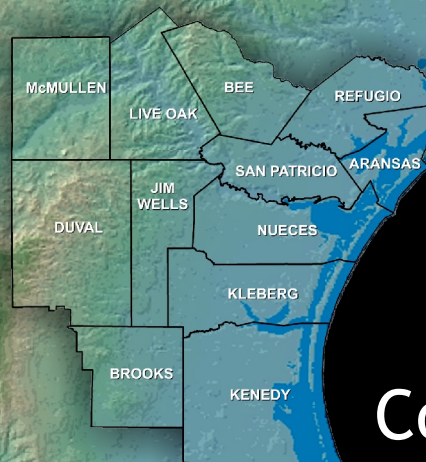


# REGIONAL SERVICE PLANNING FOR THE COASTAL BEND



## Regional Public Transportation Coordination Study

December 1, 2006

## Regional Service Planning for the Coastal Bend

### Regional Public Transportation Coordination Study



This study was funded by financial grant from the  
Texas Department of Transportation



Corpus Christi MPO



Coastal Bend Council of Governments



Texas Department of Transportation

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## PURPOSE AND NEED

The **Coastal Bend Council of Governments - Regional Public Transportation Coordination Plan** has been produced to respond to the need of improving the delivery of services in an environment of increasingly constrained revenues. It also responds to the State of Texas and Federal regulations. The Texas House passed H.B 3588 which contains a new transit planning requirement focused on filling service gaps and eliminating overlaps in service. Each area of the state is required to have a plan. There was no guidance on how the plans should be developed, what should be in them or who should be involved. Subsequently a statewide study group was formed to guide the regional planning process. This group determined that there should not be any requirements for how the plan should be developed, the planning horizon, nor what should be in the plan. Recommendations were made regarding the regional service study area (i.e. each Council of Government area would produce a plan).

HB 3588 is a far reaching transportation act, covering a wide range of highway and transit related issues. House Bill 3588 adds a new Chapter 461 to the Transportation Code. For the purposes of public transit operators, there are a number of changes that may have an impact on operations. These include:

### **Sec. 461.004. DUTIES OF THE TEXAS DEPARTMENT OF TRANSPORTATION.**

Requires that department identify:

- (1) overlaps and gaps in the provision of public transportation services, including services that could be more effectively provided by existing, privately funded transportation resources;
- (2) underused equipment owned by public transportation providers; and
- (3) inefficiencies in the provision of public transportation services by any public transportation provider.

### **Sec. 461.005. ELIMINATION OF OVERLAPPING SERVICE.**

Requires that TxDOT:

- (b) encourage public transportation providers to agree on the allocation of specific services and service areas among the providers.
- (b) If public transportation providers do not reach an agreement on a service plan the department may develop an interim service plan for that area.

The recent requirement for statewide coordination of public transportation services, as mandated in the Transportation Code - Chapter 461, imposed a requirement for the development of localized transit coordination plans by December 1<sup>st</sup> of 2006. The Coastal Bend Council of Governments, with the technical assistance of the Corpus Christi Metropolitan Planning Organization (MPO), and a group of stakeholders (**Attachment 1**) have been meeting since November of 2005 and have been actively engaged in the decision making process associated with the study. A progress report on work performed was submitted to TxDOT on or before July 15<sup>th</sup> and October 15<sup>th</sup>. A Summary Report of Barriers and Constraints to Coordination was submitted prior to September 15<sup>th</sup> (**Attachment 2**).



The **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)** was enacted August 10, 2005, as Public Law 109-59. SAFETEA-LU which authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009.

The SAFETEA-LU human services transportation coordination provisions require that transportation services for persons with disabilities, older adults, lower incomes persons optimize efficiency and effectiveness by ensuring that communities coordinate transportation provided through multiple federal programs. Coordination will improve access, minimize duplication of services, and facilitate the most effective transportation possible with available resources.

#### Coordinated Planning:

- SAFETEA-LU requires the establishment of a locally developed, coordinated public transit-human services transportation plan for all FTA human service transportation programs: Section 5310 Elderly Individuals and Individuals with Disabilities Program, Section 5316 Job Access and Reverse Commute Program and Section 5317 New Freedom Program.
- SAFETEA-LU requires the plan to be developed by a process that includes representatives of public, private and nonprofit transportation and human services providers and participation by the public.
- SAFETEA-LU planning requirements become effective in FY 2007 as a condition of Federal assistance. JARC planning requirements existed previously and accordingly, are effective immediately.

The Regional Public Transportation Coordination Plan is a collaborative product that is just one part of the planning process that will continue to identify issues, barriers, and opportunities to make public transportation services more efficient and effective. The Plan responds to the requirements laid out in the Transportation Code – Chapter 461 and SAFETEA-LU.

This current product utilizes and builds upon the work done for the October 2000 Coastal Bend Inter-County Transportation Coordination Plan prepared for the Coastal Bend Council of Governments by KFH Group, Inc.

## SUMMARY

The Coastal Bend Region consists of 12 counties with a total population of the service area of 549,012 in 2000. The dominant market and destination in the service area is Corpus Christi, the only urbanized area in the Coastal Bend region.

The agreed-to plan is based on a rational planning process that allows for the use of tried and true approaches to transit planning. This approach allows for:

- An open process with participation by any interested party
- Public participation at various times in the process
- Collection and analysis of information necessary to make appropriate decisions
- Uniformity of data across regions
- Innovation in the development of alternatives and the final plan.

The planning process included a:

- Review of Demographics and Land Use – This task includes identifying where people reside and where people want to go;
- Review of Existing Services – This task required a survey of all providers of publicly funded transportation, as well as private providers such as taxi companies and intercity bus operators;
- Analysis of Needs – After completion of the demographic review a random sample of transit dependent and potential users was conducted to assess the familiarity with existing services and the need for additional services (**Attachment 3**);
- Development of Service and Institutional Alternatives – The next step in the process was the discussion with stakeholders about service alternatives and institutional/organizational alternatives;
- Development of Final Plan – Based upon stakeholder consensus the final transportation coordination plan was developed.

Overall there appears to be a growing need for transit services in the twelve county areas. Even the low population counties have potential service needs.

Following are the major observations:

- Over 70% of the Coastal Bend population resides in towns of over 5,000.
- Much of the needs are for service into Corpus Christi for work, medical, and other needs. Other communities such as Alice, Beeville, Mustang Island, Rockport, Kingsville, and Sinton also attract some employees (**Attachment 4**).
- There are a number of potential corridors that cross jurisdictional lines. Most surprising of which is that there is potential for a Duval County through Jim Wells to Corpus Christi service, based on the need.

- There is a need for a position to focus on the concept of inter-county coordination that replaces individual transit system thinking with regional thinking and planning. This concept requires that planning be addressed by trip needs, not by transit system needs. The transit systems have agreed to actively work together to integrate regional schedules.

The approach chosen and detailed in the plan that follows, calls for a regional Transportation Coordinator (**Attachment 5**) that will work closely with each of the operators to reduce or eliminate duplicative services, seek funds, plan services, and conduct a variety of other tasks. It will also be the charge of the Transportation Coordinator to keep the planning process alive and work toward future revisions and service improvements using a variety of funding sources and the policies recently adopted by the Federal Interagency Coordinating Council on Access and Mobility concerning Vehicle Resource Sharing (FINAL POLICY STATEMENT - October 1, 2006) (**Attachment 6**).

## BACKGROUND

The following provides an overview of the transit operating environment in the Coastal Bend Council of Government region.

### Service Area Description

The Coastal Bend Council of Governments region consists of 12 counties: Aransas, Bee, Brooks, Duval, Jim Wells, Kenedy, Kleberg, Live Oak, Mc Mullen, Nueces, Refugio, and San Patricio depicted in Figure 1. The region had an estimated population of 549,012 at the 2000 census in an area of 12,943 square miles. This provides a population density of 42.4 persons per square mile as compared to a statewide density of 79.5. The dominant market and destination in the service area is Corpus Christi, the only urbanized area in the Coastal Bend region with over 52% of the regions population. Other destinations include the cities of Alice, Aransas Pass, Beeville, Kingsville, Robstown, Rockport and Sinton.

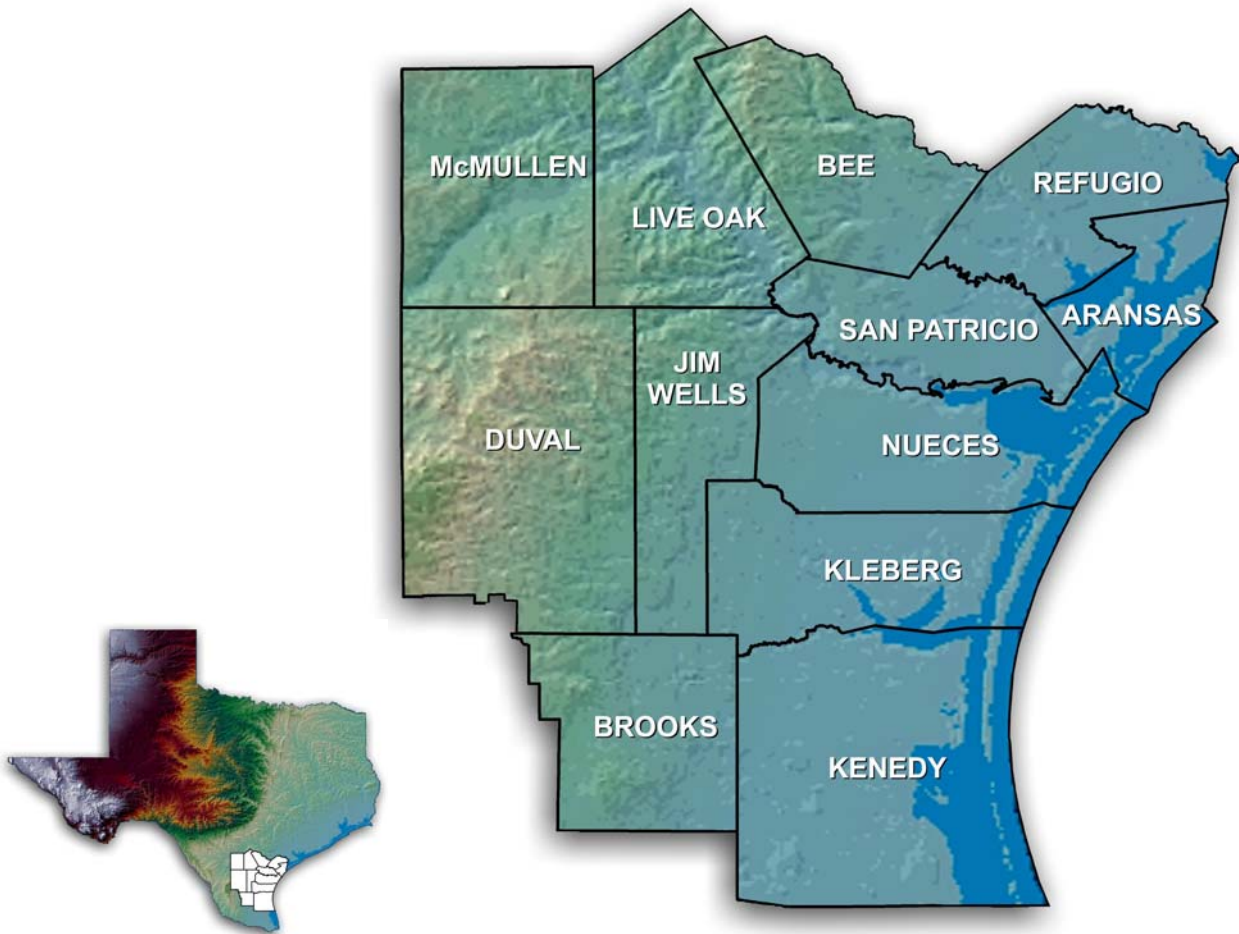


Figure 1 – Coastal Bend Council of Governments / Planning Region



## Review of Rural Public Transit Services

### Kleberg County Human Services:

KCHS is located in Kingsville and provides FTA Section 5311 rural public transportation in Kleberg and Kenedy Counties. The agency provides welfare-to-work services as well as medical transportation into Nueces County. Service is provided on a demand-response basis only. Notification for work recipients needs to be done at the end of the previous workday, except Mondays, when only one hour notice is required.

The agency coordinates with the other transportation providers and they do work with other public or private agencies on the coordination of services on a limited basis.



### Bee Community Action Agency:

BCAA is located in Beeville and provides Federal Transit Administration (FTA) Section 5311 rural public transportation in Bee, Aransas, Live Oak, and Refugio Counties. They

serve a variety of clients, making trips for medical transportation, employment/college training, work, and other needs.



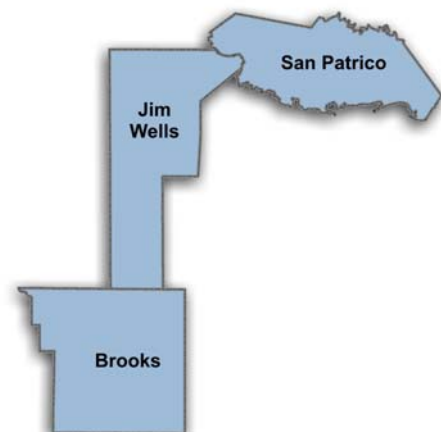
BCAA has contracts with Title XIX / Medicaid, Title III service, dialysis centers, the WorkSource, and area nursing homes. They provide regular service out-of-county including trips made into Corpus Christi for medical purposes,

averaging 10 to 15 persons per trip vehicle trip, trips from Beeville into Corpus Christi for workforce participants and students at Coastal Bend College.

### Rural Economic Assistance League:

REAL is located in Alice and provides FTA Section 5311 rural transportation to Jim Wells, Brooks, and San Patricio Counties

REAL has contracts with Christus Spohn Hospital, Warm Springs Rehab Hospital, CCRTA, and Valley Transit. Their services are coordinated with Rainbow, Rio Grande, KCHS, RTA, and Valley Transit. Their services are mostly medical related and the out-of-county trips are open to the general public for shopping and personal trips. REAL recognizes additional unmet community needs, and would like to expand their service area, but



cite a lack of funding, community awareness, and resources as barriers to development.

### **Corpus Christi Regional Transportation Authority:**

The CCRTA is the metropolitan transit authority that serves Corpus Christi and parts of Nueces and San Patricio Counties. While RTA has limited service areas out of Nueces County, they are nevertheless an integral part of any service plan. Most of the trips from the region will be coming into Corpus Christi. The RTA serves as a collector and distributor of many of the trips on fixed-route, offering rural passengers many travel options within Corpus Christi.



### **Intercity Buses:**

Intercity bus service is available within the region with service to Corpus Christi from Laredo, the Rio Grande Valley, San Antonio, and Houston. In addition, there is service from the Valley to San Antonio, via Alice.

### **Assessment of Existing Services:**

While there is a significant level of service provided, the problem is that service providers coordinate services on a limited basis and frequently the times of the service do not meet some of the work or medical needs. The development of a coordination strategy is supported by all of the existing operators.

## Population Growth:

Some observations may be made about population growth within the region. The greatest numerical growth in population by 2010 and 2030 will be in the largest population center, Nueces County. However, the growth rate for San Patricio County is expected to be the highest in the region by 2030 exceeding 36%. This will likely increase transportation use between San Patricio and Nueces Counties and between San Patricio County and population centers to the north and east. One of the smallest counties, McMullen, is projected to lose population.

<b>Projected Growth Rates for the Coastal Bend Region through 2030</b>					
<b>County</b>	<b>Total Population, 2000</b>	<b>Projected Population, 2010</b>	<b>Growth Rate</b>	<b>Projected Population, 2030</b>	<b>Growth Rate</b>
Aransas	22,497	24,688	9.74%	27,303	10.59%
Bee	32,359	34,758	7.41%	38,399	10.48%
Brooks	7,976	8,847	10.92%	10,363	17.14%
Duval	13,120	14,191	8.16%	15,600	9.93%
Jim Wells	39,326	43,144	9.71%	48,482	12.37%
Kenedy	414	470	13.53%	518	10.21%
Kleberg	31,549	37,760	19.69%	44,703	18.39%
Live Oak	12,309	13,187	7.13%	14,057	6.60%
McMullen	851	872	2.47%	771	-11.58%
Nueces	313,645	353,469	12.70%	423,968	19.94%
Refugio	7,828	8,374	6.97%	8,805	5.15%
San Patricio	67,138	81,325	21.13%	111,332	36.90%
<b>Total</b>	<b>549,012</b>	<b>621,085</b>		<b>744,301</b>	
Sources:	Texas State Data Center and Office of the State Demographer. Texas Population Projections (online), <a href="http://txsdc.utsa.edu/cgi-bin/prj2004totnum.cgi">http://txsdc.utsa.edu/cgi-bin/prj2004totnum.cgi</a> , San Antonio, TX: Texas State Data Center and Office of the State Demographer, Institute for Demographic and Socioeconomic Research, The University of Texas at San Antonio, June 19, 2006.				

As noted in the survey (**Attachment 3**) of this report to follow, residents in Kleberg County (the City of Kingsville) indicated the greatest interest in improvements in public transportation. This interest will likely increase by 2010 and 2030 as the Kleberg County population centered in Kingsville has the second highest predicted growth rate by 2010 and the third highest predicted population growth rate by 2030 in the region.

It is projected that over one-half million people will live in the Nueces County-San Patricio combined area by 2030. The region will also have three significant smaller population centers located to the south (Kleberg County), southwest (Jim Wells County), and north (Bee County) of this largest population concentration.

Several important dimensions of the Region's population are apparent. First, is that the smaller, more rural counties have higher elderly populations by proportion than the more populated

counties. For example, McMullen County has 24.3% of its population 60 years of age or older while Refugio has 22.0%, Brooks has 19.2%, and Kenedy has 16.9%. The larger population counties range between 14% for San Patricio and Kleberg, 13.4% for Bee, 14.7% for Nueces, and 16.5% for Jim Wells. The exception is Aransas County which has become a retirement oriented community at 26.1%.

A second issue concerns the availability of private transportation. The proportions of households without an available vehicle are greatest in the rural counties. Brooks County has 18.5% of its households without a vehicle available while the same is true of 16.7% of households in Kenedy County, 12.8% in Duval County, and 12.2% in Kleberg County. Jim Wells, Refugio, and McMullen Counties vary between 9.4% and 10.1% of households without an available vehicle.

<b>Summary of Population Characteristics</b>								
<b>County</b>	<b>Area (sq. mi.)</b>	<b>Total Pop.</b>	<b>Total Households</b>	<b>Total Youth Pop. (age 12 -17)</b>	<b>Total Elderly Population (age ≥60)</b>	<b>Mobility Limited (age 16+)</b>	<b>Pop. Below Poverty</b>	<b>Vehicles Available (HH): None</b>
Aransas	242.57	22,497	9,132	2,042	5,874	1,417	4,429	529
Bee	880.34	32,359	9,061	2,699	4,325	1,903	5,932	793
Brooks	943.61	7976	2,711	862	1,533	775	3,160	501
Duval	1,795.6	13,120	4,350	1,407	2,378	1,322	3,389	558
Jim Wells	868.24	39,326	12,961	4,348	6,493	2,895	9,352	1,220
Kenedy	1,416.9	414	138	43	70	36	61	23
Kleberg	886.65	31,549	10,896	2,975	4,519	2,162	8,028	1,330
Live Oak	1078.9	12,309	4,230	1,048	2,614	860	1,769	282
McMullen	1,142.6	851	355	93	207	91	176	36
Nueces	842.46	313,645	11,0365	30,515	4,6046	22,219	56,097	10,452
Refugio	778.76	7828	2,985	764	1,726	608	1,369	288
San Patricio	704.23	67,138	22,093	7,211	9,456	4,337	11,804	1,658
<b>Total</b>	<b>11,581</b>	<b>549,012</b>	<b>189,277</b>	<b>540,07</b>	<b>85,241</b>	<b>38,625</b>	<b>105,566</b>	<b>17,670</b>
Source:	demographicsnow.com							

The lack of a vehicle in the household patterns similarly to the proportion of the counties' populations that are in poverty. Brooks County has the highest proportion of residents in poverty at 39.6%. It is followed by Duval at 25.8%, Kleberg at 25.4%, and Jim Wells at 23.8 %. Poverty mitigates against the probability of vehicle ownership and the capacity to pay for public transportation. Of greatest significance within these figures is the fact the Kleberg County is found in both the group of counties with the greatest poverty and the greatest proportion of households without vehicles. These data should be kept in mind in reviewing the Kleberg County/Kingsville survey results.

A final observation concerns the population 16 years of age or older that is mobility limited. The Table offers the proportion of the total population for each county that is mobility limited, but for

this last only those that are 16 years of age or older. Three counties with high proportions of mobility limited individuals are found among those with higher proportions of those 60 years of age or older and higher proportions of their populations in poverty, Brooks, McMullen, and Duval. The proportion that is mobility limited ranges from about 5.8% to 7.4% for the five most populous counties, Bee, Jim Wells, Kleberg, Nueces, and San Patricio.

<b>Select Population Characteristics by Percent</b>				
	<b>% In Poverty</b>	<b>% Elderly</b>	<b>% HH Without Car</b>	<b>% of Total Population Mobility Limited (age 16+)</b>
Aransas	19.68	26.11	5.79	6.29
Bee	18.33	13.36	8.75	5.88
Brooks	39.61	19.22	18.48	9.71
Duval	25.83	18.12	12.82	10.07
Jim Wells	23.78	16.51	9.41	7.36
Kenedy	14.73	16.90	16.66	8.69
Kleberg	25.44	14.32	12.20	6.85
Live Oak	14.37	21.23	6.66	6.98
McMullen	20.68	24.32	10.14	10.69
Nueces	17.88	14.68	9.47	7.08
Refugio	17.48	22.04	9.64	7.76
San Patricio	17.58	14.08	7.50	6.45



## Journey-to-Work:

### Work Trips Within and Between Counties

County of Trip Origin	Trips within the County (1)	Trips to Nueces County (2)	Trips to all other Counties (3)
Aransas	5,255	1,325	1,393
Bee	7,485	5657	794
Brooks	1,859	54	332
Duval	2,629	259	1,062
Jim Wells	10,110	1,845	1,457
Kenedy	137	12	31
Kleberg	9,870	1,725	709
Live Oak	2,810	415	663
McMullen	236	0	59
Nueces	122,370	n/a	6,863
Refugio	2,265	219	312
San Patricio	14,990	9,015	1,310
<b>Sum</b>	<b>180,016</b>	<b>15,434</b>	<b>14,985</b>

(1) Work Trips within the county of residence

(2) Work Trips from each of the other eleven counties to Nueces County

(3) Work trip from each of the twelve counties to a county other than Nueces

The journey-to-work (**Attachment 4**) data gives us a snap shot of what may be an important component of any coordinated inter-county transportation service. Using Journey to Work data, 210,435 daily journey-to-work trip origins were analyzed to determine the inter-county movement.

The preceding Table summarizes the journey-to-work data for the Coastal Bend region. Of the total work trips almost 86% are to locations within the county that the worker resides. Of all of the 30,419 work trips that are made daily to another county, 51% are coming to Nueces County.

### Identification of Major Destinations:

Major destinations are those locations which are likely trip destinations for the community and in particular transit users. They include such places as major employment sites, human service agencies, retail shopping, and other needs.

A summary of the major destinations and their respective locations is presented in the following discussion.

The region has 4,775 establishments which employ ten or more employees with the ten largest employers being in Corpus Christi or the industrial area of north Corpus Christi Bay. Far and away the largest concentration of employment sites is in Corpus Christi at the Naval Air Station, downtown and the retail areas along South Padre Island Drive. There are also smaller concentrations of employment sites in Alice, Beeville, Kingsville, Rockport/Fulton, and Sinton.

The regional retail center is located along South Padre Island Drive in Corpus Christi. Shopping is also available in the larger towns of Alice, Kingsville, Beeville, and Sinton. Specialty shops in Aransas Pass, Port Aransas and Rockport appeal to tourists.

The major medical facilities are located in Corpus Christi with associated facilities in Alice and Beeville. Clinics, dialysis and health service providers are located throughout the service area. One of the most important elements in developing a regional public transit plan is the medical transportation need.

Educational facilities are another of the key destinations in the community whether for education, training, or recreation. For the purposes of this analysis, they include training programs, universities and colleges. Colleges and universities are located in Corpus Christi, Kingsville, Beeville, and Alice. Public and private employment training facilities are located in Alice, Beeville, Corpus Christi, Kingsville, and Sinton and are major destinations.

### **Overall Needs:**

The review of needs included interviews and input from a variety of stakeholders that participated in the process. The second part of the needs review included a survey of individuals residing in the more rural counties to determine their familiarity with rural public transportation services and a rudimentary assessment of the need for service.

The availability of public transportation and the quality of available public transportation has in the past and continues to be an issue to the Area Agency on Aging. Access to medical and social service agencies is a concern frequently raised by clients. As would be expected, the rural elderly have a particular problem in scheduling reliable service to medical appointments and medical facilities.

The need for improved public transportation is a high priority of the DARS Division for Blind Services. A survey conducted on client concerns several years ago indicated that transportation was the number one issue. The Director indicates that transportation to medical appointments, job training and employment opportunities is a continuing concern to individuals that are visually impaired. The problem exists in both rural areas and the city, with no particular community or agency need being highlighted.

The WorkSource is responsible for assisting in the employment of welfare clients throughout the Coastal Bend region. In order to accomplish this goal, significant resources are directed to transportation to get these persons to work. According to the Director for Welfare Reform Programs, there are 3,800 Temporary Assistance to Needy Families (TANF) recipients in the Coastal Bend region. Although this program has seen a decline in the number of clients, transportation to training and work continues to be an issue.

Overall there appears to be significant need for transit service to work. Even some low population corridors have potential for service. Following are the major observations:

- One half of the rural population of the Coastal Bend region resides in towns of over 5,000;
- Much of the needs are for service into Corpus Christi for work, medical, and other needs.
- Other communities such as Alice, Beeville, Mustang Island, Rockport, Kingsville, and Sinton also attract some employees;
- The trip origins as expected come from Corpus Christi and the larger towns and cities.

# THE PLANNING PROCESS FOR THE COASTAL BEND REGION

## Planning Horizon

Although there is no specific timeframe discussed in the recent legislation, typically the short-range planning horizon is four to five years. This is in large part due to the fact that as the planning horizon is lengthened, its value recedes due to the short term nature of funding.

## Process

The agreed-to plan is based on a rational planning process that allows for the use of tried and true approaches to transit planning. This approach allows for:

- An open process with participation by any interested party
- Public participation at various times in the process
- Collection and analysis of information necessary to make appropriate decisions
- Uniformity of data across regions
- Innovation in the development of alternatives and the final plan.

The planning process included the following tasks:

**Review of Demographics and Land Use** – The first phase of the Plan identified where people likely to use the service reside and where people want to go (trip attractors).

**Review of Existing Services** – The Texas Transportation Institute (TTI) developed a survey for all providers of publicly funded transportation. The surveys included information about the operational assets, policies and practices of the operators. This data was submitted and is maintained by TTI.

**Analysis of Needs** – Determining transportation needs in rural areas is part art and part science. Demographic data and journey- to-work data were reviewed, but survey and anecdotal evidence is also considered in estimating need and demand.

**Development of Service and Institutional Alternatives** – The next step in the process was to develop a series of service alternatives and institutional/organizational alternatives. Service alternatives can introduce new services, new routes, modifications and a variety of other service needs. Coordination alternatives developed include possible consolidation of services to simple sharing of vehicles, maintenance or training programs. Interaction of the stakeholders identified near term and long-range actions suitable for the region.

**Development of Draft and Final Plan** – Once the preferred actions were identified, the final plan was developed, identifying operational needs: vehicles, staff, technology, budgets and funding sources. Public participation and input was sought throughout the process and relied on the outreach efforts of the stakeholders. Shareholder input was most useful during the discussion of alternatives and in the review of the draft plan in order to allow for changes to be incorporated into the final report.



## **COASTAL BEND TRANSPORTATION COORDINATION PLAN**

In order for the plan to be realistic, the requirements placed on the public transit providers in the plan must match funding available. It must be recognized that not all needs can be met with the current or projected funding levels therefore, priorities are required. Funding agencies must be served and general public dollars must be spread over a broad service area. The objective of this plan is to determine the best use of existing dollars within the regulatory and contractual framework. However this plan also identifies additional needs if/when funding becomes available.

The objective of the coordination effort is to:

- Improve public transportation services for choice riders and the transit dependent persons in the 12 county area. The emphasis will be to provide better transportation for individuals traveling for employment, day care, training, non-emergency medical and other destinations as needed.
- Coordinate activities of various agencies involved in regional transportation, including transportation providers, human service agencies, and employers. The purpose of the coordination would be to channel resources in the most effective manner to ensure as many one-way trips as possible.

The service plan addresses inter-county service in the Coastal Bend region. The Transportation Coordinator will be responsible for coordinating these services, while the public transit providers will for the most part provide the service. The close working relationship between the Transportation Coordinator and the operators is essential. Coordinating inter-county public transportation services in the Coastal Bend area is a challenging effort in part due to the region's size. The clustering of destinations in Corpus Christi, Alice, Kingsville, Beeville, and Sinton (as well as medical destinations outside of the region to San Antonio and Victoria), and the resulting distance involved in traveling between homes and destinations add to an already difficult process.

It is recommended that the transit systems; REAL, Bee Community Action, Kleberg County and Corpus Christi RTA take the lead in each of their service areas as the primary transportation operators for their respective portions of the region. Each system has the willingness, operational resources and expertise needed to accomplish an improved level of inter-county coordination.

### **Coordination of Regional Transportation - The Concept:**

The plan supports the concept of inter-county coordination that replaces individual transit system thinking with regional thinking and planning. The transit systems have excellent cooperative relations in large part to the efforts of the Corpus Christi TxDOT District - Public Transportation Coordinator.

The primary recommendation detailed in the Transportation Coordination Plan calls for the creation of a Regional Transportation Coordinator that will work closely with each of the operators to reduce or eliminate duplicative services, seek funds, plan services, and conduct a variety of other tasks. The following are a series of Recommended Service Improvements that can incrementally improve overall coordination of services.



## **Regional Transportation Coordinator:**

The success of the Regional Transportation Coordinator is dependent on having a relationship with the transit systems, which will enhance coordination efforts. The public transportation providers will form a inter-county consortium. The primary trip purpose focus will be medical employment and education / training, however, while schedules should target these trip purposes, other purposes such as recreation, shopping and personal business should not be ignored. The Regional Transportation Coordinator would be responsible for the following:

- The Transportation Coordinator should take the lead in inter-county transportation planning efforts. This task will include eliminating duplication through joint use of resources. An important element of the Transportation Coordinator will be to seek grant funding for a variety of projects in the region. The Transportation Coordinator would seek community partnerships to explore alternate payment sources such as voucher programs, federal waiver programs for individual trip purchases, etc. The Transportation Coordinator should be able to identify a need and with assistance from the appropriate operator, fulfill that need in a timely manner.
- Increasing the use of ride sharing. It makes sense to link up rideshare and transit components, because they are part of the progression of transit service.
- Recruiting and coordinating volunteers. Volunteers are an important resource for meeting community transportation needs.
- Coordinating inter-county human service transportation. Explore the possibility of combining the human service trips (Medicaid, Title III, and Workforce) with general public service to reduce costs for all.
- Promoting the use of public transit and marketing the range of inter-county services available to the public. This may include participation in public meetings acting as an advocate of public transit services and marketing the variety of transit options.
- Providing information and referrals or provide information on all options available whether operated by a transit system, intercity bus, taxi, ridesharing, or other service.
- Developing public/private partnerships and sponsorship programs. Private businesses can help transit by promoting the service, encouraging employees to use transit, and in buying vehicle advertising packages.

## **Staffing – Employment:**

The Regional Transportation Coordinator position could be an employee of the RTA or other funding agency. The position would be supervised through the Planning Department and supported by the RTA. Many of the services are coordinated through Corpus Christi, and RTA has the capability and desire to improve this program. It therefore seems appropriate for RTA to be the employer.

### **Administrative Budget:**

The administrative budget will include all of the cost items associated with the Regional Transportation Coordinator. This includes office staff support, office equipment and supplies, possible rent, telecommunications and other items associated with running an office. Travel and training will include funds to attend meetings, conferences and training for the Coordinator. Marketing in the form of brochures and other simple grass roots approaches will be budgeted. The budget below reflects the basic anticipated costs of the Regional Transportation Coordinator activity:

Staff Wages and Fringe	\$60,000
Staff Support	\$26,000
Office Equipment & Supplies	\$12,000
Rent	\$ 6,000
Communications	\$12,000
Travel	\$ 2,000
Training	\$ 2,000
Marketing	<u>\$10,000</u>
<b>TOTAL</b>	<b>\$130,000</b>

One-time expenditures for a region wide telecommunications and dispatch system, dispatch software and hardware and general office furniture would add an additional \$150,000 - \$500,000 depending on the sophistication of the system.

### **Multiple Funding Sources:**

A number of on-going funding sources are present to ensure sustainability of the Regional Transportation Coordinator. Funding could include WorkSource, RTA (in-kind), Texas Department of Transportation (TxDOT) Section 5311 (through the local rural operators, with rural match), as well as the Federal Transit Administration (FTA) Planning funds, Coastal Bend Council of Governments, and private sponsorship funding and support. Part of the Transportation Coordinator's responsibilities will be to ensure that these funds are available for administration and operation of needed services.

Other grant program funding sources include:

- **Job Access and Reverse Commute Program (Section 5316)** - The purpose of seeking funds for the rural operators from this grant program is to develop new transportation services designed to enhance the transportation services available to welfare recipients and low income individuals to and from jobs and to develop transportation services for residents of rural and suburban areas to employment opportunities. It is envisioned that grant applications from rural operators will finance the purchase of additional equipment and operating costs of equipment and associated capital maintenance items. This new equipment will be utilized to provide access to jobs; promote use of transit by workers with nontraditional work schedules; promote use by appropriate agencies for welfare recipients and eligible low income individuals.

The project is, by this reference, included in the locally-developed human service transportation coordinated plan required by SAFETEA-LU.

- **New Freedom Program (Section 5317)** – This is a new program created to encourage services and facility improvements to address the transportation needs of persons with disabilities that go beyond those required by the Americans with Disabilities Act. It is envisioned that an application for funding will be developed to in part support the creation of the Regional Transportation Coordinator position using the funding allocated to the designated recipient in the area over 200,000. It is recognized that the matching share requirements are flexible to encourage coordination with other federal programs that may provide transportation, such as Health and Human Services. The project is, by this reference, included in the locally-developed human service transportation coordinated plan required by SAFETEA-LU. It is understood that 10 percent of the funds may be used for planning, administration and technical assistance.

### **Oversight:**

The Stakeholders group should continue to meet periodically to provide program evaluation and oversight. At minimum this should include; the TxDOT District, all of the public transit providers, the Council of Governments, the Metropolitan Planning Organization, and representatives from human service agencies that are providing funding to the Transportation Coordinator or the rural transit systems. Important to this process is the inclusion of the private sector, including all of those businesses that are major sponsors of the service. There should also be representatives of the riding public as well.

This Oversight Committee would be responsible for providing guidance to the Coordinator. The Committee could develop and/or review policies to help promote the service, secure grants, and determine where and how the funds will be used. This Committee will also be involved in planning efforts for the region.

### **Recommended Service Improvements:**

The Regional Transportation Coordinator is envisioned to be the facilitator in implementing a variety of service improvements. It is also clear that to successfully coordinate services on a regional level a new way of thinking must be adopted that includes:

- **Thinking Regionally and Across Agency Lines** - Operators and the Regional Transportation Coordinator must think regionally, rather than implementing a action or service without considering any needs beyond the one being addressed.
- **Marketing Service** – The services available must be marketed regionally to residents of the towns served, to employers in the communities served, and human service agencies (especially Medicaid and Title III). Information on services must be posted in each community and senior center, clinics and other public facilities. Just as marketing is essential for most other businesses, marketing community transit is very important to success.
- **Utilize Private Inter-City Carriers** - Private intercity bus operators have significant levels of service through the South and West Corridors of the region with additional service in the Northeast Corridor. These providers may provide a cost effective alternate

for trips to and from the larger communities. Intercity schedules need to be available to inform customers of all of the options. Agreements may need to be developed for intercity buses to accept vouchers from agency clients or to develop joint facilities. Where feasible, rural operators may need to become intercity agents.

- **Transfer Centers and Intermodal Opportunities** - Transfer points should be developed for each major community served. These will be designated stops and as ridership increases, consideration should be given to developing shelters and formal transfer facilities. These can be in existing shopping centers or other locations where accessible parking is available. These sites could ultimately be developed as park and ride facilities.

There are a variety of service related issues that provide the Regional Transportation Coordinator and the operators the opportunity for improved service. They include:

#### **Vehicles:**

The systems that are operating service in the high density corridors should use their largest vehicles. As the service and the demand grow, it will be necessary to invest or purchase service from operators that have larger capacity vehicles. Without larger 30-35 ft. vehicles, ridership will be limited by vehicle size. All vehicles will be accessible for persons with disabilities.

#### **Back-up:**

An important feature in any longer distance transit service is a guaranteed ride home in the event of a customer emergency where they must get home in mid-day. Customers need the security of knowing that they can get home in the mid day in the event of a serious need. The customer would call the designated telephone number and would be scheduled on a mid-day medical or training return trip, or can be scheduled on an intercity bus.

#### **Fares:**

Developing a unified fare policy must be explored by the Oversight Committee. A multi-tiered fare may be necessary for specialized services for their unique service. Medicaid rules are more demanding, customers typically require door-to-door service as opposed to curb-to-curb, and there is an approval/eligibility/reporting process that is far above and beyond what is needed for the general public.

#### **Advertising:**

The Regional Transportation Coordinator should set up standards for advertising on the service. Advertising should be tasteful within the normal bounds of advertising accepted in the Coastal Bend area.

#### **Driver and Staff Training:**

The Regional Transportation Coordinator should develop a unified training program possibly using FTA – 5311 funding, which would provide consistent standards, guidance and information on those issues common to all operators such as disability awareness. Supplemental training by each operator on individual policies and practices is assumed.

**Performance Standards:**

The Regional Transportation Coordinator Oversight Committee must develop broad based policy directives which guide the service and are ultimately measured through the performance standards. The standards are a valuable management tool that can be used to measure service quality and productivity.

**A framework for Action:**

Individuals and organizations are catalysts for envisioning, organizing, and sustaining a coordinated system that provides mobility and access to transportation for all. The United We Ride – Framework of Action is a comprehensive evaluation and planning tool to help community leaders and agencies, along with their stakeholders, to improve or start coordinated transportation systems. It is clearly intended that implementation time depends on the action items participants choose to pursue. This Framework of Action has been used as a guide to determining if the **Coastal Bend Council of Governments - Regional Public Transportation Coordination Plan** is responsive to the elements of a sound coordinating plan. In general there is an affirmative answer however, this is a planning process and work will continue to refine and define the plan to respond to the needs of the Coastal Bend using the Framework of Action as a guide.



## **ATTACHMENTS**

## **ATTACHMENT 1**

### **Stakeholders in the Coastal Bend Council of Governments Regional Public Transportation Coordination Plan**

<b>AGENCY</b>	<b>REPRESENTATIVE</b>
• Coastal Bend Council of Governments	Richard Bullock, Director of Planning & Development and Robert Thomas, Emergency Management Planner
• Metropolitan Planning Organization	Tom Niskala, Transportation Planning Director
• Texas Department of Transportation	Stephen Ndimba, Transportation Planner
• Area Agency on Aging	Betty Lamb, Director
• Coastal Bend Center for Independent Living	Judy Telge, Executive Director
• Regional Transportation Authority	Ed Carrion, Interim Director of Planning
• Health and Human Services Commission	Carol Corneilson
• WorkSource	Larry Demieville, Planner / LMI Specialist
• Workforce Network	Karen Givens, Manager and Pam Miles, Program Specialist
• American Association of Retired Persons	Eloy Soza, Mobility Specialist
• Rural Economic Assistance League, Inc.	Gloria Ramos, Executive Director
• Bee Community Action Agency	Anna Simo, Transportation Director
• Kleberg County Human Services	Leandro Villarreal, Transportation Coordinator
• Community Action Council of South Texas	Eli Ramirez, Transportation Programs Director
• LeFleur Transportation	Joel Cura, Regional Manager
• Others attending include:	Juan Soliz DADS, Mary Saenz DARS, and Anna M. Flores RTA

## **ATTACHMENT 2**

### **Barriers and Constraints that Hinder Coordinating Public Transportation Planning**

In accordance with the Regional Coordinated Public Transportation Plan, the Work Plan involves identifying and analyzing existing barriers and constraints which serve as obstacles to coordination of transit services. The review of barriers has involved evaluation of institutional objectives, agency conflicts, and existing gaps in service. This task also included determining what transportation needs may be addressed through further coordination that may be currently inhibited by the existing barriers.

This document is an overview of the barriers and constraints that have inhibited transit coordination and transportation cooperation plans in the Coastal Bend region.

#### **Federal Barriers:**

- Differing matching requirements among federal programs.
- Lack of financial incentives.
- Reluctance to share vehicles and resources. Programs that provide specialized human service transportation have distinct requirements (eligibility standards, vehicle needs, and insurance).

#### **Policy/Regulatory/Organizational/Structural:**

- Differing eligibility criteria (program might provide transportation exclusively for one type of use).
- Providers are governed by varying jurisdictions.
- Extensive monitoring and reporting required without administrative dollars.
- Seamless fare and rates needed across region to allow coordination to work.
- Insurance and liability issues (standards are set by participating organizations).
- Insurance Carrier restrictions against vehicle sharing as well as differing insurance requirements for various programs may preclude providers from carrying clients of other programs.
- Inability (or inconvenience) to integrate information systems across programs.
- Agencies may maintain separate policies regarding staff qualifications (training, drug and alcohol protocols, etc.).

#### **Funding:**

- Federal assistance is categorical or designated for specific purpose which creates limited application of services for narrowly defined user groups.
- Uncertainty about cost allocation between participants and funding agencies.
- Providers may have different fiscal year, which complicates budgeting and contracting associated with coordination.
- Some providers are paid by the vehicle trip rather than the passenger trip and as a result there is a fiscal disincentive to coordinate.

**Operations:**

- Large geographic areas to cover.
- Cost of providing services compared to the fare charged.
- Conflict with scheduling riders – can't anticipate when they will be done at the doctor's office.
- No single reliable source of information about all programs available.
- No single point of coordination of services, dispatch or customer contact.
- Client based vehicles are not used to capacity.
- Efficiency limited by de-centralized trip scheduling.
- Operational and maintenance challenges (Alternative fuel requirement for new vehicles).
- Lack of flexibility in rural services – existing services have limited hours and days of operation.

**Education:**

- Training needed for those transporting ADA clients.
- Uncertainty of customer eligibility/ intake process.
- Lack of information about matching fund requirements. Some federal funds can not be used to match.
- Public education is needed about transportation needs and availability of services.
- Public misconceptions and negative connotations associated with public transportation services.

**Other:**

- Competition between agencies for available funds.
- Lack of trust (organizations may feel their clients would not get the same level of customer service if transportation service is provided by other organizations).
- Ownership and territorial ("turf") issues.
- Difficult to identify all potential participants in the process.
- Lack of accessible routes of travel to pick-up points whether service is curb-to-curb or fixed route.

**Gaps in Services:**

- Limited transportation for employment purposes.
- Limited transportation for business purposes.

## ATTACHMENT 3

### Survey Methodology

The research methods for this study took on a mixed methods approach with the primary focus on archival data from the DemographicsNow population projections and a survey utilizing a non-probability sample of convenience to assess general attitudes and needs for public transportation in the region. Sights selected for the survey utilized a proximal similarity model where it was attempted to reach a population similar to the region in terms of demographics and place. Surveys were conducted by trained interviewers. Interviews were held during the fall of 2006 in the cities of Mathis, Beeville, Kingsville and Corpus Christi. Some of the locations targeted were a regional Veteran's conference, a health conference, an educational conference, a health clinic and the U.S. Social Security office.

### Demographics

Interviewers completed 100 surveys of residents throughout the Coastal Bend region. Forty-nine males and 51 females completed the interviews. Table 1 shows that, similar to the region, the majority respondents generally reside in the Corpus Christi area with Kingsville and other areas represented in the sample, one respondent was from the Victoria region but traveled to Beeville regularly so was retained in the group.

**Table 1: Residence of the Respondents**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Corpus Christi	57	57.0	57.0	57.0
	Kingsville	16	16.0	16.0	73.0
	Other rural regional location	27	27.0	27.0	100.0
	Total	100	100.0	100.0	

Ages of the respondents ranged from 18 to 82 years old with the mean age being 37.5 years of age and the median age being 35. Table 2 shows the educational attainment of those interviewed. The data suggests that those who were interviewed were slightly more educated than the general population.

**Table 2: Educational Attainment of Respondents**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Grades 1-8	1	1.0	1.0	1.0
	Some high school	4	4.0	4.0	5.0
	High school graduate/GED/Alternative school	24	24.0	24.0	29.0
	Some college/vocational school	37	37.0	37.0	66.0
	Vocational school graduate/college graduate	34	34.0	34.0	100.0
	Total	100	100.0	100.0	

When asked about employment status 12% stated they were unemployed, 10% stated that they were retired. The remainder (78%) indicated some type of employment, marital status or in full time pursuit of higher education. Table 3 demonstrates that the large numbers of unemployed and retired in the respondents likely lowered the modal response for household income which was \$15,000 - \$34,999, a slightly lower income than the general population.

**Table 3: Household Income of Respondents**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0	10	10.0	10.0	10.0
	less than 10,000 per year	20	20.0	20.0	30.0
	10,000 to 14,999	11	11.0	11.0	41.0
	15,000 to 34,999	21	21.0	21.0	62.0
	35,000 to 49,999	15	15.0	15.0	77.0
	50,000 to 74,999	16	16.0	16.0	93.0
	75,000 to 99,999	5	5.0	5.0	98.0
	100,000 or more	2	2.0	2.0	100.0
	Total	100	100.0	100.0	

Fifty eight percent of the respondents did not report having children at home while of the other 42%, over half had children under six years of age at home.

While not exactly representative of the Coastal Bend population, it is believed that the respondents of this survey are a relatively well educated group that due to income and age issues may be pre-disposed to use of public transportation systems in the region.

### **Transportation Usage**

Of those who responded to the survey, 10 stated they did not have a vehicle in the household. Five of the 10 came from Corpus Christi while the other 5 reside in rural area other than Kingsville. Most respondents (71%) had two or more vehicles at their households. Of those questioned in this survey, 18% have used public transportation for some reason in the past 6 months.

In keeping with the culture of the region, the most common form of transportation for work and personal needs in the personal automobile. Nearly 90% of the respondents utilize their own vehicle for most transportation needs.

Table four shows that those who utilized alternative means of transportation are in Corpus Christi and the rural areas other than Kingsville. In Corpus Christi the bus is utilized as a transportation alternative while van service is used in the rural areas. In similar fashion, of those who responded to the question 90% utilized their own vehicle as a transportation method, the next common response being 5.49% utilizing the bus.

**Table 4: Transportation Use by Place**

		Place			Total
		Corpus Christi	Kingsville	Other rural regional location	
Common	Own vehicle	49	15	24	88
	Taxi	0	0	1	1
	Bus	6	0	0	6
	Walking/Wheelchair	2	0	0	2
	Van Service	0	0	2	2
Total		57	15	27	99

When asked if they have used public transportation recently nearly 1/3 of the respondents from Corpus Christi state that they have while only one respondent each in Kingsville and the other rural areas state that they have used public transportation.

**Table 5: Recent Use of Public Transportation Count**

		Place			Total
		Corpus Christi	Kingsville	Other rural regional location	
Used Trans	No	41	14	26	81
	Yes, respondent has	15	2	1	18
	Yes, other household member has	1	0	0	1
Total		57	16	27	100

Generally, respondents rate the availability of public transportation from good to excellent with only 31% of the respondents rating public transportation poor to fair (Table 6).

**Table 6: Availability of Public Transportation**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Poor	11	11.0	12.6	12.6
	Fair	16	16.0	18.4	31.0
	Good	35	35.0	40.2	71.3
	Very good	16	16.0	18.4	89.7
	Excellent	9	9.0	10.3	100.0
	Total	87	87.0	100.0	
Missing	System	13	13.0		
Total		100	100.0		

When assessing these ratings by place in Table 7 it can be seen that those in Corpus are more likely to be satisfied than those in Kingsville and other areas.

**Table 7: Quality of Public Transportation by Place**

		Place			Total
		Corpus Christi	Kingsville	Other rural regional location	
Quality of Public Transport	Poor	4	4	3	11
	Fair	9	4	3	16
	Good	22	3	10	35
	Very good	13	0	3	16
	Excellent	5	2	2	9
Total		53	13	21	87

### Transportation Awareness and Needs

When assessing the respondents' awareness of alternative means of transportation Table 8 demonstrates that generally, residents of Corpus Christi are more aware that there are alternative transportation means to the personal automobile. There appears to be less awareness, and more than likely less availability of alternative transportation in other parts of the region. One service that does rank higher in the rural areas of the region in awareness is van service.

**Table 8: Awareness of Transportation Methods by Place (n=100)**

Place		Corpus Christi	Kingsville	Other rural location
% aware of:				
Taxi		72%	25%	78%
Bus		77%	5%	18%
Van Service		28%	44%	44%
Share-a-ride		23%	0%	26%
other		5%	6%	0%

Generally, a large major of the respondents feel that they and their families are getting their transportation needs met regardless of where they live. Table 9 shows 86% of all respondents feel that their transportation needs are getting met.

**Table 9: Are Your Transportation Needs Getting Met?**

		Place			Total
		Corpus Christi	Kingsville	Other rural regional location	
Needs met	No	8	2	4	14
	Yes	49	14	23	86
Total		57	16	27	100



Table 10 shows that 65% of the respondents have had no problem getting family transportation needs met, 29% once in a while with only 6% stating they have regular or everyday transportation problems.

**Table 10: You or Family Member Having Transportation Problems?**

		Place			Total
		Corpus Christi	Kingsville	Other rural regional location	
Problem	Not at all	35	11	19	65
	Once in a while	17	4	8	29
	Regularly	3	1	0	4
	Everyday	2	0	0	2
Total		57	16	27	100

Of those who do have problems with transportation the most common issue is find transportation when needed, followed by accessible transportation (Table 11).

**Table 11: Transportation Problems (n=14)**

Problem with transportation		Affirmative to having problem
		N
	Work	4
	Times needed	10
	Involved in activities	6
	Shopping, medical care, etc.	7
	Accessible	9
	Other	2

When asked about transportation for critical medical concerns 87% of the respondents stated they would have immediate transportation to medical care. Table 12 shows, however, that this is a somewhat more significant issue in the other rural areas as opposed to Corpus Christi.

**Table 12: Able to Find Immediate Transportation for Medical Emergency?**

			Place			Total
			Corpus Christi	Kingsville	Other rural regional location	
	No	Count	7	2	4	13
		% within place	12.3%	12.5%	14.8%	13.0%
	Yes	Count	50	14	23	87
		% within place	87.7%	87.5%	85.2%	87.0%
Total		Count	57	16	27	100
		% within place	100.0%	100.0%	100.0%	100.0%

Generally, the most common method indicated for emergency medical transportation was personal vehicle followed by ambulance in all three regions of the area.

**Table 13: Type of Emergency Medical Transportation Available**

			Place			Total
			Corpus Christi	Kingsville	Other rural regional location	
Emergency Medical Transportation Method(a)	Auto	Count	36	12	17	65
	Taxi	Count	0	0	4	4
	Bus	Count	3	0	3	6
	Ambulance	Count	29	8	11	48
	Bicycle	Count	1	0	0	1
	Walking/Wheelchair	Count	1	0	0	1
	Friends/Family	Count	10	0	5	15
	Other	Count	1	0	0	1
Total		Count	54	15	27	96

### Public Transportation and Perceptions of Improved Access

In keeping with the overall findings very few individuals utilize public transportation for what might be considered common reasons for public transportation utilization. Table 14 demonstrates this fact.

**Table 14: Use of Public Transportation and Perception of Access**

Reason for Transportation	Don't use	Use	Improved Access with Public Transportation		
			None	Somewhat	Greatly
health and medical	93	7	49	27	24
shopping and daily activities	87	13	56	21	23
community events	88	12	48	30	22
education opportunities	92	8	59	20	21
federal services	89	11	61	23	16
state services	91	9	60	20	20

When examined by place, it can be seen that those respondents in Kingsville generally believe that public transportation could improve access to the services polled in larger numbers than the other areas in the region.

**Table 15: Perception of Improved Access by Place**

	Level of Improvement in % of respondents								
	None			Somewhat			Greatly		
	Corpus Christi	Kingsville	Other	Corpus Christi	Kingsville	Other	Corpus Christi	Kingsville	Other
Reason for Transportation									
health and medical	53%	25%	56%	23%	38%	22%	21%	38%	22%
shopping and daily activities	60%	31%	63%	19%	38%	15%	21%	31%	22%
community events	49%	25%	59%	30%	44%	22%	21%	31%	19%
education opportunities	62%	38%	67%	18%	31%	19%	21%	21%	15%
federal services	65%	31%	70%	19%	44%	19%	16%	25%	11%
state services	67%	31%	63%	16%	44%	15%	18%	25%	22%

Table 16, which appears on the next page, shows that there does not appear to be a lack of willingness to pay for public transportation services. An overwhelming majority of respondents from all areas stated that they would be willing to pay for public transportation.

**Table 16: Willingness to Pay**

			Place			Total
			Corpus Christi	Kingsville	Other rural regional location	
pay	No	Count	12	2	6	20
		% within place	21.1%	13.3%	22.2%	20.2%
	Yes	Count	45	13	21	79
		% within place	78.9%	86.7%	77.8%	79.8%
Total		Count	57	15	27	99
		% within place	100.0%	100.0%	100.0%	100.0%

When asked what an acceptable price would be nearly 80% of the respondents stated a price between \$.50 and \$1.00. Those in other rural areas seem to be willing to pay more money for such services as opposed to those in Corpus Christi and Kingsville.

**Table 17: Acceptable Price for Public Transportation**

			place			Total
			Corpus Christi	Kingsville	Other rural regional location	
how_much	\$.01	Count	1	0	0	1
		% within place	3.3%	.0%	.0%	1.9%
	\$.05	Count	1	0	0	1
		% within place	3.3%	.0%	.0%	1.9%
	\$.10	Count	1	0	0	1
		% within place	3.3%	.0%	.0%	1.9%
	\$.50	Count	7	1	4	12
		% within place	23.3%	10.0%	33.3%	23.1%
	\$.75	Count	10	2	0	12
		% within place	33.3%	20.0%	.0%	23.1%
	\$1.00	Count	7	5	3	15
		% within place	23.3%	50.0%	25.0%	28.8%
	\$1.50	Count	2	0	0	2
		% within place	6.7%	.0%	.0%	3.8%
	\$2.00	Count	0	1	1	2
		% within place	.0%	10.0%	8.3%	3.8%
	\$3.00	Count	0	0	1	1
		% within place	.0%	.0%	8.3%	1.9%
	\$5.00	Count	1	1	2	4
		% within place	3.3%	10.0%	16.7%	7.7%
	\$10.00	Count	0	0	1	1
		% within place	.0%	.0%	8.3%	1.9%
Total		Count	30	10	12	52
		% within place	100.0%	100.0%	100.0%	100.0%

When asked if they would be able to call 24 hours in advance to arrange public transportation, 70% stated they would with 85% of individuals from other rural areas stating that they would call 24 hours in advance.

**Table 18: Willingness to Call 24 Hours in Advance for Public Transportation**

			Place			Total
			Corpus Christi	Kingsville	Other rural regional location	
Call 24 hrs in advance	No	Count	22	5	4	31
		% within place	38.6%	31.3%	14.8%	31.0%
	Yes	Count	35	11	23	69
		% within place	61.4%	68.8%	85.2%	69.0%
Total		Count	57	16	27	100
		% within place	100.0%	100.0%	100.0%	100.0%

Journey to Work: From County of Residence to County of Work														
Residence														
Work Destination	Aransas	Bee	Brooks	Duval	Jim Wells	Kenedy	Kleberg	Live Oak	McMullen	Nueces	Refugio	San Patricio	Sum	% of Total
Aransas	5255	12	0	0	0	0	24	0	0	183	28	794	6296	2.99%
Bee	0	7485	0	53	90	0	35	253	0	162	62	212	8352	3.97%
Brooks	0	0	1859	62	333	0	124	18	0	22	0	0	2418	1.15%
Duval	0	0	0	2629	434	0	50	32	0	81	0	0	3226	1.53%
Jim Wells	0	65	179	855	10110	0	333	92	0	890	0	124	12648	6.01%
Kenedy	0	0	0	0	0	137	71	0	0	0	0	0	208	0.10%
Kleberg	0	65	153	76	289	31	9870	46	0	1325	0	49	11904	5.66%
Live Oak	0	221	0	0	38	0	0	2810	59	112	0	48	3288	1.56%
McMullen	0	14	0	0	0	0	0	74	236	0	0	0	324	0.15%
Nueces	1325	565	54	259	1845	12	1725	415	0	122370	219	9015	137804	65.49%
Refugio	33	53	0	0	0	0	0	4	0	53	2265	83	2491	1.18%
San Patricio	1360	364	0	16	273	0	72	144	0	4035	222	14990	21476	10.21%
Sum	7973	8844	2245	3950	13412	180	12304	3888	295	129233	2796	25315	210435	100.00%
% of Total	3.79%	4.20%	1.07%	1.88%	6.37%	0.09%	5.85%	1.85%	0.14%	61.41%	1.33%	12.03%	100.00%	

Intra-county Travel  
 200-499  
 Commuters  
 500-999  
 Commuters  
 1,000+ Commuters

\*The Census Bureau is the source for this information. See Journey to Work and Place of Work Data on the Census Bureau web site; & <http://www.bea.gov/bea/regional/reis/jtw/default.cfm>

## ATTACHMENT 5

### Proposed Regional Transportation Coordinator Job Description

**POSITION:** Regional Transportation Coordinator

**Job Number:** XXXX

**DEPARTMENT:** *(sponsoring agency)*

**BASIC PURPOSE:** Under the direction of the xxxxxxxxxxxxxxxx, and in coordination with area public and social service agencies, plans and coordinates a regional transportation network to serve the public transportation needs of residents in the Coastal Bend region, with specific emphasis on providing transportation to transit dependent residents in designated public programs. The Coordinator will work closely with the Regional Public Transportation Coordinating Workgroup, transportation providers and social service agencies in the Coastal Bend region.

**ESSENTIAL DUTIES:** Explains services, routes, options, schedules and procedures to customers, employers and /or referring agencies; coordinates implementation of the recommendations of the Regional Transportation Coordination Plan or other similar studies; facilitates, and administers transportation services contracts with transportation services agencies in the region, maintains records and prepares reporting templates and reports relating to system operations, ridership, fares, fees and other charges, as well as accounts receivable and payable components. Interprets, and explains transportation contract provisions to appropriate staff at coordinating agencies such as but not limited to WorkSource of the Coastal Bend, their customers, and contractors; coordinates marketing and promotional efforts to improve services and increase ridership; assists in coordinating services with other service agencies in each county. Acts a Liaison to other transportation programs such as the RTA ridesharing and vanpooling projects and; serves on regional transportation committees and workgroups and performs as a public transit advocate. Assists in obtaining funding for transportation services between the designated counties. Prepares reports documenting employment and health service related transportation needs, resources and gaps. Assists in performing general and technical research data collection and analysis on agency and regional transportation services. Adheres to all *(sponsoring agency)* policies, rules and regulations including safety policies.

**NON-ESSENTIAL DUTIES:** May periodically assist in displaying demographic data to plot, plan and develop effective transportation services, may assist with the administration of grants, contracts and reports related to transportation needs. Performs other duties as assigned.

**SKILLS, KNOWLEDGES, AND ABILITIES:** Good written, verbal, public presentation and computer skills. Highly effective interpersonal skills; ability to work effectively and confidentially with various sectors of the community including employers and the public. Ability to read maps; working knowledge of database and spreadsheet design. Good telephone skills for interacting with customers, employers and referring agencies. Ability to respond with sensitivity to the multicultural, socioeconomic and political issues in the community as they relate to transportation services in the region. Working knowledge of public transportation systems in the Coastal Bend region.

**RECRUITMENT AND PLACEMENT JOB REQUIREMENTS:** Bachelor degree in Public Administration, Social Services; Psychology or related area and one year experience in planning, supervision or coordination of public transportation services, or the above stated educational requirements and one year experience in social services which included direct contact with clients and/or employers; or any combination of related education, training, and experience which provides the skills, knowledge, and abilities required to perform the duties specified above. Good working knowledge of MS Word and Excel preferred. Bilingual (Spanish/English) preferred.

**SALARY RANGE:** \$XX,XXX to \$XX,XXX based upon experience.

## **ATTACHMENT 6**

### **Federal Interagency Coordinating Council on Access and Mobility Vehicle Resource Sharing**

#### **FINAL POLICY STATEMENT October 1, 2006**

##### **Policy:**

Federal Executive Order 13330 on Human Service Transportation Coordination directs Federal agencies funding human services transportation services to undertake efforts to reduce transportation service duplication, increase efficient transportation service delivery, and expand transportation access for seniors, persons with disabilities, children, low-income persons and others who cannot afford or readily use automobile transportation. Consistent with this presidential directive, members of the Federal Interagency Coordinating Council on Access and Mobility (CCAM) adopt the following policy statement:

"Member agencies of the Federal Coordinating Council on Access and Mobility resolve that Federally-assisted grantees that have significant involvement in providing resources and engage in transportation should coordinate their resources in order to maximize accessibility and availability of transportation services".

##### **Background:**

Often Federal grantees at the State and local levels restrict transportation services funded by a Federal program to clients or beneficiaries of that Federal program. Some grantees do not permit vehicles and rides to be shared with other federally-assisted program clients or other members of the riding public. Federal grantees may attribute such restrictions to Federal requirements. This view is a misconception of Federal intent. In too many communities, this misconception results in fragmented or unavailable transportation services and unused or underutilized vehicles. Instead, federally assisted community transportation services should be seamless, comprehensive, and accessible to those who rely on them for their lives, needs, and livelihoods.

##### **Purpose:**

This policy guidance clarifies that Federal cost principles do not restrict grantees to serving only their own clients. To the contrary, applicable cost principles enable grantees to share the use of their own vehicles if the cost of providing transportation to the community is also shared. This maximizes the use of all available transportation vehicles and facilitates access for persons with disabilities, persons with low income, children, and senior citizens to community and medical services, employment and training opportunities, and other necessary services. Such arrangements can enhance transportation services by increasing the pool of transportation resources, reducing the amount of time that vehicles are idle, and reducing or eliminating duplication of routes and services in the community.

##### **Applicable Programs:**

This policy guidance applies to the programs listed at the end of this document, as well as any other Federal program that allows funds to be used for transportation services. Any specific arrangements would be subject to the rules and policies of participating program(s). This guidance pertains to Federal program grantees that either directly operate transportation services or procure transportation services for or on behalf of their clientele.

### **Federal Cost Principles Permit Sharing Transportation Services:**

A basic rule of appropriations law is that program funds must only be used for the purposes intended. Therefore, if an allowable use of a program's funds includes the provision of transportation services, then that Federal program may share transportation costs with other Federal programs and/or community organizations that also allow funds to be used for transportation services, as long as the programs follow appropriate cost allocation principles. Also, if program policy permits, vehicles acquired by one program may be shared with or used by other Federal programs and/or community organizations to provide transportation services to their benefiting population.<sup>1</sup>

Federal agencies are required to have consistent and uniform government-wide policies and procedures for management of Federal grants and cooperative agreements – i.e., a “Common Rule.” Federal agencies are also required to follow uniform cost principles for determining allowable costs found in OMB circulars, the guidance which the Office of Management and Budget (OMB) developed on these matters.

These circulars set forth the standard Federal cost principles for determining allowable costs. For example, the allowability of costs incurred by State, local or federally-recognized Indian tribal governments is determined in accordance with the provisions in OMB Circular A-87, *Cost Principles for State, Local, and Indian Tribal Governments*. The allowability of costs incurred by non-profit organizations is determined in accordance with the provisions in OMB Circular A-122, *Cost Principles for Nonprofit Organizations*. The allowability of costs incurred by education institutions is determined in accordance with the provisions in OMB Circular A-21, *Cost Principles for Education Institutions*. The OMB Circulars are available at <http://www.whitehouse.gov/omb/circulars/index.html>.

OMB also required Federal agencies that administer grants and cooperative agreements to State, local and Tribal governments to put the uniform standards into their respective regulations. The table below illustrates where in the Code of Federal Regulations (CFR) you may find the uniform management and financial standards for applicable programs by responsible department.

<b>Department</b>	<b>Grants Management Common Rule (State &amp; Local Governments)</b>	<b>OMB Circular A-110 (universities &amp; non- profit organizations)</b>
Agriculture	7 CFR 3016	7 CFR 3019
Commerce	15 CFR 24	15 CFR 14
Defense	32 CFR 33	32 CFR 32
Education	34 CFR 80	34 CFR 74
Energy	10 CFR 600	10 CFR 600
Health & Human Services	45 CFR 92	45 CFR 74
Housing & Urban Development	24 CFR 85	24 CFR 84
Interior	43 CFR 12	43 CFR 12
Justice	28 CFR 66	28 CFR 70
Labor	29 CFR 97	29 CFR 95
State	22 CFR 135	22 CFR 145
Transportation	49 CFR 18	49 CFR 19
Treasury	--	--
Veterans Affairs	38 CFR 43	--

<sup>1</sup>

*Program funds mean Federal funds. To the extent allowable under the applicable program's statutory and regulatory provisions, program funds also mean any State or local funds used to meet the Federal program's matching or cost-sharing requirement.*



OMB established Title 2 of the CFR as the single location where the public can find both OMB guidance for grants and cooperative agreements (subtitle A) and the associated Federal agency implementing regulations (subtitle B). To date, the provisions of OMB Circular A-110 have been codified at 2 CFR Part 215; OMB Circular A-21 at 2 CFR Part 220; OMB Circular A-87 at 2 CFR Part 225; and, OMB Circular A-122 at 2 CFR Part 230. Once the consolidation project has been completed, title 2 of the CFR will serve as a “one stop-shop” for grant policies and governmental guidance on applicable financial principles and single audit policy.

None of the standard financial principles expressed in any of the OMB circulars or associated Federal agency implementing regulations preclude vehicle resource sharing, unless the Federal program's own statutory or regulatory provisions restrict or prohibit using program funds for transportation services. For example, one common financial rule states the following. “The grantee or sub grantee shall also make equipment available for use on other projects or programs currently or previously supported by the Federal Government, providing that such use will not interfere with the work on the project or program for which it was originally acquired. First preference for other use shall be given to other programs or projects supported by the awarding agency. User fees should be considered if appropriate. Notwithstanding the encouragement to earn program income, the grantee or subgrantee must not use equipment acquired with grant funds to provide services for a fee to compete unfairly with private companies that provide equivalent services, unless specifically permitted or contemplated by Federal statute.”<sup>2</sup> Hence, this directive clearly signals Federal policy calling for multiple and full use of equipment purchased with grant funds. Grantees may even charge reasonable user fees to defray program costs. Program income includes income from fees for services performed and from the use or rental of real or personal property acquired with program grant funds. As a general matter, each program would use its share of the income in accordance with the program's regulations or the terms and conditions of the award

In summary, allowability of costs is determined in accordance with applicable Federal program statutory and regulatory provisions and the cost principles in the OMB Circular that applies to the entity incurring the costs. Federal cost principles allow programs to share costs with other programs and organizations. Program costs must be reasonable, necessary, and allocable. Thus, vehicles and transportation resources may be shared among multiple programs, as long as each program pays its allocated (fair) share of costs in accordance with relative benefits received.

A limited number of Federal block grant programs are exempt from the provisions of the OMB uniform standards and the OMB cost principles circulars. Excluded programs in the U.S. Department of Health and Human Services include the Community Services Block Grant program, the Social Services Block Grant program, the Community Mental Health Services Block Grant program, and the Substance Abuse Prevention and Treatment Block Grant program. The State Community Development Block Grant program under the U.S. Department of Housing and Urban Development (HUD) is also an excluded program. State fiscal policies apply to grantees and their subrecipients under these programs. Unless Federal law or any applicable implementing program regulations restrict or prohibit the use of Federal program funds for transportation services, we believe that it is unlikely that a State's fiscal policies would impede vehicle sharing.

Of course, all recipients (e.g., grantees, subgrantees and subrecipients) of Federal program funds must use the funds in ways that meet all applicable programmatic requirements, together with any limitations, restrictions, or prohibitions.

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<sup>2</sup>

*Uniform Administrative Requirements for Grants and Cooperative Agreements to State, Local and Tribal Governments, in the regulations shown in column two of the above table. For example, these provisions appear in the Department of Agriculture's regulation at 7 CFR 3016.32 and in the Department of Health and Human Services' regulation at 45 CFR 92.32. These provisions also appear in the Uniform Administrative Requirements for Grants and Agreements with Institution of Higher Education, Hospitals, and Other Non-Profit Organizations (OMB Circular A-110) at 2 CFR 215.34.*

### **Possibilities for Meeting Transportation Needs:**

- Partner with other program agencies. For example, a program serving the aging population owns and operates shuttle buses that provide transit services for senior citizens in several rural communities. The agency partnered with other programs to expand service to provide transportation for persons with disabilities working in community rehabilitation programs (CRPs), to provide transportation to key employment locations, and to provide Medicaid non-emergency medical transportation. This was done via a cost-sharing arrangement.
- Maximize use. For example, a for-profit organization receiving Federal Head Start funds purchased specially equipped buses to transport children to and from their Head Start facility. Generally, the buses are only used during specific hours of the day. During the idle periods (including evenings and week-ends), the organization rents the vehicles to another program serving seniors and persons with disabilities to provide transportation for recreational events, and personal needs (e.g., grocery shopping, hair dresser, medical appointments). The rental contract includes payment for extra costs incurred, such as expanded insurance coverage and additional fuel expenses. While this extra service is not allowable with Head Start funds, the income generated by the use of the buses during idle periods may be viewed as incidental to the primary use of the buses, as long as such use does not interfere with regular Head Start transportation services.
- Pool resources. For example, a community action and economic development agency, another non-profit organization, and a community mental health center receiving Community Service Block Grant funds, Community Development Block Grant funds, Social Service Block Grant funds, Community Mental Health Block Grant funds and/or Substance Abuse Prevention and Treatment Block Grant funds teamed up with the State agency that administers the Temporary Assistance for Needy Families (TANF) program and the State's Labor Department. Each funding source provided an allocable amount of seed money to start a shuttle operation service in the local service areas with high unemployment and no public transportation services. Each funding source also pays its fair share of allowable ongoing costs in accordance with the benefit received by each party. The operation is based on fixed routes that connect individuals to job and training sites, outpatient mental health services, and substance abuse treatment and counseling services in the area. The operation also provides a feeder service to connect clientele to public transportation that goes into the downtown area.
- Partner with non-profit or other community organizations. For example, several agencies contracted with a local organization that operates a van service to provide door-to-door service for their clientele, transporting them to key places in the area. Such places include hospitals and other medical facilities, child care centers, senior citizen centers, selected employment sites, and prisons for family visitation purposes.
- Engage the business community. For example, various programs within the State's transportation department, labor department, the TANF agency, and agencies that provide community health care and assistance for the aged worked with employers in the area to contribute to the expansion of a local transportation system. The private system provides shuttle service to selected employment sites and curb-to-curb services to CRCs, senior citizen centers, retail centers, community health centers or substance abuse treatment and counseling centers, hospitals and other locations. The service is sustained through a fare-based system, with each agency benefiting from the expanded service subsidizing an allocable portion of the fares for their clientele. This service helps participating employers and their family members, as well as job seekers, dislocated workers, current employees and their family members to have access to a range of services and opportunities.
- Facilitate car-pooling. For example, a local Workforce Investment Board identified clientele with reliable cars living in various locales that they pay to pick-up other people in their area going to the same employment or training site. Participating riders pay a fare to ride. The State's TANF agency and the State's Office for the Aging also participate in the car pooling activity by defraying a portion of the fare for their riders. These other agencies also help to expand the available cars in different locales by paying for necessary car repairs and insurance cost for their share of participants.

- Arrange ride sharing. For example, an agency that receives program funds to assist elderly individuals purchased a van to transport their clientele to medical services and other destinations. Other program agencies worked out a financial agreement with this agency to pick up their clients living in the same neighborhoods and take them to and from destinations along the van's route.
- Earn income: For example, the State's Department of Transportation noticed that some of the shuttle buses that they own have been underutilized. The Department of Transportation used three of those shuttle buses to launch a fixed bus route service in areas of the State lacking access to adequate transportation to shopping, work, school, training, medical services, and other daily needs. The bus service is open to the public and fares are charged. Other State agencies, such as the Department of Human Services entered into a Memorandum of Agreement to provide program funds to the Department of Transportation for applicable fare costs for their respective clientele benefiting from the service. The income generated could be used to defray operating costs or for other program purposes, in accordance with the applicable program and administrative rules.

### **Programs Covered:**

The following Federal programs generally allow program funds to be used for transportation services. Nevertheless, you should still check with your program liaison as needed, to determine whether the particular service you would like to provide would be an allowable use of funds. For example, under HUD's Community Block Grant Program, funds may be used to pay for certain transportation services (e.g., fares), but not others (e.g., personal auto repair costs or personal auto insurance).

- **Department of Transportation**

DOT/Federal Transit Administration (FTA)/Capital Improvement  
 DOT/FTA/Elderly and Persons with Disabilities  
 DOT/FTA/Job Access Reverse Commute  
 DOT/FTA/New Freedom  
 DOT/FTA/Non Urbanized Formula (Rural)  
 DOT/Urbanized Formula

- **Department of Education**

ED/Assistance for Education of All Children with Disabilities (Individuals with Disabilities Education Act)

- **Department of Health and Human Services - Administration for Children and Families (ACF)**

HHS - ACF/Community Services Block Grant Program  
 HHS - ACF/Head Start  
 HHS - ACF/Social Services Block Grants  
 HHS - ACF/State Councils on Developmental Disabilities and Protection & Advocacy Systems  
 HHS - ACF/Temporary Assistance for Needy Families