

Report Summarizing the Findings of the East Texas Regional Transit Transfer Study

Performed for
**East Texas Regional Transportation Coordination
Planning Steering Committee**



Performed in cooperation with the
**East Texas Council of Governments
Texas Department of Transportation Tyler District**

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DISCLAIMER

The authors of this report from Texas Transportation Institute are responsible for the facts and the accuracy of the information presented herein.

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REPORT SUMMARIZING THE FINDINGS OF THE EAST TEXAS REGIONAL COORDINATION TRANSFER STUDY

INTRODUCTION

In May 2003, the Texas Legislature amended the State's Transportation Code to add Chapter 461 – Statewide Coordination of Public Transportation. The intent is to ensure that the benefits of the State's public transportation resources are maximized through coordination of services. The goals of coordination are to eliminate waste, generate increased efficiencies and further clean air goals. The responsibility for implementing statewide coordination of public transportation was delegated to the Texas Transportation Commission. The Commission assigned development of regional transit coordination plans to the Regional Planning and Public Transportation Study Group. The Study Group concluded that each region in the state, as defined by council of government boundaries, should develop a regional coordination plan.

The East Texas Regional Transportation Coordination Planning Steering Committee (Steering Committee) was formed in 2005 to address the goals of Chapter 461 as set forth by the Study Group. The Steering Committee is composed of local government officials and also representatives from the Texas Department of Transportation (TxDOT) – Tyler District, the East Texas Council of Governments (ETCOG), Amtrak, the public transit providers for Longview and Tyler, representatives of health and human service agencies, and private sector transit providers. The Steering Committee produced the East Texas Regional Transportation Coordination Plan in November 2006. The plan reflected the priorities of the Steering Committee:

1. People first, barrier free
2. Multi-modal interconnectivity across the region
3. Aggressive outreach and education to a broad base
4. Increased and flexible funding
5. Increased and expanded services
6. Emergency planning and homeland security

The plan identified a set of concrete actions and projects to fulfill the mission of the Steering Committee by creating a framework to implement the six priorities. An early action item was authorization of the East Texas Regional Coordination Transfer Study.

Vision for Regional Coordination

Regional coordination will provide a comprehensive, sustainable system of efficient and effective public transportation services with seamless connections within and beyond the boundaries of East Texas, providing greater access to jobs, healthcare, retail, and recreation to reduce poverty and improve the quality of life of East Texas citizens.

Purpose of the Transfer Study

The Steering Committee authorized the East Texas Transfer Study

- To conduct a comprehensive study to guide lead entities to successfully implement regional coordination of public transportation services for the East Texas region, and
- To identify and serve potential transfer points for new and potential transportation services.

Objectives

There are five primary objectives for the Transfer Study.

1. Develop a service concept for regional general public transportation for rural East Texas.
 - a. Provide a comprehensive service plan, with seamless connections within and beyond the boundaries of East Texas;
 - b. Provide greater access to jobs, healthcare, retail, and recreation;
 - c. Serve general public while enabling coordination or integration with client service providers; and
 - d. Identify opportunities for private sector involvement.
2. Ensure a level of service that is appropriate to the population and demographics by county and with consideration for growth.
3. Develop a capital improvement program to support the service concept.
4. Estimate the financial resources required to develop the service concept, with consideration for operating and capital requirements.
5. Identify possible strategies for sources of local share required beyond projected federal and state funding.

EXISTING CONDITIONS

The East Texas region is a 14-county area including Anderson, Camp, Cherokee, Gregg, Harrison, Henderson, Marion, Panola, Rains, Rusk, Smith, Upshur, Wood, and Van Zandt Counties (Figure 1). These counties encompass approximately 9,600 square miles of East Texas, south of Interstate Highway 30, and extending east to the Louisiana border. The Trinity River forms the southwestern border, and the Sabine River flows through nine of the region's 14 counties.



Figure 1. Counties and Cities in the East Texas Region

The region has two primary urban centers of comparable size, complemented by several smaller cities as shown in Figure 2. Tyler, the county seat of Smith County, is the largest city in the region, with a population of 94,146 (Census Estimate 2006). Longview, the county seat of Gregg County, is the second largest city, with a population of 77,675 (Census Estimate 2006). Other cities include Athens in Henderson County, Palestine in Anderson County, Jacksonville in

Cherokee County, Marshall in Harrison County, and Kilgore in Gregg County, each of which has a current population between 10,000 and 25,000.

The only Interstate Highway serving the region is I-20, which runs east-west, coming within ten miles of Canton, Longview, Marshall, and Tyler before connecting the region to the larger cities of Dallas to the west and Shreveport to the east.

Population Demographics

The 14 counties comprising the East Texas region have a combined population of about 800,000 in 2006. Roughly 24 percent of the region's population resides in the urbanized areas of either Tyler or Longview, another 24 percent reside in other cities and towns, and the remaining 52 percent reside in rural areas. The overall population density for the region is 80.5 people per square mile.

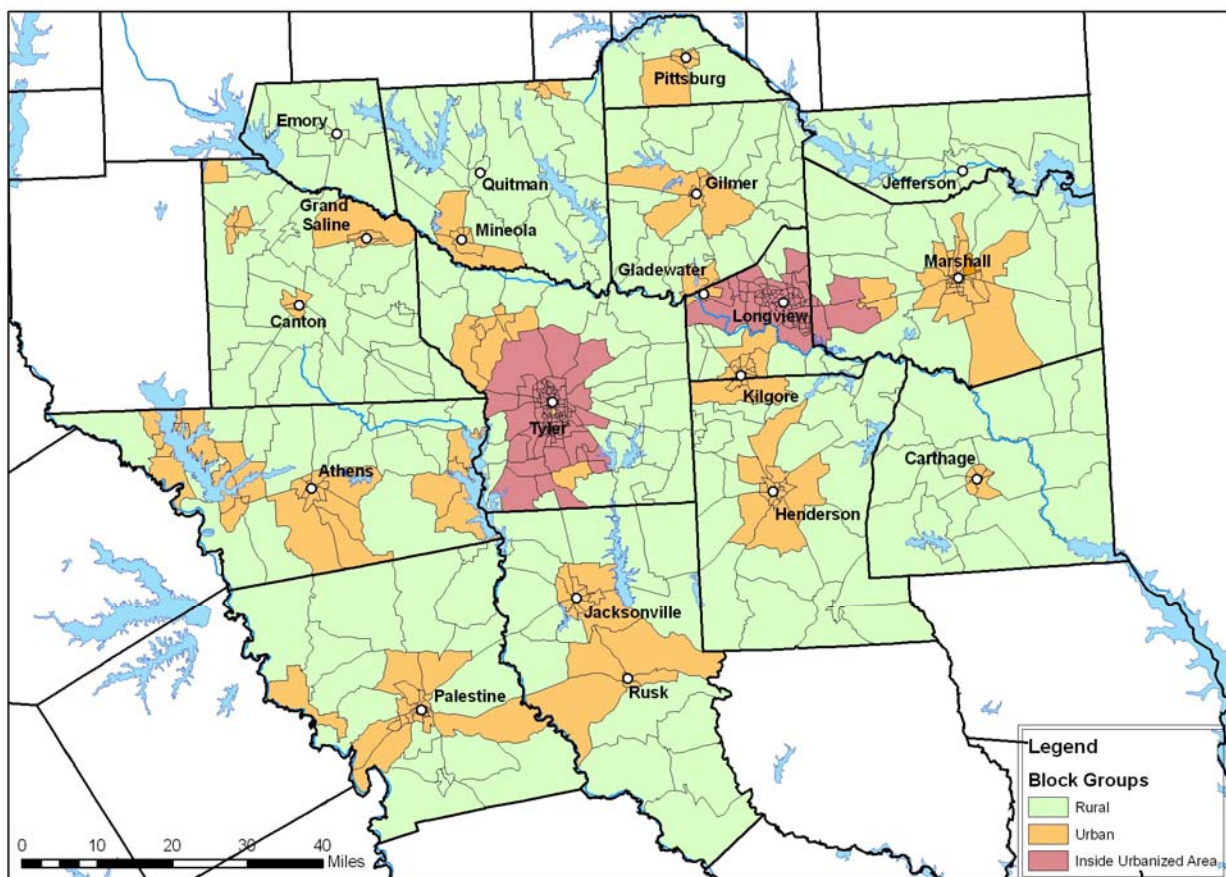


Figure 2. Urban and Rural Areas in East Texas

From a population of 745,180 in 2000 to over 800,000 in 2006, the region grew 8.7 percent, an average annual growth rate of 1.5 percent. The region is projected to have a population of approximately 991,000 by 2020 and over 1.1 million by 2030 (Texas State Data Center) (Table 1). The three fastest growing counties from 2000 to 2006 were Smith, Gregg, and Henderson. By 2030, two additional counties will each have a population over 75,000 by 2030 – the counties are Harrison and Van Zandt. Detail population projections are in Appendix 1.

Table 1. Population Growth by County

Population Growth by County						
County	2006	Pct	2010	2020	2030	Pct
Anderson	57,064	7.1%	60,583	65,322	67,538	5.9%
Camp	12,410	1.6%	13,714	16,289	19,027	1.7%
Cherokee	48,513	6.1%	53,699	61,761	69,513	6.1%
Gregg	117,090	14.6%	119,789	133,826	158,600	13.9%
Harrison	63,819	8.0%	72,316	84,088	98,377	8.6%
Henderson	80,222	10.0%	95,404	122,894	154,660	13.5%
Marion	10,970	1.4%	12,618	13,799	13,977	1.2%
Panola	22,989	2.9%	24,575	25,595	25,463	2.2%
Rains	11,514	1.4%	12,032	15,040	17,278	1.5%
Rusk	48,354	6.0%	50,974	54,622	57,425	5.0%
Smith	194,635	24.3%	194,408	222,289	262,385	22.9%
Upshur	37,923	4.7%	40,765	46,455	52,177	4.6%
Van Zandt	52,916	6.6%	60,616	73,807	85,886	7.5%
Wood	41,776	5.2%	46,101	55,573	61,821	5.4%
Total	800,195		857,594	991,360	1,144,127	

Demographically, the region is composed of 77 percent non-Hispanic white, 16.2 percent Black/African-American, 8.7 percent Hispanic or Latino, and 4.5 percent other race or ethnic group. Fifteen percent of the population in East Texas is age 65 and over, compared to 9.9 percent statewide. Of the population for whom poverty status is determined, 15.1 percent of the population in East Texas has an income below the poverty line, compared with 12 percent statewide. Of the civilian non-institutionalized population age 5 years and over, 17.1 percent have at least one disability, compared with 19.2 percent statewide. Of all occupied housing units, 7 percent have no vehicles available, compared with 7.4 percent statewide. The higher percentage of elderly and of those in poverty suggests the need for transit in East Texas.

In analyzing demographic data for the East Texas region, TTI acquired data from the U.S. Census Bureau and the Texas State Data Center. All data from 1980-2000 are from the U.S. Census Bureau. All data from 2001-2030 are projections from the Texas State Data Center.

Currently, all 14 counties have populations with non-Hispanic white as the majority race. However, by 2020, Gregg and Smith Counties will no longer reflect a non-Hispanic white majority. No one race or ethnicity will constitute at least 50 percent of the populations in those counties. By 2030, Gregg and Smith Counties are projected to gain a Hispanic majority. For the overall region, Hispanic is projected to replace Black/African American as the largest racial or ethnic minority by 2015.

In 1980, the region's portion of the population age 65 and over was 14.8 percent. In 2006, those 65 years of age and over constituted 15.2 percent. Wood County had the highest concentration, at 21.1 percent, and Anderson County had the lowest concentration, at 11.8 percent. By 2030, 22.3 percent of the population will be age 65 and over. All 14 counties are projected to have an increase in percent of population age 65 and over from 2006 to 2030.

In 1980, Van Zandt County was the only county in the region with a mean travel time to work greater than 30 minutes. The Van Zandt travel time of 31.1 minutes was the 4th highest statewide. In 2005, Van Zandt County was joined by Henderson, Marion, Rains, and Wood Counties with a travel time greater than 30 minutes. Rains and Van Zandt ranked 4th and 5th statewide, respectively. By 2030, Henderson, Marion, Rains, and Van Zandt Counties are projected to have average travel times exceeding 40 minutes, with Rains ranking 3rd statewide. Anderson, Cherokee, Panola, Upshur, and Wood Counties are projected to have travel times greater than 30 minutes.

In addition to a consistent population growth rate, the East Texas region will continue to see an aging population while becoming more ethnically diverse. These demographic trends suggest an increase in the need for public transportation to provide mobility in the region, indicating demand for a regional coordinated transit system will increase over time.

Transit Need Index

Assessments of the need for transit services by the general population within the urbanized areas of Longview and Tyler and also the rural area of the East Texas region were conducted by TTI. A transit need index was used to rank census block groups for relative transit

need based on demographic characteristics. Demographic categories that typically indicate transit need were used in this analysis. The categories and their characteristics are listed below:

<u>Category</u>	<u>Characteristic</u>
Population	Density in persons per square mile
Household Income	Percent of households living below the poverty line
Auto Availability	Concentrations of households without access to a car
Age Distribution	Concentrations of people over 65
Disabled Population	Concentrations of persons with a workforce disability

Demographic data forms the basis for the transit need analysis. TTI compiled a master census data file to compare census block groups for each characteristic. Each individual census block was indexed against the city or regional average (as appropriate) for each characteristic. The characteristics were used to rank all census block groups for transit need. Rankings were based on the relative comparison of the index for need of a specific census block group to all other census blocks. The objective of the ranking was to target areas with the most transit need. Blocks with higher scores for a ranking characteristic received more points on the transit need index.

The transit need index was conducted for the Tyler Urbanized Area, the Longview Urbanized Area, and Rural East Texas. The areas were separated due to the different population and demographic characteristics of urban places as compared to rural. Ranking characteristics were each assigned a weight which corresponds to the relative importance of the different types of need attributes based on industry knowledge. The urbanized areas were weighted differently than the rural area (Table 2).

Table 2. Transit Need Index Weights

Need Characteristic	Urbanized Areas Longview/Tyler	Rural East Texas
Population density	2.0	1.0
Percent zero car households	2.0	1.0
Percent minority population	1.5	2.0
Percent population 65 or older	1.5	2.0
Percent population density	1.5	2.0
Percent persons below poverty	1.5	2.0

The density and zero auto indices were weighted more for the urbanized areas because those variables tend to be more important in determining transit need in an urban setting. In rural areas, population density is lower, so other indices such as minority, age, and disability can have heavier weights. The index values were added for each block group to calculate the transit need index. The mean and standard deviation were calculated and used to determine the classifications of very low, low, average, high, and very high.

For Rural East Texas, transit need is generally higher in the eastern half of the region, particularly in Camp and Marion Counties, in which all block groups have medium transit need or higher (Figure 3). The block groups of highest transit need are generally small cities and towns (urban clusters), especially Marshall, Jacksonville, Palestine, Jefferson, Athens, Kilgore, Henderson, and Carthage. Transit need is lowest in the northwestern counties of Rains and Van Zandt, neither of which has block groups categorized as very high transit need.

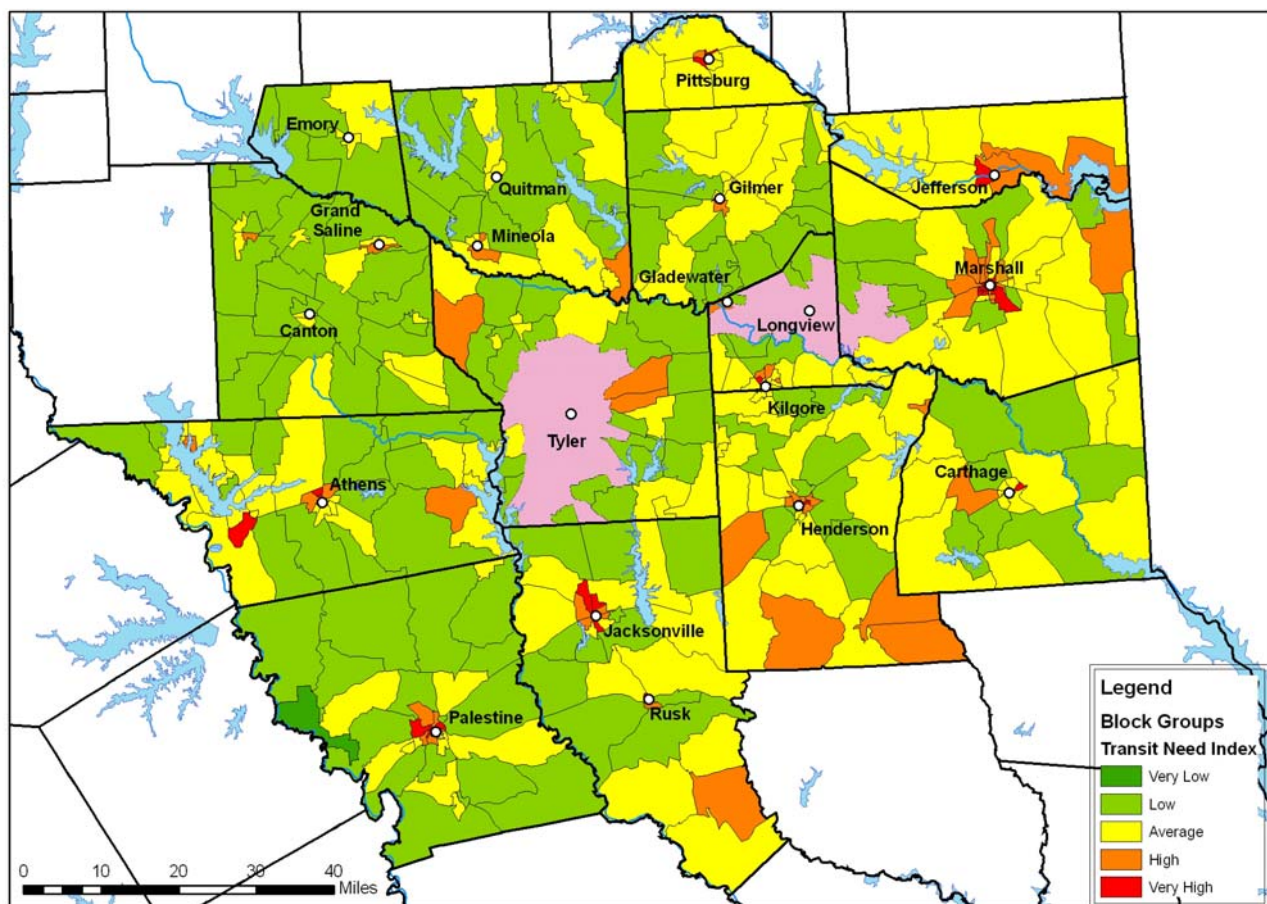


Figure 3. Transit Need Index for Rural East Texas

For the Tyler Urbanized Area, transit need is concentrated almost exclusively within Loop 323 (Figure 4). With few exceptions, the highest transit need is located within Loop 323 in the northwest and southwest quadrants of the city. Two additional block groups of very high transit need are to the east of the center of town. Beyond Loop 323, transit need is average to the northwest along U.S. Highway 69, and small clusters of high transit need are located to the south along U.S. Highway 69 and to the southwest along State Highway 110. Transit need is lowest on the southern edge of town and farther to the south, west, and east in Smith County.

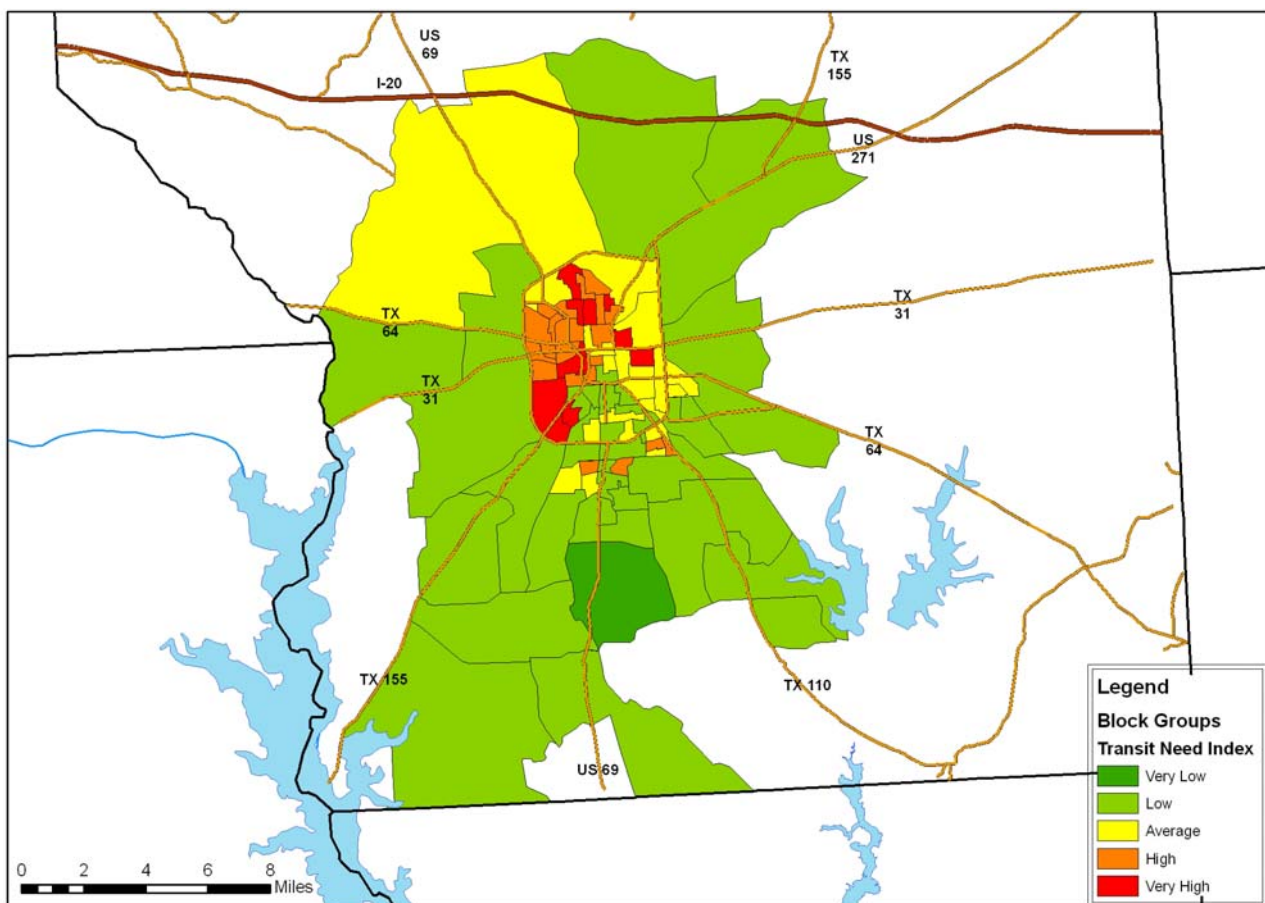


Figure 4. Transit Need Index for Tyler Urbanized Area.

For the Longview Urbanized Area, transit need is completely within Gregg County, primarily to the south of U.S. Highway 80, beyond Interstate 20, to the Sabine River (see Figure 5). The highest transit need is found immediately south of U.S. Highway 80, along U.S. Highway 259 and State Highway 149. To the north of U.S. Highway 80, high transit need is located to the north and southeast of where U.S. Highway 259 and Texas Highway 281 intersect. Transit need is lowest to the east in Harrison County and to the west along U.S. Highway 80.

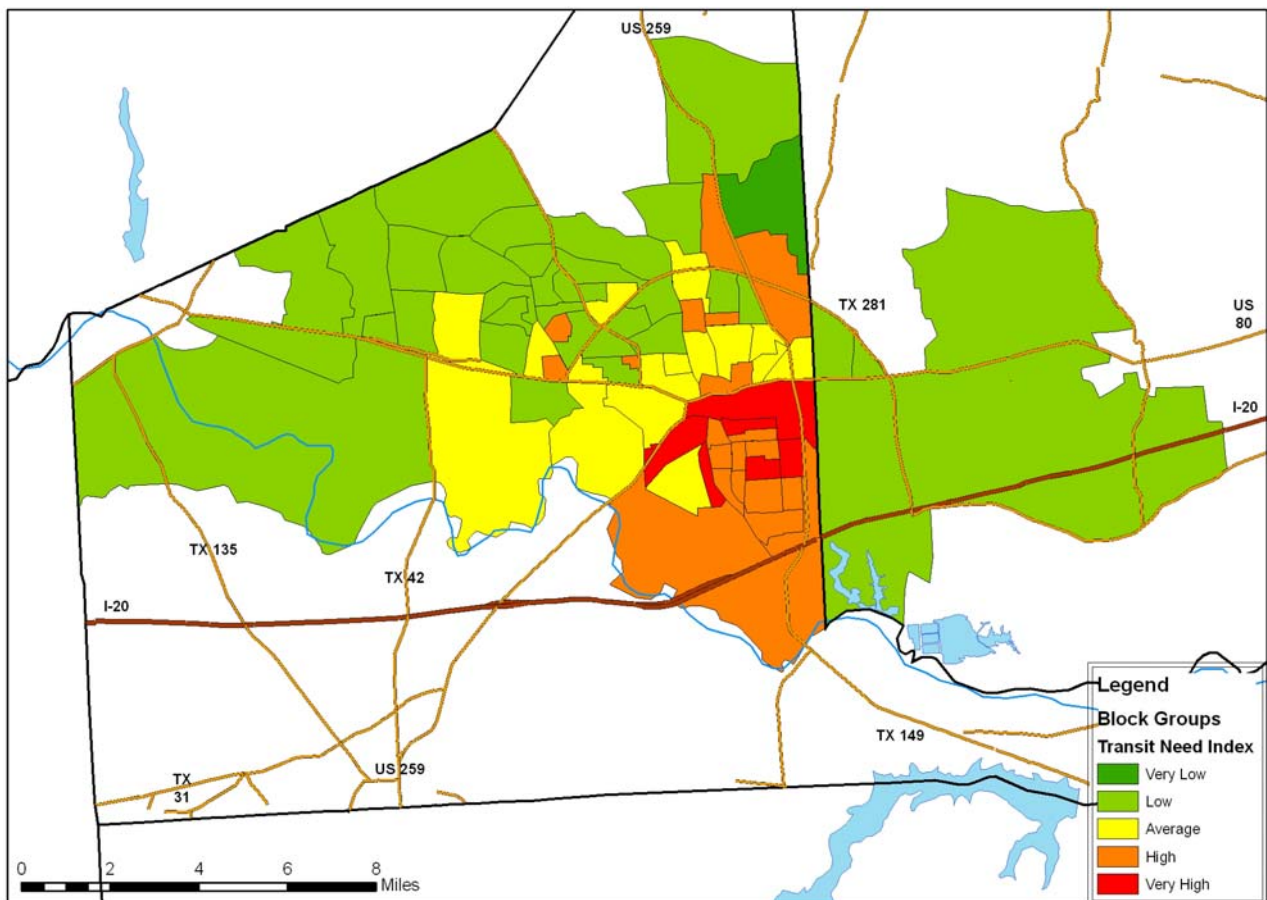


Figure 5. Transit Need Index for Longview Urbanized Area.

The transit need index identifies areas of highest transit need that may be most conducive to any new or existing form of public transportation. Therefore, it is important to identify and document areas of high need when developing a coordinated regional transit system.

Transit Attractors

The Steering Committee also wanted to identify locations throughout the region that would have a high degree of probability of being transit destinations if a region-wide coordinated public transit system were in place. Most of these locations tend to be primary destinations currently served by ETCOG, the rural demand-response operator in the region. Accordingly, ETCOG supplied most of the information for the 14-county region when compiling the locations. A major contribution came from a 2004 study by the East Texas Center for Independent Living (ETCIL) and TxDOT, which identified primary transit destinations within the eight-county TxDOT Tyler District. The Longview MPO also provided a list of locations. The list was supplemented with a series of online searches and is provided as Appendix 2.

The list of transit attractors was comprised of approximately 1,100 locations and was divided into the following groups:

- **Shopping** - 253 grocery stores, retail, and shopping areas
- **Employer** - 198 major employment centers in the region
- **Education** - 70 high schools, 11 vocational schools and community colleges, and 11 colleges and universities
- **Social Service/Government** - 125 social service agencies, 227 public agencies and government offices, and 45 senior centers
- **Medical** - 112 hospitals and clinics and 26 dialysis centers
- **Transportation** - 22 airports, existing intercity bus and rail facilities, and local transit centers.

Summary of Findings

Transit need in the East Texas Region is especially pronounced because of the concentrations of seniors over age 65, lower income population, zero auto households, and concentrations of persons with disabilities. Demographers project an increase in these transit need populations in the next 10 to 20 years. East Texas is also becoming more diverse, and while the urbanized population is growing, there is also a greater risk of isolation of populations in more rural areas of the region. Need for transit mobility will continue to grow in the region.

Before coordination of transit services for the East Texas region can be considered, it is important to know about the existing transit services. The region currently has a variety of public sector and private sector agencies providing transit. TTI compiled a list of all institutions providing some form of public transportation within the region, organized by rural transit, urban transit, intercity bus and rail, private for hire, elderly and disabled providers, and client providers. A transportation provider inventory is Appendix 3.

The East Texas region has one rural public transit provider. ETCOG is a demand-response service open to the general public in rural areas, covering all 14 counties of the region. The region also has two urban public transit providers, the City of Longview and the City of Tyler. Each urban transit district provides fixed route service (Figure 6) and complementary paratransit for persons who qualify under the Americans with Disabilities Act (ADA).



Intercity Bus and Rail

Three intercity bus companies provide service within the region (Figure 7). Greyhound Lines, Inc. has six stations within the region and connects those cities with Dallas, Huntsville, Shreveport, and Texarkana. Kerrville Bus Lines shares facilities with Greyhound in Henderson, Longview, Marshall, and Tyler and also connects the region to Dallas and Shreveport. Lone Star Lines has one facility in Tyler and operates charter service only.

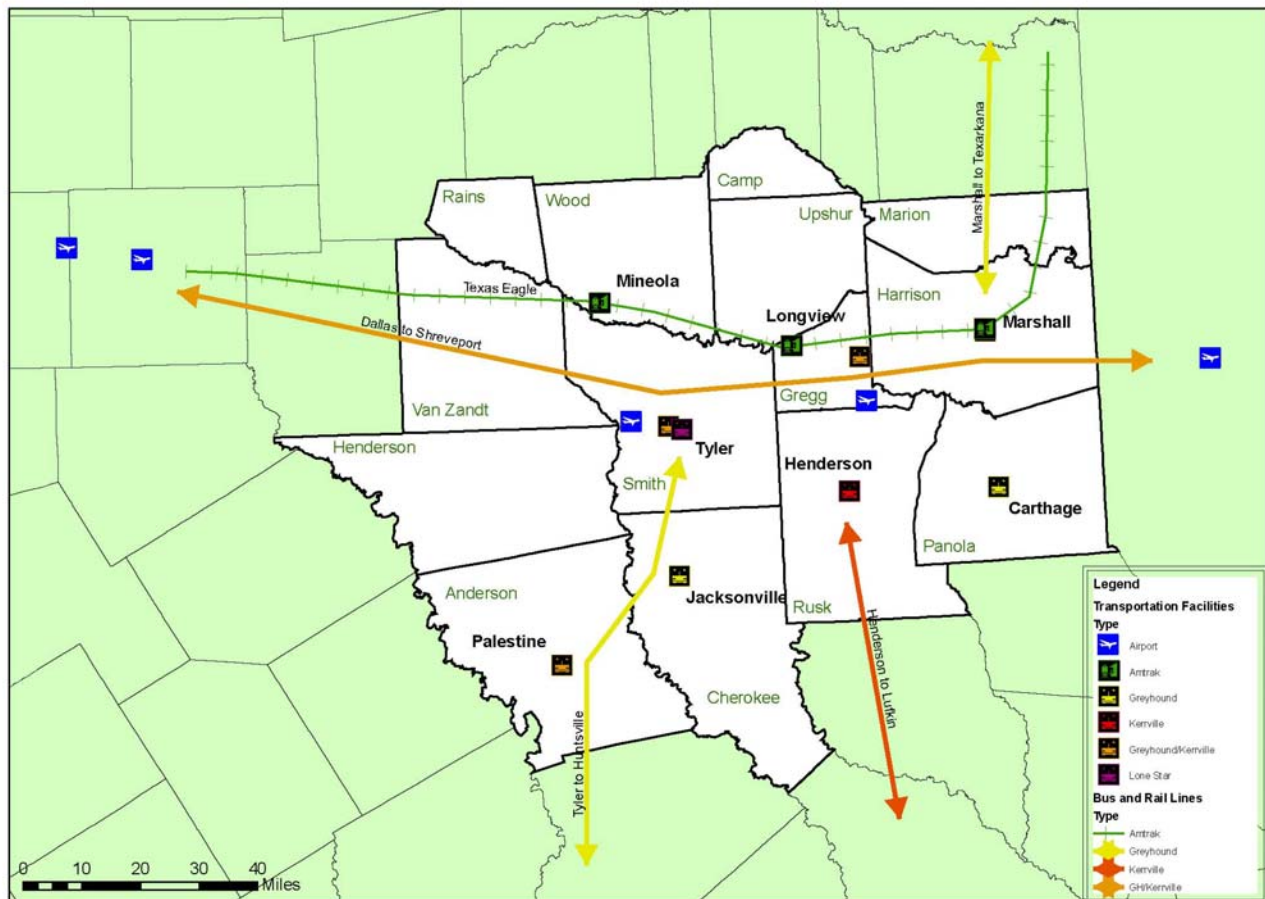


Figure 7. Intercity Bus and Rail Facilities.

Amtrak operates the intercity rail lines within the region. Amtrak's Texas Eagle stops in Longview, Marshall, and Mineola and connects the region to Dallas and Texarkana. In 2002, the Federal Railroad Administration designated this rail line part of the South Central High-Speed Rail Corridor. The corridor connects the region with Texarkana and Little Rock to the northeast, and Dallas, Austin, and San Antonio to the southwest. The designation allows for specifically targeted funding for highway-rail grade crossing safety improvements. If implemented, the high-

speed rail corridor will reduce travel times, providing a more viable alternative transportation mode, creating greater mobility within the region and connectivity beyond it.

Private Sector Providers

TTI identified 78 transit providers financed from the private sector located within the region. When analyzing the basic purpose of the service provided, the private sector providers were broken down into the groups 'private for hire,' 'elderly/disabled,' and 'client' (Figure 8).

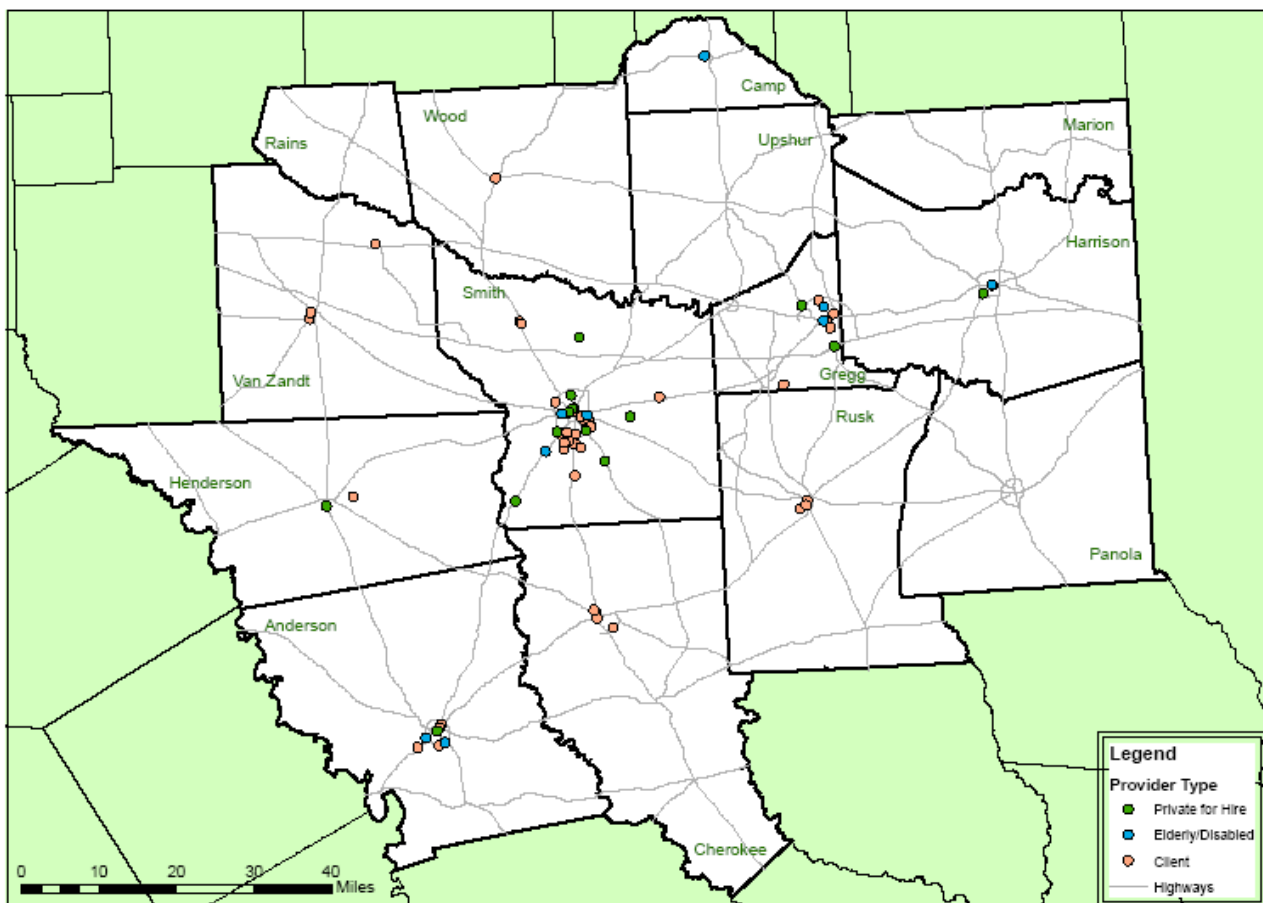


Figure 8. Private Sector Transit Providers

The private for hire transit providers are based primarily in Tyler and Longview, with one each in Athens, Marshall, and Palestine. They consist mostly of taxicab and limousine services.

Client providers that serve the elderly and persons with disabilities are located primarily in the county seats. They provide service primarily for medical and social service institutions.

The client providers are the most common private sector transit providers, with 47 located within the region. More than a third of these providers are based in Tyler. In addition to serving social service institutions, these providers also serve medical, retirement, and rehabilitation centers.

Peer Review

The operating statistics for public transit providers were compared to other rural and urban transit providers in Texas.

ETCOG Rural Transit*

The transit operating and key performance indicators for ETCOG are compared to rural transit agencies that are peers in Table 3. One striking difference is the level of service as compared to the regional population and land area. ETCOG miles of transit service (revenue miles) per capita is the lowest of all peers. The miles of transit service per square mile of the service area is lower than any other system in the peer group with the exception of South Plains rural transit district. The average passenger trip distance (total revenue miles divided by annual passengers) is the longest of all peers at 10.91 miles per average passenger trip. This one reason the passengers per revenue mile is low as compared to peers. The ETCOG cost per revenue mile is \$2.26 which falls just above the median and average of the peer group.

Longview and Tyler Urban Transit

The transit operating and key performance indicators for Longview and Tyler are compared to small urban transit agencies that are peers in Table 4. The miles of transit service per capita for both Longview and Tyler are near the median of the peer group. The average passenger trip distance (total revenue miles divided by annual passengers) fall within the minimum and maximum of the peer group – the average passenger trip distance in Tyler is nearer the peer maximum. Cost per mile falls at or near the peer median. The Tyler cost per passenger trip is high for the peer group – partially explained by the longer average passenger trip distance.

* ETCOG began public transit services within the city of Marshall after this study was completed in 2008.

Table 3. Peer Systems for ETCOG Rural Transit

Rural Transit District	Population 2000	Land Area	Density Pop/Sq Mi	Annual Passengers	Revenue Miles	Operating Expenses	Revenue					Avg Pass Trip
							Miles/ Capita	Miles/ Square Mile	Pass/ Rev Mile	Cost/ Rev Mile	Cost/ Pass	
Alamo Area COG (San Antonio)	392,995	10,130	39	122,647	1,154,450	\$2,235,192	2.94	114	0.11	\$1.94	\$18.22	9.41
ArkTex COG (Texarkana)	221,701	5,761	38	573,639	1,777,946	\$3,306,391	8.02	309	0.32	\$1.86	\$5.76	3.10
CARTS (Austin/Capital Area)	427,869	7,192	59	355,391	1,890,344	\$4,512,055	4.42	263	0.19	\$2.39	\$12.70	5.32
Central Texas RTD (Coleman)	151,924	9,607	16	110,270	1,145,249	\$3,065,133	7.54	119	0.10	\$2.68	\$27.80	10.39
ETCOG	565,616	9,613	59	69,754	760,763	\$1,717,081	1.35	79	0.09	\$2.26	\$24.62	10.91
Golden Crescent RPC (Victoria)	160,333	7,088	23	127,049	869,810	\$1,630,703	5.43	123	0.15	\$1.87	\$12.84	6.85
Hill Country Transit District (Killeen)	155,387	8,321	19	154,211	809,495	\$1,774,556	5.21	97	0.19	\$2.19	\$11.51	5.25
South Plains (Levelland)	145,716	9,640	15	90,077	724,165	\$1,754,869	4.97	75	0.12	\$2.42	\$19.48	8.04
TAPS (Sherman-Denison)	200,664	5,601	36	236,241	1,242,999	\$2,077,821	6.19	222	0.19	\$1.67	\$8.80	5.26
							8.02	309	0.32	\$2.68	\$27.80	10.91
							1.35	75	0.09	\$1.67	\$5.76	3.10
							5.21	119	0.15	\$2.19	\$12.84	6.85
							5.12	156	0.16	\$2.14	\$15.75	7.17
							Maximum					
							Minimum					
							Median					
							Average					

Source: TxDOT PTN-128 Final 2007

Table 4 Peer Systems for Longview and Tyler Urban Transit Systems

Small Urbanized Areas	Population 2000	Vehicles	Annual Passengers	Miles	Hours	Operating Expenses	Miles/ Capita	Pass/ Capita	Pass/ Mile	Cost/ Mile	Cost/ Pass	Avg Pass Trip Distance
<i>Fixed Route with ADA Complementary Paratransit by Urban System Only</i>												
Midland-Odessa	210,616	23	407,609	810,310	53,103	\$ 2,405,665	3.85	1.94	0.50	\$ 2.97	\$ 5.90	1.99
Amarillo	179,312	23	399,815	870,212	54,841	\$ 3,648,436	4.85	2.23	0.46	\$ 4.19	\$ 9.13	2.18
Waco	153,198	34	675,049	1,297,063	88,288	\$4,571,254	8.47	4.41	0.52	\$3.52	\$6.77	1.92
Beaumont	139,304	28	580,905	939,894	69,619	\$4,017,736	6.75	4.17	0.62	\$4.27	\$6.92	1.62
Port Arthur	114,656	16	139,165	342,659	22,269	\$1,749,592	2.99	1.21	0.41	\$5.11	\$12.57	2.46
Abilene	107,041	32	632,916	1,072,831	79,139	\$2,657,943	10.02	5.91	0.59	\$2.48	\$4.20	1.70
Tyler	101,494	16	198,303	464,632	20,836	\$1,775,278	4.58	1.95	0.43	\$3.82	\$8.95	2.34
Longview	78,070	11	170,191	300,121	22,375	\$1,220,835	3.84	2.18	0.57	\$4.07	\$7.17	1.76
Texarkana, TX/AR	72,288	8	261,630	333,303	20,790	\$1,099,604	4.61	3.62	0.78	\$3.30	\$4.20	1.27
							10.02	5.91	0.78	\$5.11	\$12.57	2.46
							2.99	1.21	0.41	\$2.48	\$4.20	1.27
							4.61	2.23	0.52	\$3.82	\$6.92	1.92
							5.55	3.07	0.54	\$3.75	\$7.31	1.92
							Maximum					
							Minimum					
							Median					
							Average					

Source: TxDOT PTN-128 Data 2007

FUNDING FOR PUBLIC TRANSPORTATION

A primary reason to consider coordinating public transportation services is to leverage funding from federal, state, and local sources. Transportation funding comes from a variety of sources, necessitating cooperation and coordination across jurisdictions, agencies, and levels of government. Most federal funding for rural areas is provided to TxDOT, either to be spent by the state on its projects or to be disbursed to the various local governments that are implementing projects. Most federal funding for small urban areas comes to metropolitan planning organizations (MPO) through TxDOT and this creates an environment in which cooperation between the state, the MPO, and local governments (cities and counties) is necessary.

Federal Funding Resources

Federal funding for transit comes primarily through the U.S. Department of Transportation (USDOT). Other federal departments also have funds available that can be used for transit if transportation benefits the main purpose of the department, such as transporting clients for medical purposes. The programs and funding from the USDOT were established in the umbrella legislation known as the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. ISTEA authorized funding levels and programs for transit and highway projects and institutionalized the ability to shift funds from one program to another depending upon local priorities. ISTEA expired at the end of fiscal year (FY) 1997 and was replaced by new legislation. The Transportation Equity Act of the 21st Century (TEA-21) maintained the previously established programs, while generally raising the overall funding levels. TEA-21 was effective for a six-year period, with specific spending levels established each year as part of the federal budgeting process. In August 2005, the Safe, Accountable, Flexible, and Efficiency Transportation Equity Act – A Legacy for Users (SAFETEA-LU) was approved to fund federal surface transportation programs over five years, through FY2009. The new legislation provides \$52.6 billion for federal transit programs, a 46 percent increase over the transit funding guaranteed in the previous bill.

SAFETEA-LU provides funding for the USDOT and its subsidiary agencies, including the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA).

The FTA funding sources for transit that are generally available to small urban or rural areas consist of the following:

- Planning and Research Grants Program (Section 5303 and Section 5304)
- Non-urbanized Area (Rural) Formula Program (Section 5311), including the Intercity Bus Program (Section 5311(f))
- Urbanized Area Formula Program (Section 5307)
- Growing States and High Density States Formula Program (Section 5340)
- Capital Program for Bus and Bus Facilities (Section 5309)
- Elderly and Persons with Disabilities Program (Section 5310)
- Job Access and Reverse Commute Program (Section 5316)
- New Freedom (Section 5317)

The FHWA funding sources for transit that are generally available to small urban or rural areas consist of the following:

- Congestion Mitigation and Air Quality Improvement Program
- Transportation and Community and System Preservation Program

Flexible funds are certain legislatively specified funds that may be used either for transit or highway purposes. The idea of flexible funds is that a local area can choose to use certain federal surface transportation funds based on local planning priorities, not on a restrictive definition of program eligibility. Flexible funding programs include the following:

- Surface Transportation Program (STP)

Planning and Research Grants Program (Section 5303 and Section 5304)

Section 5303 funds are provided to the MPO through TxDOT for transit or highway planning activities. Section 5304 monies are used by TxDOT for statewide transit planning and research activities. Both Section 5303 and Section 5304 are 80 percent federal and 20 percent state match. Section 5303 funds are administered in concert with the Federal Highway Administration (FHWA) 112 planning funds through the Transportation Planning and Programming Division of TxDOT.

Non-urbanized Area (Rural) Formula Program (Section 5311)

This program (49 U.S.C. 5311) provides formula funding to states for the purpose of supporting public transportation in areas of less than 50,000 population. Funds are apportioned in

proportion to each state's non-urbanized population. Each state prepares an annual program of projects, which must provide for fair and equitable distribution of funds within the state and must provide for maximum feasible coordination with transportation services assisted by other federal sources.

The goals of the non-urbanized formula program are: 1) to enhance the access of people in non-urbanized areas to health care, shopping, education, employment, public services, and recreation; 2) to assist in the maintenance, development, improvement, and use of public transportation systems in rural and small urban areas; 3) to encourage and facilitate the most efficient use of all federal funds used to provide passenger transportation in non-urbanized areas through the coordination of programs and services; 4) to assist in the development and support of intercity bus transportation; and 5) to provide for the participation of private transportation providers in non-urbanized transportation to the maximum extent feasible.

Funds may be used for capital, operating, and administrative assistance to state agencies, local public bodies, and nonprofit organizations, and operators of public transportation services. The state must use 15 percent of its annual apportionment to support intercity bus service, unless the governor certifies that these needs of the state are adequately met. The maximum federal share for capital and project administration is 80 percent. Projects to meet the requirements of the ADA, the Clean Air Act, or bicycle access projects, may be funded at 90 percent federal match. The maximum FTA share for operating assistance is 50 percent of the net operating costs. Local share may be provided from state or local funding sources.

In Texas, Section 5311 funds are distributed according to a funding formula administered by TxDOT. In rural areas, the funding formula is used to allocate both federal 5311 funds and state rural funds. The funding formula is discussed later in a later section of the report.

Intercity Bus (Section 5311(f))

Fifteen percent of the Non-urbanized Area (Rural) Formula Program (Section 5311) is made available for improvement of intercity bus services. The funds may be used for planning, infrastructure, and operating needs related to the linkage of cities through intercity bus carriers. The program is administered by a call for projects from TxDOT. If all funds are not obligated to intercity bus improvements, the funds may revert to the general Section 5311 program for public transportation in rural areas.

Urbanized Area Formula Program (Section 5307)

This program (49 U.S.C. 5307) makes federal resources available to urbanized areas and to governors for transit capital and operating assistance in urbanized areas and for transportation related planning. Funding is apportioned on the basis of legislative formulas. For areas of 50,000 to 199,999 in population (small urban areas), the formula is based on population and population density. The federal share may not exceed 50 percent of the net project cost of operating assistance.

For urbanized areas with populations of 200,000 or more, operating assistance is not an eligible expense. In these areas, at least one percent of the funding apportioned to each area must be used for transit enhancement activities such as historic preservation, landscaping, public art, pedestrian access, bicycle access, and enhanced access for persons with disabilities.

Eligible uses of Section 5307 for all recipients include planning, engineering design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems. All preventive maintenance and some ADA complementary paratransit service costs are considered capital costs. The federal share for capital projects is not to exceed 80 percent of the net project cost. The federal share may be 90 percent for the cost of vehicle-related equipment attributable to compliance with ADA and the Clean Air Act. The federal share may also be 90 percent for projects or portions of projects related to bicycles. Local share may be provided from state or local funding sources.

For urbanized areas with 200,000 population and over, funds are apportioned and flow directly to a designated recipient selected locally to apply for and receive federal funds. For urbanized areas under 200,000 population, the FTA distributes funds for small urbanized areas to the governor of each state or to the governor's designated recipient (TxDOT in Texas). In Texas the amount of funds apportioned to each small urban area is equal to the federal formula based on population and population density of the urban area.

Funding is made available to designated recipients that must be public bodies with the legal authority to receive and dispense federal funds. TxDOT has authorized each small urban area to directly enter into agreements with FTA to receive Section 5307 funds.

The formula grant apportionments for FY 2006 for Section 5307 for urbanized areas with a population between 50,000 and 200,000 are based on the following:

<u>Factors</u>	<u>FTA FY 2009 Apportionment Factor</u>
Population	\$6.39049906
Population x Density	\$0.00317892

A portion of Section 5307 funds are set aside for Small Transit Intensive Cities (STIC). FTA apportions these funds to urbanized areas under 200,000 population that operate at a level of service equal to or above the industry average level of service for all urbanized with a population of at least 200,000, but not more than 999,999, in one or more of six performance categories: passenger miles traveled per vehicle revenue mile, passenger miles traveled per vehicle revenue hour, vehicle revenue miles per capita, vehicle revenue hours per capita, passenger miles traveled per capita, and passengers per capita. The fiscal 2009 apportionment for each of the STIC performance categories is \$140,553.

Growing States and High Density States Formula Program (Section 5340)

The Growing States and High Density States Formula Program (49 U.S.C. 5340) was established by SAFETEA-LU to apportion additional funds to the Urbanized Area Formula and Rural Area Formula programs. Recipients of funds are existing Urbanized Area (Section 5307) and Rural Area (Section 5311) formula fund recipients. In its 2006 Apportionments Notice, FTA noted that the 5340 funds are added to existing 5307 funds, so recipients are not subject to two different sets of requirements. Recipients in Texas are eligible to receive funds as a Growing State.

Capital Program for Bus and Bus Facilities (Section 5309)

The Bus and Bus-Related Facilities program (49 U.S.C. 5309) provides capital assistance for new and replacement buses and related equipment and facilities. Eligible capital projects include the purchasing of buses for fleet and service expansion, bus maintenance and administrative facilities, transfer facilities, bus malls, transportation centers, intermodal

terminals, park-and-ride stations, acquisition of replacement vehicles, bus rebuilds, bus preventive maintenance, passenger amenities such as passenger shelters and bus stop signs, accessory and miscellaneous equipment such as mobile radio units, supervisory vehicles, fare boxes, computers and shop and garage equipment.

Section 5309 funds are allocated on a discretionary basis. Eligible recipients for capital investment funds are public bodies and agencies (transit authorities and other state and local public bodies and agencies thereof) including states, municipalities, other political subdivisions of states; public agencies and instrumentalities of one or more states; and certain public corporations, boards and commissions established under state law. Prior to SAFETEA-LU, private non-profit entities could only receive FTA funds if they were selected by a public authority through a competitive process, and private operators were not eligible sub-recipients. Under SAFETEA-LU, private companies engaged in public transportation and private non-profit organizations are eligible sub recipients of FTA grants. Private operators may now receive FTA funds as a pass through without competition if they are included in a program of projects submitted by the designated public authority acting as the direct recipient of a grant.

The FTA has the discretion to allocate funds, although Congress fully earmarks all available funding. The maximum federal share is 80 percent, although recent FTA practice is to award funds that represent a lower federal share and higher state and local contribution.

Elderly and Persons with Disabilities Program (Section 5310)

Section 5310 (49 U.S.C. 5310) provides formula funding to states for the purpose of assisting private nonprofit groups in meeting the transportation needs of the elderly and persons with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. Funds are apportioned based on each state's share of population for these groups of people.

Funds are obligated based on the annual program of projects included in a statewide grant application. In Texas, TxDOT ensures that local applicants and project activities are eligible and in compliance with federal requirements, that private not-for-profit transportation providers have an opportunity to participate as feasible, and that the program provides for as much coordination of federally assisted transportation services, assisted by other federal sources. Once FTA approves the application, funds are available for state administration of its program and for

allocation to individual subrecipients within the state. TxDOT allocates funds as follows: 25 percent of funds are allocated to each of the 25 TxDOT districts (1 percent each), and 75 percent of funds are allocated based on each TxDOT district's proportional share of the target populations of elderly and persons with disabilities.

Capital projects are eligible for funding. Most funds are used to purchase vehicles, but acquisition of transportation services under contract, lease or other arrangements and state program administration are also eligible expenses. The maximum federal share is 80 percent. Local share may be provided from state or local funding sources.

Job Access and Reverse Commute Program (Section 5316)

The Job Access/Reverse Commute (JARC) funds are used for public transportation projects for access to jobs and reverse commute purposes. A job access project is one that transports welfare recipients and eligible low-income individuals to and from jobs and activities related to employment. A reverse commute project is one that takes individuals from urbanized (cities/downtown areas) and non-urbanized areas to suburban employers. The federal statute has no reference to welfare or income status associated with reverse commute projects; therefore these projects are open to a rider of any income level. Local governmental authorities, private nonprofit organizations, operators of public transportation services and private for-profit operators of public transportation services are eligible recipients.

Eligible job access projects include the following:

- Financing the eligible costs of projects that provide public transportation services targeted to welfare recipients and eligible low-income individuals;
- Promoting public transportation use by low-income workers, including the use of public transportation by workers with nontraditional work schedules;
- Promoting the use of employer-provided transportation, including the transit pass benefit program under Section 132 of the Internal Revenue Code of 1986;
- Supporting mobility management and coordination programs among public transportation providers and other human service agencies providing employment or employment-related transportation services; and
- Otherwise facilitating or providing transportation for employment or employment-related purposes by welfare recipients and low-income persons.

Eligible reverse commute projects include the following:

- Subsidizing the costs associated with adding reverse commute bus, train, carpool, van routes, or service from urbanized areas and other than urbanized areas to suburban workplaces;
- Subsidizing the purchase or lease by a nonprofit organization or public agency of a van or bus dedicated to shuttling employees from their residences to a suburban workplace;
- Supporting mobility management and coordination programs among public transportation providers and other human service agencies providing employment or employment-related transportation services; and
- Otherwise facilitating or providing public transportation services to suburban employment opportunities.

With the passage of SAFETEA–LU, JARC funding is allocated by formula to states for areas with populations below 200,000 persons, and to designated recipients for areas with populations of 200,000 persons and above. The formula is based on the number of eligible low-income and welfare recipients in urbanized and rural areas. The formula-based program is intended to provide an equitable funding distribution to states and communities as well as stable and reliable funding in order to implement locally developed, coordinated public transit-human services transportation plans. The plan must be developed through a process that includes representatives of public, private, and nonprofit transportation and human service providers and participation by the public. In Texas, TxDOT anticipates that the regional service planning process will be used to meet the requirements of the local coordinated planning process.

New Freedom Program (Section 5317)

The New Freedom Program is a new category of funds introduced in SAFETEA-LU. The purpose of these funds is for public transportation projects that provide new public transportation services and public transportation alternatives beyond those currently required by ADA that assist individuals with disabilities with transportation, including transportation to and from jobs and employment support services. Eligible recipients include local governmental authorities,

private nonprofit organizations, operators of public transportation services, and private for-profit operators of public transportation services.

Eligible activities for new public transportation service projects, beyond ADA, include the following:

- Providing paratransit services beyond minimum ADA requirements for a transit provider operating fixed route service;
- Making accessibility improvements to existing transit and intermodal stations not designated as key stations;
- Building an accessible path to a bus stop that is currently inaccessible, including wheelchair ramps, sidewalks, pedestrian signals or other accessible features;
- Implementing technology improvements that enhance accessibility for persons with disabilities;
- Implementing "same day" paratransit services; and
- Facilitating or providing transportation services beyond ADA requirements, including transportation to and from employment and employment-related destinations.

New public transportation alternatives, beyond ADA, include the following:

- Purchasing vehicles and supporting accessible taxi, ride-sharing, and vanpooling programs;
- Supporting voucher programs for transportation services offered by human service providers;
- Supporting volunteer driver and aide programs;
- Acquiring transportation services by a contract, lease, or other arrangement;
- Supporting mobility management and coordination programs among public transportation providers and other human service agencies providing transportation;
- New feeder service (transit service that provides access) to commuter rail, commuter bus, intercity rail and intercity bus stations, for which complementary paratransit service is not required under the ADA; and
- New training programs for individual users on awareness, knowledge, and skills of public and alternative transportation choices available in their communities.

New Freedom Program funds are allocated through a formula based upon population of persons with disabilities. Allocations are made to designated recipients in areas over 200,000 and

to states for areas under 200,000 and non-urbanized areas. States and designated recipients must select grantees competitively. Matching share requirements are flexible to encourage coordination with other federal programs that may provide transportation, such as Health and Human Services or Agriculture. Projects must be included in a locally-developed human service transportation coordinated plan. In Texas, TxDOT anticipates that the regional service planning process will be used to meet the requirements of local coordination.

Congestion Mitigation and Air Quality (CMAQ) Program

Under the Clean Air Act as Amended in 1990 (Clean Air Act), urbanized areas are classified by the Environmental Protection Agency (EPA) as non-attainment areas if air pollution levels exceed the national Ambient Air Quality Standards on a continual basis. Depending upon the level of pollution and the frequency the standards are exceeded, urbanized areas are classified according to increasing pollution levels as either marginal, moderate, serious, severe, or extreme, with marginal being the lowest level of pollution and extreme being the highest. Cities meeting the standard, but with concern that the standards may be exceeded, are classified as maintenance. Vehicle emissions are significant contributors to the ozone pollution. Vehicle emissions increase with traffic congestion and the number of vehicle trips and vehicle miles traveled.

The CMAQ Program (23 U.S.C. 149) has the objective of improving the nation's air quality and managing traffic congestion. CMAQ projects and programs are often innovative solutions to common mobility problems and are driven by Clean Air Act mandates to attain national ambient air quality standards. Eligible activities under CMAQ include transit system capital expansion and improvements that are projected to realize an increase in ridership; travel demand management strategies and shared ride services; pedestrian and bicycle facilities and promotional activities that encourage bicycle commuting. Programs and projects are funded in air quality non-attainment and maintenance areas for ozone, carbon monoxide (CO), and small particulate matter (PM-10) that reduce transportation-related emissions.

CMAQ funds are distributed according to a formula based on population and severity of pollution. The federal share can fund up to 90 percent of transit vehicle-related equipment attributable to compliance with the Clean Air Act, up to 80 percent of other capital projects, and 80 percent of the operations costs for demonstration of services. Demonstration projects can be funded for up to three years.

Transportation and Community and System Preservation (TCSP) Program

TEA-21 established an FHWA program “to investigate and address the relationships between transportation and community and system preservation and identify private sector-based initiatives.” SAFETEA-LU continues the program with funding levels of \$25 million annually. Eligible recipients are local governments, MPO and transit agencies.

The purposes of the TCSP program are to improve transportation efficiency; reduce transportation's environmental impacts; reduce the need for future investments in infrastructure; provide access to jobs; and encourage private sector development that supports these initiatives. The program includes a research program to investigate these relationships; funds to integrate transportation and community and system preservation plans and practices; and funds to address transportation efficiency and community system preservation.

Two types of grants are awarded through this program: planning and implementation. Planning grants are designed to research, plan, and develop strategies to meet the purposes of the TCSP. Priority for planning grants is given to applicants that demonstrate a commitment of non federal resources to the proposal, including involvement of nontraditional partners. Implementation grants are designed to carry out projects that meet the purposes of the TCSP. Priority for implementation grants is given to applicants that promote cost effective and strategic investments in transportation infrastructure that minimize adverse impacts of the environment and promote innovative private sector strategies.

There is no local share requirement under this program. Activities are eligible for full federal funding. The TCSP program research and grant components require dedication of a portion of the awarded funds toward an evaluation component for the program.

Surface Transportation Program

The Surface Transportation Program (STP) (23 U.S.C. 133) provides the greatest flexibility in the use of funds. These funds may be used (as capital funding) for public transportation capital improvements, car and vanpool projects, fringe and corridor parking facilities, bicycle and pedestrian facilities, and intercity or intracity bus terminals and bus facilities. As funding for planning, these funds can be used for surface transportation planning activities, wetland mitigation, transit research and development, and environmental analysis.

Other eligible projects under STP include transit safety improvements and most transportation control measures.

STP funds are distributed among various population and programmatic categories within a state. Some program funds are made available to metropolitan planning areas containing urbanized areas over 200,000 population; STP funds are also set aside to areas under 200,000 and 50,000 population. STP funds are programmed typically by the local MPO.

See also the discussion of the Transportation Enhancement Program under State Funding Resources below.

Useful Federal Funding Tools

Capital Cost of Contracting

The federal government encourages the utilization of private contractors to provide transportation services, including operations and maintenance. FTA provides funding through its capital cost of contracting program that rewards the public entity that contracts with private sector providers with increased federal match for the capitalized portion of the contract cost being provided by the private provider (e.g., depreciated value of equipment or facilities furnished in the provision of privately contracted services).

In order to avoid imposing burdensome accounting rules with regard to contracts for bus related services, FTA will allow a percentage of leased service or contracted maintenance to be considered capital costs without further justification and will provide assistance for 80 percent of the resulting amount. The percentages are calculations based on national averages in counting capital-eligible activities as a share of total cost. The percentages apply to local, express, paratransit, and circulator services. Table 5 identifies the percent of a contract eligible for 80 percent federal funding based on the type of contract.

**Table 5. Capital Cost of Contracting
Eligible for 80% Federal Funds by Type of Contract**

Type of Contract	Eligible for 80% Federal
Service Contract (contract transit service only)	0%
Vehicle/Service Contract (contract vehicles and transit service)	10%
Service Contract (contract transit service and maintenance)	40%
Turnkey Contract (contract vehicles, maintenance, transit service)	50%
Maintenance/Lease Contract (contract vehicles and maintenance)	100%
Vehicle Maintenance Contract (contract maintenance only)	100%
Vehicle Lease Contract (lease vehicles)	100%

Joint Development Provisions

Joint development provisions enable a local government or transit entity to pursue redevelopment opportunities (with or without private sector participation) to implement mixed-use development into the transit terminal/parking facility development to maximize services linked by transit (retail, daycare, community facilities, residential, etc.). A local government or transit entity may acquire land and develop that land in a manner compatible and conducive to public transit improvements in a way that generates economic value and additional revenue to help support transit operations. The joint development approach also reflects combining transit terminal operations with a parking facility, in lieu of building just a parking garage, to maximize the funding opportunity provided by creating facilities to promote public transportation. The joint development approach can also be used to maximize private funding opportunities, using these funding opportunities to leverage future federal funding matches. Joint development benefits are provided to projects that maximize the services linked to public transportation, such as daycare, retail, restaurants, health care, and community facilities.

Transportation Corridors

Federal transit legal provisions enable the acquisition of real property by a federally supported transit agency within a 1,500-ft. radius of any transit terminal, to support development

that is compatible and conducive to public transit improvements in a way that generates economic value and additional revenue to help support transit operations. Local government funding of pedestrian infrastructure improvements and utility improvements through public works and Community Development Block Grant resources can be used to satisfy the local share to compliment federal funding grants or appropriations, and to leverage future federal funding matches.

Funding Partnerships

Public/private partnerships offer opportunities for the development community to donate land in fee simple interest, through a long-term lease or easement, which is used to support transit/pedestrian related improvements. The value of the land or interest donated can be used to match federal funding and/or leverage additional federal resources to fund other transit improvements.

Livable Communities Initiative (LCI)

FTA has made a strong financial commitment to the improvement of communities under the federal LCI program. This commitment reinforces the importance of integrating and linking communities with the nation's transportation systems through infrastructure improvements that provide greater access to public transportation. These provisions authorize projects that enhance the effectiveness of mass transportation projects. The flexible funding provisions of SAFETEA-LU strengthen the funding opportunities for transit investments that meet community needs. The essential purpose of the federal transit laws is not simply to fund the capital and operating costs of transit systems themselves, but also to improve the quality of life in urban and rural communities, through the use of transit systems, and recognizing them as the lifeblood of livable communities. Thus, the objective of the LCI program is to improve mobility and quality of services available to residents in neighborhoods by:

- Recognizing the importance of integrating and linking communities through infrastructure improvements that provide greater access to public transportation;
- Developing a transit-based mobility program, integrated with supportive land uses, that, in turn, create a more positive environment for the pedestrian;
- Providing a public transportation linkage to local and regional mobility systems; Implementing transit terminal parking to promote public transportation; and

- Implementing a mixed-use development concept into transit terminals to maximize services linked by transit (retail, daycare, community facilities, residential, etc.).

State Funding Resources

The following paragraphs present information about sources of state funding that may be available to fund public transportation. The Texas funding formula for distribution of state rural and federal 5311 funds to rural transit districts and state urban funds to eligible urban transit systems is discussed in the following.

State Funds for Public Transportation

Each biennium the Texas Legislature appropriates state funds for public transportation in rural areas and small urban areas that are not part of a transit authority. Policies for allocation of state funds are established by the Texas Transportation Commission, and funds are administered by TxDOT. Small urban systems receive 35 percent of all state transit funds and rural systems receive 65 percent.

For urban systems, the state funding formula set by the Commission is based on 50 percent performance and 50 percent need. The state formula for performance for urban systems is based on four performance indicators with different weights: local investment per operating expense is 30 percent, riders per capita is 20 percent, riders per revenue mile is 30 percent, and revenue miles per expense is 20 percent. Need is based solely on population.

For rural transit agencies, the state funding formula set by the Commission is based 35 percent on performance incentives and 65 percent on need. The state formula for performance for rural systems is based on three equally weighted performance indicators: local investment per operating expense, miles per expense, and passengers per expense. The distribution for need is based 75 percent on population and 25 percent on land area. TxDOT uses the same allocation formula to distribute federal Section 5311 funds to rural areas.

The Texas funding formula for state funds for rural and urban transit districts is illustrated as Figure 9. The same formula is used to allocate federal Section 5311 funds to rural transit districts.

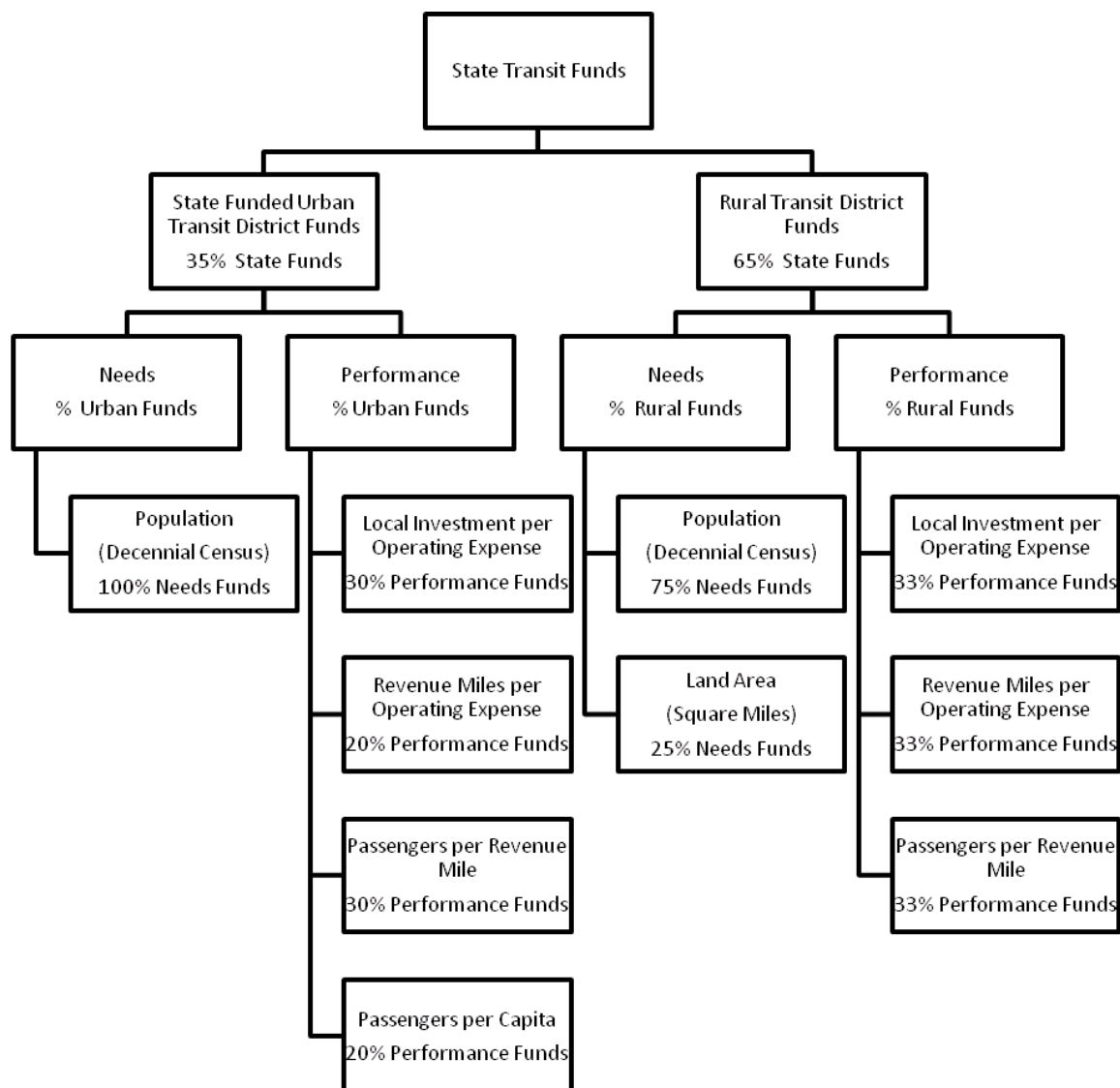


Figure 9. Texas Funding Formula for Public Transportation

Transportation Development Credits

The transportation bill passed by the U.S. Congress in 1997 enabled the utilization of Transportation Development Credits (TDC), formerly known as toll road credits, for local match to federally funded transportation projects. Several states, including Texas, that have toll facilities have adopted the utilization of TDC to match federally funded transportation projects. The toll road credit is derived from the revenues paid by the users of a toll facility to support bonds that have been issued to build the toll facility. If the facility is located along a state or

federal highway system, the revenues utilized as debt service for the capital improvement bonds may be used as a credit to match federally funded transportation projects.

The Texas Transportation Commission allows use of TDC for Texas transportation projects, including transit. The rules generally favor those areas of the state that generate the credit, such as Houston or Dallas. However, a portion of the TDC will be available for areas of the state (25 percent of the total TDC value) that do not have toll facilities. In the case of non-toll generating areas, TxDOT has established that other factors, such as local area need, the amount of local contribution to the project, and the ability of the project to meet state transportation objectives, will determine the recipients of the TDC.

Transportation Enhancement Program

Ten percent of STP funds are set aside as a separate funding category for transportation enhancements. Funds are allocated to state departments of transportation for distribution. In Texas, TxDOT administers a competitive program known as the Transportation Enhancement Program (TEP). The goal of TEP is to encourage diverse modes of travel, increase community benefits of transportation investment, strengthen partnerships between state and local governments, and promote citizen involvement in transportation decisions.

To be eligible for consideration, all projects must demonstrate a relationship to the surface transportation system through either function or impact, go above and beyond standard transportation activities, and address one of the following 12 categories:

- 1) Provision of facilities for pedestrians and bicycles;
- 2) Provision of safety and education activities for pedestrian and bicyclist;
- 3) Acquisition of scenic easements and scenic and historic properties;
- 4) Scenic or historic highway programs (including tourist and welcome center);
- 5) Landscaping and other scenic beautification;
- 6) Historic preservation;
- 7) Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals);
- 8) Preservation of abandoned railway corridors (including conversion for pedestrian and bicycle facilities);
- 9) Control and removal of outdoor advertising;

- 10) Archaeological planning and research;
- 11) Environmental mitigation of highway runoff, water pollution or improvements to reduce vehicle-caused wildlife mortality; and
- 12) Establishment of transportation museums.

The funds provided by this program are on a cost reimbursement basis, not a grant. Projects undertaken with enhancement funds are eligible for reimbursement of 80 percent of allowable costs. The governmental entity nominating a project is responsible for the remaining cost share, including all cost overruns, and for continuing maintenance.

Local Funding Resources

As described above, federal grants can support transit services for East Texas. Local share is required to leverage the federal funds. The state funds can be used as part of local share for the federal grants. However, typically state funds are neither sufficient to match all federal dollars or to cover the annual operating deficit. A financial investment must be made by local government.

A local transit agency can use funds generated from transit operations to reduce the deficit. In-kind services can also serve as local match. Private investors can financially sponsor transit services or leverage capital projects by contributing a portion of the investment. Local government can fund a municipal transit system using parking fees, local sales tax revenues and general revenue. Bonds may fund capital projects. Student fees may also be a source of local funding to match federal and state grants or may be as fare revenue to reduce operating deficits.

Transit Generated Revenue

Aside from fare revenues, a transit operator can generate additional revenue as a result of operating transit service. For example, an option to consider for generating revenue is leasing advertising rights on vehicles and at bus stops. Several transit systems have a program of “wrapping” its buses with advertising. A wrapped bus is one that has its sides completely covered with photographic film that permits riders to see out of the bus but has advertising visible from the outside.

Bond Funds

Voter approved bonds may be used to fund local share for capital projects. Local policy will determine if bond revenues can be used for purchase of transit vehicles.

Parking Revenue

While federal dollars provide funding for parking and transit infrastructure, each transit terminal facility generates revenue over time. The revenues from parking can be used to meet the local funding obligations for the project and also offset the operating and maintenance costs for the facility and transit system. Parking revenues offer the financial means to fund the operating costs for the transit terminal facility and the transit system.

In-kind Contribution

In-kind contributions may provide a portion of the local funding match. In-kind contributions can include land and building space for administration and operations such as existing city offices and facilities. Public transit providers can also use the personnel costs and direct expenses for project management and public information as in-kind match.

Public-Private Partnership

Capital improvements are an opportunity for public/private partnerships. A private land owner or developer can contribute the land or the capital improvement to an agency responsible for public transportation. The region can then use the value of the private investment as local share for the capital cost of implementing a transit service.

Sponsored Service

Service sponsors can be major retail businesses or developers. Each of these groups can fund a portion of the cost of service for their particular location. Obtaining these funds requires a close working relationship with the sponsor to ensure the service meets their needs. Through their contributions, sponsors can help to fund the operating deficit. An example of a sponsor is the developer of an apartment complex in Lubbock that agreed to contribute to the cost of operating a bus route serving the Texas Tech campus.

Student Fees

Local funding can also come from student fees collected for the purpose of providing transportation services for universities and colleges. Depending on the purpose and application of the funds from student fees, the revenue may be eligible to be treated as fare revenue to reduce the operating deficit or may be eligible as local share revenue to match federal funds.

Sales Tax for Transit

The Legislature has designated that part of the local (city) sales tax may be used for property tax relief or economic development. Sales tax dedicated to economic development (4A and 4B) may be used for public transit. The use must be explicitly in the local designation. Over 530 Texas cities have adopted this program, but not all have designated transit as part of their application of the funds.

Community Development Block Grant Program

Since 1974, the Community Development Block Grant Program has been the backbone of improvement efforts in many communities, providing a flexible source of annual grant funds (through the U.S. Department of Housing and Urban Development - HUD) for local governments nationwide. With the participation of their citizens, communities can devote these funds to a wide range of activities that best serve their own particular development priorities, provided that these projects (1) benefit low- and moderate-income families; (2) prevent or eliminate slums or blight; or (3) meet other urgent community development needs.

One of the biggest advantages of Community Development Block Grant Program is the ability to use the funds as local match for other federal grant programs including programs for transit.

General Revenue

Most municipally operated transit systems in Texas rely on general revenue as the principal source to fund the local share for transit capital and operating costs. Specific state legislation allowed only the cities of El Paso and Laredo to create municipal transit departments that are funded by a locally dedicated sales tax.

Land Donation

The value of land not previously dedicated to support transit-related purposes can be utilized under the FTA program as match for capital improvements. FTA requires two appraisals of a parcel (one prior to grant approval) to support its value for leveraging purposes. The value of the land often meets the local share requirement of the specific community betterment project being targeted for use of federal funds.

Utility Relocation

City franchise agreements with private utility companies often include the provision that the utility company is responsible for relocation costs associated with publicly funded community betterment improvements. Cities around the nation have taken advantage of private utility investment in required utility relocation associated with public improvements such as street/sidewalk reconstruction and streetscape to provide an urban-friendly transit utilization atmosphere. The value of private utility company investments associated with these public improvements can be used as local match for federally funded projects.

Bond Program

Local funds for major capital improvements are generally raised through general obligation bonds. Issuing of bonds can be done only with the approval of the voters and transit service expansions could be included as part of a bond referendum.

Regional Mobility Authorities (RMA)

An RMA may construct, maintain, and operated transportation projects including highway, rail, aviation, and pedestrian facilities. RMAs have several options for generating revenue. They may issue revenue bonds and collect tolls. A segment of the state highway system can be converted to a toll road and transferred to an RMA by the Texas Transportation Commission. RMAs can purchase right-of-way and later lease portions for use by hotels, restaurants, gas stations, stores, garages, or railroad tracks. Surplus revenues from tolls are controlled by the RMA, providing local officials with new revenue streams for other transportation projects in the area.

PRIVATE SECTOR IN PUBLIC TRANSPORTATION

Private transportation providers are an important existing and potential component of Texas's public transportation mix. Recent national research indicates that private transportation providers, in particular private-for-hire vehicles, are a cost-effective and possibly underutilized method of service delivery. Private sector opportunities offer: flexibility, fast response, and potential savings, including reduction in capital investment in vehicle fleet. Private sector transportation can complement public transportation by providing more cost-effective service.

Nationally, more than half of all demand-responsive public transportation services are contracted to the private sector, while 6 to 7 percent of fixed-route services are contracted. Demand-responsive mode is particularly effective in meeting travel needs in low demand markets. Examples of the types of services that can be provided in demand-responsive mode include:

- ADA complementary paratransit
- Shuttles/connectors to mainline transit services
- Local community and feeder services
- Pilot projects for demonstration of new or innovative services
- Expanded span of service coverage for service during times of low demand or in areas of low demand.

Private-for-hire vehicles are also well suited to provide backup services. These services include:

- Handling peak overloads
- Covering service for disabled primary vehicles or other service disruption
- Providing "guaranteed rides home" for transit and rideshare participants
- Assisting in emergency/ unanticipated transportation.

Federal Statutory Protections for Private Enterprise

FTA recognizes the indispensable role of private enterprise in meeting the transportation needs of the public. Private sector operators are important for the delivery of transportation services in every community, in their role as either direct providers of services they choose to offer the public, or as contractors who deliver public transportation or specialized transportation services. Along with experience and knowledge, the private sector brings additional resources,

flexibility, and competition to the transit community. The interconnected nature of America's transportation network demands that public transportation providers work with the private transportation industry to maintain the vitality and effectiveness of every component.

There are federal statutory protections for private enterprise. Those protections include the following:

- **49 U.S.C. § 5307 (c)(2) – Public Participation Requirements.** Federal transit laws and regulations require recipients of federal financial assistance to consult with private transportation providers in developing and finalizing a program of projects.
- **49 U.S.C. § 5323 (a)(1) – General Provisions on Assistance.** FTA funded mass transportation equipment or facilities may operate in competition with transportation service provided by an existing mass transportation company only if the Secretary of Transportation determines that the program provides for the participation of private mass transportation companies to the maximum extent feasible.
- **49 U.S.C. § 5323 (d) – Charter Bus Operations.** Federal transit law prohibits recipients of federal financial assistance from providing charter service, except under certain circumstances. Any charter service that is provided by FTA recipients must be “incidental.” This means that the charter service may not interfere with or detract from regularly scheduled mass transportation service or shorten the life of the equipment or facilities. The charter rule is summarized in a separate brochure available from FTA. For further information, the complete text of FTA Charter Service regulation can be accessed on line at http://www.access.gpo.gov/nara/cfr/waisidx_03/49cfr604_03.html
- **49 U.S.C. § 5323 (f) – School Bus Operations.** Federal transit laws and regulations limit the use of public transportation to transport students to and from school and school-sponsored activities, or trips in competition with private transportation providers. In general, recipients of FTA grants cannot provide transportation for students and school personnel if that transportation excludes the general public or competes with private school bus operators. The school bus rule is summarized in a separate brochure available from FTA. For further information, the complete text of FTA School Bus Operations regulations can be accessed on line at http://www.access.gpo.gov/nara/cfr/waisidx_03/49cfr605_03.html.

Planning Program Oversight

On an ongoing basis, FTA Regional Offices and FHWA Division Offices jointly oversee local planning efforts. At least every four years, FTA and FHWA jointly review planning processes in each state to ensure that they are being carried out in compliance with federal requirements. At least once every four years, FTA and FHWA also jointly review planning processes in each of the largest metropolitan areas (over 200,000 in population) and certify that they are meeting all statutory and regulatory requirements. Private enterprise participation in these planning processes is one of the planning elements monitored.

FTA Oversight Reviews

FTA conducts about 180 Triennial Reviews each year, completing a review of all grant recipients of urbanized area formula funds every three years. The Triennial Review includes a review of the grantee's oversight of private provider performance and compliance with FTA regulations, including the statutory protections for the private sector. Similarly, FTA conducts periodic State Management Reviews of the states' administration of the non-urbanized, Elderly and Persons with Disabilities, JARC, and New Freedom programs.

Compliance

If FTA finds, when conducting oversights or reviews, that a grantee has not met these requirements, FTA will seek appropriate action by the grantee to come into compliance. If a private sector transportation provider believes that it is not being afforded the opportunity to participate in state or local metropolitan transportation planning, it should first contact the responsible planning organization for the local area, i.e., the MPO in urbanized areas and state DOT in rural areas. It should convey its interest in becoming involved in local planning processes and attempt to work through any problems. Federal requirements for private sector participation in the transportation planning work in metropolitan and rural areas are clear and specific, and an expression of interest or discussion of the issues may serve to address the problems. If the private operator is not satisfied with the results, the next step is to contact the responsible FTA Regional Office regarding its concerns, including as many specifics as possible about the complaint. While FTA does not mandate specific procedures to foster private sector participation in the operation of transit services, an opportunity for private participation in metropolitan and statewide planning is required for MPOs and state DOTs.

Opportunities for Private Sector Participation in Federal Programs

Important opportunities to provide service exist particularly in the areas of job access and human services transportation. Human services transportation generally refers to programs designed for individuals with lower incomes, persons with disabilities, elderly persons, and, sometimes, children and youth. Private providers may be uniquely qualified to serve these specialized travel markets.

On behalf of the Federal Interagency Coordinating Council on Access and Mobility, FTA is leading an interdepartmental effort known as United We Ride to promote coordinated human service transportation delivery systems and improve access to transportation-disadvantaged populations. This initiative emphasizes the need to develop coordinated transportation plans at state and local levels. Private operators have the opportunity to be active participants in development of these plans. The United We Ride initiative encourages communities to develop a family of services that may include fixed route bus, shared ride, demand response, and volunteer systems that offer a wide range of mobility options for consumers.

Specific FTA-administered programs that present opportunities for participation by private providers include the urbanized and non-urbanized area formula grant programs. Public entities and private non-profit agencies that receive funds under these programs may contract with private entities for service. In addition, private for-profit companies may qualify for federal funds under the following programs and services:

Elderly Individuals and Individuals with Disabilities (Section 5310)

This program is designed to provide public transportation service to meet the special transportation needs of elderly persons and persons with disabilities where public transit is unavailable, inappropriate, or insufficient. Projects are derived from a locally developed, coordinated, public transit-human services transportation plan. Private operators can participate in the local planning processes and as service providers. While private operators cannot be direct recipients under this program, purchase of service by a recipient of federal funds under this program is an eligible capital expense, so the private non-profit agencies that are recipients may contract for service instead of acquiring their own vehicles.

Intercity Bus Transportation (Section 5311(f)).

A state must use 15 percent of its annual apportionment under the non-urbanized formula program to support intercity bus service unless the governor certifies that the rural intercity bus needs are adequately met. States must consult with affected intercity bus providers before certifying. Program funds may be used for contracting out intercity bus service, providing capital assistance for intermodal facilities, and for providing feeder services that connect rural transit passengers with privately operated intercity routes. Private intercity bus companies can be either subrecipients of the state or contractors. Information regarding the status of the intercity bus program in Texas is available through the TxDOT Public Transportation Division.

Over-the-Road Bus (Section 3038)

FTA provides direct assistance to private providers of over-the-road buses for the incremental cost of equipment and training required by the ADA. By law, all the recipients under this program are private providers. FTA annually solicits applications and competitively selects recipients under this program through a notice placed in the Federal Register and posted on the FTA website. Additionally, there are contracting opportunities in private providers' costs for wheelchair lifts and/or training services.

Job Access and Reverse Commute - JARC (Section 5316)

This program funds local specialized services and may provide contracting opportunities for smaller private providers. Funds are made available directly to large urbanized areas (over 200,000 population) and to the states for all other areas. Each area designates a recipient responsible for managing the program and competitively selecting projects derived from a locally developed, coordinated, public transit-human service transportation plan. There are three categories of eligible subrecipients of JARC funds:

- a. Private non-profit organizations;
- b. State or local governmental authority; and
- c. Operators of public transportation services, including private operators of public transportation services.

Private operators can participate in the local planning process and as service providers.

New Freedom (Section 5317)

This program funds new public transportation service and alternatives to public transportation that go beyond the requirements of the ADA to help individuals with disabilities participate more fully in the community. Funds are made available directly to large urbanized areas (over 200,000 population) and to the states for all other areas. Each area designates a recipient responsible for managing the program and competitively selecting projects derived from a locally developed, coordinated, public transit-human service transportation plan. There are three categories of eligible subrecipients of JARC funds:

- a. Private non-profit organizations;
- b. State or local governmental authority; and
- c. Operators of public transportation services, including private operators of public transportation services.

Private operators can participate in the local planning process and as service providers. For example, funds private providers may use funds to acquire accessible taxicabs for service in the community.

CHALLENGES AND OPPORTUNITIES

The purpose of this section is to document the overall findings of the review of public transportation in the East Texas Region and to identify the opportunities to address challenges. The research to identify existing public, private and client transportation providers discovered there are a number of transportation providers in the region. However, most of the providers serve a specific target population, usually a client group. In general, public transportation for the general population is not sufficient to meet need, especially in rural areas and small cities outside Tyler and Longview.²

The level of public transportation services (miles, hours) in the rural area of the East Texas Region does not meet the demand for service. The miles per capita in the East Texas rural area is the lowest of the ETCOG peer group. There is also a lack of connectivity for the services that are available. Most demand response services are provided point to point, meaning that each passenger trip is from origin to final destination. ETCOG does provide passenger connections at transfer locations from rural transit to urban fixed route in Tyler and Longview; however, there is no network of transit services to provide local community transit in rural East Texas and connections to regional transportation services in cities in addition to Tyler and Longview.

One goal of local transit is to provide “seamless” transit services for the public. The concept of seamless service means that a transit user can conveniently find information, plan a trip by transit, and use public transportation services, without being concerned about what agency or provider is operating the service. Regions that have seamless transit services typically include one point of customer information for all transit services, one common fare structure and shared media to pay fares, consistent branding of transit services, and the ability for passengers to access multiple public transportation services across the region. At the time of this study, the East Texas Region did not offer seamless transit services throughout the region. Services are not coordinated for a regional system.

There are opportunities to overcome the challenges. Regional elected and community leaders are committed to expand public transportation services in the East Texas Region and to see a coordination of services to provide a regional transit system, seamless to the public.

² ETCOG began flexible route public transit services within the city of Marshall after this study was completed in 2008.

Leadership is evident in the work of the East Texas Regional Transportation Coordination Planning Steering Committee. The intent of the Steering Committee is to ensure that the benefits of the public transportation resources are maximized through coordination of services. The goals of coordination are to generate increased efficiencies and expand public transportation services. The priorities of the Steering Committee include:

- People first, barrier free
- Multi-modal interconnectivity across the region
- Aggressive outreach and education to a broad base
- Increased and expanded services

The vision of the Steering Committee for Regional Transportation Coordination is to provide a comprehensive, sustainable system of efficient and effective public transportation services with seamless connections within and beyond the boundaries of East Texas, providing greater access to jobs, healthcare, retail, and recreation to reduce poverty and improve the quality of life of East Texas citizens.

Another opportunity is the commitment of providers of public transportation to work through the challenges for regional coordination. Public transportation providers, private transportation companies, interregional transportation agencies and providers, and client transportation agencies all participate in the East Texas Regional Transportation Coordination Planning process. Representatives of the private transportation industry are interested and bring “out-of-the box” thinking to the regional coordination process.

There are also sources of federal and state funding to help support regional transportation coordination. Formula funds from federal Section 5307 and 5311 and state funds for urban and rural transit providers are available. There are also several competitive funding programs for the elderly and persons with disabilities, reverse commute, access to jobs, transit services for persons with disabilities beyond ADA requirements, and livable communities. TxDOT also provides funding for regional coordination planning and demonstration programs.

With increasing population and population density as well as growing population of target markets (seniors, low income, persons with disabilities), the East Texas Region can expect and increase in available funding. Improved performance indicators can also help to increase federal funding for rural transit and state funding for urban and rural transit. However, increased federal and state funding opportunities also requires additional local funding support.

CONCEPT FOR TRANSFER POINTS AND REGIONAL TRANSIT SERVICES

The concept for a regional coordinated transit system for East Texas includes a network of public transportation services that are connected through several strategically located transfer points. The primary assumptions for the concept for transfer points and regional transit services are as follows:

- The regional system will continue to emphasize community in rural East Texas. Local public transportation will emphasize access for residents to local destinations.
- A minimum of one transfer point will be identified for each county.
- Community transportation connections at the transfer points will be available through demand response transit.
- A network of scheduled routes serving transfer locations will provide regional connections.
- Regional connections will also serve urban transit centers and interregional transportation facilities.
- Client specific transportation providers will be encouraged to access the regional network of public transportation services.
- The coordinated services will provide private sector opportunities.
- The network of transfer points and regional transportation services will be complemented by improved public information to ensure seamless access to transit services for riders.

Regional Public Transportation Network

Figure 10 illustrates the concept of local community access. The concept for a regional coordinated transit system will continue to meet trip demand between residential locations and local communities in each county. These trip purposes will be met by demand response transit in the rural areas of each county.

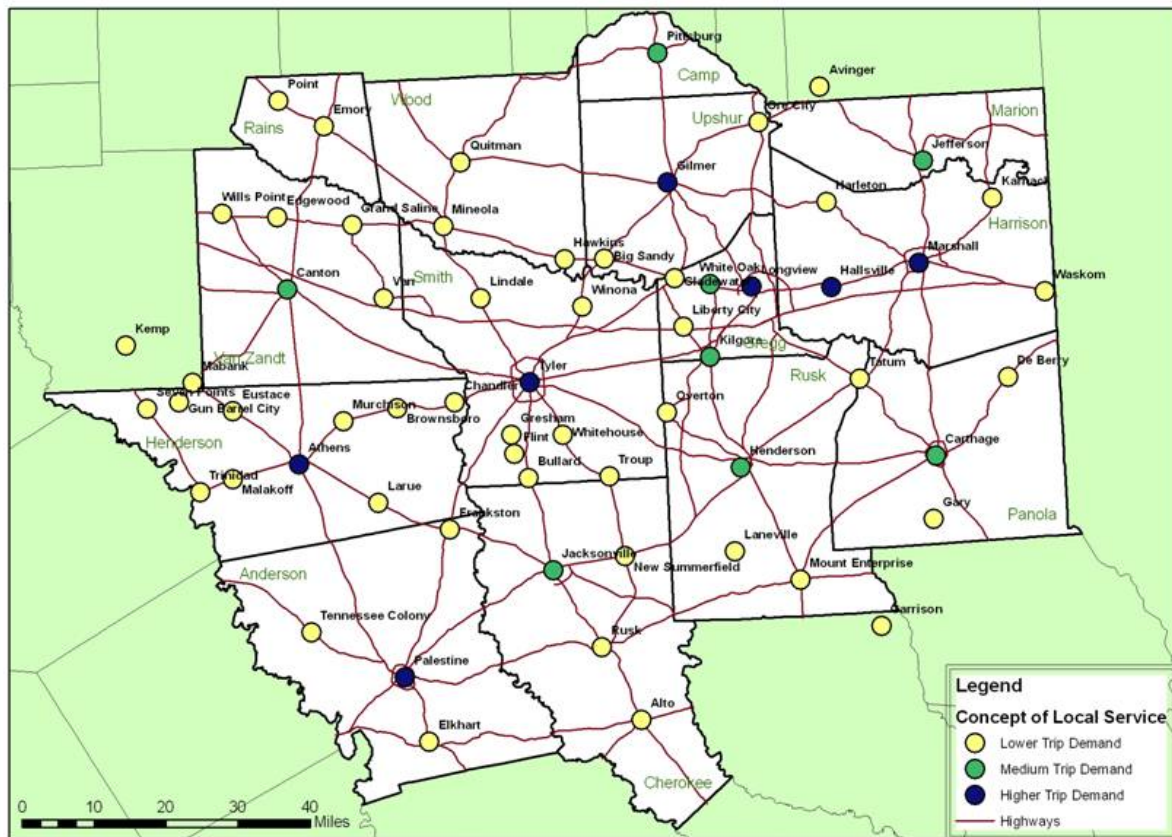


Figure 10. Local Community Access Within Communities

The transfer point in each county is the focal points for regional transit in each county. Figure 11 illustrates the concept for transfer points that provide the links for transit between cities. The illustration is concept only. The process to identify specific locations for transfer points will be discussed later in this report.

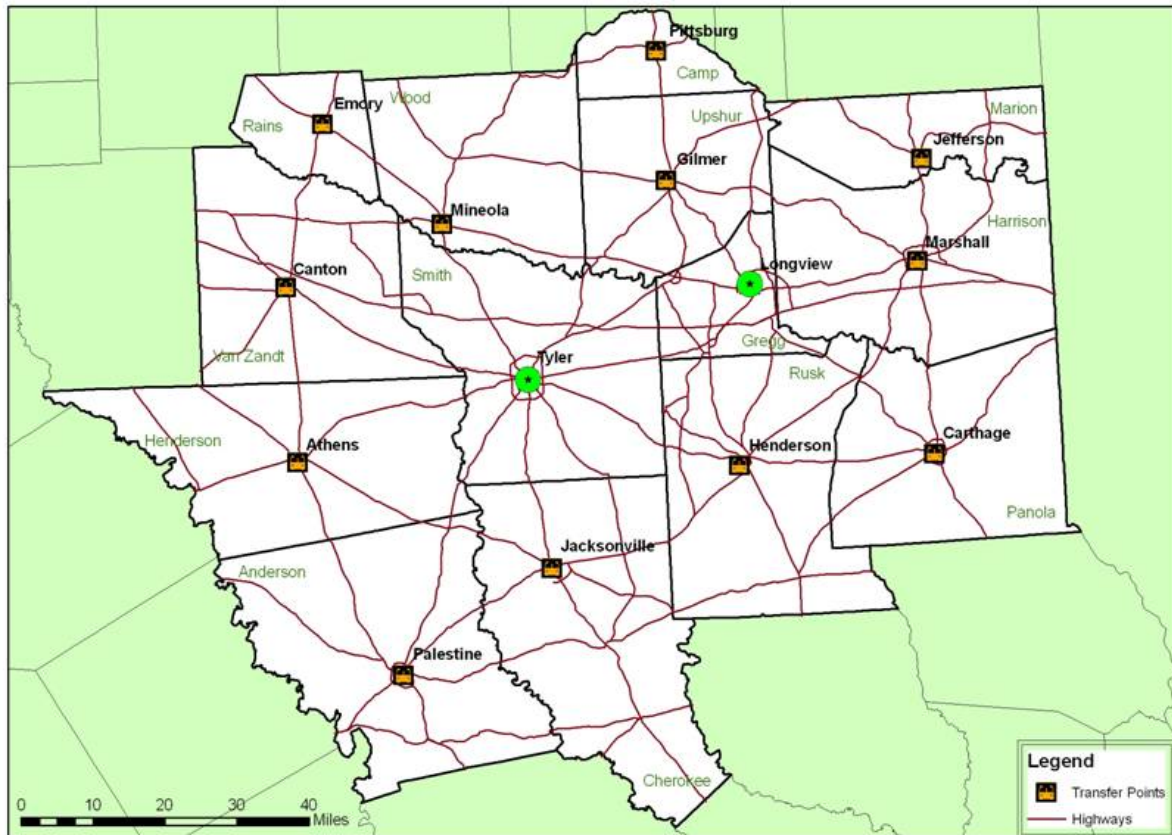


Figure 11. Conceptual Transfer Points Between Cities

Figure 12 illustrates how demand response service in the communities in rural areas of East Texas can provide access to the nearest transfer point. From the transfer point, the transit user will have access to a regional network of public transportation services.

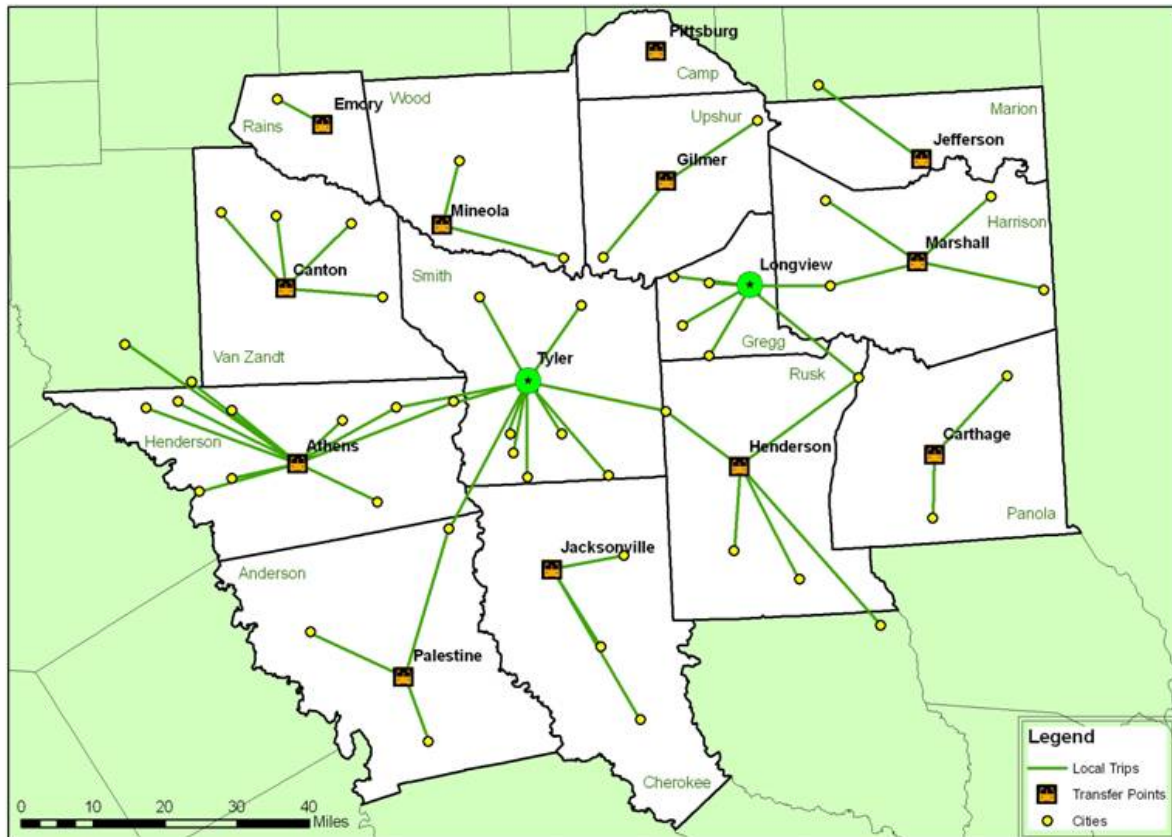


Figure 12. Conceptual Local Trips to Transfer Points

A network of scheduled routes will provide connections between the cities in the regional network. Figure 13 illustrates the connections between cities. The width of the bands illustrates the frequency of service. Levels of service can be adjusted to reflect the demand for service from riders.

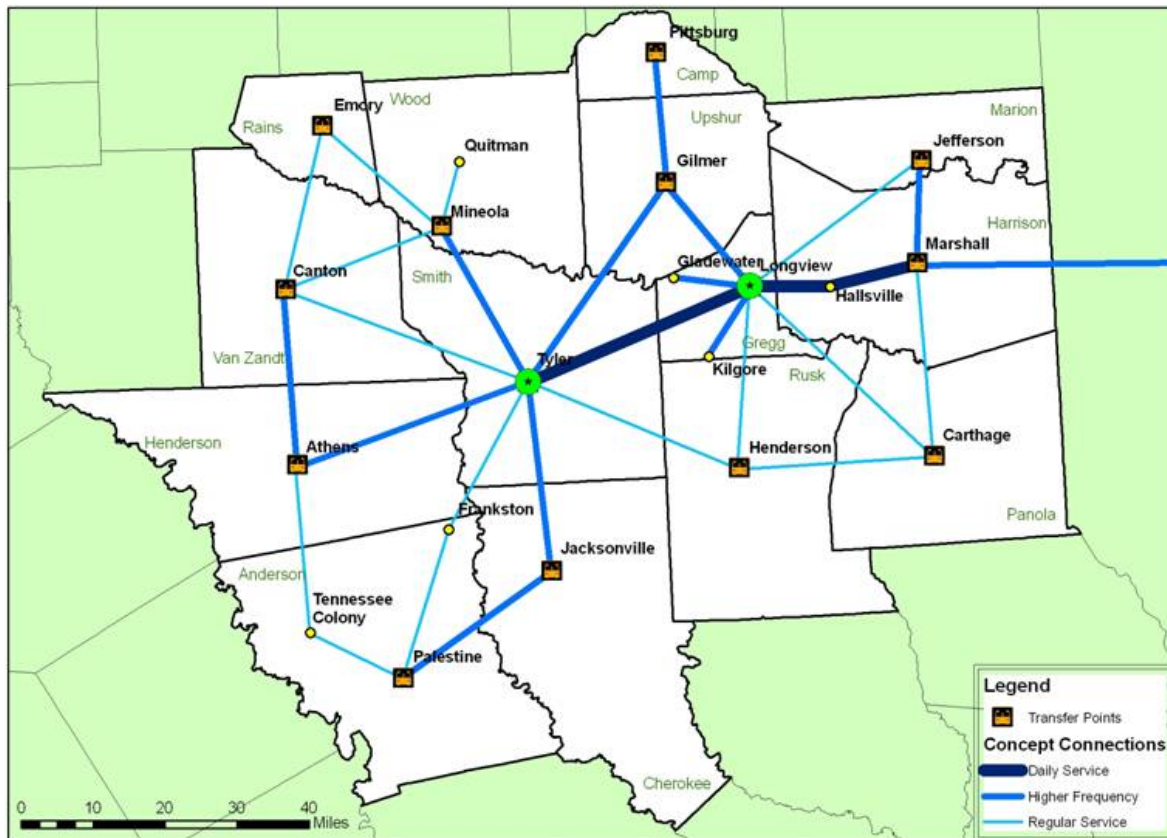


Figure 13. Conceptual Connections Between Cities

The regional transit connections will also provide access to existing bus and rail lines. Figure 14 provides an illustration of how the regional routes will connect to existing transit centers for urban transit systems, intercity bus stations, and rail lines.

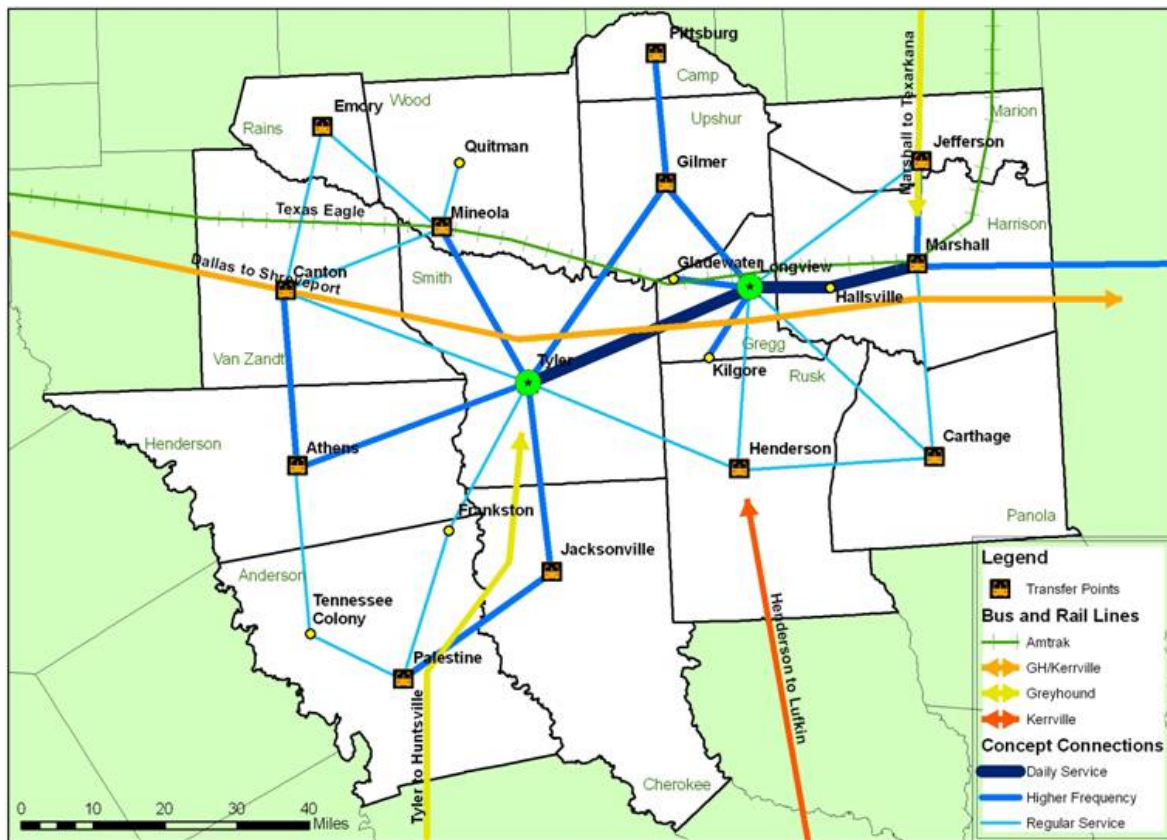


Figure 14. Conceptual Connections with Existing Bus and Rail Lines

Coordination with Client and Private Transportation Providers

The regional network of public transportation routes and transfer points also provides additional opportunities for coordination with client and private transportation providers. There are opportunities for shared services, interlocal agreements to coordinate, and purchase of service to assist in meeting public transportation demand. Additional coordination will reduce duplication of services, provide additional options for customers and clients, and improve the effective use of resources.

Private sector benefits increase flexibility, can provide fast response, and perhaps provide potential savings. The types of services that private transportation providers can supply to support public transportation may include:

- back-up in the case of service disruption or overloads;
- demonstration projects that permit quick adjustment to adapt to new circumstances;
- local community and feeder services;
- expanded span of service coverage; and
- ADA complementary paratransit.

Identifying the Location of Transfer Points

The Steering Committee wanted to identify specific transfer points within the region from which a coordinated transit service could operate. The general guideline set forth was to have one transfer point for each county. Generally the largest city is the leading candidate for the general location of a transfer point, with existing intercity bus and rail facilities as the specific location for the transfer point when possible. TTI acquired completed trip data from ETCOG covering a six month period starting in 2007, which included origins and destinations by city for each passenger trip. The trips were analyzed to identify the strongest connections between cities (Figure 15).

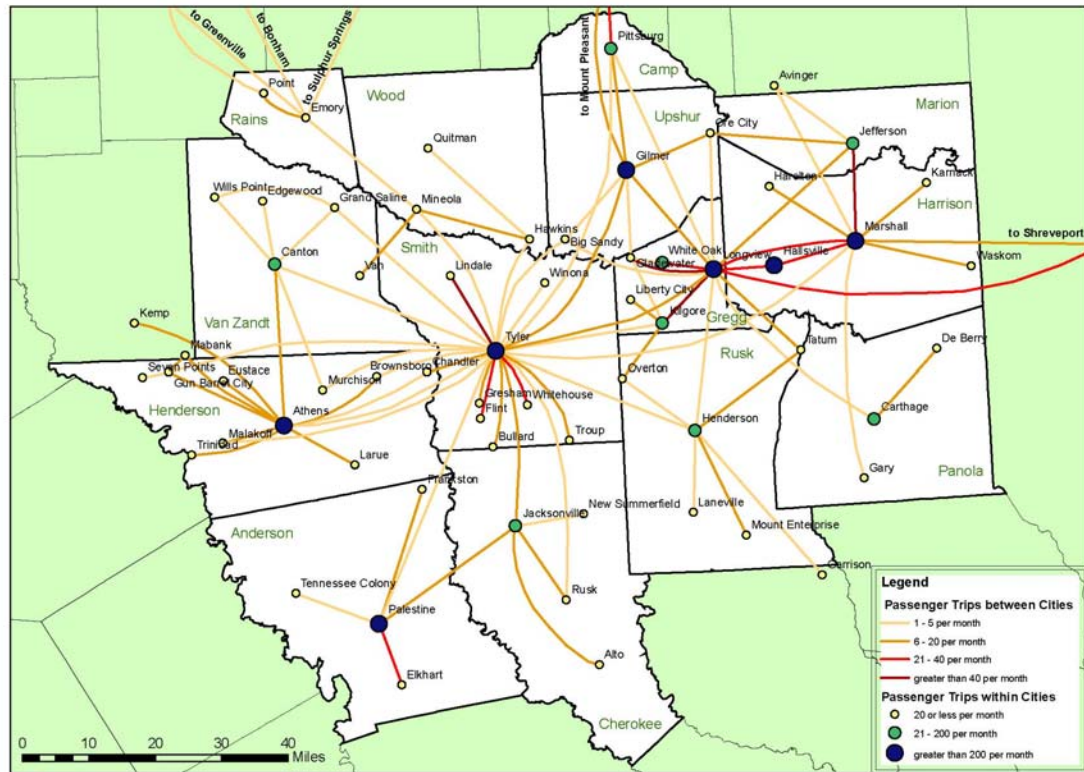


Figure 15. ETCOG Passenger Trips Between and Within Cities

Based on the analysis of ETCOG passenger trips, Athens, Canton, Carthage, Emory, Gilmer, Henderson, Jacksonville, Jefferson, Longview, Marshall, Mineola, Palestine, Pittsburg, and Tyler were chosen as the primary cities from each county as the locations of transfer points. Gladewater and Kilgore were also identified as secondary cities also in need of transfer points.

Specific areas within these cities were then chosen as potential transfer sites. Existing intercity bus and rail facilities were seriously considered as potential transfer sites due to the convenience of making intermodal connections at these locations. Additional sites were selected based on proximity to the intersection of major highways most likely to be used in a coordinated network and on proximity to major transit attractors. As a result, some cities had as many as three potential sites. Overall, a total of 25 potential transfer sites were identified (Tables 6 and 7). A complete summary with photographs of the potential transfer sites is Appendix 4.

Table 6. Possible Locations for Transfer Points, Part I

Location	Advantages	Disadvantages
Palestine, Anderson County		
Greyhound/Kernville Station, 1001 W US 79 (Fina gas station)	Connect with intercity bus, private/client providers within 1 mile, bench with covered area, w/c accessibility	No more than 4 parking spaces, lack of cleanliness, abundance of graffiti
Near the intersection of US 84 and SH 19 (Family Dollar parking lot)	Close proximity to major highways and transit attractors, private/client providers within 1 mile, large parking lot, good w/c access and covered areas	No seating area, not very close to Greyhound/Kernville Station
Pittsburg, Camp County		
Near the intersection of US 271 and SH 11 (McDonald's parking lot)	Good sized parking lot, some covered area, adequate w/c access, private/client provider within 1 mile	No seating area
Jacksonville, Cherokee County		
Greyhound Station, 729 US 175 (Mobil gas station)	Connect with intercity bus, private/client providers within 1 mile, some covered area	Far from residents and transit attractors, poor w/c access, no seating area
Near the intersection of US 79 and US 69 (East Texas Medical Center)	Close to residents, transit attractors, and connecting highways, private/client providers within 1 mile, covered driveway on north side has good w/c access	Far from Greyhound Station, no seating area, parking capacity could be an issue
Gladewater, Gregg County		
Near the intersection of US 80 and US 271 (Brookshire's parking lot)	Good access to major highways, large parking lot, covered area with vending machines	Covered area and parking lot may be too crowded
Kilgore, Gregg County		
Greyhound Station, 200 E South St	Connect with intercity bus, covered driveway	Driveway as w/c ramp, not much parking, far from major highways
Near the intersection of US 259 and N SH 42 (Fred's parking lot)	Close to major highways, large parking lot, good w/c access, covered area has benches and a vending machine	Far from Greyhound Station
Longview, Gregg County		
Amtrak Station, 905 Pacific	Connect with Amtrak, private/client providers within 1 mile, good sized parking lot, good w/c access, adjacent to Longview Transit facility	Can be difficult to find, very little covered area with no seating area
Magrill Plaza Transfer Center, 500 N Green	Primary transfer point for Longview Transit, within one block of Greyhound/Kernville Station, private/client providers within 1 mile, covered vestibules, restrooms	No parking
Near the intersection of US 80 and SH 31 (Kroger parking lot)	Good access to major highways, private/client providers within 1 mile, large parking lot, covered area with one bench and vending machines, driveway for pharmacy would be good for a bus	Turning left would be difficult, far from Amtrak Station and Magrill Plaza
Hallsville, Harrison County		
Near the intersection of US 80 and FM 450	Good covered area with tables and chairs, good sized parking lot to the west	Slope on property could be an issue for w/c access
Marshall, Harrison County		
Amtrak Station, 700 N Washington	Connect with Amtrak, private/client providers within 1 mile, large parking lot, large covered area with benches	Can be difficult to find, w/c ramp needs improvement, larger buses may have difficulty turning around if lot is full
Greyhound/Kernville Station, 201 S Bolivar	Connect with intercity bus, private/client providers within 1 mile, driveway access, large covered area with benches	No more than three parallel parking spaces along the street
Near the intersection of US 80 and US 59	Good location for access to major highways, private/client providers within 1 mile, Kroger parking lot is the largest at this intersection	Congested intersection, turning would be difficult, far from Amtrak and intercity bus stations

Table 7. Possible Locations for Transfer Points, Part II

Location	Advantages	Disadvantages
Athens, Henderson County		
Near intersection of US 175 and SH 19 (new shopping center parking lot)	Large parking lot, good w/c access, large covered area, private/client provider within 1 mile	No seating, could be difficult to turn left,
Jefferson, Marion County		
Near the intersection of US 59 and SH 49 (McDonald's parking lot)	Large paved area north of building, good w/c access	Very little covered area, no seating area
Carthage, Panola County		
Greyhound Station, 400 N Adams; Intersection of US 79 and N SH 315	Connect with intercity bus, adjacent stores have good parking lots and w/c access	Little waiting area, no room for a bus to turn around except parking lots
Emory, Rains County		
Near the intersection of US 69 and SH 19 (Emory Food Mart)	Good sized parking lot, covered area with bench and vending machines	Parking lot is in disrepair, w/c access may need assessment
Henderson, Rusk County		
Kerrville Station, 1113 N US 79; Intersection of N US 79 and N US 259 (Chevron gas station)	Connect with intercity bus, close proximity to major highways, private/client provider within 1 mile, moderate covered area with a bench	Parking lot is in disrepair (grocery store across the street may be sufficient)
Tyler, Smith County		
Tyler Transit, 210 E Oakwood	adequate w/c access, good covered area with a bench, private/client providers within 1 mile	not truly a transfer location for any existing service, not easy to find
Greyhound/Kerrville Station, 303 Boisd Arc	connectivity with Greyhound/Kerrville, private/client providers within 1 mile, parking area exclusively for buses, good w/c access, extensive covered area with benches, Tyler Transit may create a transfer point on city property within 2-3 blocks of this l	not located on any major highways
Gilmer, Upshur County		
Near the intersection of US 271 and N SH 155 (Davita Dialysis Center)	Good parking lot, w/c access not an issue, covered area with benches	Buses may not be able to turn around if lot gets too full
Canton, Van Zandt County		
Near the intersection of SH 19 and SH 64 (CVS parking lot)	Good w/c access and covered area, additional parking on west side of building, private/client providers within 1 mile	Buses may have difficulty getting in and out of lot, no seating area
Mineola, Wood County		
Amtrak Station, 115 E Front	Connect with Amtrak, access to major highways, good w/c access, covered area includes pavilion with benches	Relatively small parking lot

A TTI representative visited each site and selected and photographed a specific location. In most cases in which there was not an existing transportation facility, a commercial property was selected. Primary criteria for selecting locations were size of parking lot, accessibility for buses, proximity to other transportation facilities or private transportation providers, wheelchair accessibility, and quality of waiting area. The list of transfer points selected with photographs and the advantages and disadvantages for each location is available as Appendix 4 to this report.

Members of the Steering Committee provided feedback on the 25 potential transfer points. The majority of the sites were considered acceptable. However, there were a few recommendations for moving sites or selecting one site over another in the cities in which there was more than one option. Steering Committee comments and recommendations include the following:

- **Athens:** site is too crowded; recommend a new site near the intersection of N US Highway 175 and State Highway 19
- **Canton:** site is too remote; recommend a new site near the intersection of State Highway 64 and State Highway 19
- **Henderson:** site is acceptable, but safety may be an issue, no other sites recommended
- **Kilgore:** recommend Option 2, Fred's parking lot at the intersection of Business US Highway 259 and State Highway 42
- **Jacksonville:** recommend Option 1, Greyhound Station at 729 US Highway 175
- **Longview:** recommend Option 1, Amtrak Station at 905 Pacific, however Option 2 Magrill Transit Plaza remains a viable option
- **Marshall:** recommend Option 1, Amtrak Station at 700 N Washington, however Option 2 Greyhound Station remains a viable option
- **Palestine:** recommend Option 2, Family Dollar parking lot, 1 block west of State Highway 19 on US Highways 84/287
- **Tyler:** recommend Option 2, Tyler Greyhound Station, 303 Bois d Arc

Identifying Capital Needs

Once the transfer sites have been officially designated, it will be necessary to secure capital funds in order to create new or renovate existing transit facilities to become bus shelters.

Various researches have documented important amenities for designing bus shelters. According to Transit Cooperative Research Program (TCRP) Report 46 *Amenities for Transit Handbook*, the four most important general attributes a facility must have are visibility, accessibility, information and comfort. More specifically, the most common attributes for bus shelters cited by Valley Metro in Phoenix, METRO in Houston, LYNX in Orlando, and DART in Dallas include shelters with shade or windscreens, public restrooms, concrete benches for seating, bicycle storage, telephones, vending machines, information kiosks with maps, and site furnishings, such as trash receptacles, lighting, and ash urns.

Due to the varying sizes of catchment areas and magnitude of transfers at the transfer sites for East Texas, it will not be appropriate to have the same amount of amenities at each location. As a result, the transfer sites are identified into three groups, with the locations of highest demand and level of service receiving the most amenities (Table 8).

Table 8. Amenities by Stop Group

	First Group	Second Group	Third Group
Covered waiting areas/benches	X	X	X
Public restrooms	X		
Bicycle storage	X	X	
Telephones	X		
Vending machines	X		
Information displays with maps	X	X	X
Trash receptacles	X	X	X
Lighting	X		
Ash urns	X	X	

The first group of transfer sites includes Kilgore, Longview, Marshall, Mineola, and Tyler. These are the cities that already have freestanding facilities for intercity bus or rail, and would require less capital in providing supplemental amenities. These sites should have covered waiting areas with benches, public restrooms, bicycle storage, telephones, vending machines, information displays with maps, trash receptacles, lighting, and ash urns, if they do not already have these amenities.

The second group of transfer sites includes Athens, Gilmer, Jefferson, and Palestine. These cities are generally smaller in population or catchment area and do not already have freestanding transit facilities. These sites should have covered waiting areas with benches, bicycle storage, information displays with maps, trash receptacles, and ash urns.

The third group of transfer sites includes Canton, Carthage, Emory, Gladewater, Henderson, Jacksonville, and Pittsburg. These are the smallest cities with the least demand among the transfer sites, so it is not necessary to invest as much capital into the bus shelters. These sites should have covered waiting areas with benches, information displays with maps, and trash receptacles.

PROJECTIONS FOR SERVICE LEVELS AND COSTS

The ability to implement the concept for transfer points and regional transit services depends on a sound financial strategy. To estimate the requirements for implementing the concept, TTI developed a methodology for estimating funding, service and capital requirements and then compared the probable federal and state funding to determine local share requirements.

TTI followed the methodology for ETCOG rural transit services as well as for Longview and Tyler for urban transit services. The following discussion focuses on the details of the methodology for ETCOG. A similar process was followed for each of the two urban transit providers Longview and Tyler and the methodology is provided as Appendix 5.

Methodology for Estimating Funding, Service and Capital Requirements for ETCOG

The detailed spreadsheets for ETCOG funding scenario, fleet plan and service distribution are provided as Appendix 6.

Population Estimates

TTI documented the actual Census 2000 population for each county and urbanized area in each county.

TTI documented the estimated Census 2006 population for each county. Mid-Census population estimates are not available for urbanized areas. The source of population projections for each target year for each county is the Texas State Data Center.

TTI gathered population projections as available from the Longview MPO and Tyler MPO. Each methodology and the selected target years for projections varied. TTI developed estimates of year by year population growth for each urbanized area using data from the MPO projections as control points.

Population projections were subtotaled for Rural East Texas, Longview and Tyler Urbanized Areas and the Region total for each target year 2010, 2015 and 2020. Estimates for 2030 are available but were not used further in the analysis.

Funding, Service and Capital Projections

1. Federal and State Funding Projections

Initially TTI developed high, moderate and low assumptions for federal and state funding. High represented growth in both federal and state funds, low represented no growth in either

source of funding. After consultation with stakeholders, the moderate growth rate was adopted for purposes of reasonable, but conservative, planning. Moderate growth assumes an increase in federal funding and no growth in state funding.

ETCOG	2008
Federal 5311	\$1,393,014
State Rural	\$580,617
TOTAL	\$1,973,631

Moderate Growth

Federal 5311 Assumptions: 2009 funding estimated based on SAFETEALU; Federal funds grow 6% growth per year after 2009 based upon historical trend line, State retains 16% discretionary.

State Urban Assumptions: No growth in State funding; however, ETCOG receives more each year until Texas Funding Formula balances in 2012 (based on 2007 performance indicators).

Assumes 5310 and Title III increase 2% per year beginning 2009

2. Service Levels and Operating Cost

The sources of key data for the estimates of services levels and operating cost are as follows:

- Population – The population estimates for the Rural East Texas for each target year were used to estimate population year by year. The assumption was made that population grew at a steady pace each year between the target control points.
- Annual Revenue Miles 2007 and 2008 – The revenue miles are as reported by ETCOG in PTN-128 for 2007 and for 6-months year to date for 2008 (multiplied times 2 to annualize).
- Cost/Revenue Mile 2007 and 2008 – The cost per revenue miles for 2007 is as reported by ETCOG to TxDOT (as reported on the PTN-128 monthly and annual report) for 2007. The cost per revenue mile for 2008 is based on estimate \$2.78 per revenue mile for 2008.
- Farebox Recovery % – The farebox recovery percent is calculated from the PTN-128 data for 2008 first six months as reported by ETCOG.
- Percent Estimate by Category of Expense – The estimates of the share of total cost that are attributable to each category of expense (Operations, Preventive Maintenance, etc.) are based on the first six months actual expenditures as provided by ETCOG/ analysis by TTI.

Calculations:

- Annual Revenue Miles x Cost/Revenue Mile = Annual Cost
- Cost Escalation = 4.5% to 2010; 3.5% for 2011 through 2015; 3.0% 2016 forward
- Annual Cost x % Operating = Operating Expense
- Annual Cost x % Operations Administration = Operations Administration Expense
Operations Administration includes dispatch, field supervision, and operations supervision
- Annual Cost x % Preventive Maintenance (PM) = PM Expense
- Annual Cost x % Operations Administration = Operations Administration Expense
Operations Administration includes dispatch, field supervision, and operations supervision
- Annual Cost x % Administration = Administration Expense
Administration includes ETCOG administration and management expenses

Other categories of expense could include Planning and Purchased Transportation. ETCOG did not report these categories of expense.

3. Methodology for Projecting Future Service Levels

TTI ran a regression model of service levels (measured as revenue miles of service) in FY07 against Census 2000 population for rural transit systems Texas excluding South Padre Island. Forcing the y-intercept to zero, single variable regression statistics correlated to annual revenue miles of service were as follows:

Variable	x-coefficient	R-squared
Against Census 2000 population	3.18	0.74
Against land area in square miles	9.66	0.61

A multi-variable regression analysis resulted in an R-squared of 0.52. The analysis of rural transit service level is predicted based on the variable with the highest R-squared:

Annual revenue miles of service = 3.18 x (Census 2000 population)

In order to apply this formula to projected data, it is necessary to adjust the multiplier to reflect current year population. Between 2000 and 2006, population grew 14.6% in Texas and 8.7% in the East Texas region. Since the multiplier is derived from a regression based upon statewide data, the coefficient should be adjusted based on the statewide growth rate.

3.18 in 2000 adjusted for 14.6% growth rate = 2.72 in 2006

Applying this formula to the ETCOG rural transit service area results in the following:

Rural Transit Service Area	x-coefficient based on 2000 Census population	x-coefficient based on 2006 Census population
Rural area population	565,210	601,664
x-coefficient	3.18	2.72
Projected revenue miles	1,797,368	1,636,472
Actual revenue miles in 2007*		760,763
Actual 2007 as Percent of Target 2006		46.5%

** Data for revenue miles are available for 2007; however, the most recent Census estimated population is 2006*

The ETCOG service area actual revenue miles in 2007 were 46.5% of the estimated service level to serve the rural population in 2006 at a level similar to other rural service providers in Texas.

TTI analyzed several scenarios to project service levels. Because of the wide disparity between historical service levels (as measure in revenue miles) and the service levels indicated to match statewide rural averages, the growth in service for planning purposes must be balanced with financial resources and reasonable ability to pace growth.

ETCOG already predicts 12% increase in revenue miles in 2008 as compared to 2007. The recommended increase in service levels are:

10% each year 2009 through 2012
6% each year 2013 through 2015
3% each year 2016 through 2020

In the year 2020 service levels will be 1,740,843, equivalent to the 2010 Pop x 2.72.

While a faster growth rate to achieve parity is desirable, the financial impacts are not reasonable. As discussed below, this rate of growth will keep the necessary requirements for locally generated revenues to support operating to be less than 40% of annual cost.

4. Fleet Plan for Replacement and Expansion

ETCOG provided an inventory of the current fleet with year of manufacture and miles of service. TTI developed a regular replacement schedule based on 6-year vehicle life. The number of vehicles that should be replaced each year is projected for an annual fleet replacement plan.

TTI then estimated the requirement for additional vehicles for expansion based on 35,000 revenue vehicle miles per year per vehicle required for service.

TTI established a unit price based upon industry trends (current pricing suggests 2009 models). The unit price is assumed to escalate 5% per year.

To estimate annual costs for vehicle replacement and expansion, the annual requirements (replacement and expansion vehicles) is multiplied times the estimated cost per vehicle (inflated).

5. Funding Analysis Based on Moderate Growth in Federal Funding Only

ETCOG - Operations

The primary purpose of this section of the spreadsheet is to estimate what portion of the Operating expenses each year will be eligible for federal and state funds and therefore what balance is the local share required. The steps in the methodology are as follows:

- For each expense category, the Annual Cost by the Expense Category is multiplied times the % Eligible for Federal Funds
 - PM 80% from 5311 and 5310
 - Operations Administration 80% from 5311
 - Administration 80% from 5311
 - Planning (Capital) 80% from 5311 – if any
 - Eligible 5311 Ops 50% (Applied to the operating deficit and adjusted if necessary for the remaining Federal Funds Available)
 - Purchased Transportation – if any (% match varies)
- After all eligible Federal Funds are applied; the remaining Required Local Share is calculated by Annual Cost less total Federal Funds Applied.
- Then the remaining Required Local Share is reduced by subtracting
 - State Rural Funds available
 - Title III revenues
- The Balance is the Local Share Required for Operating (must be met from other sources of revenue that must be generated by local initiative, but can include other Federal programs, coordination, general revenue, etc.).
- The percent Local Share Required is calculated by dividing Local Share Required for Operating by the Total Annual Operating Cost.

The remaining 5311 Federal Funds and State Rural Funds not used for Operating (if any) are available for Capital.

ETCOG - Capital

The primary purpose of this section of the spreadsheet is to estimate what portion of the Capital expenses each year will be eligible for Federal and State funds and therefore what balance is the Local Share Required. The steps in the methodology are as follows:

- The Vehicle Annual Capital cost is drawn in from the Fleet Plan worksheet.
- Any remaining 5307 Federal Funds not used for Operating are applied up to 80% of Annual Capital Cost.
- Section 5309 – Discretionary funds are applied up to 80% for any specific project capital cost.
- TxDOT Vehicle Capital Replacement (VCR) – TxDOT 5311 Discretionary funds applied for up to 80% for vehicle replacement
- Balance is the Local Share Required for Capital (must be met from other sources of revenue that must be generated by local initiative).
- The percent Local Share Required is calculated by dividing Local Share Required for Capital by the Total Capital Cost. Calculated the percent Local Share – generally 20% or may be more if there are not sufficient Federal funds for up to 80% of capital costs.
- Note: Local Share can be met with TxDOT Transportation Development Credits (TDC) if authorized. This source of funding serves to increase the share of a project cost that can be met with Federal funds and thus reduces or eliminates the requirement for cash contribution for Local Share

A note is made of the Carryover 5311 Capital if any (after maximizing eligible match for Operating and Capital). These dollars are not applied and may be available for additional capital project investments.

Total Local Share

This is the sum of the Balance Local Share Required for Operating plus the Balance Local Share Required for Capital for each year.

Funding, Service and Capital Requirements for Longview and Tyler

The same methodology was used to identify a funding scenario, service distribution, and fleet replacement and expansion plan for the urban transit systems Longview and Tyler (Appendix 5). The detailed spreadsheets for Longview and Tyler are provided as Appendix 7 and Appendix 8, respectively.

Results for ETCOG

The illustration in Figure 16 shows the trend line for the increase in annual revenue miles (following the methodology discussed above) for East Texas rural transit. The increase in revenue miles is compared to the projected increase in population. The ETCOG service area actual revenue miles in 2007 were 46.5% of the estimated service level to serve the rural population in 2006 at a level similar to other rural service providers in Texas.

TTI analyzed several scenarios to project service levels. Because of the wide disparity between historical service levels (as measured in revenue miles) and the service levels to match statewide rural averages, the growth in service for planning purposes must be balanced with financial resources and reasonable ability to pace growth.

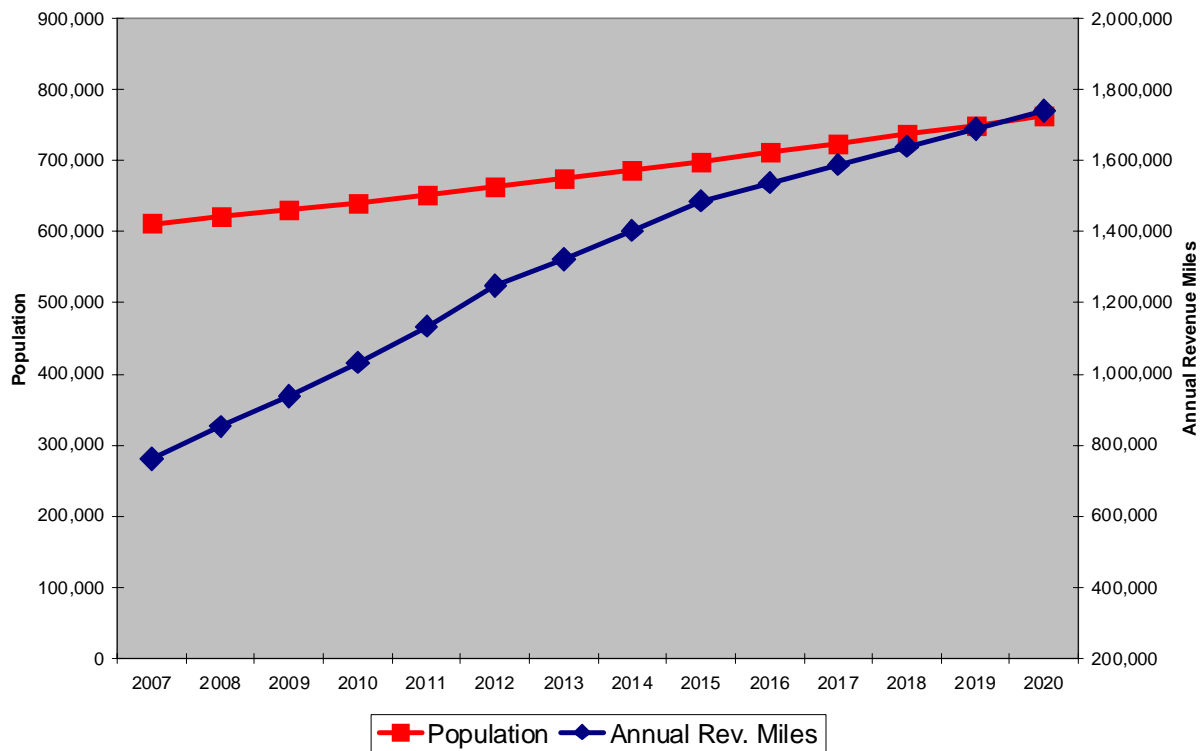


Figure 16. Projected East Texas Rural Transit Annual Revenue Miles

The annual service miles must be distributed between the regional transit network (scheduled routes between transfer points) and community (local transit services). The service

plan also assumes a growth in services from year to year. Suggested guidelines for distribution of services are provided in Appendix 5.

In the year 2020 service levels will be 1,740,843. While a faster growth rate to achieve parity is desirable, the financial impacts are not reasonable. This rate of growth will keep the necessary requirements for locally generated revenues to support operating to be less than 40 percent of annual cost.

Figure 17 illustrates the difference between project federal and state funds and the total cost of providing the transit services developed by the methodology discussed above.

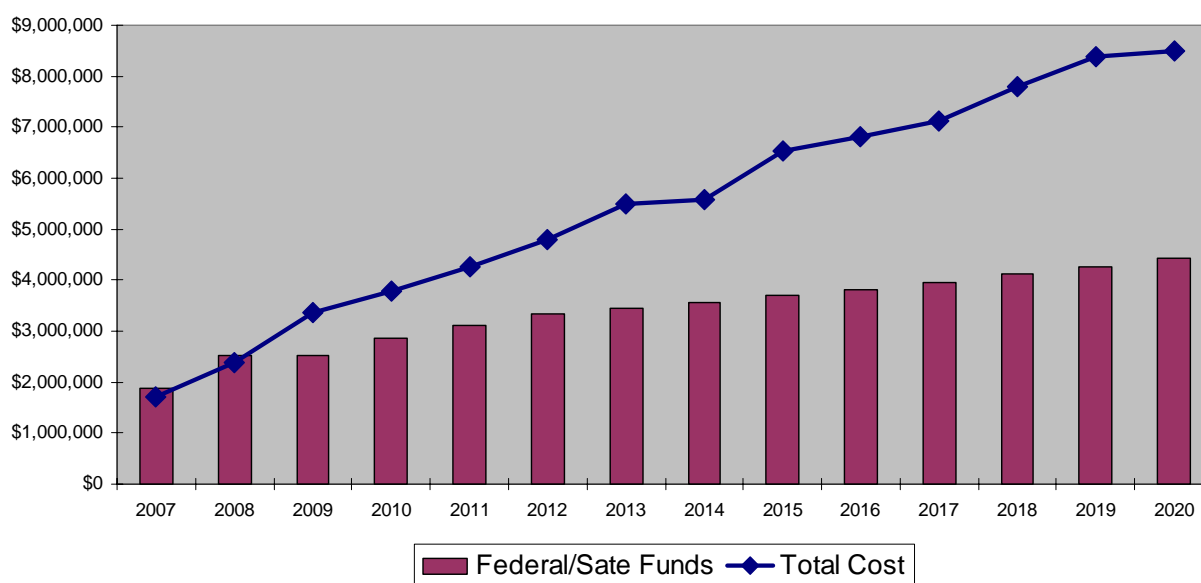


Figure 17. Projected East Texas Rural Transit Federal/State Funds and Total Cost

Local share is required to fill the gap between federal and state dollars and total cost. The projected need for public transportation in East Texas is greater than available federal/state funding. There may be some opportunities to share funding at the regional level. All funding sources for public transportation require local investment. Value is added with a regional approach.

Regional Governance Models

Four feasible governance models are outlined below. The four models can be envisioned as a continuum, each requires more formality and structure than the previous model. Variations are viable, depending on local leadership.

Handshake to Work Together

- Common automated scheduling and dispatch
- Shared 211/ public information/ website
- Single fare structure
- Common logotype and public image
- Examples of this type of regional governance model
 - Midland-Odessa *EZ Rider* and *Valley Metro* in Phoenix, AZ

Compact – Formal Interlocal Agreement

In addition to the initiatives above

- Share resources and risks
- Pursue funding as a team
- Enter into interlocal agreements for service
- Example of this type of regional governance model
 - North East Transportation Services (NETS) in Tarrant County, an interlocal agreement between seven cities in Tarrant County

Umbrella Policy Board

In addition to the initiatives above

- Policy board sets policies for the region
- Policy board makes decisions for the allocation of funding
- Policy board receives funds, allocates funds, sets policies for operating service
- The policy board needs to have the authority for the state for interstate transportation
- Example of this type of governance model
 - North Central Texas Council of Governments (NCTCOG)

One Entity for Regional Transit

In addition to the initiatives above

- Regional transit entity may provide service directly
- Regional transit entity may contract to provide service
- Example of this type of governance model
- Hill Country Transit District serves two urbanized areas (Killeen and Temple) and a large rural transit district

SUMMARY AND RECOMMENDATIONS FOR IMPLEMENTATION

The following section provides a summary of the study findings and thoughts about implementation.

Adopt a Regional Strategy

Regional general public transportation for East Texas calls for a comprehensive service plan. The service plan should include seamless connections within and beyond the boundaries of East Texas. The regional service plan should serve the general public while enabling coordination or integration with client service providers. There are opportunities for the private sector.

Pursue Opportunities to Improve Efficiency

Public transportation providers can enter into contracts with other public, private, and client transportation providers that can deliver the most efficient service. Another strategy to improve efficiency is to optimize service using tools for automated routing and scheduling and automated vehicle location systems. Another opportunity is to investigate interlining with national and regional intercity transportation providers. The demographic profile of East Texas suggests programs like carpooling and vanpooling can meet needs at a lower cost overall. Shared fleets and transit facilities can optimize capital investment.

Increase Operating Revenues

Public transportation providers in East Texas should increase fare recovery by revising the fare structure and implementing new tools for fare media such as the RideCARTS card promoted by CARTS in the Capital Area. Providers should partner with universities or technical colleges to implement student transportation programs. Additional opportunities may include contracts for service with other public agencies. Seek out opportunities to contract to provide transit services for client service agencies.

Investigate Other Sources of Funding

A strong message in this study is the need to develop other sources of local funding. Some suggestions are discussed in this report and listed here for reference:

- Economic development sales tax
- Community Development Block Grants
- Contracts for sale of service
- Private sector opportunities
- Non-traditional sources
 - Impact fees
 - Parking fees or fines
 - RMA
- Federal programs that recognized as local (non-USDOT)

Aggressively Pursue Capital Funding

In addition to the operating revenues listed above, the region should aggressively pursue sources of capital funding for passenger facilities (and revenue vehicles). Some suggestions are discussed in this report and listed here for reference:

- Bond funds
- Section 5309 priority project
- Livable Communities
- TCEQ Clean Fuel
- State Enhancement
- High speed rail corridor/ intercity rail
- Section 5311(f) Intercity Bus
- Donated property/ private utility relocation

Legislative Initiatives

The next few years is expected to be very important for federal and state legislation for all modes of transportation. The interests for the East Texas Region suggest the following legislative initiatives:

- Option to flex funding at the regional level between urban and rural transit;
- Increase State Legislature support for public transportation funding;
- Support initiatives to expand Federal Congressional support for transit funding, especially for small urban and rural areas;
- Resolve limits on private sector eligibility for some categories of funding;
- Resolve limitations on coordination due to insurance; and
- Support AMTRAK Reauthorization.

Appendix 1

Population Projections for East Texas

Population Projections East Texas Region (A)

Revised May 12, 2008

	2000			2006			2010			2015			2020			2030		
	Pop	% Growth	% of Reg	Pop	% Growth	% of Reg	Pop	% Growth	% of Reg	Pop	% Growth	% of Reg	Pop	% Growth	% of Reg	Pop	% Growth	% of Reg
Anderson Rural	55,109	14.8%	7.4%	58,342	5.9%	7.2%	60,583	9.9%	7.1%	63,217	4.3%	6.9%	65,322	3.3%	6.6%	67,538	3.4%	5.9%
Camp Rural	11,549	16.6%	1.5%	12,816	11.0%	1.6%	13,714	18.7%	1.6%	14,960	9.1%	1.6%	16,289	8.9%	1.6%	19,027	16.8%	1.7%
Cherokee Rural	46,659	13.7%	6.3%	50,761	8.8%	6.3%	53,699	15.1%	6.3%	57,734	7.5%	6.3%	61,761	7.0%	6.2%	69,513	12.6%	6.1%
Gregg (B)	111,379	6.1%	14.9%	127,440	14.4%	15.7%	132,181	18.7%	15.4%	138,480	4.8%	15.0%	144,466	4.3%	14.6%	155,130	7.4%	13.6%
Longview Urbanized Area	76,050	1.6%		81,640	7.4%		84,357	3.3%		87,540	3.8%		90,278	3.1%		93,571	3.6%	
Gregg Rural	35,329	17.4%		45,800	29.6%		47,825	4.4%		50,940	6.5%		54,188	6.4%		61,559	13.6%	
Harrison	62,110	8.0%	8.3%	68,099	9.6%	8.4%	72,316	16.4%	8.4%	77,992	7.8%	8.5%	84,088	7.8%	8.5%	98,377	17.0%	8.6%
Longview Urbanized Area	1,625			1,744	7.4%		1,802	3.3%		1,871	3.8%		1,929	3.1%		1,999	3.6%	
Harrison Rural	60,485	8.4%		66,355	9.7%		70,514	6.3%		76,121	8.0%		82,159	7.9%		96,378	17.3%	
Henderson Rural	73,277	25.2%	9.8%	85,934	17.3%	10.6%	95,404	30.2%	11.1%	108,510	13.7%	11.8%	122,894	13.3%	12.4%	154,660	25.8%	13.5%
Marion Rural	10,941	9.6%	1.5%	11,963	9.3%	1.5%	12,618	15.3%	1.5%	13,294	5.4%	1.4%	13,799	3.8%	1.4%	13,977	1.3%	1.2%
Panola Rural	22,756	3.3%	3.1%	23,935	5.2%	3.0%	24,575	8.0%	2.9%	25,231	2.7%	2.7%	25,595	1.4%	2.6%	25,463	-0.5%	2.2%
Rains Rural	9,139	36.1%	1.2%	10,806	18.2%	1.3%	12,032	31.7%	1.4%	13,579	12.9%	1.5%	15,040	10.8%	1.5%	17,278	14.9%	1.5%
Rusk Rural	47,372	8.3%	6.4%	49,489	4.5%	6.1%	50,974	7.6%	5.9%	52,845	3.7%	5.7%	54,622	3.4%	5.5%	57,425	5.1%	5.0%
Smith (C)	174,706	15.5%	23.4%	195,465	11.9%	24.1%	205,813	5.3%	24.0%	213,669	3.8%	23.2%	219,053	2.5%	22.1%	240,474	9.8%	21.0%
Tyler Urbanized Area	102,295	28.1%		124,791	22.0%		131,419	5.3%		134,228	2.1%		137,037	2.1%		146,700	7.1%	
Smith Rural	72,411	1.4%		70,674	-2.4%		74,394	5.3%		79,441	6.8%		82,016	3.2%		93,774	14.3%	
Upshur Rural	35,291	12.5%	4.7%	38,536	9.2%	4.8%	40,765	15.5%	4.8%	43,599	7.0%	4.7%	46,455	6.6%	4.7%	52,177	12.3%	4.6%
Van Zandt Rural	48,140	26.9%	6.5%	55,421	15.1%	6.8%	60,616	25.9%	7.1%	67,204	10.9%	7.3%	73,807	9.8%	7.4%	85,886	16.4%	7.5%
Wood Rural	36,752	25.1%	4.9%	42,237	14.9%	5.2%	46,101	25.4%	5.4%	50,994	10.6%	5.5%	55,573	9.0%	5.6%	61,821	11.2%	5.4%
Rural Total	565,210	13.9%	75.8%	601,664	6.4%	74.3%	640,016	6.4%	74.6%	698,650	9.2%	75.8%	762,116	9.1%	76.9%	901,857	18.3%	78.8%
Urbanized Total	179,970	15.1%	24.2%	208,176	15.7%	25.7%	217,578	4.5%	25.4%	223,638	2.8%	24.2%	229,244	2.5%	23.1%	242,270	5.7%	21.2%
Region Total	745,180	14.2%		809,840	8.7%		857,594	15.1%		922,288	7.5%		991,360	7.5%		1,144,127	15.4%	

(A) County data other than Gregg and Smith Counties sourced from Texas State Data Center

(B) Gregg County and Longview Urbanized Area data provided by Longview MPO. Growth rate for Longview urbanized area in Gregg County applied to urbanized area in Harrison County

(C) Smith County and Tyler Urbanized Area data provided by Tyler MPO.

Appendix 2

Transit Attractors

The locations of transit attractors for the East Texas region were derived from multiple sources. Attractors for the eight county Texas Department of Transportation-Tyler District were obtained from a 2004 study by the East Texas Center for Independent Living and TxDOT-Tyler. The East Texas Council of Governments also supplied a list of attractors for the fourteen county region. Additional attractors were acquired from the Longview Metropolitan Planning Organization. The list was supplemented with a series of online searches. The attractors were aggregated into six groups: shopping, employer, education, social service/government, medical, and transportation.

Anderson County

Name	Type	Group	City	Address
Bealls	GrcShPhrm	Shopping	Palestine	2012 Crockett
Brookshire's of Palestine	GrcShPhrm	Shopping	Palestine	2107 South Loop 256
Burke's Outlet	GrcShPhrm	Shopping	Palestine	1910 S Loop 256
Dollar General	GrcShPhrm	Shopping	Palestine	2030 Crockett Road
Dollar General	GrcShPhrm	Shopping	Palestine	601 Elm Street
Dollar General	GrcShPhrm	Shopping	Palestine	4019 W Oak Street
Dollar General	GrcShPhrm	Shopping	Frankston	8231 TX 155
Family Dollar Store	GrcShPhrm	Shopping	Palestine	312 E Spring Street
Family Dollar Store	GrcShPhrm	Shopping	Palestine	1801 Crockett Rd
Family Dollar Store	GrcShPhrm	Shopping	Elkhart	212 N US Hwy 287
Family Dollar Store	GrcShPhrm	Shopping	Frankston	8260 State Hwy 155
Goodwill Industries	GrcShPhrm	Shopping	Palestine	101 W Palestine Ave
Goody's	GrcShPhrm	Shopping	Palestine	2051 S Loop 256
Kroger	GrcShPhrm	Shopping	Palestine	325 E Spring St
Lowe's	GrcShPhrm	Shopping	Palestine	2715 S Loop 256
Palestine Mall	GrcShPhrm	Shopping	Palestine	2000 S Loop 256
Sears Hometown Dealer	GrcShPhrm	Shopping	Palestine	2021 Crockett Rd
Wal-Mart Supercenter Store #345	GrcShPhrm	Shopping	Palestine	2223 South Loop 256
Workforce Commission	Employer	Employer	Palestine	500 E Murchison St
Union Pacific Railroad	Employer	Employer	Palestine	111 S Magnolia
Palestine Concrete and Tile	Employer	Employer	Palestine	2500 W Regan
Wal-Mart Supercenter Store #345	Employer	Employer	Palestine	2223 South Loop 256
Palestine Mall	Employer	Employer	Palestine	2000 S Loop 256
JC Penney	Employer	Employer	Palestine	2000 S Loop 256
Sears Hometown Dealer	Employer	Employer	Palestine	2021 Crockett Rd
Palestine Regional Medical Center	Employer	Employer	Palestine	4000 S Loop 256
TDCJ State Prison Beto Unit	Employer	Employer	Tennessee Colony	FM 645
TDCJ State Prison Coffield Unit	Employer	Employer	Tennessee Colony	FM 2054
TDCJ State Prison Gurney Unit	Employer	Employer	Tennessee Colony	FM 645
TDCJ State Prison Michael Unit	Employer	Employer	Tennessee Colony	FM 2054
TDCJ State Prison Powledge Unit	Employer	Employer	Palestine	1400 FM 3452
Wal-Mart Distribution Center	Employer	Employer	Palestine	6036 RR 5
Cayuga High School	High School	Education	Cayuga	P.O. Box 427
Elkhart High School	High School	Education	Elkhart	301 E Parker
Frankston High School	High School	Education	Frankston	100 Perry St
Palestine High School	High School	Education	Palestine	1600 South Loop 256
Slocum Schools	High School	Education	Elkhart	5765 East State Hwy 294
Westwood High School	High School	Education	Palestine	1820 Chisum Dr
Texas Dept. of Human Services	SocService	SS/Government	Palestine	811 N Mallard
Texas Dept. of Human Services	SocService	SS/Government	Palestine	1918 E Murchison
Adult / Child Protective Services-Anderson Co	SocService	SS/Government	Palestine	811 North Mallard
Center for Independent Living	SocService	SS/Government	Palestine	421 Avenue A
DADS - Anderson County	SocService	SS/Government	Palestine	330 E Spring St
Family Outreach & Resource	SocService	SS/Government	Palestine	910 Court Drive
TWC Anderson Co (Full Service Center)	SocService	SS/Government	Palestine	500 E Murchison St
Anderson County Veterans Service Office	PubAgyGovt	SS/Government	Palestine	2000 S Loop 256
Chamber of Commerce, Palestine	PubAgyGovt	SS/Government	Palestine	401 W Main
City Hall, Berryville	PubAgyGovt	SS/Government	Berryville	PO Box 908
City Hall, Frankston	PubAgyGovt	SS/Government	Frankston	200 W Main Street
City Hall, Palestine	PubAgyGovt	SS/Government	Palestine	504 North Queen St
Courthouse and Offices-Anderson Co	PubAgyGovt	SS/Government	Palestine	703 N Mallard
Post Office	PubAgyGovt	SS/Government	Frankston	400 E Main St
Post Office	PubAgyGovt	SS/Government	Neches	100 FM 2574
Post Office	PubAgyGovt	SS/Government	Montalba	200 E FM 321
Post Office	PubAgyGovt	SS/Government	Palestine	1213 N Link St
Post Office	PubAgyGovt	SS/Government	Tennessee Colony	1816 FM 645
Post Office	PubAgyGovt	SS/Government	Cayuga	2851 N Hwy 287
Post Office	PubAgyGovt	SS/Government	Elkhart	100 Sheridan St
Texas Department of Public Safety - Anderson County	PubAgyGovt	SS/Government	Palestine	1900 Spring
Social Services of Meals on Wheels of Palestine Inc	Senior Ctr	SS/Government	Palestine	125 Kickapoo St
Palestine Regional Medical Center	HospClinic	Medical	Palestine	4000 S Loop 256
Palestine Cancer Center	HospClinic	Medical	Palestine	3415 S Loop 256
Lincare Inc	HospClinic	Medical	Palestine	201 W Palestine
Parkhurst Medical Clinic	HospClinic	Medical	Palestine	404 N Magnolia
Veterans Clinic - Palestine Community Based Outpatient Clinic	HospClinic	Medical	Palestine	2000 S Loop 256
ACCESS MHMR Palestine	HospClinic	Medical	Palestine	3320 S Loop 256
Palestine Dialysis Center	Dialysis	Medical	Palestine	2041 Crockett Rd
Renal Care Group	Dialysis	Medical	Palestine	2260 S Sycamore St
Greyhound Station	Transportation	Transportation	Palestine	1001 W Palestine Ave
Kerrville Station	Transportation	Transportation	Palestine	1001 W Palestine Ave

Camp County

Name	Type	Group	City	Address
Dollar General	GrcShPhrm	Shopping	Pittsburg	903 N Greer Blvd
Family Dollar Store	GrcShPhrm	Shopping	Pittsburg	410 S Greer Blvd
Pilgrim's Pride Corp	Employer	Employer	Pittsburg	322 Private Road 54600
Andritz-Ruthner Pittsburg	Employer	Employer	Pittsburg	110 Dickson St
Henderson Manufacturing Co	Employer	Employer	Pittsburg	80 CR 4310
Pittsburg Hot Link Packers Inc	Employer	Employer	Pittsburg	136 E Marshall St
Plenty's Horn	Employer	Employer	Pittsburg	CR 2210
Shawnee Enterprises	Employer	Employer	Pittsburg	3750 Hwy 11 E
M & M Enterprises	Employer	Employer	Leesburg	1014 FM 1519 N
Pittsburg High School	High School	Education	Pittsburg	302 S Texas St
Texas Dept. of Human Services	SocService	SS/Government	Pittsburg	211 Mill St
Salvation Army - Camp County	SocService	SS/Government	Pittsburg	200 W Marshall
TWC Camp Co	SocService	SS/Government	Pittsburg	211 Mill Run
Camp County Veterans Service Office	PubAgyGovt	SS/Government	Pittsburg	County Courthouse
Chamber of Commerce, Camp County	PubAgyGovt	SS/Government	Pittsburg	220 Jefferson St
City Hall, Pittsburg	PubAgyGovt	SS/Government	Pittsburg	200 Rusk
Courthouse and Offices-Camp Co	PubAgyGovt	SS/Government	Pittsburg	126 Church Street
Post Office	PubAgyGovt	SS/Government	Leesburg	7666 Hwy 11 W
Post Office	PubAgyGovt	SS/Government	Pittsburg	151 E Marshall St
Texas Department of Public Safety - Camp County	PubAgyGovt	SS/Government	Pittsburg	115 North Avenue
Newsome Nutrition Site-Meals on Wheels	Senior Ctr	SS/Government	Leesburg	267 CR 3524
Pittsburg Nutrition Center-Meals on Wheels	Senior Ctr	SS/Government	Pittsburg	525 Elm St
ETMC Clinic	HospClinic	Medical	Pittsburg	408 Quitman
ETMC Pittsburg	HospClinic	Medical	Pittsburg	414 Quitman St

Cherokee County

Name	Type	Group	City	Address
Bealls	GrcShPhrm	Shopping	Jacksonville	1712 Hwy 69 S
Dollar General	GrcShPhrm	Shopping	Jacksonville	1042 N Jackson St
Dollar General	GrcShPhrm	Shopping	Jacksonville	1626 S Jackson St
Dollar General	GrcShPhrm	Shopping	Rusk	540 W 6th St
Family Dollar Store	GrcShPhrm	Shopping	Jacksonville	701 S Jackson St
Family Dollar Store	GrcShPhrm	Shopping	Rusk	1106 N Main Street
Family Dollar Store	GrcShPhrm	Shopping	Troup	1420 W Duval Street
Goodwill Industries	GrcShPhrm	Shopping	Jacksonville	1822 S Jackson St
Wal-Mart Supercenter Store #180	GrcShPhrm	Shopping	Jacksonville	1311 South Jackson
Astro Air	Employer	Employer	Jacksonville	1653 N Bolton St
Zimmerman Sign	Employer	Employer	Jacksonville	3013 N Jackson St
Western Lithotech	Employer	Employer	Jacksonville	2034 N Jackson St
Snoke Special Products	Employer	Employer	Jacksonville	2050 N Jackson St
Stage Stores, Inc	Employer	Employer	Jacksonville	506 Bealls Blvd
City of Jacksonville	Employer	Employer	Jacksonville	301 E Commerce
ETMC Hospital	Employer	Employer	Jacksonville	501 S Ragsdale
Wal-Mart Supercenter Store #180	Employer	Employer	Jacksonville	1311 South Jackson
Allegiance Healthcare	Employer	Employer	Jacksonville	200 McKnight St
TDCJ State Prison Hodge Unit	Employer	Employer	Rusk	379 FM 2972
TDCJ State Prison Skyview Unit	Employer	Employer	Rusk	FM 2972
Rusk State Hospital	Employer	Employer	Rusk	805 N Dickinson Dr
Cherokee County	Employer	Employer	Rusk	502 N Main
Alto High School	High School	Education	Alto	248 County Road 2429
Jacksonville High School	High School	Education	Jacksonville	1602 Mason Dr
New Summerfield Schools	High School	Education	New Summerfield	Hwy 79 & Hwy 110
Rusk High School	High School	Education	Rusk	203 East 7th
Wells High School	High School	Education	Wells	Hwy 69 & 5th St
Jacksonville College	CommCollege	Education	Jacksonville	105 BJ Albritton Dr
Lon Morris College	CommCollege	Education	Jacksonville	800 College Avenue
Baptist Theological Seminary	University	Education	Jacksonville	1560 E Pine
Texas Dept. of Human Resources	SocService	SS/Government	Rusk	201 W 1st Street
Texas Dept. of Human Services	SocService	SS/Government	Jacksonville	502 East Pine
Texas Dept. of Human Services	SocService	SS/Government	Rusk	201 W First
Texas Dept. of Protective Services	SocService	SS/Government	Rusk	207 W First
Texas Rehabilitation Commission	SocService	SS/Government	Jacksonville	504 E Pine
Adult / Child Protective Services-Cherokee Co-Jacksonville	SocService	SS/Government	Jacksonville	502 E Pine
Adult / Child Protective Services-Cherokee Co-Rusk	SocService	SS/Government	Rusk	207 West First
Cherokee Co Health Department-Rusk	SocService	SS/Government	Rusk	1209 North Main
Cherokee Co Information & Referral - HOPE Inc	SocService	SS/Government	Jacksonville	595 S Ragsdale
DARS - Cherokee County	SocService	SS/Government	Jacksonville	504 E Pine Street
HOPE Inc.	SocService	SS/Government	Jacksonville	595 S Ragsdale
DADS - Cherokee County	SocService	SS/Government	Jacksonville	502 E Pine
TWC Cherokee Co (Full Service Center)	SocService	SS/Government	Jacksonville	2027 N Jackson Street
Chamber of Commerce, Jacksonville	PubAgyGovt	SS/Government	Jacksonville	526 E Commerce
Chamber of Commerce, Rusk	PubAgyGovt	SS/Government	Rusk	415 N Main
Cherokee County Veterans Service Office	PubAgyGovt	SS/Government	Rusk	Courthouse Basement
City Hall, Alto	PubAgyGovt	SS/Government	Alto	404 W San Antonio St
City Hall, Cuney	PubAgyGovt	SS/Government	Cuney	9551 US Hwy 175 West
City Hall, Jacksonville	PubAgyGovt	SS/Government	Jacksonville	301 E Commerce
Courthouse and Offices-Cherokee Co	PubAgyGovt	SS/Government	Rusk	502 N Main
Post Office	PubAgyGovt	SS/Government	Cuney	9455 Hwy 175 W
Post Office	PubAgyGovt	SS/Government	Jacksonville	400 W Rusk St
Post Office	PubAgyGovt	SS/Government	New Summerfield	13460 Hwy 110 N
Post Office	PubAgyGovt	SS/Government	Gallatin	139 E First Ave
Post Office	PubAgyGovt	SS/Government	Maydelle	156 County Road 1801
Post Office	PubAgyGovt	SS/Government	Rusk	112 W 5th St
Post Office	PubAgyGovt	SS/Government	Alto	201 Cooper St
Post Office	PubAgyGovt	SS/Government	Wells	314 Rusk Ave
Texas Department of Public Safety - Cherokee County	PubAgyGovt	SS/Government	Jacksonville	506 East Pine
ETMC Hospital	HospClinic	Medical	Jacksonville	501 S Ragsdale
ETMC Clinic	HospClinic	Medical	Jacksonville	203 Nacogdoches
Trinity Mother Frances Hospital	HospClinic	Medical	Jacksonville	2026 S Jackson
Rusk State Hospital	HospClinic	Medical	Rusk	805 N Dickinson Dr
ETMC Clinic	HospClinic	Medical	Rusk	1325 N Dickinson
Jacksonville Clinic	HospClinic	Medical	Jacksonville	5656 N Jackson
Mental Health Counseling Primary Location	HospClinic	Medical	Jacksonville	514 E Commerce St
Renal Care Group	Dialysis	Medical	Jacksonville	908 E Loop 456
Greyhound Station	Transportation	Transportation	Jacksonville	729 Frankston Hwy

Gregg County

Name	Type	Group	City	Address
Baskin's Department Store	GrcShPhrm	Shopping	Longview	2419 Gilmer Rd
Bealls	GrcShPhrm	Shopping	Longview	1207 E Marshall Ave
Bealls	GrcShPhrm	Shopping	Longview	3520 McCann Rd
Bealls	GrcShPhrm	Shopping	Kilgore	800 N Kilgore Street
Brookshire's of Gladewater	GrcShPhrm	Shopping	Gladewater	1300 E Broadway
Brookshire's of Kilgore	GrcShPhrm	Shopping	Kilgore	747 US 259 North
Brookshire's of Spring Hill	GrcShPhrm	Shopping	Longview	3354 Gilmer Road
Brookshire's of White Oak	GrcShPhrm	Shopping	White Oak	200 W Hwy 80
Burke's Outlet	GrcShPhrm	Shopping	Kilgore	800 N Kilgore Street
Dollar General	GrcShPhrm	Shopping	Longview	1404 McCann Rd
Dollar General	GrcShPhrm	Shopping	Longview	1003 N Eastman Rd
Dollar General	GrcShPhrm	Shopping	Longview	1501 S High St
Dollar General	GrcShPhrm	Shopping	Longview	2324 Judson Rd
Dollar General	GrcShPhrm	Shopping	Longview	2013 S Moberly Ave
Dollar General	GrcShPhrm	Shopping	Longview	607 Pine Tree Rd
Dollar General	GrcShPhrm	Shopping	Longview	2421 Gilmer Rd
Dollar General	GrcShPhrm	Shopping	Longview	5401 Old Hwy 80
Dollar General	GrcShPhrm	Shopping	White Oak	211 E US 80
Dollar General	GrcShPhrm	Shopping	Gladewater	1412 Broadway Ave
Dollar General	GrcShPhrm	Shopping	Kilgore	106 Midtown Plaza
Dollar General	GrcShPhrm	Shopping	Kilgore	5584 Old Hwy 135
Family Dollar Store	GrcShPhrm	Shopping	Longview	1200 S High Street
Family Dollar Store	GrcShPhrm	Shopping	Longview	1205 E Marshall Ave
Family Dollar Store	GrcShPhrm	Shopping	Longview	114 Johnston Street
Family Dollar Store	GrcShPhrm	Shopping	Longview	404 Pine Tree Road
Family Dollar Store	GrcShPhrm	Shopping	Longview	2430 S High Street
Family Dollar Store	GrcShPhrm	Shopping	Longview	2604 Gilmer Road
Family Dollar Store	GrcShPhrm	Shopping	Longview	5401 W Marshall Ave
Family Dollar Store	GrcShPhrm	Shopping	Longview	1610 Hwy 259 S
Family Dollar Store	GrcShPhrm	Shopping	Longview	5007 Estes Pkwy
Family Dollar Store	GrcShPhrm	Shopping	White Oak	202 W US 80
Family Dollar Store	GrcShPhrm	Shopping	Gladewater	601 W Upshur Ave
Family Dollar Store	GrcShPhrm	Shopping	Kilgore	1007 Kilgore Plaza
Goodwill Industries	GrcShPhrm	Shopping	Longview	1005 N Eastman Rd
Goodwill Industries	GrcShPhrm	Shopping	Longview	1419 S Green St
Goodwill Industries	GrcShPhrm	Shopping	Longview	2400 Judson Rd
Goodwill Industries	GrcShPhrm	Shopping	Kilgore	1049 US Hwy 259 N
Goodwill Industries	GrcShPhrm	Shopping	Gladewater	215 E Pacific Ave
Goody's	GrcShPhrm	Shopping	Longview	1011 Wal St
Home Depot	GrcShPhrm	Shopping	Longview	411 E Loop 281
K-Mart	GrcShPhrm	Shopping	Longview	1100 McCann
Kroger	GrcShPhrm	Shopping	Longview	701 W Marshall
Longview Mall	GrcShPhrm	Shopping	Longview	3500 McCann Road
Lowe's	GrcShPhrm	Shopping	Longview	3313 N Fourth St
Ross	GrcShPhrm	Shopping	Longview	1711 W Loop 281
Sam's Club	GrcShPhrm	Shopping	Longview	3310 N 4th St
Sears Store	GrcShPhrm	Shopping	Longview	3510 McCann Rd
Super 1 Foods of Longview	GrcShPhrm	Shopping	Longview	2301 West Loop 281
Super 1 Foods of Longview	GrcShPhrm	Shopping	Longview	1217 East Marshall
Super 1 Foods of Longview	GrcShPhrm	Shopping	Longview	1800 South High St
Target	GrcShPhrm	Shopping	Longview	3092 N Eastman Rd
TJ Maxx	GrcShPhrm	Shopping	Longview	422 W Loop 281
Wal-Mart Supercenter Store #3828	GrcShPhrm	Shopping	Longview	4006 Estes Pkwy
Wal-Mart Supercenter Store #398	GrcShPhrm	Shopping	Longview	515 E Loop 281
Wal-Mart Supercenter Store #399	GrcShPhrm	Shopping	Longview	2440 Gilmer Road
Wal-Mart Supercenter Store #572	GrcShPhrm	Shopping	Kilgore	1201 Stone Road
Fleetwood Travel Trailers	Employer	Employer	Longview	901 Fisher Rd
Trinity Railway	Employer	Employer	Longview	607 Fisher Rd
Longview Mall	Employer	Employer	Longview	3500 McCann Road
Longview Regional Medical Center	Employer	Employer	Longview	2901 N Fourth St
SITEL	Employer	Employer	Longview	110 Triple Creek Dr
Good Shepherd Medical Center	Employer	Employer	Longview	700 E Marshall Ave
TCIM	Employer	Employer	Longview	2835 E Cotton St
LeTourneau University	Employer	Employer	Longview	2100 S Moberly Ave
Neiman Marcus Distribution Center	Employer	Employer	Longview	2301 Neiman Marcus Pkwy
Eastman Chemical	Employer	Employer	Longview	300 Kodak Blvd
Lebus International	Employer	Employer	Longview	25 East Industrial Blvd
AAON Coil	Employer	Employer	Longview	203 Gum Springs Rd
Stemco/BF Goodrich	Employer	Employer	Longview	300 E Industrial Blvd
Halliburton	Employer	Employer	Longview	911 W Loop 281
Trinity Industries	Employer	Employer	Longview	202 Progress Blvd
Norris Cylinder Co	Employer	Employer	Longview	1535 FM 1845
LeTourneau Industries	Employer	Employer	Longview	2400 S McArthur
Capacity Inc.	Employer	Employer	Longview	401 Capacity Dr

Gregg County

Name	Type	Group	City	Address
Dowell Schlumberger	Employer	Employer	Longview	801 S Standard St
Trinity Industries Plant 181	Employer	Employer	Longview	607 Fisher Rd
Southwest Steel Casting	Employer	Employer	Longview	600 Foundry Dr
Trinity Industries Plant 200	Employer	Employer	Longview	708 Jordan Valley Rd
Rexam	Employer	Employer	Longview	1001 Fisher Rd
Trinity- #110 @ Progress	Employer	Employer	Longview	202 Progress Blvd
Bemis	Employer	Employer	Longview	800 Jordan Valley Rd
Vertex RSI	Employer	Employer	Longview	1915 Harrison Rd
GE Interlogix	Employer	Employer	Gladewater	900 NE Loop 485
Skeeter	Employer	Employer	Longview	1 Skeeter Rd
Brookshire's of Kilgore	Employer	Employer	Kilgore	747 US 259 North
Wal-Mart Supercenter Store #398	Employer	Employer	Longview	515 E Loop 281
Wal-Mart Supercenter Store #399	Employer	Employer	Longview	2440 Gilmer Road
Wal-Mart Supercenter Store #3828	Employer	Employer	Longview	4006 Estes Pkwy
Sam's Club	Employer	Employer	Longview	3310 N 4th St
Wal-Mart Supercenter Store #572	Employer	Employer	Kilgore	1201 Stone Road
Lowe's	Employer	Employer	Longview	3313 N Fourth St
Home Depot	Employer	Employer	Longview	411 E Loop 281
Gregg County Courthouse	Employer	Employer	Longview	101 E Methvin
Dana Corporation	Employer	Employer	Longview	1 Dana Way
City of Longview	Employer	Employer	Longview	300 W Cotton St
Brenntag Southwest	Employer	Employer	Longview	610 Fisher Rd
Genpak LLC	Employer	Employer	Longview	505 E Cotton St
Alcatel Network Systems	Employer	Employer	Longview	1227 W Marshall Ave
Anvil International, Inc.	Employer	Employer	Longview	305 Simms St
Kilgore College-Longview	Employer	Employer	Longview	300 S High
Kilgore College-Kilgore	Employer	Employer	Kilgore	1100 Broadway
Pine Tree High School	Employer	Employer	Longview	1005 Fairmont
Longview High School	Employer	Employer	Longview	201 E Tomlinson Pkwy
Kilgore High School	Employer	Employer	Kilgore	711 N Longview Street
Good Shepherd Ambulatory Surgical Center	Employer	Employer	Longview	703 E Marshall
Diagnostic Clinic-Longview	Employer	Employer	Longview	707 Hollybrook
Laird Memorial Hospital	Employer	Employer	Kilgore	1612 S Henderson Blvd
Gladewater High School	Employer	Employer	Gladewater	2201 W Gay Avenue
White Oak High School	High School	Education	White Oak	200 S White Oak Rd
Pine Tree High School	High School	Education	Longview	1005 Fairmont
Spring Hill High School	High School	Education	Longview	3101 Spring Hill Road
Longview High School	High School	Education	Longview	201 E Tomlinson Pkwy
Sabine High School	High School	Education	Gladewater	5424 FM 1252 W
Kilgore High School	High School	Education	Kilgore	711 N Longview Street
Gladewater High School	High School	Education	Gladewater	2201 W Gay Avenue
Kilgore College-Longview	CommCollege	Education	Longview	300 S High
Kilgore College-Kilgore	CommCollege	Education	Kilgore	1100 Broadway
LeTourneau University	University	Education	Longview	2100 S Mobberly Ave
Texas Baptist College	University	Education	Longview	2200 W Loop 281
UT-Tyler at Longview	University	Education	Longview	3201 N Eastman Rd
Texas Dept of Human Services	SocService	SS/Government	Longview	1750 N Eastman Rd
Texas Dept. of Human Services	SocService	SS/Government	Kilgore	1501 Pentecost
Texas Dept. of Human Services	SocService	SS/Government	Longview	1750 North Eastman
Texas Dept. of Human Services	SocService	SS/Government	Gladewater	309 West Gregg
Social Security Office	SocService	SS/Government	Longview	913 NW Loop 281
Adult / Child Protective Services-Gregg Co	SocService	SS/Government	Longview	2130 Alpine Road
Advocacy, Inc. - Longview Satellite Office	SocService	SS/Government	Longview	211 W Tyler St
Buckner Children and Family Services	SocService	SS/Government	Longview	110 E Cotton
DADS - Gregg County	SocService	SS/Government	Longview	1750 N Eastman Road
DARS - Gregg County	SocService	SS/Government	Longview	2124 Alpine Rd
Deaf Action Center	SocService	SS/Government	Longview	208 N Green Street
Greater E TX Community Action Program	SocService	SS/Government	Longview	411 N Fredonia
Longview Community Ministries	SocService	SS/Government	Longview	405 N 5th Street
Nonprofit Coalition	SocService	SS/Government	Longview	PO Box 1213
Salvation Army	SocService	SS/Government	Longview	519 E Cotton St
Windridge Therapeutic Equestrian Center	SocService	SS/Government	Gilmer	593 Windridge Road
Women's Center of East Texas, Inc.	SocService	SS/Government	Gladewater	777 S Tyler
TWC Gregg Co (Full Service Center)	SocService	SS/Government	Longview	2430 S High St
Chamber of Commerce, Gladewater	PubAgyGovt	SS/Government	Gladewater	215 N Main
Chamber of Commerce, Kilgore	PubAgyGovt	SS/Government	Kilgore	813 N Kilgore St
Chamber of Commerce, Longview	PubAgyGovt	SS/Government	Longview	410 N Center
City Hall, Clarksville City	PubAgyGovt	SS/Government	White Oak	PO Box 1111
City Hall, Kilgore	PubAgyGovt	SS/Government	Kilgore	815 N Kilgore St
City Hall, Longview	PubAgyGovt	SS/Government	Longview	300 W Cotton St
City Hall, Municipal Services	PubAgyGovt	SS/Government	Gladewater	519 E Broadway
City Hall, White Oak	PubAgyGovt	SS/Government	White Oak	906 S White Oak Rd
Gregg County Courthouse	PubAgyGovt	SS/Government	Longview	101 E Methvin
Gregg County Veterans Service Office	PubAgyGovt	SS/Government	Longview	County Service Center

Gregg County

Name	Type	Group	City	Address
Post Office	PubAgyGovt	SS/Government	Kilgore	5309 FM 1252 W
Post Office	PubAgyGovt	SS/Government	Kilgore	500 N Kilgore St
Post Office	PubAgyGovt	SS/Government	Gladewater	101 N Dean St
Post Office	PubAgyGovt	SS/Government	White Oak	1200 S White Oak Rd
Post Office	PubAgyGovt	SS/Government	Longview	201 E Methvin St
Post Office	PubAgyGovt	SS/Government	Longview	4501 McCann Rd
Post Office	PubAgyGovt	SS/Government	Longview	2336 S Mobberly Ave
Post Office	PubAgyGovt	SS/Government	Judson	6460 Tryon Rd
Small Business Development Center - Kilgore College	PubAgyGovt	SS/Government	Kilgore	1100 Broadway St
Texas Department of Public Safety - Gregg County	PubAgyGovt	SS/Government	Longview	416 Lake Lamond Rd
Gladewater Seniors Citizens Center-Meals on Wheels	Senior Ctr	SS/Government	Gladewater	209 Cotton Street
Kilgore Senior Nutrition Center-Meals on Wheels	Senior Ctr	SS/Government	Kilgore	724 Harris St
Longview-Site #1 Meals on Wheels	Senior Ctr	SS/Government	Longview	515 N Court St
Good Shepherd Medical Center	HospClinic	Medical	Longview	700 E Marshall Ave
Longview Cancer Center	HospClinic	Medical	Longview	1300 N 4th St
Sabine Valley Center	HospClinic	Medical	Longview	107 Woodbine Place
Good Shepherd Ambulatory Surgical Center	HospClinic	Medical	Longview	703 E Marshall
Diagnostic Clinic-Longview	HospClinic	Medical	Longview	707 Hollybrook
Laird Memorial Hospital	HospClinic	Medical	Kilgore	1612 S Henderson Blvd
Trinity Clinic	HospClinic	Medical	Kilgore	1718 S Henderson
Good Shepherd Family Healthcare Center - Gladewater	HospClinic	Medical	Gladewater	1600 E Broadway
Good Shepherd Health Center - Liberty City Clinic	HospClinic	Medical	Kilgore	5174 FM 1252
Grant-Moore Center for Behavioral Health	HospClinic	Medical	Kilgore	400 E Main
Outpatient Rehabilitation - East Texas Treatment Center	HospClinic	Medical	Kilgore	1200 Dudley Road
Longview Regional Medical Center	HospClinic	Medical	Longview	2901 N Fourth St
Longview Wellness Center, Inc.	HospClinic	Medical	Longview	1107 E Marshall Ave
Veterans Clinic - Longview	HospClinic	Medical	Longview	1205 E Marshall Ave
Family Healthcare & Internal Medicine, Social Services, Pharmacy	HospClinic	Medical	Longview	2131 S Mobberly
Good Shepherd Health Center / Taylor Medical Center - Longview	HospClinic	Medical	Longview	1809 NW Loop 281
Good Shepherd Medical Center	HospClinic	Medical	Longview	700 E Marshall Ave
Good Shepherd Health Center - White Oak	HospClinic	Medical	White Oak	204 Hwy 80 West
Kilgore Dialysis	Dialysis	Medical	Kilgore	209 Powderhorn
Fourth Street Dialysis	Dialysis	Medical	Longview	3101 North Fourth St
Longview Dialysis Center	Dialysis	Medical	Longview	425 N Fredonia
Longview Transit - Magrill Plaza Transfer Center	Transportation	Transportation	Longview	500 N Green St
Greyhound Station	Transportation	Transportation	Longview	401 E Magrill
Kerrville Station	Transportation	Transportation	Longview	401 E Magrill
Amtrak Station	Transportation	Transportation	Longview	905 Pacific
East Texas Regional Airport	Transportation	Transportation	Longview	269 Terminal Circle

Harrison County

Name	Type	Group	City	Address
Baskin's Department Store	GrcShPhrm	Shopping	Marshall	1300 Pinecrest Dr E
Bealls	GrcShPhrm	Shopping	Marshall	1300 Pinecrest Dr E
Burke's Outlet	GrcShPhrm	Shopping	Marshall	113 East End Blvd N
Dollar General	GrcShPhrm	Shopping	Hallsville	496 W Main St
Dollar General	GrcShPhrm	Shopping	Marshall	2001 W Grand Ave
Dollar General	GrcShPhrm	Shopping	Marshall	6200 E End Blvd S
Dollar General	GrcShPhrm	Shopping	Marshall	911 E Pinecrest Dr
Dollar General	GrcShPhrm	Shopping	Marshall	812 S Commerce St
Family Dollar Store	GrcShPhrm	Shopping	Marshall	104 W Pinecrest Drive
Goodwill Industries	GrcShPhrm	Shopping	Marshall	303 E End Blvd S
Kroger	GrcShPhrm	Shopping	Marshall	300 East End Blvd S
Lowe's	GrcShPhrm	Shopping	Marshall	910 East End Blvd N
Marshall Mall	GrcShPhrm	Shopping	Marshall	1300 E Pinecrest Dr
Sears Hometown Dealer	GrcShPhrm	Shopping	Marshall	1609 Sedberry St
Super 1 Foods of Marshall	GrcShPhrm	Shopping	Marshall	207 East End Blvd North
Wal-Mart Supercenter Store #918	GrcShPhrm	Shopping	Marshall	1701 E End Blvd N
Republic Industries Inc	Employer	Employer	Marshall	1400 Warren Dr
Republic Industries Inc	Employer	Employer	Marshall	5810 Elysian Fields Rd
General Cable Co	Employer	Employer	Marshall	9975 E Hwy 80
Casey Pottery Co	Employer	Employer	Marshall	1070 Pumpkin Center Rd
Norit Americas Inc	Employer	Employer	Marshall	3200 University Ave
Marshall Pottery	Employer	Employer	Marshall	201 W Grand Ave
Marshall Pottery	Employer	Employer	Marshall	4901 Elysian Fields Rd
Progress Rail Svc	Employer	Employer	Marshall	830 E Texas Ave
Snider Industries	Employer	Employer	Marshall	3311 Sue Belle Lake Rd
Crown Cabinets Corp	Employer	Employer	Marshall	1400 Warren Dr
Woodlawn Manufacturing Co	Employer	Employer	Marshall	2109 S Washington Ave
Woodlawn Manufacturing Co	Employer	Employer	Marshall	275 Bussey Rd
Crompton Corp	Employer	Employer	Marshall	710 Bussey Rd
Elysian Fields High School	High School	Education	Elysian Fields	2400 FM 451
Hallsville High School	High School	Education	Hallsville	Bobcat Ln
Harleton High School	High School	Education	Harleton	Hwy 154
Karnack Junior/Senior High Schools	High School	Education	Karnack	655 Fason St
Marshall High School	High School	Education	Marshall	1900 Maverick Dr
Waskom High School	High School	Education	Waskom	365 W School Ave
Texas State Technical College	CommCollege	Education	Marshall	2400 East End Blvd S
East Texas Baptist University	University	Education	Marshall	1209 N Grove
Wiley College	University	Education	Marshall	711 Wiley Avenue
Texas Dept. of Human Services	SocService	SS/Government	Marshall	4105 Victory Dr
Adult / Child Protective Services-Harrison County	SocService	SS/Government	Marshall	4105 Victory Drive
Bridge of Compassion Social Services	SocService	SS/Government	Marshall	1500 W Grand
DADS - Harrison County	SocService	SS/Government	Marshall	4105 Victory Drive
Tri-County Community Action Inc	SocService	SS/Government	Marshall	505 E Travis
TWC Harrison Co (Full Service Center)	SocService	SS/Government	Marshall	4300 E End Blvd S
Chamber of Commerce, Marshall	PubAgyGovt	SS/Government	Marshall	213 W Austin
City Hall, Hallsville	PubAgyGovt	SS/Government	Hallsville	115 W Main
City Hall, Marshall	PubAgyGovt	SS/Government	Marshall	PO Box 698
City Hall, Waskom	PubAgyGovt	SS/Government	Waskom	450 Texas Avenue W
Courthouse and Offices-Harrison Co	PubAgyGovt	SS/Government	Marshall	200 W Houston
Post Office	PubAgyGovt	SS/Government	Hallsville	208 E Main St
Post Office	PubAgyGovt	SS/Government	Harleton	17017 Hwy 154
Post Office	PubAgyGovt	SS/Government	Marshall	1701 East End Blvd N
Post Office	PubAgyGovt	SS/Government	Marshall	202 E Travis St
Post Office	PubAgyGovt	SS/Government	Woodlawn	9620 Hwy 59 N
Post Office	PubAgyGovt	SS/Government	Scottsville	8657 Hwy 80 E
Post Office	PubAgyGovt	SS/Government	Elysian Fields	18154 FM 31
Post Office	PubAgyGovt	SS/Government	Karnack	15592 FM 134
Post Office	PubAgyGovt	SS/Government	Jonesville	2335 FM 134
Texas Department of Public Safety - Harrison County	PubAgyGovt	SS/Government	Marshall	5215 Loop 390 W
Hallsville Meals on Wheels	Senior Ctr	SS/Government	Hallsville	101 Elm St
Marshall Senior Nutrition Center-Meals on Wheels	Senior Ctr	SS/Government	Marshall	106 Crockett
Waskom Senior Nutrition Center-Meals on Wheels	Senior Ctr	SS/Government	Waskom	Waskom Sub-Courthouse
Marshall - Women's Center of East Texas, Inc.	HospClinic	Medical	Marshall	2109 Victory Drive
Marshall Regional Medical Center	HospClinic	Medical	Marshall	811 S Washington
Women's Health Clinic and Family Planning	HospClinic	Medical	Marshall	Health District
East Texas Border Health Clinic	HospClinic	Medical	Marshall	401 N Grove
Health Clinic - Marshall-Harrison Co Health District	HospClinic	Medical	Marshall	805 Lindsey
Marshall Dialysis Center	Dialysis	Medical	Marshall	1301 S Washington St
Pinecrest Dialysis	Dialysis	Medical	Marshall	913 E Pinecrest
Greyhound Station	Transportation	Transportation	Marshall	201 S Bolivar
Kerrville Station	Transportation	Transportation	Marshall	201 S Bolivar
Amtrak Station	Transportation	Transportation	Marshall	800 N Washington St

Henderson County

Name	Type	Group	City	Address
Bealls	GrcShPhrm	Shopping	Athens	1111 E Tyler
Brookshire's	GrcShPhrm	Shopping	Athens	219 S Palestine
Brookshire's of Chandler	GrcShPhrm	Shopping	Chandler	703 Hwy 31
Dollar General	GrcShPhrm	Shopping	Athens	616 W Corsicana
Dollar General	GrcShPhrm	Shopping	Chandler	301 US Hwy 31 E
Dollar General	GrcShPhrm	Shopping	Brownsboro	14510 US Hwy 31 E
Family Dollar Store	GrcShPhrm	Shopping	Chandler	604 Tx 31
Family Dollar Store	GrcShPhrm	Shopping	Mabank	1114 N 3rd St
Family Dollar Store	GrcShPhrm	Shopping	Gun Barrel City	701 W Main St
Family Dollar Store	GrcShPhrm	Shopping	Athens	522 W Corsicana St
Family Dollar Store	GrcShPhrm	Shopping	Athens	425 S Carroll Street
Goodwill Industries	GrcShPhrm	Shopping	Athens	705 N Palestine St
Lowe's	GrcShPhrm	Shopping	Gun Barrel City	201 W Main St
Sears Hometown Dealer	GrcShPhrm	Shopping	Athens	1111 E Tyler St
Wal-Mart Supercenter Store #412	GrcShPhrm	Shopping	Athens	1405 East Tyler
Wal-Mart Supercenter Store #516	GrcShPhrm	Shopping	Gun Barrel City	1200 West Main
Red Dot Corporation	Employer	Employer	Athens	1209 W Corsicana St
Winning Strategies	Employer	Employer	Athens	1645 Enterprise St
Futuremed	Employer	Employer	Athens	1605 Enterprise St
Athens Steel Building Corp	Employer	Employer	Athens	900 NE Loop 7
Microtek Medical	Employer	Employer	Athens	2319 E Erwin St
Wal-Mart Supercenter Store #412	Employer	Employer	Athens	1405 East Tyler
Maxxim Medical	Employer	Employer	Athens	1445 Flat Creek Rd
Andrews Diversified Industries	Employer	Employer	Athens	1411 S Bennett
Seismic Energy Products	Employer	Employer	Athens	518 Progress Way
Athens Brick	Employer	Employer	Athens	200 Athens Brick Rd
Texas Ragtime	Employer	Employer	Athens	401 Athens Brick Rd
Dallas Manufacturing	Employer	Employer	Athens	300 Athens Brick Rd
ETMC	Employer	Employer	Athens	200 S Palestine
Lakeland Medical Center	Employer	Employer	Athens	117 Medical Circle
Brownsboro High School	High School	Education	Brownsboro	Hwy 31 W
Cross Roads Senior High School	High School	Education	Malakoff	14434 FM 59
Eustace High School	High School	Education	Eustace	318 FM 316 S
La Poynor High School	High School	Education	La Rue	13155 US Hwy 175 E
Malakoff High School	High School	Education	Malakoff	15201 FM 3062
Trinidad High School	High School	Education	Trinidad	203 Eaton
Trinity Valley Community College	CommColl	Education	Athens	100 Cardinal Drive
Tex. Dept. of Protective Services	SocService	SS/Government	Athens	115 S Murchison
Texas Dept. of Human Services	SocService	SS/Government	Athens	101 W Bakers St
DARS - Henderson Co	SocService	SS/Government	Athens	607 East Tyler
Adult / Child Protective Services-Henderson County	SocService	SS/Government	Athens	101 W Baker
DADS - Henderson County	SocService	SS/Government	Athens	101 W Baker
TWC Henderson Co (Full Service Center)	SocService	SS/Government	Athens	205 N Murchison
Chamber of Commerce, Athens	PubAgyGovt	SS/Government	Athens	1206 S Palestine St
Chamber of Commerce, Malakoff	PubAgyGovt	SS/Government	Malakoff	503 N Terry Street
City Hall, Athens	PubAgyGovt	SS/Government	Athens	508 East Tyler
City Hall, Caney City	PubAgyGovt	SS/Government	Caney City	15241 Barron Rd
City Hall, Coffee City	PubAgyGovt	SS/Government	Frankston	PO Box 716
City Hall, Malakoff	PubAgyGovt	SS/Government	Malakoff	109 S Melton Drive
Courthouse and Offices-Henderson Co	PubAgyGovt	SS/Government	Athens	100 E Tyler
Post Office	PubAgyGovt	SS/Government	Chandler	326 Hwy 31 E
Post Office	PubAgyGovt	SS/Government	Brownsboro	14201 Hwy 31 E
Post Office	PubAgyGovt	SS/Government	Larue	11085 Loop 60
Post Office	PubAgyGovt	SS/Government	Poynor	15662 Hwy 175 E
Post Office	PubAgyGovt	SS/Government	Murchison	6684 Hwy 31
Post Office	PubAgyGovt	SS/Government	Athens	1405 E Tyler St
Post Office	PubAgyGovt	SS/Government	Athens	409 E Tyler St
Post Office	PubAgyGovt	SS/Government	Eustace	202 Hwy 175 W
Post Office	PubAgyGovt	SS/Government	Malakoff	609 W Royall Blvd
Post Office	PubAgyGovt	SS/Government	Trinidad	206 Park St
Post Office	PubAgyGovt	SS/Government	Gun Barrel City	1200 W Main St
Texas Department of Public Safety - Henderson County	PubAgyGovt	SS/Government	Athens	511 Hwy 175 West
Athens Senior Citizens Center-Meals on Wheels	Senior Ctr	SS/Government	Athens	Hwy 31 East
Cedar Creek Meals on Wheels	Senior Ctr	SS/Government	Gun Barrel City	1810 W Main
Chandler Senior Citizens Center-Meals on Wheels	Senior Ctr	SS/Government	Chandler	Hwy 31 East
Malakoff Seniors Citizens Center-Meals on Wheels	Senior Ctr	SS/Government	Malakoff	503 S Terry
Tool Homebound Program-Meals on Wheels	Senior Ctr	SS/Government	Tool	1001 N Tool Dr
ETMC	HospClinic	Medical	Athens	200 S Palestine
Lakeland Medical Center	HospClinic	Medical	Athens	117 Medical Circle
Athens Cancer Center	HospClinic	Medical	Athens	1801 S Palestine
Trinity Clinic	HospClinic	Medical	Athens	1505 Hwy 19 S
ETMC Clinic	HospClinic	Medical	Athens	115 Medical Circle
ETMC Clinic	HospClinic	Medical	Chandler	125 Hwy 31 E
ETMC Clinic	HospClinic	Medical	Gun Barrel City	100 Municipal Dr

Henderson County

Name	Type	Group	City	Address
ETMC Clinic	HospClinic	Medical	Seven Points	Hwy 334 E
Trinity Clinic	HospClinic	Medical	Trinidad	218 Park St
Outpatient Mental Health Services-Henderson Co - Andrews Center	HospClinic	Medical	Athens	6901 Hwy 19 S
Fresenius Dialysis	Dialysis	Medical	Athens	202 Cayugga
Athens Dialysis	Dialysis	Medical	Athens	425 S Carroll St

Marion County

Name	Type	Group	City	Address
Brookshire's of Jefferson	GrcShPhrm	Shopping	Jefferson	404 East Broadway
Dollar General	GrcShPhrm	Shopping	Jefferson	206 N Walcott St
Dollar General	GrcShPhrm	Shopping	Jefferson	217 N Polk St
Family Dollar Store	GrcShPhrm	Shopping	Jefferson	808 N Walcott Street
Nexfor Norbord	Employer	Employer	Jefferson	16 Bulldog Dr
T J Blackburn Syrup Works	Employer	Employer	Jefferson	22382 State Hwy 49
Sonoco Products Baker Div	Employer	Employer	Jefferson	Hwy 59 S
Mauldin & Mauldin Lumber Co	Employer	Employer	Jefferson	239 FM 805
East Texas Forest Products Inc	Employer	Employer	Jefferson	301 E Lafayette St
Pacific Studs Of Texas Inc	Employer	Employer	Jefferson	720 E Bonham St
International Paper Co	Employer	Employer	Jefferson	24621 Hwy 49
Accura Pattern	Employer	Employer	Harleton	230 FM 1968
Jefferson High School	High School	Education	Jefferson	1 Bulldog Dr
Compassion of Marion County	SocService	SS/Government	Jefferson	115 N Walcott Street
Salvation Army - Marion County	SocService	SS/Government	Jefferson	1115 N Walcott
TWC Marion Co	SocService	SS/Government	Jefferson	208 Walnut Street
Chamber of Commerce, Marion County	PubAgyGovt	SS/Government	Jefferson	118 N Vale
City Hall, Jefferson	PubAgyGovt	SS/Government	Jefferson	102 N Polk
Courthouse and Offices-Marion Co	PubAgyGovt	SS/Government	Jefferson	102 W Austin
Marion County Veterans Service Office	PubAgyGovt	SS/Government	Jefferson	Courthouse
Post Office	PubAgyGovt	SS/Government	Jefferson	214 W Lafayette St
Post Office	PubAgyGovt	SS/Government	Lodi	6819 FM 248 S
Jefferson Senior Center-Meals on Wheels	Senior Ctr	SS/Government	Jefferson	111 W Broadway
Good Shepherd Marshall Family Medicine at Jefferson	HospClinic	Medical	Jefferson	106 N Alley Street

Panola County

Name	Type	Group	City	Address
Bealls	GrcShPhrm	Shopping	Carthage	111 W Sabine St
Dollar General	GrcShPhrm	Shopping	Carthage	122 Cottage Rd
Dollar General	GrcShPhrm	Shopping	Carthage	4001 NW Loop
Family Dollar Store	GrcShPhrm	Shopping	Carthage	627 W Panola Street
Goodwill Industries	GrcShPhrm	Shopping	Carthage	606 W Panola St
Sears Hometown Dealer	GrcShPhrm	Shopping	Carthage	307 N W Loop 346
Wal-Mart Store #523	GrcShPhrm	Shopping	Carthage	423 W Loop 436
Tyson Foods Inc	Employer	Employer	Carthage	1484 NE Loop
Complete Printing & Publishing	Employer	Employer	Carthage	1501 W Panola St
R Lacy Inc	Employer	Employer	Beckville	657 FM 2792
Lindsay Forest Products	Employer	Employer	Carthage	59 NW Loop
Commiato's Machine & Repair	Employer	Employer	Carthage	1141 NE Loop
Holmes Millwork	Employer	Employer	Carthage	1850 FM 699
Tommy Holmes Builders	Employer	Employer	Carthage	1850 FM 699
Bill's Meat Market	Employer	Employer	Carthage	1317 W Panola St
Custom Cakes Etc & Catering	Employer	Employer	Carthage	416 N Daniels St
Beckville Jr./Sr. High School	High School	Education	Beckville	1 Bearcat Dr
Carthage High School	High School	Education	Carthage	1 Bulldog Drive
Gary Independent School District	High School	Education	Gary	132 Bobcat Trail
Panola College	CommCollege	Education	Carthage	1109 West Panola St
Adult / Child Protective Services-Panola Co	SocService	SS/Government	Carthage	1412 S Adams
DADS - Panola County	SocService	SS/Government	Carthage	1412 S Adams
DSHS Carthage Public Health Clinic	SocService	SS/Government	Carthage	1412 S Adams
Tri-County Community Action Inc	SocService	SS/Government	Carthage	409 W Sabine
TWC Panola Co (Full Service Center)	SocService	SS/Government	Carthage	410 W Sabine St
Chamber of Commerce, Panola County	PubAgyGovt	SS/Government	Carthage	300 W Panola
City Hall, Beckville	PubAgyGovt	SS/Government	Beckville	PO Box 97
City Hall, Carthage	PubAgyGovt	SS/Government	Carthage	812 W Panola
Courthouse and Offices-Panola Co	PubAgyGovt	SS/Government	Carthage	110 S Sycamore
Panola County Veterans Service Office	PubAgyGovt	SS/Government	Carthage	Courthouse
Post Office	PubAgyGovt	SS/Government	Tatum	265 N Hood St
Post Office	PubAgyGovt	SS/Government	Long Branch	671 FM 348
Post Office	PubAgyGovt	SS/Government	Beckville	125 S Washington St
Post Office	PubAgyGovt	SS/Government	Clayton	4535 W Hwy 315
Post Office	PubAgyGovt	SS/Government	Carthage	109 W Wellington St
Post Office	PubAgyGovt	SS/Government	Gary	2601 FM 999
Post Office	PubAgyGovt	SS/Government	De Berry	7132 Hwy 79 N
Post Office	PubAgyGovt	SS/Government	Panola	175 S FM 9
Texas Department of Public Safety - Panola County	PubAgyGovt	SS/Government	Carthage	110 South Sycamore
Beckville Nutrition Site-Meals on Wheels	Senior Ctr	SS/Government	Beckville	225 S Washington St
Sabine Valley Regional	HospClinic	Medical	Carthage	1701 Adams St
Good Shepherd Health Center - Carthage	HospClinic	Medical	Carthage	4188 NW Loop
ETMC Carthage	HospClinic	Medical	Carthage	409 Cottage Rd
ETMC Clinic	HospClinic	Medical	Carthage	704 N Davis
Carthage Dialysis Center	Dialysis	Medical	Carthage	1614 Market Street
Greyhound Station	Transportation	Transportation	Carthage	400 N Adams St

Rains County

Name	Type	Group	City	Address
Brookshire's of Emory	GrcShPhrm	Shopping	Emory	959 E Lennon Drive
Family Dollar Store	GrcShPhrm	Shopping	Emory	509 E Lennon Drive
Rains High School	High School	Education	Emory	1755 W US Hwy 69
TWC Rains Co	SocService	SS/Government	Emory	209 E Quitman
Chamber of Commerce, Rains County	PubAgyGovt	SS/Government	Emory	410 Tawakoni Drive
City Hall, Emory	PubAgyGovt	SS/Government	Emory	399 N Texas Street
City Hall, Point	PubAgyGovt	SS/Government	Point	365 Locust Street
Courthouse and Offices-Rains Co	PubAgyGovt	SS/Government	Emory	167 E Quitman Street
Post Office	PubAgyGovt	SS/Government	Emory	934 N Texas St
Post Office	PubAgyGovt	SS/Government	Point	281 Avenue C
Rains County Veterans Service Office	PubAgyGovt	SS/Government	Emory	147 W Quitman Street
Texas Department of Public Safety - Rains County	PubAgyGovt	SS/Government	Emory	100 Quitman
Emory Nutrition Center-Meals on Wheels	Senior Ctr	SS/Government	Emory	803 W Lennon Dr

Rusk County

Name	Type	Group	City	Address
Baskin's Department Store	GrcShPhrm	Shopping	Henderson	2309 Hwy 79 S
Bealls	GrcShPhrm	Shopping	Henderson	2317 Hwy 79 S
Brookshire's	GrcShPhrm	Shopping	Henderson	508 S Van Buren
Brookshire's of Overton	GrcShPhrm	Shopping	Overton	200 W Henderson
Dollar General	GrcShPhrm	Shopping	Tatum	641 N Hill St
Dollar General	GrcShPhrm	Shopping	Henderson	102 US Hwy 64 W
Dollar General	GrcShPhrm	Shopping	Henderson	105 Saint Paul
Family Dollar Store	GrcShPhrm	Shopping	Tatum	265 N Hill Street
Family Dollar Store	GrcShPhrm	Shopping	Mt. Enterprise	303 S Railroad Ave
Family Dollar Store	GrcShPhrm	Shopping	Henderson	409 S Main St
Family Dollar Store	GrcShPhrm	Shopping	Henderson	109 State Hwy 64 W
Goodwill Industries	GrcShPhrm	Shopping	Henderson	503 W Main St
Kroger	GrcShPhrm	Shopping	Henderson	2415 Hwy 79 S
Lowe's	GrcShPhrm	Shopping	Henderson	1603 US Hwy 79 S
McNew's Grocery	GrcShPhrm	Shopping	Henderson	400 Hwy 79 N
Wal-Mart Supercenter Store #165	GrcShPhrm	Shopping	Henderson	2121 Hwy 79 South
Mansfield Plumbing Products	Employer	Employer	Henderson	1505 Industrial Dr
Boral Bricks	Employer	Employer	Henderson	1309 Kilgore Dr
Panel Truss Texas	Employer	Employer	Henderson	700 Kilgore Dr
Fiberglass Specialties	Employer	Employer	Henderson	500 Austin Ave
International Paper	Employer	Employer	Henderson	609 Industrial Dr
Sadler's Barbecue	Employer	Employer	Henderson	1206 N Frisco St
TDCJ State Prison Bradshaw Unit	Employer	Employer	Henderson	3900 W Loop 571 N
TDCJ State Prison B. Moore Unit	Employer	Employer	Overton	8500 N FM 3053
TDCJ East Texas Confinement Facility	Employer	Employer	Henderson	900 Industrial Dr
Carlisle Schools	High School	Education	Price	P.O. Box 187
Henderson High School	High School	Education	Henderson	1600 Hwy 64
Laneville High School	High School	Education	Laneville	7415 FM 1798 West
Leveretts Chapel High School	High School	Education	Laird Hill	P.O. Box 669
Mt. Enterprise High School	High School	Education	Mt. Enterprise	301 West Third Street N
Overton High School	High School	Education	Overton	501 E Henderson St
Tatum High School	High School	Education	Tatum	600 Crystal Farm Rd
West Rusk High School	High School	Education	New London	705 S Main Hwy 42
Texas Baptist Institute and Seminary	University	Education	Henderson	1300 Longview Drive
Texas Dept. of Human Services	SocService	SS/Government	Henderson	1400 Wilson St
Adult / Child Protective Services-Rusk Co	SocService	SS/Government	Henderson	325 Fair Park
DADS - Rusk County	SocService	SS/Government	Henderson	1400 Wilson Street
DSHS Family Planning (Rusk County Public Health Clinic)	SocService	SS/Government	Henderson	1229 Lone Star
TWC Rusk Co (Full Service Center)	SocService	SS/Government	Henderson	1424 S Main St
Chamber of Commerce, Henderson	PubAgyGovt	SS/Government	Henderson	201 N Main
Chamber of Commerce, Overton-New London	PubAgyGovt	SS/Government	Overton	PO Box 6
City Hall, Henderson	PubAgyGovt	SS/Government	Henderson	400 W Main
City Hall, Overton	PubAgyGovt	SS/Government	Overton	1200 Commerce Street
City Hall, Rusk	PubAgyGovt	SS/Government	Rusk	408 N Main
City Hall, Tatum	PubAgyGovt	SS/Government	Tatum	680 Crystal Farms Rd
Courthouse and Offices-Rusk Co	PubAgyGovt	SS/Government	Henderson	115 N Main
Post Office	PubAgyGovt	SS/Government	Henderson	501 S Marshall
Post Office	PubAgyGovt	SS/Government	Overton	115 S Rusk St
Post Office	PubAgyGovt	SS/Government	New London	10750 S Main St
Post Office	PubAgyGovt	SS/Government	Selman City	10310 Hwy 64 W
Post Office	PubAgyGovt	SS/Government	Laird Hill	10992 Hwy 42 N
Post Office	PubAgyGovt	SS/Government	Price	9031 FM 13
Post Office	PubAgyGovt	SS/Government	Joinerville	7110 Hwy 64 W
Post Office	PubAgyGovt	SS/Government	Henderson	505 S Main St
Post Office	PubAgyGovt	SS/Government	Henderson	2121 Hwy 79 S
Post Office	PubAgyGovt	SS/Government	Laneville	13836 FM 225 S
Post Office	PubAgyGovt	SS/Government	Henderson	11371 County Rd 317 S
Post Office	PubAgyGovt	SS/Government	Easton	100 Main St
Post Office	PubAgyGovt	SS/Government	Mt. Enterprise	211 E Rusk St
Post Office	PubAgyGovt	SS/Government	Reklaw	320 N Main St
Rusk County Courthouse	PubAgyGovt	SS/Government	Henderson	115 N Main
Rusk County Veterans Service Office	PubAgyGovt	SS/Government	Henderson	Courthouse
Texas Department of Public Safety - Rusk County	PubAgyGovt	SS/Government	Henderson	325 Fair Park
Veterans Services Office of Rusk Co.	PubAgyGovt	SS/Government	Henderson	115 N Main
Henderson Senior Center-Meals on Wheels	Senior Ctr	SS/Government	Henderson	514 North Van Buren
Sabine Valley Center	HospClinic	Medical	Henderson	209 N Main
Henderson Memorial Hospital	HospClinic	Medical	Henderson	300 Wilson St
Trinity Clinic	HospClinic	Medical	Henderson	511 N High St
Trinity Clinic	HospClinic	Medical	Henderson	500 N Marshall
Good Shepherd Health Center - Henderson	HospClinic	Medical	Henderson	300 North High Street
Henderson Dialysis	Dialysis	Medical	Henderson	1002 Hwy 79 N
Kerrville Station	Transportation	Transportation	Henderson	1113 Hwy 79 N

Smith County

Name	Type	Group	City	Address
Baskin's Department Store	GrcShPhrm	Shopping	Tyler	4530 S Broadway
Bealls	GrcShPhrm	Shopping	Tyler	934 Loop 323
Broadway Square Mall	GrcShPhrm	Shopping	Tyler	4601 S Broadway
Brookshire's of Bullard	GrcShPhrm	Shopping	Bullard	213 N US Hwy 69
Brookshire's of Flint	GrcShPhrm	Shopping	Flint	20100 Hwy 155 S
Brookshire's of Lindale	GrcShPhrm	Shopping	Lindale	521 South Main
Brookshire's of Troup	GrcShPhrm	Shopping	Troup	506 West Duval
Brookshire's of Tyler	GrcShPhrm	Shopping	Tyler	2734 E 5th
Brookshire's of Tyler	GrcShPhrm	Shopping	Tyler	100 Rice Road
Brookshire's of Tyler	GrcShPhrm	Shopping	Tyler	2020 Roseland Blvd
Brookshire's of Tyler	GrcShPhrm	Shopping	Tyler	113 NNW Loop 323
Brookshire's of Whitehouse	GrcShPhrm	Shopping	Whitehouse	601 Hwy 110 North
Dollar General	GrcShPhrm	Shopping	Tyler	12125 US 271
Dollar General	GrcShPhrm	Shopping	Tyler	10657 US Hwy 64 E
Dollar General	GrcShPhrm	Shopping	Tyler	2756 E 5th St
Dollar General	GrcShPhrm	Shopping	Troup	602 W Duval St
Dollar General	GrcShPhrm	Shopping	Tyler	1857 Troup Hwy
Dollar General	GrcShPhrm	Shopping	Tyler	1417 S Beckham Ave
Dollar General	GrcShPhrm	Shopping	Tyler	4031 S Broadway Ave
Dollar General	GrcShPhrm	Shopping	Tyler	2724 W Gentry Pkwy
Dollar General	GrcShPhrm	Shopping	Tyler	2317 W Erwin St
Dollar General	GrcShPhrm	Shopping	Lindale	1502 S Main St
Dollar General	GrcShPhrm	Shopping	Bullard	153 US 69 N
Dollar General	GrcShPhrm	Shopping	Tyler	15108 US Hwy 64 E
Dollar General	GrcShPhrm	Shopping	Whitehouse	601 TX 110 N
Family Dollar Store	GrcShPhrm	Shopping	Tyler	1204 W Bow Street
Family Dollar Store	GrcShPhrm	Shopping	Tyler	1401 E Gentry Pkwy
Family Dollar Store	GrcShPhrm	Shopping	Tyler	532 E Front Street
Family Dollar Store	GrcShPhrm	Shopping	Tyler	1527 N NW Loop 323
Family Dollar Store	GrcShPhrm	Shopping	Tyler	510 S SW Loop 323
Family Dollar Store	GrcShPhrm	Shopping	Tyler	4305 Troup Hwy
Family Dollar Store	GrcShPhrm	Shopping	Tyler	530 S SW Loop 323
Family Dollar Store	GrcShPhrm	Shopping	Lindale	1500 S Main Street
Family Dollar Store	GrcShPhrm	Shopping	Flint	17700 State Hwy 155 S
Goodwill Industries	GrcShPhrm	Shopping	Tyler	407 W Locust St
Goodwill Industries	GrcShPhrm	Shopping	Tyler	1817 W SW Loop 323
Goody's	GrcShPhrm	Shopping	Tyler	5510 S Broadway
Home Depot	GrcShPhrm	Shopping	Tyler	3901 Old Jacksonville Hwy
Lowe's	GrcShPhrm	Shopping	Tyler	5720 S Broadway
Lowe's	GrcShPhrm	Shopping	Lindale	3200 S Main St
Macy's	GrcShPhrm	Shopping	Tyler	4700 S Broadway
Marshalls	GrcShPhrm	Shopping	Tyler	5604 S Broadway
Ross	GrcShPhrm	Shopping	Tyler	4943 S Broadway
Sam's Club	GrcShPhrm	Shopping	Tyler	2025 S SW Loop 323
Sears Store	GrcShPhrm	Shopping	Tyler	4701 S Broadway
Super 1 Foods of Tyler	GrcShPhrm	Shopping	Tyler	3828 Troup Highway
Super 1 Foods of Tyler	GrcShPhrm	Shopping	Tyler	1105 East Gentry Pkwy
Super 1 Foods of Tyler	GrcShPhrm	Shopping	Tyler	3000 WNW Loop 323
Target	GrcShPhrm	Shopping	Tyler	7001 S Broadway
Wal-Mart Supercenter Store #1022	GrcShPhrm	Shopping	Tyler	3820 Hwy 64 West
Wal-Mart Supercenter Store #1044	GrcShPhrm	Shopping	Tyler	5050 Troup Hwy
Wal-Mart Supercenter Store #2688	GrcShPhrm	Shopping	Tyler	6801 South Broadway
Wal-Mart Supercenter Store #3764	GrcShPhrm	Shopping	Lindale	105 Centennial Blvd
Target Distribution Center	Employer	Employer	Tyler	13786 Harvey Road
Tyler Pipe	Employer	Employer	Tyler	11721 Hwy 69 N
Brookshire's Distribution Center	Employer	Employer	Tyler	1600 WSW Loop 323
UTTHC	Employer	Employer	Tyler	11937 US Hwy 271
Carrier Corporation	Employer	Employer	Tyler	1700 E Duncan St
Wal-Mart Supercenter Store #2688	Employer	Employer	Tyler	6801 South Broadway
Horizon	Employer	Employer	Tyler	500 N Bois D Arc
Brookshire's	Employer	Employer	Tyler	2020 Roseland Blvd
ETMC	Employer	Employer	Tyler	1000 S Beckham
Trinity Mother Frances	Employer	Employer	Tyler	800 E Dawson
Kelly Springfield	Employer	Employer	Tyler	3318 SSW Loop 323
Home Depot	Employer	Employer	Tyler	3901 Old Jacksonville Hwy
Broadway Square Mall	Employer	Employer	Tyler	4601 S Broadway
Trane Company	Employer	Employer	Tyler	6200 Troup Hwy
Best Buy	Employer	Employer	Tyler	5514 S Broadway
Lowe's	Employer	Employer	Tyler	5720 S Broadway
Target	Employer	Employer	Tyler	7001 S Broadway
Cox Communication	Employer	Employer	Tyler	1820 SSW Loop 323
John Souls Foods	Employer	Employer	Tyler	10150 FM 14
Loggins Meat Company	Employer	Employer	Tyler	1908 E Erwin
Flowers Bakery	Employer	Employer	Tyler	1200 W Erwin

Smith County

Name	Type	Group	City	Address
Black Sheep	Employer	Employer	Tyler	3220 W Gentry
Classic Cable	Employer	Employer	Tyler	6151 Paluxy Drive
Arp High School	High School	Education	Arp	101 School St
Bullard High School	High School	Education	Bullard	P.O. Box 250
Chapel Hill High School	High School	Education	Tyler	13172 State Hwy 64 East
Lindale High School	High School	Education	Lindale	920 E Hubbard
Troup High School	High School	Education	Troup	927 Arp Dr
John Tyler High School	High School	Education	Tyler	1120 NNW Loop 323
Robert E Lee High School	High School	Education	Tyler	411 ESE Loop 323
Whitehouse High School	High School	Education	Whitehouse	901 East Main
Winona High School	High School	Education	Winona	605 Wildcat Dr
Tyler Junior College	CommCollege	Education	Tyler	1400 E 5th St
Tyler Junior College West Campus Adult Learning Center	CommCollege	Education	Tyler	1530 SSW Loop 323
UT-Tyler	University	Education	Tyler	3900 University
Texas College	University	Education	Tyler	2404 North Grand Ave
Texas Commission for the Blind	SocService	SS/Government	Tyler	1121 ESE Loop 323
Texas Dept. of Health	SocService	SS/Government	Tyler	1517 W Front St
Texas Dept. of Human Services	SocService	SS/Government	Tyler	3303 Mineola Hwy
Texas Dept. of Human Services	SocService	SS/Government	Tyler	302 E Reick Rd
Texas Dept. of Human Services	SocService	SS/Government	Tyler	302 E Reick Rd
Texas Dept. of Human Services	SocService	SS/Government	Tyler	302 E Reick Rd
Texas Rehabilitation Commission	SocService	SS/Government	Tyler	3800 Paluxy
Texas Workforce Commission	SocService	SS/Government	Tyler	4100 Troup Hwy
Social Security Office	SocService	SS/Government	Tyler	212 Grande Blvd
2-1-1 East Texas	SocService	SS/Government	Tyler	4000 Southpark Drive
Adult / Child Protective Services-Smith Co	SocService	SS/Government	Tyler	3303 Mineola Hwy
Adult / Child Protective Services-Smith Co (Rieck Road)	SocService	SS/Government	Tyler	302 E Rieck Rd
Adult Probation Department of Smith County	SocService	SS/Government	Tyler	100 East Elm
Community Development / Neighborhood Services	SocService	SS/Government	Tyler	304 North Border
DADS - Smith County	SocService	SS/Government	Tyler	302 E Rieck Rd
DADS - Smith County	SocService	SS/Government	Tyler	3303 Mineola Hwy
DARS	SocService	SS/Government	Tyler	1121 ESE Loop 323
DARS - Smith County	SocService	SS/Government	Tyler	3800 Paluxy
Deaf Services of East Texas	SocService	SS/Government	Tyler	1530 SSW Loop 323
DeafBlind Services	SocService	SS/Government	Tyler	1121 ESE Loop 323
East Texas Center for Independent Living (ETCIL)	SocService	SS/Government	Tyler	4713 Troup Hwy
East Texas Crisis Center	SocService	SS/Government	Tyler	PO Box 7060
East Texas Food Bank	SocService	SS/Government	Tyler	3201 Robertson Road
Horizon Industries Employment Training	SocService	SS/Government	Tyler	500 North Bois D'Arc
Medical Transportation	SocService	SS/Government	Tyler	3721 NNE Loop 323
Noonday Community Food Pantry	SocService	SS/Government	Tyler	16662 CR 196
PATH	SocService	SS/Government	Tyler	324 West Front Street
Salvation Army	SocService	SS/Government	Tyler	633 N Broadway
Sheltered Workshop / Goodwill Ind-OIT	SocService	SS/Government	Tyler	500 ENE Loop 323
Susan G. Komen Breast Cancer Fdn. - Tyler Affiliate	SocService	SS/Government	Tyler	PO Box 6217
Tyler Social Security Administration	SocService	SS/Government	Tyler	559 Donnybrook
Vocational Rehabilitation (VR) Program (DBS)	SocService	SS/Government	Tyler	1121 ESE Loop 323
Women Encouraging Women	SocService	SS/Government	Tyler	3400 South Broadway
TWC Smith Co (Full Service Center)	SocService	SS/Government	Tyler	4100 Troup Hwy
Workers Compensation Commission (TWCC)	SocService	SS/Government	Tyler	3800 Paluxy
Chamber of Commerce, Arp	PubAgyGovt	SS/Government	Arp	101 E Longview
Chamber of Commerce, Bullard	PubAgyGovt	SS/Government	Bullard	120 N Houston Street
Chamber of Commerce, Lindale	PubAgyGovt	SS/Government	Lindale	110 E Hubbard
Chamber of Commerce, Troup	PubAgyGovt	SS/Government	Troup	815 South Athena
Chamber of Commerce, Tyler	PubAgyGovt	SS/Government	Tyler	315 North Broadway
Chamber of Commerce, Whitehouse	PubAgyGovt	SS/Government	Whitehouse	PO Box 1041
City Hall, Arp	PubAgyGovt	SS/Government	Arp	111 W Longview
City Hall, Bullard	PubAgyGovt	SS/Government	Bullard	PO Box 107
City Hall, Chandler	PubAgyGovt	SS/Government	Chandler	811 SH 31 E
City Hall, Lindale	PubAgyGovt	SS/Government	Lindale	201 N Main Street
City Hall, Troup	PubAgyGovt	SS/Government	Troup	106 East Duval
City Hall, Tyler	PubAgyGovt	SS/Government	Tyler	212 North Bonner
City Hall, Whitehouse	PubAgyGovt	SS/Government	Whitehouse	101 Bascom Rd
City Hall, Winona	PubAgyGovt	SS/Government	Winona	520 Dallas Street
Courthouse and Annex-Smith Co	PubAgyGovt	SS/Government	Tyler	200 E Ferguson
Post Office	PubAgyGovt	SS/Government	Tyler	2627 S Broadway
Post Office	PubAgyGovt	SS/Government	Tyler	3320 Troup Hwy
Post Office	PubAgyGovt	SS/Government	Tyler	1700 E Front St
Post Office	PubAgyGovt	SS/Government	Tyler	201 E Erwin St
Post Office	PubAgyGovt	SS/Government	Tyler	2100 W MLK Blvd
Post Office	PubAgyGovt	SS/Government	Whitehouse	1114 Hwy 110 N
Post Office	PubAgyGovt	SS/Government	Flint	10668 FM 346 W
Post Office	PubAgyGovt	SS/Government	Tyler	2797 Hwy 110 N
Post Office	PubAgyGovt	SS/Government	Bullard	409 E Main St

Smith County

Name	Type	Group	City	Address
Post Office	PubAgyGovt	SS/Government	Winona	908 Dallas St
Post Office	PubAgyGovt	SS/Government	Lindale	507 S Main St
Post Office	PubAgyGovt	SS/Government	Troup	104 E Duval St
Post Office	PubAgyGovt	SS/Government	Arp	202 W Front St
Smith Co Chapter American Red Cross	PubAgyGovt	SS/Government	Tyler	320 East Rieck Road
Smith County Veterans Service Office	PubAgyGovt	SS/Government	Tyler	1517 W Front
Texas Department of Public Safety - Smith County	PubAgyGovt	SS/Government	Tyler	4700 University Blvd
Texas Department Of Transportation	PubAgyGovt	SS/Government	Tyler	2709 W Front St
Veterans Affairs Office - Tyler	PubAgyGovt	SS/Government	Tyler	1700 SSE Loop 323
Gresham Homebound Program-Meals on Wheels	Senior Ctr	SS/Government	Gresham	First Baptist Church
Lindale Nutrition Center-Meals on Wheels	Senior Ctr	SS/Government	Lindale	104 Commerce
Meals On Wheels Ministry Main Office	Senior Ctr	SS/Government	Tyler	3001 Robertson Rd
Noonday - Site #2 Meals on Wheels	Senior Ctr	SS/Government	Tyler	17320 Hwy 155 S
Troup Seniors Apartments	Senior Ctr	SS/Government	Troup	815 Athena
Troup/Arp Nutrition Center-Meals on Wheels	Senior Ctr	SS/Government	Troup	102 S Georgia
Tyler Area Senior Citizens Association, Inc.	Senior Ctr	SS/Government	Tyler	Ornelas Activity Center
Tyler Senior Center-Meals on Wheels	Senior Ctr	SS/Government	Tyler	1915 Garden Valley Rd
Tyler University Christian Church-Meals On Wheels	Senior Ctr	SS/Government	Tyler	3500 Old Omen Road
Whitehouse Nutrition Center-Meals on Wheels	Senior Ctr	SS/Government	Whitehouse	118 Railroad Ave
Winona Nutrition Center-Meals on Wheels	Senior Ctr	SS/Government	Winona	212 Dallas St
UTTHC	HospClinic	Medical	Tyler	11937 US Hwy 271
Trinity Clinic	HospClinic	Medical	Tyler	520 E Douglas
ETMC	HospClinic	Medical	Tyler	1000 S Beckham
ETMC Clinic	HospClinic	Medical	Tyler	1000 E Fifth St
ETMC Clinic	HospClinic	Medical	Lindale	2410 S Main
ETMC Clinic	HospClinic	Medical	Whitehouse	602 Hwy 110 N
North Park Medical Plaza	HospClinic	Medical	Tyler	910 E Houston
Trinity Mother Frances Direct Care	HospClinic	Medical	Tyler	5414 S Broadway
Trinity Mother Frances Womens Services	HospClinic	Medical	Tyler	214 E Houston St
Trinity Mother Frances Pediatrics	HospClinic	Medical	Tyler	2990 N Broadway
Trinity Clinic	HospClinic	Medical	Lindale	3203 S Main
Trinity Clinic	HospClinic	Medical	Tyler	3802 Manhatton
Trinity Mother Frances Tyler Square Outpatient Surgery Center	HospClinic	Medical	Tyler	415 S Fleishel
Trinity Clinic	HospClinic	Medical	Chandler	803 Hwy 31 E
Trinity Clinic	HospClinic	Medical	Whitehouse	601 N Hwy 110
Trinity Clinic	HospClinic	Medical	Flint	20208 Hwy 155 S
Women's Health Connection	HospClinic	Medical	Lindale	412 S Main
Women's Services - Community Health Clinics of Northeast Texas	HospClinic	Medical	Tyler	815 N Broadway
Behavioral Health Center	HospClinic	Medical	Tyler	4101 University Blvd
Medical Equipment & Supplies	HospClinic	Medical	Tyler	3805 Timms St
Mental Health Counseling Secondary Location	HospClinic	Medical	Tyler	5935 Old Bullard Rd
Rehabilitation Center (ETMC)	HospClinic	Medical	Tyler	701 Olympic Plaza Circle
Trinity Mother Frances HS	HospClinic	Medical	Tyler	800 East Dawson
Trinity Mother Frances Rehab Hospital	HospClinic	Medical	Tyler	3131 Troup Highway
University of Texas at Tyler, The	HospClinic	Medical	Tyler	3900 University Blvd
University of Texas Health Center Tyler	HospClinic	Medical	Tyler	11937 US Highway 271
Veterans Clinic-Tyler	HospClinic	Medical	Tyler	MIT
Brain Injury Association, East Texas	HospClinic	Medical	Tyler	3904 Appletree Lane
Community Health Clinics of Northeast Texas	HospClinic	Medical	Tyler	928 N Glenwood
General Hospital Services (ETMC)	HospClinic	Medical	Tyler	1000 South Beckham
Andrews Center	HospClinic	Medical	Tyler	2323 West Front Street
Bethesda Health Clinic	HospClinic	Medical	Tyler	409 West Ferguson
West Tyler Dialysis	Dialysis	Medical	Tyler	3600 W Erwin
Tyler Home Dialysis	Dialysis	Medical	Tyler	3826 Troup Hwy
Dialysis Renal Center	Dialysis	Medical	Tyler	510 Loop 323
Watson Wise Dialysis	Dialysis	Medical	Tyler	815 E 1st St
Tyler Acute Dialysis	Dialysis	Medical	Tyler	800 E Dawson St
Tyler Transit - Bergfeld Center	Transportation	Transportation	Tyler	210 E Oakwood
Greyhound Station	Transportation	Transportation	Tyler	303 Bois d Arc St
Kerrville Station	Transportation	Transportation	Tyler	303 Bois d Arc St
Lone Star Station	Transportation	Transportation	Tyler	2828 Teague Dr
Tyler Pounds Regional Airport	Transportation	Transportation	Tyler	700 Skyway Blvd

Upshur County

Name	Type	Group	City	Address
Bealls	GrcShPhrm	Shopping	Gilmer	1500 US Hwy 271 N
Brookshire's of Gilmer	GrcShPhrm	Shopping	Gilmer	1800 North Wood
Dollar General	GrcShPhrm	Shopping	Ore City	5700 US 259
Dollar General	GrcShPhrm	Shopping	Gilmer	204 N Wood St
Dollar General	GrcShPhrm	Shopping	Gilmer	400 W Tyler St
Dollar General	GrcShPhrm	Shopping	Big Sandy	611 W Broadway
Family Dollar Store	GrcShPhrm	Shopping	Gilmer	1700 N Wood Street
Wal-Mart Supercenter Store #146	GrcShPhrm	Shopping	Gilmer	1923 North Wood
Gilmer Potteries Inc	Employer	Employer	Gilmer	400 W Tyler St
Peebles Lumber Co	Employer	Employer	Ore City	14579 Wisteria Trail
C Wright's Machine Tool	Employer	Employer	Diana	12293 FM 2879
Pavement Tool & Supply	Employer	Employer	Big Sandy	6339 Scrub Pine Rd
Mayhan Fabricators Inc	Employer	Employer	Gilmer	0 Goldfinch Rd
Steel Country Threaders Inc	Employer	Employer	Ore City	Hwy 259 N
Service Tower Co	Employer	Employer	Gilmer	1300 Lane St
Big Sandy High School	High School	Education	Big Sandy	1 Wildcat Dr
Gilmer High School	High School	Education	Gilmer	850 Buffalo
Harmony High School	High School	Education	Big Sandy	9788 SH154 West
New Diana High School	High School	Education	Diana	1373 US Hwy 259 South
Ore City High School	High School	Education	Ore City	Rebel Road
Union Grove High School	High School	Education	Gladewater	Old Hwy 271
Union Hill High School	High School	Education	Gilmer	2197 FM 2088
Texas Dept. of Human Services	SocService	SS/Government	Gilmer	324 Yapaco St
Adult / Child Protective Services-Upshur Co	SocService	SS/Government	Gilmer	324 Yapaco
DADS - Upshur County	SocService	SS/Government	Gilmer	324 Yapaco
Tri-County Community Action Inc	SocService	SS/Government	Gilmer	700 E Scott
TWC Upshur Co	SocService	SS/Government	Gilmer	612 State HWY 155
Chamber of Commerce, Big Sandy	PubAgyGovt	SS/Government	Big Sandy	101 E Gilmer Street
Chamber of Commerce, Upshur County	PubAgyGovt	SS/Government	Gilmer	106 Buffalo
City Hall, Big Sandy	PubAgyGovt	SS/Government	Big Sandy	101 E Gilmer Street
City Hall, Gilmer	PubAgyGovt	SS/Government	Gilmer	PO Box 760
Courthouse and Offices-Upshur Co	PubAgyGovt	SS/Government	Gilmer	PO Box 790
Post Office	PubAgyGovt	SS/Government	Big Sandy	210 E Broadway
Post Office	PubAgyGovt	SS/Government	Gilmer	405 N Cypress St
Post Office	PubAgyGovt	SS/Government	Diana	2218 Hwy 259 S
Post Office	PubAgyGovt	SS/Government	Ore City	203 Hwy 259 S
Texas Department of Public Safety - Upshur County	PubAgyGovt	SS/Government	Gilmer	713 Hwy 155 North
Upshur County Veterans Service Office	PubAgyGovt	SS/Government	Gilmer	Courthouse
Big Sandy Nutrition Center-Meals on Wheels	Senior Ctr	SS/Government	Big Sandy	207 E Gilmer
Gilmer Senior Nutrition Center-Meals on Wheels	Senior Ctr	SS/Government	Gilmer	205 W Harrison
ETMC Gilmer	HospClinic	Medical	Gilmer	712 N Wood
ETMC Clinic	HospClinic	Medical	Gilmer	711 N Titus
Davita Dialysis Center	Dialysis	Medical	Gilmer	519 N Wood
Gilmer Dialysis	Dialysis	Medical	Gilmer	Hwy 154
Renal Care Group	Dialysis	Medical	Gilmer	1203 FM 49

Van Zandt County

Name	Type	Group	City	Address
Bealls	GrcShPhrm	Shopping	Canton	301 E Hwy 243
Brookshire's of Canton	GrcShPhrm	Shopping	Canton	301 E Hwy 243
Brookshire's of Grand Saline	GrcShPhrm	Shopping	Grand Saline	205 West Frank
Brookshire's of Van	GrcShPhrm	Shopping	Van	706 W Main
Brookshire's of Wills Point	GrcShPhrm	Shopping	Wills Point	1105 W South Commerce
Dollar General	GrcShPhrm	Shopping	Van	391 W Main St
Family Dollar Store	GrcShPhrm	Shopping	Wills Point	1107 W S Commerce St
Wal-Mart Supercenter Store #827	GrcShPhrm	Shopping	Canton	603 Hwy 243 East
Edgewood High School	High School	Education	Edgewood	804 E Pine
Fruitvale High School	High School	Education	Fruitvale	P.O. Box 77
Grand Saline High School	High School	Education	Grand Saline	500 Stadium Drive
Martins Mill Independent School District	High School	Education	Martins Mill	301 FM 1861
Van High School	High School	Education	Van	985 N Maple
Texas Dept. of Human Services	SocService	SS/Government	Canton	555 W Hwy 243
Texas Dept. of Human Services	SocService	SS/Government	Canton	555 W Hwy 243
Adult / Child Protective Services-Van Zandt Co	SocService	SS/Government	Canton	555 W Hwy 243
DADS - Van Zandt	SocService	SS/Government	Canton	555 W Hwy 243
Women's Resource Center	SocService	SS/Government	Canton	918 VZCR 2106
TWC Van Zandt Co	SocService	SS/Government	Canton	1760 N Trade Days Blvd
Chamber of Commerce, Canton	PubAgyGovt	SS/Government	Canton	390 W Dallas St
Chamber of Commerce, Grand Saline	PubAgyGovt	SS/Government	Grand Saline	203 NE Pacific Ave
Chamber of Commerce, Wills Point	PubAgyGovt	SS/Government	Wills Point	307 N Fourth Street
City Hall, Canton	PubAgyGovt	SS/Government	Canton	290 E Tyler Street
City Hall, Edgewood	PubAgyGovt	SS/Government	Edgewood	107 NE Front
City Hall, Grand Saline	PubAgyGovt	SS/Government	Grand Saline	132 E Frank
City Hall, Wills Point	PubAgyGovt	SS/Government	Wills Point	PO Box 505
Courthouse and Offices-Van Zandt Co	PubAgyGovt	SS/Government	Canton	121 E Dallas
Post Office	PubAgyGovt	SS/Government	Ben Wheeler	8159 FM 279
Post Office	PubAgyGovt	SS/Government	Van	770 W Main St
Post Office	PubAgyGovt	SS/Government	Ben Wheeler	13878 Hwy 64
Post Office	PubAgyGovt	SS/Government	Grand Saline	200 N Green St
Post Office	PubAgyGovt	SS/Government	Canton	603 E Hwy 243
Post Office	PubAgyGovt	SS/Government	Canton	1001 W Dallas St
Post Office	PubAgyGovt	SS/Government	Fruitvale	121 VZ County Rd 1910
Post Office	PubAgyGovt	SS/Government	Edgewood	100 N Main St
Post Office	PubAgyGovt	SS/Government	Wills Point	415 N 4th St
Texas Department of Public Safety - Van Zandt County	PubAgyGovt	SS/Government	Canton	1601 N Trade Days Blvd
Van Zandt County Outreach Office	PubAgyGovt	SS/Government	Canton	310 S Buffalo
Van Zandt County Veterans Service Office	PubAgyGovt	SS/Government	Canton	1103 W Dallas
Canton Senior Citizens Center-Meals on Wheels	Senior Ctr	SS/Government	Canton	200 W Groves
Edgewood Senior Citizens Center-Meals on Wheels	Senior Ctr	SS/Government	Edgewood	109 S Houston
Edom Senior Citizens Center-Meals on Wheels	Senior Ctr	SS/Government	Edom	150 Private Rd 8279
Van Nutrition Site-Meals on Wheels	Senior Ctr	SS/Government	Van	310 Chestnut
Wills Point Senior Citizens Center-Meals on Wheels	Senior Ctr	SS/Government	Wills Point	335 Wingo Way
Trinity Clinic	HospClinic	Medical	Canton	18780 Interstate 20
Outpatient Mental Health Services in Canton - Andrews Center	HospClinic	Medical	Canton	575 West Highway 243
ETMC Clinic	HospClinic	Medical	Van	113 W Main St
Cosby Germany Hospital	HospClinic	Medical	Grand Saline	707 N Waldrup

Wood County

Name	Type	Group	City	Address
Bealls	GrcShPhrm	Shopping	Mineola	1114 N Pacific Ave
Brookshire's of Hawkins	GrcShPhrm	Shopping	Hawkins	1477 N Beulah Street
Brookshire's of Mineola	GrcShPhrm	Shopping	Mineola	1224 N Pacific Ave
Brookshire's of Winnsboro	GrcShPhrm	Shopping	Winnsboro	212 E Coke
Dollar General	GrcShPhrm	Shopping	Hawkins	2201 FM 14
Dollar General	GrcShPhrm	Shopping	Winnsboro	801 S Main St
Dollar General	GrcShPhrm	Shopping	Mineola	502 E Broad St
Dollar General	GrcShPhrm	Shopping	Quitman	405 S Main St
Family Dollar Store	GrcShPhrm	Shopping	Quitman	502 E Goode Street
Family Dollar Store	GrcShPhrm	Shopping	Winnsboro	104 E Coke Rd
Goodwill Industries	GrcShPhrm	Shopping	Mineola	201 N Newsome St
Sears Hometown Dealer	GrcShPhrm	Shopping	Mineola	332 W FM 564
Wal-Mart Supercenter Store #251	GrcShPhrm	Shopping	Mineola	135 NE Loop 564
Wal-Mart Supercenter Store #251	Employer	Employer	Mineola	135 NE Loop 564
Brookshire's of Mineola	Employer	Employer	Mineola	1224 N Pacific Ave
Trinidad Benham	Employer	Employer	Mineola	322 Freeman St
Southeast Wood Treating Inc	Employer	Employer	Mineola	701 Freeman St
Team Worldwide	Employer	Employer	Winnsboro	629 W Broadway
Keller's Creamery	Employer	Employer	Winnsboro	1015 E Broadway
Brookshire's of Winnsboro	Employer	Employer	Winnsboro	212 E Coke
TDCJ State Prison Johnston Unit	Employer	Employer	Winnsboro	703 Airport Rd
Alba Golden High School	High School	Education	Alba	1373 CR 2377
Hawkins High School	High School	Education	Hawkins	231 Hawk Dr
Quitman High School	High School	Education	Quitman	1101 E Goode
Winnsboro High School	High School	Education	Winnsboro	409 Newsome Street
Yantis School	High School	Education	Yantis	105 W Oak Street
Jarvis Christian College	University	Education	Hawkins	Hwy 80 E Private Rd 7631
Texas Dept. of Human Services	SocService	SS/Government	Mineola	714 Greenville Hwy
Texas Dept. of Human Services	SocService	SS/Government	Quitman	305 W Goodwin St
Adult / Child Protective Services-Wood Co	SocService	SS/Government	Quitman	305 Wright Street
DADS - Wood County	SocService	SS/Government	Mineola	714 Greenville Hwy
Family Assistance Program of Hawkins Helping Hand	SocService	SS/Government	Hawkins	323 W Front St
TWC Wood Co	SocService	SS/Government	Quitman	405 South Hart Street
Chamber of Commerce, Hawkins Area	PubAgyGovt	SS/Government	Hawkins	109 Beulah
Chamber of Commerce, Mineola Area	PubAgyGovt	SS/Government	Mineola	101 E Broad
Chamber of Commerce, Quitman	PubAgyGovt	SS/Government	Quitman	101 E Goode
Chamber of Commerce, Winnsboro	PubAgyGovt	SS/Government	Winnsboro	101 N Main
City Hall, Hawkins	PubAgyGovt	SS/Government	Hawkins	220 N Beulah Street
City Hall, Mineola	PubAgyGovt	SS/Government	Mineola	PO Box 179
City Hall, Quitman	PubAgyGovt	SS/Government	Quitman	401 E Goode
City Hall, Winnsboro	PubAgyGovt	SS/Government	Winnsboro	501 S Main
Courthouse and Offices-Wood Co	PubAgyGovt	SS/Government	Quitman	PO Box 938
Post Office	PubAgyGovt	SS/Government	Hawkins	969 N Beulah St
Post Office	PubAgyGovt	SS/Government	Mineola	630 E Broad St
Post Office	PubAgyGovt	SS/Government	Golden	5785 FM 779
Post Office	PubAgyGovt	SS/Government	Quitman	202 N Sissy Spacek Dr
Post Office	PubAgyGovt	SS/Government	Alba	240 W Holley St
Post Office	PubAgyGovt	SS/Government	Winnsboro	210 Locust St
Post Office	PubAgyGovt	SS/Government	Yantis	122 N Main St
Texas Department of Public Safety - Wood County	PubAgyGovt	SS/Government	Quitman	211 West Bermuda
Hawkins Senior Nutrition Program-Meals on Wheels	Senior Ctr	SS/Government	Hawkins	301 Lynch
Mineola Nutrition Center-Meals on Wheels	Senior Ctr	SS/Government	Mineola	308 University
Quitman Nutrition Center-Meals on Wheels	Senior Ctr	SS/Government	Quitman	1304 Oak Grove
Winnsboro Nutrition Center-Meals on Wheels	Senior Ctr	SS/Government	Winnsboro	207 East Pine Street
Trinity Clinic	HospClinic	Medical	Hawkins	5321 FM 14
Trinity Clinic	HospClinic	Medical	Mineola	1302 N Pacific
Trinity Clinic	HospClinic	Medical	Quitman	117 N Winnsboro
ETMC Clinic	HospClinic	Medical	Quitman	108 Parker St
ETMC Clinic	HospClinic	Medical	Mineola	5875 S Hwy 37
Trinity Clinic	HospClinic	Medical	Winnsboro	719 West Coke Rd
Presbyterian Hospital	HospClinic	Medical	Winnsboro	719 West Coke Rd
Outpatient Mental Health Services-Wood Co - Andrews Center	HospClinic	Medical	Mineola	703 West Patten Street
Grace Community Healthcare Ministry	HospClinic	Medical	Mineola	312 N Pacific
ETMC Quitman	HospClinic	Medical	Quitman	117 Winnsboro Street
Mineola Dialysis Center	Dialysis	Medical	Mineola	Hwy 69
Renal Care Group	Dialysis	Medical	Mineola	102 Maxine St
Amtrak Station	Transportation	Transportation	Mineola	115 E Front St

Out of Area

Name	Type	Group	City	Address
Sam's Club	GrcShPhrm	Shopping	Lufkin	407 N Brentwood Ave
Brookshire's of Shreveport	GrcShPhrm	Shopping	Shreveport, LA	3000 N Market
Sam's Club	GrcShPhrm	Shopping	Texarkana	3610 St Michael Drive
Dollar General	GrcShPhrm	Shopping	Greenwood, LA	8965 Greenwood Rd
Family Dollar Store	GrcShPhrm	Shopping	Vivian, LA	225 Pine Street
Shreveport Regional Airport	Transportation	Transportation	Shreveport, LA	1550 Airport Dr
Dollar General	GrcShPhrm	Shopping	Atlanta	301 E Main St
Dollar General	GrcShPhrm	Shopping	Atlanta	710 Loop 59
Dollar General	GrcShPhrm	Shopping	Mt. Vernon	206 E Main St
Dallas Love Field	Transportation	Transportation	Dallas	8000 Cedar Springs Rd
Family Dollar Store	GrcShPhrm	Shopping	Sulphur Springs	1147 S Broadway St
Family Dollar Store	GrcShPhrm	Shopping	Kaufman	2015 S Washington St
Wal-Mart Supercenter Store #265	GrcShPhrm	Shopping	Terrell	1900 West Moore Ave
Dollar General	GrcShPhrm	Shopping	Lone Star	125 Main St
Dollar General	GrcShPhrm	Shopping	Dangerfield	909 Broadnax St
Dollar General	GrcShPhrm	Shopping	Naples	201 E Main St
Family Dollar Store	GrcShPhrm	Shopping	Lone Star	116 N Main Street
Wal-Mart Supercenter Store #565	GrcShPhrm	Shopping	Corsicana	3801 West Hwy 31
Greenville Dialysis	Dialysis	Dialysis	Greenville	4805 Wesley St
Terrell Dialysis	Dialysis	Dialysis	Terrell	301 S Virginia
FMC Dialysis	Dialysis	Dialysis	Terrell	351 S Virginia
Dollar General	GrcShPhrm	Shopping	Timpson	974 N 1st St
Dollar General	GrcShPhrm	Shopping	Tenaha	300 S George Bowers Dr
Family Dollar Store	GrcShPhrm	Shopping	Timpson	US 59 & 87
Dollar General	GrcShPhrm	Shopping	Hughes Springs	417 E 1st
Dollar General	GrcShPhrm	Shopping	Mount Pleasant	901 E Ferguson Rd
Dollar General	GrcShPhrm	Shopping	Mount Pleasant	605 N Jefferson Ave
Family Dollar Store	GrcShPhrm	Shopping	Mount Pleasant	310 W Ferguson Rd
Family Dollar Store	GrcShPhrm	Shopping	Mount Pleasant	1217 N Jefferson Ave
Wal-Mart Supecenter Store #131	GrcShPhrm	Shopping	Mount Pleasant	2311 South Jefferson
Northeast Texas Community College	CommCollege	Education	Mount Pleasant	2886 FM1735 Chapel Hill
Mt Pleasant Dialysis Center	Dialysis	Dialysis	Mt Pleasant	628 S Jefferson St
Dallas Fort Worth International Airport	Transportation	Transportation	DFW Airport	3200 E Airfield Dr

Appendix 3

Transportation Provider Inventory

This appendix documents the existing conditions of transportation providers in East Texas as of February 2008. The material presented here provides an inventory and general assessment of existing facilities and services. Transportation providers include:

- General public transportation providers
- Intercity common carriers
- Private-for-hire transportation Providers
- Limited eligibility public transportation
- Client transportation providers
- Organizations that purchase transportation services

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Purpose

This memorandum documents the existing conditions of transportation providers in East Texas and the work accomplished in Task 1 of the work plan. Task 1 provides an inventory and general assessment of existing facilities and services and involved three subtasks:

- An institutional overview of public and private entities involved in delivering or funding transportation services in East Texas.
- A transit service analysis on general public transportation service providers.
- Identifying client transportation services.

Organization

This technical memorandum is organized to provide information on the following categories of transportation services in the East Texas region:

- General public transportation
 - Rural transit
 - Urban transit
- Intercity common carriers
 - Intercity bus
 - Intercity passenger rail
- Private-for-hire transportation providers
 - Taxis
 - Charter bus
 - Limousines
- Limited eligibility public transportation
 - Elderly and disabled transportation
 - Medical transportation
- Client transportation providers
 - Faith-based providers
 - Other transportation providers
- Agencies that may purchase transportation services

In addition to the information on each of these categories and entities provided within this memorandum, there are additional data and geographic information system data, maps and electronic files that were used in this inventory. This memorandum is intended to provide a general inventory and assessment of existing conditions of transportation services in the East Texas region.

Background

The Texas Department of Transportation (TxDOT) administers several federal grant programs for public transportation services including Non-urbanized Rural Transportation (Section 5311), Urban Transit (Section 5307) and Transportation for Elderly Individuals and Individuals with Disabilities (Section 5310).

Nonurbanized transit (Section 5311), referred to in this report as Rural transit, serve areas which do not include defined urbanized areas and typically serve multiple counties.

Rural transit agencies receive state and federal funds through TxDOT. The East Texas Council of Governments (ETCOG) is the Rural transit provider for the region.

Transit agencies grouped under the title Urban transit serve a single political subdivision within an urbanized area. In East Texas, the Urban transit providers are the City of Longview Transit and Tyler Transit. These transit agencies receive state funds through TxDOT; and federal Section 5307 funds from the Federal Transit Administration (FTA).

In addition to transit service available to the general public as described above, a range of other transportation services operate in East Texas. These providers include client-based transportation for the elderly and disabled, non-emergency medical transportation, intercity common carriers, private-for-hire transportation, other transportation providers and purchasers.

General Public Transportation Providers

Rural transit and Urban transit are the only two publicly funded programs that provide transportation to the general public in the East Texas region. ETCOG is the sole Rural transit provider. The City of Longview Transit (COLT) and Tyler Transit are the Urban transit providers.

Rural and Urban Public Transit Service Analysis

The data for public transportation providers in the East Texas region were obtained primarily from three sources:

- reports and documents from the Texas Department of Transportation's (TxDOT) Public Transportation Division (PTN)¹
- interviews and correspondence with TxDOT district Public Transportation Coordinators and staff and
- telephone interviews and correspondence with public transportation providers.

A comprehensive analysis of services was made for the public entities that provide general public transportation services. The analysis included:

1. Contact information
2. Type of Services (fixed route, ADA paratransit, demand response, other)
3. Fleet Inventory/peak vehicle demand where applicable
4. Fleet capacity/load factors
5. Primary markets they serve
6. Operational characteristics
7. Ridership information
8. Cost per revenue hour, cost per revenue mile, cost per passenger and cost per passenger mile
9. Fares
10. Existing transfers between the providers
11. Restrictions or limitations on eligibility

¹ Information on public transportation providers is available from Texas Department of Transportation's (TxDOT) Public Transportation Division (PTN) website:
http://www.dot.state.tx.us/services/public_transportation/default.htm.

- 12. Purpose of trips served
- 13. Markets served

The results of the analysis of general public transportation providers are presented in Tables 1 through 3, and Figures 1 and 2 and include:

- ***East Texas Council of Governments (ETCOG)***
ETCOG is the Rural transportation provider for East Texas. ETCOG provides demand response transportation to 14 counties that comprise the ETCOG region. Table 1 provides a profile of the ETCOG service and operations. Figure 1 shows general route information.
- ***City of Longview Transit (COLT)***
COLT is the Urban transit system that operates within the boundaries of the City of Longview. COLT provides both fixed-route service and demand response paratransit services. Table 2 provides information on COLT's services and operation. Figure 1 shows the Longview transit route map.
- ***City of Tyler Transit***
This Urban system is similar to COLT and provides both fixed-route bus service and demand response paratransit service within the urbanized area. Table 3 provides a profile of Tyler Transit service and operations. Figure 2 shows the Tyler Transit route map.

Rural Transit

Contact	Description							
East Texas Council of Governments – East Texas Rural Transit Roxanne McKinley 3800 Stone Road Kilgore, TX 75662 (903) 984-8641 (903) 983-1440 Fax Roxanne.McKinley@etcog.org Kay Dorman	ETCOG provides a demand response service. All markets served. (Includes: general, work, shopping, education, medical, nutrition, social, recreational). Demand Response Weekdays: 6:00 AM to 6:00 PM Fares \$2.00 per trip in county \$.50 per stop \$5.00 out of county \$2.00 per trip (voluntary) for elderly							
Transfers: none								
Fleet: 35 buses (100% Accessible), 35 vans								
Fleet Demand	Weekday Peak Requirement	Mid-day Requirement	Saturday Requirement	Ave. Max. Seated Capacity	Wheelchair Capacity	Average Passenger Load per Vehicle	Max. Passenger Load per Vehicle	Average Wheelchair Load per Vehicle
Van	1	1		10	0	0		0
Bus	23	23		12	35	0		2

Urban Transit

Table 2. City of Longview Urban Transit

Contact Information	Description																																										
<p>Longview – City of Longview Transit COLT http://www.ci.longview.tx.us/services/longview_transit.html Godfrey Offogbu 903-753-2287 Email: goffogbu@longviewtransit.com</p> <p>Public Transportation Operations 908 Pacific Ave P.O. Box 1952 Longview, TX 75606 903-753-2BUS (753-2287) 903-753-2291</p> <p>Public Transportation Administration 100 Grand Blvd. P.O. Box 1952 Longview, TX 75606 Dietrich Johnson, Director of Community Destinations djohnson@ci.longview.tx.us (903)753-2287</p> <p>Service Area: City of Longview Transfer Center: 500 N. Green St. Magrill Plaza Transfer Center</p>	<p>Longview Transit provides a fixed route service and a paratransit service within the City of Longview. All markets served. (Includes: general, work, shopping, education, medical, nutrition, social, recreational)</p> <p>Fixed Route Service Weekdays: 6:15AM to 6:15 PM, Saturday: 7:15 AM to 5:15 PM</p> <p>ADA Paratransit Weekdays: 6:15AM to 6:15 PM, Saturday: 7:15 AM to 5:15 PM</p> <p>Routes Three routes (Blue, Red, and Green) maintaining a 30 & 60 minute frequency at bus stops. Approximately 160 bus stops will be available</p> <p>Fares \$1.00 per trip \$.50 per trip for elderly (60 and over), Medicare certified, and disabled \$.75 per trip for children 6 to 15 years of age Free for children under 6 when accompanied by an adult \$2.00 per trip for elderly and disabled for demand response service</p>																																										
<p>Fleet: 11 buses: 4 International Coach & and 7 Ford Goshen (57% Accessible)</p> <p>Peak Period: Route 1= 30 min (All Days), 60 min. for Routes 2-6 (All Day)</p> <p>Mid-day frequency: Route 1= 30 min (All Day), 60 min. for Routes 2-6 (All Day)</p>																																											
<table><tr><th rowspan="2">Fleet Demand</th><th colspan="2">Weekday Peak</th><th colspan="2">Mid-day Requirement</th><th colspan="2">Saturday Requirement</th><th colspan="2">Ave. Max. Seated Capacity</th><th colspan="2">Max. Passenger Load per Vehicle</th><th colspan="2">Average Wheelchair Load per Vehicle</th></tr><tr><th>Requirement</th><th>7</th><th>Requirement</th><th>7</th><th>Requirement</th><th>6</th><th>Requirement</th><th>23</th><th>Capacity</th><th>3</th><th>Load per Vehicle</th><th>15</th><th>10</th><th>1</th></tr><tr><td>Bus</td><td></td><td>7</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr></table>		Fleet Demand	Weekday Peak		Mid-day Requirement		Saturday Requirement		Ave. Max. Seated Capacity		Max. Passenger Load per Vehicle		Average Wheelchair Load per Vehicle		Requirement	7	Requirement	7	Requirement	6	Requirement	23	Capacity	3	Load per Vehicle	15	10	1	Bus		7												
Fleet Demand	Weekday Peak		Mid-day Requirement		Saturday Requirement		Ave. Max. Seated Capacity		Max. Passenger Load per Vehicle		Average Wheelchair Load per Vehicle																																
	Requirement	7	Requirement	7	Requirement	6	Requirement	23	Capacity	3	Load per Vehicle	15	10	1																													
Bus		7																																									

Longview Fixed Routes

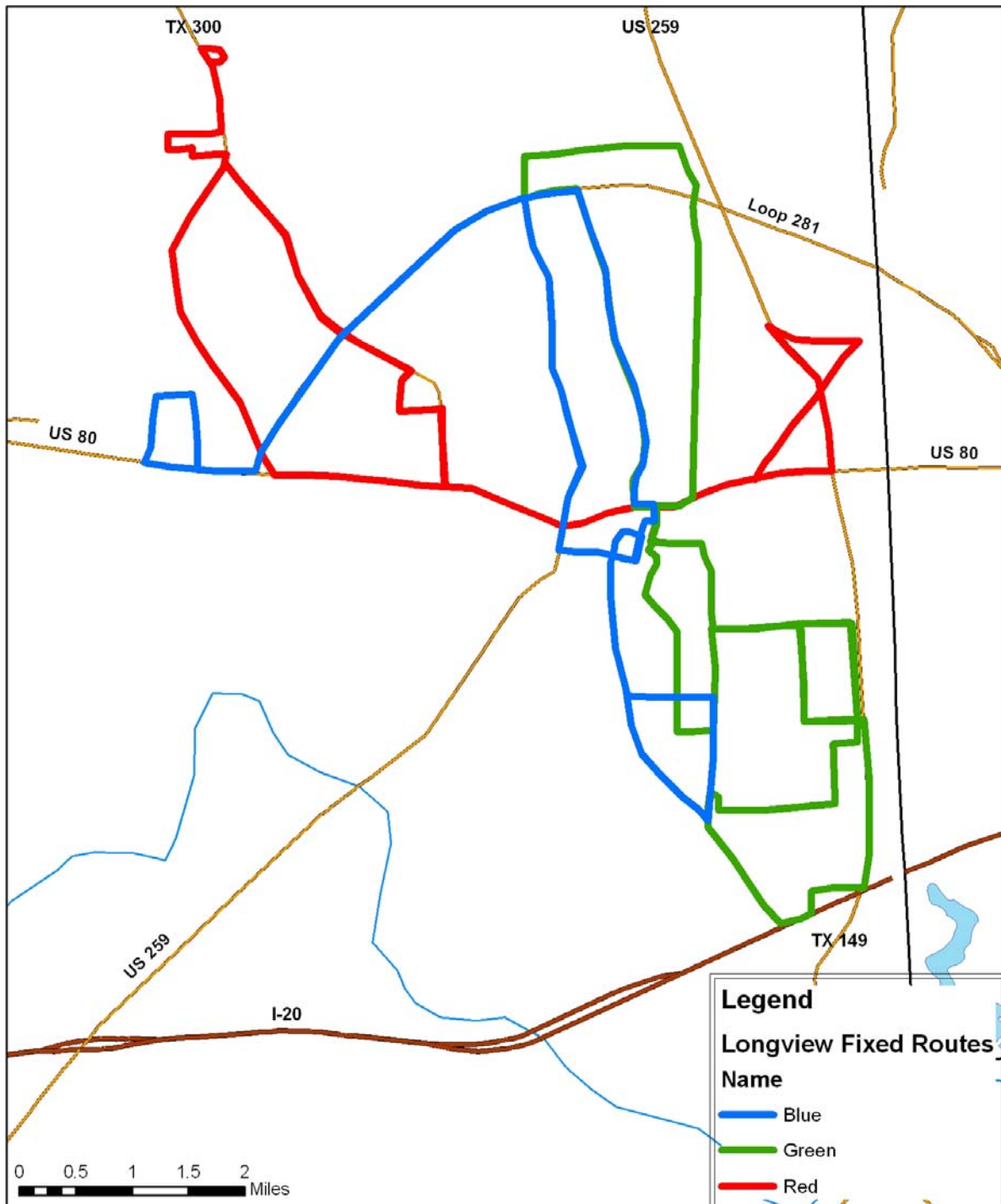


Figure 1. Longview Transit Route Map

Table 3. City of Tyler Urban Transit

Contact	Description																											
<p>Tyler – Tyler Transit System Gary Rushing, General Manager 210 East Oakwood St. Tyler, TX 75702 Phone: (903) 533-8057 Fax: (903) 531-9418 County/City Served: Smith E-mail grushing@tylertexas.com</p> <p>Depot / Operations 210 East Oakwood St. Tyler, TX 75702</p> <p>Service Area: City of Tyler Transfer Center: Main transfer: Bergfield Center, Roseland and 8th Others: Broadway and Gentry, Broadway and King, Gentry and Glenwood.</p>	<p>Tyler Transit provides a fixed route service and a paratransit service within the City. All markets served. (Includes: general, work, shopping, education, medical, nutrition, social, recreational)</p> <p>Fixed Route Service Weekdays: 6:00 AM to 10 PM, Saturday: 8:00 AM to 6:00 PM</p> <p>ADA Paratransit Weekdays: 6:00 AM to 10:00 PM, Saturday: 8:00 AM to 6:00 PM</p> <p>Routes Four routes (Red, Blue, Green, and Yellow) maintaining a 30 & 40 minute frequency at bus stops. Approximately 160 bus stops will be available</p> <p>Fares \$0.75 per trip \$0.35 per trip for elderly (60 and over) \$0.35 per trip for children 6 to 15 years of age Free for children under 6 when accompanied by an adult \$1.50 per trip for elderly and disabled for demand response service</p> <p>Student passes are available at a discounted rate of \$15 per month for unlimited rides. A \$30, 30-day pass is also available.</p>																											
Fleet: 8 Vans and 7 buses (100% Accessible)																												
Peak Period: Route 30 min (Weekdays) 80 min. Saturdays																												
Mid-day frequency: 40 min Weekdays, 80 min. Saturdays																												
<table><tr><th>Fleet Demand</th><th>Weekday Peak Requirement</th><th>Mid-day Requirement</th><th>Saturday Requirement</th><th>Ave. Max. Seated Capacity</th><th>Wheelchair Capacity</th><th>Average Passenger Load per Vehicle</th><th>Max. Passenger Load per Vehicle</th><th>Average Wheelchair Load per Vehicle</th></tr><tr><td>Van</td><td>3</td><td>4</td><td>2</td><td>14</td><td>2</td><td>11</td><td>14</td><td>2</td></tr><tr><td>Bus</td><td>5</td><td>5</td><td>4</td><td>28</td><td>2</td><td>15</td><td>28</td><td>0.25</td></tr></table>	Fleet Demand	Weekday Peak Requirement	Mid-day Requirement	Saturday Requirement	Ave. Max. Seated Capacity	Wheelchair Capacity	Average Passenger Load per Vehicle	Max. Passenger Load per Vehicle	Average Wheelchair Load per Vehicle	Van	3	4	2	14	2	11	14	2	Bus	5	5	4	28	2	15	28	0.25	
Fleet Demand	Weekday Peak Requirement	Mid-day Requirement	Saturday Requirement	Ave. Max. Seated Capacity	Wheelchair Capacity	Average Passenger Load per Vehicle	Max. Passenger Load per Vehicle	Average Wheelchair Load per Vehicle																				
Van	3	4	2	14	2	11	14	2																				
Bus	5	5	4	28	2	15	28	0.25																				

Tyler Fixed Routes

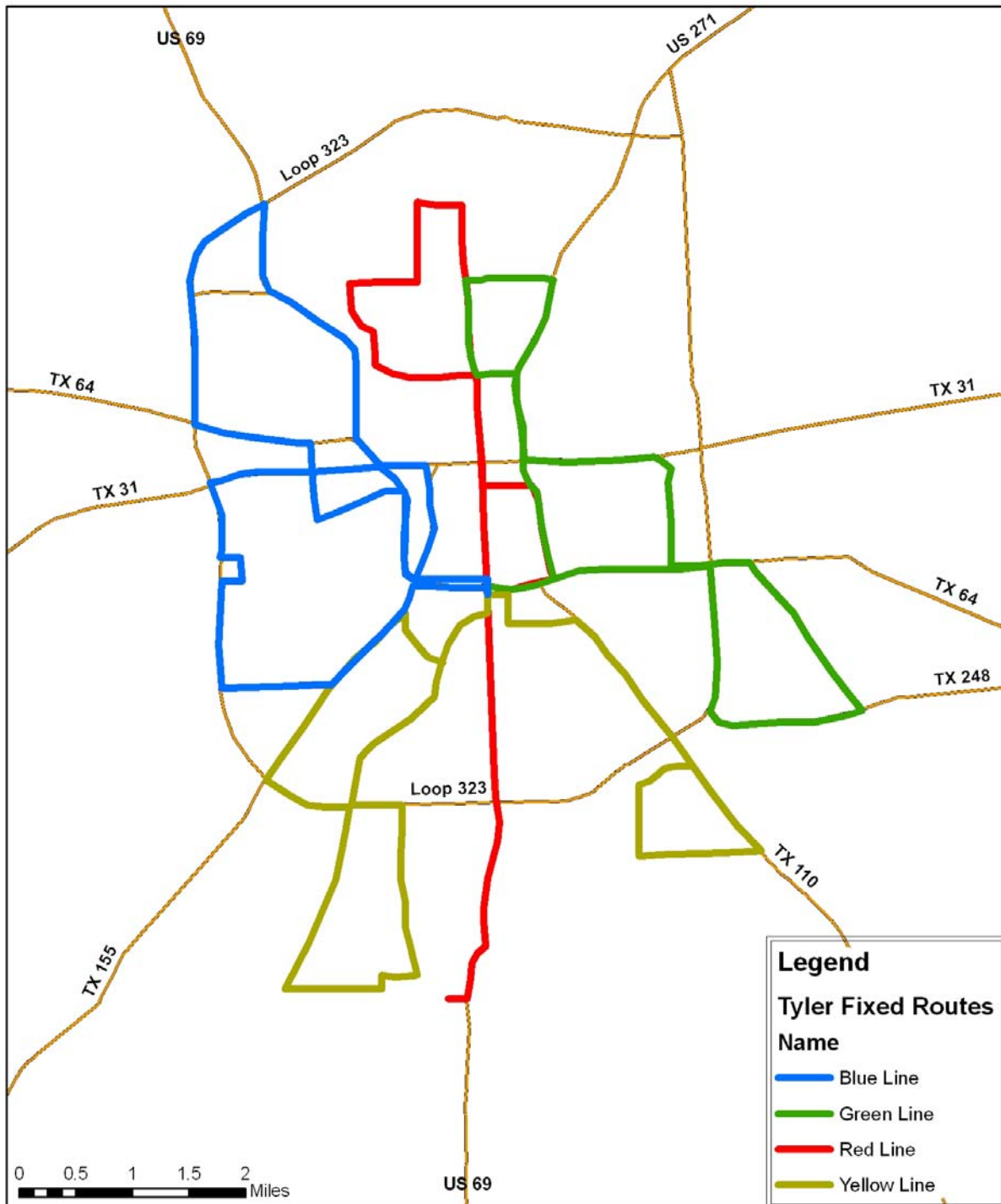


Figure 2. Tyler Transit Route Map

Intercity Common Carriers

Intercity common carriers in the East Texas region include intercity bus and rail. The intercity bus carriers are Greyhound Lines, Inc (GLI), Kerrville Bus Company (KBC) and affiliated carriers. Lone Star Lines is affiliated with Trailways but only provides charter service in the East Texas region. The intercity passenger rail carrier is Amtrak.

For intercity common carriers, the information obtained includes contact information, service location, markets served, and route, fare and schedule information (where available). The information was obtained from Internet resources and company websites.

Intercity Bus

Intercity bus carriers are listed in Table 4. An excerpt from the intercity bus schedule is presented in Table 5. Sample bus fares are presented in Table 6. Figure 3 depicts the East Texas portion of GLI's North American routes. It is important to note that the route map is from 2002 and current routes may have changed. Intercity bus and rail information was obtained through the carrier's websites.

Table 4. Inter City Bus Carriers

Greyhound Lines, Inc. http://www.greyhound.com/home.asp?crcat=payperclick&crsource=google_ads&crkw=bus_lines					
Palestine DBA Arvan Corp. 1001 W Palestine Ave. PO Box 1531 Palestine, TX 75801 903-729-2832	Jacksonville Nu Time Truck 729 Frankston Hwy Jacksonville, TX 75766 903-586-9071	Tyler 303 N Bois d' Arc ST Tyler, TX 75702 903-597-7441 903-597-2010 Mary Ann Nelson, Agent	Longview 401 E Magrill Longview, TX 75601 903-757-7203 Ricky Skinner, Agent	Marshall 201 S Bolivar Marshall, TX 75670 903-938-6763 Elizabeth Vallery, Agent	Carthage 400A N Adams St Carthage, TX 75633 903-693-2665
Kerrville Bus Lines http://www.iridekbc.com/default.asp					
Palestine DBA Arvan Corp 1001 W Palestine Ave PO BOX 1531 Palestine, TX 75801 Main: 903-729-2832	Henderson Saidul Kabir DBA Super Stop Number 31113 Highway 79 North Henderson, TX 75652 (903) 657-2518	Tyler 303 N Bois d'Arc St Tyler, TX 75702 903-597-7441 Mary Ann Nelson, Agent	Longview 401 E Magrill Longview, TX 75601 903-757-7203 Ricky Skinner, Agent Greyhound Bus Station	Marshall 201 S Bolivar Marshall, TX 75670 903-938-6763 Elizabeth Vallery, Agent Greyhound Bus Station	
Lone Star Lines www.lonestartrailways.com					
Tyler 2828 Teague Dr Tyler, TX 75701-3751 903-561-6095 Toll Free: 800-541-6095 Email: jerry@lonestartrailways.com			<i>Lone Star Lines is a charter provider in East Texas requiring a minimum of 15 passengers. Trailways provides interline with GLI and KBC.</i>		

Table 5. East Texas Intercity Bus Service Schedules

(Source: http://www.greyhound.com/home.asp?craat=payperclick&crsource=google_ads&crkw=bus_lines)

Schedule	Houston	Dallas	Jacksonville	Tyler	Kilgore	Longview	Marshall	Shreveport	Texarkana
0512 (KBC)				115 pm		210 pm	240 pm		
0513 (KBC)		830 pm		635 pm		600 pm	510 pm	445 pm	215 pm
0806 (KBC)						1250 pm	1215 pm	1130 am	
0807 (KBC)	1000 pm				Henderson 155 am	Carthage 225 am		430 am	
0810 (KBC)						1250 pm	1215 pm		
1516 (GLI)		715 am		920 pm	945 pm	1005 pm	1040 pm		
1522(GLI)		730 am		930 am	1000 am	1020 am	1055		
1523(GLI)		1020 pm		830 pm		745 pm	715 pm		
1530(GLI)		300 am						600 am	
1542(GLI)		1015 pm		1240 am				225 am	
1551(GLI)		1055 am		845 am	805 am	740 am	710 am		
1547(GLI)		455 pm		250 pm	205 pm	140 pm	110 pm	1225 pm	
1556(GLI)		1245 pm				310 pm	345 pm	435 pm	
1567(GLI)		620 am		425 am				230 am	
7231(GLI)	400 pm		1150 am	1115 am	1015 am	955 am	915 am		
7232(GLI)	615 am		1005 am	1055am	1135am	1155am	1230pm		200pm
West and South								East and North	

Table 6. Selected Intercity Bus Fares.

(Source: <http://www.greyhound.com/home/TicketCenter/Step1.asp>)

Selected City Pair Fares		
Tyler - Longview = \$13.25 Tyler - Marshall = \$17.50 Tyler - Kilgore = \$11.50	Dallas - Tyler = \$28.50 Dallas - Kilgore = \$31.50 Dallas - Longview = \$35.00 Dallas - Marshall = \$40.00 Dallas Shreveport = \$45.00	Houston - Tyler = \$45.00 Houston - Longview = \$47.25 Houston - Marshall = \$56.70

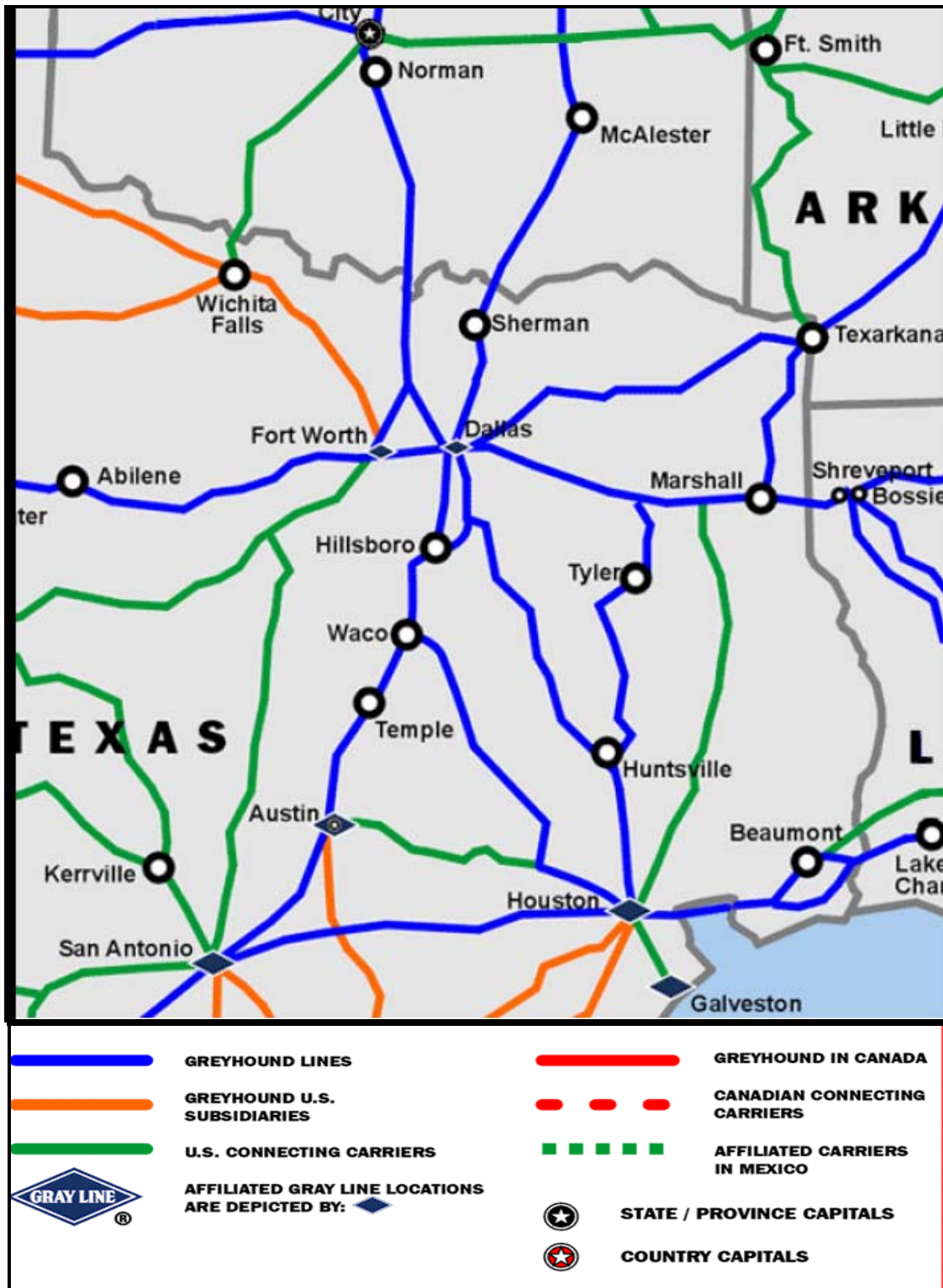


Figure 3. East Texas Intercity Bus Routes

Source: Greyhound North American Route Map. 2002 Rand McNally.

<http://www.discoverypass.com/rmap.asp>

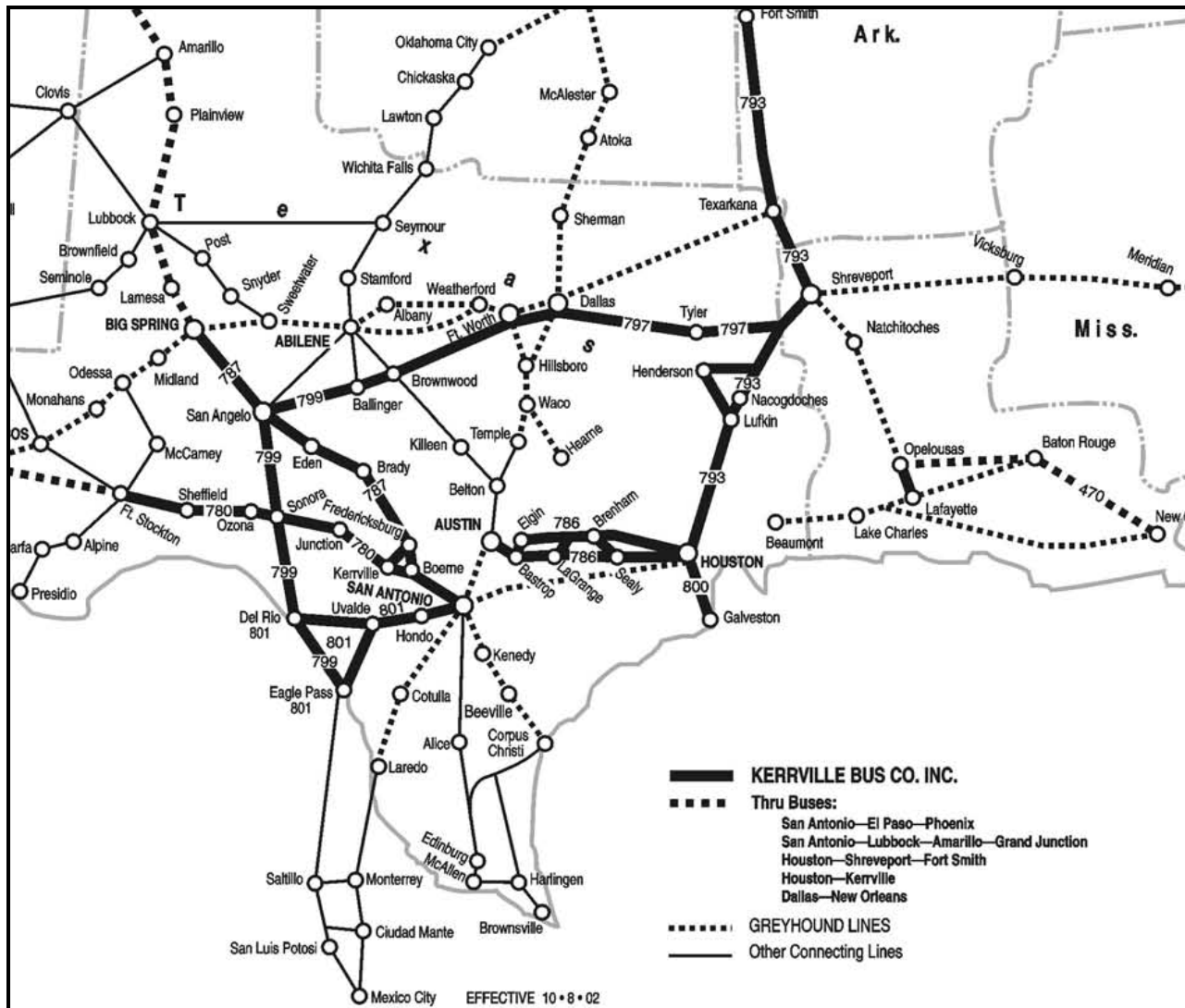


Figure 4. Kerrville Bus Company Route Map

Source: <http://www.iridekbc.com/routemap.pdf?B2=Our+Routes+%28PDF%29>

Intercity Passenger Rail

Intercity passenger rail is provided by Amtrak's Texas Eagle with stations located in Marshall, Longview and Mineola (Table 7). Sample fares are shown in Table 9, and a complete schedule is pictured in Figure 5. It is important to note that Amtrak's passenger rail lines may include links and city pairs completed using Amtrak bus service. For example, a trip from Dallas to Shreveport is made by rail from Dallas to Longview, then by connecting bus from Longview to Shreveport.

Table 7. East Texas Amtrak Stations.

Amtrak http://www.texaseagle.com/home.htm	Griff Hubbard , Gregg County Rail District 903-757-5734 hubb09552@amtrak.com	
Longview Station 905 Pacific Longview TX 75062 903 -758-0902 The station is open during a set daily schedule and closes when the last train departs in the evening. Restroom, phone, and vending machine access is only available when the station is open. Tickets can be purchased at this station.	Marshall Station 800 North Washington Street, Suite 2 Marshall, TX 75670 903 -758-0902	Mineola Station 115 East Front Street Mineola TX 75773 903-758-0902 The station is only open when the Texas Eagle is scheduled to arrive, providing passengers with restroom and phone access. Tickets cannot be purchased at this station.

Table 8. Texas Eagle Schedule Excerpt for East Texas

Source: (<http://www.texaseagle.com/schedules.htm>)

21/421 West Bound	CITY	22/422 East Bound
3 10A Daily	Little Rock, AR	34P Daily
3 55A Daily	Malvern, AR	10 21P
4 20A Daily	Arkadelphia, AR	9 57P Daily
5 58A Daily	Texarkana, AR/TX	8 43P Daily
8 15A Daily	Marshall, TX	31P Daily
9 00A Daily	Longview, TX (Tyler)	6 15P Daily
9 50A Daily	Mineola, TX (Canton)	5 15P Daily
12 20	Dallas, TX	3 40P Daily
1 55 P	Fort Worth, TX	3 20P

Table 9. Selected Intercity Rail Fares

Source: (<http://www.texaseagle.com/schedules.htm>)

Selected City Pair Fares		
Texarkana – Marshall = \$14.00 Marshall – Longview - \$6.00 Longview- Mineola = \$12.00 Mineola – Dallas = \$19.00	Dallas - Longview = \$26.00 Dallas - Marshall = \$20.00 Dallas – Texarkana = \$26.00	Mineola – Shreveport = \$12.00 via 6422 bus Longview-Shreveport = \$15.00 via bus 6422 Dallas – Shreveport = \$26.00

TEXAS EAGLE					
Chicago • St. Louis • Little Rock • Dallas • Fort Worth • San Antonio • Los Angeles					
21/421	◀ Train Number ▶				22/422
As Indicated in column	◀ Days of Operation ▶				As Indicated in column
☐ ☐ ☐ ☐ ☐	◀ On Board Service ▶				☐ ☐ ☐ ☐ ☐
Read Down	Mile	▼		Symbol ▲	Read Up
1 45P Daily	0	Dp	Chicago, IL—Union (CT)	● ☐ ☐ ☐ ☐ Ar	2 14P Daily
R 2 40P Daily	37		Joliet, IL	● ☐ ☐ ☐ ☐	D 1 11P Daily
3 27P Daily	92		Pontiac, IL	● ☐ ☐ ☐ ☐	12 14P Daily
4 04P Daily	124		Bloomington-Normal, IL ☐ Davenport, Indianapolis—see back	● ☐ ☐ ☐ ☐	11 43A Daily
4 37P Daily	156		Lincoln, IL	● ☐ ☐ ☐ ☐	11 00A Daily
5 14P Daily	185		Springfield, IL	● ☐ ☐ ☐ ☐	10 30A Daily
☐ 5 49P Daily	224		Carlinville, IL	● ☐ ☐ ☐ ☐	☐ 9 50A Daily
6 22P Daily	257		Alton, IL	● ☐ ☐ ☐ ☐	9 18A Daily
7 21P Daily	284	Ar	St. Louis, MO	● ☐ ☐ ☐ ☐ Dp	8 30A Daily
8 00P		Dp		☐ ☐ ☐ ☐ Ar	7 39A
11 42P Daily	453		Poplar Bluff, MO	● ☐ ☐ ☐ ☐	2 39A Daily
12 37A Daily	513		Walnut Ridge, AR (Jonesboro)	● ☐ ☐ ☐ ☐	1 36A Daily
3 10A Daily	634		Little Rock, AR	● ☐ ☐ ☐ ☐	11 34P Daily
☐ 3 55A Daily	677		Malvern, AR (Hot Springs National Park)	● ☐ ☐ ☐ ☐	☐ 10 21P Daily
☐ 4 20A Daily	694		Arkadelphia, AR	● ☐ ☐ ☐ ☐	☐ 9 57P Daily
5 58A Daily	774		Texarkana, AR/TX	● ☐ ☐ ☐ ☐	8 43P Daily
8 15A Daily	840		Marshall, TX	● ☐ ☐ ☐ ☐	7 31P Daily
9 00A Daily	864		Longview, TX (Tyler) ☐ Shreveport, Houston—see back	● ☐ ☐ ☐ ☐	6 15P Daily
9 50A Daily	912	Dp	Mineola, TX (Canton)	● ☐ ☐ ☐ ☐	5 15P Daily
12 00N Daily	991	Ar	Dallas, TX	● ☐ ☐ ☐ ☐ Dp	3 40P Daily
12 20P		Dp		☐ ☐ ☐ ☐ Ar	3 20P
1 55P Daily	1022	Ar	Fort Worth, TX	● ☐ ☐ ☐ ☐ Dp	2 20P Daily
2 40P		Dp		☐ ☐ ☐ ☐ Ar	1 58P
3 22P Daily	1050		Cleburne, TX	● ☐ ☐ ☐ ☐	1 00P Daily
4 30P Daily	1125		McGregor, TX (Waco, Crawford)	● ☐ ☐ ☐ ☐	11 51A Daily
5 13P Daily	1150		Temple, TX ☐ Ft. Hood Killeen—see back	● ☐ ☐ ☐ ☐	11 25A Daily
6 06P Daily	1188		Taylor, TX	● ☐ ☐ ☐ ☐	10 22A Daily
7 00P Daily	1223		Austin, TX	● ☐ ☐ ☐ ☐	9 31A Daily
7 42P Daily	1253		San Marcos, TX	● ☐ ☐ ☐ ☐	8 32A Daily
10 25P Daily	1305	Ar	San Antonio, TX	● ☐ ☐ ☐ ☐ Dp	7 00A Daily
5 40A TuThSa		Dp	☐ Laredo, Brownsville —see back	☐ ☐ ☐ ☐ Ar	10 25P MoThSa
8 35A TuThSa	1475		Del Rio, TX	● ☐ ☐ ☐ ☐	6 37P MoThSa
☐ 11 10A TuThSa	1600		Sanderson, TX	● ☐ ☐ ☐ ☐	☐ 4 11P MoThSa
1 24P TuThSa	1692		Alpine, TX (Big Bend Nat'l Park)	● ☐ ☐ ☐ ☐	2 20P MoThSa
5 10P TuThSa	1910	Ar	El Paso, TX (MT)	● ☐ ☐ ☐ ☐ Dp	9 00A MoThSa
5 55P		Dp	(Ciudad Juarez, Mex.) ☐ Albuquerque —see back	☐ ☐ ☐ ☐ Ar	8 16A
☐ 7 26P TuThSa	1998		Deming, NM	● ☐ ☐ ☐ ☐	☐ 6 15A MoThSa
☐ 8 21P TuThSa	2058		Lordsburg, NM	● ☐ ☐ ☐ ☐	☐ 5 20A MoThSa
☐ 10 26P TuThSa	2176		Benson, AZ	● ☐ ☐ ☐ ☐	☐ 3 20A MoThSa
☐ 12 20A WeFrSu	2226	Ar	Tucson, AZ	● ☐ ☐ ☐ ☐ Dp	☐ 2 20A MoThSa
☐ 1 05A WeFrSu		Dp		☐ ☐ ☐ ☐ Ar	☐ 1 35A MoThSa
☐ 2 22A WeFrSu	2312	Ar	Maricopa, AZ (Phoenix)	● ☐ ☐ ☐ ☐ Dp	☐ 11 17P SuWeFr
☐ 2 32A WeFrSu		Dp		☐ ☐ ☐ ☐ Ar	☐ 11 07P SuWeFr
☐ 5 19A WeFrSu	2477		Yuma, AZ (MT)	● ☐ ☐ ☐ ☐	☐ 8 24P SuWeFr
6 37A WeFrSu	2622		Palm Springs, CA (PT)	● ☐ ☐ ☐ ☐	5 06P SuWeFr
D 8 05A WeFrSu	2690		Ontario, CA	● ☐ ☐ ☐ ☐	3 24P SuWeFr
D 8 15A WeFrSu	2696		Pomona, CA	● ☐ ☐ ☐ ☐	3 11P SuWeFr
10 10A WeFrSu	2728	Ar	Los Angeles, CA (PT)	● ☐ ☐ ☐ ☐ Dp	2 30P SuWeFr

Figure 5. Texas Eagle Schedule

Private for-Hire Transportation Providers

Private-for-hire providers include taxi, shuttle bus, charter coach, and limousine services. A summary of private-for-hire providers in the East Texas region are presented in Tables 10 through 13 on the following pages. Information on private-for-hire providers was obtained from Internet resources, company websites and telephone interviews. In some cases, making telephone contact with private-for-hire providers was unsuccessful and researchers used information from publicly available sources.

Table 10 includes two transportation companies (NDMJ, Ltd. and Horizon Transportation and Tours) that have larger fleets and offer multiple services beyond a typical taxi service. Both NDMJ, Ltd. and Horizon are grouped in the same table (Table 10) for this reason. NDMJ, Ltd. operates a variety of services including taxi service, medicab, shuttle, package and limousine service. Horizon Transportation and Tours offers regularly scheduled airport shuttles and charter coach.

Table 11 lists taxi services identified throughout the region. It should be noted that taxi service in smaller towns and cities may be intermittent. Small independent taxi companies identified in the region usually operate only one or two vehicles.

Taxi fares in Longview and Tyler are set by city ordinance. For Tyler, the fare is \$2.50 for pick-up and \$1.50 per mile. All Longview taxis fares are \$3.50 and \$1.50 per mile.

Table 12 lists coach and charter service providers. It is important to note that coach and charter service is also provided by companies listed elsewhere in the inventory. For example Lone Star Lines/Trailways and Horizon both operate coach charters. Private providers are only listed once in the inventory even though they may provide multiple transportation services.

Table 13 list limousine service providers. Limousine fares (rates) in the region range from \$50-\$80 per hour with 2-3 hour minimums not including gratuity. The rates depend largely on the size and style of vehicle.

Table 10. East Texas Larger Private-for-Hire Fleets

Tyler	Taxi, Shuttle Bus, Paratransit, and Limousine service
NDMJ, Ltd. (NDMJ Ltd. includes: Tyler Taxi, American Cab, East Texas Yellow Cab, East Texas Limousine, and Medi-Cab) 321 N Bois D Arc Ave Tyler TX 75702-5702 (903) 592-2525 Jamal Moharer, 903-360-8822 Email: jamalmoharer@cox.net / jamal@flyjet.org (903) 593-8444 (903) 597-2526	NDMJ, Ltd Transportation serves as an administrative arm to several taxi cab companies, shuttle buses, as well as medicab (ADA compliant paratransit services). Passenger services are available 24/7 with no advance reservation requirements. According to NDMJ, Ltd., these services are offered at a lower operating cost than government and non profit service providers in our region. NDMJ operates shuttle services with corporate clients, provides paratransit, package and taxi service. Fare for paratransit service is \$35.00 anywhere in Tyler and \$1.75 per mile thereafter. The fleet includes 5 Vans, 10 buses, 25 cars ,1 limousine.
Tyler	Airport Shuttle, Coach and Charter
Horizon Transportation and Tours 3110 Park Center Dr # B Tyler TX 75701-9215 Paul Christman (ext 206) 903-534-3688 http://www.horizontnt.net/ Tyler Shuttle Stops: South - Holiday Inn Select @ 5701 S. Broadway East - Ramada Inn @ 3310 Troup Hwy North- Quality Inn @ 2843 NNW Loop 323 West – horizon travel Park Center Dr. Longview Hampton Inn IH-20 AND Estes Parkway	Horizon operates an airport shuttle service to Dallas Love Field and DFW. Pick-up locations in Tyler Longview, Lindale, Canton (stops when reservations made). Trips originate in Tyler (occasionally in Longview). Frequency of service: 4 times per day: Departures to Love and DFW 7am, 10am, 1pm and 4 pm (Most riders 7am and 10am most riders Returns at 10:30 am, 1:30 pm, 4:30, pm, 7:30 pm (Most riders 4:30 pm and 7:30 pm) Fares for shuttle \$67 one way and \$35 for each additional passenger one way \$129 round trip and \$70 for each additional passenger Vehicles: 4 vans, 10 coaches. Horizon also provides charter in Texas.

Table 11. East Texas Taxis

Longview	Taxi
London Cab Co 601 N Access Rd Longview TX 75602-4203 Charles Cashell (903) 753-2222	Vehicles: 9 Crown Vic's Airports served: DFW / Love, Shreveport Intl. any-all casino No routes Most pop destination is Walmart and hospitals. Most frequent destination cities are Longview, Kilgore, and Gladewater. Provides occasional package service.
Marshall Hurd Taxi Co 2006 Bledsoe St Marshall TX 75670-5912 Oliver Hurd (903) 935-7757	Taxi Answering machine. 1 vehicle.
Athens City Cab Of Athens 725 Maryland Dr Athens TX 75751-3333 Dennis Kuykendall (903) 675-8444	Taxi Answering machine.
Palestine Palestine Taxi Co 305 N Sycamore St # 2 Palestine TX75801-2831 Randall McDonald (903) 922-1011	Taxi One vehicle sometimes two. Walmart most frequent destination.
Longview White Oak Taxicab 301 S Sun Camp Rd Longview TX 75604 903-297-9378	Taxi Unable to connect / contact.
Taxi Fares	
All Tyler taxi fares are \$2.50 for pick-up and \$1.50 per mile. All Longview taxis fares are \$3.50 and \$1.50 per mile.	

Table 12. East Texas Charter and Coach Services

Tyler	Charter and Coach
Chuck's Travel Coaches E-mail info@motorcoachtravel.com 800-259-9860 or 903-597-4993 181 CR 313E Tyler, Texas 75706	Not Contacted. Information from website: Two 45-foot 2000 Van Hool 48 Passenger One 45-foot 2001 Van Hool 57 Passenger 1994 45-foot Silver Eagle 44 Passenger 1994 40-foot Silver Eagle 44 Passenger 1993 45-foot Silver Eagle 44 Passenger
Tyler	Charter Coach
Wings Tour & Travel 16480 F M Road 850 Tyler, TX (903) 566-0924	Answering machine

Table 13. East Texas Limousine Services

Tyler	Limousine
A-1 Limousine Service 3005 N Whitten Ave Tyler TX 75702-1227 A. J. Stripling (903) 595-6295	One vehicle. Mostly special occasions (weddings and birthdays).
Tyler	Limousine
Classic Coach & Carriage P O Box 131417 Tyler Texas 75713 903-581-7566 - Office 903-593-6272 - Fax	4 limos (currently only running 2) Special occasions in Tyler area. Seldom serves airport.
Tyler	Limousine
Prestige (Formerly Barry Cooper's Limousine Service) 209 S Palace Ave Tyler TX 75702-7048 (903) 586-2000 Janan Voss Contact	2 stretch Hummers, 1 Chrysler 300 Bentley. Mostly special occasions in Tyler area. Occasional airport trips to Dallas and Shreveport.
Tyler	Limousine
Estate Limousine (903) 839-8219 17350 Troup Hwy, Tyler TX	Not contacted
Tyler	Limousine
Brosangs Limousine (903) 595-6295 3333 Troup Hwy Tyler, TX, 75701	Not Contacted
Longview	Limousine
Paulette's Limousine Svc 2171 Gilmer Rd Longview TX 75604-2514 903-295-8090	One limousine mostly special occasions on weekends. Airports seldom served.
Longview	Limousine
At Your Svc Limousine & Marketing PO Box 5954 Longview TX 75608-5954 Lisa Fountain 903-297-8691	One vehicle. Mostly special occasions, birthdays, quincianera, etc. on weekends. Occasional airport and casino trips. Serves Longview and immediate area and some out of town.
Longview	Limousine

Table 13. East Texas Limousine Services (continued)

Bisese Limousine Svc PO Box 684 Longview TX 75606-0684 John Bisese (903) 759-0630	http://www.biseselimo.com/ 3 vehicles, 2 stretch and one sedan – Town Cars Mostly corporate trips to DFW airport and occasionally Shreveport .Operates mostly Longview and Tyler.
Flint (also Tyler)	Limousine
Anderson's Limousine 19823 State Highway 155 S #10 Flint TX 75762-8826 Robert Anderson (903) 825-6945	3 vehicles. Mostly special occasions in Smith County. Also Concerts sporting events, birthdays. Occasional airport trips and to Louisiana. Two Town Cars, 10 Passenger Town Car, and 12-passenger Avenger.
Limousine Rates Limousine rates in region may range from \$50-\$80 per hour with 2-3 hour minimums not including gratuity. The rates depend largely on the size and style of vehicle. With gratuity, the rates may range from are \$65 - \$100 per hour. For example, Bisese Limousine Service is \$55 / hour plus 20% gratuity for 8 Passenger Town Car, 100" Stretch Limousine = \$66. per hour with (2 hr min)., 9 Passenger Lincoln Town Car 120" Stretch Limousine = \$75. per hour plus 20% gratuity = \$90 per hour (3 hr min).	

Limited Eligibility Public Transportation

In addition to general public transit and private providers, limited eligibility public transportation providers were identified. These include Elderly and Disabled (5310) transportation, and the Medical Transportation Program (MTP).

For these entities, the provider information collected included contact information, service location, markets served, and route, fare and schedule information (where available). Direct contact via phone interview was attempted for these client-based providers as much as practical to obtain and confirm information on these entities. However, in some cases, researchers were unable to make phone contact with providers and used information available from public sources at the time.

Elderly and Disabled (5310) Providers

Transit agencies for elderly individuals and individuals with disabilities (Section 5310) operate throughout the state in both urbanized and nonurbanized areas. Private nonprofit organizations or associations, public bodies that coordinate services for the elderly and/or persons with disabilities, or any public body that certifies that nonprofit organizations in the area are not readily available to carry out the services are eligible to receive grants. Federal funds are given to recipients of these grants. The grants are administered by TxDOT.

There are three TxDOT Districts in the East Texas region. Both the Tyler District and the Longview District have 5310 grant recipients. The Paris District does not have any 5310 recipients operating in the East Texas region. The 5310 providers for the East Texas region area listed in Tables 14 and 15.

All of the 5310 providers in the East Texas region provide only client-based services. This type of service generally transports clients to and from their residence to a facility, a work center, medical appointments, or to shopping and recreation activities. The 5310 providers operate and provide transportation only to clients at their specified location(s) and typically do not have a regularly scheduled fixed route, or fare. However, there two exceptions: in once instance the 5310 recipient Cherokee County Mental Retardation

Association (CCRMA), uses a fixed route to pick-up (and return) clients from the main workshop facility at 7 AM and 3 PM; and, in another instance, the Christian Retirement Center in Longview charges a fare of \$3.00 per trip.

Table 14. Tyler District 5310 Providers

Palestine	Description
Anderson County Sheltered Workshop, Inc. Teresa Knous 1014 Old Elkhart Rd. Palestine, TX 75801 (903) 729-3958 Fax: (903) 729-3070 E-mail billknous.com	Client based service only One- 5310 vehicle (3 other private purchased).
Tyler and Marshall	Description
Andrews Center – Smith County Kathy Dean 2323 West Front Street Tyler, TX 75712 (903) 597-1351 Fax: (903) 535-7380 E-mail kdean@andrewscenter.com	Client based service only. Two 5310 vehicles (one being sold). Angela Shaw is the transportation coordinator 903-567-4197. The center has six other vans used exclusively for Medicaid trips.
Rusk	Description
Cherokee County Mental Retardation Assoc. Elton McCune 417 SE Loop 456 Rusk, TX 75766 (903) 586-0437 Fax: (903) 586-3080 E-mail bemccune@aol.com	Client based service only. One 5310 vehicle (five others purchased privately). CCMRA uses a fixed route to and from the main workshop facility at 7 AM and 3 PM. Group homes also use vehicles for shopping, medical and social services appointments, weekend recreation outings, transportation to and from integrated community employment settings. One vehicle is shared with HOPE to transport 75 people per day. Four 12-passengre vans, one 15-passenger van, one minivan, one lift van
Palestine	Description
Family Outreach and Resource Center Pat Davis 910 Court Street Palestine, TX 75802 (903) 723-8294 Fax: (903) 723-6308	Client based - <i>No Longer a 5310 provider.</i>
Marshall	Description
Sabine Valley Center Sue Simmons 502 E. Rusk Marshall, TX 75606 (903) 935-7802 Fax: (903) 927-1355 Sue.Simmons@communityhealthcore	Client based service only Two 5310 vans according PTN 128 form. (Probably only one now). TxDOT has indicated Sabine Valley will no longer be provider
Tyler	Description
Salvation Army-William Booth Garden Apartments Sharon Hearn 610 Golden Road Tyler, TX 75701 (903) 595-5641 Fax: (903) 535-9512 E-mail: wbgatyler@sbcgolbal.net	Client based service only Client based service for apartment residents only. One 5310 vehicle. This 132 unit apartment complex has one grant vehicle and two purchased vehicles with lift used for resident trips
Longview	Description
Special Health Resources of East Texas Tracy Murray 323 North High Street Longview, TX 75606 (903) 234-8808 Fax: (903) 758-2283	Client based service only One 5310 vehicle Business number for Longview 903-234-0776 Transportation contact is Michelle Verser mverser@shrt.net

Table 10. Tyler District 5310 Providers (continued)

Tyler	Description
Youth and Family Enrichment Center John Cummings 14023 SH 155 South Tyler, TX 75711 (903) 534-0414 Fax: (903) 534-9020	Client based service only One 5310 vehicle (not running) Left messages –no reply. This is a behavioral youth center and clients of the center are very hard on the vans. The vehicles are not usable according to TXDOT PTC. Other vehicles at the center were purchased through their Board.
Longview	Description
Christian Retirement Center (Longview) Angela Arden 319 Eden Dr Longview, TX 75605-3317 903-757-9181	Client based service only One 5310 Vehicle. The center charges a fare of \$3.00 per trip. Most trips are shopping, medical or recreational

Table 15. Atlanta District 5310 Providers

Pittsburg	Description
Camp County Service Industries Mark Emery 523 Elm Street Pittsburg., TX 75686 (903) 856-6822 Fax: (903) 856-0524 E-mail po636@msn.com	Client based service only. Only serves clients in Camp County. Two- 5310 vehicles. Three total vehicles (2 are 5310 vehicles and 1 is a private purchase. Pick-up mentally disabled clients and bring to work location 523 Elm Street, Pittsburg.
Marshall	Description
East Texas Open Door, Inc. Barbara Turner 410 West Grand Avenue Marshall, TX 75671 (903)935-2099 Fax: (903) 935-2090 E-mail eastxopndoor@sbcglobal.net	Client based service only Two - 5310 vehicles, (one is being sold). This is a Residential treatment for girls birth thru 18. The vehicles transport clients to school and activities, medical, etc. The vehicle may go out of town for occasionally for a specialty doctor, but the vehicles usually in remain in town. The center also has 3 purchased vehicles.
Marshall and Tyler	Description
Sabine Valley Center-Atlanta (SAME AS ABOVE) Harrison Kinney or Sue Simmons 502 E. Rusk St. Marshall, TX 75670 (903) 758-0125 Fax: (903) 927-1355 E-mail sue.simmons@sabinevalley.org	Client based service only Two 5310 vehicles – one is being sold. Sabine valley will no longer be a 5310 provider.

Non-Emergency Medical (Medicaid) Transportation

The medical transportation program (MTP) provides non emergency medical transportation provides to eligible customers. MTP is for categorically eligible Medicaid recipients that have no other means of transportation to access a Medicaid-covered service.

The MTP provider for Area 6 is East Texas Support Services, Inc. (ETSS). The ETCOG region coincides with the same counties covered by Area 6 of the MTP program. ETSS also subcontracts service to client-based service providers. The subcontractors for Area 6 include Judi's Carriers, Inc., Anderson Cherokee Community Enrichment Services (ACCESS), and until recently, Andrew's Center. ETSS may also subcontract other trips

where frequent service requests occur. For example, when clients from a human service provider are also eligible Medicaid recipients, the human service provider may subcontract to ETSS for the trips. MTP provider and subcontractors are listed in Table 16.

Table 16. Non Emergency Medical (Medicaid) Transportation Providers

Jasper	description
East Texas Support Services, Inc. Area 6 MTP Transportation Service Provider Terry Hicks 109 West Water Street Jasper, TX 75951 800-256-9030 866-486-6606	Client based Service only. Demand response. Clients must schedule one-day in advance.
<p>Vehicles: Approximately 80 scattered throughout Area 6 and include 9 lift vans, the remaining are minivans, 16-18 passenger vans, minivans, and one bus.</p> <p>ETSS serves Medicaid eligible only. ETSS does not provide service to other markets or clients. The ETSS service area includes MTP Areas 5, 6, and 7. The 14-county ETCOG region coincides with MTP Area 6. ETSS serves the entire East Texas Area for a total of 44 counties. Any and all cities within the region are served. The most frequent destination for client trips according to the MTP contract specialist is Tyler.</p> <p>ETSS Dispatch is located in Jasper. Vehicles are located throughout the ETCOG and East Texas region. The most frequent trip purpose is for medical appointments in Tyler, Dallas and Houston. Destinations also include dialysis centers including The Access Center Dialysis, East Texas Medical Center (ETCM), and Trinity Mother Frances Hospital in Tyler. There are no fixed or flex routes or regular schedules.</p> <p>Area 6 MTP averages 9,000 trips per month, with ranges of 3,000 to 14,000 trips per month. There are two types of trips: \$17 one-way and special trips \$52 one-way. Special trips are for residents outside the county. All trips in Area 6 are considered a special trip because origin is outside Smith County. Clients must scheduled trips one-day in advance.</p> <p><i>The operating and service information provided by Robin (Johnson) Schmitt, Contract Specialist for MTP Area 6 (Rschmit@dot.state.tx.gov). Several attempts were made to contact ETSS using email and phone messages.</i></p>	
Paluxy	Description
Judi's Carrier, Inc (Sub Contractor to ETSS) Judi Wright P.O. 130543, Tyler Tx, 75713 832 Paluxy, Tyler, TX 75703 903-534-6014 judiintyler@yahoo.com	Client based service only. Approximately 40 vans mostly assigned ETSS subcontract.
Jacksonville	Description
ACCESS - Anderson Cherokee Community Enrichment Services (Sub contractor to ETSS) Allyn Lang. Executive Dir. alang@accessmhm.org Pam Howell Transportation Coordinator, phowell@accessmhmr.org 913 N. Jackson St. Jacksonville, TX 75766 Phone: 903-586-5507 http://www.accessmhmr.org/	Client based service only. Occasional subcontractor to ETSS
Tyler	Description
Andrews Center – Smith County (MHMR) Kathy Dean 2323 West Front Street Tyler, TX 75712 Phone: (903) 597-1351, 903-567-4197 Fax: (903) 535-7380 E-mail kdean@andrewscenter.com	Client based service only. No longer a subcontractor to ETSS

Client Transportation Providers

Client transportation providers typically provide a transportation service that is intended for the sole use of an organizations' client, resident or member. In East Texas, this included potential faith-based transportation, and other transportation providers that were identified in a review of the East Texas Center for Independent Living (ETCIL) 2003 inventory and database.

Faith Based Providers

This general assessment and inventory for client transportation providers included a limited query of faith-based providers. Although many churches own vans (and some have buses), the primary use for these vehicles are for church members only that travel to mission, church- sponsored, or youth activities. Churches generally do not use vehicles to transport church members to and from church services on Sundays. Generally, churches do not loan or share vehicles because of restrictions of liability insurance policies, and the perceived liability and risks associated with loaning vehicles.

The researchers targeted two of the largest churches in the region: the First Baptist Church of Tyler, and Green Acres Baptist Church in Tyler.

First Baptist Church Tyler

The First Baptist Church has two vehicles referred to as "people movers". The two people movers are 15 passenger vans used mostly for transporting youth groups to off-site activities such as camp or recreation activities, and occasional short trips to the Dallas-Fort Worth region. The Church also has two campuses that are 12 miles apart and the people movers are used to transport between the two campuses. Occasionally, the people movers are used on Sundays to pick-up those who cant drive to services.

The church has rules for vehicle operation and their use. The vans can only be driven by church members and the church does not share the vehicles with other entities because of both liability risks and insurance restrictions. The church has almost always declined to share or loan the vehicles for this reason. The primary contributing factors are safety related – there are risks associated with roll-over, blow-outs and inexperienced drivers. The most significant issue is the lack of properly trained drivers. Until commercial drivers licenses (CDL) became necessary, the church had a 27-passenger bus, but the CDL requirement made it difficult having CDL driver available to schedule trips. The church rents vans and charters service to meet additional transportation needs or when larger groups are traveling. (Information provided by Rick Deason 903-595-1021.)

Green Acres Baptist Church

Green Acres is the largest church in Tyler with approximately 5,000 members attending Sunday services and roughly 9,000 members. The church owns five (5) 12- passenger vans. The church switched to smaller 12-passenger vehicles from larger 15-passenger vehicles when CDL requirements were placed on their larger vehicles. The vans are used only for church functions. The church does not use the vans to pick up members for services.

The vans are most frequently used to take students and youth groups on trips out of town. The most frequent destinations are for activities or events in Dallas or Houston. The vans also frequently travel DFW or HOU airports, are used in mission trips and by mission churches. Green Acres includes three mission churches: a Korean Church, an Hispanic church, and a Chinese church. Travel and trip destinations are approximately a split 50-50 split between in-town and out of town trips. There is very little spare capacity as the vans are scheduled and “booked” months in advance. The busiest time of year is during the summer months when youth groups are out of school and participating in church activities. When needed, the church rents additional vans or charters service.

Green Acres does not loan or share its due to insurance restrictions and liability issues, but also because there is no spare capacity. The church may receive only 2 requests per year to borrow the vans. The church sells or replaces vans at 50,000 miles. They have stringent maintenance program and a very good safety record. Every driver must have a clean driving record and they checked before they are allowed to operate the vans. Interestingly, Green Acres does not display the church name on the vans to avoid drawing attention to the vehicles. The concern is that someone will intentionally cause a crash with the van because Green Acres is such a large and financially sound church. (Information provided by Robin Smith 903-5251101 robin@mail.gabc.org.)

Other Transportation Providers

This inventory included a review of a transportation provider data base prepared by ETCIL in 2002. Based on a review of the research by ETCIL, the following list of providers of health or human services were identified. These providers of health and human services are often also providers of transportation. Typically these transportation services are limited single vehicles performing client-based trips, such as conducted for an assisted living facility or group home where transportation services may be delivered by the entity’s vehicle such as a van, automobile, or volunteer drivers.

Table 17. Other Transportation Providers

<i>Client Service Providers</i>		Organization
Organization	City	Phone Number
Alterra Sterling House of Palestine	Palestine	(903) 729-1900
American Red Cross	Tyler	(903) 581-7981
Anderson County Community Council (TRAX)	Palestine	(903) 723-5101
Anderson County Employment Solutions	Palestine	(903) 729-3958
Angelina House	Jacksonville	(903) 589-1105
Aunt B's Adult Activity Center	Henderson	(903) 655-0874
Brunor Manor	Lindale	(903) 882-3033
Buckner Westminster Place	Longview	(903) 234-0000
Cavanagh Enterprises	Alto	(936) 858-3373
Champagne Inc	Lindale	(903) 882-8556
Comfort Keepers	Tyler	(903) 509-4424
Community Access	Tyler	(903) 595-5644
Community Workforce of Texas	Tyler	(903) 561-7871

Table 17. Other Transportation Providers (continued)

County Rehabilitation Center	Tyler	(903) 593-3131
Cozby-Germany Hospital	Grand Saline	(903) 962-4242
Deborah Nalls Foster Care	Longview	(903) 236-0606
Diversified Industries	Athens	(903) 675-3950
East Texas Lighthouse for the Blind	Tyler	(903) 595-3444
East Texas Workforce Center-Wood County	Quitman	(903) 763-5421
Garden Estates of Tyler	Tyler	(903) 534-0449
Generations Together	Tyler	(903) 534-3987
Henderson Memorial Hospital- Behavioral Health System	Henderson	(903) 655-3955
Higgs Foster Home 1 and 2	Longview	(903) 753-4517
Hope, Inc	Jacksonville	(903) 586-7781
Integrated Health Services of Canton	Canton	(903) 567-4169
Kingsley Place of Henderson	Henderson	(903) 655-1198
Moore's Adult Foster Care	Longview	(903) 757-5949
New Life Outreach Boarding Home	Longview	(903) 758-2866
Palestine Healthcare Center	Palestine	(903) 729-2261
Palmer 12	Tyler	(903) 596-0263
Park Place Rehab and Nursing Center	Tyler	
Pinecrest Nursing Center	Tyler	(903) 561-2011
Red Bird House	Tyler	(903) 566-9665
Reunion Inn Assisted Living	Tyler	(903) 581-6100
Rusk County Veterans Transportation	Henderson	(903) 657-0303
Rusk State Hospital	Rusk	(903) 683-3421
Rusk, City of	Rusk	(903) 683-2257
Salvation Army Center	Tyler	(903) 592-4361
Stewart Blood Center-Tyler	Tyler	(903) 535-5400
TDH-Medical Transportation Reg. 4	Tyler	(903) 533-5277
Twin Oaks Rehabilitation and Health Center	Jacksonville	(903) 586-9031
Villa of Tyler	Tyler	(903) 592-8852
Wheelchair Accessible Vans	Tyler	(903) 566-0937
Woodland Hills Home	Tyler	(903) 839-3602

Organizations that Purchase Transportation Services

Agency-based purchasers of transportation services were identified in the inventory. These purchasers include private non-profit organizations, state agencies and authorities and regional commissions. These transportation purchasers are listed below in Tables 18 through 21.

Table 18. East Texas Center for Independent Living

East Texas Center for Independent Living (ETCIL) East Texas CIL Sarah Wilson, Executive Director 4713 Troup Hwy. Tyler, TX 75703 (903) 581-7542 Toll free : (866) 567-8918 Email: etcil@etcil.org	ETCIL does not provide any transportation. ETCIL is entirely a purchaser of transportation services and provides tokens and/or vouchers for Tyler Transit, Longview transit, or ETCOG.
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Health and Human Services Purchasers

Within the Health and Human Service Commission (HHSC) organization there are several agencies and departments including: the Department of Aging and Disability Services (DADS), and Department of Assistive and Rehabilitation Services (DARS). HHSC oversees the operations of the health and human services system, provides administrative oversight of Texas health and human services programs, and provides direct administration of some programs.

Table 19. Health and Human Service Agencies

Tyler	
DADS - Department of Aging and Disability Service (offices) http://www.dads.state.tx.us/index.cfm Donna Keenum, Regional Director 302 E. Rieck Road Tyler, TX 75703 Phone: 903-509-5139 E-mail: donna.keenum@dads.state.tx.us	DADS does not provide transportation and does not necessarily purchase transportation except in case of when attendant care may help client acquire transportation, or if attendant care travel with a client.
Kilgore	
Area Agency on Aging (AAA) East Texas AAA http://www.etcog.org/AreaAgingAgency.html Betty Ford – Austin, TX 512-438-4120 Claude Andrews, Dir. of Aging Programs 3800 Stone Road Kilgore, TX 75662 1-800-442-8845 903-984-8641	AAA is actually a contractor to DADS. AAA does not provide any transportation. DADS would not necessarily purchase transportation either except in case of when attendant care may help a client acquire transportation, or if attendant care travels with a client.

Mental Retardation Authorities (MRAs)

There are three MRA contractors in the East Texas Region. ACCESS, Andrew's Center, and Community Healthcore. Lakes Regional is the MRA contractor in Terrel, Texas and just East of the region and may have transportation services within the region. The contact information is provided in Table 20.

Table 20. Mental Retardation Authorities

Jacksonville	
ACCESS (Provider) Allyn Lang, Executive Dir. alang@accessmhmr.org 913 N. Jackson St. Jacksonville, TX 75766 Main Phone: 903-586-5507 http://www.accessmhmr.org/ Counties served: Anderson, and Cherokee	ACCESS provides clients with transportation services and purchases transportation service.
Tyler	
Andrews Center (Provider) 2323 West Front St. Tyler, TX 75702 Main Phone: 903-597-1351 Website: http://www.andrewscenter.com/ Counties: Henderson, Rains, Smith, Van Zandt, and Wood	Andrew's Center provides clients with transportation services and purchases transportation service.

Table 20. Mental Retardation Authorities (continued)

Longview	
Community Healthcore (provider) 107 Woodbine Place Longview, TX 75601 Main Phone: 903-758-2471 Website: http://www.sabinevalley.org/ Counties: Bowie, Cass, Gregg, Harrison, Marion, Panola, Red River, Rusk, Upshur	Community Healthcore provides clients with transportation services and purchases transportation service.
Lakes Regional Terrell, TX (outside ETCOG Region) http://www.lrmhmrc.org/	

DARS - Department of Assistive and Rehabilitative Services

The Department of Assistive and Rehabilitative Services (DARS) does not provide client transportation services. DARS may purchases transportation from area providers. The DARS contacts are provided in Table 21.

Table 21. Department of Assistive and Rehabilitative Services

DARS - Department of Assistive and Rehabilitative Services (offices) http://www.dars.state.tx.us/index.shtml	
Tyler	
Dennis Kutach 3800 PALUXY DR #325 TYLER, TX 75703 (903) 581-8151 (800) 862-8151 dennis.kutach@dars.state.tx.us	Does not provide transportation. DARS is a purchaser of transportation via purchase order, tickets/tokens, from a variety of providers including Tyler Transit, Longview Transit, ETCOG, and private-for-hire providers
Longview	
Kirk Collins 2124 ALPINE STREET LONGVIEW, TX 75601 (800) 238-3839 (903) 236-2370 kirk.collins@dars.state.tx.us	Does not provide transportation. DARS is a purchaser of transportation via purchase order, tickets/tokens, from a variety of providers including Tyler Transit, Longview Transit, ETCOG, and private-for-hire providers
Texarkana	
DARS Texarkana region overlaps part of ETCOG region (manager position vacant) 410 N. BAYLOR STREET SUITE A TEXARKANA, TX 75501 (800) 344-3419 (903) 255-3220	Does not provide transportation. DARS is a purchaser of transportation via purchase order, tickets/tokens, from a variety of area providers.

Workforce Commission

The Texas Workforce Commission (TWC) is the state government agency charged with overseeing and providing workforce development services to employers and job seekers of Texas. TWC offers career development information, job search resources, training programs, and, as appropriate, unemployment benefits. TWC does not provide transportation services but uses or purchases services from public providers.

Table 22. Workforce Commission

Kilgore	
Mr. Wendell Holcombe, Board Director/Staff Contact Director of Workforce Development Programs East Texas Workforce Development Board c/o East Texas Council of Governments 3800 Stone Road Kilgore, Texas 75662-9604 (903) 984-8641 Fax: (903) 983-1440 email: wendell.holcombe@twc.state.tx.us	Counties served include: Anderson, Camp, Cherokee, Gregg, Harrison, Henderson, Marion, Panola, Rains, Rusk, Smith, Upshur, Van Zandt, Wood

Appendix 4

Possible Locations for Transfer Points Based on Steering Committee Feedback

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Anderson County

**Location 2 (recommended): Palestine, near the intersection of US 84, US 287, and SH 19
Family Dollar parking lot, 1 block west of SH 19 on south side of US 84/287**



Advantages

- Close proximity to major highways
- Large parking lot
- Includes Family Dollar, Texas Dept of Human Services, loan store
- Good wheelchair access and covered areas
- Within 1 mile of private/client providers (Palestine Taxi Co, Anderson County Community Council, Texas Workforce Center-Palestine)

Disadvantages

- No seating area
- Not very close to Greyhound/Kerrville Station

Camp County

Location 1 (recommended): Pittsburg, near the intersection of US 271 and SH 11
McDonald's parking lot on southwest corner of intersection



Advantages

- Good sized parking lot
- Some covered area
- Adequate wheelchair access
- Within 1 mile of private/client provider (Camp County Service Industries)

Disadvantages

- No seating area

Cherokee County

Location 1 (recommended): Jacksonville Greyhound Station, 729 US 175 (Mobil gas station on south side of US 175)



Advantages

- Good connectivity with Greyhound
- Some covered area
- Within 1 mile of private/client provider (Twin Oaks Rehabilitation and Health Center)

Disadvantages

- Outskirts of town, far from residents, attractors, and connecting highways
- Not very good wheelchair access (lower right picture)
- No seating area

Gregg County

**Gladewater Location 1 (recommended): Gladewater, near the intersection of US 80 and US 271
Brookshire's parking lot on southeast corner of intersection**



Advantages

- Prime location for access to major highways
- Large parking lot
- Vending machines available for those waiting for a bus
- Shopping center also includes Dollar General and CVS

Disadvantages

- Covered area is crowded, no seating area
- Some wheelchair ramps may not be adequate

Gregg County

Kilgore Location 2 (recommended): near the intersection of Business US 259 and SH 42
Fred's parking lot on northwest corner of intersection



Advantages

- Good proximity to major highways
- Large parking lot
- Good wheelchair access
- Covered area has benches and a vending machine

Disadvantages

- Distance from Greyhound Station

Gregg County

Longview Location 1 (recommended): Longview Amtrak Station, 905 Pacific



Advantages

- Good sized parking lot
- Good connectivity with Amtrak
- Good wheelchair access
- Across the street from a Longview Transit bus yard
- Within 1 mile of private/client providers (Special Health Resources of East Texas, Deborah Nalls Foster Care)

Disadvantages

- Despite signs along nearby streets, can be difficult to find
- Very little covered area with no seating area

Gregg County

Longview Location 2 (complementary site): Magrill Transit Plaza, 500 N Green



Advantages

- Primary transfer point for Longview Transit
- Greyhound/Kerrville Station is just one block south (lower right picture)
- 2 covered vestibules
- Restrooms on site (lower left picture)
- Good wheelchair access
- Within 1 mile of private/client providers (Special Health Resources of East Texas, Deborah Nalls Foster Care)

Disadvantages

- Buses would have to stop in the street
- Virtually no parking, but could be available at Greyhound/Kerrville Station

Harrison County

Hallsville Location 1 (recommended): near the intersection of US 80 and FM 450
Dairy Queen parking lot 0.2 miles west of FM 450 on north side of US 80



Advantages

- Currently being used as a transfer point by ETCOG
- Good covered area with tables and chairs
- Good sized parking lot to the west (lower right picture)

Disadvantages

- Slope on property could be an issue for wheelchair access

Harrison County

Marshall Location 1 (recommended): Marshall Amtrak Station, 700 N Washington



Advantages

- Good connectivity with Amtrak
- Large parking lot
- Large covered area with benches
- Within 1 mile of private/client providers (Sabine Valley Center, East Texas Open Door)

Disadvantages

- Can be difficult to find
- Wheelchair ramp needs improvement (lower left picture)
- Larger buses may have difficulty turning around if parking lot is full

Harrison County

Marshall Location 2 (complementary site): Marshall Greyhound/Kerrville Station, 201 S Bolivar



Advantages

- Good connectivity with Greyhound/Kerrville
- Buses could pull into driveway
- Large covered area with benches
- Within 1 mile of private/client providers (Sabine Valley Center, East Texas Open Door)

Disadvantages

- Not much parking

Henderson County

Location 1 (recommended): Athens, near the intersection of Business US 175 and Business SH 19
Shopping center parking lot 4 blocks south of Business US 175 on east side of Business SH 19



Advantages

- Within 1 mile of private/client provider (City Cab of Athens)
- Large parking lot
- Traffic light makes turning left onto Highway 19 easier (upper right picture)
- Covered area with bench and newspaper vending machines

Disadvantages

- Wheelchair ramp may need assessment

Marion County

Location 1 (recommended): Jefferson, near the intersection of US 59 and SH 49
McDonald's parking lot near southwest corner of intersection



Advantages

- Large paved area on north side of building (lower right picture)
- Good wheelchair access

Disadvantages

- Very little covered area, no seating area

Panola County

Location 1 (recommended): Carthage Greyhound Station, 400 N Adams (washateria on east side of street)

Auto Zone on northwest corner or CVS on southwest corner could be better choices



Advantages

- Good connectivity with Greyhound
- Auto Zone and CVS both have good parking lots and wheelchair access

Disadvantages

- No room for buses to turn around
- Very little waiting area

Rains County

Location 1 (recommended): Emory, near the intersection of US 69 and SH 19
Emory Food Mart parking lot on southeast corner



Advantages

- Good sized parking lot
- Covered area with bench and vending machines

Disadvantages

- Parking lot is in disrepair (upper right picture)
- Wheelchair access may require assessment

Rusk County

Location 1 (acceptable): Henderson Kerrville Station 1113 N US 79 (Chevron gas station on east side of street)



Advantages

- Good connectivity with Kerrville
- Close proximity to major highways
- Moderate amount of covered area with a bench
- Within 1 mile of private/client provider (Henderson Memorial Hospital-Behavioral Health System)

Disadvantages

- Parking lot is in disrepair
- Grocery store across the street may offer more space (lower right picture)

Smith County

Location 2 (recommended): Tyler Greyhound/Kerrville Station, 303 Bois d Arc



Advantages

- Good connectivity with Greyhound/Kerrville
- Parking area exclusively for buses
- Loading zone on south side of building could also be used (upper right picture)
- Good wheelchair access, extensive covered area with benches
- Tyler Transit may create a transfer point on city property within 2-3 blocks of this location
- Within 1 mile of private/client providers (NDMJ, Prestige Limousine Service, East Texas Lighthouse for the Blind, Salvation Army Center, County Rehabilitation Center)

Disadvantages

- Not located on any major highways

Upshur County

Location 1 (recommended): Gilmer, near the intersection of US 271 and N SH 155
Davita Dialysis Center on southwest corner of intersection



Advantages

- Good parking lot
- Wheelchair access is not an issue
- Covered area with benches and a table

Disadvantages

- Buses may not be able to turn around if parking lot gets too full

Van Zandt County

**Location 1 (recommended): Canton, near the intersection of SH 19 and SH 64
Van Zandt County Courthouse area**



Advantages

- Within 1 mile of private/client providers (Andrews Center-Mental Retardation, Integrated Health Services of Canton)
- Good access to highway connections
- Plenty of benches and shady area

Disadvantages

- Larger buses may not be able to turn (upper right picture)

Wood County

Location 1 (recommended): Mineola Amtrak Station, 111 E Front St



Advantages

- Good connectivity with Amtrak
- Close proximity to major highways
- Bus could pull around main entrance
- Good wheelchair access
- Covered area around building, and an additional pavilion with benches to the west (lower right picture)

Disadvantages

- Relatively small parking lot (lower left picture)

Appendix 5

Methodology for Estimating Funding, Service and Capital Requirements for Longview Transit and Tyler Transit

The ability to implement the concept for transfer points and regional transit services depends on a sound financial strategy. To estimate the requirements for implementing the concept, TTI developed a methodology for estimating funding, service and capital requirements and then compared the probable federal and state funding to determine local share requirements.

The following discussion focuses on the details of the methodology for each of the two urban transit providers Longview and Tyler.

Methodology for Estimating Funding, Service and Capital Requirements for Longview Transit

The detailed spreadsheets for Longview Transit funding scenario, fleet plan and service distribution are provided as Appendix 7.

Population Estimates

TTI documented the actual Census 2000 population for each county and urbanized area in each county.

TTI documented the estimated Census 2006 population for each county. Mid-Census population estimates are not available for urbanized areas.

The source of population projections for each target year for each county is the Texas State Data Center.

TTI gathered population projections as available from the Longview MPO and Tyler MPO. Each methodology and the selected target years for projections varied. TTI developed estimates of year by year population growth for each urbanized area using data from the MPO projections as control points.

Population projections were subtotaled for Rural East Texas, Longview and Tyler Urbanized Areas and the Region total for each target year 2010, 2015 and 2020. Estimates for 2030 are available but were not used further in the analysis.

Funding, Service and Capital Projections

1. Federal and State Funding Projections

Initially TTI developed high, moderate and low assumptions for Federal and State funding. High represented growth in both Federal and State funds, low represented no growth in either source of funding. After consultation with stakeholders, the moderate growth rate was

adopted for purposes of reasonable, but conservative, planning. Moderate growth assumes an increase in Federal funding and no growth in State funding.

Moderate Growth

Federal 5307 Assumptions: 2009 funding estimated based on SAFETELU; 6% growth per year after 2009 based upon historical trend line.

State Urban Assumptions: funding as per the Texas Funding Formula based on 2007 performance indicators and no growth in State funds.

Source of Data for Additional Funding: TTI consulted the Longview MPO for assumptions on sources of Additional Funding.

- Federal 5310 Assumptions: funding as listed in TIP through 2011; 2% growth per year after 2011.
- Federal 5304 State Planning (RTAP) funds in 2009 for regional maintenance center
- Federal 5317 New Freedom funds in 2011

2. Service Levels and Operating Cost

The sources of key data for the estimates of services levels and operating cost are as follows:

- Population – The population estimates for the Longview Urbanized Area for each target year were used to estimate population year by year. The assumption was made that population grew at a steady pace each year between the target control points.
- Annual Revenue Miles 2007 and 2008 – The revenue miles are as reported by Longview Transit in PTN-128 for 2007 and for 6-months year to date for 2008 (multiplied times 2 to annualize).
- Cost/Revenue Mile 2007 and 2008 – The cost per revenue miles for 2007 is as reported by Longview Transit in PTN-128 for 2007. The cost per revenue mile for 2008 is the 2007 inflated 4.5% for 2008. The actual 2008 data were not used because the cost data in the PTN-128 are cash flow and not accrual based, leading to inaccuracies for only a partial year.
- Farebox Recovery % – The farebox recovery percent is calculated from the PTN-128 data for 2007 as reported by Longview Transit.
- Percent Estimate by Category of Expense – The estimates of the share of total cost that are attributable to each category of expense (Operations, Preventive Maintenance, etc.) are calculated from the PTN-128 data for 2007 as reported by Longview Transit.

Calculations:

- Annual Revenue Miles x Cost/Revenue Mile = Annual Cost
- Cost Escalation = 4.5% to 2010; 3.5% for 2011 through 2015; 3.0% 2016 forward
- Annual Cost x % Operations = Operations Expense
- Annual Cost x % Preventive Maintenance (PM) = PM Expense
- Annual Cost x % Planning = Planning Expense

3. Methodology for Projecting Future Service Levels

TTI ran a regression model of service levels (measured as revenue miles of service) in FY07 against Census 2000 population for all small urban systems operating primarily fixed route service in Texas. That model had an R-square of 0.74, indicating a high correlation. The model indicated the average relationship of miles to population is 3.66242.

The Longview urbanized area population in Gregg County according to Census 2000 was 81,640. Longview Transit's FY07 revenue miles were 300,121.

Longview Transit's FY08 revenue miles were estimated based upon 6-months, year-to-date data reported to TxDOT (PTN-128 data) at 337,490. [Note: if the FY08 revenue miles are annualized based upon 9-months year-to-date data, annual miles are 346,609]

Based on the Census 2000 population of 81,640, the regression model would have indicated 299,000 annual revenue miles of service in Longview in FY07 to be comparable to service levels for all small urban transit systems operating primarily fixed route service. The actual 2007 revenue miles is on target with the regression model estimate. However, the regression model estimate is 11 to 14% less than the projected FY08 revenue miles.

The regression model estimate represents an "average" projected service level for Longview. The Longview actual revenue miles in FY07 are on target with the regression model. The projected revenue miles in FY08 are within a reasonable variance of the regression model estimate.

Therefore, each future year's service level, after 2008, is increased to match projected population growth.

4. Fleet Plan for Replacement and Expansion

Longview Transit provided an inventory of the current fleet with year of manufacture and miles of service. TTI developed a regular replacement schedule based on 7-year vehicle life. The number of vehicles that should be replaced each year is projected for an annual fleet replacement plan.

TTI then estimated the requirement for additional vehicles for expansion. Based on the modes increase in service levels, there is no expansion vehicles programmed. The current fleet can serve the projected service levels.

TTI established a unit price based upon industry trends (current pricing suggests 2009 models). The unit price is assumed to escalate 5% per year.

To estimate annual costs for vehicle replacement and expansion, the annual requirements (replacement and expansion vehicles) is multiplied times the estimated cost per vehicle (inflated).

5. Funding Analysis Based on Moderate Growth in Federal Funding Only

Longview - Operations

The primary purpose of this section of the spreadsheet is to estimate what portion of the Operating expenses each year will be eligible for Federal and State funds and therefore what balance is the Local Share Required. The steps in the methodology are as follows:

- For each expense category, the Annual Cost by the Expense Category is multiplied times the % Eligible for Federal Funds
 - PM 80% from 5307 and 5310
 - Planning (Capital) 80% from 5307
 - Eligible 5307 Ops 50% (Applied to the operating deficit and adjusted if necessary for the remaining Federal Funds Available)
- After all eligible Federal Funds are applied; the remaining Required Local Share is calculated by Annual Cost less total Federal Funds Applied.
- Then the remaining Required Local Share is reduced by subtracting State Urban Funds available.
- The Balance is the Local Share Required for Operating (must be met from other sources of revenue that must be generated by local initiative, but can include other Federal programs, coordination, general revenue, etc.).
- The percent Local Share Required is calculated by dividing Local Share Required for Operating by the Total Annual Operating Cost.

The remaining 5307 Federal Funds not used for Operating (if any) are available for Capital.

Longview - Capital

The primary purpose of this section of the spreadsheet is to estimate what portion of the Capital expenses each year will be eligible for Federal and State funds and therefore what balance is the Local Share Required. The steps in the methodology are as follows:

- The Vehicle Annual Capital cost is drawn in from the Fleet Plan worksheet.
- The Intermodal Capital Cost is taken from the Longview MPO TIP.
- Any remaining 5307 Federal Funds not used for Operating are applied up to 80% of Annual Capital Cost.
- Section 5309 – Discretionary funds are applied up to 80% for any specific project capital cost.
- Balance is the Local Share Required for Capital (must be met from other sources of revenue that must be generated by local initiative).
- The percent Local Share Required is calculated by dividing Local Share Required for Capital by the Total Capital Cost. Calculated the percent Local Share – generally 20% or may be more if there are not sufficient year to year Federal funds for up to 80% of capital costs.

A note is made of the Carryover 5307 Capital if any (after maximizing eligible match for Operating and Capital). These dollars are not applied and may be available for additional capital project investments.

Total Local Share

This is the sum of the Balance Local Share Required for Operating plus the Balance Local Share Required for Capital for each year.

Methodology for Estimating Funding, Service and Capital Requirements for Tyler Transit

The detailed spreadsheets for Tyler Transit funding scenario, fleet plan and service distribution are provided as Appendix 8.

Population Estimates

TTI documented the actual Census 2000 population for each county and urbanized area in each county.

TTI documented the estimated Census 2006 population for each county. Mid-Census population estimates are not available for urbanized areas.

The source of population projections for each target year for each county is the Texas State Data Center.

TTI gathered population projections as available from the Tyler MPO and Longview MPO. Each methodology and the selected target years for projections varied. TTI developed estimates of year by year population growth for each urbanized area using data from the MPO projections as control points.

Population projections were subtotaled for Rural East Texas, Tyler and Longview Urbanized Areas and the Region total for each target year 2010, 2015 and 2020. Estimates for 2030 are available but were not used further in the analysis.

Funding, Service and Capital Projections

1. Federal and State Funding Projections

Initially TTI developed high, moderate and low assumptions for Federal and State funding. High represented growth in both Federal and State funds, low represented no growth in either source of funding. After consultation with stakeholders, the moderate growth rate was adopted for purposes of reasonable, but conservative, planning. Moderate growth assumes an increase in Federal funding and no growth in State funding.

Moderate Growth

Federal 5307 Assumptions: 2009 funding estimated based on SAFETEA; 6% growth per year after 2009 based upon historical trend line.

State Urban Assumptions: funding as per the Texas Funding Formula based on 2007 performance indicators and no growth in State funds.

Source of Data for Additional Funding: TTI consulted the Tyler MPO for assumptions on sources of Additional Funding.

- Federal 5310 Assumptions: funding as listed in TIP through 2011; after 2011, growth in 5310 funds at 1% per year as reflected in the MPO trend line.

2. Service Levels and Operating Cost

The sources of key data for the estimates of services levels and operating cost are as follows:

- Population – The population estimates for the Tyler Urbanized Area for each target year were used to estimate population year by year. The assumption was made that population grew at a steady pace each year between the target control points.
- Annual Revenue Miles 2007 and 2008 – The revenue miles are as reported by Tyler Transit in PTN-128 for 2007. There are no data posted for 2008. The 2007 revenue miles are assumed for 2008.
- Cost/Revenue Mile 2007 and 2008 – The cost per revenue miles for 2007 is as reported by Tyler Transit in PTN-128 for 2007. The cost per revenue mile for 2008 is the 2007 inflated 4.5% for 2008. The actual 2008 data were not used because there were no data posted for 2008.
- Farebox Recovery % – The farebox recovery percent is calculated from the PTN-128 data for 2007 as reported by Tyler Transit.
- Percent Estimate by Category of Expense – The estimates of the share of total cost that are attributable to each category of expense (Operations, Preventive Maintenance, etc.) are calculated from the PTN-128 data for 2007 as reported by Tyler Transit.

Calculations:

- Annual Revenue Miles x Cost/Revenue Mile = Annual Cost
- Cost Escalation = 4.5% to 2010; 3.5% for 2011 through 2015; 3.0% 2016 forward
- Annual Cost x % Operations = Operations Expense
- Annual Cost x % Preventive Maintenance (PM) = PM Expense
- Annual Cost x % Planning = Planning Expense

3. Methodology for Projecting Future Service Levels

TTI ran a regression model of service levels (measured as revenue miles of service) in 2007 against Census 2000 population for all small urban systems operating primarily fixed route service in Texas. That model had an R-square of 0.74, indicating a high correlation. The model indicated the average relationship of miles to population is 3.66242.

The Tyler urbanized area population in Smith County according to Census 2000 was 102,259. Tyler Transit's FY07 revenue miles were 464,962 based on the PTN-128 report for FY07.

Tyler's FY08 revenue miles were estimated based upon 2007 (PTN-128 data) at 464,962.

Based on the Census 2000 population of 102,295, the regression model would have indicated 374,647 annual revenue miles of service in Tyler in FY08 to be comparable to service levels for all small urban transit systems operating primarily fixed route service. The regression model estimate is 19% less than the actual 2007 revenue miles.

The regression model estimate represents an "average" projected service level for Tyler. The actual level is within a reasonable (albeit generous) tolerance of that estimate.

Therefore, each future year's service level, after 2008, was increased to match projected population growth.

4. Fleet Plan for Replacement and Expansion

Tyler Transit provided an inventory of the current fleet with year of manufacture and miles of service. TTI developed a regular replacement schedule based assumptions for vehicle life according to the type of vehicle. The number of vehicles that should be replaced each year is projected for an annual fleet replacement plan.

Mini	5-yrs
Paratransit	7-yrs
Bus	12-yrs

TTI then estimated the requirement for additional vehicles for expansion. Based on the small increase in service levels, there is no expansion vehicles programmed. The current fleet can serve the projected service levels.

TTI established a unit price based upon industry experience by vehicle model. The unit price is assumed to escalate 5% per year.

To estimate annual costs for vehicle replacement and expansion, the annual requirements (replacement and expansion vehicles) is multiplied times the estimated cost per vehicle (inflated) by type of vehicle.

5. Funding Analysis Based on Moderate Growth in Federal Funding Only

This section of the Worksheet is broken up into the following key sections.

Tyler - Operations

The primary purpose of this section of the spreadsheet is to estimate what portion of the Operating expenses each year will be eligible for Federal and State funds and therefore what balance is the Local Share Required. The steps in the methodology are as follows:

- For each expense category, the Annual Cost by the Expense Category is multiplied times the % Eligible for Federal Funds

PM 80% from 5307 and 5310

Planning (Capital) 80% from 5307

Eligible 5307 Ops 50% (Applied to the operating deficit and adjusted if necessary for the remaining Federal Funds Available)

- After all eligible Federal Funds are applied; the remaining Required Local Share is calculated by Annual Cost less total Federal Funds Applied.
- Then the remaining Required Local Share is reduced by subtracting State Urban Funds available.
- The Balance is the Local Share Required for Operating (must be met from other sources of revenue that must be generated by local initiative, but can include other Federal programs, coordination, general revenue, etc.).
- The percent Local Share Required is calculated by dividing Local Share Required for Operating by the Total Annual Operating Cost.

The remaining 5307 Federal Funds not used for Operating (if any) are available for Capital.

Tyler - Capital

The primary purpose of this section of the spreadsheet is to estimate what portion of the Capital expenses each year will be eligible for Federal and State funds and therefore what balance is the Local Share Required. The steps in the methodology are as follows:

- The Vehicle Annual Capital cost is drawn in from the Fleet Plan worksheet.
- Any remaining 5307 Federal Funds not used for Operating are applied up to 80% of Annual Capital Cost.

Appendix 6

ETCOG Funding Scenario, Service Distribution, and Fleet Plan

RURAL
FEDERAL AND STATE FUNDING PROJECTIONS

Moderate - Growth in Federal Funding Only (Level 2)

Assumes 2007 performance levels
Assumes no growth in state funding; however, ETCOG continues to receive more each year until State Funding Formula balances in 2012
Assumes federal 5311 funding increases per SAFETEA-LU; Federal fund grows 6% per year after 2009, State retains 16% discretionary
Assumes 5310 and Title III increase 2% per year beginning 2009

ETCOG

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
State Rural	\$506,889	\$580,617	\$706,436	\$869,783	\$1,012,319	\$1,124,844	\$1,124,844	\$1,124,844	\$1,124,844	\$1,124,844	\$1,124,844	\$1,124,844	\$1,124,844	\$1,124,844
Federal 5311	\$983,594	\$1,393,357	\$1,253,713	\$1,439,118	\$1,527,831	\$1,622,012	\$1,721,999	\$1,828,150	\$1,940,844	\$2,060,485	\$2,187,501	\$2,322,347	\$2,465,506	\$2,617,489
TOTAL	\$1,490,483	\$1,973,974	\$1,960,149	\$2,308,901	\$2,540,150	\$2,746,856	\$2,846,843	\$2,952,994	\$3,065,688	\$3,185,329	\$3,312,345	\$3,447,191	\$3,590,350	\$3,742,333

Additional Funding

Section 5304 - State Planning (RTAP)														
Section 5309 - Discretionary Capital														
Section 5310 - E&H Capital		\$142,266	\$145,111	\$148,014	\$150,974	\$153,993	\$157,073	\$160,215	\$163,419	\$166,687	\$170,021	\$173,421	\$176,890	\$180,428
Section 5317 - New Freedom														
Section 5316 - JARC	\$387,446	\$399,888	\$407,886	\$416,043	\$424,364	\$432,852	\$441,509	\$450,339	\$459,346	\$468,533	\$477,903	\$487,461	\$497,210	\$507,155
Title III														

SERVICE LEVELS AND OPERATING EXPENSES

RURAL TRANSIT ETCOG

Target 2010 Pop x 2.72 by 2020

1,740,843

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Population	611,252	620,840	630,428	640,016	651,743	663,469	675,196	686,923	698,650	711,343	724,036	736,729	749,423	762,116
Annual Rev. Miles	760,763	852,660	937,926	1,031,719	1,134,890	1,248,380	1,323,282	1,402,679	1,486,840	1,537,641	1,588,441	1,639,242	1,690,043	1,740,843
Annual Incremental Service		91,897	85,266	93,793	103,172	113,489	74,903	79,397	84,161	50,801	50,801	50,801	50,801	50,801
Percent Growth		12%	10%	10%	10%	10%	6%	6%	6%	3%	3%	3%	3%	3%
Cost/Rev. Mi.	\$2.26	\$2.78	\$2.91	\$3.04	\$3.14	\$3.25	\$3.37	\$3.48	\$3.61	\$3.71	\$3.83	\$3.94	\$4.06	\$4.18
Annual Cost	\$1,717,081	\$2,370,395	\$2,724,769	\$3,132,122	\$3,565,921	\$4,059,801	\$4,454,007	\$4,886,491	\$5,360,970	\$5,710,461	\$6,076,098	\$6,458,533	\$6,858,445	\$7,276,540

Annual Incremental Service	Estimated 35,000 revenue miles/year/vehicle													
Annual Incremental Vehicles				0	0	0	4	2	3	2	1	3	1	0
Required Fleet Pullout (Peak)			27	29	32	36	38	40	42	44	45	47	48	50
Fleet Size with Spares			44	44	44	44	48	50	53	55	56	59	60	60

Cost Escalation to 2010	4.5%													
2011 to 2015	3.5%													
2016 forward	3.0%													

Distribution based on 2008 YTD March 2008	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Operating	\$1,172,848	\$1,348,189	\$1,549,743	\$1,764,382	\$2,008,749	\$2,203,798	\$2,417,787	\$2,652,554	\$2,825,479	\$3,006,393	\$3,195,618	\$3,393,491	\$3,600,360
Operations Administration	\$677,575	\$778,872	\$895,314	\$1,019,315	\$1,160,490	\$1,273,174	\$1,396,799	\$1,532,428	\$1,632,330	\$1,736,846	\$1,846,165	\$1,960,480	\$2,079,992
Maintenance	\$292,844	\$336,625	\$386,950	\$440,543	\$501,558	\$550,259	\$603,689	\$662,307	\$705,485	\$750,656	\$797,903	\$847,309	\$898,962
Administration	\$227,128	\$261,083	\$300,115	\$341,681	\$389,004	\$426,776	\$468,216	\$513,680	\$547,168	\$582,202	\$618,847	\$657,166	\$697,227
Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Purchased Transportation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	100.0%	\$2,724,769	\$3,132,122	\$3,565,921	\$4,059,801	\$4,454,007	\$4,886,491	\$5,360,970	\$5,710,461	\$6,076,098	\$6,458,533	\$6,858,445	\$7,276,540

Funding Analysis Based on Moderate - Growth in Federal Funding Only

ETCOG - Operations

MODERATE GROWTH <i>Federal Eligible Match</i>		2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Less: Fare Recovery	% Match													
Operating Deficit	2.9%	\$68,741	\$79,018	\$90,832	\$103,412	\$117,734	\$129,166	\$141,708	\$155,468	\$165,603	\$176,207	\$187,297	\$198,895	\$211,020
Less Sources of Federal Funding		\$1,104,106	\$1,269,170	\$1,458,911	\$1,660,970	\$1,891,015	\$2,074,632	\$2,276,079	\$2,497,086	\$2,659,876	\$2,830,186	\$3,008,320	\$3,194,596	\$3,389,340
PM 5311 & 5310	80%	\$234,276	\$269,300	\$309,560	\$352,434	\$401,246	\$440,207	\$482,951	\$529,846	\$564,388	\$600,525	\$638,322	\$677,847	\$719,169
Operations 5311	50%	\$552,053	\$634,585	\$729,456	\$830,485	\$945,507	\$1,037,316	\$1,138,040	\$1,248,543	\$1,329,938	\$1,415,093	\$1,504,160	\$1,597,298	\$1,694,670
Ops Administration 5311	80%	\$542,060	\$494,939	\$548,116	\$495,885	\$429,252	\$401,549	\$367,374	\$325,874	\$332,847	\$341,905	\$353,286	\$367,251	\$384,077
Administration 5311	80%	\$181,702	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Planning	5%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Purchased Transportation	varies													

Total Used Federal 5311 & 5310		\$1,510,091	\$1,398,824	\$1,587,132	\$1,678,805	\$1,776,006	\$1,879,073	\$1,988,365	\$2,104,263	\$2,227,173	\$2,357,523	\$2,495,769	\$2,642,396	\$2,797,917
Balance for Capital		\$25,532	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local Share Balance		\$860,304	\$1,325,945	\$1,544,990	\$1,887,116	\$2,283,795	\$2,574,935	\$2,898,127	\$3,256,707	\$3,483,289	\$3,718,575	\$3,962,764	\$4,216,050	\$4,478,623
Less: State Rural		\$460,416	\$706,436	\$869,783	\$1,012,319	\$1,124,844	\$1,124,844	\$1,124,844	\$1,124,844	\$1,124,844	\$1,124,844	\$1,124,844	\$1,124,844	\$1,124,844
Less: Title III		\$399,888	\$407,886	\$416,043	\$424,364	\$432,852	\$441,509	\$450,339	\$459,346	\$468,533	\$477,903	\$487,461	\$497,210	\$507,155
Balance Local Share		\$0	\$211,623	\$259,164	\$450,433	\$726,099	\$1,008,582	\$1,322,944	\$1,672,517	\$1,889,912	\$2,115,828	\$2,350,458	\$2,593,995	\$2,846,625
Percent Share of Annual Cost		0%	8%	8%	13%	18%	23%	27%	31%	33%	35%	36%	38%	39%
State for Capital		\$120,201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal for Capital		<u>\$25,532</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

ETCOG - Capital

Vehicles Replacement			\$630,400	\$661,600	\$694,400	\$728,800	\$669,900	\$502,500	\$844,000	\$886,400	\$930,400	\$976,800	\$897,400	\$673,000
Vehicles Expansion			\$0	\$0	\$0	\$0	\$382,800	\$201,000	\$316,500	\$221,600	\$116,300	\$366,300	\$641,000	\$538,400
Transfer Centers														
Total			\$630,400	\$661,600	\$694,400	\$728,800	\$1,052,700	\$703,500	\$1,160,500	\$1,108,000	\$1,046,700	\$1,343,100	\$1,538,400	\$1,211,400
Eligible @ 80% of Vehicles			\$504,320	\$529,280	\$555,520	\$583,040	\$842,160	\$562,800	\$928,400	\$886,400	\$837,360	\$1,074,480	\$1,230,720	\$969,120
Remaining Federal and State Capital			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Section 5309 - Discretionary Capital			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Vehicle Capital Replacement (VCR)			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Less: Transportation Development Credits														
Balance Local Share Capital			\$630,400	\$661,600	\$694,400	\$728,800	\$1,052,700	\$703,500	\$1,160,500	\$1,108,000	\$1,046,700	\$1,343,100	\$1,538,400	\$1,211,400
Percent Local Share			100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Carryover 5311 Capital Not Applied														

TOTAL LOCAL SHARE			\$842,023	\$920,764	\$1,144,833	\$1,454,899	\$2,061,282	\$2,026,444	\$2,833,017	\$2,997,912	\$3,162,528	\$3,693,558	\$4,132,395	\$4,058,025
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ETCOG Service Distribution: Regional Network vs. Community Service

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Annual service level	852,660	937,926	1,031,719	1,134,890	1,248,380	1,323,282	1,402,679	1,486,840	1,537,641	1,588,441	1,639,242	1,690,043	1,740,843
Regional Network Level	A	A	A	A	B	B	B	B	B	C	C	C	C
Regional Network Rev. Mi.	220,389	220,389	220,389	220,389	385,589	385,589	385,589	385,589	385,589	594,141	594,141	594,141	594,141
Remaining Rev. Mi. Local	632,271	717,537	811,330	914,502	862,790	937,693	1,017,090	1,101,251	1,152,051	994,300	1,045,101	1,095,902	1,146,702
Percent Community Service	74%	77%	79%	81%	69%	71%	73%	74%	75%	63%	64%	65%	66%

	SERVICE LEVEL A			SERVICE LEVEL B		SERVICE LEVEL C		SERVICE LEVEL D	
	Days of Service Weekly	Daily 1-way Trips	Days of Service Weekly	Daily 1-way Trips	Days of Service Weekly	Daily 1-way Trips	Days of Service Weekly	Daily 1-way Trips	Days of Service Weekly
Longview-Tyler	5	2	5	4	6	4	6	6	6
Mineola-Tyler	5	2	5	4	6	4	6	6	6
Gilmer-Tyler	5	2	5	4	6	4	6	6	6
Gladewater-Longview	5	2	5	4	6	4	6	6	6
Kilgore-Longview	5	2	5	4	6	4	6	6	6
Marshall-Longview	5	2	5	4	6	4	6	6	6
Jefferson-Marshall	5	2	5	4	6	4	6	6	6
Palestine-Jacksonville	3	2	5	2	5	4	6	6	4
Jacksonville-Tyler	3	2	5	2	5	4	6	6	4
Canton-Athens	3	2	5	2	5	4	6	6	4
Athens-Tyler	3	2	5	2	5	4	6	6	4
Pittsburg-Gilmer	3	2	5	2	5	4	6	6	4
Gilmer-Longview	3	2	5	2	5	4	6	6	4
Marshall-Shreveport	3	2	5	2	5	4	6	6	4
Palestine-Frankston	2	2	3	2	5	2	6	6	2
Frankston-Tyler	2	2	3	2	5	2	6	6	2
Emory-Canton	2	2	3	2	5	2	6	6	2
Emory-Mineola	2	2	3	2	5	2	6	6	2
Canton-Mineola	2	2	3	2	5	2	6	6	2
Quitman-Mineola	2	2	3	2	5	2	6	6	2
Canton-Tyler	2	2	3	2	5	2	6	6	2
Henderson-Tyler	2	2	3	2	5	2	6	6	2
Henderson-Longview	2	2	3	2	5	2	6	6	2
Carthage-Marshall	2	2	3	2	5	2	6	6	2
Carthage-Henderson	2	2	3	2	5	2	6	6	2
Jefferson-Longview	2	2	3	2	5	2	6	6	2
	220,389		385,589		594,141		777,177		

ETCOG Service Distribution Miles and Hours

[illegible]

Increase Over Previous Level
 Percent Increase Over Previous Level

*mph assumption takes into account the type of road taken, the duration of the trip spent in urban areas, the number of potential stop lights or signs

**time required and revenue hours include an additional 10% for flex time

***revenue hours include an additional 3% for flex route

FLEET REPLACEMENT AND EXPANSION

Assume 6-yr vehicle replacement schedule

ETCOG

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Annual Rev.														
Miles	760,763	852,660	937,926	1,031,719	1,134,890	1,248,380	1,323,282	1,402,679	1,486,840	1,537,641	1,588,441	1,639,242	1,690,043	1,740,843

Target for 2020

Assumes target 35,000 miles/vehicle	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Required Fleet Pullout (Peak)	25	29	32	36	38	40	42	44	45	47	48	50
Goal 25% Spares <50, 20% >50	44	44	44	44	48	50	53	55	56	59	60	60
Spares Ratio as of 2008	76%	52%	38%	22%	26%	25%	26%	25%	24%	26%	25%	20%
Expansion Vehicles												
Note: New veh expand service; old to spare		0	0	0	4	2	3	2	1	3	1	0
Existing Fleet Replacement A												
Existing Fleet Replacement B												
Expansion Vehicle Replacement A	8	8	8	8	7	5	8	8	8	8	7	5
Expansion Vehicle Replacement B								0	0	0	4	4
Total												
Unit cost (@5% increase per year)	8	8	8	8	11	7	11	10	9	11	12	9
Cost per Year	\$78,800	\$82,700	\$86,800	\$91,100	\$95,700	\$100,500	\$105,500	\$110,800	\$116,300	\$122,100	\$128,200	\$134,600
Grand Total	\$630,400	\$661,600	\$694,400	\$728,800	\$1,052,700	\$703,500	\$1,160,500	\$1,108,000	\$1,046,700	\$1,343,100	\$1,538,400	\$1,211,400

Current Fleet Replacement	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
Expansion Fleet and Replacement	8	8	8	8	7	5	8	8	8	8	7	5	88
	0	0	0	0	4	2	3	2	1	3	5	4	24
Current Fleet Dollars	\$630,400	\$661,600	\$694,400	\$728,800	\$669,900	\$502,500	\$844,000	\$886,400	\$930,400	\$976,800	\$897,400	\$673,000	\$9,095,600
Expansion Fleet Dollars	\$0	\$0	\$0	\$0	\$382,800	\$201,000	\$316,500	\$221,600	\$116,300	\$366,300	\$641,000	\$538,400	\$2,783,900
Grand Total													\$11,879,500

Appendix 7

Longview Transit Funding Scenario and Fleet Plan

SMALL URBAN
FEDERAL AND STATE FUNDING PROJECTIONS

Moderate - Growth in Federal Funding Only (Level 2)

Assumes no growth in state funding
Assumes 5307 federal funds grow 6% per year after 2009; 5310 federal funds grow 2% per year after 2011

Longview	2007 Actual	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
FY08 5307	\$842,379	\$898,258	\$955,747	\$1,013,091	\$1,073,877	\$1,138,309	\$1,206,608	\$1,279,004	\$1,355,745	\$1,437,089	\$1,523,315	\$1,614,714	\$1,711,596	\$1,814,292
FY08 State Urban	\$263,242	\$241,444	\$241,444	\$241,444	\$241,444	\$241,444	\$241,444	\$241,444	\$241,444	\$241,444	\$241,444	\$241,444	\$241,444	\$241,444
TOTAL	\$1,105,621	\$1,139,702	\$1,197,191	\$1,254,535	\$1,315,321	\$1,379,753	\$1,448,052	\$1,520,448	\$1,597,189	\$1,678,533	\$1,764,759	\$1,856,158	\$1,953,040	\$2,055,736
Additional Funding Programmed TIP through 2011, From 2012 estimates are projections by TTI														
Section 5304 - State Planning (RTAP)*			\$1,352,200											
Section 5309 - Discretionary Capital				\$648,960										
Section 5310 - E&H Capital		\$82,000	\$88,400	\$91,936	\$95,613	\$97,525	\$99,476	\$101,465	\$103,495	\$105,564	\$107,676	\$109,829	\$112,026	\$114,266
Section 5317 - New Freedom					\$40,335									
*Regional Maintenance Center														

Service Levels and Operating Costs

Longview	2007 Actual	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Population	82,046	82,816	83,586	84,357	85,127	85,897	86,445	86,992	87,540	88,088	88,635	89,183	89,730	90,278
Annual Rev. Miles*	300,121	337,490	340,629	343,767	346,906	350,045	352,276	354,508	356,740	358,971	361,203	363,435	365,666	367,898
		12.5%	0.9%	0.9%	0.9%	0.9%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%
Cost/Rev. Mi.**	\$4.07	\$4.25	\$4.44	\$4.64	\$4.81	\$4.98	\$5.15	\$5.33	\$5.52	\$5.68	\$5.85	\$6.03	\$6.21	\$6.39
Annual Cost	\$1,221,500	\$1,435,400	\$1,513,938	\$1,596,644	\$1,667,614	\$1,741,597	\$1,814,044	\$1,889,430	\$1,967,871	\$2,039,587	\$2,113,834	\$2,190,701	\$2,270,278	\$2,352,657
Cost Escalation to 2010			* FY07 Reported in PTN-128, FY08 Reported 6 mos. X 2											
2011 to 2015			**FY07 inflated 4.5% for 2008											
2016 forward														

Annual Cost by Category of Expense based on PTN-128 for FY07

Operations	75%	\$1,069,947	\$1,128,490	\$1,190,138	\$1,243,040	\$1,298,186	\$1,352,189	\$1,408,381	\$1,466,851	\$1,520,308	\$1,575,652	\$1,632,949	\$1,692,265	\$1,753,671
Preventive Maintenance	22%	\$316,362	\$333,672	\$351,900	\$367,542	\$383,848	\$399,815	\$416,430	\$433,719	\$449,525	\$465,889	\$482,831	\$500,369	\$518,526
Planning	3%	\$49,091	\$51,777	\$54,605	\$57,032	\$59,563	\$62,040	\$64,619	\$67,301	\$69,754	\$72,293	\$74,922	\$77,644	\$80,461
	100%	\$1,435,400	\$1,513,938	\$1,596,644	\$1,667,614	\$1,741,597	\$1,814,044	\$1,889,430	\$1,967,871	\$2,039,587	\$2,113,834	\$2,190,701	\$2,270,278	\$2,352,657

Funding Analysis Based on Moderate - Growth in Federal Funding Only
Includes Federal 5307, 5310 and State Urban Fund Sources

Longview - Operating

Does not include expense or corresponding revenue for Section 5304 - State Planning (RTAP) in 2009 TIP or JARC/New Freedom in 2011 TIP

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Less: Fare Recovery	9.4%	\$134,928	\$142,310	\$150,084	\$156,756	\$163,710	\$170,520	\$177,606	\$184,980	\$191,721	\$198,700	\$205,926	\$213,406	\$221,150
Operating Deficit		\$1,300,472	\$1,371,628	\$1,446,559	\$1,510,858	\$1,577,887	\$1,643,524	\$1,711,824	\$1,782,891	\$1,847,865	\$1,915,134	\$1,984,775	\$2,056,872	\$2,131,508
Less Sources of Federal Funding														
PM 5307 & 5310	80%	\$253,090	\$266,938	\$281,520	\$294,034	\$307,078	\$319,852	\$333,144	\$346,975	\$359,620	\$372,711	\$386,264	\$400,295	\$414,821
Planning Capital	80%	\$39,273	\$41,421	\$43,684	\$45,626	\$47,650	\$49,632	\$51,695	\$53,841	\$55,803	\$57,835	\$59,938	\$62,115	\$64,369
Eligible 5307 Ops	50%	\$467,510	\$493,090	\$520,027	\$543,142	\$567,238	\$590,834	\$615,387	\$640,935	\$664,293	\$688,476	\$713,511	\$739,430	\$766,261
Required Local Share		\$540,600	\$570,180	\$601,328	\$628,057	\$655,920	\$683,205	\$711,597	\$741,139	\$768,149	\$796,112	\$825,062	\$855,032	\$886,058
Less: State Urban		<u>\$241,444</u>	<u>\$241,444</u>	<u>\$241,444</u>	<u>\$241,444</u>	<u>\$241,444</u>	<u>\$241,444</u>	<u>\$241,444</u>	<u>\$241,444</u>	<u>\$241,444</u>	<u>\$241,444</u>	<u>\$241,444</u>	<u>\$241,444</u>	<u>\$241,444</u>
Balance Local Share Operating		\$299,156	\$328,736	\$359,884	\$386,613	\$414,476	\$441,761	\$470,153	\$499,695	\$526,705	\$554,668	\$583,618	\$613,588	\$644,614
Percent Share of Annual Cost		21%	22%	23%	23%	24%	24%	25%	25%	26%	26%	27%	27%	27%
Remaining 5307 for Capital		\$220,386	\$242,698	\$259,796	\$286,688	\$313,868	\$345,765	\$380,243	\$417,488	\$462,938	\$511,969	\$564,829	\$621,783	\$683,109

Longview - Capital

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Vehicles			\$150,000	\$157,600	\$165,400	\$173,600	\$182,200	\$0	\$100,500	\$211,000	\$221,600	\$232,600	\$244,200	\$0
Multimodal Transfer Center				\$811,200	\$165,400	\$173,600	\$182,200	\$0	\$100,500	\$211,000	\$221,600	\$232,600	\$244,200	\$0
Total			\$150,000	\$968,800	\$165,400	\$173,600	\$182,200	\$0	\$100,500	\$211,000	\$221,600	\$232,600	\$244,200	\$0
Remaining 5307 Capital		\$220,386	\$242,698	\$259,796	\$286,688	\$313,868	\$345,765	\$380,243	\$417,488	\$462,938	\$511,969	\$564,829	\$621,783	\$683,109
Eligible @ 80% of Vehicles			\$120,000	\$126,080	\$132,320	\$138,880	\$145,760	\$0	\$80,400	\$168,800	\$177,280	\$186,080	\$195,360	\$0
Section 5309 - Discretionary Capital				\$648,960										
Balance Local Share Capital			\$30,000	\$193,760	\$33,080	\$34,720	\$36,440	\$0	\$20,100	\$42,200	\$44,320	\$46,520	\$48,840	\$0
Percent Local Share			20%	20%	20%	20%	20%		20%	20%	20%	20%	20%	
Carryover 5307 Capital Not Applied		\$220,386	\$122,698	\$133,716	\$154,368	\$174,988	\$200,005	\$380,243	\$337,088	\$294,138	\$334,689	\$378,749	\$426,423	\$683,109

TOTAL LOCAL SHARE		\$299,156	\$358,736	\$553,644	\$419,693	\$449,196	\$478,201	\$470,153	\$519,795	\$568,905	\$598,988	\$630,138	\$662,428	\$644,614
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FLEET REPLACEMENT AND EXPANSION

Assume 7-yr vehicle replacement schedule

Longview

2007

[illegible][illegible][illegible][illegible]

Appendix 8

Tyler Transit Funding Scenario and Fleet Plan

TYLER SMALL URBAN
FEDERAL AND STATE FUNDING PROJECTIONS

Moderate - Growth in Federal Funding Only (Level 2)

Assumes no growth in state funding
Assumes 5307 federal funds grow 6% per year after 2009; 5310 federal funds grow 1% per year after 2011

Tyler	2007 Actual	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
FY08 5307	\$1,158,553	\$1,235,404	\$1,314,470	\$1,393,338	\$1,476,938	\$1,565,555	\$1,659,488	\$1,759,057	\$1,864,601	\$1,976,477	\$2,095,065	\$2,220,769	\$2,354,015	\$2,495,256
FY08 State Urban	\$291,321	\$268,194	\$268,194	\$268,194	\$268,194	\$268,194	\$268,194	\$268,194	\$268,194	\$268,194	\$268,194	\$268,194	\$268,194	\$268,194
TOTAL	\$1,449,874	\$1,503,598	\$1,582,664	\$1,661,532	\$1,745,132	\$1,833,749	\$1,927,682	\$2,027,251	\$2,132,795	\$2,244,671	\$2,363,259	\$2,488,963	\$2,622,209	\$2,763,450

Additional Funding Programmed TIP through 2011, From 2012 estimates are projections by TTI

Section 5310 - E&H Capital	\$317,794	\$320,972	\$324,182	\$327,423	\$330,697	\$334,004	\$337,344	\$340,718	\$344,125	\$347,566	\$351,042	\$354,552	\$358,098
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SERVICE LEVELS AND COSTS

Tyler	2007 Actual	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Population	126,448	128,105	129,762	131,419	131,981	132,543	133,104	133,666	134,228	134,790	135,352	135,913	136,475	137,037
Annual Rev. Miles*	464,962	464,962	470,976	476,990	479,029	481,068	483,108	485,147	487,186	489,225	491,264	493,303	495,342	497,381
Cost/Rev. Mi.**	\$3.82	\$3.99	\$4.17	\$4.36	\$4.51	\$4.67	\$4.83	\$5.00	\$5.18	\$5.33	\$5.49	\$5.66	\$5.83	\$6.00
Annual Cost	\$1,776,200	\$1,856,100	\$1,964,694	\$2,079,322	\$2,161,298	\$2,246,466	\$2,334,947	\$2,426,871	\$2,522,368	\$2,608,913	\$2,698,381	\$2,790,868	\$2,886,476	\$2,985,309
Cost Escalation to 2010	4.5%	* FY07 Reported in PTN-128, FY08 assumed to be equal to FY07												
2011 to 2015	3.5%	**FY07 inflated 4.5% for 2008												
2016 forward	3.0%													

Annual Cost by Category of Expense based on PTN-128 for FY07														
Operations	54%	\$1,006,377	\$1,065,257	\$1,127,408	\$1,171,856	\$1,218,034	\$1,266,008	\$1,315,849	\$1,367,628	\$1,414,553	\$1,463,062	\$1,513,209	\$1,565,047	\$1,618,635
Preventive Maintenance	42%	\$773,622	\$818,884	\$866,661	\$900,829	\$936,327	\$973,206	\$1,011,520	\$1,051,323	\$1,087,395	\$1,124,685	\$1,163,234	\$1,203,083	\$1,244,277
Planning	4%	\$76,100	\$80,552	\$85,252	\$88,613	\$92,105	\$95,733	\$99,502	\$103,417	\$106,965	\$110,634	\$114,426	\$118,346	\$122,398
100.0%		\$1,856,100	\$1,964,694	\$2,079,322	\$2,161,298	\$2,246,466	\$2,334,947	\$2,426,871	\$2,522,368	\$2,608,913	\$2,698,381	\$2,790,868	\$2,886,476	\$2,985,309

Funding Analysis Based on Moderate - Growth in Federal Funding Only
Includes Federal 5307, 5310 and State Urban Fund Sources

Tyler - Operating

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Less: Fare Recovery	7.0%	\$128,999	\$136,546	\$144,513	\$150,210	\$156,129	\$162,279	\$168,668	\$175,305	\$181,319	\$187,537	\$193,965	\$200,610	\$207,479
Operating Deficit		\$1,727,101	\$1,828,147	\$1,934,809	\$2,011,088	\$2,090,336	\$2,172,668	\$2,258,203	\$2,347,064	\$2,427,594	\$2,510,843	\$2,596,903	\$2,685,866	\$2,777,830
Less Sources of Federal Funding														
PM 5307 & 5310	80%	\$618,898	\$655,107	\$693,329	\$720,663	\$749,062	\$778,565	\$809,216	\$841,058	\$869,916	\$899,748	\$930,587	\$962,467	\$995,422
Planning Capital	80%	\$60,880	\$64,442	\$68,202	\$70,891	\$73,684	\$76,586	\$79,601	\$82,734	\$85,572	\$88,507	\$91,540	\$94,676	\$97,918
Eligible 5307 Ops	50%	\$438,689	\$464,355	\$491,448	\$510,823	\$530,952	\$551,865	\$573,591	\$596,162	\$616,617	\$637,762	\$659,622	\$682,219	\$705,578
Required Local Share		\$608,634	\$644,243	\$681,831	\$708,711	\$736,639	\$765,653	\$795,795	\$827,110	\$855,489	\$884,826	\$915,154	\$946,504	\$978,913
Less: State Urban		\$268,194	\$268,194	\$268,194	\$268,194	\$268,194	\$268,194	\$268,194	\$268,194	\$268,194	\$268,194	\$268,194	\$268,194	\$268,194
Balance Local Share Operating		\$340,440	\$376,049	\$413,637	\$440,517	\$468,445	\$497,459	\$527,601	\$558,916	\$587,295	\$616,632	\$646,960	\$678,310	\$710,719
Percent Share of Annual Cost		18%	19%	20%	20%	21%	21%	22%	22%	23%	23%	23%	23%	24%
Remaining 5307 Capital		\$434,731	\$451,537	\$464,541	\$501,985	\$542,554	\$586,476	\$633,993	\$685,364	\$748,497	\$816,614	\$890,062	\$969,206	\$1,054,436

Tyler - Capital

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Vehicles			\$472,600	\$578,900	\$607,800	\$394,900	\$478,700	\$502,600	\$527,700	\$664,900	\$387,800	\$244,200	\$256,400	\$134,600
Total			\$472,600	\$578,900	\$607,800	\$394,900	\$478,700	\$502,600	\$527,700	\$664,900	\$387,800	\$244,200	\$256,400	\$134,600
Remaining 5307 Capital														
Eligible @ 80% of Vehicles		\$434,731	\$451,537	\$464,541	\$501,985	\$542,554	\$586,476	\$633,993	\$685,364	\$748,497	\$816,614	\$890,062	\$969,206	\$1,054,436
Section 5309 - Discretionary Capital			\$378,080	\$463,120	\$486,240	\$315,920	\$382,960	\$402,080	\$422,160	\$531,920	\$310,240	\$195,360	\$205,120	\$107,680
Balance Local Share Capital			\$94,520	\$115,780	\$121,560	\$78,980	\$95,740	\$100,520	\$105,540	\$132,980	\$77,560	\$48,840	\$51,280	\$26,920
Percent Local Share			20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%
Carryover 5307 Capital Not Applied		\$434,731	\$73,457	\$1,421	\$15,745	\$226,634	\$203,516	\$231,913	\$263,204	\$216,577	\$506,374	\$694,702	\$764,086	\$946,756
TOTAL LOCAL SHARE		\$340,440	\$470,569	\$529,417	\$562,077	\$547,425	\$593,199	\$628,121	\$664,456	\$720,275	\$694,192	\$695,800	\$729,590	\$737,639

FLEET REPLACEMENT AND EXPANSION

TYLER

2007

Total Fleet	17	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Peak Fleet	12 est												
Spares	29%												
Expansion Vehicles			0	0	0	0	0	0	0	0	0	0	0
Existing Fleet Replacement Paratransit		1	2	2	3	0	0	0	1	2	2	2	1
Existing Fleet Replacement Bus		1	1	1	0	1	1	1	1	0	0	0	0
Expansion Vehicle Replacement Mini		0	0	0	2	0	0	0	0	2	0	0	0
Total		2	3	3	5	1	1	1	2	4	2	2	1
Paratransit	7-yrs	\$78,800	\$82,700	\$86,800	\$91,100	\$95,700	\$100,500	\$105,500	\$110,800	\$116,300	\$122,100	\$128,200	\$134,600
Bus	12-yrs	\$393,800	\$413,500	\$434,200	\$455,900	\$478,700	\$502,600	\$527,700	\$554,100	\$581,800	\$610,900	\$641,400	\$673,500
Mini	5-yrs	\$52,500	\$55,100	\$57,900	\$60,800	\$63,800	\$67,000	\$70,400	\$73,900	\$77,600	\$81,500	\$85,600	\$89,900
Unit cost (@5% increase per year)													
Cost per Year		\$472,600	\$578,900	\$607,800	\$394,900	\$478,700	\$502,600	\$527,700	\$664,900	\$387,800	\$244,200	\$256,400	\$134,600
Grand Total													

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
Current Fleet Replacement	2	3	3	5	1	1	1	2	4	2	2	1	27
Expansion Fleet and Replacement	0	0	0	0	0	0	0	0	0	0	0	0	0
Current Fleet Dollars	\$472,600	\$578,900	\$607,800	\$394,900	\$478,700	\$502,600	\$527,700	\$664,900	\$387,800	\$244,200	\$256,400	\$134,600	\$5,251,100
Expansion Fleet Dollars	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Grand Total													\$5,251,100