



Region 24

**Middle Rio
Grande Region
Transportation Plan**

Lead Agency:

Southwest Area Regional Transit District

June 1, 2012

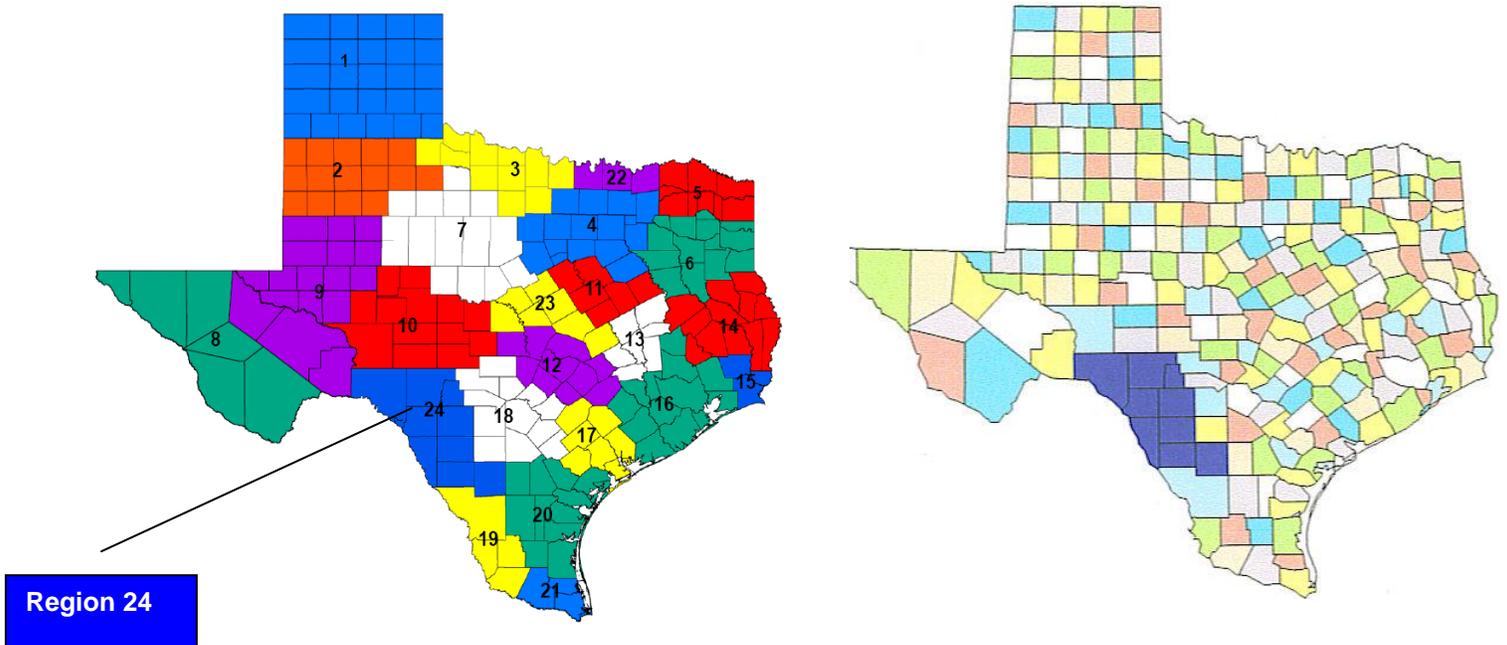
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Southwest Area Regional Transit District the designated lead agency working with local communities, state and regional agencies, business leaders, and public has with coordination of transit stakeholders developed the Regional Transportation Plan for the nine-county service area known as the Middle Rio Grande Region in Southwest Texas. This Regional Plan will guide transportation investments for the next five (5) years. Technical studies conducted across the region, along with extensive public outreach and support from the business community, have contributed to building a transportation plan that is designed to balance various needs throughout the region while meeting performance-based standards.

REGIONAL BACKGROUND AND DEMOGRAPHICS

The Middle Rio Grande Region is composed of the counties of Dimmit, Edwards, Kinney, La Salle, Maverick, Real, Uvalde, Val Verde, and Zavala. The overall population of the nine (9) counties is 157,014 in which 61.86% is of Hispanic origin. The Middle Rio Grande Planning region is comprised of 14,333 square miles southwest of metro San Antonio to the Texas-Mexico border, between Eagle Pass and Del Rio.



Regional Information:

The Middle Rio Grande (LWDA 27) region consists of Dimmit, Edwards, Kinney, La Salle, Maverick, Real, Uvalde, Val Verde and Zavala counties. The region consists of 14,404 square miles with a population density of 11.56 residents per square mile.. Natural amenities of the area, according to the U.S. Department of Interior, reflect an overall percent of surface water of 0.6 percent compared to 2.5 percent statewide. The land surface form topography for the region is a variation which can be described as irregular plains and high hills.

Population:

According to the 2010 Census, the Middle Rio Grande Region grew from 154,381 in 2000 to 157,014 in 2010. This was an increase of 2 percent growth. Statistical data indicates this area to be one of the poorest regions in the country. This translates to

24.54% (2010 U. S. Census) of the region's entire population having incomes below the established federal poverty level.

In demographic terms, we are both younger and older than the state as a whole. A greater proportion of our residents are below 19 and over 65 compared to statewide numbers. In addition, the income generating population within the 20 to 64 age range in the region is less than the state and this is reflected in the economic environment of the region. People who have grown up here cannot find employment, thus move away during their income producing years, and return to the area only during their retirement years. The results are communities with more consumers of public services, particularly in public education, pediatric and geriatric health services, and not income generating producers. The region's schools, hospitals and health care facilities are severely stressed, and local taxpayers are unfairly burdened.

Unemployment rates are extremely high in the region, as much as three or four times as high as state and national averages. This has a direct correlation with the low education levels in the area. Only fifty-eight percent (58%) of the adult population (25+) completed twelve or more years of formal education. Less than 14% of the region's population has a college degree, and less than 3% have graduate or professional degrees. More than 40% of the region's population can be classified as functionally illiterate.

In economic terms, the Middle Rio Grande area is a poor region. Four of our nine counties are among the poorest counties in Texas and the nation. The mean per capita and household incomes are 60% of those in the state and 39% of those in

the nation. One-fourth (1/4) of our residents earn incomes below the federally established poverty level.

All of these factors are reflected in unusually high rates of teenage pregnancy, substance abuse, and welfare dependency. At any point in time, there is a small difference between the number of individuals on public assistance rolls and that on the region's payrolls, both public and private.

Ninety eight percent of the region's population is clustered in and around its 22 municipalities. Nearly half of the area's 157,014 residents live in the three cities of Del Rio, Eagle Pass, and Uvalde. Maverick County is the region's largest county with a population of 54,258. Val Verde County has a population of 48,876. Uvalde's population is 26,405. (*U.S. Census Bureau, 2010*). Del Rio and Eagle Pass are major points of entry to Mexico.

1. *Median Age, Sex and Racial Composition*

a. The median age of the population, according to Texas State Data Center, was 36 years for the year 2010.

Age	Population	Area Percent
Under 5	9719	6.19
6-18	35988	22.92
19-64	87896	55.97
65+	23411	14.9

b. Texas State Data Center statistics indicates that the 2010 male and female population distribution was 56.82% and 43.18%, respectively.

c. The ethnic composition of the district is as follows:

White	25.48%
Black	0.70%
Hispanic	61.86%
Other	11.96%

3. Education

Level of Attainment	No. of Persons	% of Population *
Not a High School Graduate	41,731	46.9
Less than 9th grade	27,747	31.2
9th to 12th grade, no diploma	13,993	15.7
High School Education or Better	47,154	53.1
High School Graduate or GED	20,178	22.7
Some College, no Degree	13,292	15.0
Associate Degree	3,190	3.6
Bachelor's Degree	6,947	7.8
Graduate or Professional Degree	3,547	4.0
Total	88,885	100%
* For persons 25 years and older. Source: U. S. Bureau of Census - Census 2010		

4. Median Family Income and Per Capita Income

The median household income for families based on the 2010 Census was \$26,186 for the region. Regional per capita income based on the 2010 Census was \$14,524. The proposed area possesses a poverty rate of slightly over 24% on average.

Economic Levels			
County	Poverty Rate	Unemployment Rate	Median Household Income
Dimmit	30.6%	8.4	\$27,543
Edwards	25.0%	4.1	\$30,517
Kinney	20.7%	6.0	\$34,777
La Salle	31.6%	6.8	\$28,103
Maverick	29.8%	14.7	\$27,446
Real	22.0%	4.6	\$28,823
Uvalde	31.5%	6.2	\$30,465
Val Verde	24.5%	7.3	\$33,705
Zavala	35.8%	12.0	\$21,841
All information taken from the U.S. Census and Texas Workforce Commission			

5. Size of the Labor Force and Growth Trends

According to the Texas Workforce Commission Labor Market Information the following is the current employment distribution for 2010:

INDUSTRY	Estimated Employment 2004
Agriculture	5,540
Mining	550
Construction	1,070
Manufacturing	2,690
Durable Goods Manufacturing	740
Nondurable Goods, Manufacturing	1,950
Transportation and Public Utilities	3,280
Transportation	2,780
Communications and Utilities	510
Wholesale Trade	9,390
Retail Trade	7,990
Finance, Insurance, and Real Estate	1,270
Services	18,300
Government	6,450

6. *Unemployment Rates and Workforce*

The region continues to suffer from high rates of unemployment. The Texas Workforce Commission reports unemployment rates for the region, as follows:

County	Avg # Persons in Labor Force	Avg. # of Persons Employed	Avg. # of Persons Unemployed	Unemployment Rate %
Dimmit	3,943	3,629	314	8.0
Edwards	1,141	1,099	42	3.7
Kinney	1,567	1,493	74	4.7
La Salle	2,411	2,257	154	6.4
Maverick	18,057	16,315	1,742	9.6
Real	1,834	1,770	64	3.5
Uvalde	12,388	11,661	727	5.9
Val Verde	19,986	18,785	1,201	6.0
Zavala	3,823	3,306	517	13.5
Total	65,205	60,454	4,751	7.3

Employment and Business

	2010 Census	%
Age 16+ population	108,693	
In Labor Force	57,587	53.0%
Employed	49,359	85.7%
Unemployed	6,947	12.1%
In Armed Forces	1,281	2.2%
Not in Armed Forces	51,106	47.0%
Emp in Blue Collar Occupations	26,388	53.5%
Emp in White Collar Occupations	22,971	46.5%

Source: Sites On Texas

7. Vocational Schools

Southwest Texas Junior College offers skill(s) training in nursing, auto mechanics, air conditioning and refrigeration, commercial truck driving, and instruction for aviation training. SWTJC has its main campus in Uvalde, with satellite offices in Eagle Pass and Del Rio.

8. Labor Skills Needed

The following table indicates the top 25 occupations in the District with the highest annual rate of new job growth. (Texas Workforce Commission: Labor Market Information)

Fastest Growing Occupations	
Occupation	Growth Rate
Child Care Worker	45.5%
Fast Food Preparation & Serving Workers	33.8%
Teacher Assistants	33.8%
Customer Service Representatives	30.4%
Secondary School Teachers	28.0%
Registered Nurses	26.1%
Nursing Aides, Orderlies, & Attendants	25.0%
Waiters & Waitresses	23.2%
Elementary School Teachers	22.5%
General & Operations Managers	22.5%
Personal & Home Care Aides	21.0%
Home Health Aides	20.8%
Truck Drivers, Heavy & Tractor-Trailer	20.4%
Janitors & Cleaners	20.3%
Middle School Teachers	19.0%
Cashiers	18.3%
General Office Clerks	16.7%
Laborers/Freight, Stock/Mtrl Movers, Hand	12.5%
Retail Salesperson	11.2%
First-Line Suprvs/Mgrs of Retail Sales Wkrs	9.9%
Stock Clerks & Order Fillers	7.5%
Secretaries, Ex Legal, Medical, & Executive	3.5%

9. Retail Sales

County	2000 Gross Sales	2010 Gross Sales	Increase Or (Decrease)	2000 Amt Subject To State Tax	2010 Amt Subject to State Tax	Increase Or (Decrease)
Val Verde	280,639,356	853,203,241	572,563,885	136,075,969	274,430,347	138,354,378
Maverick	411,330,845	569,475,103	158,144,258	131,325,773	252,647,561	121,321,788
Uvalde	292,766,824	556,406,954	263,640,130	90,889,972	160,380,286	69,490,314
Zavala	144,282,656	53,496,366	(90,786,290)	13,416,361	17,030,755	3,614,394
Dimmit	82,169,959	87,162,953	4,992,994	32,620,255	38,518,919	5,898,664
La Salle	24,126,054	69,801,880	45,675,826	9,804,015	20,062,160	10,258,145
Kinney	21,423,717	33,461,239	12,037,522	6,722,751	7,878,554	1,155,803
Edwards	10,964,734	16,365,839	5,401,105	3,746,811	6,874,014	3,127,203
Real	8,606,614	16,508,385	7,901,771	3,746,140	7,784,132	4,037,992

Source: Comptroller of Public Accounts

10. Infrastructure and Services

Community Facilities

▶ Housing

All major municipalities in the Economic Development District operate and maintain public housing facilities.

▶ Water and Waste Water

Adequate water delivery and wastewater treatment facilities exist in all but a few small enclaves where septic tanks are still utilized.

▶ Educational Institutions

The two post-secondary educational institutions in the District are Sul Ross State University Rio Grande College, a branch of Sul Ross State University, and South West Texas Junior College. Both are located in Uvalde, but both have satellite campuses in Del Rio, and Eagle Pass. Through an education collaborative, SWTJC offers a two year associated degree, residents in the area can receive a variety of four year degrees in a dozen fields as well as master's degrees in education and business administration through Sul Ross Rio Grande College without leaving the region. Additional degrees to be offered Bachelor of Science degrees in nursing, chemistry and biology and a bachelor of business administration in management information systems. Both Southwest Texas Junior College and Sul Ross Rio Grande Campus are key players in the workforce development system in providing just-in-time training in various vocational and technical fields.

▶ Industrial Parks

The District has numerous industrial Parks. Del Rio, Uvalde, and Carrizo Springs each have one. Eagle Pass has two. The City of Cotulla presently has an area designated

as an industrial area. The five (5) counties of La Salle, Dimmit, Zavala, Uvalde, and Maverick have been designated as a federal Empowerment Zone areas which allows businesses to receive various incentives to locate or hire people from the zone

► Medical facilities (including both hospitals and clinics)

The following municipalities maintain either a hospital or clinic:

Rural/Indigent Clinic(s)	Hospital/Districts
Uvalde	Uvalde
Eagle Pass	Eagle Pass
Campwood	Carrizo Springs
Leakey	Del Rio
Cotulla	Crystal City
Del Rio	

► Emergency Response

Each of the nine counties provides a volunteer force for remote areas. The municipalities of Eagle Pass, Uvalde, and Del Rio have full or paid fire protection teams. Crystal City, Carrizo Springs, Big Wells, Cotulla, Rock Springs, Brackettville, Sabin, Utopia, Concan, Leakey, and Encinal each have a volunteer force. In addition to fire protection a majority provide EMT services including the counties of La Salle, Dimmitt, Zavala, Uvalde, Val Verde, and Maverick. While the remaining counties either have a volunteer staff or have to rely upon service from a neighboring county, everyone has access to services. Emergency response is a very important issue in our region due to sporadic climate changes that cause flooding, and hail damage to homes and businesses throughout the region.

► Programs for low-income population and senior citizens The Middle Rio Grande Development Council partners with the Area Agency on Aging (AAA). AAA supports the services: Congregate Meals, Home-Delivered Meals, One Way Trips, Health

Maintenance Vision Care, Legal Awareness Contacts, Elder Abuse Publicity Efforts, Health Education Programs, and Legal Assistance Service.

An analysis of the region's economy reveals that government accounts for the largest portion of employment. This may be attributed to additional federal law enforcement: Immigration and Naturalization, Drug Enforcement Agency, and U.S. Customs and Border Patrol required along the border area. The absence of traditional employment opportunities in the region (e.g. agri-related) is also some reason for this phenomenon. Federal, state, local governments and school districts, however, continue to be principal employers in most of the smaller communities of the region.

Although agriculture is no longer the most significant economic sector of the region, it nevertheless represents a vital segment of the economy, and has numerous support industries. Agricultural properties are being utilized for recreational purposes more frequently to offset losses in agricultural production. There are several economic opportunities in the region when it comes to the tourism and recreational business industry. These include hunting, bird watching, water sports and nature hikes. The regional tourism and recreation service industry associated with hunting and recreation realize economic spillover gains and have begun to witness growth on a year round basis.

The competitive advantage that the border communities have due to their proximity to a huge Mexican market continues to allow the border economic development foundations to attract business and economic development projects to the region. However, limited and slow developing infrastructure improvements to roadways and ports of entry have contributed to the inability to maximize the economic potential of

the border region.

Border retailers continue to rely on Mexican shoppers for a significant portion of their trade while the tourism and recreation segments of the economy rely on the adjacent San Antonio metropolitan area as a primary trade area. Similarly, San Antonio retailers and service vendors derive trade opportunities from the region. The absence of major retailers and other vendors of goods and particular services in the Middle Rio Grande area force the populace to trade beyond the region, often forcing some to relocate outside the region.

The local economies in the region continue to be driven by small business. In order to attract new development, municipalities offer tax abatements, tapping fee waivers, and the like. In addition, the prospects for economic development in La Salle, Dimmit, Zavala, Maverick and Uvalde counties have been enhanced by their designation as federal Empowerment Zones. Particular attention needs to be given to those areas that are suffering most from unemployment/underemployment and other economic distress.

11. Work Force and Transportation

Due to the stagnant economy of the area, opportunities for individuals and families are scarce. The area is primarily strong in retail with large chains providing lateral employment opportunities with minimal room for growth. Such jobs provide only minimum wage, no benefits, and no opportunities to gain additional job skills or educational/job training avenues. Hence, families seek comprehensive care assistance to meet daily living needs such as energy assistance, transportation, food & shelter, medical, and housing. Also due to the rising utilization of advance pay loan institutions,

increase in fuel & energy cost, and rising cost of property values, the region is experiencing an influx of individuals and families seeking assistance to meet basic living needs.

The table below depicts transportation patterns of those in the labor force within the region:

County	Total % of Population in Labor Force	% That Car Pool	% That Use Public Transit	Mean Travel Time	% That Travel Outside County to Work
Dimmit	54.1%	16.7%	.3%	21.4 minutes	20.3 miles
Edwards	52.5%	20.1%	.3%	21.8 minutes	23.9 miles
Kinney	42.4%	14.9%	.4%	17.4 minutes	27.8 miles
La Salle	45.7%	25.6%	.3%	26.0 minutes	50.7 miles
Maverick	50.7%	16.7%	15.5%	15.7 minutes	13.0 miles
Real	50.3%	16.7%	.8%	18.6 minutes	28.3 miles
Uvalde	58.6%	18.9%	16.0%	17.8 minutes	11.9 miles
Val Verde	56.8%	17.7%	14.3%	18.3 minutes	8.8 miles
Zavala	44.9%	21.8%	.7%	16.8 minutes	31.0 miles

REGIONAL TRANSPORTATION STAKEHOLDERS

Regional Transportation Lead Agency: Southwest Area Regional Transit District

Rural Transit Districts:

**Southwest Transit (A program of the Southwest Area Regional Transit District)
Counties of Dimmit, Edwards, Kinney, La Salle, Maverick, Real, Uvalde, Zavala**

**City of Del Rio
Val Verde County**

Regional Steering Committee

Name	Organization	Advisory Council Seat
Sarah Cook	SWART	Rural Transit District
John Burns	City of Del Rio	Rural Transit District
Don Cabiness	Region 24	HHSC – MTP
Rosa Uriegas	TDADS	TDADS
Monica Gonzalez	TDARS	TDARS
Open		MRG Workforce
Open		MRG Area on Aging
Open		MRGDC
Ismael Castillo	Maverick County Veterans	Rep of Veterans Association
Marie Mireles	Gabriel Tafolla Academy	Rep of Education Institution
Robert MacDonald	City of Uvalde	Rep of Law Enforcement
Jennifer Gilliland	Uvalde, Texas	Rep of ADA Consumer
Tofie Balagia	Kerrville Bus Company	Rep of a Private Provider
Ryan Rapeley	City of Del Rio	Rep of a Public Official
Carmen Martinez	Hill County MHMR	Rep of Regional MHMR
Open		Rep of Private Sector
Josefina Castillo	St. Henry De Oso	Rep of Faith Based Organization
Chris Lutz	Uvalde Renal KDC	Rep of Medical Facility/KDC
Lupe Mireles	Uvalde, Texas	Rep of Public Transit Consumer

These agencies contributed to the planning process through technical support, stakeholder meetings, public presentations, client needs assessment, provider survey and inventory assessment, public forums, peer group meetings, and a regional economic development conference.

REGIONAL TASKS AND ACTIVITIES

On an annual basis, a regional needs assessment is performed. Transit stakeholders through the regional were inventoried to determine the needs of the region and designated those constraints and barriers that hinder the region’s ability to provide the essential level of service needed for the transportation network. Assessing the

constraints was not the only aspect, but stakeholders felt it necessary to continue the process set forth in the 2006 Transportation Regional Plan pertaining to such constraints and barriers. As precedence has been set from the previous regional planning process, it was determined in order to continue to successfully coordinate and provide a more seamless mode of transit services throughout the region; all would have to be able to share resources such as space, money, and people. The following listed below depict those constraints that hinder a regional approach to providing transit services as well as tasks developed to begin the process of change throughout the region :

1. *Documentation – Undocumented coordination.*

Task: Continue documenting coordination that has historically been in practice in form of inter-local agreements or memorandums of understandings.

2. *Client Goal – The development of people.*

Task: Through a needs assessment it was proven that stakeholders share the same clientele and interests in moving people in our area out of poverty and to becoming self sufficient in order to enhance their quality of life. This included areas of education, housing, transportation, workforce, and economic development.

Task: Develop modes for comprehensive services and a uniform referral system.

3. *Public Officials/Political Climate*

Task: Set forth an initiative to include public officials and others (who are politically strong) to be a part of the planning process as well as interested parties in transit.

4. *Training - Training was lacking across the board. It was also determined that there was not the needed workforce for the type of employees needed for transit.*

Task: Enhance the regional training co-op by utilizing those stakeholders' staff that are certified and already contain training programs that can be provided throughout the region.

Task: Continue coordinating with school districts' and charter schools' pool of drivers and shared training.

Task: Continue coordinating with the Texas Workforce and the Southwest Texas Junior College to gain adequate training for CDL operators, mechanics (alternative fuels, lifts, etc...), and automation with the ultimate goal of developing unavailable trained workforce to support transportation occupational demands.

5. *Competitive Compensation – Local transit systems cannot compete with trucking providers servicing the oil industry in the region. Compensation averages \$9.00 per hour for rural transit drivers versus starting salaries of \$16.50 - \$20.00 per hour for truck drivers.*

Task: Determine local funding streams to assist with compensation increases for specialized rural public transit drivers, dispatchers/schedulers mechanics, and trainers. Enhance compensations packages to include vast benefits such as health insurance, retirement, accidental coverage, paid holidays, life insurance, and educational attainment incentives.

REGIONAL TRANSPORTATION SERVICES AND PROVIDERS

The Middle Rio Grande Region possesses two Rural Transit Districts that cover the nine (9) county area. Additionally one Intercity Carrier as well as numerous private transit providers including taxi services makeup the region's transportation network. Although all modes of transportation were targeted as stakeholders within the region, various transit providers have not taken part in the planning process to date. Those providers remain target agencies that current stakeholders plan to continue recruiting to the network. Those include school districts, local colleges, private providers, taxi associations, and various social service transit providers. The table below indicates

those transit providers that showed interest in being included in the region's transportation plan:

Agency Name	Type of Service	Type of Entity	Area of Service
Southwest Transit	Rural Public Transit, Medical Transportation, Job Access, Elderly/Disabled Transportation	Rural Transit District	Counties of Dimmit, Edwards, Kinney, La Salle, Maverick, Real, Uvalde, and Zavala.
City of Del Rio	Rural Public Transit, Medical Transportation, Job Access, Elderly/Disabled	Rural Transit District	Val Verde County
Kerrville Bus Company	Intercity Bus Services	Intercity Provider	Counties of Kinney, Maverick, Uvalde, Val Verde, and Zavala
Southwest Area Regional Transit District	Charter School Transit, Head Start Transit, Early Head Transit,	Private, Non-Profit	Counties of Edwards, Kinney, Real, Uvalde, and Zavala
Southwest Area Regional Transit District	Elderly Nutrition Support Services – Transit	Private, Non-Profit	County of Uvalde
Community Services Agency	Head Start Transit, Early Head Transit,	Private, Non-Profit	Counties of Dimmit, Maverick, La Salle, & Frio
Community Services Agency	Elderly Nutrition Support Services – Transit	Private, Non-Profit	County of Dimmit
County of Edwards	Elderly Nutrition Support Services – Transit	County Government	County of Edwards
County of Kinney	Elderly Nutrition Support Services – Transit	County Government	County of Kinney
County of La Salle	Elderly Nutrition Support Services – Transit	County Government	County of La Salle
County of Maverick	Elderly Nutrition Support Services – Transit	County Government	County of Maverick
County of Real	Elderly Nutrition Support Services – Transit	County Government	County of Real
City of Del Rio	Elderly Nutrition Support Services – Transit	Municipality	City of Del Rio
County of Zavala	Elderly Nutrition Support Services – Transit	County Government	County of Zavala
Texas Department of Health and Human Services	DADS, DARS, Medical Transportation Program	State	Counties of Dimmit, Edwards, Kinney, La Salle, Maverick, Real, Uvalde, Val Verde and Zavala.
Hill Country MHMR	MHMR	Private, Non-Profit	Counties of Dimmit, Edwards, Kinney, La Salle, Maverick, Real, Uvalde, Val Verde and Zavala.

GAPS IN SERVICES – GAP ANALYSIS

Although the region has shown successes in coordination for over twenty years, the transit network still provides a large amount of stand alone services and a limited amount of duplicated services. Due to minimal funding in all areas, the overall current delivery of services only meets 42% of the transit needs in the area based on the region’s needs assessment. This is 9% increase form the 2006 Regional Plan. Distance to medical facilities, employment, training, and vital living needs is great. On average 23.97% of the labor force travels outside their prospective county for employment. The average travel time to employment is 19.64 minutes.

<i>End State</i>	<i>Current State</i>	<i>Gaps/Action</i>
To provide a seamless mode of transportation services to the entire region.	<p>Limited coordination between transit providers with other user groups, maintenance vendors, training, and human service groups and educational groups.</p> <p>Although some coordination exists between Kerrville Coach and SMART, coordination with the city of Del Rio is stagnant. There is no coordination visible between other carries including international carries.</p> <p>There is currently only a minimal ridership educational program existent in the region. This program does not follow any type of curriculum or best practices format.</p> <p>SMART and the City of Del Rio (RTD's) continue to upgrade their IT program but such automation is limited to these two groups. Other providers (private providers) still remain on a manual operational basis.</p>	<p>Update coordinated services with regional partners ranging from transit providers, maintenance vendors, training, and technical support.</p> <p>Coordinate with intercity carrier feeder routes and ticket sales. Coordinate with other pubic and private providers in the region with transit services and technical support.</p> <p>Continue providing a ridership educational program for the ADA population Phase III – continued project to acquired</p> <p>Technological upgrades enhance bus systems, dispatching & scheduling systems within the region</p>

<p>To develop a vehicle replacement program and vehicle maintenance program for the region to include maintenance facility upgrades and/or new facility construction.</p>	<p>SWART has constructed a two bay maintenance shop with lifts. It is the process of purchasing a mobile maintenance truck and additional tools. It has incorporated a 2nd maintenance shop located in Eagle Pass, Texas. A certified Lead Mechanic was hired and an additional mechanic and program clerk were instated to enhance their maintenance team. The City of Del Rio no longer sub-contracts it maintenance to the City of Del Rio Motor Pool. The Transportation Department houses its on-site mechanics. A need for a regional maintenance facility is needed to meet needs within the region for all other carriers and use groups.</p> <p>An aging vehicle inventory plagues the region and its many private and public providers. The need to replace vehicles is one factor as well as acquiring the matching funds to do so.</p> <p>The need to acquire land and/or space for a regional maintenance facility is still needed to meet the needed equipment, tools, and expertise for vehicle maintenance. Discussion between regional partners has been present, but no commitment has been brought forth. A facilitated is being embarked on.</p> <p>The Regional Steering Committee has not been successful in bringing educational institutions to the table.</p>	<p>Continuation of enhancing Maintenance Shops and Facilities.</p> <p>Continue acquiring matching funds from regional partners to purchase additional vehicle and replace vehicles.</p> <p>Work with regional partners to acquire space/land for regional maintenance facility.</p> <p>Coordinate with the Southwest Texas Junior College to utilize auto mechanics students as trainers for regional maintenance program</p>
<p>Develop a regional Co-Op for fuel, parts, and services</p>	<p>Although an annual regional inventory is performed, there has not been substantial success in acquiring an accurate equipment, vehicle, expertise, and purchasing analysis of what the region possesses. The regional partners and lead agency continue to enhance the inventory as needed to best capture resources encompassed within the area.</p>	<p>Update regional inventory. Update regional needs assessment of providers</p>

<p>Streamline coordination of regional partners and enhance the processes used by the stakeholders as well as involve as many vested groups and individuals as possible.</p>	<p>MOU's and agreements are limited within the region. At this time only the City of Del Rio and SWART has an agreement in place. The region is working to put into place agreements between educational institutions and MHMR groups with various transit providers.</p> <p>The lead agency facilitates regional quarterly meetings. There have been issues with making quorum at times, but overall meetings are successful and very informational for all involved. There is a need for committee meetings to have more commitment from stakeholder members.</p> <p>There are 3 vacant positions on the committee which include members from Workforce, Private Sector, and Area on Aging.</p> <p>Public forums have not been successful within the region. One public form per county represented in the region is held annually. In most cases there has not been any public attendance to the publicly announced and marketed forums.</p> <p>The region has planned to host 2 regional planning workshops for public officials and stakeholder groups/organizations with interest in transit. To be held in November and June of each year.</p>	<p>Continued development of MOU's with Work Force, Medical Facilities, & Other RTD's</p> <p>Quarterly Stakeholder Meetings and more frequent committee meetings.</p> <p>Work towards filling all positions on the advisory committee.</p> <p>Host Pubic forums in each county of the region annually and strive to engage at least 10% of the targeted rider population in each county.</p> <p>Host 2 regional planning workshop for entire region</p>
<p>Staff Development & technical training for transit staff (drivers, dispatchers, mechanics, & trainers) in the region.</p>	<p>Both SWART and city of Del Rio has a training program with trained trainers. Trainer certifications have been updated and new training avenues with trainer certifications are planned for the next six months. They include PASS, Blood Born Pathogens, Bus Safety, First Aid, CPR, and Driver's Education.</p> <p>Regional training in Dispatching/Scheduling, Customer Service, Civil Rights, and supervisory training were targeted over the past year. Additional training is needed for drivers, dispatchers/schedulers, lead drivers, and mechanics. Administrative training in software (Microsoft, etc...) and finance is also needed. Included is cost allocation, excel, MIP, accounting, budgeting, federal regulations, state regulation, grant writing, and professional writing.</p>	<p>Update trainer certifications and keep them active. Find new training certifications to enhance the training program.</p> <p>Regional Drivers and mechanics attending on-going training. Provide regional training to transit related services. Acquire training for support services in transit administration, mobility management, and grant writing</p>

<p>Develop regional marketing strategies.</p>	<p>SWART currently coordinates marketing with Kerrville Coach through shared schedules and maps. There has not been a committee from other regional stakeholders and groups to share in this strategy.</p> <p>The regional has not historically been involved with “Try Transit Week”. The Lead Agency is currently working to coordinate a “Try Transit” campaign for the 2012 calendar year.</p> <p>Monthly newsletters are disseminated throughout the region.</p> <p>Regional stakeholders are involved in job fairs, health fairs, community educational fairs throughout the Middle Rio Grande Area.</p> <p>Although both RTD’s have worked diligently with the private sector throughout the regional, this task has not been successful.</p>	<p>Continue with Coordination being marketed by all modes – RTD’s, Intercity, Stakeholders, and Private providers.</p> <p>Establish proclamations in each county for Try Transit.</p> <p>Continue with monthly regional newsletter.</p> <p>Coordinate public presentations throughout the region. Attend and set up information booth at job fairs, health fairs, and community fairs.</p> <p>Work with area business for marketing promotions as a means to generate matching funds for regional initiatives.</p>
<p>Develop strategies to acquire additional and alternative funding for the region.</p>	<p>At this time there is minimal local support from counties and municipalities. Although various one on one meetings have taken place, both cash and in-kind match are limited.</p> <p>The Lead Agency along with stakeholders is working on an inventory of in-kind match within the region.</p> <p>The coordination of funding applications has been a success within the region dating back to 2002. Support and commitment from regional partners is a strong aspect of acquiring funding.</p>	<p>Local support campaign being planned for all counties in region as well as municipalities</p> <p>Update and an inventory of in-kind match being determined and tracked</p> <p>Continued Coordination of funding application opportunities.</p>
<p>Develop representation on economic development initiatives and regional plans.</p>	<p>The regional partners are engaged in regional economic initiatives and attend various forums, conferences, and meetings of such. There is no engagement in the Rural Planning Organization initiative at this time. The RPO is facilitated by the Council of Governments.</p> <p>There is an active role as members of the Texas Transit Association, Community Transit Association of America, American Public Transportation Association, and the Southwest Transit Association.</p>	<p>Continue attending regional economic development meetings and conferences. Seek engagement in the Regional Rural Planning Organization.</p> <p>Continued involvement in the development of regional development planning initiatives.</p> <p>Seek membership as a region in state transit associations and economic development associations.</p> <p>Take part in national associations for transit and economic</p>

		development initiatives. Work with other regional planning initiatives.
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1.. Job Access Needs

While there has been a moderate increase in public transit funds, the mobility demands created for families who must meet the work requirements has by far exceeded the limited funds. The new demands for welfare to work transportation has far exceeded equipment and fueling resources, thus creating a need for collaborative measures between public and private sectors. The Middle Rio Grande communities plagued by stagnant economies have found the need to look to metropolitan areas and larger rural communities to place some of its unskilled labor force. Major employers in the region include:

Laredo:
 Laredo Independent School District, United Independent School District, Texas Gas Corp, City of Laredo, Mercy Regional Medical Center, H.E.B. Grocery Company, Webb County, McDonald’s Restaurant, Texas A&M University, The Laredo National Band, Doctor’s Hospital, Laredo Community College, International Bank of Commerce, Laredo State Center, Wal Mart, Barry of Laredo, TSI Equipment, Miracle Candle Co., Sears Roebuck Co, Texas Mexican Railway, J.C. Penny, Immigration & Naturalization Services, Delphi Packard Electric, International Stores, Builders Square, Daniel B. Hastings, Inc. , Sony Magnetics, Coca Cola Bottle Co, El Metro Transit, Eagle Ford Shale Distributers.

Uvalde:
 Uvalde Consolidated Independent School District, City of Uvalde, County of Uvalde, Super Wal-Mart, Williamson & Dickey, Sierra Industries, Amistad Nursing Center, Garland Foods, First State Bank, Security Service Federal Credit Union, Vulcan

Materials, H.E. B. Grocery Foods, Super S. Foods, Border Patrol, 38th Judicial, Tandem Oil, Maxi Energy, Statewide Transport Trucking Division, Uvalde Memorial Hospital, Uvalde County Clinic/Our Health, Texas A&M Research Center, Holiday Inn, Best Western, McDonalds, Wendy's, Taco Bell, Kettle Restaurant, US Cellular, General Tire Proving Grounds, UPS, Unifirst Uniforms, Southwest Texas Junior College, Rio Grande College/Sul Ross State University, Texas Mohair, Uvalde Family Practice, MG Materials, Sears Roebuck, Bealls, Burger King, Pizza Hut, Subway, Dairy Queen, Tractor Supply, Torres Ready Mix, Uvalde Concrete, Southwest Area Regional Transit District, F&F Auto Supply, Lack Furniture, United State Postal Service, Garner State Park & Recreation, Southwood Nursing Home, Family Dollar, Dollar General, Uvalde Inn, Central Power & Light/AEP.

Carrizo Springs:

Carrizo Springs Independent School District, Community Service Agency, City of Carrizo Springs, Dimmit County, McDonalds, Southwest Area Regional Transit District, Wal Mart, H.E.B. Grocery Foods, Bear Motors, Bear's Tejano Club, Vida's Used Cars, Carrizo Springs Hospital and Nursing Home, Eagle Ford Shale Oil Distributers.

Del Rio:

Federal Agencies, San Felipe Del Rio CISD, Laughlin Air Force Base, Wal-Mart Supercenter, Val Verde Regional Medical Center, City of Del Rio, County of Val Verde, Plaza Del Sol Mall, HEB Grocery, Texas State Agencies, The GEO Correctional Facility, Union Pacific Railroad, The Bank and Trust, Border Federal Credit Union, Del Rio National Bank.

San Antonio:

There are number of employment opportunities in Bexar County. With the addition of the Toyota plant in San Antonio, local workforce is anticipating a large number of residents that will be commuting for work placement.

One of the most rapidly growing industries in the region is that of the trucking industry and oil industry due to the Eagle Ford Shale. This is apparent primarily in the border areas of Del Rio, Laredo, and Eagle Pass. Other areas affected include Cotulla, Artesia Wells, Carrizo Springs, Crystal City, La Pryor, Big Wells, Batesville, and Encinal. Due to the great demand of this industry, the Southwest Texas Jr. College continues to provide its truck driving training to each extension site located in Eagle Pass, Uvalde, and Del Rio. This program assists interested students to obtain their Commercial Driver's License.

Welfare recipients need seamless modes of transportation alternatives to get to work. Since the current regional transportation system operates primarily on a reserve-

a-ride, first come first served basis, it was anticipated and proven to be true that the work related trips continues to exceeded the systems capacity as welfare to work laws are enforced; Thus, having an increase of gaps in services to disabled passengers. In order to meet such demands, the current regional service delivery system has expanded its services to provide transportation alternatives to those seeking employment, education, and training as well as those thrust into the workforce due to the economic recession. Although this expansion and coordination between transit providers has been widely received, it remains minute to scale and does not meet the needs of the target area thus enlarging the gaps in service.

In assessing the target area’s public transportation needs, job accessible transportation has become vital to the long term success towards increasing the number of welfare recipients to become self-sufficient, including those recipients who are disabled. Due to the stagnant economy of the proposed area, residents must seek job opportunities and educational/training opportunities in larger outlying communities such as Eagle Pass, Laredo, Carrizo Springs, Del Rio, Uvalde, and San Antonio.

Due to the region’s proximity to the border of Mexico, a large square mileage of the area is considered to be that of *Colonias*. The most heavily populated areas of colonias are present in the following counties:

Dimmit County Colonia Demographics:

Colonias: Asherton, Big Wells, Brundage, Catarina, Espantosa, Carrizo Hills	
Total Colonia Population	3,690 36% of total population
Total Colonia Acreage	2,909

Zavala County Colonia Demographics:

Colonias: La Pryor, Chula Vista, Loma Grande, Camposanto/Elcometa, Bushy Creek Subdivision, Popeye Lake, River Spur, Triangulu, Bee Cross Subdivision, Nueces Campsite Lots, Amaya, La Hacienda Estates #2, Batesville		
Total Colonia Population	4,071	35% of total population
Total Colonia Acreage	1,857	

Uvalde County Colonia Demographics:

Colonias: North Uvalde, Uvalde Estates, Sabinal, Knippa, Vanessa, Brice Lane, Vanham, Fort Clark Road, Gonzales, South Grove		
Total Colonia Population	3,664	14% of total population
Total Colonia Acreage	3,685	

Maverick County Colonia Demographics:

Colonias: Loma Bonita, Deer Run 1-5, South Elm Creek 1-4, Sauz Creek, Siesta Acres, Kickapoo Indian Village, Riverside Acres, Florintino Ramos, Rosita Gardens, Rosita Valley, Victoriano Hernandez, Los Guajillos, Loma Linda Ranchettes, Border Housing #1, Loma Linda 1-5, Chula Vista 1-5, Chula Vista School Block, El Pueblo Nuevo, Rockaway Country Sites, La Herredura, Eagle Heights 1-4, Zamora Lands, Las Brisas, Wilson & Bargo, Morales Circle, Morales 2 west, Morales 2 east, Morales 3, Morales 2a, Big River Park, Hector Rodriguez, Green Acres 1-2, Paisano Heights, Las Carretas, Lago Vista, Nellis Lands, Heritage Farm, Las Quintas Fronterizas, Cedar Ridge 1-4, El India Townsite, Los Jardines Verdes, Fabrica Townsite, Seco Mines, Cenizo Heights, Normandy, Quemado, Radar Base, Hopedale, Airport Subdivision, Elm Creek 1-2, La Hacienditas		
Total Colonia Population	22,285	44% of total population
Total Colonia Acreage	5,085	

Goals to Address Job Access Regional Needs

Goal: To enhance transportation services to better serve job access needs within the county.

- Task 1: To enhance the current transit system by providing extended hours for the colonias in the region for job access and educational/training needs.
- Task 2: To enhance the current local transit system by providing extended hours within the city limits for job access and educational/training needs.

Employer Assisted Strategies:

It was identified through the Job Access needs assessment that employers have determined that their employees have a need for employment transportation. Even though their employees have access to public transportation, the hours and days of operation may not meet their needs. As noted in the employer's surveys, a small number of employers contained the financial capabilities to assist with transportation costs.

This would be a target goal for the region. Major and interested employers remain target recruits to join the regional transit stakeholders in assisting with the transit needs of the area which also includes job access, training, and support transportation services.

2. *Mobility Needs/New Freedom Initiative*

Through the region's needs assessment, transit providers face barriers in meeting the needs to provide the same level of service currently being provided let alone increasing the level of service. New initiatives and avenues are targeted to assist in not only meeting the current level of service, but to also strive towards increasing the level of service to meet a larger percentage of gaps in service. The following are the gaps in service for meeting mobility needs:

- Vehicle replacement for an aging fleet. 66% of the vehicles used to provide service in the region are over ten years in age, have an average life mileage of over 158,784 miles. It is estimated that over 44% of the inventory is in need of replacement just to continue the current service delivery.

- Lift and wheelchair accessible vehicles. Vehicles with more wheelchair seating capacity are needed. On average vehicles are limited to 2 wheelchair positions. Although providers within the region have purchased six vehicles with more than just two wheelchair positions, new Passenger Assistance regulations mandate that even walkers with wheels will have to be secured in a wheelchair position due to safety; thus limiting the capacity of dire needed wheelchair positions. .
- Trained staff to provide Mobility Management services.
- Provide various modes of communication devices and systems for persons with disabilities to schedule transportation.
- The lack of accessible ramps needed by wheelchair accessible clientele.

The table below depicts those providers in the region that provided a transportation inventory:

Agency	Type of Service	Annual One-way Trips	# of Vehicles	Average Mileage	Average Age of Vehicles	Average Annual Cost
Southwest Transit	Rural Public Transit, Medical Transportation, Job Access, Elderly/Disabled Transportation	154,000	55	1,300,000	6 years	\$120,000
City of Del Rio	Rural Public Transit, Medical Transportation, Job Access, Elderly/Disabled	80,973	20	495,228	5 years	\$357,765
Southwest Area Regional Transit District	Elderly Nutrition Support Services – Transit	10,680	2	18,000	12 years	\$15,000

It is estimated that in order to continue the current level of service, the cost to replace 44% of the fleet mentioned above will cost approximately \$2,059,200.

3. Rural Public Transportation and Elderly/Disabled Transportation Side- Barriers

Both rural public transportation providers in the region have experienced an increase in services over the past five years despite a rising costs in fuel, rising insurance costs, and an aging fleet. Maintenance costs continue to increase as a result to the aging fleet. The need to expand services into un-served areas, expand hours of operations, and days of operation proves a hardship due to costs.

The need for efficiency is great as well as the need to grow technologically. The cost to automate its services with current marketed scheduling software, Global Intelligence Systems, and communications is not a reality with current funding and budgets but yet it is needed in order to grow with the transit industry as a whole.

The City of Del Rio utilizes the Trapeze Software and generated vehicle/route scheduling system. Through global positioning and the newly marketed tablets, this system is able to track and report activities required by their various funding streams.

The Southwest Area Regional Transit District is currently performing its own needs assessment through the EVP Group, Inc from El Paso, Texas. The end result is geared towards a complete Intelligence Systems that includes GPS mapping, compilation schedule/dispatching through Shah's Transit Manager Software. Interfacing with tablets versus Mobile Data Computers is the most updated technology for the transit industry. Additional interfacing components include vehicle maintenance record keeping/operations, video cameras, electronic fare boxes, swipe cards, and pre-trip/post trip modules. The final interfacing function includes communication between dispatch through the tablets eliminating cell phones and radios.

Southwest Transit

Southwest Transit Operations Program (STOP) has been administered by SWART since 1981 and celebrates its silver anniversary this year. The program is funded through the Texas Department of Transportation's (TxDOT) Section 5311 Rural Public Transportation Program. In collaboration with the rural public transit system, SWART is also funded through the TxDOT's Medical Transportation Program to provide medical transportation to eligible Medicaid clients to medical facilities. Southwest Transit contains a fleet of fifty-five (55) vehicles and operates in an eight (8) county service area. Over 153,000 one-way trips are performed on an annual basis traveling over 1,350,000 miles annually. The program contains one (1) project director, one (1) lead mechanic, two (2) mechanics, two (2) systems operator, one (1) trainer, four (4) lead drivers, and fifty-three (53) drivers.

Demand response, deviated fixed routes, door-to-door services, and various routes (both locally and out-of- area) are provided to the general public for a small fee. Scheduling and dispatching routes are performed centrally in the City of Uvalde and the City of Eagle Pass. Southwest Transit is unique in its operation due to its in-house mechanics and maintenance facility (Uvalde & Eagle Pass), as well as two multi-modal facilities located in Uvalde and Eagle Pass, 1 transit terminal located in Crystal City, 1 Park & Ride Facility located in Uvalde, and 1 transit office located in Cotulla.

Southwest Transit Operations Program has an extensive training program which includes such training as Passenger Assistance Techniques and Sensitivity, Bus

Safety, Blood Born Pathogens, CPR, First Aid, Defensive Driving, Customer Service, Communications, Conflict Resolution, and Stress Management

Hours of Operations

SWART’s business office hours of operation are Monday through Friday 8:00 AM to 6:00 PM. A voice mail system is available for clients to leave messages between hours of operation. An emergency contact is provided to all clientele. This emergency contact is via a cell phone to the Transit & Safety Director who is on call 24 hours a day, seven days a week, including holidays.

SWART’s Hours of Operation for transit services is depicted in the table below:

County	Days of Operation	Hours of Operation
Dimmit County	Monday through Saturday	3:00 AM to 7:00 PM
Edwards County	Monday through Saturday	3:00 AM to 7:00 PM
Kinney County	Monday through Saturday	3:00 AM to 7:00 PM
La Salle County	Monday through Saturday	3:00 AM to 7:00 PM
Maverick County	Monday through Saturday	3:00 AM to 7:00 PM
Real County	Monday through Saturday	3:00 AM to 7:00 PM
Uvalde County	Monday through Saturday	3:00 AM to 7:00 PM
Val Verde County	Monday through Saturday	3:00 AM to 7:00 PM
Zavala County	Monday through Saturday	3:00 AM to 7:00 PM

Due to SWART’s commitment to providing seamless modes of transportation, Southwest Transit has for the past fifteen (15) years provided services even during holidays. Although the Southwest Area Regional Transit District observes 12 holidays including employee birthdays, the transportation department provides full services on such holidays.

City of Del Rio Transportation Program

The City of Del Rio Transportation Program is funded through the Texas Department of Transportation's (TxDOT) Section 5311 Rural Public Transportation Program. In collaboration with Southwest Transit, the City of Del Rio is also funded through a sub-contract to provide Medical Transportation to eligible Medicaid clients to medical facilities in Val Verde County. The City of Del Rio contains (15) vehicles and operates within the county of Val Verde. Over 80,973 one-way trips are performed on an annual basis traveling over 495,228 miles annually. The program contains one (1) project director, two (2) dispatchers, one (1) trainer, three (3) mechanics and twelve (12) drivers.

Demand response, deviated fixed routes, door-to-door services, and various routes (both locally and out-of- area) are provided to the general public for a small fee. Scheduling and dispatching routes are performed centrally in the City of Del Rio. The City of Del Rio is unique in its operation due to its in-house mechanics and maintenance facility, as well as a multi-modal facilities located in the city of Del Rio. The City of Del Rio's hours operation are Monday through Saturday from 7:00 AM to 6:00 PM. Due to the City of Del Rio's commitment to providing seamless modes of transportation, the transportation program has for the past fifteen years provided services even during holidays.

4. Technical Assistance

The region lacks in specialty and professional services pertaining to vehicle maintenance, lift maintenance, intelligence systems, training, and federal regulated mandates. One major goal of the region to seek the technical assistance needed to

continue enhancing the currently delivery system as well as seek alternative funding for such.

5. Regional Planning

As the Rural Planning Organization initiative has been targeted as a future investment and process within the region; it is currently at a foundation stage. The Middle Rio Grande Development Council is the designated RPO for the region. Preliminary discussions and meetings have taken place to target those agencies who are service transit providers and infrastructure groups in order to determine those impacted by RPO functions and activities. The Middle Rio Grande Transportation Regional Steering Committee continues to strive to work with any regional group that enlists transportation services as a viable need and that impacts the livelihood of the enhance of regional goals across the board.

REGIONAL STRATEGIES

GOAL: To enhance the regional transportation system by involving all modes of transportation services.			
Objective: To provide a seamless mode of transportation services to the entire region.			
Activity	Measurement	Responsible Staff and Entity	Completion Date
Update coordinated services with City of Del Rio Transportation.	MOU	SWART – Southwest Transit and City of Del Rio Transportation	December 2010 ²
Coordinate with intercity carrier feeder routes and ticket sales.	MOU	SWART- Southwest Transit Kerrville Bus Company	Ongoing
Coordinate with other public and private providers in the region with transit services and technical support.	MOU	SWART-Southwest Transit City of Del Rio Transportation	Ongoing
Continue providing a ridership educational program for the ADA population	Increase ADA ridership by 5%	Lead Agency and Regional Stakeholders	Ongoing
Phase III – continued project to acquire Technological upgrades enhance bus systems, dispatching & scheduling systems within the region	Reduce intake call time, produce more accurate reports on trips, riders, mileage, etc.	Lead Agency and Regional Stakeholders	July 2012
Objective: Develop a vehicle replacement program and vehicle maintenance program for the region.			
Activity	Measurement	Responsible Staff and Entity	Completion Date
Continuation of enhancing Maintenance Shops	Decrease in out sourcing	SWART Southwest Transit and City of Del Rio	Ongoing
Continue acquiring matching funds from regional partners to purchase additional vehicle and replace vehicles.	Increase of regional fleet.	Lead Agency and Regional Stakeholders	Ongoing
Work with regional partners to acquire space/land for regional maintenance facility..	Decrease in out sources	Lead Agency & Stakeholders	Ongoing
Coordinate with the Southwest Texas Junior College to utilize auto mechanics students as trainers for regional maintenance program	MOU	Lead Agency & Regional Stakeholders	Ongoing
Objective: Develop a regional Co-Op for fuel, parts, and services.			
Activity	Measurement	Responsible Staff and Entity	Completion Date
Update regional inventory..	Comparison of 2009 to 2010	Lead Agency and Regional Stakeholders	December 2011
Update regional needs assessment of providers	Comparison of 2006 to 2010	Lead Agency and Regional Stakeholders	January 2012
Objective: Continue the coordination of regional stakeholders meetings.			
Activity	Measurement	Responsible Staff and Entity	Completion Date
Continued development of MOU's with Work Force,	Tracking of network	Lead Agency and Regional Stakeholders.	Ongoing

Medical Facilities, & Other RTD's	activities.		
Quarterly Stakeholder Meetings	Meeting minutes and agendas.	Lead Agency and Regional Stakeholders.	Ongoing
Work towards filling all positions on the advisory committee.	Tracking of members.	Lead Agency and Regional Stakeholders.	Ongoing
Host Pubic forums in each county of the region	Sign in List	Lead Agency and Regional Stakeholders.	Ongoing
Host 2 regional planning workshop for entire region	Attendance List	Lead Agency and Regional Stakeholders	November 2011 and July 2012
Objective: Staff Development & technical training for transit staff (drivers, dispatchers, mechanics, & trainers) in the region.			
Activity	Measurement	Responsible Staff and Entity	Completion Date
Update trainer certifications	Training Certifications	Lead Agency and Regional Stakeholders	Ongoing
Regional Drivers and mechanics attending on-going training.	Training Certifications	Rural Transit Districts	Ongoing
Provide regional training to transit related services.	Training Certifications	Lead Agency	Ongoing
Acquire training for support services in transit administration, mobility management, and grant writing	Training Certifications	Lead Agency and Regional Stakeholders	Ongoing
Objective: Develop regional marketing strategies.			
Activity	Measurement	Responsible Staff and Entity	Completion Date
Continue with Coordination being marketed by all modes – RTD's, Intercity, Stakeholders, and Private providers.	Coordinated schedules and brochures.	Lead Agency and Regional Stakeholders	Ongoing
Establish proclamations in each county for Try Transit.	Proclamations New Publications	Lead Agency and Regional Stakeholders	March 2012
Continue with monthly regional newsletter. Quarterly Publications & dissemination throughout region.	Quarterly Newsletter	Lead Agency	Ongoing
Coordinate public presentations throughout the region.	Sign In Sheets	Lead Agency and Regional Stakeholders	Ongoing
Attend and set up information booth at job fairs, health fairs, and community fairs.	Sign In Sheets.	Lead Agency and Regional Stakeholders	Ongoing
Work with area business for marketing promotions as a means to generate matching funds for regional initiatives.	MOU	Lead Agency and Regional Stakeholders	Ongoing
Objective: Develop strategies to acquire additional and alternative funding for the region.			
Activity	Measurement	Responsible Staff and Entity	Completion Date
Local support campaign being planned for all counties in region as well as municipalities	Increases of local match/funding.	Lead Agency and Regional Stakeholders	Ongoing

Update and an inventory of in-kind match being determined and tracked	Tracking Form of in-kind contributions.	Lead Agency	Jul 2012
Coordinate funding application opportunities.	Award of joint applications.	Lead Agency and Regional Stakeholders	Ongoing
Objective: Develop representation on economic development initiatives and regional plans.			
Activity	Measurement	Responsible Staff and Entity	Completion Date
Continue attending regional economic development meetings and conferences.	Coordination	Lead Agency and Regional Stakeholders	Ongoing
Continued involvement in the development of regional development planning initiatives.	Network	Lead Agency and Regional Stakeholders	Ongoing
Seek membership as a region in state transit associations and economic development associations.	Network	Lead Agency and Regional Stakeholders	Ongoing
Take part in national associations for transit and economic development initiatives.	Network	Lead Agency and Regional Stakeholders	Ongoing
Work with other regional planning initiatives.	Transit included in plans.	Lead Agency and Regional Stakeholders	Ongoing

Levels of Coordination

Although the Middle Rio Grande region provides unique transit alternatives to its riders, it has set a state-wide precedence in the area of coordination. Through inter-local agreements between the Southwest Transit, the City of Del Rio Transportation Program, and Kerrville Bus Company, regional providers are able to offer seamless modes of transportation for residents in the region to anywhere in the United States. Other coordination efforts include drug & alcohol collection, marketing, training, feeder routes, and assistance during mechanical failures. Through two multi-modal facilities (Uvalde and Eagle Pass) and one multi-modal facility located in Del Rio, coordination of transit services has given both rural transit districts (Southwest Transit & City of Del Rio) and Kerrville Bus Company an avenue to venture into creative means to provide regional transit services.

Regional providers collaborate with other comprehensive care providers in the region that comprises a vast referral system. It is through this referral system that the region promotes its transit service. Included in such efforts are presentations at local colonias associations, nutrition centers, community centers, and at public comment sessions. Other distributions are by flyer, radio, periodicals, and local television. Coordination and referral efforts with local workforce, employers, medical facilities, and educational institutions are primary avenues to recruit riders

LEVELS OF SERVICE

Level of Service	Description	Providers	Costs
Current Level of Service 33% of need met	Costs include current level of service provided plus the cost of replacing 65% of the fleet. Services such as Rural Public Transportation, Medical Transportation, and support services.	Southwest Transit City of Del Rio Regional Elderly Nutrition Centers	\$3,502,239
Job Access Services 100% of need to be met.	Costs include operations, administration, and needed fleet to meet service need.	Regional providers	\$2,678,030
Disabled & Elderly Services 100% of need to be met.	Costs include operations, administration, and needed fleet to meet service need. This includes the increase in elderly riders due to "Baby Boomers".	Regional Providers	\$3,302,201
Seamless Level of Service 100% of need to be met.	Costs include operations, administration, and needed fleet to meet service need. Services such as Rural Public Transportation, Medical Transportation, and support services.	Regional Providers	\$15,820, 210
GIS/Technology	Costs of updating scheduling software, implementation of GPS Systems, video cameras, and communication equipment.	Regional Providers	\$2,300,000

Attachments