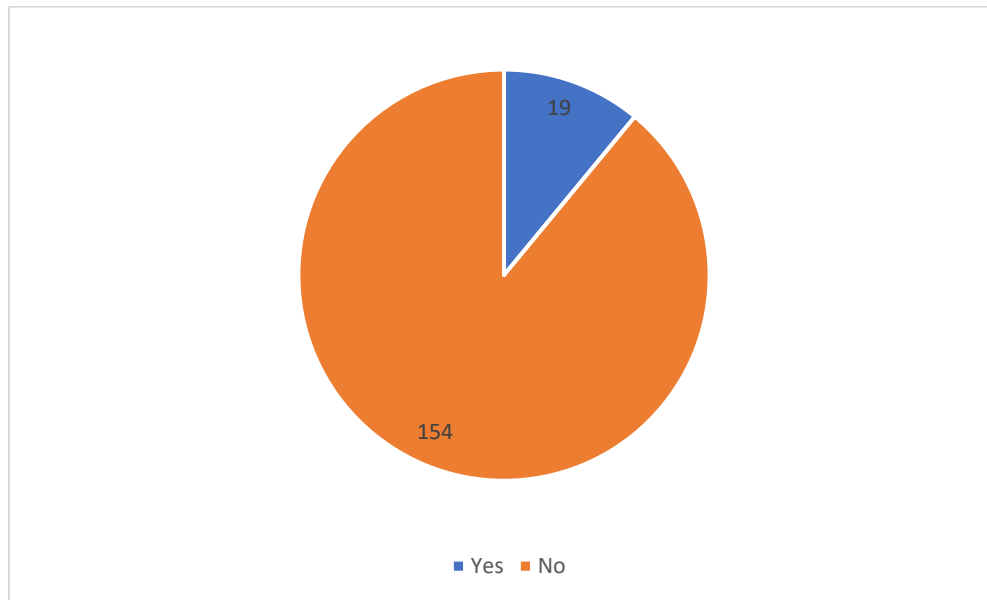


Reasons:

- There was no stop near the job, and the commute took too long.
- Bus had passed by the stop because it was running late, had to wait for 45 minutes and got fired.
- Nighttime service did not run late enough.
- Live in a rural location.
- Not a job but has missed medical appointments before.
- A few months ago, the transit routes changed.
- Couldn't access transportation on the schedule needed.
- Maintaining consistency
- Job was too far away and not on a bus route.
- Hours of operation
- When I was younger – and there was no public transportation – had to turn down a job offer due to a lack of transportation.
- Not me personally, but I am privileged. I have worked with people (children mostly) who are disadvantaged. Many of them miss school and work because of transportation problems.
- Bus routes take too long for minors and children to take.
- Commute to the North of town from Southside takes too long.
- Car broke down and couldn't get to work.
- Couldn't get to work.
- No times for a bus to work.
- Buses were running late or not having enough seating.
- Job was too far away and didn't qualify for paratransit
- Work started earlier than the routes did

Responders were asked whether they or a family member had ever quit or lost a job because transportation was an issue. Almost 88% of respondents said that they had not, but there were still those that had issues getting to work due to transportation issues. These issues can be found in the above 'Reasons' section.

Transportation Issues – School / College Access



Reasons:

- Buses pass by stops way too early, passengers miss the bus
- Wrecked my car
- Live in a rural location
- Car maintenance issues: 2
- Car broke down: 2
- Unable to get bus to arrive on time
- N/A
- Bus ran late
- Not me, but students – need rural transit to Cuero
- GED classes after hours are difficult to get home from
- The office staff did not answer their phones
- Could not get to classes
- Children had no rides to school

Like the previous question, respondents were asked whether or not they or a family member had ever quit or lost a job because transportation was an issue. Almost 86% said that they had not, but there were still those that did have issues getting to school due to transportation issues. These issues can be found in the above 'Reasons' section.

Suggestions for Citizen / Business Participation in the Planning Process

- Hold open public meetings: 2
- Expand a marketing campaign to target young adults, families, commuters, etc.

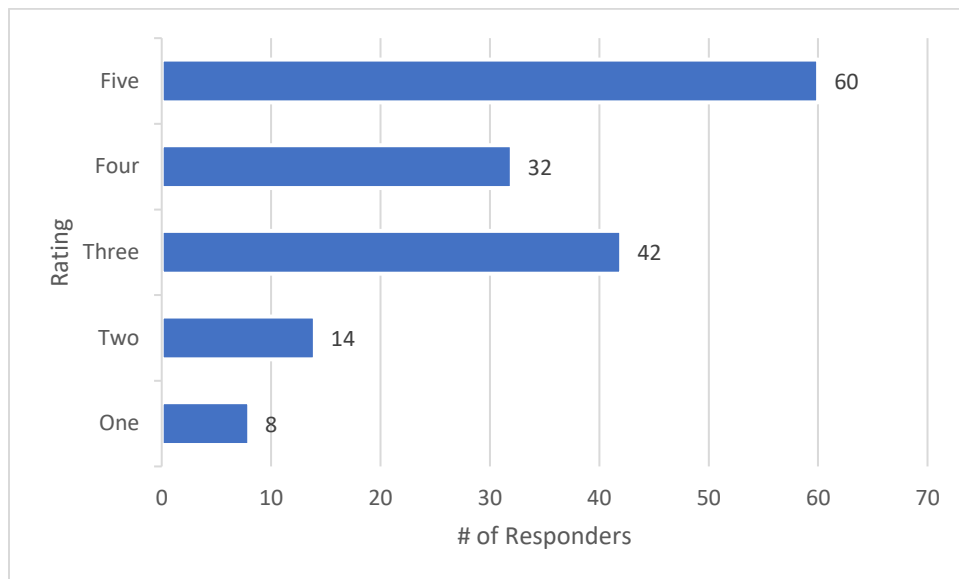
- Benches and covers. You need to make riding the bus cool. I wish Texas had a better public transit system. I'm from Washington D.C. and took public transit daily.
- Be more community minded.
- Leave things alone.
- More frequent and expanded routes, more weekend routes, expanded social media and billboard campaigns to raise awareness, partnerships with agencies, schools, and businesses to ensure employees can fit transportation to work and school in their schedules.
- Rural elderly – possible direct mailing or left at their doors to mail in.
- Have info on brochures provided to / for patients upon discharge from hospital
- Everyone loves incentives
- Need to answer your phones
- Frequent town hall meetings at the public library or transit office with transportation provided.
- Send out more surveys like this!
- Do not remember if it was NewsCenter KAVU or Victoria Advocate story. But a young journalist took the viewers on a route and it was pretty interesting. It showed the bus stop – and paying – and even chatted with the driver and passengers. Shared stories of struggles are really humbling and shows that this program is a necessity, not a commodity. Also – after Covid-19 – there should be a marketing campaign or booth set up at the local nursing homes for care takers to have access to information. I used public transit regularly for getting my dad out of the nursing home. He was wheelchair bound and I was not able to lift him in and out of my car. With the wheelchair lifts on the buses, I was able to get my dad out and enjoying the town. Most people do not know of your services and marketing it in such a way during nursing home events could give people some outside joy in otherwise bleak situations.
- Reach out to the people who need transit the most in more ways than a FB survey. I come from San Antonio and VIA has had such a great system for such a long time for people who need public transit, and people who want to ride downtown for recreation. Perhaps you need to model Victoria Transit after those cities with good systems.
- Maybe offer free shuttles around downtown during Art Walk or other big events so people such as myself, who do not use public transit that often, feel like they benefit from bettering the system.
- Have someone available to answer calls starting at 8 AM about the bus routes.
- Make presentations to the local chambers of commerce, have monthly luncheons, partner with the Southside Coalition.
- Advertise public transportation, benefits of the system, costs of riding, and bus routes: 3
- Change the way public transportation in Victoria is viewed and businesses won't hesitate to get onboard. Right now there is a perception that public transportation

in Victoria is only for the mentally and physically disabled. Businesses don't want to be involved in something like that unless they can market it as something that makes them look good.

Public Transportation Satisfaction

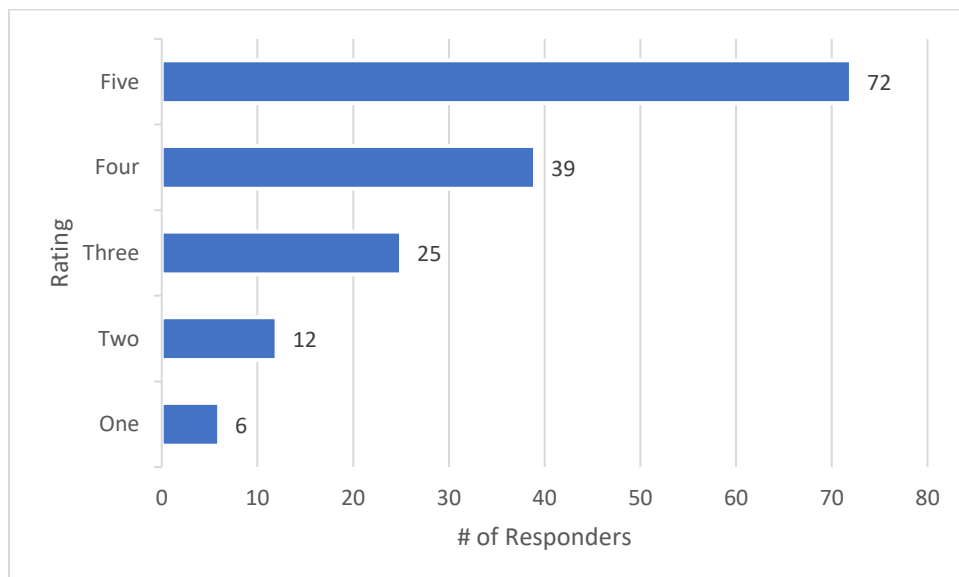
(Scale of 1 – 5, 1 is Disappointing, 5 is Excellent)

On-Time Performance



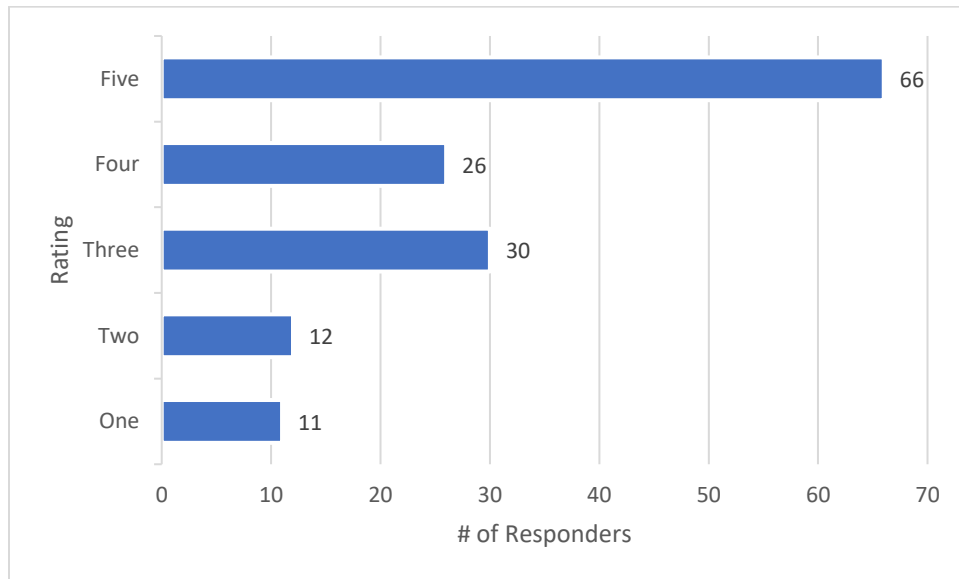
Average Rating: 3.8

Cleanliness of Vehicles



Average Rating: 4.0

Current Travel Experiences



Average Rating: 3.9

Special Need Groups Survey Results

65 Years and Older

A total of 39 responses, or 21.7%, came from those that identified themselves as being 65 years or older. This was the second largest age group to respond to this survey after those aged 55 to 64. Those over the age of 65 that answered the survey identified that convenience and time savings were the major reasons as to why they chose their main transportation mode of choice. Many expressed their thanks to GCRPC for providing necessary services for them that they could not perform on their own. This population, according to comments made on their surveys, would like more vehicles available to reduce wait times. In addition, the idea of inter-city bus routes between cities in our region was brought up a few times. Many of the needs identified in the prior 5-Year RCTP remain the same for this group, such as implementing stops in rural counties and increasing stops within Victoria.

Individuals with disabilities

Individuals with disabilities, or roughly 9% of respondents, identified that the fact that they do not own a personal vehicle is the single largest reason that they use the transportation mode that they do. Responses from this group included calls for longer hours of operation, provision of public transportation services on Sundays, and most mentioned, more amenities (such as benches, covers, and lighting) at our bus stops. Additional responses include clear signage at every stop, more information provided at every stop (including maps, what routes serve that stop, time schedules, etc.), cheaper fares or more

fare options for those with a disability, and additional / expanded marketing. The respondent who mentioned marketing had this to say: “If the system is going to be seen as being only for those who are physically or mentally disabled, we will never get community involvement. If we can show that our transportation system is for everyone - working people, mothers and children, elderly – THEN we will have a sustainable system”.

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 the 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/her/their poverty threshold”.

Poverty Guidelines are as follows: 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 01 / 13 / 2021 follow:

2021 Guidelines for the 48 Contiguous United States and the District of Colombia	
Persons in Family / Household	Poverty Guideline
<i>For families / households with more than 8 persons, add \$4,540 for each additional person.</i>	
1	\$12,880
2	\$17,420
3	\$21,960
4	\$26,500
5	\$31,040
6	\$35,580
7	\$40,120
8	\$44,660

Gross Monthly Household Income	
Less than \$1000	43
\$1000 to 2000	44
\$2000 to 3000	31
\$3000 to 4000	15
More than \$4000	37

Of the 6 college students that responded, 4 were making under \$1000 per month. Those that earned under \$2000 per month stated that the fact that they did not have a personal vehicle and convenience were the major reasons they used the transportation mode they

did. Responses from this group included calls for more transportation options on the weekend, better ways to get either across town, or from the Southside to Northside Victoria, services available at night, better information from GCRPC for those that call asking about transit options, and better management of services. Additional responses included asking for more drivers, more assistance from GCRPC in filling out paratransit applications and associated paperwork, and larger vehicles.

Children

There were only 3 respondents that indicated that they had children or were under the age of 18. This included 2 single mothers and 1 responder under the age of 18. There were, however, some comments made from other respondents about needed services for their, or others, children. This included trips to and from Liberty Academy, improved marketing towards youth and college students, and more stops / routes located near schools.

Students

There were 6 college students that responded to the survey. These students indicated that convenience, alongside time savings, cost savings, and not having a personal vehicle, were all important reasons for them using the transportation mode that they do. These students responded that there was a great need among college students for night service or 24-hour service.

In response to the question “Have you or a family member ever quit or had a hard time getting to school / college because transportation was an issue?”, 16 respondents indicated that they had. Many indicated that they were unable to get to their school because their personal vehicle had broken down, or that the bus had run later or left too early for them to make it in time. One responded that it was difficult to get back from late night GED classes because service did not run that late, and another responded that it was difficult to get students to school in Cuero.

The Independent School Districts (ISDs) 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 attend schools. This is a gap in service since families may not have transportation of their own to get their children to school. Public transportation providers are prohibited from providing direct school bus transportation according to the FTA if that transportation would exclude the general public or compete with private school bus operators. However, if there happens to be a bus stop near their school, students are more than able to ride the bus to and from that stop. In addition, schools may use chartered bus services for the movement of their students and faculty.

Veterans

There were only 5 respondents that identified themselves as being veterans. Due to this low number of responses, like other demographics, further outreach to this group will be

required. Respondents were usually above the age of 55, and half were either employed or retired, with 1 being unemployed. 2 responded that they made under \$2000 per month, while the rest responded that they made more than \$4000 per month. Concerns over public transportation included that the commute takes too long, that there aren't enough vehicles, and that the service only serves target groups. Comments received from veterans included requests for cheaper bus passes, better waiting areas at stops, introduction of an express service from southside to northside Victoria, and faster service.

Those Seeking and Maintaining Employment

Of all respondents, 17.2% were unemployed, with 19 individuals saying that they have either quit, or had a hard time getting to a job, because transportation was an issue for them. Some comments referred to issues with public transportation service, while some referred to problems with their own personal vehicles. A well-known fact is that transportation is critical for those seeking and maintaining employment.

Individuals with Limited English Proficiency

The surveys handed out were printed in both English and Spanish. Of the surveys received, only 4 were Spanish language surveys. There were no responses to the Spanish version of the online survey, all 4 were physical copies. All public transportation providers already print information in both English and Spanish. GCRPC tracks other languages that may be increasing in use throughout the region. GCRPC is intending to create a new Limited English Proficiency (LEP) survey to update its LEP plan and statistics in the near future.

Needs Assessment and Gaps in Service of Residents in the Golden Crescent

Identified Needs	Target Groups	Counties Impacted	Possible Strategies
Affordable Transportation	Elderly, Individuals with Disabilities, Individuals with low-incomes, Children, Students, Veterans, and those seeking or maintaining employment.	Calhoun, DeWitt, Goliad, Gonzales, Jackson, Lavaca, Matagorda, Victoria	Collaborate with other agencies, organizations, employers, special groups, state agencies, and other appropriate organizations about how to best leverage funding. Conduct a fare review survey. Additional pass options.
Extended Service Hours (Longer hours of availability, weekend service, etc.) and extended service area / additional routes (additional services for rural areas, express routes, etc.)	Elderly, Individuals with Disabilities, Individuals with Low-income, Students, Veterans, and those seeking or maintaining employment.	Calhoun, DeWitt, Goliad, Gonzales, Jackson, Lavaca, Matagorda, Victoria	Approach businesses and churches for potential public-private partnerships to fund weekend and night service and other such service options. Approach colleges about night service. Approach regional businesses about potential partnerships with county-county routes. Coordinate with economic development and marketing team to consider further options.
Additional Fare Options (Additional pass options, reloadable fare cards, discounts for certain target groups, etc.)	Elderly, Individuals with Disabilities, Individuals with Low-income, Students, Veterans, and those seeking or maintaining employment.	Calhoun, DeWitt, Goliad, Gonzales, Jackson, Lavaca, Matagorda, Victoria	Continue to research and pursue alternative fare options, research and consider discounts for targeted demographic groups (veterans). Conduct feasibility study.
Increased public awareness of services (Including marketing and advertising)	Elderly, Individuals with Disabilities, Individuals with low-incomes, Children, Students, Veterans, and those seeking or maintaining employment.	Calhoun, DeWitt, Goliad, Gonzales, Jackson, Lavaca, Matagorda, Victoria	Review current promotional materials and all sources of information for accuracy, including information on website. Review annual budgets for inclusion of marketing and outreach materials. Create a dedicated public participation & engagement plan.

			Research grants that can support advertising and marketing (ads, promotional materials, merchandising, etc.) Pop-up events throughout the region.
Increased amenities and signage at bus stops (Shelters, benches, lighting, physical maps, info via internet, etc.)	Elderly, Individuals with Disabilities, Individuals with low-incomes, Children, Students, Veterans, and those seeking or maintaining employment.	Victoria	Continue placing shelters and amenities at appropriate stops. Approach local businesses to sponsor shelters for stops on or near their property. Continue to review budget and needs for additional shelters and signage. Designated route maps for each stop. Add individual maps for routes on website that tie into the bus passengers are on.
Transportation for children and students (including provision of information to schools and colleges)	Individuals with disabilities, Individuals with low-incomes, Children, Students, and those seeking or maintaining employment.	Calhoun, DeWitt, Goliad, Gonzales, Jackson, Lavaca, Matagorda, Victoria	Approach schools and colleges and begin discussions. Create a flyer/brochure on demand response services that can be distributed to rural schools.
Increase community collaboration & citizen involvement in planning processes	Elderly, Individuals with Disabilities, Individuals with low-incomes, Children, Students, Veterans, and those seeking or maintaining employment.	Calhoun, DeWitt, Goliad, Gonzales, Jackson, Lavaca, Matagorda, Victoria	Increase public awareness of transit through outreach opportunities and marketing. Increase public awareness of the regional planning process and their opportunities to provide input. Consider creation of an online engagement platform to foster continual public engagement.
Increase transportation related information available for veterans	Veterans	Calhoun, DeWitt, Goliad, Gonzales, Jackson, Lavaca, Matagorda, Victoria	Meet with representatives for veterans from the local and regional VA's and agree on a system to distribute information to their clients. Research potential monthly long-distance trips to neighboring regions.

Increased number of vehicles travelling fixed routes	Elderly, Individuals with Disabilities, Individuals with low-incomes, Children, Students, Veterans, and those seeking or maintaining employment.	Victoria	Discuss CDL licenses vs non-CDL service. Based on this, conduct research and feasibility study.
Increased number of vehicles providing rural demand response service and long-distance trips to larger cities / outside of our region.	Elderly, Individuals with Disabilities, Individuals with low-incomes, Children, Students, Veterans, and those seeking or maintaining employment.	Calhoun, DeWitt, Goliad, Gonzales, Jackson, Lavaca, Matagorda, Victoria	Use pop-up events to gauge interest in increased rural service and service options.
Better route timing	Elderly, Individuals with Disabilities, Individuals with low-incomes, Children, Students, Veterans, and those seeking or maintaining employment.	Victoria	Continue development of bus app to let passengers track vehicles in real time. Explore software resources externally. Develop a plan to deal with route timing deficiencies.
Fleet improvements (Larger buses)	Elderly, Individuals with Disabilities, Individuals with low-incomes, Children, Students, Veterans, and those seeking or maintaining employment.	Victoria	With current demand and infrastructure constraints, this is not viable at this time.
Addition of 24-hour demand-response service (Microtransit)	Elderly, Individuals with Disabilities, Individuals with low-incomes, Children, Students, Veterans, and those seeking or maintaining employment.	Victoria	(Long-Range Plan) Explore and expand partnerships for planning purposes.
Environmental and Modernization of Vehicle Fleet (Electric vehicles, sustainable infrastructure, etc.) and updated bus designs (for image, aesthetics, and branding)	Elderly, Individuals with Disabilities, Individuals with low-incomes, Children, Students, Veterans, and those seeking or maintaining employment.	Calhoun, DeWitt, Goliad, Gonzales, Jackson, Lavaca, Matagorda, Victoria	Explore potential for alternative fuels use. Attend trade shows to keep up to date with modern bus design / technology.
Introduction of tram or light rail	Elderly, Individuals with Disabilities, Individuals with low-incomes, Children, Students, Veterans, and those seeking or maintaining employment.	Victoria	Explore possibilities depending on future developments.

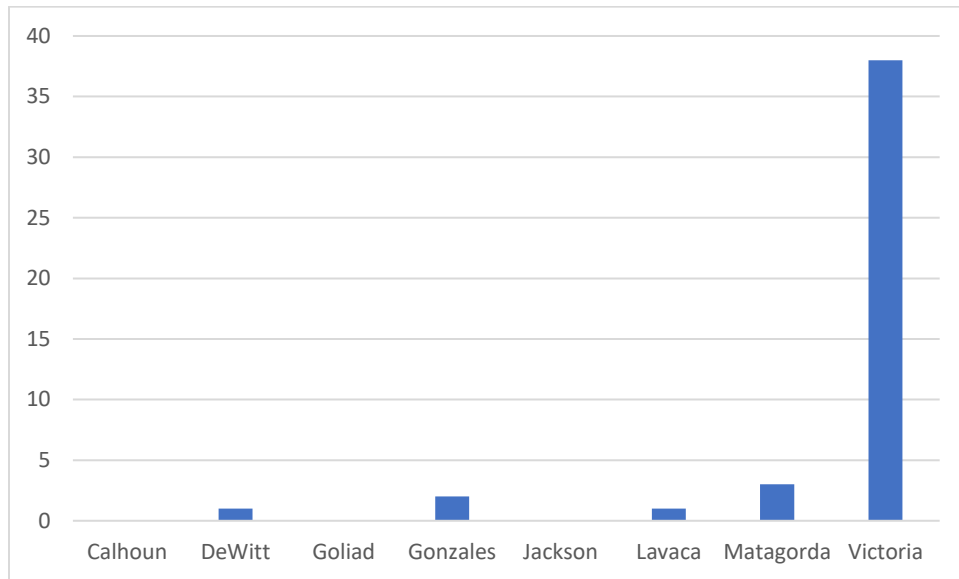
***For all suggested projects / ideas / strategies, assume that research will be done into funding and grant opportunities.

Improving Transportation Services – Businesses

A total of 46 surveys was received from business / non-profits / other organizations from the counties of DeWitt, Gonzales, Lavaca, Matagorda, and Victoria. Most indicated that they had not filled out a public transportation related survey within the last 5 years. The businesses / organizations that responded included:

- Promise Pointe, Housing community for the formerly homeless
- Consulting firm
- Cancer treatment center
- Legal services
- Victoria College
- Public schools
- Salvation Army
- Assisted living centers
- Society of St. Vincent de Paul
- Golden Crescent habitat for Humanity
- Disaster response and recovery
- Women's transitional home
- Local non-profit Jr. college
- Low-income subsidized apartment complex
- Free food pantry / clothing store
- Austin-based firm
- Workforce solutions center
- United Way of the Crossroads
- Law Enforcement
- Social services
- Public housing
- Governmental

County of Business / Non-profit / Other organizations



46 businesses / non-profits / organizations responded to this section of the survey. Half of these indicated that the public transportation services in their community did not meet their needs, while 5 said that they did not know if public transportation factored into their employees getting to and from work. Nearly half of responders had mentioned that clients had cancelled or not shown up for appointments due to transportation issues, up to 10 missed appointments per week. Roughly a quarter of those that responded said that they would be interested in pursuing some form of cost-sharing service if it were available, and another third said that they would consider said cost-sharing service if they had more information on it. Close to half of the agencies surveyed indicated that changes to public transportation were needed for their clients / employees to get to and from appointments / work, and to help their businesses.

Comments (When asked about helping them get their clients / employees to appointments / work on time):

- Drivers are doing a great job, keep up the good work!
- Public transportation has been good for us.
- Fares are too expensive
- Commute takes too long
- Limited hours of operation
- No service in my county
- No bus stops in our area
- Transit services only target groups
- Not enough vehicles
- Limited rural access
- Have to wait to schedule rides
- Lack of advertising

- Difficult to reach by phone
- Website has inaccurate or out of date information
- Need scheduled routes near employee's neighborhoods
- Need for linear, not loop, routes
- Later hours, transportation service on the weekends
- 24-hour transportation services, especially near the Raisin area
- You do a great time getting people to appointments on time!
- No changes needed
- Need better timing
- Need call and text reminders about booked trips
- More buses available
- We (Lavaca) do not have public transportation services, so it might make it easier for a bigger field of employees and enable them to get to jobs.
- Need additional stops
- More vehicles for in-town routes
- Faster commute times
- Extended service hours, in addition to a direct North – South bus route
- More rural stops with easy-to-find information on routes. I would venture to say that modesty or embarrassment causes people not to use the system. Make it more normal or acceptable to use the system. People think negatively - so you have to bring the real-life issues into a marketing campaign. Show college students at the bus stops around campus- the next new mayor riding to get a feel of his constituents, teenagers going to the mall. All visible- inclusion for all. A great idea for commercials and freeze frame a few riders for a few billboards around the outskirts around town. Make it known that it is \$1.50 for fair!!!
- More access options for those in residential neighborhoods
- More frequent service
- Connections to Austin
- Put the courthouse on a regular route Monday – Friday
- Pick up times are very limited (only 4) for clients and wait times are long. The clients will wait for long periods of time after appointments or shopping is done. A big issue is the community not being aware of what the GCRPC has available for those in need. Having more staff to assist with applications and help to get services started is needed. Overall, more communication to public as well.
- Need better times, running later into the evening. Need to not have to book 24 hours in advance.
- Need Choose My Ride vouchers for the elderly
- Need to raise awareness

Comments (When asked about how public transportation could help them as a business / organization):

- Need linear, not loop, routes
- Need transportation to and from Victoria from Promise Pointe
- Need 24-hour service
- Free transportation for cancer patients
- No changes needed
- More availability
- Less wait times
- Pick up and drop-offs closer to address. 104 S. William, Victoria
- Direct North – South bus route
- Maintain what we have and service the college folks who may not have transportation
- Additional access points and scheduled pick-ups / drop-offs
- Increased run times
- Connections to Austin
- Expanded routes and schedules to cover evenings and the weekends would benefit my business.
- More availability and flexibility for rural transportation
- Daily scheduled stops in rural areas that do not require booking
- More availability for low-income residents
- Increased awareness

Needs and Gaps in Service Analysis of Businesses / Non-Profits / Other Organizations in the Golden Crescent

Identified Needs	Target Groups	Counties Impacted	Possible Strategies
Cost sharing program for job accessibility	Those seeking or maintaining employment and potential employers	Calhoun, DeWitt, Goliad, Gonzales, Jackson, Lavaca, Matagorda, Victoria	Counties that have interested employers will initiate contact and discuss their needs. Will then conduct feasibility studies. Develop messaging materials.
Business or agency advertising on buses	All riders to access information for employment, services, or community events	Calhoun, DeWitt, Goliad, Gonzales, Jackson, Lavaca, Matagorda, Victoria	Review and update marketing plan. Identify strategies to market advertising opportunities.
Extension of service hours	Those seeking or maintaining employment and potential employers	Calhoun, DeWitt, Goliad, Gonzales, Jackson, Lavaca, Matagorda, Victoria	Explore needs further.
Direct North – South route in Victoria	Those seeking or maintaining employment and potential employers	Victoria	Explore feasibility of North – South route with respect to potential timing changes.
Service to Promise Pointe	Those seeking or maintaining employment and potential employers	Victoria	Explore a partnership with Promise Pointe. If need exists, pilot a reverse commuter service.
Call & Text reminders	Those seeking or maintaining employment and potential employers	Calhoun, DeWitt, Goliad, Gonzales, Jackson, Lavaca, Matagorda, Victoria	Strengthen capabilities of current software.
Advertisement of GCRPC services	Those seeking or maintaining employment and potential employers	Calhoun, DeWitt, Goliad, Gonzales, Jackson, Lavaca, Matagorda, Victoria	Develop additional marketing materials. Continuation of outreach activities.
Provision of Choose my Ride vouchers to additional entities	Those seeking or maintaining employment and potential employers	Calhoun, DeWitt, Goliad, Gonzales, Jackson, Lavaca, Matagorda, Victoria	Explore further partnerships. Reach out to agencies and educate them on program guidelines.
Discounted fares for those with cancer or seeking medical services	Those seeking medical transportation services.	Calhoun, DeWitt, Goliad, Gonzales, Jackson, Lavaca, Matagorda, Victoria	Public outreach and education.
More flexibility for rural transportation services	Those living in rural areas	Calhoun, DeWitt, Goliad, Gonzales, Jackson, Lavaca, Matagorda, Victoria	Analyze current service delivery patterns and continue planning efforts.

***For all suggested projects / ideas / strategies, assume that research will be done into funding and grant opportunities.

REDAC Transportation Sub-Committee

Comments

In the early months of 2021 the REDAC Transportation Sub-committee conducted a SWOT analysis to better understand the state of public transportation in the Golden Crescent Region. A SWOT analysis is broken into four groups: Strengths, Weaknesses, Opportunities, and Threats. Such an analysis aims to do a few things; make the most of what we have available to us as a region to our best advantage, reduce our chances of failure by understanding what we lack, and eliminate hazards that may catch us unaware.

Strengths represent areas that we do well in as a region and unique resources we can draw on. These are an integral part of our region, so we need to think about what makes our region “tick”.

Weaknesses are things that we could improve on and unique resources our region may be lacking. Honesty is key here, as any analysis will only be valuable if we have all the information.

Opportunities considers what opportunities we have available to us, any trends we could take advantage of, and ways we can turn our weaknesses into strengths. Opportunities usually arise from outside and require thinking as to what the future may provide. These may arrive in the marketplace, or technology improvements, but being able to spot them can be a huge boon.

Threats are things that could harm our region’s public transportation, including potential competition. This includes anything that could have a negative impact on our region such as changes in formula funding, technology and reporting requirements, or a workforce shortage. It is vital to anticipate threats and act against them before they hurt us.

The SWOT analysis results were broken down into two groups: priorities for those members representing the public, and priorities for those representing professional agencies / non-profits / other organizations. The results can be seen below, ranked by the priority that members had voted for them:

Public

Strengths

1. Many different modes of transit to choose from
2. Presence of a good reliable workforce in the area
3. Tie between the following:
 - a. Good amount of service coverage
 - b. Remarkably efficient service for the little amount of funding
 - c. Capability of operating vehicles in smaller communities

Weaknesses

1. Tie between the following:

- a. Lack of a sense of regionalism
 - b. No wi-fi on buses
- 2. Communication with the region
- 3. Tie between the following:
 - a. Gaps in service to low-income individuals and rural areas
 - b. Lack of local funding

Opportunities

- 1. Ability to look for additional funding from grants
- 2. Tie between the following:
 - a. Opportunity to pursue alternative fuels and ITS
 - b. Bridge rivalries between counties and grow a sense of regionalism
 - c. Leverage commuter patterns to see where people are going in the region (in terms of economic / retail travel)
- 3. Tie between the following:
 - a. Implementation of advanced technology
 - b. Provision of services to schools and colleges
 - c. Opportunity to rebrand our service

Threats

- 1. Tie between the following:
 - a. Lack of consistent funding
 - b. Regional rivalries between counties
 - c. Community opinion of transportation
- 2. Lack of willing drivers
- 3. Potential to fall behind technologically as a region

Professional Agencies / Non-Profits / Other Organizations

Strengths

- 1. Tie between the following:
 - a. Presence of a regional public transportation network
 - b. Remarkably efficient for the little amount of funding
- 2. Services are affordable
- 3. Availability of vehicles for the disabled and senior community

Weaknesses

- 1. Gaps in service to low-income individuals and rural areas
- 2. Tie between the following:
 - a. Lack of sense of regionalism
 - b. Demand for medical transportation cannot always be met
- 3. Lack of shelters and amenities at bus stops

Opportunities

1. Ability to look for additional funding from grants
2. Bridge rivalries between counties and grow a sense of regionalism
3. Tie between the following:
 - a. Opportunity to pursue alternative fuels and ITS
 - b. Increased utilization of the University of Houston-Victoria and Victoria College
 - c. Provision of express routes throughout the region

Threats

1. Lack of consistent funding
2. Lack of willing drivers
3. Potential to fall behind technologically as a region

Both groups of individuals seemed to have different ideas as to what our top strengths were as a region in terms of public transportation. They both agreed that our services were remarkably efficient considering what little amount of funding we use.

There were a few similarities between the two groups as to what weaknesses our regions have in terms of public transportation, with both groups saying that our region lacks a sense of unity or regionalism, and that we have gaps in service to low-income individuals and rural areas. Where they differ is the importance placed on certain weaknesses, with wi-fi, communication with the region, and local funding sources being more important to the public group and concerns over medical transportation and bus stop design being more important for the professional group.

Both groups agreed that the top opportunity for the region's public transportation was the ability to look for additional funding from grants. In addition, they both agreed that bridging the rivalries between the counties of our region and fostering a sense of regionalism was important. Alongside this, the opportunity to research and plan for alternative fuels and intelligent transportation systems (ITS) were agreed to be important for both groups.

Both groups agreed on all three top threats to public transportation in our region for the most part. The most important was a lack of consistent funding for transportation services (the public group also listed regional rivalries between member counties and the community opinion of transportation as being important). The second item consisted of the lack of willing drivers for our services. And the third was the fact that we run the risk of falling behind technologically as a region.

All the above statements made by both the public and professional groups, in addition to the comments and observations made by the public and businesses during the survey period, must be considered when coming up with an action plan for how we will address the needs and gaps in services we have identified throughout our beloved Golden

Crescent Region. This should consist of a vision for the next 5 years, objectives, individual projects we may plan out or prioritize, and the SMART goals (Specific, Measurable, Attainable, Relevant, and Time-based goals) in which to reach them.

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 RCTP 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. This list is not exhaustive, but a summary of primary funding mechanisms for public transportation.

Funding Sources

FTA-Funded Programs

The 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.

The *Moving Ahead for Progress in the 21st Century Act* (MAP-21) was initially effective October 1st, 2012, through September 30th, 2014. This act modified the previous transportation legislation, known as the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). MAP-21 provides funding for USDOT and its subsidiary agencies including the FTA. The FTA utilizes most of the funding for both urban and rural transit areas, and for both the elderly and individuals 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 infrastructure and establishes performance-based planning metrics.

The *Fixing America Surface Transportation* (FAST) Act was signed into law in December of 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. A one-year extension was passed to support funding through September 30th, 2021, as part of the Continuing Appropriations Act of 2021. Infrastructure legislation may be considered in conjunction with the FAST Act reauthorization.

Current Funding Opportunities

Metropolitan & Statewide Planning and Non-Metropolitan Transportation Planning 5303, 5304

The 5303 and 5304 grant programs provide funding to MPOs for transit or highway planning, and awards TxDOT money for statewide transit research and planning.

These funds may be used to defray up to 80% of eligible expenditures. The local share is 20% for both 5303 and 5304 programs.

5303 funds are administered in partnership with the FHWA 112 planning funds through the TxDOT Transportation Planning and Programming Division. This division monitors transit activities and submits required reports to the FTA.

Urban Formula 5307

The 5307-grant program enhances mobility in urbanized areas. There are 30 urban operators providing public transportation in areas with populations between 50,000 and 200,000.

Urban public transportation systems receive funding from a variety of sources, including the FTA 5307 and 5309 grant programs, state grants, transit fares, and local revenues including advertising, contracting, and city general revenue funds.

Federal and state funds are available for capital, planning, and operating costs. Capital funds can be spent on buses and bus facilities, fixed-guideway system projects, technology introductions and innovative techniques and methods. Planning funds are available for engineering design, evaluations of public transportation projects, and other technical studies. Allowable operating expenses are limited to direct labor, materials, and overhead expenses incurred by the operator.

5307 program funds may be used for capital, planning, and administrative costs, with a maximum federal funding ratio of 80% and a maximum state/local match of 20% on most projects. Projects associated with the ADA or Clean Air may receive up to 90% federal funding. The funding ratio for net operating costs is 50% federal and 50% state/local match.

5307 funds are distributed by the FTA using a formula based on population and population density. In areas with a population over 200,000, 5307 funds are awarded directly to the local recipient. Funds for urban areas with populations under 200,000 may be made to the Governor or to local recipients designated by the Governor. Currently, cities apply directly to the FTA.

GCRPC provides small-urban fixed-route service in Victoria under the Victoria Transit banner.

Enhanced Mobility of Seniors and Individuals with Disabilities 5310

The 5310-grant program provides funding to increase accessibility and mobility for seniors and individuals with disabilities.

Funding is awarded directly to the provider and may be used for eligible capital and operating expenses. These can include but are not limited to:

- Buses
- Vans and other specialized paratransit vehicles

- Acquisition of services under a contract, lease, or other agreement
- Mobility management
- Travel training
- Curb cuts
- Sidewalks
- Pedestrian signals or other accessibility amenities
- Costs that are directly tied to transit operations

Based on funding availability, federal funds may be used to defray up to 80% of the cost of eligible capital expenses and 50% of eligible operating expenses. Funding allocations are derived using the latest county census figures for the elderly and disabled population.

GCRPC, Goliad County, Gonzales County Senior Citizen's Association, and Friends of Elder Citizens in Jackson and Matagorda Counties are public transportation providers that receive Section 5310 funding to extend their transportation services.

The 5310 program "Choose My Ride" continues to be successful since its implementation. This program 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 taxi companies that responded to the initial proposal. The funds are used to purchase vouchers that are given to those individuals 65 years of age and older or those that have a disability. GCRPC partners with other agencies whose work focuses on the needs of the elderly and those with disabilities and conducts an assessment to verify their status. These partners hand out vouchers to eligible populations.

Non-Urbanized 5311

The rural transportation program helps people in rural areas access health care, shopping, education, employment, and recreation. Currently there are 38 operators providing public transportation in rural areas and small cities with populations under 50,000.

Eligible activities for the 5311-program include planning, capital, operating and administrative costs, with a maximum funding ratio for planning and admin costs of 80% and a maximum state/local match of 20% on most projects. Certain projects associated with the Americans with Disabilities (ADA) Act or Clean Air may receive up to 90% federal funding. Net operating costs have a ratio of 50% federal and 50% state/local match.

In addition, the Transit Rodeo Program can provide financial assistance to rural transit agencies conducting rodeos.

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. A list of these sub-contractors can be found below:

- Calhoun – Calhoun County Senior Citizens Association, Inc.
- Goliad – Goliad County
- Gonzales – Gonzales County Senior Citizens Association, Inc.
- Jackson – Friends of Elder citizens, Inc.
- Lavaca – Lavaca County
- Matagorda – Friends of Elder Citizens, Inc.

It must be noted that Matagorda County is not a part of the GCRPC planning region. Matagorda County is a member of the Houston-Galveston Area Council (HGAC).

The 5311 program also includes funding for intercity bus service. All urban areas in Texas have intercity bus service, with many points of access in rural areas. There are around 271 intercity bus stops in Texas.

15% of the 5311 program's budget is allocated to funding this type of bus service, designed to strengthen the connections between rural and urban areas, and to connect rural residents with nearby regional or national intercity transportation services. Intercity bus service also supports public transportation infrastructure through planning, marketing assistance, and capital investment in vehicles and facilities. Previous funded projects included construction and rehabilitation of intermodal facilities and the upgrading of facilities to comply with the ADA.

State of Good Repair 5337

The State of Good Repair program 5337 provides capital assistance for maintenance, replacement, and rehabilitation projects of high-intensity fixed guideway and bus systems to help transit agencies maintain assets in a state of good repair. Additionally, the program's funds are eligible for developing and implementing Transit Asset Management Plans.

Eligible recipients include state and local government authorities in UZAs with fixed guideway or high-intensity motorbus systems in revenue service for at least seven years.

Funds are available for capital projects to replace or rehabilitate:

- Rolling stock
- Tracks
- Line equipment and structures
- Signals and communications
- Power equipment and substations
- Passenger stations and terminals
- Security systems and equipment
- Maintenance facilities and equipment
- Operational support equipment, including computer hardware and software

As well as the implementation of transit asset management plans.

Buses and Bus facilities Program 5339

The Buses and bus Facilities program makes federal resources available to states and directs recipients to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocation and competitive grants.

Eligible applicants include designated recipients that allocate funds to fixed bus route operators, states or local governmental entities that operate fixed bus route service, and Indian Tribes. Eligible subrecipients include all otherwise eligible applicants and private nonprofit organizations engaged in public transportation. Subrecipients include eligible recipients that receive grant funding under the formula or discretionary programs may allocate amounts from the grant to subrecipients that are public agencies or private nonprofit organizations engaged in public transportation.

Eligible activities include capital projects to replace, rehabilitate, and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.

There are three components of this program. The first is a continuation of the formula bus program established under MAP-21. The remaining two components include the bus and bus facilities competitive program based on asset age and condition, and a low or no emission bus deployment program.

This low- or no-emission program (5339c) provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as the acquisition, construction, and leasing of the required supporting facilities.

Eligible applicants include direct or designated recipients of FTA grants; States; Local governmental authorities; and Indian Tribes. Except for projects proposed by Indian Tribes, proposals for funding eligible projects in rural (non-urbanized) areas must be submitted as part of a consolidated state proposal. States and other eligible applicants also may submit consolidated proposals for projects in urbanized areas.

Eligible activities include purchasing or leasing low- or no-emission buses, acquiring low- or no-emission buses with a leased power source, construction or leasing facilities and related equipment (including intelligent technology and software) for low- or no-emission buses, constructing new public transportation facilities to accommodate low- or no-emission buses, and rehabilitating or improving existing public transportation facilities to accommodate low- or no-emission buses.

In June of 2021, FTA announced approximately \$182 million in funding for the 5339c 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 describes 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% to RTDs and 35% to UTDs. Federal funds are distributed to RTDs using the same formula.

State formula funds are allocated based on “Needs” and “Performance”. For UTDs the needs are based on 100% of the population, and for RTDs the need was based on 75% of the population, and 25% on the land area.

Local Funding

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

- **Fares** – 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** – These are funds allocated to public transportation 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 providing public transportation services. These funds assist with paying for the operating and capital costs of providing public transportation. The City of Victoria also provides fuel at wholesale prices for vehicles servicing the area, which is additional local support.

Victoria Metropolitan Planning Organization (MPO)

The Victoria 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 MPO has been designated as an MPO by the Governor since 1982. The MPO is 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 2045 MTP is the long-range plan and the basic framework for all transportation planning. The current plan was approved April 30, 2020. It funds approximately \$77 million worth of selected transportation projects through 2045.

The TIP is the four-year list of prioritized transportation improvement projects. These projects generally fall into five categories:

1. Capacity Improvement (EX: Adding lanes)
2. Preservation (Reconstruction/maintenance)
3. Bicycle Infrastructure
4. Pedestrian Infrastructure
5. Public Transportation

Local residential streets do not generally qualify for MPO funding.

The UPWP is the one-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 one-year period. The work program budget normally funds around \$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 or 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** – A manager of non-emergency medical services for individuals that receive Medicaid or Medicare. They have purchased passes for accessing local transportation services.
- **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 provides services to eligible clients for the Title III program.

- **Affectionate Arms Adult Daycare** – An adult daycare with a daytime program designed to engage seniors and those with disabilities with health and other social needs. 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 Daycare** – An adult daycare designed to address physical, mental, medical, and social needs. Licensed nursing care is available on site, supervised activities, breakfast, lunch, afternoon snacks, and transportation if applicable. Amour Adult Daycare 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 known 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 in the outskirts of Victoria. In 2013, GCRPC contracted with Devereux for the daily use of four buses to be operated with Devereux staff. Their staff are now able to pick up their clients exclusively to drive them to and from their destinations daily.
- **Health and Human Services** – In 2014, GCRPC developed a new route that would access social services agencies and connected to the area in the city with high concentrations of families with low-incomes.
- **Kidz Connection** – 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 they now rely on the “Choose My Ride” voucher program as a partner.
- **MTM** – Medical Transportation Management is a broker for recipients of Medicaid services for non-emergency medical transportation (NEMT) services. MTM purchases passes for some of their medically needy clients.
- **OneCall** – OneCall is a new Medicaid vendor in the state of Texas starting in June of 2021. OneCall intakes requests for NEMT from Driscoll and Parkland Medicaid members and assigns them to transportation providers throughout the state.

GCRPC and its subcontractors are the primary transportation providers used by OneCall in the Golden Crescent region.

- **Saferide** – Saferide is a new Medicaid vendor in the state of Texas starting June of 2021. Saferide intakes requests for NEMT from Superior Medicaid and assigns them to transportation providers throughout the state. GCRPC and its subcontractors are the primary transportation providers used by Saferide in the Golden Crescent region.
- **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 situations. Another service for adults is temporary shelter. The Salvation Army has purchased passes for their client's needing transportation.
- **Veterans Affairs Outpatient Clinic Victoria** – Collaborated with GCRPC public transportation services for transport to the VA hospital in San Antonio. While this service has not been utilized lately, it is still available. The veteran's clinic coordinates services for veterans from all counties.
- **Victoria College** – The local community college for the City of Victoria. Has purchased passes for their students with low incomes.
- **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.

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
- Miracle Manor
- Housing Authority

Gonzales

- Gonzales Group Home

Victoria

- Bretton Village Apartments
- Christ's Kitchen

- Citizen's Community health
- Community Action
- Courtyard Rehab and Health Center
- Davita Dialysis
- Elmcroft Assisted Living
- Foxrun Apartments
- Houston House Apartments
- Liberty Dialysis
- Retama Manor South Nursing home
- Senior Citizen Center Halsey
- Senior Citizen Center Murray
- St. Vincent de Paul
- Thomas Ninke Apartments
- Twin Pines Nursing & Rehabilitation

SECTION V - INTEGRATION OF SERVICES

The Golden Crescent Regional Planning Commission continues to provide both rural and urban services to all counties in the region and 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 together. It is evident that more successes occur when agencies come together and share the tasks to provide better and more efficient service rather than duplicate services and accomplish less.

For the duration of this plan, representatives from such organizations and agencies have had opportunities for input in identifying issues and resolutions.

Transportation Planning

In 1995, the Victoria County MPO commissioned a Transit Feasibility study for the City of Victoria. The study was designed to identify the need for public transportation services within the City and the surrounding Victoria County, investigate potential service alternatives, and develop an efficient and effective operating plan.

This feasibility study was conducted in three (3) phases, with decision points at the end of each phase:

1. **Phase 1** – The public transportation need was identified using feedback from focus group meetings, stakeholder interviews, target market surveys, and existing demographic data. The results of this phase indicated that the general population as well as seniors and those individuals with disabilities have a need for public transportation, and that the need was highest in the central and southern portions of the City of Victoria.
2. **Phase 2** – Public transportation alternatives were analyzed, recommending several service strategies which included the coordination of existing services designed to meet the specialized needs of seniors and individuals with disabilities, as well as flexible-route service for the public.
3. **Phase 3** – 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 public transportation services. The findings were used in the decision-making process of planning and implementing public transportation services in Victoria.

By resolution, the City of Victoria designated GCRPC as the UTD for Victoria and entered into an interlocal agreement with GCRPC to administer and operate a small-urban transit program within the city.

Victoria MPO

The Victoria 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 in the 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. A listing of the MPO plans can be found below:

2045 Victoria Metropolitan Transportation Plan

The 2045 Victoria Metropolitan Transportation Plan (MTP) was last amended in April of 2020. This plan aims to improve mobility for users within Victoria County by promoting an efficient and effective transportation system that optimizes finances and budgets and provides social benefits to residents.

The MTP is the official transportation plan for the Victoria area and address a 25-year planning horizon. Long-range plans such as this require developing goals and objectives that reflect local values and satisfy long-term transportation needs in the area. The goals in this MTP include:

1. Working towards a future I-69 corridor designation
2. Improving safety and security
3. Increasing connections and access
4. Reducing congestion
5. Supporting land use goals
6. Encouraging environmental stewardship and resilience
7. Preserve existing systems
8. Improve public transportation
9. Encourage cycling
10. Encourage walking
11. Enhance economic development
12. Guarantee equitable transportation improvements
13. Promote efficient system management and operations

The MTP identifies projects that will meet these goals in accommodating future transportation needs of the county. This 5-Year RCTP plays into several of these goals, in particular increasing connections and access, improving public transportation, enhancing economic development, guaranteeing equitable transportation improvements, and promoting an efficient system management and operations.

2021 – 2024 Transportation Improvement Program

The Transportation Improvement Program (TIP) is the Victoria MPO's short-range transportation plan for the Victoria area. This TIP presents various highway and transportation projects expected to be started for either construction or implementation within the next four years. All regional projects and programs are required to be identified and prioritized in the TIP in order to be eligible for funding from the FHWA and FTA.

2022 Unified Planning Work Program

The Victoria MPO receives federal funds for transportation planning and may receive funds to carry out state-mandated planning activities. The Victoria MPO is required to prepare and publish a Unified Planning Work Program (UPWP) to document planning activities that will be undertaken by the MPO, allocate resources for each activity / program, and maintain consistency from year to year in addressing transportation system issues within the MPO boundary. The Victoria UPWP identified 5 Tasks to be completed:

1. Administration and Management
 - a. Ensure that the transportation planning process is continuing, comprehensive, and cooperative. This is achieved through: providing the administration of work tasks; coordinating with TxDOT, FHWA, FTA, other interested agencies, and citizens of the area; providing and soliciting public involvement; and pursuing staff education, travel, and training opportunities.
2. Data Development and Maintenance
 - a. Create, update, and maintain spatial information, demographic data, and analyses to support planning efforts.
3. Short-Range Planning
 - a. Perform required short-range transportation planning activities which will assist in the development of long-range projects and on-going projects.
 - b. Maintain coordination between the MPO and Victoria Transit to plan and address transit route needs.
4. MTP
 - a. Continue to monitor the 2045 MTP.
5. Special Studies
 - a. Conduct special studies that will support existing and projected local and regional needs.

The MPO is a member of the REDAC Public Transportation Sub-Committee, and thus will help to accomplish the third and fifth tasks outlined in this UPWP partially through the 5-Year RCTP.

Texas Department of Transportation

TxDOT is the oversight agency for the transportation providers in Texas.

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 TxDOT under the section 5311 and 5310 grant programs. As the lead agency, GCRPC receives this funding and, through the lens of this 5-year plan, helps to focus what the funding should be used on. A non-exhaustive listing of state plans can be found below:

2021 – 2025 Health and Human Services Commission Strategic Plan

The Health and Human Services Commission (HHSC) provides services and support to millions of Texas residents through more than 220 programs throughout the state, with over \$38 billion in federal spending. HHSC provides a wide array of support programs, including physical and behavioral healthcare, transition to self-sufficiency, food benefits, rehabilitation, and many others. The HHSC is required to develop a strategic plan to guide their operations for a time horizon of five years. Goals and objectives for the 2021 plan were developed in 2019, before the Covid-19 pandemic began. Due to this, the decision was made to keep the goals and objectives intentionally broad, leaving them with the ability to add new priorities as the need arises. The HHSC Strategic Plan had the following goals and objectives:

1. Efficiency, effectiveness, and process improvement
 - a. Improve Team Texas HHS culture, ethics, recruitment, and retention
 - b. Leverage technology and process improvements to better serve clients
 - c. Improve procurement and contracting processes
2. Protecting vulnerable Texans
 - a. Improve regulatory processes that protect Texans
 - b. Increase state LTC Ombudsman program capacity
3. Improving the health and well-being of Texans
 - a. Increase self-sufficiency and positive outcomes for families
 - b. Enhance behavioral health-care outcomes
 - c. Increase independence and positive outcomes for people with disabilities and their caregivers
 - d. Enhance and increase older Texans' independence and quality of life
 - e. Improve health outcomes for women, mothers, and children
 - f. Enhance and expand information and services coordination and programs for Texas service members, veterans, and their families
4. Integrity, Transparency, and Accountability
 - a. Improve quality and strengthen accountability
 - b. Improve and expand fraud prevention, detection, and education
 - c. Increase privacy awareness and compliance to protect confidential client information

5. Customer service and dynamic relationships
 - a. Connect people with resources effectively
 - b. Increase stakeholder engagement and advisory committee membership diversity
 - c. Strengthen connections with partners who help serve HHSC clients

The 5-Year RCTP contributes to several of the goals and objectives in the HHSC Strategic Plan, such as increasing independence for seniors and individuals with disabilities, enhancing older Texans' quality of life, and connecting people with resources.

2050 Texas Transportation Plan

The 2050 Texas Transportation Plan (TTP) serves as TxDOT's long-range transportation plan and reflects significant analysis and stakeholder input. The purpose of this TTP is to guide planning and programming decisions for the statewide transportation system. The TTP is not a comprehensive listing of future projects or funding.

The 2050 update to the TTP has a 30-year time horizon and begins with the premise that safe, reliable, and multimodal transportation is the foundation for quality of life and business growth in Texas. Key challenges found in this update included safety concerns, economic expansion, technological advancement, population growth, surging freight demand, and systemic risk. The 2050 TTP has 6 goals and their associated objectives:

1. Promote Safety
 - a. Work with stakeholders to identify and develop proven and data-driven strategies, countermeasures, and programs
 - b. Reduce crashes and lessen crash severity by implementing engineering solutions
 - c. Use education and outreach to promote safe driving, cycling, and pedestrian activities
 - d. Coordinate with first responders to improve incident response times
2. Preserve our assets
 - a. Preserve integrity of bridges and highways
 - b. Provide roads that are smooth and structurally sound
 - c. Keep other assets and technological devices operating
 - d. Reduce long-term costs
 - e. Mitigate asset risk
3. Optimize system performance: Movement of people and goods
 - a. Reduce congestion through both traditional and alternative strategies
 - b. Enable reliable travel times
 - c. Increase travel options and connections
 - d. Ensure freight can move efficiently
 - e. Increase access to jobs, services, and activity centers
 - f. Leverage transportation assets to support economic growth and vitality
4. Deliver the right projects

- a. Reduce user costs
 - b. Identify and maintain reliable funding
 - c. Improve analytic capabilities to maximize value of investments
 - d. Fairly distribute transportation benefits and costs
 - e. Strategically deploy innovative technology to increase effectiveness and efficiency of the system
 - f. Maintain sustainable funding
- 5. Foster stewardship: Protect and enhance the human and natural environment
 - a. Enhance communities' quality of life through infrastructure and design choices
 - b. Incorporate environmental resource considerations early in the planning process
 - c. Avoid, minimize, mitigate adverse impacts to cultural, natural, and historic resources
 - d. Design a resilient and future-focused transportation system
- 6. Focus on the customer: Communicate effectively
 - a. Communicate effectively with the public and partners
 - b. Be accountable and transparent in decision-making
 - c. Encourage feedback from the public and stakeholders
 - d. Inform the public and stakeholders on TxDOT roles, costs, funding, and investment tradeoffs
 - e. Improve communication/coordination with all planning partners and stakeholders

Several of these goals and objectives also come up in the 5-Year RCTP. For example, optimizing system performance and communicating effectively are points brought up in the RCTP that are going to be addressed over the next 5 years.

2021 – 2023 State Plan for Independent Living

The State Plan for Independent Living (SPIL) is a three-year plan that provides the framework for the delivery of independent living services throughout the State of Texas. Its mission is to empower Texans with disabilities to live as independently as they choose. This plan has the following three goals:

- 1. Advocacy: Texans with disabilities receive the necessary support and services to become independent
- 2. Community Integration: Individuals with disabilities receive the community integration and community-based living supports needed to be more independent
- 3. Network Capacity and Sustainability: The independent living network operates effectively, is adequately funded, and has the capacity to expand.

Through several goals in this 5-year plan, we will be assisting in the third objective for this plan, expanding the network through additional Choose My Ride partnerships for example.

2021 – 2025 TxDOT Strategic Plan

The TxDOT Strategic Plan details the goals and actions that will guide the department over the 2021 – 2025 time. This plan will provide strategic insights into what factors are driving planning over these years and what high-level items TxDOT will be focusing on. This strategic plan has the following seven goals:

1. Promote Safety
2. Deliver the right projects
3. Focus on the customer
4. Foster stewardship
5. Optimize system performance
6. Preserve our assets
7. Value our employees

Like the 2050 TTP several projects mentioned in this 5-year plan focus on optimizing system performance and communicating effectively. Some of these projects include several system level analyses, and the formation of the Rural Transportation Planning Organization (RTPO).

2017 – 2022 Texas Strategic Highway Safety Plan

The Texas Strategic Highway Safety Plan (SHSP) represents an effort to reduce traffic fatalities and injuries. This plan is structured around seven main goal areas:

1. Distracted driving
2. Impaired driving
3. Intersection safety
4. Older road users
5. Pedestrian safety
6. Roadway and lane departures
7. Speeding

Several efforts outlined in later sections of this 5-year plan contribute to these goals. Efforts to expand the Choose My Ride program for example help with the goal of Older Road Users by offering them an alternative to driving by themselves.

2019 – 2023 Texas Transportation Asset Management Plan

TxDOT has constructed, maintained, and inspects the largest state network of pavement, bridges, and other assets in the country, and is responsible for ensuring the safety of the public and long-term operation of said assets. The Transportation Asset Management Plan (TAMP) outlines priorities that coincide with the goal of transportation asset management. This plan has the same goals as the 2021 TxDOT Strategic Plan. To this effect, the 5-year plan has similar comparable goals in the system performance goal.

Health and human Services Programs

Area Agency on Aging

The Golden crescent Area Agency on Aging (AAA) is one of 28 in the state, and more than 700 in the US. GCRPC 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 consider 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 2021 – 2022 plan designated transportation as the second most important service provided by AAA. Transit has dropped to 11th when it came to community needs since the last update of this 5-year plan. AAA provides funding for Title IIIB transportation for elderly via the nutrition program so that elderly individuals can reach sites that serve meals.

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

Texas Workforce Commission Rehabilitative Services (formerly DARS)

Texas Workforce Commission's (TWC) Rehabilitation Services supports people with disabilities to prepare for, obtain, maintain, and advance in a meaningful employment by providing a range of services based on an individual's employment goals. Counselors work closely with individuals and job seekers to determine an employment goal, and then identify and arrange for the high-quality services that lead to successful employment.

TWC remains a partner with GCRPC to meet the transportation needs of its consumers.

Health and Human Services Commission

GCRPC is the transportation service provider for transportation service in Area 17, or the Golden Crescent Region.

SECTION VI - SUSTAINABILITY AND IMPLEMENTATION PLAN

GCRPC is a political subdivision of the state. The basic responsibility of 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, 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 has grown quickly over the last 5 years and is made up of the Public Transportation Services (PTS) Department Director, PTS Assistant Director, PTS Manager, PTS Program Specialists, PTS Operations Staff, and PTS Fleet 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 Danielle Warzecha.

The regional coordination effort will continue to be facilitated by a lead agency. Currently, GCRPC, as the lead agency, will continue to facilitate the implementation and maintenance of the 5-Year RCTP as required and/or as needed. 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 this 5-year update. One question on the public transportation surveys sent out asked businesses if they or a member of their business would like to provide feedback or represent your community on the REDAC Public Transportation Sub-Committee. 38 businesses responded, with 19 indicating that they would be interested in participating at some level of involvement.

However, due to funding constraints, only a select number of issues can be dealt with and 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 public transportation services in light of the people they serve.

Intervention by State Agency offices with their local branches of service, or potential future branches of service (such as regional mobility managers), could provide a boost in agency/organization involvement and participation in regional coordination efforts. 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 that they serve. The need for agency/organization involvement, as well as local citizens, goes beyond just attending local meetings and includes participating in activities needed in obtaining the needed information that regional coordination planning groups (in the case of GCRPC, the REDAC Public Transportation Sub-Committee) would like to see, as well as addressing the specifics outlined by the State Office in the planning process. Further, this increased presence 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.

What became evident during these past months in the planning and writing process of this update is that each county requires more representation in the planning process. An effort to perform outreach and education about not only the public transportation services that GCRPC offers, but the planning efforts that go on here, is needed in each county. Every one of our seven counties needs local input into what the community say they need or want in transportation. This makes change more tangible, and the more input received, a clearer more concise image of what that county requires begins to appear. Such efforts were made difficult due to the presence of the COVID-19 pandemic, but reasonable efforts were still made to reach out to communities. County representation in this process can also keep the community informed of budget constraints so that they may understand why certain decisions are being made about services provided in their community. On a wider level, representatives from every county can come together and discuss the public transportation needs of the Golden Crescent during these planning processes.

Moving forward, as part of the implementation / continuation planning process, the projects described in Section VII of this plan will be ranked by a new project prioritization ranking system that the sub-committee will assist in developing. This ranking system will then be used when a project is added, and at annual updates to observe if certain projects have still maintained the same level of importance, or if they have been made more or less so due to external circumstances. In addition, using the new template provided by TxDOT, a status update of all the projects listed will be made.

SECTION VII – VISION, MISSION, GOALS, AND OBJECTIVES

The decision was made to keep the current vision and mission statements.

Vision

“To 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

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

Goals and Objectives

Policy & Planning Projects

- Assess current and update public transportation services policies.
- Assess current need and determine projected growth and future need.
- Assess current costs and determine projected costs with enhancements to address future need.
- Assess passenger fares.
- Project Finance Planning
- Project Prioritization
- RTPO Formation
- Update GCRPC website via CIVICRM, modify as needed based on operational changes
- Public/stakeholder outreach
- Route schedule/service adjustments (based on timing analysis)

Operational and Capital Improvements Projects

- System/Services Marketing
- Passenger Payment Fare Collection System
- Bus Stop Enhancements
- Passenger Information Systems
- Inter/Multi-modal transit facility
- Operations Software
- Fleet Modernization

Finance Projects

- Advertising Opportunities

a. Maximize accessibility and ensure affordability of public transportation

- i. Complete operational cost analysis
- ii. Complete current and proposed enhanced system operational cost forecasts.
- iii. Complete passenger fare analysis.

1. Consider additional options for passes (e.g., family pass, pass for those seeking cancer treatment, low-income pass, week/month/annual pass, etc.)
2. Consider discounts for target demographic groups (e.g., veterans)
- iv. Develop regional accessibility and affordability policies.
- v. Analyze and develop fare collection system.
 1. Continue to work on kiosk system
 2. Consider ability to purchase passes / book trips online

b. Improve and increase public transportation services

- i. Further assess regional needs through outreach and planning activities with public sector, private sector, and non-profit sector stakeholders.
- ii. RTPPO formation.
- iii. Develop partnerships with educational institutions, employers, businesses,
- iv. Approach businesses and churches for potential public-private partnerships to fund additional services/amenities (funding/finance)
- v. Research benefits/disadvantages of CDL license vs non-CDL license service. Based on results, conduct feasibility study on switch from larger vehicles to more numerous smaller vehicles
- vi. Use pop-up/outreach events/opportunities to further gauge interest in increased rural demand service
- vii. Continue development of bus app (OneBusAway, or OBA) to let passengers track vehicles and better time their rides / activities
- viii. Review and upgrade operations software as needed
- ix. Research potential future service additions including (but not limited to):
 1. On-demand response service/micro-transit
 2. Trams/light rail
 3. Victoria express routes
 4. Promise Pointe route
 5. Regional commuter routes
 - a. Develop messaging/advertising materials for commuter routes
- x. Continue to search for volunteer organizations to partner with for the "Choose My Ride" Program
- xi. Implement call and text reminders for those that have reserved trips in advance

c. Increase public awareness and participation

- i. System Marketing & Advertising
 1. Policy review/update
 2. Review existing promotional materials and all sources of information for accuracy, including website
 3. Develop targeted marketing materials for children, students,
 4. Review budgets for inclusion of marketing and outreach materials
 5. Create a dedicated public participation and engagement guide
 6. Research grants that can be used to support advertising
 7. Develop PSAs and TV ads on local networks
 8. Develop billboard campaign for transportation services
- ii. Public Transportation Planning
 1. Hold Public Input Opportunities (public meetings, open houses, etc.)
 2. RTPPO formation
 - a. Continue identification of key stakeholders and members
 - b. Identify/obtain funding to support the RTPPO
 - c. Organize initial formation meetings
 - d. Create goals and objectives for the RTPPO

3. Advertise meetings on social media/GCRPC website/partner websites
- iii. Devise a way to engage with residents online through the GCRPC website via CIVICRM
- iv. Rural service rebranding
 1. Develop RFP/RFQ for rural rebranding
 2. Review proposals, select desired approach, execute contract
- d. Improve System Operational Infrastructure**
 - i. Continue placing shelters, benches, etc. where appropriate
 - ii. Targeted outreach to local businesses / Chamber of Commerce to sponsor shelters/amenities for stops on or near their property
 - iii. Continue to review additional needs for amenities
 1. Develop rider survey to continually receive feedback from the community
 - iv. Implement route information at each stop (maps of routes that stop serves, stop times, etc.)
 - v. Review results of route timing analysis and adjust schedules/services as needed
 - vi. Modernization of vehicle fleet
 1. Alternative fuel vehicles
 - a. Assess benefits of alternative fuels vehicles
 - b. Develop alternative fuels conversion plan if alternate fuels vehicles are feasible
- e. Advertising opportunities**
 - i. Review and update marketing plans
 - ii. Identify strategies to market advertising opportunities
- f. New transit facility**
 - i. Continue planning efforts for a dedicated facility for GCRPC and their partners

SECTION VIII – PERFORMANCE METRICS

The purpose for the performance evaluation is to collect, maintain, and assess the data GCRPC has collected to evaluate the effectiveness and progress of the coordinated public transit and human services transportation planning effort. The state has developed performance metrics that are common to those identified in our local performance metrics. However, TxDOT is currently undergoing a review and update of these measures, so they may not be representative for long.

Statewide Performance Metrics

Collect, maintain, and provide data on statewide performance measures to TxDOT, 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 and education activities

Identify Gaps and Inefficiencies

1. Gaps and inefficiencies identified in the coordinated plan, including those concerning priority population groups.
2. Recommend actions in the coordinated plan for resolving these gaps and 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 incomplete
 - b. Complete

Golden Crescent Metrics

Collaborate

2. The REDAC Public Transportation Sub-Committee is comprised of active committee members representing the following:
 - a. Health and social services professionals
 - b. Metropolitan Planning Organizations
 - c. Individuals with disabilities
 - d. Individuals 65 and older
 - e. Individuals with low incomes

- f. Individuals with limited English proficiency
- g. Children
- h. Veterans
- i. Workforce Agencies
- j. Members of the public
- k. GCRPC members:
 - i. General Assembly/Board members
 - ii. REDAC members
 - iii. Public Transportation Sub-Committee members
- l. Economic development
- m. Elected officials
- n. Public Safety
- o. Healthcare
- p. Non-profits

Identify Gaps and Inefficiencies

3. A full listing of the identified gaps and inefficiencies can be found on pages 77 – 79 and 104 – 105. A summarized version can be found below:
 - a. Affordable transportation
 - b. Extended service hours
 - c. Additional fare options
 - d. Increased public awareness of transportation services
 - e. Increased amenities and signage at bus stops
 - f. Transportation for children and students
 - g. Increase community collaboration and citizen involvement in the planning process
 - h. Increase transportation related information available for veterans
 - i. Increase number of vehicles travelling fixed routes
 - j. Increased number of vehicles providing rural service / long-distance trips
 - k. Better route timing
 - l. Fleet improvements
 - m. Addition of 24-hour on-demand services
 - n. Environmental considerations and other modernizations for vehicle fleet (including electric vehicles, updated bus designs, branding, etc.)
 - o. Introduction of tram or light rail
 - p. Cost sharing programs for job accessibility
 - q. Business or agency advertising on buses
 - r. Direct North-South route for Victoria
 - s. Service to Promise Pointe
 - t. Call and text reminders for those that have made trip reservations
 - u. Provision of “Choose My Ride” vouchers to additional entities
 - v. Discounted fares for those with cancer or seeking medical services
 - w. More flexibility for rural transportation services

- x. Need for a new dedicated facility for GCRPC and their transportation services to provide increased levels of service to the community

Resolve

4. The following are a list of projects that the Golden Crescent will potentially focus on over the life of this new 5-year plan depending on results of the new project prioritization system that will be created as part of continuation and implementation efforts, as well as staffing and funding constraints. Included are potential performance measures for each. Please note that these measures may change in the future depending on discussion by the Sub-Committee:

Goal		Objective	Performance Measure
Maximize accessibility and ensure affordability of public transportation.	1a	Complete operational cost analysis	Cost per trip / cost per rider
	1b	Complete current and proposed enhanced system operational cost forecasts	Cost per trip / cost per rider
	1c	Complete passenger fare analysis for urban and rural systems	Cost per trip / cost per rider
	1d	Develop regional accessibility and affordability policies	Cost per trip / cost per rider, # of low-income riders
	1e	Analyze and develop fare collection system	# of riders using new fare system
Improve and increase public transportation services	2a	Further assess regional needs through planning and outreach activities with public sector, private sector, and non-profit sector stakeholders	# of residents reached, # of new comments
	2b	Formation of the Rural Transportation Planning Organization status	Development of formal organization
	2c	Develop partnerships with educational institutions, employers, and businesses	# of new partnerships
	2d	Approach businesses and churches for potential public private partnerships in order to fund additional services / amenities	# of new PPP
	2e	Research the benefits / disadvantages of CDL vs non-CDL license service. Based on results, conduct a feasibility study on the switch from a smaller number of	Timeliness of routes vs current service

		large vehicles to a larger number of small vehicles.	
	2f	Use pop-up / outreach events / public opportunities to further gauge interest in increased rural demand response service	# of residents asking for rural transit
	2g	Continue development of bus app (OneBusAway) to let passengers track vehicles and better time their rides / activities	# of residents using bus app
	2h	Review and upgrade operations software as needed	Decision to upgrade software
	2i	Research potential future service additions including (but not limited to): transit tech enabled on-demand service, microtransit, trams / light rail, express routes in Victoria, commuter routes.	Cost of service, # potential riders, etc.
	2j	Continue to search for volunteer organizations to partner with for the "Choose My Ride" program.	# of partnerships with Choose My Ride
	2k	Implement call and text reminders for those customers that have reserved / booked trips in advance	# of residents using call and text reminder service
Increase public awareness and participation	3a	System marketing and advertising	
	3aa	Policy review / update	Approval of update
	3ab	Review existing promotional materials and all sources of information for accuracy, including websites	Summary of review
	3ac	Develop targeted marketing materials for children, students	# of children/student riders
	3ad	Review budgets for inclusion of marketing and outreach materials	Summary of budget review and needs
	3ae	Create a dedicated / updated public participation and engagement guide	# of responders on surveys
	3af	Research grants that can be used to support advertising / marketing activities	Summary of applicable grant programs/preparation and submittal of grant applications

	3ag	Develop PSAs and TV ads on local networks	# of new riders
	3ah	Develop billboard campaign for public transit service	# of new riders
	3b	Public transportation planning	
	3ba	Hold public input opportunities (public meetings, open houses, etc.)	# of residents participating
	3bb	Formation of the Rural Transportation Planning Organization status	
		Continue identification of key stakeholders and members	# of members
		Identify / obtain funding to support the RTPO	Summary of funding needs
		Organize initial formation meetings	Development of meeting schedules and agenda
		Create goals and objectives for the RTPO	Approval of goals and objectives
	3bc	Advertise meetings on social media, GCRPC website, and partner websites	Development of advertisements
	3c	Devise a way to engage with residents online through the GCRPC website via CIVICRM	# of residents using online engagement
	3d	Rural service rebranding	# of residents using rural transit
	3da	Develop RFP / RFQ for rebranding	Approval of RFP/RFQ
	3db	Review proposals, select desired approach, and execute contract	Execution of contracts
Improve system operational infrastructure	4a	Continue placing shelters, benches, etc. when appropriate	# of new amenities
	4b	Targeted outreach to local businesses / Chamber of Commerce to sponsor shelters / amenities for stops on or near their vicinity	# of new PPP
	4c	Continue to review additional need for amenities	Summary of review
	4ca	Develop rider surveys to continually receive feedback from the community	# of survey respondents

	4d	Implement route information at each stop (maps of routes that stop serves, stop times, etc.)	Development of route information
	4e	Review results of route timing analysis and adjust schedules / services as needed	Timeliness of vehicles compared to current service
	4f	Modernization of vehicle fleet	Summary of review and needs
	4fa	Assess benefits of alternative fuels vehicles	Cost per trip / cost per rider
	4fb	Develop alternative fuels conversion / switch-over plan if alternate fuels are found to be feasible	Result of review and feasibility analysis
Advertising opportunities	5a	Review and update marketing plans	Approval of plans
	5b	Identify strategies to market advertising opportunities	Summary of opportunities
New Transit Facility	6a	Continue planning efforts for a dedicated facility for GCRPC and their partners	Summary of options and recommendations

Status Updates

The following is a detailed list of projects from the prior 5-year planning process and their status updates.

1. Services that are affordable to all special groups

- a. Currently implemented and remains an ongoing task. GCRPC applies for grants for all counties and supports other organizations that apply for grants. GCRPC participates in the Victoria 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 always welcome.

2. Increase availability of transportation services

- a. Currently implemented and remains an ongoing task. GCRPC was able to expand its commuter service by adding two lines – Port Lavaca and El Campo. This brings the total number of commuter routes to seven – Victoria’s 1 and 2, Edna, Bay City, Palacios, Port Lavaca, and El Campo.
- b. Choose My Ride program now includes the City of Victoria, and the Counties of Goliad, Gonzales, Jackson, and Matagorda.
- c. Fixed-route service was re-routed to improve service for the City of Victoria.
- d. Nickle Family Grant made available a similar service to Choose My Ride for those needing access to Dialysis services within the City of Victoria.
- e. Charter services have been implemented
- f. Express route assessment was postponed until needs assessment of 5-year plan was completed.
- g. The direct service delivery project has been postponed until further discussion. GCRPC will develop a RFQ to contract with a consultant for the RTransit rebranding process in FY 2022.

3. Improve fare collection process

- a. Currently implemented and remains an ongoing task. Debit and credit cards are now an acceptable form of payment for transactions.
- b. GCRPC received approval for the fare card designs and implementation will take place sometime within FY 2022 when fare collection resumes. Due to the extended free fare period the bus pass kiosk project has been postponed and is on track to be completed in FY 2022. The trip planning mobile application was also postponed and is on track to be completed and implemented in FY 2022.

4. Increase public awareness by using several medias, and use of website

- a. Currently implemented and remains an ongoing task. Advertisements for public transportation and service announcements are now posted to the GCRPC website and social media accounts.
- b. A bus app called OneBusAway (or OBA) is in development and testing. At release, this app will allow passengers to see where service vehicles are in real time, and their expected time of arrival at their stop.
- c. Wi-fi has been installed on vehicles to allow the public easy access to internet services, including OBA.
- d. Information on the Choose My Ride program and the Nickle Family Grant have been made available on the GCRPC website.

5. Shelters

- a. Currently implemented and remains an ongoing task. New shelters and benches have been placed in many locations in the first four phases of the project, and phase five will continue this.
- b. An inventory was completed of bus stops for Victoria Transit to identify any needed improvements, and to identify what amenities were at what stops.

6. Transportation for children

- a. Due to COVID-19, GCRPC is still offering free transportation services to all riders.

7. Accessible bus stops

- a. The bus stop improvement project is currently in progress and on track to be completed in FY 2022. A total of 10 new passenger shelters have been added and there are 19 new shelters pending for Phase 4.

8. Increased public involvement in regional planning

- a. Currently implemented and remains an ongoing task. The public was given opportunities to participate in the planning process for this RCTP update in a variety of ways, from surveys to one-on-one discussions.
- b. The Public Transportation Services Department's social media account project has been postponed. All Public Transportation Service updates are being communicated through GCRPC's social media account and websites.

9. Transportation for veterans

- a. Due to COVID-19, GCRPC is still offering free transportation services to all riders. The local veteran services office was provided free transportation vouchers for the Choose My Ride program to distribute to the veterans they serve. 400 free vouchers were issued in November of 2020.

10. Cost share routes for job access

- a. A contract for commuter service was started with Eddie Packing but was discontinued.

APPENDIX

1. REDAC Public Transportation Sub-Committee Member List
2. Public / Business Survey for Improving Transportation Services
3. Public / Business Survey for Improving Transportation Services – Spanish
4. Transportation Asset Inventory Survey
5. County-level Breakdown of Public Survey Results
6. GCRPC Subcontractor Profiles

REDAC PUBLIC TRANSPORTATION SUB-COMMITTEE

Alejandra Cruz

- **GCRPC**
- **Public Transportation Services Manager**

Becky Janak

- **Community Connections of Lavaca County**
- **Program Director**

Brian Fontaine

- **Affordable Taxi**
- **Owner**

Carrie Harlan

- **Calhoun County Senior Citizens Association, Inc.**
- **Transportation Coordinator**

Christina Guajardo

- **GCRPC**
- **Aging and Community Services Coordinator**

Christy Elliot

- **Friends of Elder Citizens**
- **Executive Director**

Cindy Cornish

- **GCRPC**
- **Aging and Community Services Department Director**

Colin Keller

- **GCRPC**
- **Transportation Planner**

Hannah Crone

- **GCRPC**
- **Regional Services Department Manager**

Henry Guajardo

- **Golden Crescent Workforce Solutions**
- **Executive Director**

John Doherty

- **Feonix Mobility Rising**
- **Community Development Manager**

Julia Gonzales

- **Friends of Elder Citizens**
- **Executive Director**

Kari Breitschopf

- **Gonzales County Senior Citizens Association, Inc.**
- **Executive Director**

Lisa Cortinas

- **GCRPC**
- **Public Transportation Services Department Director**

Maggie Bergeron

- Victoria MPO
- Planning Administrator

Michael Ada

- GCRPC
- Executive Director

Rick Villa

- Victoria Long Term Recovery Group
- Executive Director

Shanquil Fennel

- GCRPC
- Public Transportation Services Manager

Steven “Jay” Keen

- Victoria MPO
- Coordinator / Transportation Planner

Mary Wade

- Goliad County RTransit
- Executive Director

Terry Stokes

- Yoakum Economic Development Corporation
- Executive Director

Vicki Smith

- Community Action Committee of Victoria
- Executive Director

William “Bill” Blanchard

- Victoria Sales Tax Development Corporation
- President

Survey: Improving Public Transportation Services in the Golden Crescent Region

The Golden Crescent Regional Planning Commission (GCRPC) is gathering input to help identify any gaps and/or needs of our regional public transportation network. This includes identifying necessary improvements, additions, or changes to the public transportation system over the next 5 years. Even if you do not use public transportation yourself, your input is still valuable and greatly appreciated.

If you are a member of the public, please complete the first 20 questions only. If you are a business or non-profit owner, or represent a business or non-profit, please complete the entire form. An online version of this survey is available at www.gcrpc.org. Simply click the link on the homepage and you will be directed to the survey. Please remember to click 'Done' when you have completed the survey. If you are completing a physical copy of the survey, please drop off your survey or mail it to:

Golden Crescent Regional Planning Commission
Attn: Colin Keller, Transportation Planner
1908 N. Laurent, Suite 600
Victoria, TX, 77901

If you have questions or concerns, please email colink@gcrpc.org

All responses are due by July 1, 2021.

Thank You.

1. Have you filled out a public transportation survey within the last five years?
 - a. ☐ Yes
 - b. ☐ Yes, but public transportation issues have changed
 - c. ☐ No
2. What county do you reside in?
 - a. ☐ Victoria
 - b. ☐ Gonzales
 - c. ☐ Jackson
 - d. ☐ Lavaca
 - e. ☐ DeWitt
 - f. ☐ Calhoun
 - g. ☐ Goliad
 - h. ☐ Matagorda
3. What city?
 - a. _____
4. What is your age?
 - a. ☐ Under 18
 - b. ☐ 18 – 24
 - c. ☐ 25 – 34
 - d. ☐ 35 – 44
 - e. ☐ 45 – 54
 - f. ☐ 55 – 64
 - g. ☐ 65+
5. Please check all that apply:
 - a. ☐ Employed full or part time
 - b. ☐ Unemployed
 - c. ☐ Veteran
 - d. ☐ Retired
 - e. ☐ College Student
 - f. ☐ Youth
 - g. Other: _____
6. What is your gross monthly household income (before taxes, bills, etc.)?
 - a. ☐ Less than \$1000
 - b. ☐ \$1000 – 2000
 - c. ☐ \$2000 – 3000
 - d. ☐ \$3000 – 4000
 - e. ☐ More than \$4000

7. What is your primary means of transportation?
- a. ☐ Personal vehicle
 - b. ☐ Friends, relatives, or volunteer drivers
 - c. ☐ Transit system
 - d. ☐ Taxi service
 - e. ☐ Walking
 - f. ☐ Van pool
 - g. ☐ Other: _____
8. What motivates you to use your primary means of transportation? Please check all that apply.
- a. ☐ Time savings
 - b. ☐ Convenience
 - c. ☐ No bus availability
 - d. ☐ No personal vehicle
 - e. ☐ Cost savings
 - f. ☐ Vehicle not working
 - g. ☐ Improve air quality and/or the environment
 - h. ☐ Save on wear & tear on vehicle
 - i. ☐ Other: _____
9. Does the public transportation service in your community meet your needs?
- a. ☐ Yes
 - b. ☐ No
10. If you answered No to the previous question, please check all that apply:
- a. ☐ Fares too expensive
 - b. ☐ Commute takes too long
 - c. ☐ Limited hours of operation
 - d. ☐ No service in my city/county
 - e. ☐ No bus stops in my area
 - f. ☐ Services only certain target groups
 - g. ☐ Vehicles not wheelchair accessible
 - h. ☐ Not enough vehicles available
 - i. ☐ Limited rural access
 - j. ☐ Have to wait to schedule a ride
 - k. ☐ Lack of advertising of our services
 - l. ☐ Difficult to reach by phone
 - m. ☐ Website has inaccurate, out of date, or no information
 - n. ☐ Charge for Care Provider/Attendant
 - o. ☐ Other: _____

11. How accessible are the bus stops in your area?

- a. ☐ All bus stops are accessible.
- b. ☐ Some stops are accessible
- c. ☐ Most bus stops are NOT accessible
 - i. Please list: _____
- d. ☐ Not applicable (Rural)

12. How often do you use public transportation?

- a. ☐ 1 to 6 times per week
- b. ☐ 7 to 10 times per week
- c. ☐ More than 10 times per week
- d. ☐ Never
- e. ☐ Not sure how public transportation works, but interested in using

13. What do you or a family member use public transportation for?

- a. ☐ Shopping
- b. ☐ Work
- c. ☐ Visiting friends or family
- d. ☐ Medical
- e. ☐ Public school
- f. ☐ Recreation / entertainment
- g. ☐ College
- h. ☐ Other: _____

14. Have you or a family member ever quit or lost a job because transportation was an issue?

- a. ☐ Yes
 - i. If so, why? _____
- b. ☐ No

15. Have you or a family member ever quit or had a hard time getting to school / college because transportation was an issue?

- a. ☐ Yes
 - i. If so, why? _____
- b. ☐ No

16. Do you have any suggestions for obtaining and maintaining citizen participation or business/non-profit participation?

- a. ☐ Yes
 - i. If so, how? _____
- b. ☐ No

17. How would you rate our on-time performance?

☐1 ☐2 ☐3 ☐4 ☐5

Disappointing -----Excellent

18. How would you rate the cleanliness of the vehicles?

☐1 ☐2 ☐3 ☐4 ☐5

Disappointing -----Excellent

19. How satisfied are you with current travel experiences?

☐1 ☐2 ☐3 ☐4 ☐5

Disappointing -----Excellent

20. What changes in public transportation would benefit your community over the next 5 years?

If you are not a business or non-profit owner or representing a business or non-profit, please end your survey here.

Thank you for your time!

If you are a business or non-profit owner, or represent a business or non-profit, please continue filling out this survey.

Businesses & Non-Profits

21. What type of business or non-profit do you own or represent?

22. What County/Counties do you serve?

- a. ☐ Victoria
- b. ☐ Gonzales
- c. ☐ Jackson
- d. ☐ Lavaca
- e. ☐ DeWitt
- f. ☐ Calhoun
- g. ☐ Goliad
- h. ☐ Matagorda

23. What city/cities?

a. _____

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

a. ____ 1 – 5

b. ____ 6 – 10

c. ____ 11 – 15

d. ____ 16+

e. ____ None

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

a. ____ Yes

b. ____ No

c. ____ Maybe, but this is not an issue right now

d. ____ I do not know

26. If public transportation were available for your employees to use, would you be willing to participate in a cost-sharing program for a reasonable cost?

a. ____ Yes

b. ____ No

c. ____ Maybe, if this becomes an issue

d. ____ I would like additional information

27. Please check all characteristics of your clients, customers, patients, and employees:

a. ____ Veterans

b. ____ Low-income

c. ____ Student

d. ____ Youth

e. ____ Retired

f. ____ Unemployed

g. ____ Employed

h. ____ Other: _____

28. What changes in public transportation would help your clients, customers, patients, or employees keep their appointments or get to work on time?

29. Would a member of your business/non-profit be willing to provide feedback and/or attend the Golden Crescent Regional Planning Commission's Transportation Sub-Committee Meetings?

a. ☐ Yes

i. If so, please provide their name and contact information:

ii. _____

b. ☐ No

30. What changes in public transportation would benefit your business/non-profit over the next 5 years?

Thank you for your time!

Encuesta: Mejora de los servicios de transporte público en la región de Golden Crescent

El Golden Crescent Regional Planning Commission (GCRPC) está recogiendo informes para poder identificar necesidades de nuestro servicios transportes regionales público. Esto incluye identificar renovaciones necesarias, adiciones, y cambios al sistema de transportes públicos sobre los siguiente 5 años. Anqué no usé el transporte público por sí mismo su inpuesto es valorable y muy apreciado.

Si usted es miembro del público, por favor complete las primeras 18 preguntas nada más. Si usted es dueño de un negocio o representa un negocio por favor complete toda la forma. Por internet una versión de este cuestionario esta disponible en www.gcrpc.org. Simplemente vaya a esta página y usted será dirigido al cuestionario. Por favor recuerde de hacer clic "Done" cuando termine el cuestionario. Si usted lleno un cuestionario physico, por favor regresé o envíe por correo al:

Golden Crescent Regional Planning Commission

Attn: Colin Keller, Transportation Planner

1908 N. Laurent, Suite 600

Victoria, TX, 77901

Si tiene preguntas o inquietudes, envíe un correo electrónico a colink@gcrpc.org

Todas las respuestas vencen el 1 de Julio de 2021.

Gracias.

1. ¿A usted llenado un cuestionario de transportes públicos sobre los últimos 5 años?
 - a. ☐ Si
 - b. ☐ Si, pero transportes públicos en cambiando
 - c. ☐ No
2. ¿De cuál condado es usted?
 - a. ☐ Victoria
 - b. ☐ Gonzales
 - c. ☐ Jackson
 - d. ☐ Lavaca
 - e. ☐ DeWitt
 - f. ☐ Calhoun
 - g. ☐ Goliad
 - h. ☐ Matagorda
3. ¿Qué ciudad?
 - a. _____
4. ¿Cuál es su edad?
 - a. ☐ Menores de 18
 - b. ☐ 18 – 24
 - c. ☐ 25 – 34
 - d. ☐ 35 – 44
 - e. ☐ 45 – 54
 - f. ☐ 55 – 64
 - g. ☐ 65+
5. Por favor oprime todo lo que aplica.
 - a. ☐ Trabajo (parte de tiempo – Tiempo lleno)
 - b. ☐ Sin Trabajo
 - c. ☐ Veterano
 - d. ☐ Retirado
 - e. ☐ Estudiante Collegiante
 - f. ☐ Joven
 - g. ☐ Algoutro: _____
6. Cuál es su sueldo mensable (antes de taxes, bilés, ¿etc.)?
 - a. ☐ Bajo de \$1000
 - b. ☐ \$1000 – 2000
 - c. ☐ \$2000 – 3000
 - d. ☐ \$3000 – 4000
 - e. ☐ Mas de \$4000

7. ¿Cuál es su primera manera de transportación?
- a. ☐ Vehículo personal
 - b. ☐ Amigos, familiares, chófer voluntario
 - c. ☐ Systema Transit
 - d. ☐ Servicios de Taxi
 - e. ☐ Caminar
 - f. ☐ Transportar con trabajadores
 - g. ☐ Algotro: _____
8. ¿Que conmueve que usted use su primera manera de transporte? Oprima todo lo que aplique.
- a. ☐ Ahorro de tiempo
 - b. ☐ Conveniente
 - c. ☐ No hay camión disponible
 - d. ☐ No hay vehículo personal
 - e. ☐ Ahorro de costos
 - f. ☐ Vehículo no trabajo
 - g. ☐ Mejorar la calidad del aire
 - h. ☐ Ahorro del uso del vehículo
 - i. ☐ Algotro: _____
9. ¿El servicio de transportes públicos en su comunidad las necesidades de la comunidad?
- a. ☐ Si
 - b. ☐ No
10. Si usted oprimió el No en la última pregunta por favor oprima todo lo que aplica.
- a. ☐ Cuestos muy altos
 - b. ☐ El viaje tarda mucho
 - c. ☐ Horas limitadas de operación
 - d. ☐ No hay servicio en mi condado
 - e. ☐ No hay paradas de camión en mi vecindario
 - f. ☐ Servicios solo para ciertas personas
 - g. ☐ Vehículos no pueden subir silla de ruedas
 - h. ☐ No hay suficientes vehículos
 - i. ☐ Limitado servicio para vecindades fuera del pueblo
 - j. ☐ Tener que esperar para reservar un viaje
 - k. ☐ No hay suficientes comerciales de servicio
 - l. ☐ Dificultades para alcanzar por teléfono
 - m. ☐ Por el sitio computadora el servicio está fuera de fecha o no tiene información
 - n. ☐ Cargas del asistente
 - o. ☐ Algotro: _____

11. ¿Cuánto accesible estar las paradas de camiones en su vecindad?
- a. ☐ Todas las paradas son accesible
 - b. ☐ Algunas paradas no son accesible
 - c. ☐ La mayoría de las paradas no son accesibles
 - i. Por favor nombrar: _____
 - d. ☐ No se aplica
12. ¿Cuánto usa el transporte público?
- a. ☐ 1 – 6 veces por semana
 - b. ☐ 7 – 10 veces por semana
 - c. ☐ Mas de 10 veces por semana
 - d. ☐ Nunca
 - e. ☐ No estoy segura como trabaja el transporte público, pero si estoy interesado en usarlo.
13. ¿Para que utiliza usted o su familia el transporte público?
- a. ☐ Compras
 - b. ☐ Trabajo
 - c. ☐ Visitar familia o amigos
 - d. ☐ Medicinal
 - e. ☐ Escuela publica
 - f. ☐ Recreación / entrenamiento
 - g. ☐ Colegio
 - h. ☐ Algotro: _____
14. ¿A usted o un familiar perdido un trabajo porque no tenía transportación?
- a. ☐ Si
 - i. Porque: _____
 - b. ☐ No
15. ¿A usted o un familiar tenido tiempo duro para llegar a la escuela o colegio?
- a. ☐ Si
 - i. Porque: _____
 - b. ☐ No
16. ¿Tiene sugerencias para mantener participación pública o negocial?
- a. ☐ Si
 - i. ¿Como? _____
 - b. ☐ No
17. ¿Cómo calificaría nuestro desempeño a tiempo?
- ☐1 ☐2 ☐3 ☐4 ☐5
- Decepcionante-----Excelente
18. ¿Cómo calificaría la limpieza de los vehículos?
- ☐1 ☐2 ☐3 ☐4 ☐5

Decepcionante-----Excelente

19. ¿Qué tan satisfecho está con las experiencias de viaje actuales?

☐1 ☐2 ☐3 ☐4 ☐5

Decepcionante-----Excelente

20. ¿Cuáles cambios en el servicio de transportación público le gustarte ver sobre los siguiente 5 años?

Si usted no es dueño de un negocio o representa un negocio por favor termine el cuestionario aquí.

¡Gracias por tu tiempo!

Si usted es dueño de negocio o representante de negocio, por favor continúe este cuestionario.

Negocios

21. ¿Qué tipo de empresa o organización sin fines de lucro posee o representa?

22. ¿En cuales condado / condados ase negocio?

- a. ____ Victoria
- b. ____ Gonzales
- c. ____ Jackson
- d. ____ Lavaca
- e. ____ DeWitt
- f. ____ Calhoun
- g. ____ Goliad
- h. ____ Matagorda

23. ¿Qué ciudad / ciudades?

a. _____

24. En promedio, ¿cuántos clientes, clientes o pacientes cancelados y / o no se presentan, tiene semanalmente debido a problemas de transporte?

a. ____ 1 – 5

b. ____ 6 – 10

c. ____ 11 – 15

d. ____ 16+

e. ____ Nunca

25. ¿Es parte la transportación publica para que sus empleados lleguen a su trabajo o casa?

a. ____ Si

b. ____ No

c. ____ Posible, pero no es problema ahora.

d. ____ No lo se

26. ¿Si la transportación publica está disponible para sus empleados, podría usted participar en ayudar con parte del costo a un precio razonable?

a. ____ Si

b. ____ No

c. ____ Probable, si acaso es problema

d. ____ Me gustaría tener más información

27. Marque todas las características de sus clientes, consumidores, pacientes, empleados:

a. ____ Veteranos

b. ____ Bajo sueldo

c. ____ Estudiante

d. ____ Joven

e. ____ Retirado

f. ____ Sin empleo

g. ____ Empleado

h. ____ Algoutro: _____

28. Cuales cambios en la transportación publica podría ayudar a sus clientes, consumidores, pacientes, o empleados para que puedan llegar a sus citas o trabajo al tiempo puesto?

29. Padria un miembro de su negocio darnos informes o representar a su condado con El Golden Crescent Regional Planning Commission Transportación Comité?

a. ____ Si

i. Por favor de nombre y forma de contacto:

b. ____ No

30. ¿Cuáles cambios en la transportación publica podría ayudar a su negocio sobre los siguientes 5 años?

¡Gracias por su Tiempo!

Public Transportation Asset Inventory Survey

The Golden Crescent Regional Planning Commission (GCRPC) is responsible for the update of a Regionally Coordinated Transportation Plan (RCTP). This RCTP focuses on improving and identifying gaps in public transportation services. Historically, the RCTP has included a list of public, private, non-profit, and religious public transportation service providers throughout the region.

This survey is an important step in beginning the update to the RCTP, as it provides the following information:

- Potential new data regarding available transportation services
- Identifying new or previously unmet public transportation needs
- Identifying current inefficiencies in the delivery of public transportation throughout the region

A link to the Transportation Asset Inventory Survey has been posted on the official GCRPC website at www.gcrpc.org. Do not forget to click the “Done” button when finished.

If you are answering the physical version of this survey, please scan your survey after its completion, and email it to colink@gcrpc.org.

If you have any questions, please contact our office at (361) 578-1587 ext. 201; Colin Keller, Transportation Planner.

We are requesting that all surveys be completed no later than December 31, 2020.

Thank you for your assistance; your time and input are invaluable!

1. Contact and Organization Information
 - a. Contact: _____
 - b. Title: _____
 - c. Organization: _____
 - d. Address: _____
 - e. City/Town: _____
 - f. Contact Phone: _____
 - g. Email Address: _____
 - h. Agency Website: _____
2. Type of Organization (Check all that apply)
 - a. Urban Transit Agency ____
 - b. Rural Transit Agency ____
 - c. Metropolitan Planning Organization ____
 - d. Regional Commission ____
 - e. Area Agency on Aging ____
 - f. Nonprofit Senior Center ____
 - g. Private Service Provider ____
 - h. State Agencies (ex: DHHS, DOT, etc.) ____
 - i. Public Social Services Agency ____
 - j. Private Social Services Agency ____
 - k. Faith Based Organization ____
 - l. Neighborhood/Community Center ____
 - m. Wheelchair/Stretcher Service ____
 - n. Housing Agency ____
 - o. Other (Please Specify) ____
 - i. _____
3. Major Functions/Services (Check all that apply)
 - a. Transportation ____
 - b. Health Care / Medical Appointments ____
 - c. Social Services ____
 - d. Nutrition ____
 - e. Counseling ____
 - f. Day Treatment ____
 - g. Job Training ____
 - h. Employment ____
 - i. Rehabilitation Services ____
 - j. Diagnosis/Evaluation Facility ____
 - k. Job Placement ____
 - l. Residential Facility ____
 - m. Income Assistance ____
 - n. Screening ____
 - o. Information/Referral ____
 - p. Recreation/Social ____

- q. Homemaker/Chore ____
- r. Other (Please Specify) ____
 - i. _____
- 4. Clients/Customers (Check all that apply)
 - a. Individuals with disabilities ____
 - b. Individuals 65 and older ____
 - c. Individuals with low-income ____
 - d. Youth ____
 - e. College Students ____
 - f. Veterans ____
 - g. Medicaid Recipients ____
 - h. Agency/Program Clients ____
 - i. General Public ____
 - j. Other (Please Specify) ____
 - i. _____
- 5. Counties Served (Check all that apply)
 - a. Goliad ____
 - b. DeWitt ____
 - c. Calhoun ____
 - d. Gonzales ____
 - e. Jackson ____
 - f. Lavaca ____
 - g. Victoria ____
 - h. Matagorda ____
- 6. Greatest Constraints/Obstacles for Increased Mobility in the Region?
- 7. Greatest Unmet Needs in the Region?
- 8. Current, Planned, or Former Involvement in Coordination? (Check all that apply)
 - a. Lead/Participate on a coordination committee ____
 - b. Share service information, policies, and procedures with other agencies ____
 - c. Provide information to a centralized directory of community transportation services ____
 - d. Will occasionally provide a trip for another agency ____

- e. Regularly share vehicles, staff, and/or training resources ____
 - f. Participate in joint purchasing ____
 - g. Purchase from/sell transportation service to other agencies ____
 - h. Utilize same contractors and allow co-mingling of sponsored clients from different contracts ____
 - i. Have consolidated call center, operational, and/or maintenance functions with other organizations ____
 - j. Purchase service through a common broker ____
 - k. None ____
9. What agencies do you coordinate transportation services with?
10. In your view, what is the most significant improvement needed to enhance public transportation coordination and/or improve mobility in the region?
11. Are there any under-utilized public transportation services in your community?
12. Are you a public transportation provider?
- a. Yes
 - b. No
13. What type of transportation do you provide?
- a. Fixed route transit (fixed path, fixed schedule, with designated stops)
 - b. Flex route transit (deviations permitted off fixed path or between fixed, scheduled stops)
 - c. Subscription Service (Determined by residences of customers/program participants and daily/regular trips to/from same location (EX: Agency, program site, medical provider, etc.))
 - d. Demand Response (Includes casual appointments and subscription service)
 - e. Other (Please Specify)

14. What are your days and hours of operation?

15. What trip purposes do you allow? (Check all that apply)

- a. Any trip purposes ____
- b. Agency program only ____
- c. Medical ____
- d. Shopping ____
- e. Recreational ____
- f. Employment/Training ____
- g. Other (Please Specify) ____
- i. _____

16. Are there any reservation requirements for your service?

- a. There are no advanced reservation requirements
- b. Clients/Customers must make an advanced reservation (e.g. by phone, internet, arrangement through a third party, etc.) ____ days in advance

17. Fleet Size

	Sedans/Wagons	Minivans	Vans	Buses	Other
Number of Non-Accessible Vehicles:					
Number of Wheelchair Accessible Vehicles					

18. Fleet Age

Number of Vehicles Newer than 1 Year	
Number of Vehicles of age 1 to 3 Years	
Number of Vehicles of age 3 to 5 Years	
Number of Vehicles older than 5 Years	

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

20. How many drivers, volunteers, and hired staff do you have?

21. Annual Ridership

a. Number of Total Trips per Year:

b. Check if ridership figures are estimates: ____

22. What type of Fare Structure does your organization use?

23. What are your organization's needs and opportunities to coordinate?

	We have this service	We could provide this service	We already provide this service for others	We need this assistance from others	We do not need this service
Scheduling					
Dispatching					
Scheduling/Dispatching Training					
Driver Training					
Sensitivity/Customer Services Training					
Client Information Management					
Preventive Maintenance					
Routine Repairs					
Major Repairs					
Parts Purchasing					
Information/Referral Services					
Billing					
Marketing					
Planning and Programming					

24. Are there any barriers or constraints that keep your organization from coordinating with others?

Thank you for your responses!

County Results Breakdown

To highlight the needs of the region, survey results have been further broken down and listed by county to provide information specific to that county.

Calhoun County

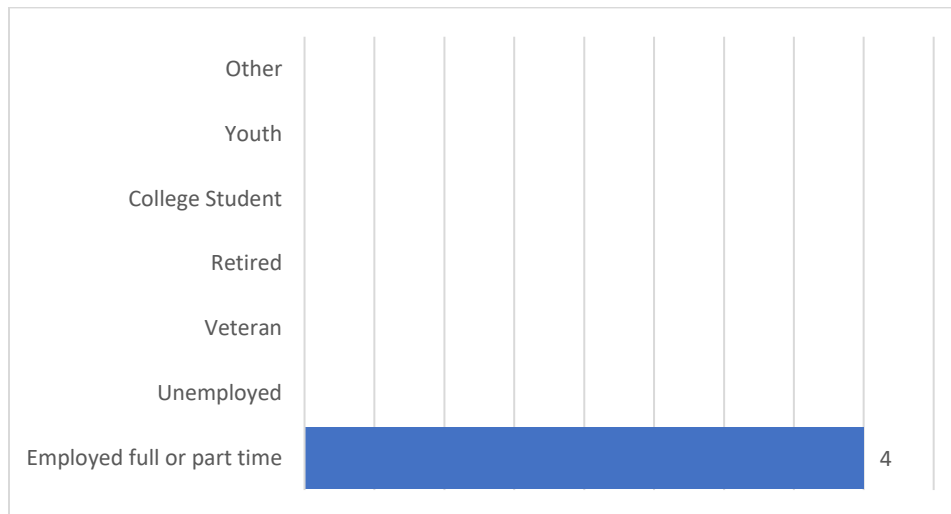
Communities that responded: Point Comfort, Port Lavaca

- 4 responders
- 25% are 65 or older
- 0% report having a disability
- None are a veteran
- None have incomes less than \$2000 per month
- 0% are unemployed
- 100% are employed full or part time
- None are attending college
- None report having filled out a transportation survey within the last 5 years
- None report using public transportation
- 50% indicate that the transportation needs of the community are not being met.

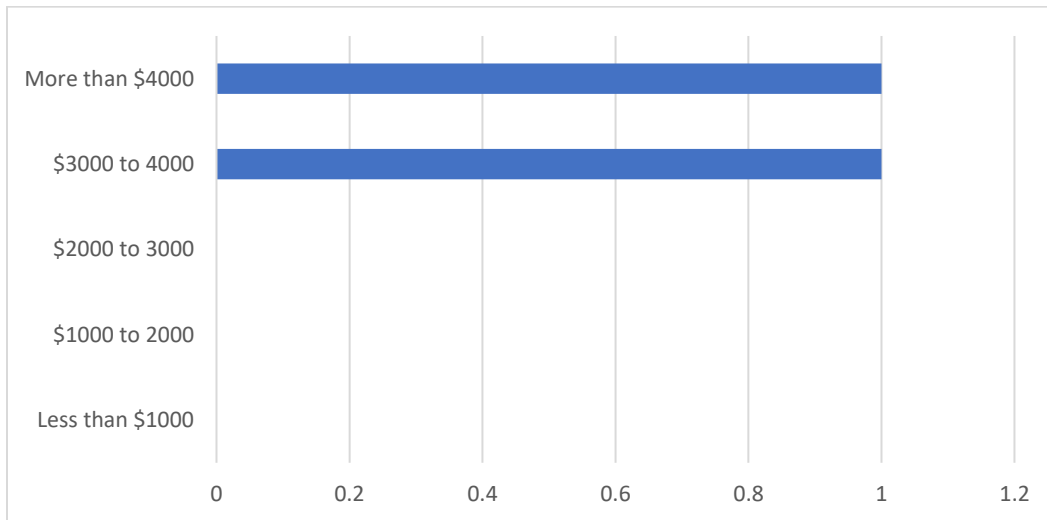
Responses: Has had trouble getting around due to wrecked car, I do not use public transportation, we need more public transportation available for those who need it.

Suggestions: Additional outreach should be performed for Calhoun County to better understand their needs. Public meetings and targeted surveys may also help in this regard.

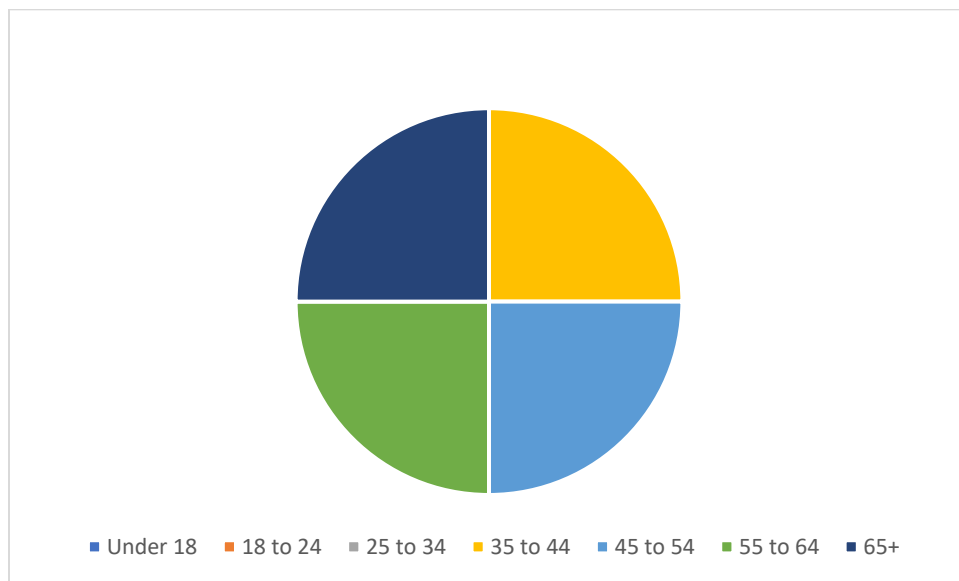
Demographics



Monthly Household Income



Age of Responders



DeWitt County

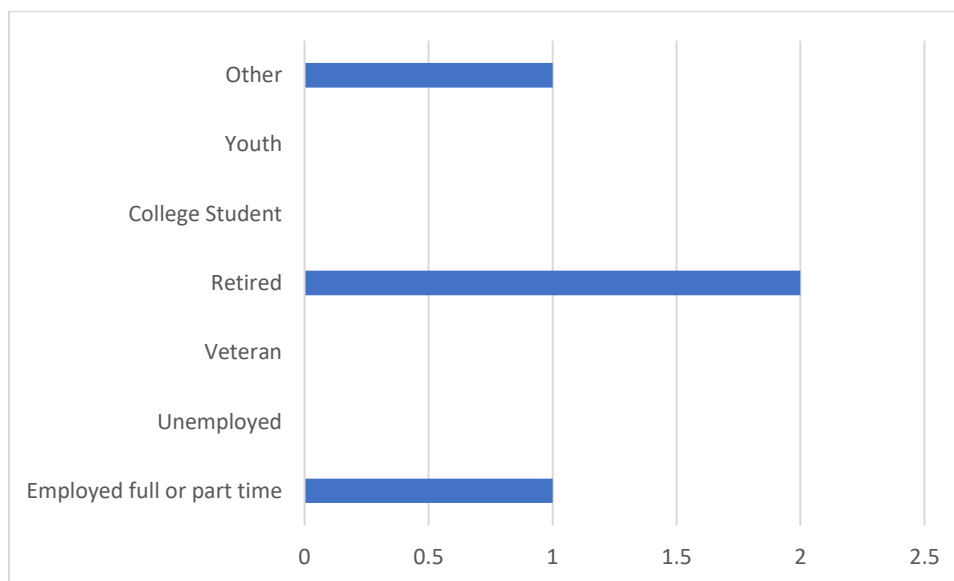
Communities that responded: Cuero, Arneckeville

- 4 responders
- 75% are 65 or older
- 25% report having a disability
- None are veterans
- 25% reported having less than \$2000 per month
- 0% are unemployed
- 25% are employed full or part time
- 0% are attending college
- 50% report using public transportation
 - 1 responder has not used public transportation but is interested in it.
- 0% indicate that the transportation needs of the community are not being met.

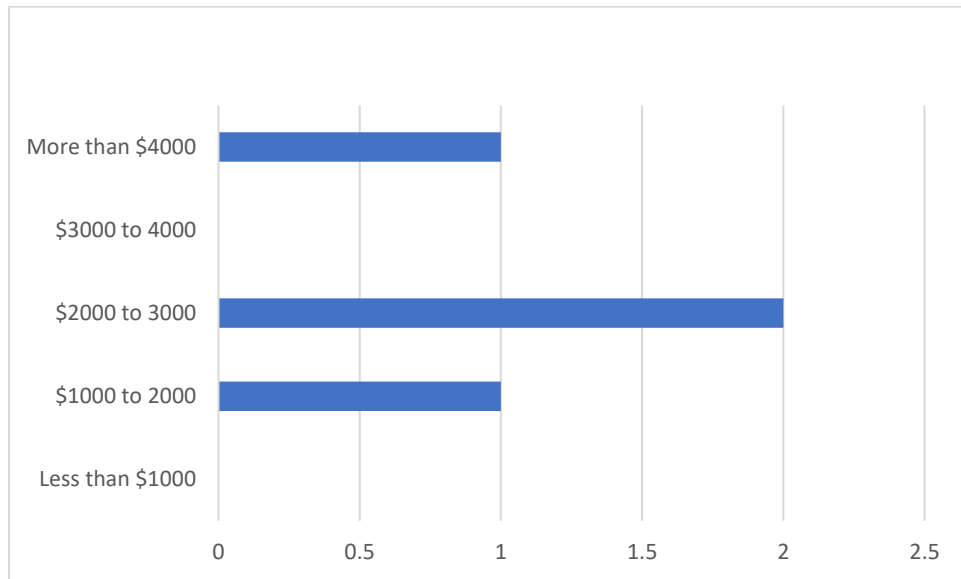
Responses: Need weekend pick-ups, need to expand range of transit services, add intercity bus or rail routes,

Suggestions: Additional outreach should be performed for DeWitt County to better understand their needs. Public meetings and targeted surveys may also help in this regard.

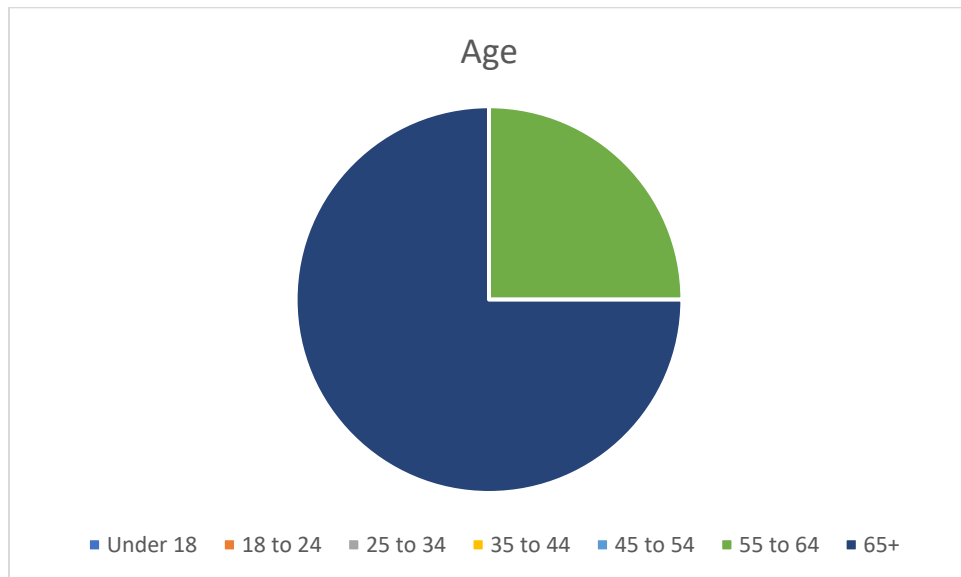
Demographics



Monthly Household Income



Age of Responders



Goliad County

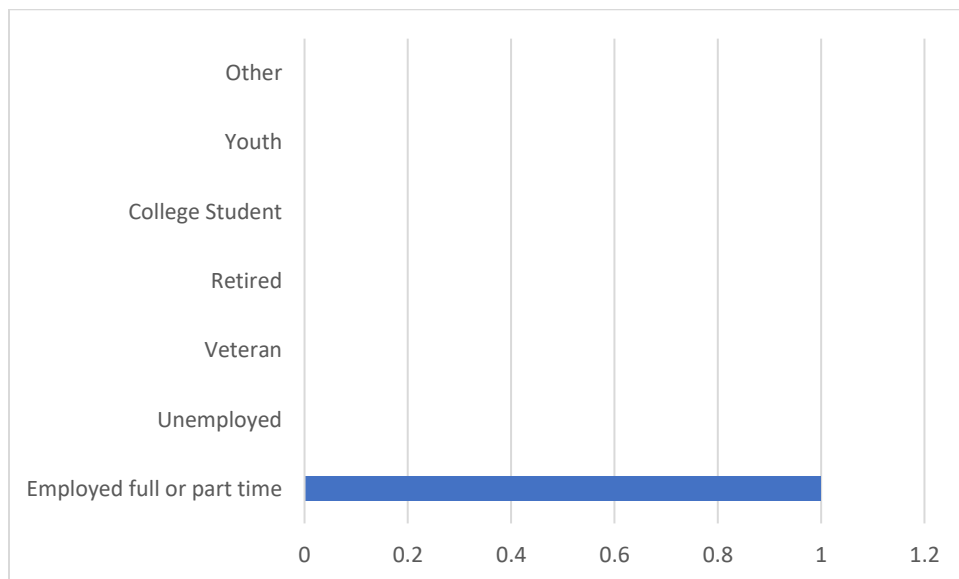
Communities that responded: Fannin

- 1 responder
- None are 65 or older
- None report having a disability
- None are veterans
- None reported earning less than \$2000 per month
- None are unemployed
- 100% are employed full or part time
- None are attending college
- None report using public transportation
- 100% indicate that the transportation needs of the community are not being met

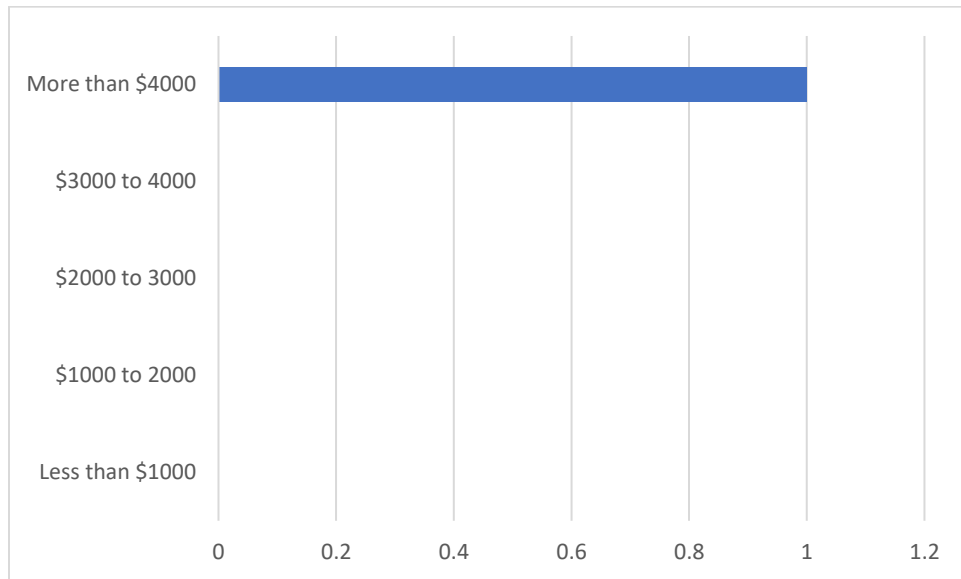
Responses: Limited hours of operation, no bus stops in Fannin, not enough vehicles, must wait to schedule a ride, routes take too long, need to create park and rides for people to do errands, need more frequent short trips around town.

Suggestions: Additional outreach should be performed for Goliad County to better understand their needs. Public meetings and targeted surveys may also help in this regard.

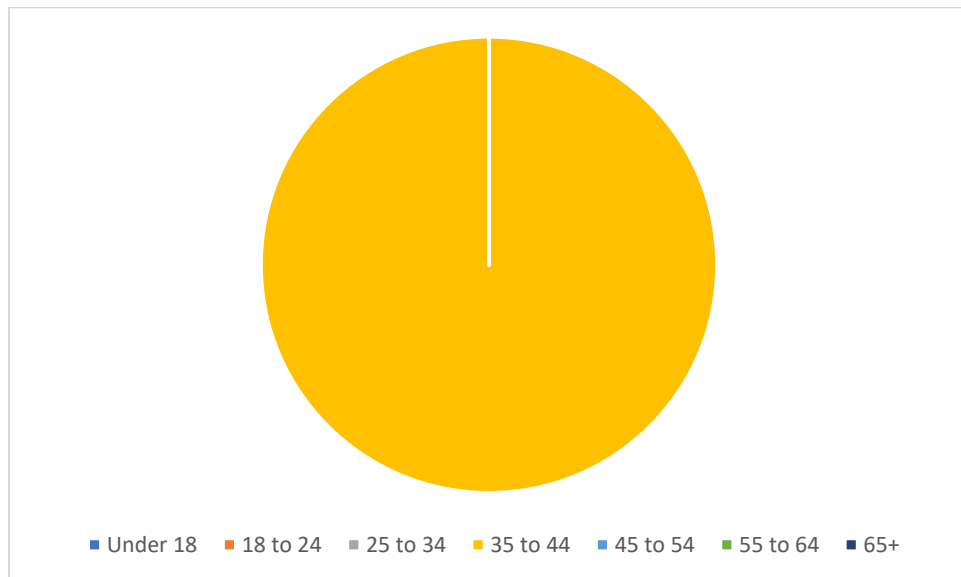
Demographics



Monthly Household Income



Age of Responders



Gonzales County

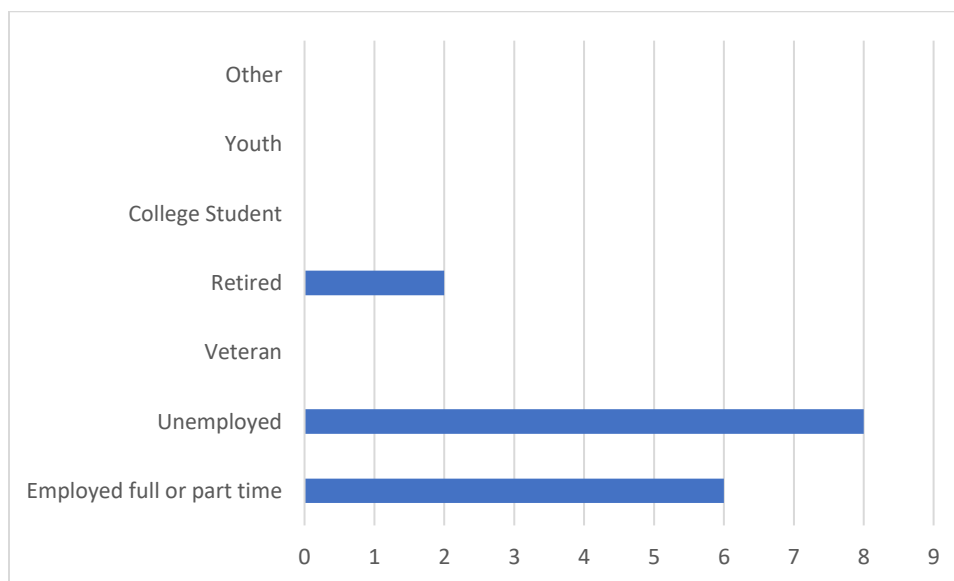
Communities that responded: Gonzales, Leesville-Capote-Belmont

- 16 Responders
- 12.5% are 65 or older
- None report having a disability
- None are veterans
- 62.5% reported earning less than \$2000 per month
- 50% are unemployed
- 37.5% are employed full or part time
- None are attending college
- 81.3% report using public transportation
- 18.8% indicate that the transportation needs of the community are not being met

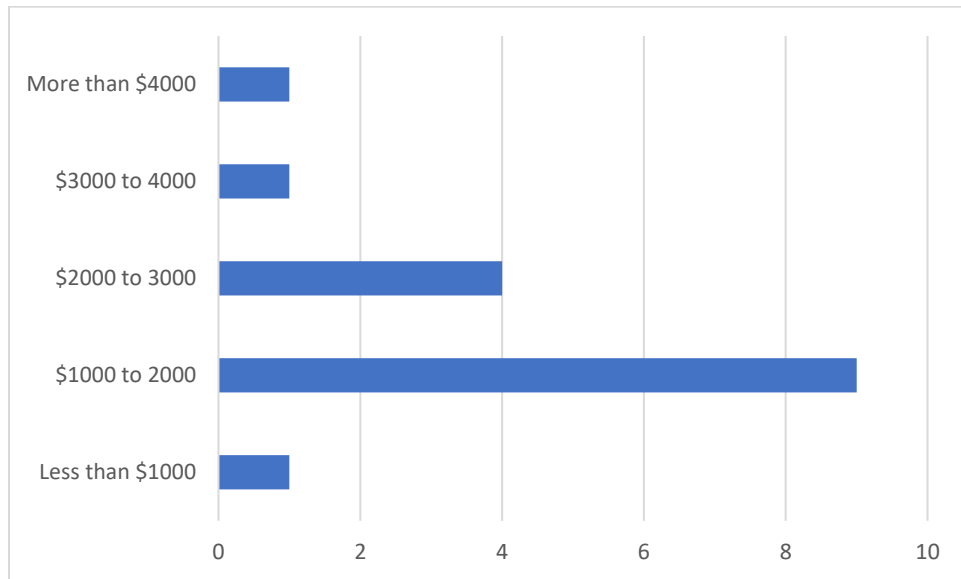
Responses: There is no public transportation here, transit does not connect to Austin, commutes take too long, there is no service in my county, transit only services target groups, limited rural access, must wait to schedule rides, lack of advertising, website has inaccurate or out of date information.

Suggestions: Response rates from Gonzales have increased, but additional outreach and marketing can never hurt.

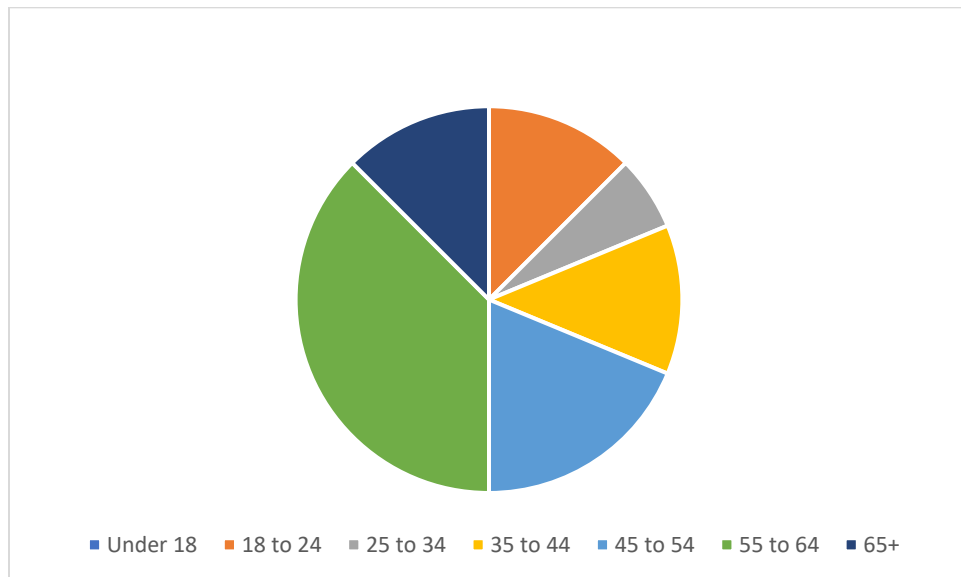
Demographics



Monthly Household Income



Age of Responders



Jackson County

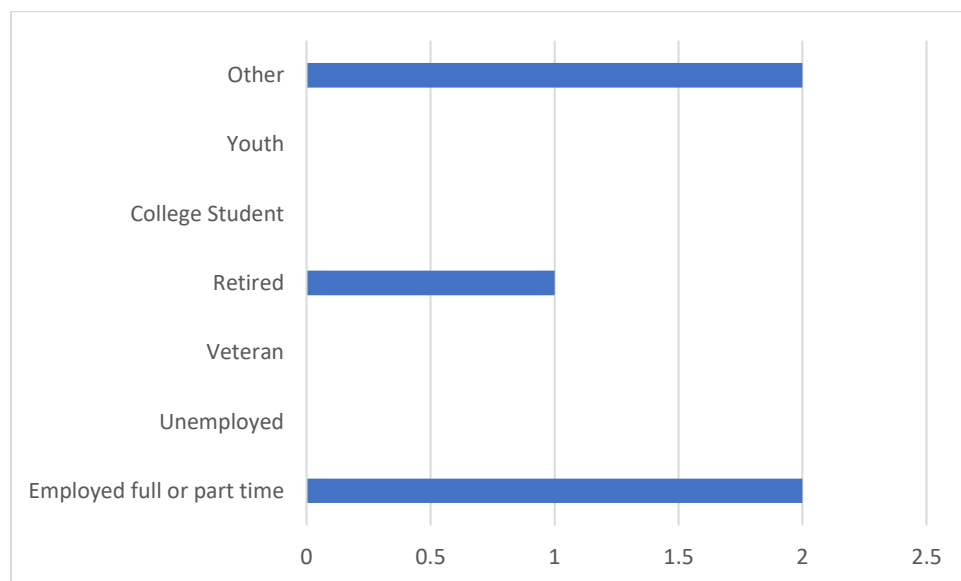
Communities that responded: Lolita, Edna, None

- 4 Responders
- 25% are 65 or older
- None report having a disability
- None are veterans
- 50% reported earning less than \$2000 per month
- None are unemployed
- 50% are employed full or part time
- None are attending college
- None report using public transportation
- 75% indicate that the transportation needs of the community are not being met.

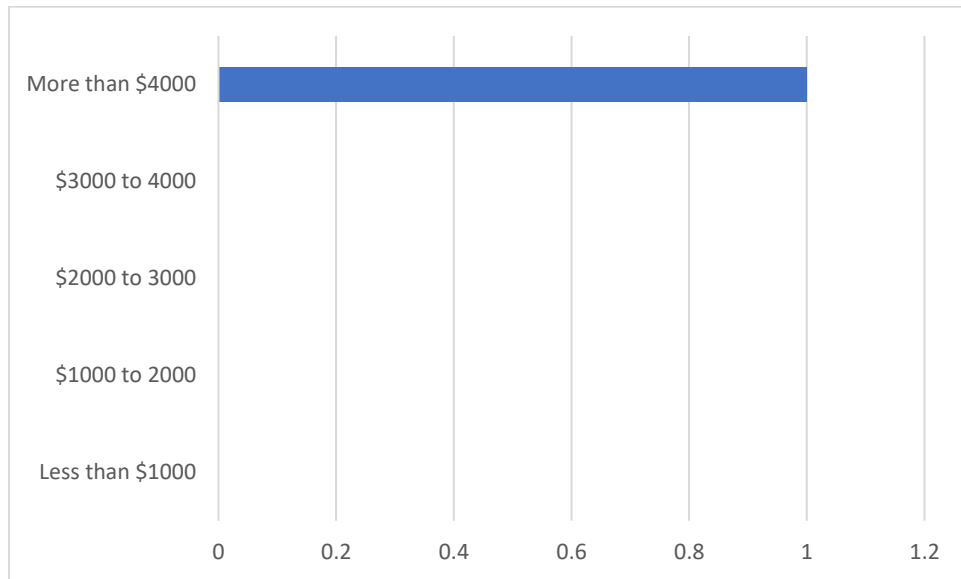
Responses: Fares are too expensive, limited hours of operation, transit services only target groups, not enough vehicles, limited rural access, must wait to schedule rides, do not charge fares for older people.

Suggestions: Additional outreach should be performed for Jackson County to better understand their needs. Public meetings and targeted surveys may also help in this regard.

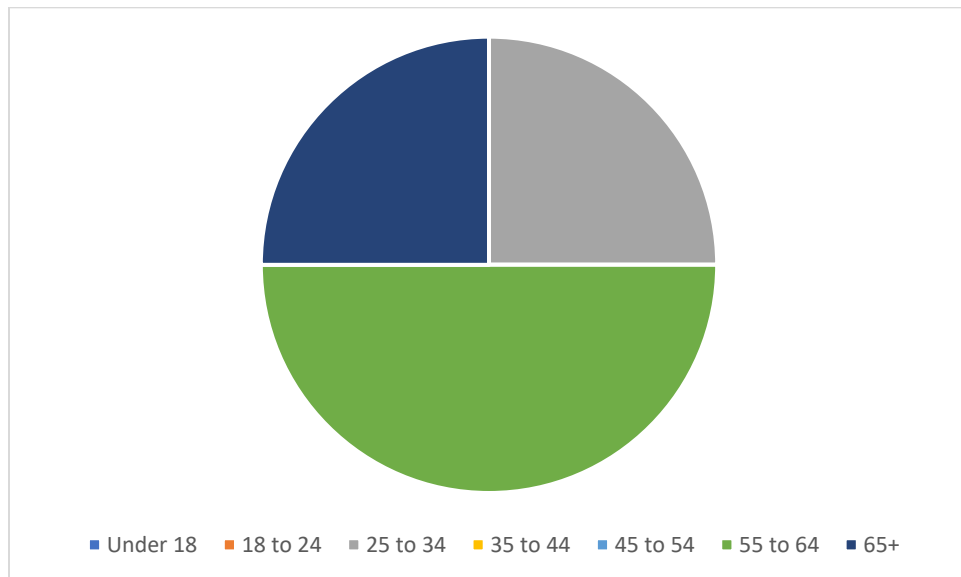
Demographics



Monthly Household Income



Age of Responders



Lavaca County

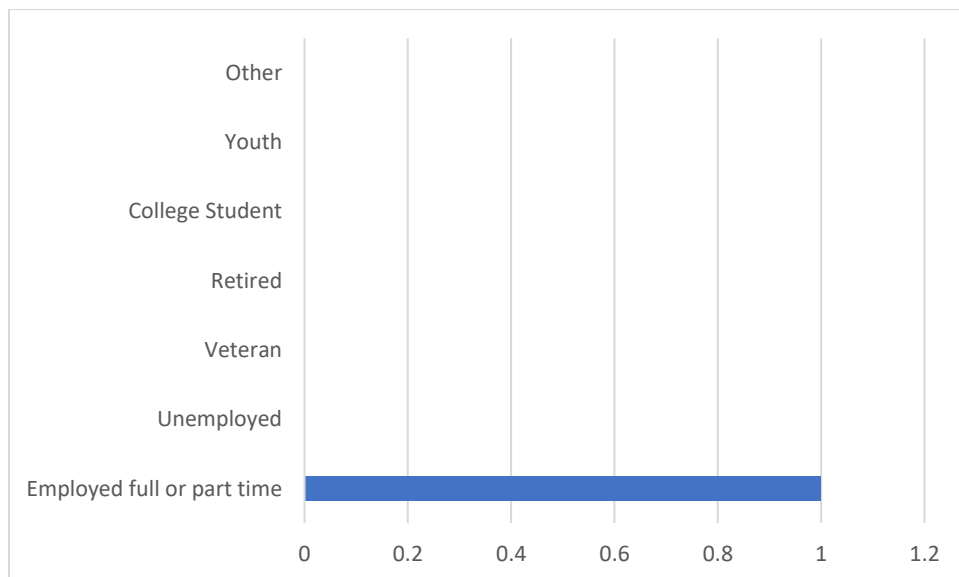
Communities that responded: Hallettsville

- 1 Responder
- None are 65 or older
- None report having a disability
- None are veterans
- 100% report earning less than \$2000 per month
- None are unemployed
- 100% are employed full or part time
- None are attending college
- None report using public transportation
- 100% indicate that the transportation needs of the community are not being met

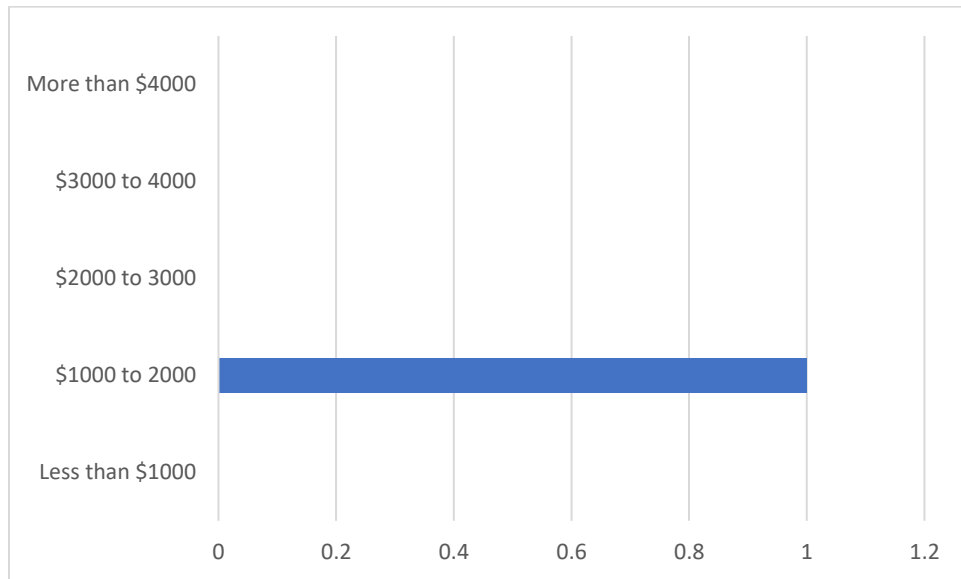
Responses: Transit services only target groups, “Being a smaller town, lots of people without their own means of transportation are forced to walk to get to work, groceries etc. I would love to see a means of public transportation for these individuals, who are making the effort to get to work, and an easier way to produce for their families”.

Suggestions: Additional outreach should be performed for Lavaca County to better understand their needs. Public meetings and targeted surveys may also help in this regard.

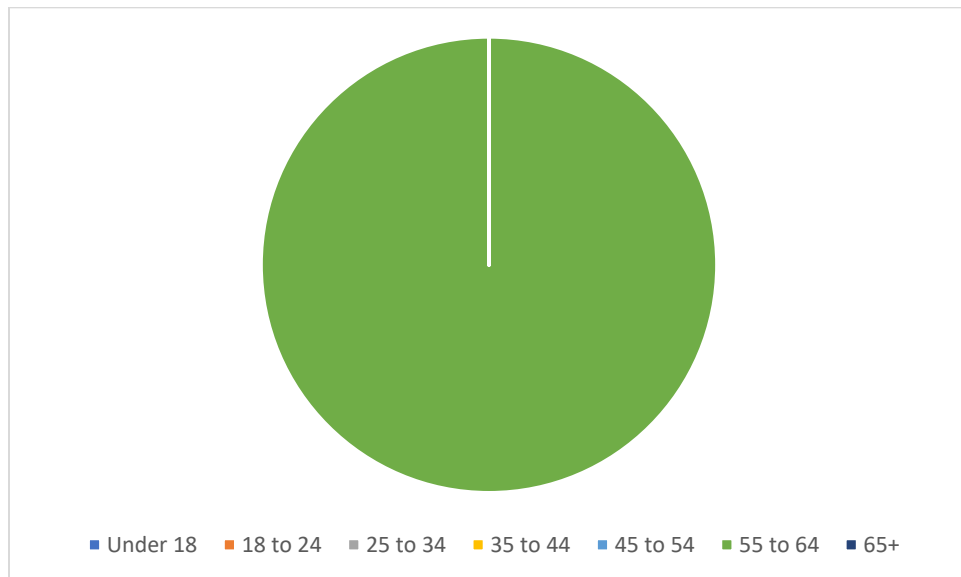
Demographics



Monthly Household Income



Age of Responders



Matagorda County

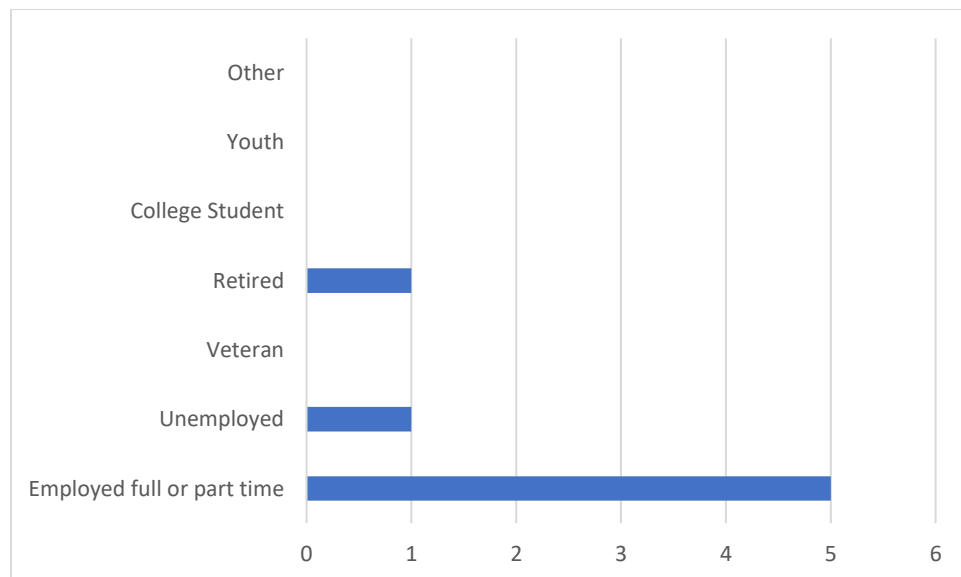
Communities that responded: Bay City, Palacios, Van Vleck

- 6 responders
- 33.3% are 65 or older
- None report having a disability
- None are veterans
- 66.7% report earning less than \$2000 per month
- 16.7% are unemployed
- 83.3% are employed full or part time
- None are attending college
- 50% report using public transportation
- 16.7% indicate that the transportation needs of the community are not being met

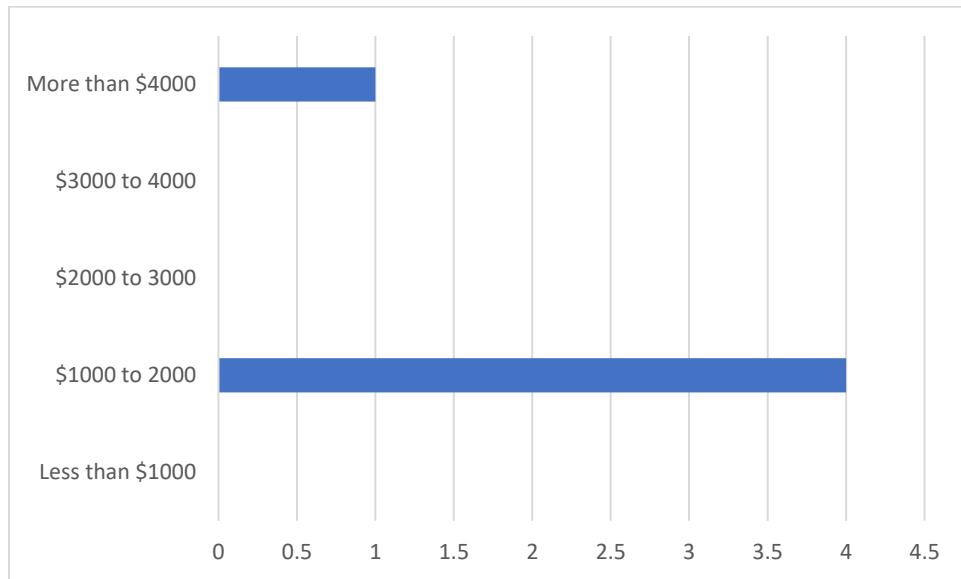
Responses: Limited hours of operation, transit services only target groups, limited rural access, must wait to schedule a ride, lack of advertising, website has inaccurate or out of date information, need better accessibility to transit services.

Suggestions: Additional outreach should be performed for Matagorda County to better understand their needs. Public meetings and targeted surveys may also help in this regard.

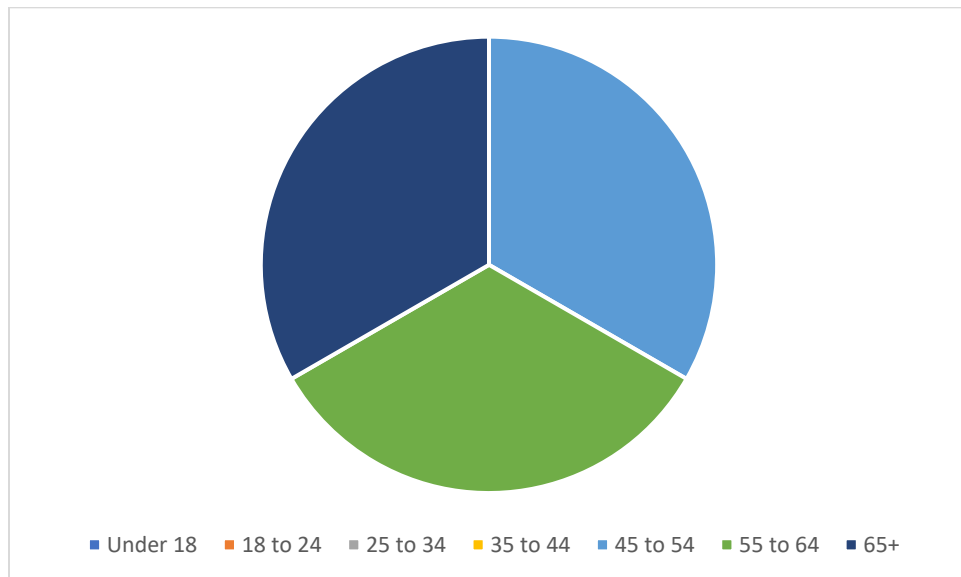
Demographics



Monthly Household Income



Age of Responders



Victoria County

Communities that responded: Victoria, Inez, Bloomington

- 143 Responders
- 21% are 65 or older
- 11.2% report having a disability
- 3.5% are veterans
- 48.3% report earning less than \$2000 per month
- 15.4% are unemployed
- 56.6% are employed full or part time
- 4.2% are attending college
- 42% report using public transportation
- 42.7% indicate that the transportation needs of their community are not being met

Responses:

- Transit services only target groups
- Not enough vehicles
- Thankful for the transit system
- Commute takes too long
- Website has inaccurate or out of date information
- More bus routes, especially at night
- Not enough seating on vehicles
- Takes too long to get to one side of town from another
- Bus drivers need to be prompt, not late or early, people have jobs.
- Limited hours of operation
- Limited rural access
- Have to wait to schedule a ride
- Service needs to run on Saturdays AND Sundays.
- Fixed route needs to run at least every 30 minutes.
- Minimum 2 buses per route.
- Fares are too expensive
- Buses need to be on time
- Bus rides need to be smoother
- Need more buses on the weekend
- Put benches at stops. It helps out on hot days to have a place to sit down. Would be nicer if it were covered.
- Would like better routes at night
- Overall, love the service!
- More buses on weekends
- Not enough bus stops
- Buses pass by stops too early

- Need open public meetings
- Drivers need to drive more safely and need to stop speeding
- Drivers are rude
- Transit is the only way to get around for disabled individuals
- Night service does not run late enough
- Need more buses and drivers for rural service
- All of my paratransit drivers are excellent, thank you!
- Students need rides to Liberty Academy, VISD does not provide transport there.
- Need cheaper annual bus passes
- Need an express service from the Depot to Walmart / Mall area.
- They're good, I like my bus!
- "It would help so much if a sitting bench was on Port Lavaca HWY @ Ben Jordan next to Juan Linn. I get wet when it rains. Have to wear boots so my feet won't get wet. When I go wash clothes, I am standing there with a heavy laundry basket and I am 64 years old. Please, been seeing other bus stops with a bench. Thank you. I use transit a lot".
- Longer hours for rural service
- Need transit services over weekends, especially to attend church.
- I hope everything goes well in the future!
- More buses that run on Saturdays and Sundays, because sometimes I do not have the money for a cab to get to work.
- Change the way public transportation is viewed in Victoria and businesses won't hesitate to get on board. Right now there is a perception that public transportation in Victoria is only for the mentally and physically disabled. Businesses don't want to be involved in something like that unless they can market it as something that makes them look good.
- Build better waiting areas. Pipes and a sign are not enough. Covers and a sitting area for at least four people.
- Public transportation in our county must be a priority. Have bus passes which are less expensive the more rides you need. Tickets should be sold at every stop, like a vending machine.
- Request a stop be placed at Central Church of Christ at 801 E Airline.
- "Please provide free transportation for cancer treatments. Cancer can be devastating physically, financially, and emotionally. It often results in decreased working hours or loss of job. The adverse work-related issues are often temporary, as frequently the person fully returns to work following completion of treatment. The financial toxicity that comes with a cancer diagnosis can prohibit folks from being able to pay for transportation for treatment and unfortunately many are not eligible for other programs, such as Medicaid Transportation. Thank you for providing rural transportation at no charge during the pandemic! Continuing to provide free transportation for treatment

- familiarizes folks with the service and builds relationships in the community, promoting use of Transit services in the future”.
- Advertise and be transparent about public transportation benefits, costs, and routes.
 - Need more public transit – make a light rail please, rail would be amazing for the city and help it grow.
 - Presentations to the local chamber of commerce, a monthly luncheon, and partnering with the Southside Coalition.
 - Train drivers to keep their mouths shut – keep them professional.
 - Have someone available to answer calls starting at 8 AM.
 - Maybe offer free shuttles around downtown during Art Walk or other big downtown events so that folks like me, who do not use transit often, feel like they benefit from bettering the system.
 - Reach out to the people who need transit most in more ways than a FB survey. I come from San Antonio, and via has had a great system for a long time for people who needed transportation and people who wanted to ride downtown for recreation. Perhaps model Victoria transport after those cities with good systems.
 - “Don't remember if it was a NewsCenter KAVU or Victoria Advocate story- but a young journalist took the viewers on a route, and it was pretty interesting. It showed the bus stop- and paying- and even chatted with the driver and passengers. Shared stories of struggles really are humbling and shows that this program is a necessity not a commodity. Also- after COVID-19- there should be marketing, or a booth set up at the local Nursing Homes for care takers to get information. I used the public transportation for getting my dad out of the nursing home. He was wheelchair bound and I was not able to lift him in and out of my car. With the wheelchair lifts on the buses- I was able to get my dad out and enjoy the town. Most people do not know of this service, and it being marketed in such a way during Nursing Home Family events could give people some outside joy in otherwise bleak situations”.
 - Send out more surveys like this!
 - Need frequent town hall meetings at the public library or transit office (transportation provided)
 - Please answer your phones
 - Everyone loves incentives!
 - Have information brochures to / for patients upon discharge from hospitals.
 - Expanded social media and billboard campaigns to raise awareness of transit, partnerships with agencies, schools, and businesses to ensure employees can fir transportation to their work and school schedules.
 - Leave things alone.
 - Please be more community minded.

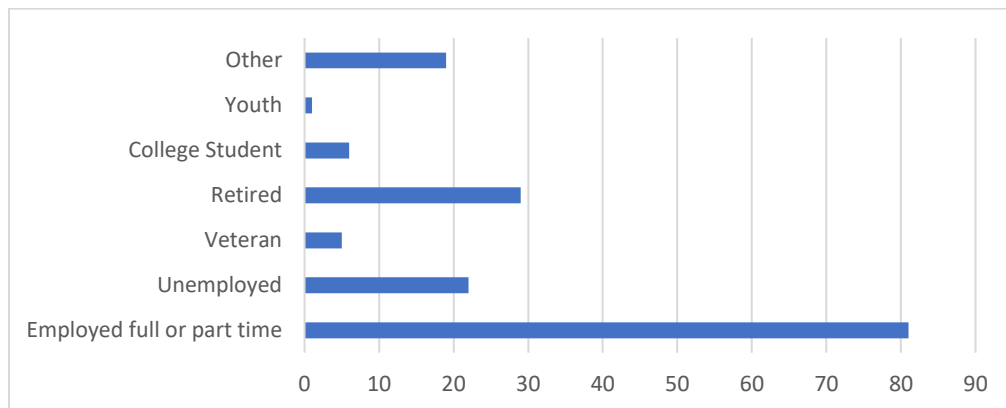
- Benches! You need to make riding the bus cool. I wish Texas had a better public transportation system all around. I used to live in Washington DC and took public transportation daily.
- Discounts on students, veterans, nurses, fire/law enforcement, and educators.
- Expand marketing campaign for younger adults, families, commuters, etc.
- Scheduled routes extended beyond current boundaries.
- I would like to see a change in the way our transportation system is marketed. IF the system is going to continue to be seen as being only for those who are physically and mentally disabled, we will never get community involvement. If we can show that our transportation system is safe and effective for everyone — working people, mothers and children, elderly — then we will have a sustainable system.
- Completely do away with this waste of taxpayer money.
- Linear, not loop, routes
- Need 24-hour service. Many people work nights and do not have rides.
- One of the biggest drawbacks that I hear constantly and consistently is due to the actual appearance of the buses. So many people I know say the buses look like nursing home transport vehicles, not city buses. I know this has to do with both initial cost and cost to operate as well, but if you can't get past the "nursing home" label, whether real or imagined, there is a huge block of people in Victoria that will never even consider riding on a transit bus.
- Teach the drivers how to drive! They are rude, speeders and have a devil-may-care attitude.
- More, smaller busses. More known and dependable routes- like a route from the mall to the courthouse. A parking lot needs to be at the starting point, to encourage commuters to park and ride.
- Start work on Light rail- Victoria would grow so much and it would help keep our town green. The fact is the community would have a much better method of transit and gas vehicles are destroying our climate. (a la the great freeze) It would also make a statement and Victoria would be ahead of cities like San Antonio, Corpus, Mcallen, New Braunfels, and be on par with Austin in the planning stages.
- While I am not likely to use public transit personally, I would like to see service maintained for people who can't afford cars and the elderly/homebound.
- Bigger buses, more on route so the wait is not long.
- Improved travel time from all areas of Victoria.
- Schedules that are easier to understand.
- Earlier runs picking up at 7am.
- More direct south to north routes. extended hours.
- Stations in north Navarro area.
- Improvements in the bus schedules for the poorer sides of town. More advertising...make it look fun to ride the bus downtown for events.

- More stops Maybe fixed routes in rural areas. Example Placedo and Bloomington to commuter to Vic.
- Since we obtained a new fleet after the fire- I was calmed by the fact that we can depend on them for the next five years. I personally want to see the next Mayor of Victoria publicly broadcast him on a route and tout our grand public transportation system! It brings me pride to see what has been accomplished with public transportation in the last 9 years. More covered stops- I wish they had this when I was a teenager. Could have saved my mom so many headaches! Overall, I would just love to see the system stay maintained and continued. I rely on the system so much even though I do not regularly use the system. It has saved me so many times over the years to meet my basic needs to live!
- Trains.
- More access points within the community. Around low-income apartment complexes.
- Large clear marking for EVERY stop Posted route information at every stop including schedule- local businesses could advertise to offset expense Stops closer to corners or safe crossing areas.
- People answering calls with questions about routes and time schedules.
- A phone app or some means to better track when the bus is in route to my stop.
- Reduced prices for medical appointment trips of senior citizens.
- More available stops. Especially near our high schools and colleges to offer transportation to our family members.
- More vehicles available in Victoria. Updated bus stops. A tram that transfers from downtown to uptown. Bike lanes and traffic signals for walking/biking pedestrians.
- No public funding. It should be self-sustaining. Tax dollars should not be used.
- More sustainability focused efforts, like electric vehicles and such. Improved advertising to people in the region to get more people riding!
- 24-hour public transportation on-demand service would be beneficial to those individuals who work late nights & don't have a way to or from work during those overnight hours.
- Better management and service.
- Changing of routes. The courthouse and municipal court should be on a route and consistently.
- Better schedules and routes. Bus passes that aren't paper. Passes that can be refilled.
- Do away with. Huge waste of taxpayer money.
- Longer buses to accommodate for Victoria's growing population, improve bus stops, easy means to pay fare.
- Bigger busses, improve bus stops.

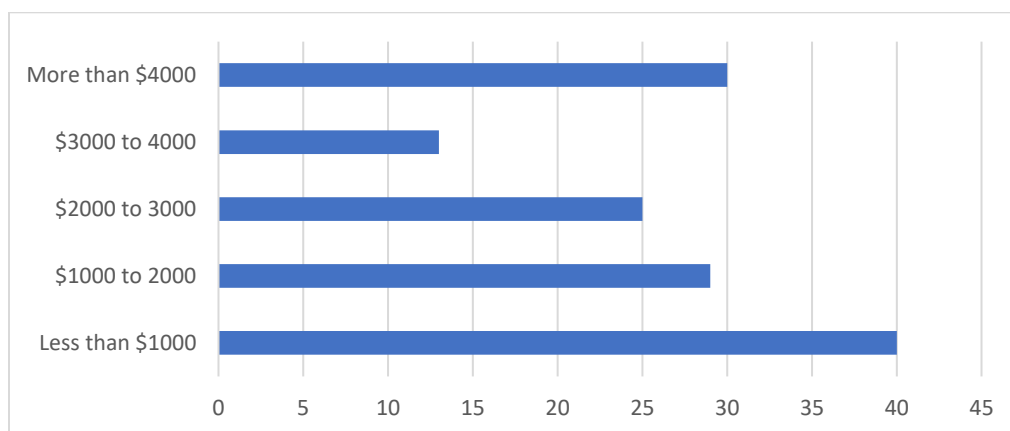
- More frequent stops and promotion of public transportation as a form of energy conservation for all residents in Victoria.
- Overall, less wait times and assistance for individuals who need help filling out Para transportation OR even more advertisement for services offered to the public.
- 1. Youth, families, and everyone else to consider public transportation an option. 2. More stops, including rural in all counties. 3. Expanded schedule.
- More advertising.
- County to County Travels Public/Private Bus rentals.

Suggestions: Response rates from Victoria continue to be higher than our other member counties. Outreach and marketing are still advised to increase the number of people riding and aware of our services.

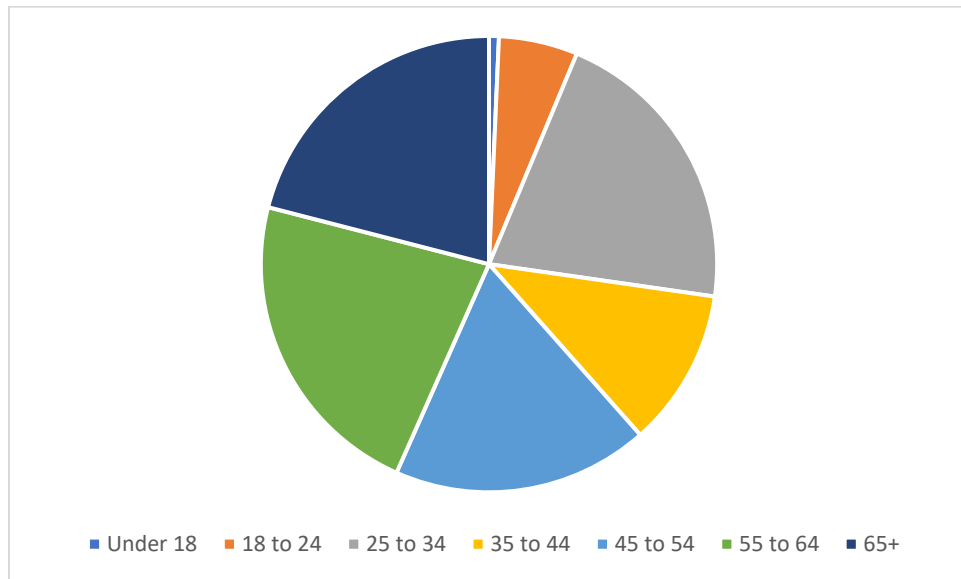
Demographics




Monthly Household Income



Age of Respondents



GCRPC Subcontractor Profiles

Calhoun County				
 <p>CALHOUN COUNTY SENIOR CITIZENS ASSOCIATION, INC.</p> <p>Calhoun County Senior Citizens http://www.calhouseniors.org/</p> <p>2104 W Austin St Port Lavaca, TX 77979 Office: (361) 552-3350 Fax: (361) 552-6477</p> <p>Monday – Friday 8 AM to 5 PM</p> <p>Transportation Coordinator Carrie Harlan</p>	Fare Miles	Youth	Adult	Elderly/with disability
	0-5	\$0.75	\$1.00	\$0.50
	6-10	\$1.75	\$2.00	\$1.00
	11-15	\$2.00	\$3.00	\$1.50
	16-20	\$2.50	\$4.00	\$2.00
	21-45	\$3.00	\$5.00	\$2.50
<p>Services are available to the general public of all ages. Children under 5 years of age ride free with a paying adult. Fares are one-way, one-stop. Additional stops are charged accordingly.</p> <p>RTransit provides curb-to-curb demand service. Call at least a day in advance to schedule a ride. ADA vehicles are available.</p> <p>Medicaid transportation is available for free for those eligible.</p>				

DeWitt County



Golden Crescent Regional Planning
Commission

www.gcrpc.org

1908 N Laurent, Suite 600B
Victoria, TX 77901
Office: (361) 578-8775
Fax: (361) 580-3206
Toll Free: 1-877-538-6819

Monday – Friday 7 AM to 5 PM

Public Transportation Services Operations
Supervisor
Thomas McFall

Fare Miles	Youth	Adult	Elderly/with disability
0-5	\$0.75	\$1.00	\$0.50
6-10	\$1.75	\$2.00	\$1.00
11-15	\$2.00	\$3.00	\$1.50
16-20	\$2.50	\$4.00	\$2.00
21+	\$3.00	\$5.00	\$2.50

Trip Passes are also sold for DeWitt and Victoria Counties:

Pass Type	Youth	Adult	Elderly/with disability
10-trip Pass	\$12.00	\$24.00	\$12.00
Monthly Pass	\$40.00	\$80.00	\$40.00
10-trip Pass (DeWitt to Victoria)	\$20.00	\$48.00	\$20.00
Monthly Pass (DeWitt to Victoria)	\$60.00	\$120.00	\$60.00

Services are available to the general public of all ages. Children under 5 years of age ride free with a paying adult. Fares are one-way, one-stop.

RTransit provides curb-to-curb demand service. Call at least a day in advance to schedule a ride. ADA vehicles are available.

Medicaid transportation is available for those eligible.

Goliad County

Goliad County Rural Transit
<http://www.co.goliad.tx.us/page/goliad.Public.transportation>

329 W Franklin St
 Goliad, TX 77963
 Office: (361) 645-2144
 Fax: (361) 645-8032

Monday – Friday 8 AM to 5 PM

Operations Manager
 Mary Wade

Fare Miles	Youth 5-17	Adult	Elderly/with disability
0-5	\$0.75	\$1.00	\$0.50
6-10	\$1.50	\$2.00	\$1.00
11-15	\$2.00	\$3.00	\$1.50
16-20	\$2.50	\$4.00	\$2.00
21-45	\$3.00	\$5.00	\$2.50
45-65	\$8.00	\$10.00	\$5.00
65+	\$0.25/mile	\$0.35/mile	\$0.25/mile

Services are available to the general public of all ages. Fares are one-way, one-stop. Additional stops are charged \$0.50 for youth, \$1.00 for adults, and \$0.50 for elderly/those with disabilities.

RTransit provides curb-to-curb demand service. Call in advance for transportation outside of Goliad. Residents of Goliad receive same-day service. ADA vehicles are available.

Medicaid transportation is available for those eligible. If in possession of a “Choose My Ride” voucher, call about same day service.

Gonzales County

Gonzales County Senior Citizens Association, Inc.

<https://www.facebook.com/GCSCAInc/>

818 Seydler St
P.O. Box 1834
Gonzales, TX 78629
Office: (830) 672-7014
Fax: (830) 672-6469

Monday – Friday 7 AM to 4 PM

Executive Director
Kari Breitschopf

Gonzales County Senior Citizens Association, Inc. currently accepts voluntary donations as fare.

Destination Schedule:

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

Gonzales County Senior Citizens Association, Inc. does not provide out-of-county destinations.

Services are available to the general public of all ages.

Call before 4 PM the day prior to the trip. ADA vehicles are available.

Medicaid transportation is available for those eligible. If in possession of a “Choose My Ride” voucher, call about same day services.

Jackson County

Friends of Elder Citizens
<https://friendsofeldercitizens.org/>

501 N Wells
 Edna, TX 77957
 Office: (361) 782-5511
 Fax: (361) 782-5543

Monday – Friday 8 AM to 5 PM

Executive Director
 Christy Elliot

Local Fares	General Public	Elderly/with disabilities & Youth
In-town	\$3.00	\$1.50
In-county	\$5.00	\$5.00
County to County	\$10.00	\$10.00

Friends of Elder Citizens provides a daily route to and from Victoria.

Regional Fares	General Public	Elderly/with disabilities & youth
Houston	\$65.00	\$32.50
San Antonio	\$80.00	\$40.00
Corpus Christi	\$75.00	\$37.50

Friends of Elder Citizens offers trips to Victoria on request for Veterans in Jackson and Matagorda Counties.

A Veterans trip is also available from Jackson County to San Antonio and/or Corpus Christi if a request is made.

Services are available to the general public of all ages. Children under 5 years of age ride free with a paying adult. Fares are one-way, one-stop.

RTransit provides curb-to-curb demand service. Call at least a day in advance to schedule a ride. ADA vehicles are available.

Medicaid transportation is available for those eligible. If in possession of a “Choose My Ride” voucher, call about same day service.

Lavaca County



Community Connections of Lavaca County

<https://www.facebook.com/Community-Connections-of-Lavaca-County-395182820921356/>

310 S LaGrange

P.O. Box 531

Hallettsville, TX 77964

Office: (361) 798-4198

Fax: (361) 798-2211

Satellite Offices:

Yoakum: (361) 594-2671

Monday – Friday 7:30 AM to 4:30 PM

Program Director

Becky Janak

Fare Miles	Cost
0-3	\$1.00
4-20	\$5.00
21-50	\$10.00
51-70	\$25.00
71+	\$50.00

Services are available to the general public of all ages. Riders ages 60 and older only pay voluntarily. Persons with disabilities and youth pay half price. Fares are one-way, one-stop.

RTransit provides curb-to-curb demand service. Call at least a day in advance to schedule a ride. ADA vehicles are available.

Medicaid transportation is available for those eligible.

Matagorda County			
<p>Friends of Elder Citizens https://friendsofeldercitizens.org/</p> <p>705 Commerce St Palacios, TX 77465 Office: (361) 972-2715 Fax: (361) 972-9966</p> <p>Monday – Friday 8 AM to 5 PM</p> <p>Executive Director Christy Elliot</p>	Local Fares	General Public	Elderly/with disabilities & Youth
	In-town	\$3.00	\$1.50
	In-county	\$5.00	\$2.50
	County-to-County	\$30.00	\$15.00
<p>Friends of Elder Citizens provides trips on Tuesdays & Thursdays to Houston, Galveston, Port Lavaca, Sugarland, and Victoria. These cost \$55.00 for the general public, and \$27.50 for elderly/with disability and youth.</p> <p>Friends of Elder Citizens offers trips to Victoria on request for Veterans in Jackson and Matagorda Counties.</p> <p>A Veterans trip is also available from Matagorda County to Houston and/or Galveston if a request is made.</p> <p>Services are available to the general public of all ages. Fares are one-way, one-stop.</p> <p>RTransit provides curb-to-curb demand service. Call at least two days in advance to schedule a trip. ADA vehicles are available.</p>			



Golden Crescent Regional Planning
Commission

www.gcrpc.org

1908 N Laurent, Suite 600B
Victoria, TX 77901

Office: (361) 578-8775

Fax: (361) 580-3206

Monday – Friday 7 AM to 5 PM

Public Transportation Services
Operations Supervisor
Thomas McFall

Victoria County

RTransit

Fare Miles	Youth	Adult	Elderly/with disability
0-5	\$0.75	\$1.00	\$0.50
6-10	\$1.75	\$2.00	\$1.00
11-15	\$2.00	\$3.00	\$1.50
16-20	\$2.50	\$4.00	\$2.00
21+	\$3.00	\$5.00	\$2.50

Trip Passes are also sold for DeWitt and Victoria Counties:

Pass Type	Youth	Adult	Elderly/with disability
10-trip Pass	\$12.00	\$24.00	\$12.00
Monthly Pass	\$40.00	\$80.00	\$40.00
10-trip Pass (DeWitt to Victoria)	\$20.00	\$48.00	\$20.00
Monthly Pass (DeWitt to Victoria)	\$60.00	\$120.00	\$60.00

Services are available to the general public of all ages. Children under 5 years of age ride free with a paying adult. Fares are one-way, one-stop.

RTransit provides curb-to-curb demand service. Call at least a day in advance to schedule a ride. ADA vehicles are available.

Medicaid transportation is available for those eligible.



Golden Crescent Regional Planning
Commission

www.gcrpc.org

1908 N Laurent, Suite 600B
Victoria, TX 77901

Office: (361) 578-8775

Fax: (361) 580-3206

Red, Blue, and Green Lines:
Monday – Friday 7 AM to 6 PM

Gold Line:
Monday – Friday 8 AM to 12 PM, 1
PM to 5 PM

Teal, Pink, and Brown Lines:
Monday – Friday 6 PM to 10 PM
Saturday 11 AM to 10 PM

Paratransit:
Monday - Friday 7 AM to 10 PM

Public Transportation Services
Operations Supervisor
Thomas McFall

Fixed-Route Day/Evening and **Paratransit Services

Pass Type	Youth	Adult	Elderly/with disability	Medicare
1-trip	\$0.75	\$1.50	\$0.75	\$0.75
10-trip	\$6.00	\$13.50	\$6.00	\$6.00
20-trip	\$12.00	\$27.00	\$12.00	\$12.00
Monthly pass	\$35.00	\$65.00	\$35.00	\$35.00

**Paratransit services are designed for qualified individuals with mobility impairments who are unable to use the fixed-route service.

Services are available to the general public of all ages. Fares are one-way, one-stop. ADA vehicles are available.

Fixed-route day service consists of four (4) lines operating across more than 160 bus stops. Service is approximately every 30 minutes. Gold line operates every hour.

Fixed-route evening service consists of three (3) lines operating in the evenings and Saturdays. Service is approximately every 30 minutes.

Paratransit serves the same lines as fixed route service and will drop off passengers at destinations within a ¾ mile of the route. Call at least a day in advance to schedule a ride.

