



FIVE-YEAR REGIONALLY COORDINATED TRANSPORTATION PLAN UPDATE

FINAL REPORT

DECEMBER 2016



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The goal of the Five-Year Regionally Coordinated Transportation Plan Update is to conduct an objective and comprehensive inventory of all public and private transportation services operating within the fourteen-county East Texas region.

Currently, within the East Texas region, Tyler Transit and Longview Transit provide both local fixed-route and demand-response services to their respective cities. GoBus, offered by the East Texas Council of Governments (ETCOG), provides demand-response service to all fourteen counties, as well as a flex-route service within the city of Marshall. An additional four public agencies provide transportation services to the region's transportation-dependent and special-needs populations.

In the private sector, there are nine for-profit operators and seven non-profit operators offering transportation throughout the East Texas region. The majority of these entities operate within a single defined service area rather than providing service in multiple locations or region-wide.

To understand the transportation service needs and gaps throughout the fourteen-county region, the project team conducted extensive public outreach that provided invaluable insight from both stakeholders and community residents. Public outreach activities included a total of fourteen community workshops (one workshop per county) open to the general public; three stakeholder meetings attended by representatives of both private and public organizations, held in Canton, Kilgore, and Jacksonville; a stakeholder survey that garnered 67 responses; and a community survey that garnered 256 valid responses.

Additionally, the project team evaluated current and projected level of demand within each county using data provided by the federal census as well as assessing home-to-work commute destinations and other major trip generators influencing daily travel within the region.

The demand assessment, along with data collected during the public outreach portion of the project, allowed us to identify both spatial and temporal gaps in service. Such gaps were identified as to when transport services were not available in terms of hours of day as well as geographic locations where such services were largely absent or unavailable.

The result was a comprehensive list of recommendations prioritized as short-, medium-, or long-range planning initiatives. These recommendations reflect a wide range of transportation needs and are focused on minimizing or eliminating redundancy or duplication of existing services; developing strategies to address unmet needs and gaps in service; enhancing customer service satisfaction; and encouraging cooperation and coordination among agencies and organizations throughout the East Texas region. Presented below are recommendations by phase with the responsible agency identified in parentheses.

Short-range – One to two years

- Significantly increase marketing/public education, both locally and regionally, through targeted mailings and social media (GoBus, Tyler Transit, Longview Transit, Chariot Bus Lines).
- Develop service linking outlying communities with larger urban centers (GoBus).
- Expand/formalize both intercity and intercounty service (GoBus).
- Implement/expand regional travel training (ETCOG, Tyler Transit, and Longview Transit).
- Reduce "pick-up windows" for paratransit services (Tyler Transit).
- Improve connectivity/coordination between GoBus, Tyler Transit, Longview Transit, and Chariot Bus Lines (GoBus, Tyler Transit, Longview Transit, Chariot Bus Lines).

Medium-range –Three to four years

- Establish service linking communities along State Highway 64 as well as re-establishing service between Longview and Gladewater (GoBus or Longview Transit).
- Establish service linking local residents with regional transportation providers (GoBus).
- Establish service linking residents to post-secondary educational facilities (GoBus).
- Establish inter-county service linking residents with regional healthcare providers (GoBus).
- Implement Sunday service on a trial basis (Longview Transit).
- Expand and/or implement weekday and weekend service (Tyler Transit).
- Develop vanpool program for home-to-work travel (ETCOG, Tyler Transit, Longview Transit, Chariot Bus Lines).
- Introduce same-day paratransit reservation scheduling (GoBus and Tyler Transit).

Long-range —Five or more years

- Establish shuttle linking Longview residents with education centers. (Longview Transit)
- Establish volunteer driver program (ETCOG).
- Implement "one-stop" call center (GoBus, Tyler Transit, and Longview Transit).

Each recommendation is presented with more detail in Chapter 5. This report also contains a financial sustainability plan (Chapter 6) with potential funding sources for the implementation of each recommendation.



In an effort to enhance transportation coordination issues and establish a successful transportation network, the Texas Legislature passed HB 3588 in 2003, which amended the Texas Transportation Code to add Chapter 461- Statewide Coordination of Public Transportation. The East Texas Regional Transportation Coordination Plan presents an analysis of existing public, private, and non-profit transportation services within the fourteen-county East Texas Council of Governments (ETCOG) region. A Regional Coordination Plan was updated in 2011 in accordance with Chapter 461, which mandated each region in Texas, as defined by the Texas Department of Transportation (TxDOT), develop a regional transportation coordination plan. The goal of this Plan is to provide as many transportation options as possible by creating partnerships between transportation providers and service organizations located within the fourteen-county region.

In 2005, a Steering Committee advisory group for the East Texas region was formed under HB 3588, codified as Chapter 461 of the Transportation Code. The advisory group was subsequently named the East Texas Regional Transportation Coordination Planning Steering Committee. In 2012, the name was changed to EasTexConnects. The Steering Committee is comprised of elected officials or their appointees, citizens of the fourteen-county region, representatives of social service agencies, local transportation providers, and area employers. Its mission statement is "to create and connect a comprehensive, flexible, and sustainable public transportation service throughout and beyond the fourteen counties of State Planning Region 6." To accomplish this mission, the Steering Committee adopted six priorities as outlined in the 2006 Regional Transportation Coordination Plan:

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

The above-listed priorities and mission statement are the guiding principles for the Regional Transportation Coordination Plan as well as actions and projects arising from the planning effort.

The 2011 East Texas Regional Transportation Coordination Plan was the result of extensive public outreach and planning process. The Plan identified transportation needs along with coordination strategies, and identification of funding to sustain programs and activities. The 2016 Plan serves as an update to the 2011 five-year Regionally Coordinated Transportation Plan. The update process included extensive public outreach, meetings with providers throughout the region, and to identify all available funding avenues needed to sustain or develop programs and activities anticipated to be undertaken during the five-year planning horizon.

As the designated Lead Agency by the Steering Committee, the East Texas Council of Governments was responsible for overseeing the 2016 Coordination Plan update. ETCOG is a voluntary association of counties, cities, school districts and special districts within the fourteen-county East Texas region, whose purpose is to assist "local governments in planning for common needs, cooperating for mutual benefit and coordination for sound regional development". Among many of its responsibilities, ETCOG provides Rural Public Transportation to the fourteen counties within East Texas.

Existing Public Transportation

Coordination recommendations presented within this update reflect a diverse group of public and private agencies throughout the East Texas region. Fixed-route transit systems exist in the two largest urbanized areas; Longview Transit (managed by McDonald Transit Associates) and Tyler Transit operated by the City of Tyler. Both systems feature ADA-complementary paratransit services. The East Texas Council of Governments (ETCOG) operates chiefly a demand-response system (GoBus) covering portions of the fourteen-county region. Operated by ETCOG, GoBus also operates a deviated fixed-route service in the city of Marshall (flex-route), with a three-quarter of a mile deviation from the designated route upon request. In each of the other communities within the region, GoBus operates on a demand response basis with different operating parameters depending on the individual community. Other transportation services include Greyhound, Amtrak, scheduled air service, as well as taxi and private shuttles. Private and medical/social service transportation services exist as well.

MPO's in East Texas do not allocate the Federal or State funding. Both FTA and TxDOT contract with the Cities of Longview and Tyler, and NDMJ to provide public transportation. Longview uses a subcontractor, McDonald Transit, to manage the day-to-day operations, while the City of Tyler operates Tyler Transit, and TxDOT contracts with ETCOG to provide public transportation.

Amtrak/Greyhound

Amtrak stops within East Texas include: Marshall, Longview, and Mineola. The Longview rail passenger station is a junction point for Amtrak's dedicated Thruway motor coach services which connect trains to either Shreveport in Louisiana; or Houston, Nacogdoches, and Galveston in Texas (Lone Star Coaches).

Greyhound has bus terminals in the Cities of Marshall, Longview, and Mineola providing access throughout Texas and the rest of the country.

Regional Air Service

The Tyler Pounds Regional Airport (TYR) in Tyler, Texas and the East Texas Regional Airport (GGG) in Longview, Texas, offer scheduled commercial air services. Presently, both TYR and GGG have American Eagle serving Dallas-Fort Worth (DFW) with daily roundtrips. A wide array of domestic and international connections are available via DFW.

Taxi Service

Taxi service, a more traditional alternative to public transit, as well as non-traditional services such as Uber and Lyft are efficient transportation solutions. While Taxi service has the ability to provide door-to-door service in those instances where public transit might not adequately fulfill specific mobility needs, such as medical trips, Uber and Lyft are unable to provide those special services to those disabled persons with specific mobility needs. Currently, taxi service is well-dispersed throughout the region with services in Longview, Tyler, Pittsburg, and Marshall, to name a few. Uber is currently available in Tyler, while Lyft is not currently offered in the fourteen-county East Texas region.

Medicaid Transportation

Medicaid is a social health care program for economically disadvantaged families and individuals. This federal program provides health care to the elderly and disabled, who often do not have the means to pay for such health care benefits as routine check-ups, physical therapy sessions, and doctor's office visits. In accordance with the Affordable Care Act, states are given the opportunity to provide Medicaid coverage to individuals less than 65 years of age with income up to 133 percent of the federal poverty level.

The primary goal of Medicaid is to provide medically-needed individuals with access to health care. This is not limited to just providing affordable health care, but also providing the needed transportation to access a doctor's appointment or routine check-up.

The Federal government allows each state to organize for non-emergency medical transportation (NEMT). NEMT refers to the transport of Medicaid recipients, not in a critical or emergency situation, to and from medical appointments. Determining which transportation provider is eligible to receive Medicaid as a form of payment for transportation services is left up to each state.

In 2014, the State of Texas implemented a statewide regional brokerage program, awarding contracts to seven brokers operating in eleven Managed Transportation Organization (MTO) regions. Each region awards one transportation provider as the eligible NEMT provider. All 14 East Texas counties are located in MTO Region 5 with Medical Transportation Management (MTM) as the NEMT provider.

An individual (friends or family members) may become an Individual Transportation Participant, providing rides to Medicaid-related health visits, and in doing so, would become eligible for mileage reimbursement. To be eligible to participate, an individual must sign up through the transportation provider in their region

(MTM in Region 5). An individual must use a personal vehicle (a vehicle owned by a non-profit organization, doctor's office, or service organization is not eligible for mileage reimbursement), and must gain approval from the regional transportation provider.

Transportation Planning Organizations

Additional administration and transportation planning insight in developing recommendations for the 2016 Regional Transportation Coordination Plan update is derived from the two Metropolitan Planning Organization's (MPO) within the region, which consists of the Tyler and Longview MPOs. Each entity is responsible for coordinated, comprehensive, and continuing transportation planning for its respective metropolitan area. Given each MPO actively participates in the coordination process, their expertise and assistance is instrumental to the successful implementation of this Plan.

The statutory duties and responsibilities of county officials in Texas are numerous. County government's principle focus is on the judicial system, health and social service delivery, law enforcement, and road construction. Therefore, the Commissioners' Courts throughout East Texas often play a critical role in transportation planning. For example, in Smith County, the Tyler Metropolitan Planning Organization (MPO) serves as the primary planning body within Smith County with respect to major transportation projects.

Rural Planning Organizations (RPO) have been established across Texas and the nation to more effectively address transportation issues and priorities arising in rural areas. One of the responsibilities of Regional Planning Commissions or Councils of Governments specified in Chapter 391 of the Texas Local Government Code is to "plan for the future development of communities, areas, and regions so that (A) the planning of transportation systems is improved".

The East Texas Rural Planning Organization (ETRPO) addresses transportation projects that fall outside the Longview and/or Tyler Metropolitan Planning Organization (MPO) areas. ETCOG serves as the lead agency staff for the East Texas RPO Transportation Planning Policy Board. The policy board also includes the region's fourteen county judges, the mayors of Tyler and Longview, and the three TxDOT district engineers serving the ETCOG region (Paris, Tyler, Atlanta). The policy board meets to establish bylaws and a technical advisory committee (TAC) inclusive of all stakeholders. The TAC includes all counties, MPOs, cities not included in an MPO, NET RMA, TxDOT, city and rural transit operators, Regional Coordination Planning Steering Committee, rail districts, private transportation providers, chambers, and other stakeholders and interested parties to advise the policy board.

In October 2004 the Texas Transportation Commission voted to establish the North East Texas Regional Mobility Authority (NET RMA). The NET RMA is a partnership between member counties (twelve-county partnership), local MPOs, TxDOT, and various cities. The goal of the NET RMA is to "enhance mobility and create economic opportunity in the North East Texas Region". The main activities NET RMA focuses on to achieving this goal is through transportation infrastructure projects and educating the public on toll roads.

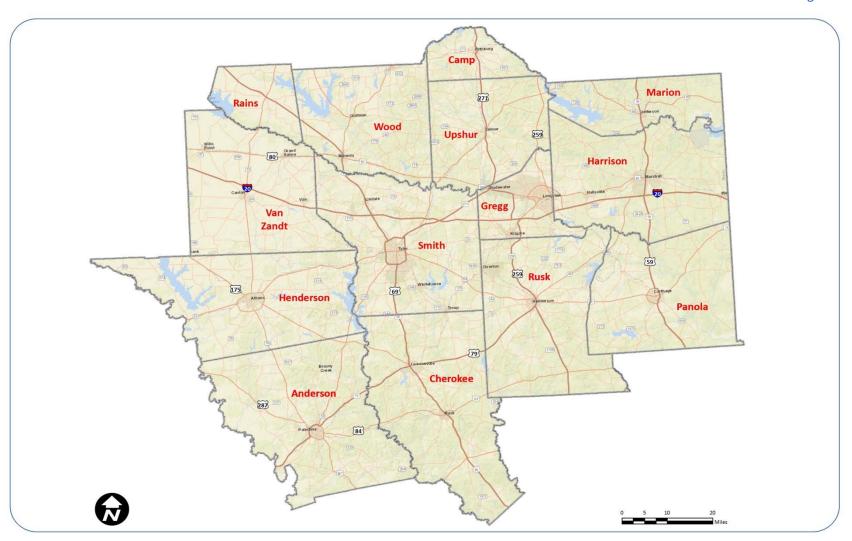
SECTION 1.1 – PHYSICAL SETTING

State Planning Region 6 covers the eastern portion of Texas between the Dallas-Ft. Worth Metropolitan Area and Louisiana state border. Region 6 includes 14 counties: Anderson, Camp, Cherokee, Gregg, Harrison, Henderson, Marion, Panola, Rains, Rusk, Smith, Upshur, Van Zandt, and Wood. The population density of this region is relatively low.

Collectively, the 14 counties comprise approximately 10,000 square miles in area. The combination of rolling hills, piney woods, and large lakes result in a large portion of East Texas being rural in nature. In a number of instances, large bodies of water bisect separate population clusters. These bodies of water also greatly influence the layout of the surrounding road network. Taken collectively, this aspect directly impacts the provision of transportation services in many of the less-populated areas of the region.

There are two standard Metropolitan Statistical Areas within the region – Tyler, located in Smith County; and Longview, which spans Gregg, Rusk, and Upshur counties. Exhibit 1.1 is a map of the East Texas Region.

Exhibit 1.1 East Texas Region



SECTION 1.2 – DEMOGRAPHICS

According to ACS estimates, the fourteen-county East Texas region had a total population of 839,045 in 2014, an increase of 1.1 percent since the 2010 decennial census. The population of Planning Region 6 reflects approximately three percent of the state's total population. More than half (51.4 percent) of the East Texas region's estimated 2014 population is located within the Tyler and Longview Metropolitan Statistical Areas (MSAs). ACS 2014 estimates tabulated a total population of 214,735 for the Tyler MSA, which encompasses Smith County. The Longview MSA encompasses Gregg, Rusk, and Upshur counties, and had an estimated population of 216,746 in 2014.

Population Growth

Exhibit 1.2 provides a summary of populations for each of the 14 counties in the East Texas region, as well as Texas at-large, between 1990 and 2010, along with estimates for 2014. As shown in Exhibit 1.2, Smith County, which includes the city of Tyler, represents 25 percent of the population residing in the East Texas region with an estimated 214,735 residents. Gregg County, which includes a large portion of Longview, has an estimated 122,736 residents, making it the second largest county in the East Texas region. Both Marion and Rains counties have less than 11,000 residents according to ACS 2014 estimates, placing them as the least populous counties in the region.

Between 2010 and 2014, growth patterns varied greatly among the individual counties. Marion experienced a two-percent drop in population, whereas Smith County experienced a 2.4 percent increase since Census 2010. With the exception of Anderson and Rains counties, growth has occurred throughout the remaining counties between 2010 and 2014. Given the growth experienced throughout the study area during the past half-decade, a commensurate increase in the level and scope of mobility services is warranted. Specifics regarding proposed transportation services and programs are presented in Chapter 5.

Exhibit 1.2 Population for the East Texas Region

County	Census 1990	Census 2000	Census 2010	ACS 2014	Percent Change	Percent Change	Percent Change
					1990 to 2000	2000 to 2010	2010 to 2014
Anderson County	48,024	55,109	58,458	58,084	14.8%	6.1%	-0.6%
Camp County	9,904	11,549	12,401	12,463	16.6%	7.4%	0.5%
Cherokee County	41,049	46,659	50,845	50,971	13.7%	9.0%	0.2%
Gregg County	104,948	111,379	121,730	122,736	6.1%	9.3%	0.8%
Harrison County	57,483	62,110	65,631	66,971	8.0%	5.7%	2.0%
Henderson County	58,543	73,277	78,532	78,836	25.2%	7.2%	0.4%
Marion County	9,984	10,941	10,546	10,335	9.6%	-3.6%	-2.0%
Panola County	22,035	22,756	23,796	23,880	3.3%	4.6%	0.4%
Rains County	6,715	9,139	10,914	10,988	36.1%	19.4%	0.7%
Rusk County	43,735	47,372	53,330	54,159	8.3%	12.6%	1.6%
Smith County	151,309	174,706	209,714	214,735	15.5%	20.0%	2.4%
Upshur County	31,370	35,291	39,309	39,851	12.5%	11.4%	1.4%
Van Zandt County	37,944	48,140	52,579	52,605	26.9%	9.2%	0.0%
Wood County	29,380	36,752	41,964	42,431	25.1%	14.2%	1.1%
East Texas Region	652,423	745,180	829,749	839,045	14.2%	11.3%	1.1%
Texas	16,986,510	20,851,820	25,145,561	26,092,033	22.8%	20.6%	3.8%
*U.S. Census							
**ACS 2014 five-year estimates							

Demographic Overview

Exhibit 1.3 presents an overview of baseline demographic information for each of the fourteen counties in the East Texas region, as well as statistics for Texas at-large for comparison purposes. These individual characteristics (i.e., gender, median age, and highest education level) were selected to lay the foundation for the more in-depth demographic analysis which follows in subsequent chapters. Median age will identify those counties with larger aging populations, while higher education level typically correlates with income as well as vehicle ownership.

ACS estimates suggest the gender distribution does not significantly differ from county to county within the fourteen counties or Texas at-large. The only county among the fourteen with an atypical mix is Anderson, wherein approximately 61 percent of the population is male and 39 percent is female. The fourteen counties as a whole reflect an approximate 50-percent gender split.

With respect to age, the East Texas region is considerably older (median age ~41) than the State as a whole (median age 33.9) as well as Texas at-large (median age 33). These data suggest future public transportation should have a focus on the needs of seniors and rapidly aging population (aka "baby boomers").

Further, growth in elderly population is often accompanied by growth in persons with disabilities. This development suggests that this combined area be viewed as an "area of focus" for the introduction of additional transportation services. Of the fourteen counties, the ones with the smallest population – Camp, Marion, and Wood -- have some of the larger shares of elderly.

A review of educational attainment for persons aged 25 years and older revealed the East Texas region's percentage of persons with a high school diploma or higher (82 percent) is similar to that of Texas at-large (81.6 percent). However, the percent of persons 25 years and older with a college degree or higher residing in the East Texas region (15.6 percent) was significantly lower than Texas at-large (27.1 percent). By contrast, persons within Gregg and Smith counties reflect a higher level of formal education than the remaining 12 counties.

Exhibit 1.3 East Texas Demographics

				Educationa	Attainment	
County	Percentage Male	Percentage Female	Median Age	Percentage High School Diploma or Higher	Percentage Bachelor's Degree or Higher	
Anderson County	61.0%	39.0%	39.1	80.2%	11.3%	
Camp County	49.3%	50.7%	38.1	76.2%	14.3%	
Cherokee County	50.9%	49.1%	37.8	78.1%	15.9%	
Gregg County	49.0%	51.0%	35.3	82.9%	19.9%	
Harrison County	48.9%	51.1%	36.9	84.0%	18.6%	
Henderson County	49.1%	50.9%	43.2	81.6%	15.5%	
Marion County	48.1%	51.9%	48.5	83.9%	14.5%	
Panola County	48.3%	51.7%	38.1	83.4%	11.4%	
Rains County	50.3%	49.7%	46.8	83.3%	11.4%	
Rusk County	53.1%	46.9%	38.9	81.0%	13.3%	
Smith County	48.3%	51.7%	36	85.2%	25.2%	
Upshur County	49.6%	50.4%	40.5	82.5%	14.3%	
Van Zandt County	49.2%	50.8%	43.3	81.5%	14.9%	
Wood County	49.5%	50.5%	48.1	84.0%	17.9%	
East Texas Region	50.1%	49.9%	40.8	82.0%	15.6%	
Texas	49.6%	50.4%	33.9	81.6%	27.1%	
**ACS 2014 five-year estimates						

SECTION 1.3 – LEGISLATION

In August 2005, SAFETEA-LU legislation was adopted and with FTA guidance, Locally Developed Coordinated Public Transit-Human Services Transportation Plans were required to be developed before applications for FTA Program funding would be made available.

Pursuant to the requirements of SATETEA-LU and subsequent FTA and TXDOT guidance, communities who wished to remain competitive for FTA funding options including New Freedom (Section 5317), Job Access and Reverse Commute (Section 5316), and Elderly Individuals and Individuals with Disabilities (Section 5310) programs were once again required to undertake the preparation of a locally developed Coordination Plan.

On July 6, 2012, legislation entitled Moving Ahead for Progress in the 21st Century (MAP-21) was signed into law which replaced certain provisions of SAFETEA-LU. MAP-21 streamlined and consolidated some transit programs; however, under MAP-21, New Freedom and JARC projects while still needing to meet the requirements of being developed within a Locally Developed Public Transit-Human Services Transportation Coordination Plan in order to be funded - they lost their dedicated funding stream. The structure of programs under MAP-21 is now different. JARC no longer exists as a separate program, and funding for such activities are eligible under FTA's urban and rural formula programs. Similarly, the New Freedom program was merged with the Elderly Individuals and Individuals with Disabilities program.

On December 4, 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act into law. The new transportation bill provides long-term funding for surface transportation infrastructure planning and investment. The new bill realigns several transit programs and provides significant funding increases for bus and bus facilities. Programs that have been continued under the FAST Act with amendments include Urbanized Area Formula Grants (Section 5307), Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310), Rural Areas (Section 5311), and Buses and Bus Facilities (Section 5399).

HB 3588

In 2003, the Texas Legislature passed HB 3588, amending the Texas Transportation Code to add Chapter 461 – Statewide Coordination of Public Transportation. HB 3588 was tasked with establishing a reliable and all-inclusive public transportation network to mitigate transportation coordination issues between state oversight agencies.

The Texas Transportation Commission (TTC) assigned development of regional transit coordination plans in compliance with Chapter 461 to the Regional Planning and Public Transportation Study Group. The Study Group concluded each region in the state, as defined by State Planning Region boundaries, should develop a regional coordination plan to present to the TTC in December 2006. As the economic and political climate has changed significantly over the past five years, it is important that the Coordination Plan reflect current mobility needs and priorities.

The East Texas Regional Transportation Coordination Planning Steering Committee was formed in 2005 to implement the goals outlined in Chapter 461. Reflective of the Coordination Plan update process, the Steering Committee provides guidance, a voice for stakeholders, and a mechanism for regional transportation coordination. In the Fall of 2012, the Steering Committee was renamed EasTexConnects.

Title VI Compliance

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving Federal financial assistance. As part of the fourteen-county region governed by the East Texas Council of Governments, investments made by ETCOG, and other transportation providers receiving federal funds must be consistent with Federal Title VI requirements. Public outreach to and involvement of individuals in low-income and minority communities covered under Title VI of the Civil Rights Act and subsequent Civil Rights Restoration Act, and series of federal statutes

enacted pertaining to environmental justice, are critical to regional planning and programming decisions. The fundamental principles of environmental justice include:

- Avoiding, minimizing or mitigating disproportionately high and adverse health or environmental effects on minority and low-income populations;
- Ensuring full and fair participation by all potentially affected communities in the transportation decision-making process; and
- Preventing the denial, reduction or significant delay in the receipt of benefits by minority populations and low-income communities.

The decisions process by which new projects are selected for inclusion in the East Texas Regional Transportation Coordination Plan must consider equitable solicitation and selection of project candidates in accordance with federal Title VI requirements.

SECTION 1.4 – GOALS AND OBJECTIVES

The goal of the Five-Year Regionally Coordinated Transportation Plan Update is to create and connect a comprehensive, flexible, and sustainable public transportation system throughout and beyond the fourteen-county East Texas region.

Further, the Committee adopted four goals in the 2006 Coordination Plan:

- 1. Submit in a timely manner planning documents, as may be required by appropriate state and federal agencies;
- 2. Secure the ongoing cooperation of city, county, other local government, and private sector entities in State Planning Region 6;
- 3. Ensure to everyone within State Planning Region 6 a full and unfettered opportunity to affect the outcome of area public transportation service; and
- 4. Partner with the Texas Transportation Commission to effect legislative change.

SECTION 1.5 – PROGRESS SINCE 2011 PLAN

In the 2011 Regional Transportation Coordination Plan, the Regional Transportation Steering Committee identified twenty individual strategies. These strategies were developed as either a new strategies/recommendation or a continuation of a strategy/recommendation presented in the 2006 Coordination Plan. Exhibit 1.4 presents the status of each of the twenty strategies. The status of each strategy was separated into four categories:

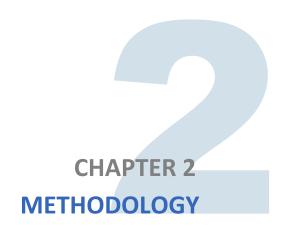
- Implemented,
- Partially implemented,
- Not yet implemented, and
- No longer relevant.

Exhibit 1.4 Status of 2011 Strategies

2011 Recommendation	Status	Notes
Strategy 1: Increased public transportation education and promotion of services	Implemented	Resulted in the development of a regional mobility guide and individual county service brochures; however, the need for increased targeted marketing remains a priority.
Strategy 2: "Interconnectivity Day"	Implemented	Resulted in a veterans transportation day and "Basic Training" brochure.
Strategy 3: One-stop regional transportation call center (2006 Strategy 7)	Partially implemented	Initial funding secured; project report submitted 2012.
Strategy 4: Campaign stressing time/monetary value of riding transit (2006 Strategy 5)	Not yet implemented	
Strategy 5: Seek funding to extend transportation network service hours (2006 Strategy 12)	Not yet implemented	GoBus hours have been reduced since 2012.
Strategy 6: Expanding agency participation	No longer relevant	Committee satisfied with current composition.
Strategy 7: Regional Transportation Marketing Plan	Partially implemented	Marketing Plan prepared in June 2012; however, the majority of recommendations have not yet been implemented.
Strategy 8: Adhere to needs of growing senior population (2006 Strategy 6)	Not yet implemented	
Strategy 9: Transit-friendly amenities (2006 Strategy 2 and 3)	Not yet implemented	
Strategy 10: Ensuring multiple transportation providers serve transfer points and key activity centers (2006 Strategy 3)	Not yet implemented	
Strategy 11: Online regional transit trip planner	Not yet implemented	
Strategy 12: Regional vehicle maintenance (2006 Strategy 1)	Implemented	Regional Maintenance and Refueling Plan completed in October 2012; Longview Transit and NDMJ currently provide maintenance for GoBus.
Strategy 13: Volunteer driver program (2006 Strategy 8)	Not yet implemented	
Strategy 14: Shared-use vehicles (2006 Strategy 4)	Not yet implemented	

2011 Recommendation	Status	Notes
Strategy 15: Encourage MPOs to promote transit-oriented development (TOD)	Implemented	2014 Metropolitan Transportation Plans for Tyler and Longview include TOD and transit/bike/pedestrian coordination recommendations. Longview continues planning efforts for a transfer center at its Amtrak station.
Strategy 16: Optimize Amtrak stations as transfer centers (2006 Strategy 9)	Partially implemented	Development of a transfer center at the Longview Amtrak station is underway.
Strategy 17: Administer regional vanpool program	Not yet implemented	
Strategy 18: Online ride-matching software	Not yet implemented	
Strategy 19: Consolidation of scheduling service into one system (2006 Strategy 15)	No longer relevant	Transit partners deemed the purchase of common dispatching software to be undesirable.
Strategy 20: Collaborate future public transit planning with multi-modal efforts	Not yet implemented	

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This chapter outlines the methodology used by Moore & Associates to identify and quantify the mobility needs of the East Texas region, which will assist in the development of effective, community-based transportation strategies that build upon the actions and projects identified in the 2011 Coordination Plan. Our project team conducted a variety of county-specific and regional public outreach activities focusing on the needs of stakeholders and traditionally mobility-disadvantaged populations. All efforts were promoted extensively through formal and informal marketing and communications channels.

SECTION 2.1 – STAKEHOLDERS

Moore & Associates worked with more than 70 stakeholders including members of Tyler Transit, Longview Transit, EasTexConnects, and GoBus to develop a Coordination Plan that would meet both TxDOT and FTA public involvement requirements. The ongoing and critical involvement of the more than 70 agencies represented various public and private interests including both for-profit and non-profit human service agencies, as well as public and private transit and paratransit providers throughout the fourteen-county East Texas region. Exhibit 2.1 identifies the list of persons/agencies participating in the Plan and who participated in the stakeholder survey.

Exhibit 2.1 Participating Stakeholders

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Frankston Depot Library (1) Workforce Solutions East Texas (2)	Frankston Depot Library (1)	Workforce Solutions East Texas (2)
GoBus (1)	GoBus (1)	

SECTION 2.2 – EASTEXCONNECTS

The East Texas Regional Transportation Coordination Planning Steering Committee was formed in 2005 as a result of HB 3588. Much of the Coordination Plan was, and continues, to be developed through community and stakeholder involvement. The composition of the Steering Committee, as well as the region's priorities and identified goals, were also an outgrowth of such efforts. In order to build the foundation for the planning process, stakeholder events were held in the summer of 2016.

The role of the steering committee members is to develop short and long-range transportation plans that provide a multi-modal investment strategy for meeting the mobility needs throughout the region and for prioritizing projects for funding purposes.

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Steering Committee members represent transportation providers, health and human service providers, local cities and counties, and advocates for the disabled. Each member brings their own abilities, experiences, backgrounds, and expectations to the table.

It is the Steering Committee members' responsibility to ensure project scopes align with identified needs of the community and to represent stakeholder interest in project deliberations. Members must reconcile differences in opinion and approach, and resolve disputes arising from them.

The role of the Steering Committee chairperson is to actively facilitate the strategic development of the Committee through moderating the Committee meetings, building consensus, and supporting the objectives of the Regional Transportation Coordination Plan. The chair serves as Committee spokesperson and recruiter of new members for the Steering Committee, along with working to generate and encourage new ideas and involvement from members.

The Committee of elected officials or their appointees, citizens, and representatives of social service agencies, local transportation providers, and area employers meet bi-monthly. Exhibit 2.2 provides a list of all current Steering Committee Members and their sponsoring organizations.

Exhibit 2.2 EasTexConnects Members

Entity Represented per the Bylaws	Person/Organization	Person Assigned	Currently Attending
EasTexConnects Liaison	ETCOG	Transportation Planner/Analyst	Melissa Cure
Lead Agency	ETCOG	Executive Director	David Cleveland
Rural transit	GoBus	Tranpsortation Director	Jim Camp
Urban transit	Longview Transit	Longview Transit designee	Scott Lewis
Urban transit	Tyler Transit	Tyler Transit designee	Russ Jackson
MPO	Longview MPO	City of Longview MPO designee	Karen Owen
MPO	Tyler MPO	City of Tyler MPO designee	Michael Howell
Workforce Development Board	ETCOG	Workforce Development designee	Gary Allen
Health and Human Services	Organization	DSHS	James Pike
Health and Human Services	Organization	HHSC Medical Transportation Program	Sara Minton
Health and Human Services	Organization	Community Healthcore	Lee Brown
Private for Hire Transportation	Greyhound	Greyhound designee	Rick Skinner
Private for Hire Transportation	The Chariot	The Chariot designee	Helen Thornton
Advocate for disabled, elderly	Person	Kristy Range	Kristy Range
Advocate for disabled, elderly	Person	Kasha Williams	Kasha Williams
Advocate for disabled, elderly	Organization	ET Lighthouse for the Blind designee	Michelle Boyd
Advocate for disabled, elderly	Organization	ET Center for Independent Living designee	Laura Mattheis
OTR, Rail or Air	Organization	National Association of Rail Road Passengers	Christina Anderson
OTR, Rail or Air	Airport	Tyler Pounds Field designee	Davis Dickson
OTR, Rail or Air	Airport	East Texas Regional Airport designee	Roy Miller
OTR, Rail or Air	Amtrak	Amtrak designee	Griff Hubbard
OTR, Rail or Air	NET RMA	NET RMA designee	
County	Person	Camp County (Veteran Service Officer)	Phillip Jones
County	Person	Cherokee County (MRA)	Maggie Benge
County	Person	Gregg County (County Judge)	Bill Stoudt
County	Person	Harrison County (County Judge)	Zephaniah Timmins
County	Person	Panola County	Ida Beck
County	Person	Rains County (Commissioner)	Patsy Marshall
County	Person	Rusk County (County Judge)	Joel Hale
County	Person	Smith County	Jamal Moharer
County	Person	Van Zandt County	Roger Johnson
Ex-Officio Non-voting:			
TxDOT Advisor	Organization	TxDOT, Tyler District (PTC)	Lori Huett
ETCOG	Organization	ETCOG (Area Agency on Aging)	Betty Mitchell

As stated in the bylaws of the Steering Committee, the selected lead agency's responsibilities include the following:

- Assist the Steering Committee in compliance with HB 3588, the Open Meetings and Open Records
 Act, preparation and compliance with State grant fund requirements, especially the Texas
 Department of Transportation, and any other state, federal or private grant applications or
 funding appropriate for the goals and objectives of The Steering Committee.
 - Act as the Steering Committee's fiscal agent for all money awarded on its behalf. Report on at least a quarterly basis the budget and expenditures for all funds awarded on its behalf.
- Oversee any employees on a day-to-day basis and report to the Steering Committee or its agent on the performance and job duties of any such employees.

- Complete any reporting requirements as directed by the State, Texas Department of Transportation, or other grant agencies.
- Prepare and post the activities, meetings, meeting minutes, and other information of interest to the general public on the East Texas Council of Governments' website.
- Communicate and coordinate information about the Steering Committee and its activities to
 other organizations which have an interest in our outcomes and processes such as the North East
 Texas Regional Mobility Authority, Neighboring Council of Governments, and any other
 appropriate state agencies or interested parties.

The Steering Committee continues to play a critical role in identifying the mobility needs of stakeholders and the community at-large. Their collective expertise and knowledge of the region and its public transportation needs was of great value to the efforts of the consultant team. Throughout the development of the current plan, continued guidance was provided by the Steering Committee that ensured Moore & Associates was able to successfully develop an effective update to the 2011 Coordination Plan.

SECTION 2.3 – CONSULTANT TEAM

The role of the consultant team was to develop an updated Regional Transportation Coordination Plan that addresses the health, social service, and workforce needs of TxDOT Planning Region 6. The goal is to improve the efficiency and delivery of transportation services by coordinating said services. In order to accomplish this, the project team:

- 1. Identified necessary resources; including personnel contacts for data collection, stakeholder databases, background documents/reports, etc.
- 2. Prepared an outline of the 2016 Regional Transportation Coordination Plan.
- 3. Presented a financial sustainability plan.
- 4. Created a website informing stakeholders of all project meetings and events as well as presenting funding and grant opportunities when available.
- 5. Reviewed and updated Transportation Resources Inventory.
- 6. Disseminated, evaluated, and summarized Stakeholder as well as Community Surveys.
- 7. Facilitate stakeholder sessions to gain further insight into both existing travel patterns and unmet mobility needs.
- 8. Conducted 14 community workshops to solicit feedback throughout the region.
- 9. Reviewed and developed Comprehensive Transportation Needs Assessment.
- 10. Developed a list of priority-based coordination strategies and programs.

SECTION 2.4 – PUBLIC INVOLVEMENT

Public involvement is an important component of the Coordination Plan as it provides insight from both stakeholders and community residents throughout the East Texas region regarding transportation service needs, gaps, and opportunities for enhanced services. To accomplish this task, 14 community workshops were conducted, stakeholder meetings were arranged/facilitated, and surveys of stakeholders, as well as the community at-large, were disseminated throughout the region.

Outreach efforts focused on agencies that represented mobility-disadvantaged populations (elderly, low-income individuals, and persons with disabilities) from the East Texas region.

Community Workshops

In July 2016, Moore & Associates organized and facilitated a series of fourteen community workshops in support of the Five-Year Regionally Coordinated Transportation Plan Update. One workshop was held in each of the 14 counties of East Texas. The purpose of the workshops was to inform residents of the project, and then to identify and quantify mobility/transportation within the 14-county region.

A "Get Involved" postcard (see attached) promoting the community workshops was mailed in the beginning of June to a random sampling of 2,000 households. The number of postcards distributed within a given county was determined by its relative population share (vis-à-vis the 14-county region population).

The workshops attracted 38 attendees collectively. Appendices D contain collateral developed to promote the community workshops.

Exhibit 2.3 illustrates the locations of the community workshops.

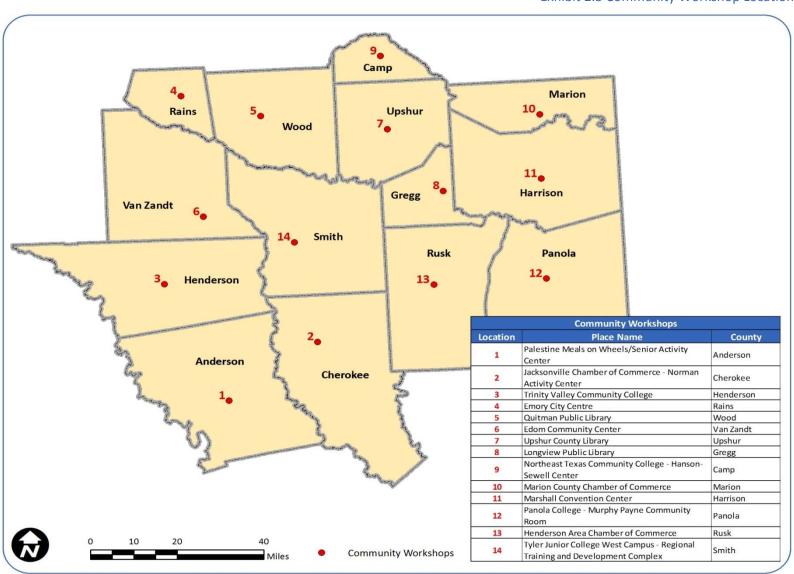


Exhibit 2.3 Community Workshop Locations

MOORE & ASSOCIATES, INC.

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Stakeholder Meetings

On June 16 and 17, 2016, Moore & Associates organized and facilitated a series of three stakeholder meetings in support of the Regionally Coordinated Transportation Plan Update. For purposes of this Plan, "stakeholder" is defined as any organization (private or public) located within the fourteen-county region for which ETCOG has regional transportation planning responsibility. Said organizations are either actual transportation providers (on behalf of their members, clients, or contracted parties) or transportation consumers (again, on behalf of their members, clientele, etc.).

Utilizing the transportation stakeholder database compiled for this project an "invitation" postcard (see attached) was mailed on May 25, 2016 to approximately 275 organizations. Through the meetings we hoped to accomplish the following: 1) provide an overview of the current project, 2) present the key recommendations developed through the 2011 Plan, 3) learn about the transportation services provided by meeting attendees, 4) learn about transportation services provided by meeting attendees, and 5) get a sense as to transportation priorities throughout the fourteen-county region.

One 75-minute session was held in each of the following communities: Canton, Kilgore, and Jacksonville. Collectively the sessions attracted 26 attendees representing at least 20 different entities. Presented below are bullet-point summaries of the discussion arising at each of the stakeholder meetings. Lastly, we have included the individual workshop sign-in sheets.

Stakeholder Survey

The stakeholder survey was intended to secure input from businesses and organizations that have a "stake" in the project's successful outcome. These stakeholders were contacted via a mailed postcard as well as through phone calls. The survey was available both in print format with postage-paid response envelopes and online. The survey response period was May 13, 2016 (date of first mailing) through June 24, 2016. The organizations contacted ranged from local businesses and employers to social service groups, healthcare providers, and education and faith-based organizations. The survey was designed to identify coordination opportunities and mobility needs of the fourteen-county region. A total of 67 stakeholders participated in the survey.

All survey data was entered into an electronic database and cleaned/verified for accuracy utilizing Statistical Package for the Social Sciences (SPSS) software. Response frequencies were developed for each survey question and utilized for table creation and analysis.

Exhibit 2.1 above presents a list of the organizations that participated in the stakeholder survey.

Community Survey

The community survey (reference Appendix A) was made available online from the first week of June 2016, to the first week of August 2016. During the month of June is also when the consultant team conducted the community workshops. Community surveys were distributed and collected at each of the community workshops. The survey was designed to identify and quantify resident mobility needs

throughout the fourteen-county area. Such data will help guide future transportation program development across the next five years.

The survey was developed in conjunction with ETCOG staff. Once the instrument was approved, it was translated to Spanish. Moore & Associates uploaded both the English and Spanish versions of the survey instrument to Survey Monkey to support data collection. The survey was also provided to public transit providers, along with several city, county, and government entities. Postcards were also mailed to 2,000 households dispersed across the fourteen-county region.

While the majority of survey responses were received online, those survey responses received by mail were entered into Survey Monkey.

Data cleaning was completed following completion of data entry. This process resolved variations in data entry that resulted in identical responses being sorted as different (i.e., "W Erwin St" and "West Erwin Street" were rationalized to provide a single response). The cleaned data was then imported into a Statistical Package for the Social Sciences (SPSS) database for further analysis.

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Currently, the 14-county region in East Texas, aggregate basis, experiences limited transportation services. Both Tyler Transit and Longview Transit provide both local fixed-route and demand-response paratransit services to their respective cities. GoBus, offered by the East Texas Council of Governments (ETCOG), provides demand-response service to all fourteen counties within East Texas. Daily interstate bus services are offered by Greyhound Lines, Inc. with transit terminals in Kilgore, Longview, Marshall, and Tyler providing access to activity centers throughout the region. However, access to these facilities is not easy for many of the residents within East Texas.

From a regional perspective, an additional four public agencies offer transportation services to the region's transportation-dependent and special-needs populations. There are another nine private, for-profit operators, and seven private, non-profit operators, offering transportation throughout the East Texas region. However, most services are centralized and serve a limited clientele. This chapter is intended to provide an overview of regionally available public transportation and specialized transportation services, while also identifying where gaps in transportation exist.

SECTION 3.1 – INVENTORY OF TRANSPORTATION PROVIDERS

Andrews Center

Andrews Center is a private, non-profit agency located at 2323 West Front Street in Tyler, and provides fixed-route and demand-response services to more than one thousand clients annually. Fixed-route service operates Monday through Friday, 7:00 a.m. to 3:00 p.m. using vehicles owned and operated by the Andrews Center.

Atria Willow Park

Atria Willow Park is a senior living facility located at 3500 South Vine Avenue, in Tyler. The senior living facility offers transportation services Monday through Thursday, 8:30 a.m. to 2:30 p.m., to residents of the facility. Atria Willow Park owns and operates their own vehicles, typically providing trips to special events, medical, social, and recreation activities.

Brookdale Tyler East

Brookdale Tyler East is an extension of Brookdale Living Solutions, located at 3505 University Boulevard in Tyler. Brookdale, providing assisted living for persons 62 years of age and older, owns and operates their own vehicles, providing transportation on an as-needed basis. Also provided to residents of the facility are taxi services that are available Monday through Friday, 8:00 a.m. to 12:00 p.m.

Cedar Lake Nursing Home

Located in Henderson County, Cedar Lake is a nursing home, hospice center, and rehabilitation facility providing a demand-response service to nearly five hundred clients annually.

Champagne, Inc.

Located at 405 North Main Street in Lindale, Champagne is an assisted living facility providing transportation to clients using staff vehicles. Transportation is available 24 hours per day, seven days per week, transporting clients to medical, mental, dental, and social activities.

Community Healthcore

Community Healthcore, located in Longview, is a quasi-public/private agency operating a demand-response private taxi/shuttle service in Gregg, Harrison, Marion, Panola, Rusk, and Upshur counties. Services are provided Monday through Friday between 8:30 a.m. and 2:30 p.m. for rehabilitation services. Community Healthcore serves more than one thousand clients annually, with eligibility requirements that include both physical and mental disabilities, as well as, alcohol and drug addiction.

Disciple Homes (Eden Place)

Located at 327 Eden Drive in Longview, Disciple Homes provides assisting living to low income individuals and those over the age of 62. Disciple Homes provides on-call private tax/shuttle service Tuesday through Thursday, 8:00 a.m. to 3:00 p.m.

East Texas Council on Alcohol and Drug Abuse (ETCADA)

ETCADA, a social service agency, is located at 708 Glencrest Lane in Longview, and operates a volunteer driver program, Monday through Friday 8:00 a.m. to 5:00 p.m., along with specific after-hours and weekend events. ETCADA provides transportation services to all 14 East Texas counties to persons over the age of 14, as well as those meeting Texas Department of State Health Services eligibility requirements and federal poverty guidelines.

East Texas Lighthouse for the Blind

Located at 411 West Front Street in Tyler, East Texas Lighthouse for the Blind provides rehabilitation, education, training, and employment leads to the visually impaired throughout East Texas. Operating company vehicles, staff provides transportation to the visually impaired, Monday through Friday, 9:00 a.m. to 4:00 p.m.

East Texas Medical Center, Behavioral Health

East Texas Medical Center (ETMC) is located at 4101 University Boulevard in Tyler. The ETMC is a quasipublic/private agency that purchases transportation in the form of taxi services to transport clients with mental illness from all 14 East Texas counties to their facilities.

GoBus

GoBus, located at 3800 Stone Road in Kilgore, is a publicly funded transit service provided by the East Texas Council of Governments (ETCOG), operating a reservation-based, shared-ride service to all 14 counties in East Texas, as well as, a flex route servicing the city of Marshall. The demand-response service is offered throughout the 14-county region, and the flex service is provided to residents of Marshall. The demand-response service is available five days per week between 6:30 a.m. and 5:30 p.m., and provides up to 700 trips per day. The flex route service is offered five days per week between 6:30 a.m. and 5:30 p.m. There are no eligibility requirements to ride either the demand-response or flex services. GoBus is a recipient of FTA 5310 grant funding.

Greyhound Lines, Inc.

Greyhound provides inter-city transportation throughout the country. Greyhound has bus terminals in Kilgore, Longview, Tyler, and Marshall, and operates seven days per week, between 7:00 a.m. and 7:00 p.m. This is a paid service, and does not include eligibility requirements.

Henderson County HELP Center

The Henderson County HELP Center is located at 309 Royal in Athens. The HELP Center is a social service agency that develops programs to support care, health and well-being of the people of Henderson County. The HELP Center reimburses clients for transportation services such as taxi, shuttle, or other private transportation services.

Heritage Healthcare Residence

Heritage Healthcare Residence is an assisted living facility located at 1026 East Goode Street in Quitman. Heritage provides demand-response services 24 hours per day, seven days per week to more than five hundred annual clients. Activities for which transportation is provided include medical, mental, dental, recreational, and social services.

Longview Transit

Longview Transit, located at 908 Pacific Avenue in Longview, is a publicly funded fixed-route and demand-response service operating within the city limits of Longview. Longview Transit is a recipient of FTA 5310 funding. The City of Longview owns all transit vehicles, while McDonald Transit Associates operates the day-to-day service. Service is offered Monday through Friday, 6:15 a.m. to 7:15 p.m, and on Saturday from 7:15 a.m. to 7:15 p.m. To reserve a ride using the demand-response service you must meet Americans with Disabilities (ADA) standards, and call the scheduling center 24 hours in advance. Both services offered by Longview Transit annually transport more than one thousand passenger trips.

NDMJ Transportation

NDMJ Transportation is a private, for-profit agency that owns and operates more than 30 vehicles, 24 hours per day, seven days per week, to all of East Texas, yet primarily within the city of Tyler and Smith County. Located at 100 East Ferguson in Tyler, NDMJ provides demand-response, subscription services to more than one thousand annual clients. Eligibility requirements are based on the contract service. Other types of services include shuttle services for universities and hospitals, local courier services, and cargo transport for area businesses.

Oakwood Place

Oakwood Place, located at 603 Wood Street in Athens, is an assisted living community operating both a demand-response and charter-type service within Athens. Oakwood Place provides assisted living for seniors, accommodating residents with transportation services to medical appointments, grocery shopping, recreation, among other activities. Oakwood Place does not have eligibility requirements, but is unable to transport passengers utilizing an electric wheelchair.

Palestine Healthcare Center

Located at 1816 Tile Factory Road in Palestine, Palestine Healthcare Center is an assisted living facility operating a demand-response service 24 hours per day, seven days per week to less than one hundred clients annually.

Palestine Regional Medical Center

Located at 4000 South Loop 256 in Palestine, the Regional Medical Center is a quasi-public/private agency providing transportation for medical and mental health services. The Medical Center provides demandresponse (private on-call) services as needed to more than one thousand clients annually. Transportation services are available in Anderson, Cherokee, and Henderson counties.

Rains County Veterans Transportation

Rains County offers transportation services to County Veterans lacking the capability/ability to transport themselves to Veterans Affairs (VA) hospitals/clinics for medical appointments. This service is operated by volunteer drivers.

Smith County

Located at 200 East Ferguson in Tyler, Smith County contracts with NDMJ Transportation to provide demand-response transportation within the county. Using a voucher system, this program accommodates seniors and persons with disabilities that are unable to access existing public transportation. Residents of Smith County wishing to schedule a trip must make a reservation 24 hours in advance. Smith County is also a recipient of FTA 5310 grant funding.

The Chariot Bus Lines

The Chariot Bus Lines, located in Athens, is a private, non-profit program sponsored by the Ministry of the Gates Church, providing a commuter shuttle service at a discounted cost to residents of Athens and Tyler.

Transportation is provided from Athens to Tyler each day at 6:20 a.m., from Tyler to Athens at 8:00 a.m., from Athens to Tyler at 12:00 p.m., and from Tyler to Athens at 2:00 p.m.

Tyler Transit

Tyler Transit, located at 210 East Oakwood in the City of Tyler, operates a publicly funded fixed-route and demand-response service within the city limits of Tyler. Tyler Transit is a recipient of FTA 5310 grant funding that owns and operates its own vehicles, and provides service Monday through Friday, 6:00 a.m. to 8:00 p.m., and Saturday 9:00 a.m. to 6:00 p.m. To reserve a ride using the demand-response service you must meet ADA standards. Both services offered by Tyler Transit annually transport more than one thousand passengers.

UT Health Science Center at Tyler

The UT Health Science Center, located at 11937 US Highway 271 in Tyler, is a quasi-public/private agency operating a fixed-route service that is available to more than one thousand clients annually for medical, mental, and educational services. The Health Science Center is a recipient of FTA 5310 grant funding, while also owning and operating its own transit vehicles, with services available Monday through Friday, 8:00 a.m. to 5:00 p.m. Transportation services are available to all 14 counties within the East Texas region.

Exhibit 3.1 summarizes the transportation providers within the 14-county East Texas region.

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Exhibit 3.1 Inventory of Transportation Resources

					E	xhibi	t 3.1	Inve	ntory	of Tr	ansp	ortat	ion Re	esources
								(eogra	aphic A	rea S	erved		
Organization Name	Type of trips provided	Transportation Hours of operation	Does provider meet mobility needs of target population	Number of clients served in a typical year	Eligibility Requirements	Anderson County	Camp County Cherokee County		Harrison County Henderson County		Panola County	Rusk County	Smith County Upshur County	Van Zandt County Wood County
Andrews Center (includes Andrews Diversified Industries)	Medicaid transportation, demand-response service, and fixed- route service.	Monday - Friday, 7:00 am - 3:00 pm for fixed- route service.	Yes (Medicaid and demand- response services) / No (fixed- route transit service)	1,001 or more	Yes									
Atria Willow Park	Charter-type service.	Monday - Thursday, 8:30 am - 2:30 pm	Yes	1,001 or more	None									
Brookdale Tyler East	Demand-response service and private taxi or shuttle service.	Monday - Friday, 8:00 am - 12:00 pm for taxi services; company provided vehicles as needed (during or after business hours)	Yes	1,001 or more	Age - 62 years of age and older									
Cedar Lake Nursing Home	Demand-response service.		Yes	101 - 500	Yes									
Champagne, Inc.	Staff members provide transportation to clients.	24 hours per day, 7 days per week	Yes	1 - 50	Yes									
Community Healthcore	Private taxi or shuttle service.	Monday - Friday: 8:30 am - 2:30 pm	No	1,001 or more	Mental, physical disability									
Disciple Homes (Eden Place)	Private taxi or shuttle service.	Tuesday - Thursday, 8:00 am - 3:00 pm	Yes	101 - 500	Age - 62 years of age and older, and low income									
East Texas Council on Alcohol and Drug Abuse (ETCADA)	Volunteer driver program. Company van picks up clients for meetings.	Monday - Friday, 8:00 am - 5:00 pm and night meetings as well as weekend events	No	1,001 or more	Age - 14 years of age and older, State DSHS and FPL									
East Texas Lighthouse for the Blind	Staff members use company vehicles.	Monday - Friday, 9:00 am - 4:00 pm	Yes		Visually impaired									
East Texas Medical Center, Behavioral Health	Private taxi or shuttle service.		Yes	1,001 or more	Age - 4 years of age and older, and mental illness									
GoBus	Flex-route and demand-response service.	Monday - Friday, 6:30 am - 5:30 pm	Yes	1,001 or more	None									
Greyhound	Provide inter-city service across the nation.	7 days per week	Yes		None									
Henderson County HELP Center	Reimburses clients for private taxi or shuttle service.	Monday - Friday, 9:00 am - 4:00 pm	Yes	1,001 or more	Yes									
Heritage Healthcare Residence	Demand-response service.	24 hours per day, 7 days per week	Yes	101 - 500	None									
Longview Transit	Fixed-route service and demand-response service.	Monday - Saturday 6:15 am - 7:15 pm	Yes	1,001 or more	Yes									
NDMJ Transportation	Demand-response service, subscription service, fixed-route transit service, charter-type service, and private taxi or shuttle service.	24 hours per day, 7 days per week	Yes	1,001 or more	Yes									
Oakwood Place	Demand-response service. Charter-type service.		No	101 - 500	None									
Palestine Healthcare Center	Demand-response service and charter-type service.	24 hours per day, 7 days per week	Yes	51 - 100	None									
Palestine Regional Medical Center	Private taxi or shuttle service.		Yes	1,001 or more	None									
Rains County Veterans Transportation	Demand-response service.				Must be a Rains County Veteran									
Smith County	Partner with NDMJ Transportation to provide transportation to clients.				ADA									
The Chariot Bus Lines	Fixed-route shuttle and demand-response service	Monday - Friday, Athens to Tyler - 6:20 am, Tyler to Athens - 8:00 am, Athens to Tyler - 12:00 pm, and Tyler to Athens - 2:00 pm												
Tyler Transit	Fixed-route and demand-response service.	Monday - Friday, 6:00 am - 8:00 pm Saturday, 9:00 am - 6:00 pm	Yes	1,001 or more	ADA									
UT Health Science Center at Tyler	Fixed-route and demand-response service.	Monday - Friday, 8:00 am - 5:00 pm	Yes	1,001 or more	None									
*Green represents those organizations receiv	ring federal funding for transportation at the time of the 2016 surve	2y.												

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SECTION 3.2 – GAP ANALYSIS

Section 3.1 provided operational data for each of the agencies providing transportation within the 14-county region. Much of the information came from the stakeholder survey, while some of the information came from follow-up phone conversations or agency-specific promotional materials. This information revealed the extent that each agency provided transportation services to members of the region's targeted populations.

Based on the information collected, spatial and temporal service gaps were identified. Such gaps were identified as to when transport services were not available in terms of hours of day as well as geographic locations where such services were largely absent or unavailable.

Exhibits 3.2 - 3.15 present insight into the availability and use of regional transportation service providers by agency and by county. The Exhibits attempt to identify the availability of specific service providers by day and by hour of available service. The Exhibits reflect availability of services during the first week of February 2016, a typical week.

Each Exhibit reflects the hours of service an agency makes transportation services available by day in two-hour blocks of time, whereby each day is broken down into twelve time periods. The legend reveals the hours of service by day. The pattern that emerges reflects the availability of services. Each agency is assigned a percent of total hours each week when they offer transportation. Each exhibit also provides the percent of combined hours each day that all transportation providers for each county make transportation services available.

Data indicates that the transportation provided varied by county and by type of service provider. Gregg, Henderson, and Smith counties offered the most transportation options due to the presence of Tyler and Longview transit agencies, as well as, having a large concentration of target population. As discussed in Chapter 4, half of the East Texas target population resides in those three counties.

It is also worth noting, Henderson County currently offers the most non-profit transportation options with five, while Wood County offers the most for-profit transportation options with three.

While each county has transportation options offered to its residents, many of those options are social service agencies providing transportation to specific clientele. GoBus is the only region-wide transportation service offered without any restrictions. However, GoBus does not offer transportation on the weekends, and has limited hours during the week.

Currently, GoBus offers intra-county service five-days per week to half of the 14 counties (Anderson, Gregg, Harrison, Henderson, Marion, Smith, and Upshur). Service to the other seven counties range from one-day per week (Van Zandt), three-days per week (Camp, Panola, Rains, Rusk, and Wood), and four-days per week (Cherokee).

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Most social service agencies that provided transportation to their specific clientele in their own vehicles operated primarily Monday through Friday and between the hours of 8:00 a.m. and 5:00 p.m. with limited exceptions. As discussed earlier, Champagne Inc. will provide transportation services round the clock to their clientele but only when they have a client to transport, and a staff member to pick them up.

A review of available transportation offered by hour of the day shows that, on average, each of the fourteen counties offer some form of transportation between ten and fourteen hours each day. During the weekend, the hours decline to an average of five to eight hours each day.

Exhibit 3.2 Transportation Resources Available – Anderson County

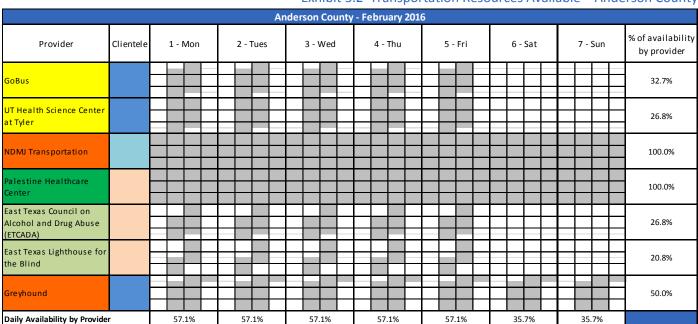


Exhibit 3.3 Transportation Resources Available – Camp County

							Car	np C	ount	y - F	ebru	ary 2	2016	·										
Provider	Clientele	1 -	Mon	2	! - Tue	es			Wed			- Thu			5 -	Fri		6 -	Sat			7 - 9	Sun	% of availability by provider
GoBus																								19.6%
UT Health Science Center at Tyler																								26.8%
NDMJ Transportation											1													100.0%
Palestine Healthcare Center						+				1	+	+												100.0%
East Texas Council on Alcohol and Drug Abuse (ETCADA)										1			E											26.8%
East Texas Lighthouse for the Blind																								20.8%
Greyhound																								50.0%
Daily Availability by Provide	r	57	.1%	_	50.6%	ó	Ī	57	.1%			0.6%			57.	1%		35.	7%	35.7%			7%	

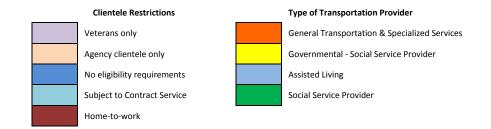


Exhibit 3.4 Transportation Resources Available – Cherokee County

							Ch	ero	kee	Cou	ınty	- Fe	bru	ary 2	2016								
Provider	Clientele	1 -	Mon		2 - 1	Гues			3 - \	Wed			4 - '	Γhu		5 - F	ri	6	- Sat		7 -	Sun	% of availability by provider
GoBus																							26.2%
UT Health Science Center at Tyler																							26.8%
NDMJ Transportation																							100.0%
Palestine Healthcare Center																							100.0%
East Texas Council on Alcohol and Drug Abuse (ETCADA)															#			F		E			26.8%
East Texas Lighthouse for the Blind																							20.8%
Greyhound																							50.0%
Daily Availability by Provide	·	57	.1%		50.	.6%			57.	1%			57.	1%		57.19	%	3	5.7%		35	.7%	

Exhibit 3.5 Transportation Resources Available - Gregg County

											(1111k	JIL .	ر.ر		an	3hr	טונו	atic	ו ווע	163	ou	ICC	.3 F	wa	IIai	JIC -	U	regg County
							(ire (gg C	oun	ty -	Febi	ruar	y 20	16													
Provider	Clientele	1 - N	Mon		2 - T	ues			3 - \	Wed			4	Γhu			5 -	Fri			6 -	Sat			7 - :	Sun		% of availability by provider
Community Healthcore																												17.9%
GoBus																												32.7%
Longview Transit																												46.4%
UT Health Science Center at Tyler																												26.8%
NDMJ Transportation																												100.0%
Palestine Healthcare Center																												100.0%
East Texas Council on Alcohol and Drug Abuse (ETCADA)																												26.8%
East Texas Lighthouse for the Blind																												20.8%
Disciple Homes (Eden Place)																												12.5%
Greyhound																												50.0%
Daily Availability by Provider	r	47.	.9%		50.8	3%			50.	8%			50.	8%			47.	9%			30.	4%			25.	0%		

Service Availability

	Transportation Services Available
	No Service

Approximate Hours of Service Availability

12:00 - 2:00 am	6:00-8:00 am	12:00-2:00 pm	6:00-8:00 pm
2:00-4:00 am	8:00-10:00 am	2:00-4:00 pm	8:00-10:00 pm
4:00-6:00 am	10:00 am-12:00 pm	4:00-6:00 pm	10:00 pm-12:00 am

Exhibit 3.6 Transportation Resources Available - Harrison County

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							H	arris	on	Cou	nty	- Fe	brua	ary 2	2016													
Provider	Clientele	1 - N	Mon		2 - T	Гues			3 - \	Wed			4 -	Thu			5 -	Fri			6 -	Sat			7 -	Sun		% of availability by provider
Community Healthcore																												17.9%
GoBus																												32.7%
Longview Transit																												46.4%
UT Health Science Center at Tyler																												26.8%
NDMJ Transportation																												100.0%
Palestine Healthcare Center																												100.0%
East Texas Council on Alcohol and Drug Abuse (ETCADA)																												26.8%
East Texas Lighthouse for the Blind																												20.8%
Disciple Homes (Eden Place)																												12.5%
Greyhound																												50.0%
Daily Availability by Provide	r	47.	9%		50.	8%			50.	.8%			50.	8%			47.	9%			30.	4%			25	.0%		

Exhibit 3.7 Transportation Resources Available - Henderson County

							He	ndei	rson	Co	unty	y - F	ebrı	uary	201	6									
Provider	Clientele	1 - N	∕lon		2 - T	ues			3 - \	Wed			4 -	Thu			5 -	Fri		6 -	Sat		7 -	Sun	% of availability by provider
GoBus																									32.7%
UT Health Science Center at Tyler																									26.8%
NDMJ Transportation																									100.0%
Palestine Healthcare Center																									100.0%
Andrews Center (includes Andrews Diversified Industries)																									23.8%
East Texas Council on Alcohol and Drug Abuse (ETCADA)																									26.8%
East Texas Lighthouse for the Blind																									20.8%
The Chariot Bus Lines																									28.1%
Henderson County HELP Center																									20.8%
Greyhound																									50.0%

Service Availability

Transportation Services Availabl
No Service

Approximate Hours of Service Availability

12:00 - 2:00 am	6:00-8:00 am	12:00-2:00 pm	6:00-8:00 pm
2:00-4:00 am	8:00-10:00 am	2:00-4:00 pm	8:00-10:00 pm
4:00-6:00 am	10:00 am-12:00 pm	4:00-6:00 pm	10:00 pm-12:00 am

Exhibit 3.8 Transportation Resources Available - Marion County

									N	1ario															arron Courre,
Provider	Clientele		1 - 1	Mon			2 - T	ues			3 - V			4 - '			5 -	Fri		6 -	Sat		7 -	Sun	% of availability by provider
Community Healthcore																									17.9%
GoBus																									32.7%
UT Health Science Center at Tyler																									26.8%
NDMJ Transportation																									100.0%
Palestine Healthcare Center																									100.0%
East Texas Council on Alcohol and Drug Abuse (ETCADA)																									26.8%
East Texas Lighthouse for the Blind	_																								20.8%
Greyhound																									50.0%
Daily Availability by Provide	ily Availability by Provider 53.1							1%			53.	1%		53.	1%		53.	1%		31.	3%		31	.3%	

Exhibit 3.9 Transportation Resources Available - Panola County

										EXI	ומור	IT 3	.9	Ira	ins	poi	rtai	tior	1 K	esc	ur	ces	A۱	/aii	abi	e -	Ра	nola County
							P	anc	la C	oun	ity -	Feb	ruai	ry 20	016													
Provider	Clientele	1 - 1	Mon		2 - 1	ues			3 - \	Wed			4 - 1	Thu			5 -	Fri			6 -	Sat			7 - 5	Sun		% of availability by provider
Community Healthcore																												17.9%
GoBus																												19.6%
UT Health Science Center at Tyler																												26.8%
NDMJ Transportation																												100.0%
Palestine Healthcare Center																												100.0%
East Texas Council on Alcohol and Drug Abuse (ETCADA)																												26.8%
East Texas Lighthouse for the Blind																												20.8%
Greyhound																												50.0%
Daily Availability by Provide	r	53.	1%		47.	4%			53.	.1%			47.	4%			53.	1%			31.	3%			31.	3%		

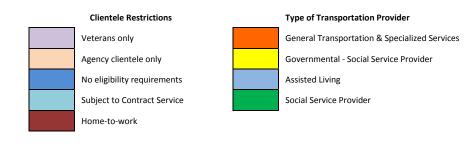


Exhibit 3.10 Transportation Resources Available - Rains County

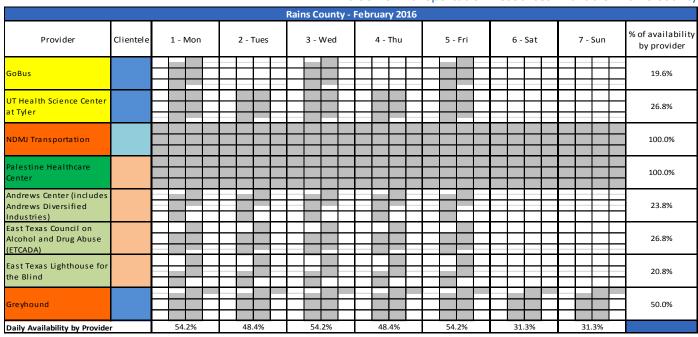


Exhibit 3.11 Transportation Resources Available - Rusk County

							Rus	k Co	ount	ty - F	Febr	uar	y 20 :	16									
Provider	Clientele	1 - 1	Mon		2 - T	ues		3 -	Wed			4 - '	Thu		5 -	Fri		6 -	Sat		7 -	Sun	% of availability by provider
Community Healthcore																							17.9%
GoBus																							19.6%
UT Health Science Center at Tyler																							26.8%
NDMJ Transportation																							100.0%
Palestine Healthcare Center																							100.0%
East Texas Council on Alcohol and Drug Abuse (ETCADA)																							26.8%
East Texas Lighthouse for the Blind																							20.8%
Disciple Homes (Eden Place)																							12.5%
Greyhound																							50.0%
Daily Availability by Provide	r	47.	.2%	'	45.	4%		50	.5%			45.	4%		47.	2%	'	27.	.8%	•	27.	8%	

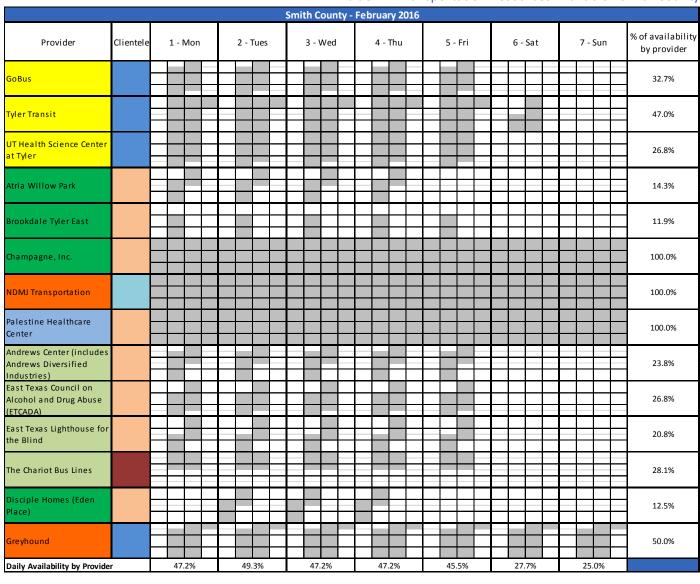
Service Availability

Transportation Services Available
No Service

Approximate Hours of Service Availability

12:00 - 2:00 am	6:00-8:00 am	12:00-2:00 pm	6:00-8:00 pm
2:00-4:00 am	8:00-10:00 am	2:00-4:00 pm	8:00-10:00 pm
4:00-6:00 am	10:00 am-12:00 pm	4:00-6:00 pm	10:00 pm-12:00 am

Exhibit 3.12 Transportation Resources Available - Smith County



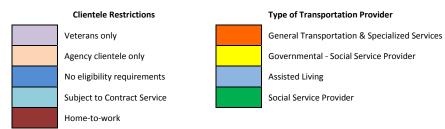


Exhibit 3.13 Transportation Resources Available - Upshur County

								Ups			nty			_										strat country
Provider	Clientele	1 - N	Mon		2	- Tue				Wed		4 - '			5 -	Fri		6 -	Sat		7 - 5	Sun		% of availability by provider
Community Healthcore																								17.9%
GoBus																								19.6%
UT Health Science Center at Tyler																								26.8%
NDMJ Transportation																								100.0%
Palestine Healthcare Center				+		+	Ŧ		F	-													_	100.0%
East Texas Council on Alcohol and Drug Abuse (ETCADA)																								26.8%
East Texas Lighthouse for the Blind																								20.8%
Greyhound																								50.0%
Daily Availability by Provide	r	53.	1%			47.4%	Ď		53	3.1%		47.	4%		53.	1%		31.	3%		31.	3%		

Exhibit 3.14 Transportation Resources Available – Van Zandt County

						Va	an Za	ndt	Cou	ınty	- Fe	bru	ary 2	2016	5									
Provider	Clientele	1 - M	on	2	- Tue	s		3 - \	Ved			4 - '	Γhu			5 -	Fri		6 -	Sat		7 -	Sun	% of availability by provider
GoBus																								6.5%
UT Health Science Center at Tyler																								26.8%
NDMJ Transportation																								100.0%
Palestine Healthcare Center		+			Ŧ																			100.0%
Andrews Center (includes Andrews Diversified Industries)																								23.8%
East Texas Council on Alcohol and Drug Abuse (ETCADA)																								26.8%
East Texas Lighthouse for the Blind																								20.8%
Greyhound																								50.0%
Daily Availability by Provide	r	48.49	%	4	18.4%			54.	2%			48.	4%			48.4	1%		31.	3%		31	.3%	

Exhibit 3.15 Transportation Resources Available – Wood County

							١	Noc	od C	oun	ty - I	Feb	ruar	y 20	16									
Provider	Clientele	1 - 1	Mon	l	2 - T	ues			3 - \	Wed			4	Γhu		5 -	Fri		6 -	Sat		7 - :	Sun	% of availability by provider
GoBus																								19.6%
UT Health Science Center at Tyler																								26.8%
Heritage Healthcare Residence																								100.0%
NDMJ Transportation																								100.0%
Palestine Healthcare Center																								100.0%
Andrews Center (includes Andrews Diversified Industries)																								23.8%
East Texas Council on Alcohol and Drug Abuse (ETCADA)																								26.8%
East Texas Lighthouse for the Blind																								20.8%
Greyhound																								50.0%
Daily Availability by Provide	r	59.	.3%		54.	2%			59.	3%			54.	2%		59.	3%		38.	9%		38.	9%	

Service Availability

Transportation Services Available

No Service

Approximate Hours of Service Availability

12:00 - 2:00 am	6:00-8:00 am	12:00-2:00 pm	6:00-8:00 pm
2:00-4:00 am	8:00-10:00 am	2:00-4:00 pm	8:00-10:00 pm
4:00-6:00 am	10:00 am-12:00 pm	4:00-6:00 pm	10:00 pm-12:00 am

Clientele Restrictions



Type of Transportation Provider



CHAPTER 4 TRANSPORTATION NEEDS ASSESSMENT

Summary of 2011 "Needs and Project Selection"

The 2011 Transportation Coordination Plan identified transportation needs based primarily on input from citizens, stakeholders, and public officials. These forums included stakeholder meetings held January 17-20, 2011; a survey of agencies and transportation providers available both online and by mail; a series of 11 community workshops conducted throughout East Texas from January 17-20, 2011 and June 20-22, 2011; and an online survey of community residents. The online community survey garnered 51 valid responses.

Through analysis of responses from the community outreach, both stakeholder and community, along with a demographic makeup of the 14-county region, the 2011 Coordination Plan revealed some of the most pressing transportation needs expressed by residents of the 14-county region were greater access to healthcare and social services. During the community workshops it was revealed that education and promotion of all transit services, as well as the development of a one-stop center disseminating easy-to-understand service information for all transportation programs operating in and through the study area.

During the stakeholder meetings the following "needs" were identified; multi-modal facilities to bring all forms of transportation together, more coordination between transit providers, and the need for additional mobility services and extended hours in Longview.

The findings from the surveys and public and stakeholder workshops were analyzed to identify barriers and constraints to more effective coordination of all forms of public transportation within the East Texas region.

SECTION 4.1 – TARGET POPULATIONS

The following is an assessment of the geographic distribution of mobility-disadvantaged populations. "Mobility disadvantaged" is defined by demographic and economic characteristics which inhibit a person to be independently mobile, thereby relying on other people or services for basic transportation needs. Traditionally, persons with mobility challenges tend to rely upon publicly-funded transportation services for basic mobility. These populations include seniors (60 years of age and older), persons with a disability, low-income individuals (those at or below the federal poverty line), households with limited or no access to a personal vehicle (access to zero or one personal vehicle), and limited English-speaking households.

Data was gathered from Census 2010, the 2005-2009 American Community Survey (ASC), and the 2010-2014 American Community Survey.

Senior Population

As defined by the Older Americans Act (OAA), "senior citizens" are individuals over the age of 60 years. Exhibit 4.1 details senior population growth throughout the 14-county region. Data presented below defines senior residents as 60 years of age or older. Based on the 2014 American Community Survey (ACS), senior residents account for 22.3 percent of the East Texas region population. Seniors in East Texas have increased by 5.4 percent since the decennial census (2010). When compared to the State of Texas, seniors continue to make up a larger percent of the population in East Texas than the state as a whole.

The 2010 Census was utilized in-place of the 2009 ACS estimates to take advantage of population tabulations in 2010 over population estimates in 2009.

Harrison County is observed to have the most significant senior population growth since 2010, out of the fourteen counties, cited at 8.4 percent. Additional counties experiencing significant growth include Rains County (7.9 percent), Panola County (7.5 percent), and Smith County (7.2 percent). Two counties experienced a decline in senior population, Camp County (-1.1 percent) and Marion County (-1.0 percent).

Exhibit 4.2 presents the concentration of seniors within the 14-county region in 2014.

Veteran Population

It has been determined there is a great need for veterans living in the seven eastern counties of the GoBus region to get to the VA Hospital, Overton Brooks, in Shreveport, LA. GoBus, Amtrak, Longview Transit, and the VA hospital have been working together to make this need a reality. GoBus has applied for a veteran's grant but plan to start the project by summer 2017 regardless of receiving grant funding.

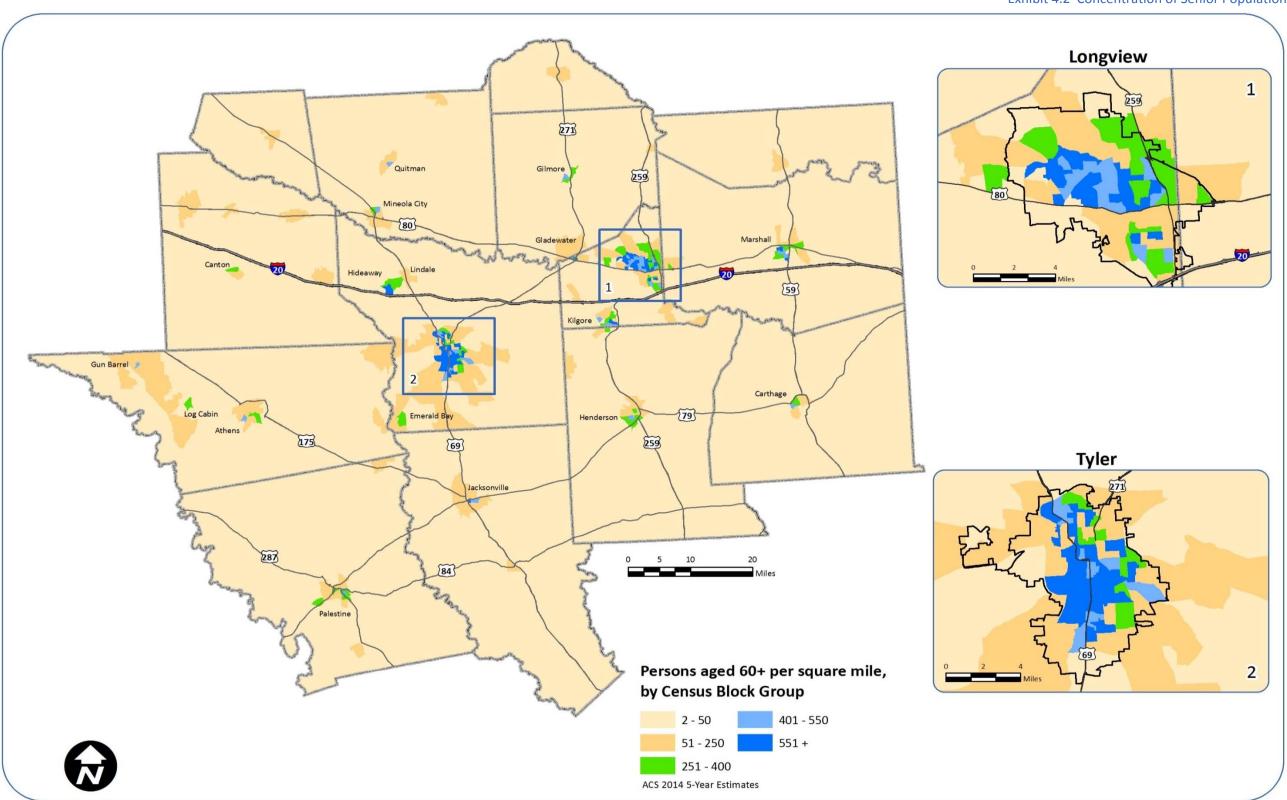
Exhibit 4.1 Senior Population Growth

Subject 604	+ Population	Percent of Total			Overall Population
		Population	60+ Population	Percent of Total Population	Change 2010-2014
Anderson County	10,354	17.7%	10,882	18.7%	5.1%
Camp County	2,771	22.3%	2,742	22.0%	-1.1%
Cherokee County	10,570	20.8%	10,959	21.5%	3.7%
Gregg County	22,583	18.6%	23,688	19.3%	4.9%
Harrison County	12,667	19.3%	13,729	20.5%	8.4%
Henderson County	20,493	26.1%	21,443	27.2%	4.6%
Marion County	3,216	30.5%	3,183	30.8%	-1.0%
Panola County	5,109	21.5%	5,492	23.0%	7.5%
Rains County	3,127	28.7%	3,373	30.7%	7.9%
Rusk County	10,548	19.8%	11,161	20.6%	5.8%
Smith County	40,988	19.5%	43,934	20.5%	7.2%
Upshur County	8,641	22.0%	8,891	22.3%	2.9%
Van Zandt County	13,011	24.7%	13,510	25.7%	3.8%
Wood County	13,538	32.3%	14,144	33.3%	4.5%
East Texas Region	177,616	21.4%	187,132	22.3%	5.4%
Texas	3,776,653	15.0%	4,131,888	15.8%	9.4%
*U.S. Census 2010 **ACS 2014 five-year estima					

^{**}ACS 2014 five-year estimates

Five-Year Regionally Coordinated Tra East Texas Council of Governments	nsportation Plan Update
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Exhibit 4.2 Concentration of Senior Population



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Low-Income Individuals

Exhibit 4.3 lists the number of residents living below the federal poverty line (\$11,670) in each of the 14 counties located within the East Texas region. In 2014, five of fourteen East Texas counties had a higher percent of individuals living below the poverty line than the state at-large (17.7 percent), Anderson County (18.2 percent), Camp County (21.5 percent), Cherokee County (23.2 percent), Gregg County (19.2 percent), and Henderson County (19.8 percent). In 2014, the poverty rate was estimated to have increased throughout the region by 10.1 percent, while the state at-large was estimated to increase by 12.2 percent, since 2009. Rusk County is estimated to have the largest increase in the poverty rate (28.6 percent), followed by Gregg County (22.1 percent), Marion County (17.8 percent), and Van Zandt County (16.2 percent). Six of the fourteen counties experienced a decrease in persons living below the poverty line during the five-year period.

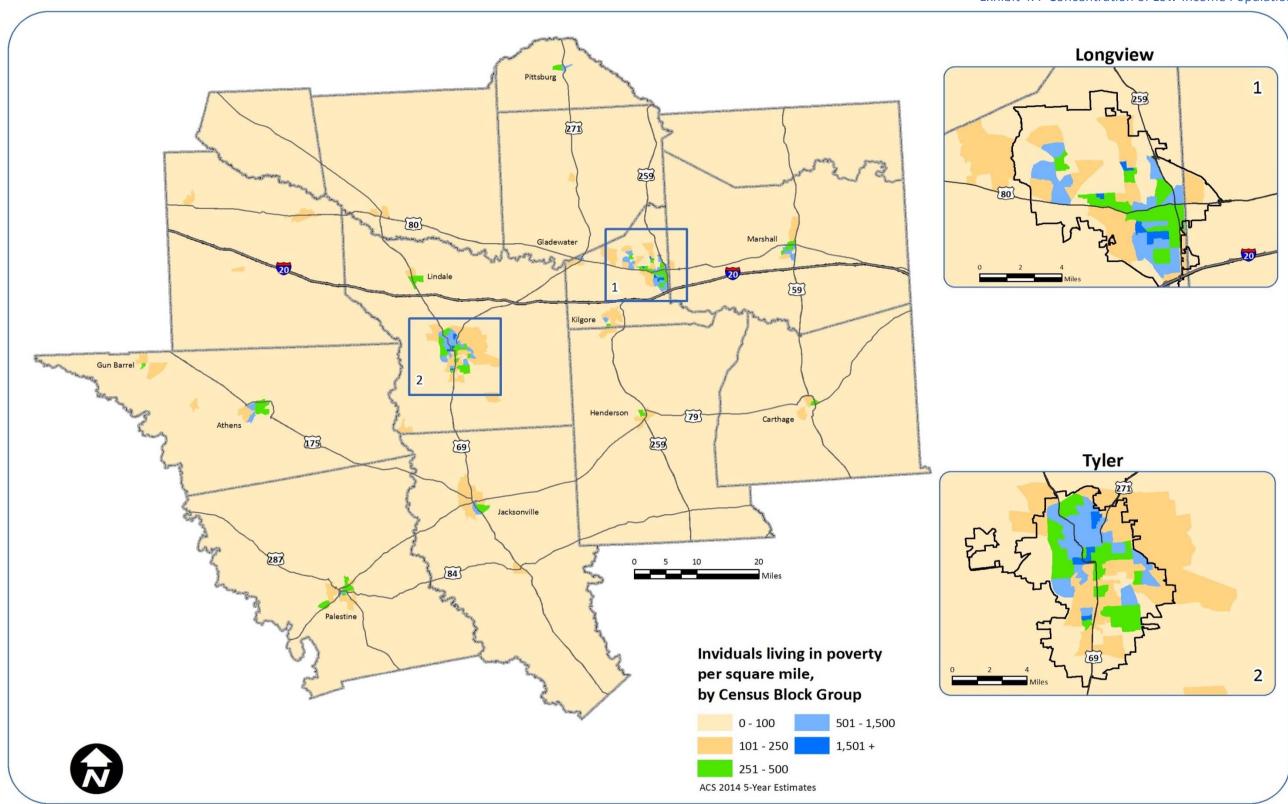
Exhibit 4.4 illustrates the concentration of persons below the poverty line within the 14-county region in 2014.

Exhibit 4.3 Persons below Poverty Level

	200	9*	201	.4**	
County	Persons below Poverty Level	Percent of Total Population	Persons below Poverty Level	Percent of Total Population	Overall Population Change 2009-2014
Anderson County	9,556	16.9%	8,288	18.2%	-13.3%
Camp County	2,956	23.7%	2,656	21.5%	-10.1%
Cherokee County	10,089	21.0%	11,177	23.2%	10.8%
Gregg County	18,704	16.0%	22,841	19.2%	22.1%
Harrison County	10,736	16.9%	10,618	16.3%	-1.1%
Henderson County	13,703	17.4%	15,311	19.8%	11.7%
Marion County	2,051	19.4%	2,416	23.9%	17.8%
Panola County	3,374	14.6%	3,224	13.8%	-4.4%
Rains County	1,654	14.9%	1,216	11.2%	-26.5%
Rusk County	6,491	13.4%	8,345	17.0%	28.6%
Smith County	30,633	15.5%	35,447	16.9%	15.7%
Jpshur County	5,231	13.9%	5,503	14.0%	5.2%
/an Zandt County	7,625	14.7%	8,863	17.1%	16.2%
Wood County	6,063	14.4%	5,948	14.6%	-1.9%
East Texas Region	128,866	16.1%	141,853	17.7%	10.1%
Texas	4,001,599	16.8%	4,500,034	17.7%	12.5%

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Exhibit 4.4 Concentration of Low-Income Population



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Persons with Disabilities

The American Community Survey (ACS) groups disabilities into six categories: sensory, physical, self-care, mental, employment, and disabilities that affect a person's ability to go outside their home. These six categories have been grouped together for purposes of this analysis.

Exhibit 4.5 presents the percent of disabled individuals by county, region, and state. In 2014, 15.0 percent of the East Texas region was estimated to have a disability. This is higher than the state estimated average cited at 11.6 percent.

As ACS 2009 estimates were not available for disability characteristics, ACS 2007 estimates were selected. Population estimates for persons with disabilities in East Texas were not conducted for Camp, Marion, or Rains counties in 2007 and are reflected in the exhibit below. All counties, for which data was available during the review period of 2007 to 2014, presented a decrease in the disabled population, with the exception of Wood County and Panola County, which increased by 15.5 percent and 0.8 percent, respectively. Henderson County experienced the most significant decrease in disabled residents, cited at 20.8 percent.

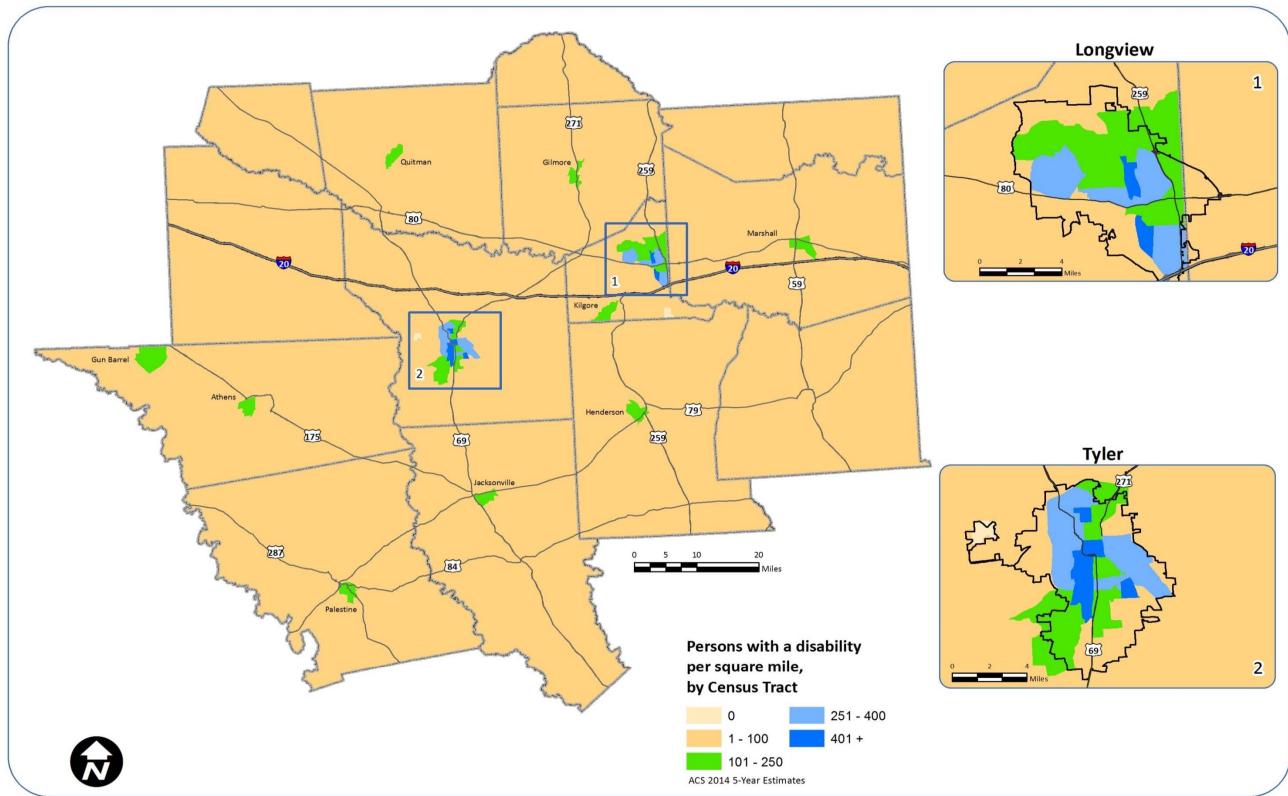
Exhibit 4.6 illustrates the concentration of persons with a disability within the 14-county region in 2014.

Exhibit 4.5 Persons with Disabilities

	2007*		20			
County	Persons with Disabilities	Percent of Total Population	Persons with Disabilities	Percent of Total Population	Overall Population Change 2009-2014	
Anderson County	7,002	12.4%	5,944	13.0%	-15.1%	
Camp County			2,218	18.0%		
Cherokee County	7,357	15.3%	6,857	14.1%	-6.8%	
Gregg County	20,114	17.4%	17,560	14.5%	-12.7%	
Harrison County	11,149	17.7%	8,985	13.6%	-19.4%	
Henderson County	17,660	22.4%	13,987	17.8%	-20.8%	
Marion County			2,339	22.9%		
Panola County	3,787	16.5%	3,818	16.2%	0.8%	
Rains County			1,995	18.3%		
Rusk County	8,152	16.9%	7,688	15.6%	-5.7%	
Smith County	30,972	15.9%	28,491	13.4%	-8.0%	
Upshur County	7,699	20.4%	7,486	19.0%	-2.8%	
Van Zandt County	9,622	18.6%	9,470	18.2%	-1.6%	
Wood County	7,686	18.6%	8,880	21.4%	15.5%	
East Texas Region	131,200	15.6%	125,718	15.0%	-4.2%	
Texas	3,021,347	12.7%	2,969,042	11.6%	-1.7%	
*ACS 2007 5-Year Estimates						
**ACS 2014 five-year estimates						

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Exhibit 4.6 Concentration of Disabled Population Longview Tyler



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Households with No or Limited Access to Personal Vehicle

Exhibit 4.7 presents the number of households with no or limited access to a personal vehicle. "No or limited" access is defined as a household having access to zero or one vehicle. In 2014, the number of households with no or limited access to vehicles in East Texas was 39.1 percent, slightly lower than the state of Texas at-large (40.2 percent). Those counties with a greater number of households with no or limited access to a personal vehicle than Texas at-large included Marion County (44.6 percent), Gregg County (43.0 percent), Anderson County (41.1 percent), Cherokee County (41.1 percent), and Smith County (40.9 percent). Upshur County (32.6 percent) and Rains County (32.3 percent) had the lowest percent of households with no or limited access to a personal vehicle. Households with no or limited access to a vehicle were expected to increase by 6.6 percent in East Texas, whereas the state average was estimated to increase by 6.5 percent.

Exhibit 4.8 illustrates the concentration of households with no or limited access to a personal vehicle within the 14-county region in 2014.

This further justifies the need to expand services to more than once or twice a week from outer counties into Tyler and Longview for job commuters. This has been identified as an unmet need but will require additional funding sources.

Exhibit 4.7 Households with No or Limited Access to Personal Vehicle

	2009*		2			
County	Households with No or Limited Vehicle Access	Percent Share of Occupied Housing Units	Households with No or Limited Vehicle Access	Percent Share of Occupied Housing Units	Overall Population Change 2009-2014	
Anderson County	6,438	41.5%	6,833	41.1%	6.1%	
Camp County	1,763	39.9%	1,747	39.6%	-0.9%	
Cherokee County	6,616	40.4%	7,204	41.1%	8.9%	
Gregg County	19,099	42.9%	19,587	43.0%	2.6%	
Harrison County	8,436	36.8%	8,657	36.8%	2.6%	
Henderson County	11,975	39.4%	11,859	39.8%	-1.0%	
Marion County	2,138	42.9%	1,980	44.6%	-7.4%	
Panola County	3,341	38.3%	3,127	34.8%	-6.4%	
Rains County	1,082	28.6%	1,353	32.3%	25.0%	
Rusk County	6,519	37.0%	6,465	36.3%	-0.8%	
Smith County	27,404	39.6%	32,321	40.9%	17.9%	
Upshur County	4,604	33.1%	4,636	32.6%	0.7%	
Van Zandt County	6,173	32.2%	6,652	35.2%	7.8%	
Wood County	4,875	33.2%	5,375	33.4%	10.3%	
East Texas Region	110,463	38.6%	117,806	39.1%	6.6%	
Texas	3,400,501	41.1%	3,622,342	40.2%	6.5%	
*ACS 2009 5-Year Estimates						
**ACS 2014 five-year estimates						

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Longview 1 69 Tyler Households with no or limited access to a personal vehicle per square mile, by **Census Block Group** 0 - 150 501 - 1,000 151 - 300 1,001 + 301 - 500 ACS 2014 5-Year Estimates

Exhibit 4.8 Concentration of No or Limited Access to Personal Vehicle

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Limited English-Speaking Households

Exhibit 4.9 presents the number of limited English-speaking households by county between 2009 and 2014. According to the American Community Survey, households where one or more people spoke a language other than English, the household language assigned to all household members was the non-English language spoken by the first person with a non-English language. Therefore, those households were designated as limited English-speaking households.

All fourteen East Texas counties were below the state at-large average of 7.9 percent for limited English-speaking households. A review of the 2009 estimates reveals all but four counties (Anderson, Harrison, Panola, and Wood) have decreased in the number of limited English-speaking households.

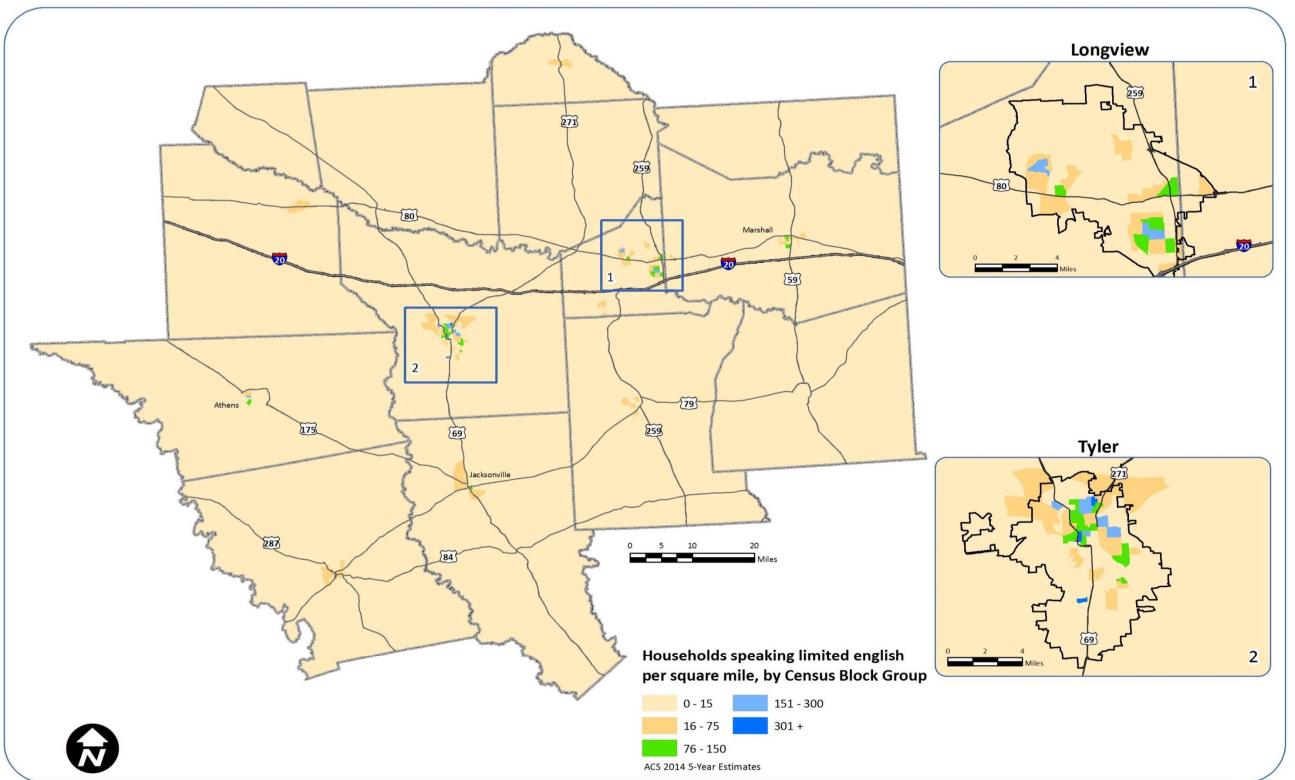
Exhibit 4.10 illustrates the concentration of limited-English speaking households within the 14-county region in 2014.

Exhibit 4.9 Limited English-Speaking Households

	20	009	20		
County	Limited English- Speaking Households Percent Share of Limited English- Speaking Households		Limited English- Speaking Households	Percent Share of Limited English- Speaking Households	Overall Population Change 2009-2014
Anderson County	248	1.6%	415	2.5%	67.3%
Camp County	309	7.0%	184	4.2%	-40.5%
Cherokee County	763	4.7%	710	4.1%	-6.9%
Gregg County	1,635	3.7%	1,403	3.1%	-14.2%
Harrison County	502	2.2%	627	2.7%	24.9%
Henderson County	479	1.6%	454	1.5%	-5.2%
Marion County	12	0.2%	10	0.2%	-16.7%
Panola County	52	0.6%	101	1.1%	94.2%
Rains County	53	1.4%	7	0.2%	-86.8%
Rusk County	401	2.3%	369	2.1%	-8.0%
Smith County	2,440	3.5%	2,199	2.8%	-9.9%
Upshur County	172	1.2%	144	1.0%	-16.3%
Van Zandt County	507	2.6%	367	1.9%	-27.6%
Wood County	186	1.3%	198	1.2%	6.5%
East Texas Region	7,759	2.7%	7,188	2.4%	-7.4%
Texas	706,956	8.5%	715,986	7.9%	1.3%
*ACS 2009 5-Year Estimates				•	
**ACS 2014 five-year estimate	es				

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Exhibit 4.10 Concentration of Limited English-Speaking Households



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SECTION 4.2 – TRIP GENERATORS

To analyze home-to-work commute travel destinations, our project team focused on identifying locations of major employment centers throughout the East Texas region. Exhibit 4.11 presents the locations and number of employers within the East Texas region that employ more than 300 persons. The table illustrates that both Smith and Gregg counties have the largest employment base with employees numbering greater than 9,000. This is not surprising as the two largest cities (Tyler and Longview) by population are located within Smith and Gregg counties. There are nine major employers located in Harrison County, while Henderson County has eight major employers.

	1 /	h - /
County	Employers	Employees
Smith County	5	10,000+
Gregg County	8	9,000+
Anderson County	6	6,000+
Harrison County	9	5,000+
Henderson County	8	3,100+
Rusk County	6	3,000+
Cherokee County	5	2,400+
Van Zandt County	1	300+

Exhibit 4.11 Employers of 300 Employees or Greater

According to ACS 2014 estimates, more than 56 percent of the total population of the 14-county region resides in non-urbanized areas. This suggests many people living in rural areas of East Texas commute to work sites located in the more urbanized areas such as Longview and Tyler. Of the nearly two-hundred thousand seniors living within East Texas, 65.2 percent reside in non-urbanized areas. This suggests that a significant portion of the mobility-challenged persons reside in areas in-need of public transportation.

The cities of Tyler and Longview are each served by fixed-route transit, while a flex-route service operates in Marshall. For the 56 percent of the East Texas population in need of public transportation, GoBus (operated by East Texas Rural Transit District) provides that service. In addition, NDMJ operates (on an individual contract basis) shuttle services to area hospitals and college campuses on a reservation basis. Coordination among GoBus, NDMJ, Longview Transit, Tyler Transit, Amtrak, and human health services providers is integral to providing the necessary public transportation to ride-dependent populations.

Trip generation is the first step in a conventional four-step transportation forecasting model used for forecasting travel demand. A travel demand model supports forecasting the number of trips originating or destined for a particular location. Among other factors, trip generation typically looks at the destination of trips and trip generation. Trip generation is usually made up of nonresidential land uses such as commercial activity, educational facilities, and large industries. Also worth noting are special generators such as medical facilities, universities, shopping centers, and military facilities. Special generators have different trip generation characteristics and should not be treated as regular employers. Universities tend

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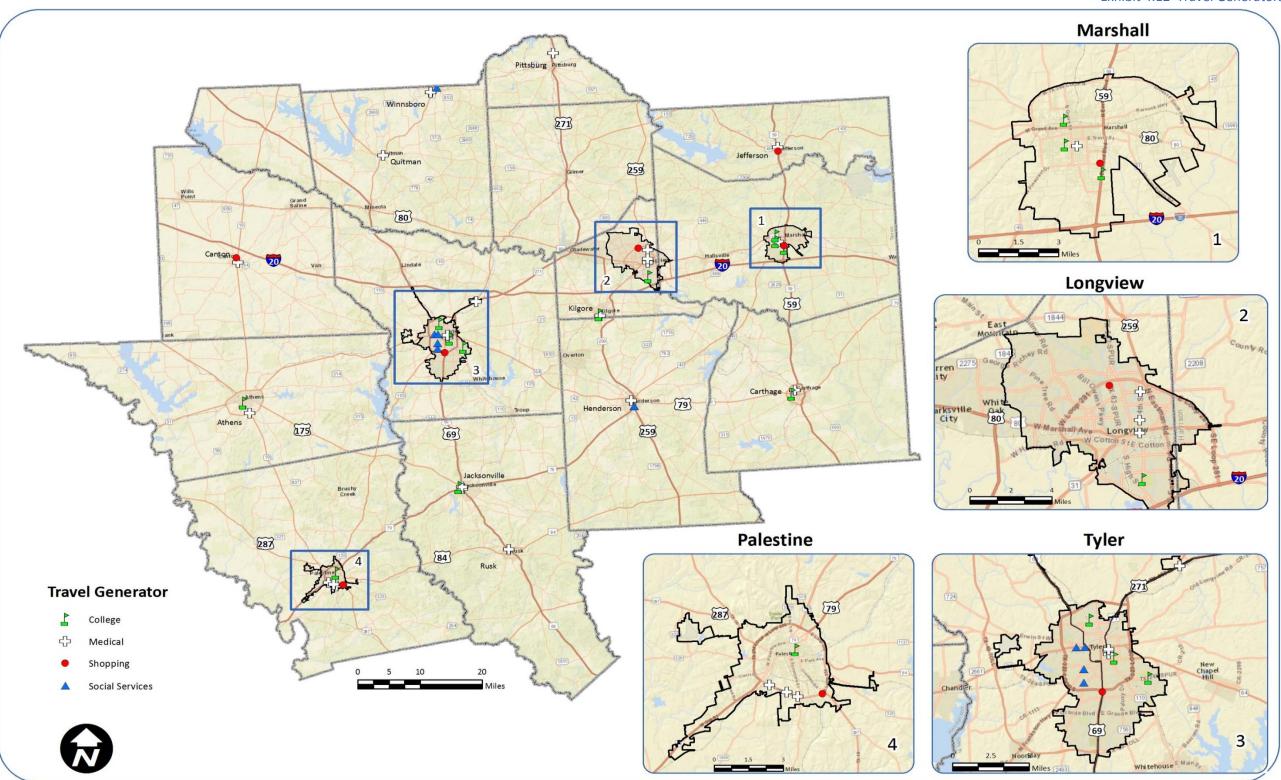
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to have different travel patterns as students' travel patterns differ from those common to a typical nine-to-five job. Hospitals are open twenty-four hours a day and typically do not have a peak period. Large shopping centers typically attract the largest number of trips on weekends and in the evenings. Both typical and special travel generators can have a major impact on the regional transportation network.

Exhibit 4.12 illustrates the major trip generators in the 14-county region. Trip generators are made up of higher-education facilities, regional shopping centers, medical facilities, social service agencies, recreational areas/facilities. Each of these locations represents high travel demand on a daily or weekly basis.

The regional centers for trip generation continue to be Longview and Tyler. Also, both Palestine and Marshall have multiple hospitals, social service agencies, and higher education facilities, providing the region with two additional activity hubs.

Exhibit 4.12 Travel Generators



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MOORE & ASSOCIATES, INC.

SECTION 4.3 – STAKEHOLDER SURVEY FINDINGS

As discussed in the Methodology section, a stakeholder survey was distributed to secure input from businesses and organizations that have a "stake" in the project's successful outcome. A total of 67 stakeholders participated in the survey with the results and exhibits presented below.

Key Findings

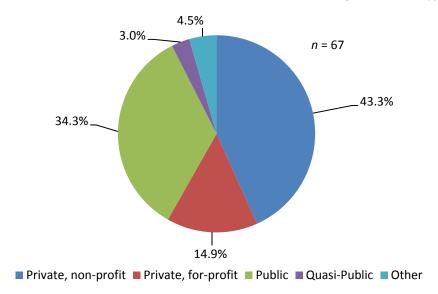
- One in two organizations responded as being private, non-profit;
- The most common services provided by respondent organizations were transportation (19), education (19), medical/dental (17), and volunteer opportunities (15);
- The age groups of seniors (60 years of age and older) and adults (18 years of age and older), along with mental health, general medical needs, and low income, were the most common eligibility requirement listed among respondent organizations;
- Nearly two-thirds of respondent organizations (64 percent) serve more than 1,000 persons;
- Two in three organizations provide service Monday through Friday, start service each day before 9:00 a.m., and end service on or before 5:00 p.m.;
- 70 percent of organizations believe adequate transportation is available for their clients or members;
- More than half (57.9 percent) of respondent organizations believe they are able to meet the transportation needs of their clients or members;
- More than half (56.4 percent) of respondent organizations provide some form of transportation to their clients or members;
- The most common challenge facing respondent organizations was lack of funding opportunities;
- Respondent organizations would like to see the 14-county region more accessible by transit.

Exhibits

The balance of this section presents exhibits illustrating responses to individual survey questions.

Q1. Which of the following best describes your organization?

Exhibit 4.13 Organizational Type



Q2. Which services does your organization provide? (check all that apply)

Exhibit 4.14 Services Provided

	Responses	Percentage of		
Services Provided	Received	Respondents		
Adult Day Care	3	1.5%		
Medical/Dental	20	9.7%		
Mental Health	11	5.3%		
Recreational/Social	8	3.9%		
Vocational Training	7	3.4%		
Head Start	1	0.5%		
Residential Care	13	6.3%		
Job Placement	7	3.4%		
Medicare	8	3.9%		
Supported Employment	5	2.4%		
Transportation	20	9.7%		
Volunteer Opportunities	16	7.8%		
Rehabilitation	13	6.3%		
Faith-Based Services	4	1.9%		
Other Social Services	17	8.3%		
Senior Center	6	2.9%		
Sheltered Employment	2	1.0%		
Congregate Nutrition	1	0.5%		
Counseling	11	5.3%		
Education	19	9.2%		
Food Pantry	1	0.5%		
Home-Delivered Meal	2	1.0%		
Utility assistance (electric, gas, propane)	2	1.0%		
Veterans services	2	1.0%		
Law enforcement: Probation	1	0.5%		
Emergency Management	1	0.5%		
Other (specify):	5	2.4%		
Total	206	100.0%		

Q3. Does your organization have eligibility requirements for its members or clients?

Exhibit 4.15 Eligibility Requirements

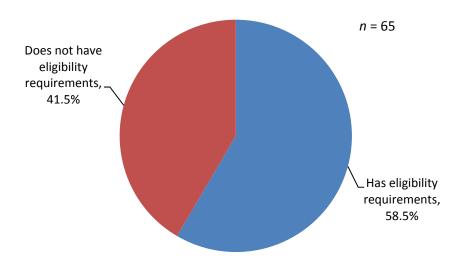


Exhibit 4.16 Age Requirements

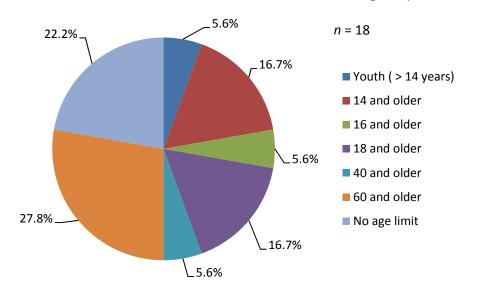


Exhibit 4.17 Disability Requirements

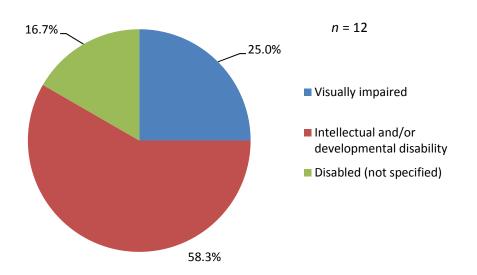
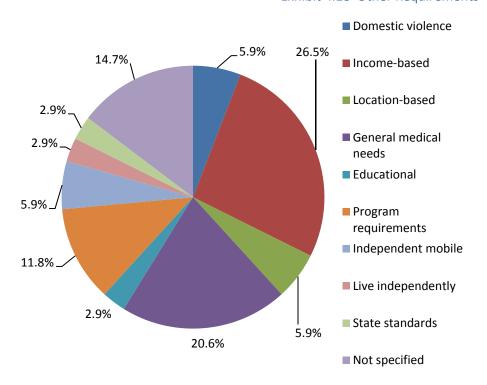


Exhibit 4.18 Other Requirements



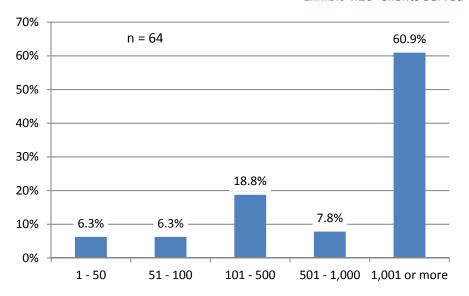
Q4. What geographic area(s) does your organization serve?

Exhibit 4.19 Geographic Area Served

					XIIII	JIL 4	.19	Ge	ogr	apn	IC A	rea	Ser	veu
					Geo	grap	ohic	Area	Sei	rve d				
Organization Name	Anderson Courty	GmpCounty	Cherckee County	Gregg Courty	Hamison County	Henderson County	Warion County	Panola County	Rains County	RuskCounty	Smith County	Upshur County	Van Zandt Gourty	Wood County
A Circle of Ten, Inc.														
Alzheimer's Alliance of NE Texas														
American Cancer Society														
Andrews Center														
Ark-La-Tex Corrdior Council Inc.	-													
Atria Willow Park Brookdale Senior Living Solutions	1												\vdash	\vdash
Brookdale Tyler East	1													
Cedar Lake Nursing Home														
Champagne Inc														
Christian Home and Family Services														
CHRISTUS Trinity Clinic														
City of Longview Public Transportation Advisory Committee														
City of Pittsburg Community Healthcore	_												\vdash	
Disciple Homes (Eden Place)	1													
Division for Blind Services														
East Ceder Creek Commuinty Transportation														
East Texas Area Council - Boy Scouts of America														
East Texas Center for Independent Living - Tyler, TX														
East Texas Crisis Center - Wood County outreach office	_													
East Texas Lighthouse f/t Blind dba Horizon Industries East Texas Lighthouse for the Blind														
East Texas Medical center, Behavioral Health														
East Texas Council on Alcohol and Drug Abuse (ETCADA)														
EasTexConnects														
ETCC - Rains County/Van Zandt														
ETMC First Physicians Family Medicine														
First Baptist Church Family Assistance Center													-	
Frankston Depot Library GoBus														
Goodwill of East Texas														
Greater East Texas Community Action Program														
Greater East Texas Community Action Program (Rusk County)														
Henderson County Help Center														
Henderson County Indigent Health	1												-	
Heritage Healthcare Residence Hospice of East Texas														
INFOline of Gregg County														
Jacksonville Literacy Council														
Jacksonville public Library														
Lee Public Library	_													
Lincare Inc Literacy Council of Tyler													 	
Longview Transit														
Longview World of Wonders														
Open Door Act, Housing														
Meels on Wheels														
NDMJ Transportation														
NET RMA	-												_	
New Life Outreach Assisted Living I & II Oakwood Place	1													\vdash
Palestine Healthcare Center														
Palestine Regional Medical Center														
Palestine Resource Company														
RS&H, Inc.													igsquare	
Smith County					_							<u> </u>	$\vdash \vdash$	$\vdash \vdash$
Texas Oncology Palestine The Arc of Smith County	\vdash			-								 	$\vdash \vdash$	\vdash
Tyler Transit	t													
UT Health Science Center at Tyler														
Wood County CSCD														
Wood County EMC												ļ		
Workforce Solutions of East Texas		L	L				Щ_				<u> </u>	L		ш

Q5. How many persons/clients does your organization serve in a typical year?

Exhibit 4.20 Clients Served



Q6. Do your program hours vary by day of week or time of year?

Exhibit 4.21 Hours of Operation

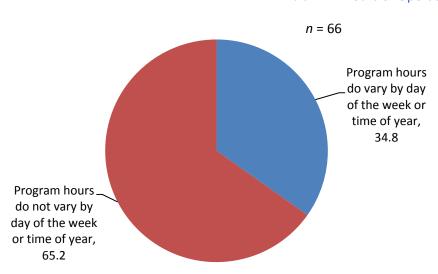
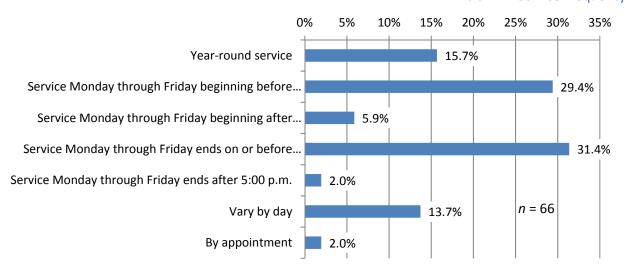
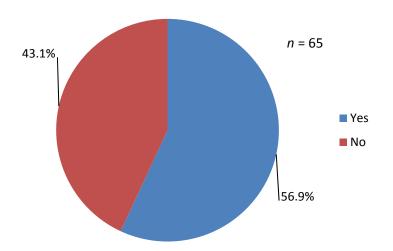


Exhibit 4.22 Service Frequency



Q7. Do you provide services to clients at more than one location?

Exhibit 4.23 Other Locations



Q8. How do clients travel to your primary program location/site? (check all that apply)

Drive themselves 24.1% Ride with family or friends 18.5% Public transit 14.4% Live and use group home transportation 7.7% Our organization operates vehicles 6.2% Taxi 6.2% Staff transport them 6.2% Carpool with other clients 5.6% Another organization transports them 3.6% n = 195Volunteer program 2.6% Other 2.6% Walk or bike 2.6% 0.0% 5.0% 10.0% 15.0% 20.0% 25.0% 30.0%

Exhibit 4.24 Primary Mode of Travel

If another organization transports your clients/members, which one(s)?

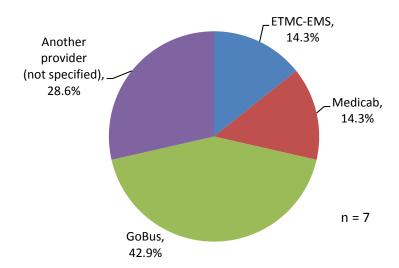


Exhibit 4.25 Other Transportation Providers

Q9. What percentage of your members or clients are unable to drive themselves or do not have a personal vehicle available, and therefore are dependent upon some sort of transportation assistance?

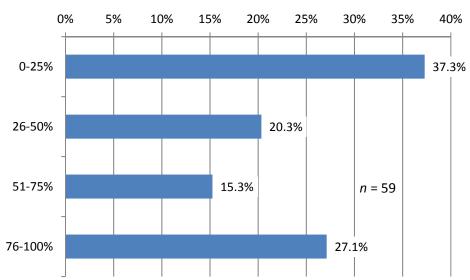


Exhibit 4.26 Needing Transportation Assistance

Is the required transportation generally available so that your members or clients can access your organization's services/programs?

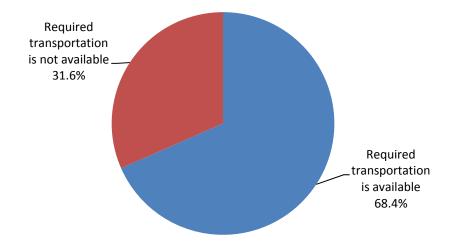


Exhibit 4.27 Available Transportation

Q10. What percentage of your members or clients typically utilize a mobility device and/or use a specially equipped vehicle?

0% 10% 20% 30% 40% 50% 60% 70% 80% 0-25% 71.7% 10.0% 26-50% 51-75% 13.3% n = 6076-100% 5.0%

Exhibit 4.28 Mobility Device Usage

Are you able to meet the transportation needs of such clients?

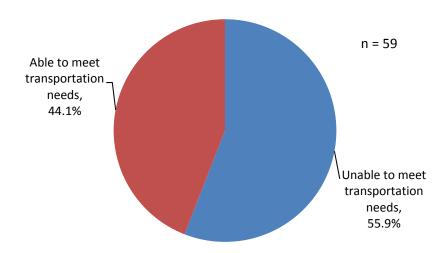


Exhibit 4.29 Transportation Needs Met

Q11. What percentage of your members or clients require some other specialized transportation assistance or equipment (i.e., personal attendant, service animal, etc.)?

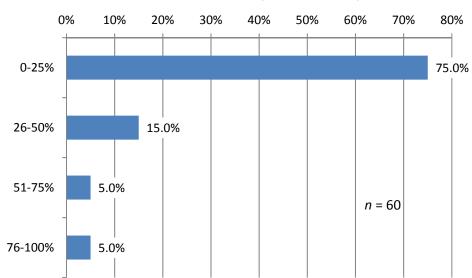


Exhibit 4.30 Specialized Transportation Assistance

Q12. To what activities do you provide, purchase, or reimburse for client transportation? (check all that apply)

Activity **Transportation Transportation** Transportation Adult Day Care 4 Child Day Care 2 --Congregate Nutrition Counseling 4 3 2 Education 2 3 1 Head Start ------2 Job Placement --Medical/Dental 15 2 3 9 2 Mental Health --Recreation/Social 9 1 --Rehabilitation 5 1

Provide

2

4

1

3

--

2

62

Exhibit 4.31 Activities that are Provided, Purchased, or Reimbursed

Purchase

1

1

1

3

2

3

25

Faith-based

Senior Center

Social Services

Total

Sheltered Employment

Supported Employment

Volunteer Opportunities

Vocational Training

--

2

1

2

11

Reimburse for

Q13. What types of transportation service(s) does your organization provide? (check all that apply)

Exhibit 4.32 Transportation Services Provided

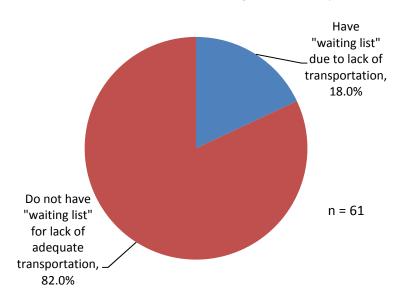
What types of transportation service(s) do you provide?					
None	34	41.5%			
Demand-response service	14	17.1%			
Subscription service	2	2.4%			
Fixed-route transit service	8	9.8%			
Charter-type service	5	6.1%			
Volunteer driver program	3	3.7%			
Private taxi or shuttle service	8	9.8%			
Other	8	9.8%			
Total	82	100.0%			

Q14. Please explain the primary transportation challenges facing your organization and/or its clients/members.

Stakeholders were asked to respond about transportation challenges they and their clients/members are currently facing. The most common responses were a lack of transportation options and the need for additional funding to support current or expanded services. Stakeholders also face the challenge of providing enough service hours for their clients/members.

Q15. Do you have a "waiting list" due to lack of adequate transportation?

Exhibit 4.33 Waiting List for Transportation Services



Q16. Are there geographic areas within which you believe current transportation services are inadequate?

Exhibit 4.34 Unserved Geographic Areas

If yes, which areas/communities?

Exhibit 4.35 Unserved Geographic Areas

Geographic areas providing inadequate transportation					
Alba	Mineola				
Chapel Hill	North Tyler				
Cherokee County	Palestine				
Clarksville	Smith County				
Frankston	Rains County				
Gladewater	Rural areas outside Tyler				
Gregg County	Rusk County				
Hawkins	Tatum				
Henderson County	Van Zandt County				
Jacksonville	Winnsboro				
Longview					
Wood County					

Q17. Are there activities or destinations you believe require additional transportation services?

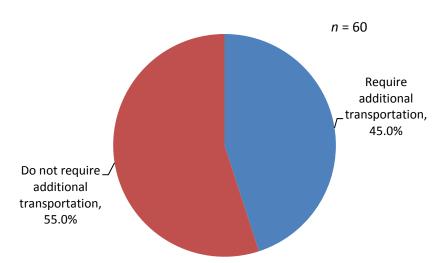


Exhibit 4.36 Additional Transportation Needed

Stakeholders were asked to respond to questions regarding activities or destination in need of additional transportation services. A majority of respondents indicated social service agencies and programs, recreational activities (summer camps), and healthcare/medical/ facilities (doctor visits, out-patient treatment facilities, dental visits) were the activities and destinations most in need of additional transportation services.

Q18. Do you believe a duplication of transportation services exists within your organization's service area?

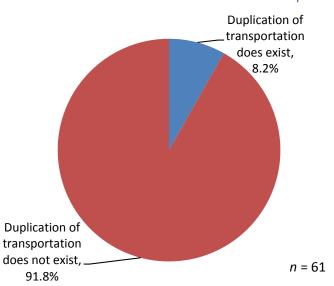


Exhibit 4.37 Duplication of Service

Exhibit 4.38 Agencies Providing Duplication of Service

Agencies providing duplication of service and the areas where duplication may exist
GoBus
Longview Transit
MTM contractor with HHSC
NDMJ
Tyler paratransit services

Q19. What single change would improve transportation services the most for your members or clients?

Respondents were asked to discuss the single change that would improve transportation services the most for their clients or members. The most common improvements mentioned by respondent organizations were that the 14-county region needed to be more accessible, and that more demandresponse services should be offered. Respondents also felt that of all the transportation services already provided within the 14-county region, hours of operation need to be extended, and the services needed to be more affordable to the general public.

SECTION 4.4 – COMMUNITY SURVEY FINDINGS

As discussed in the Methodology section, a community survey was designed to identify and quantify resident mobility needs throughout the fourteen-county area. Such data will help guide future transportation program development across the next five years. The survey garnered 256 valid responses with the results and exhibits presented below.

Key Findings

All respondents (256 respondents)

- The primary mode of transportation is their personal vehicle (83.9 percent).
- Approximately 42.6 percent rely upon the "personal vehicle" as their primary mode of transportation because it was their only available option.
- One in five respondents indicated using public transit and/or transportation provided by an organization as another mode of transportation.

Respondents who indicate using public transportation (50 respondents)

- 47 percent of respondents who indicated using public transportation use GoBus, Longview Transit, and/or Tyler Transit.
- 58 percent of respondents ride public transportation less than once per week.
- More than 60 percent (62.3 percent) of respondents indicated using public transportation for shopping, personal business, or social/recreational activities.
- 48.2 percent of respondents indicated "more frequent service" or "extended hours" as their "preferred" service improvement.

Respondents who indicate no recent use of public transportation (200 respondents)

- 44 percent cited barriers such as does not go where they need to travel, is not convenient to their home, or does not operate when they need to travel as reasons why they do not use public transportation.
- 59.8 percent indicated that the loss of a personal vehicle or loss of driver license as factors that may influence them to begin riding public transportation.

Exhibits

The balance of this section presents exhibits illustrating responses to individual survey questions.

Q1. What is your primary mode of transportation within the East Texas region? (select only one)

3.1% .0.8% ■ Personal vehicle 4.3% (car/truck/motorcycle) 0.4% 3.1%_ ■ Public transportation 4.3% ■ Taxicab ■ Carpool/vanpool/ride with friends or family ■ Transportation provided by an organization ■ Walk/bike/skateboard ■ Wheelchair or scooter 83.9%

Exhibit 4.39 Primary Mode of Transportation

Q2. Why is this your primary mode of transportation? (select only one)

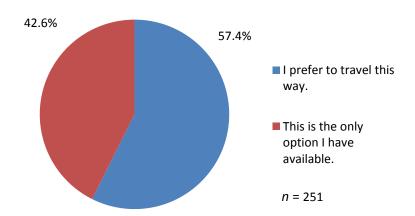


Exhibit 4.40 Motivator for Primary Mode of Transportation

Q3. What other mode(s) of transportation do you also use sometimes? (select all that apply)

Exhibit 4.41 Alternative Modes of Transportation 15% 0% 5% 10% 20% 25% 30% 35% 40% Personal vehicle (car/truck/motorcycle) 36.9% Carpool/vanpool/shared ride 36.5% Walk/bike/skateboard 20.4% **Public transportation** 12.5% Taxicab 11.8% Transportation provided by an organization 7.5% Other 4.7% n = 255Wheelchair or scooter 3.5%

Q4. What transit service(s) do you use? (select all that apply)

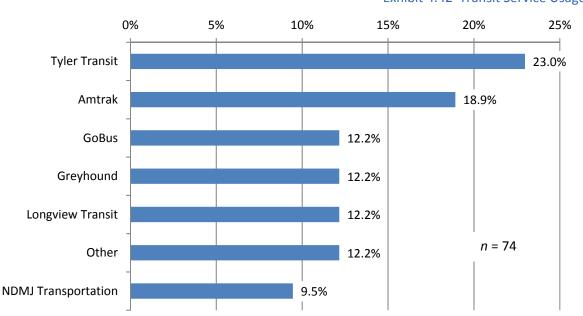
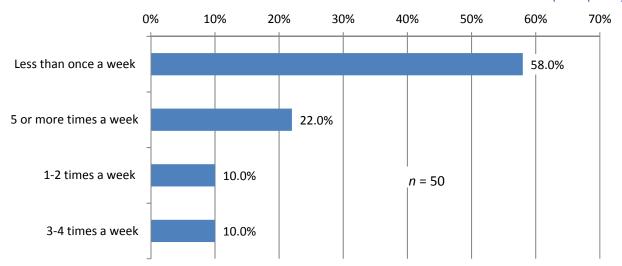


Exhibit 4.42 Transit Service Usage

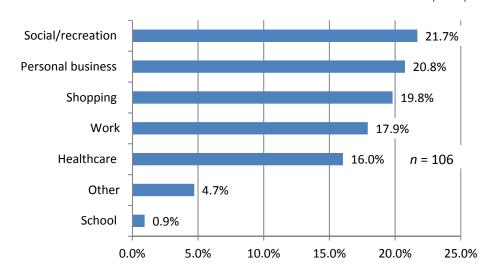
Q5. How frequently do you ride?

Exhibit 4.43 Trip Frequency



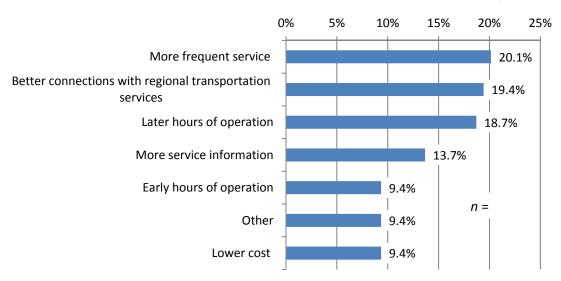
Q6. For what types of trips do you typically use public transportation? (select all that apply)

Exhibit 4.44 Trip Purpose



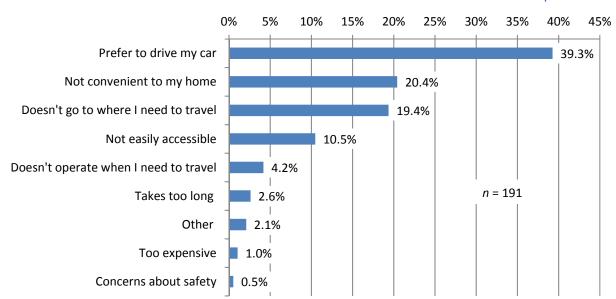
Q7. How would you improve public transportation in East Texas?

Exhibit 4.45 Preferred Improvement



Q8. What is the primary reason you do not use public transportation? (select only one)

Exhibit 4.46 Barriers to Public Transportation Use



Q9. Which of the following factors might influence you to begin using public transportation for some trips?

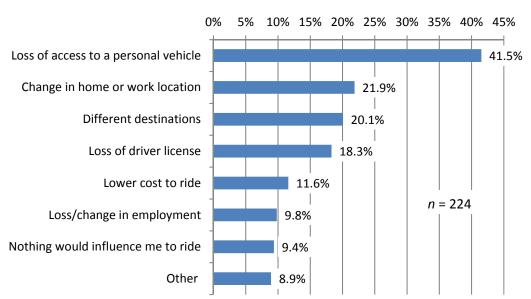


Exhibit 4.47 Potential Motivators

Q10. Summary of additional comments and concerns regarding current mobility in East Texas.

- Provide weekend service for GoBus.
- Need to be more home-to-work public transportation options.
- Need for more transportation options for veterans. Especially service that provides access to Veterans Association (VA) facilities in Shreveport, LA.
- Need more transportation options for the elderly and disabled populations.
- Needs to be more transportation accessibility to higher educational facilities in the region.
- Needs for more promotion and education of existing transportation services.
- Needs for more regional connections to the Dallas-Fort Worth Metro area.

SECTION 4.5 – STAKEHOLDER MEETING SUMMARY

On June 16 and 17, 2016, Moore & Associates organized and facilitated a series of three stakeholder meetings in support of the Regionally Coordinated Transportation Plan update project. For purposes of this project, "stakeholder" is defined as any organization (private or public) located within the 14-county region for which ETCOG has regional transportation planning responsibility. Said organizations are either actual transportation providers (on behalf of their members, clients, or contracted parties) or transportation consumers (again, on behalf of their members, clientele, etc.).

Utilizing the transportation stakeholder database compiled for this project an "invitation" postcard (see attached) was mailed on May 25, 2016 to approximately 275 organizations. Through the meetings we hoped to accomplish the following: 1) provide an overview of the current project, 2) present the key recommendations developed through the 2011 Plan, 3) learn about the transportation services provided by meeting attendees, 4) learn about transportation services provided by meeting attendees, and 5) get a sense as to transportation priorities throughout the 14-county region.

One 75-minute session was held in each of the following communities: Canton, Kilgore, and Jacksonville. Collectively the sessions attracted 26 attendees representing at least 20 different entities. Presented below are bullet-point summaries of the discussion arising at each of the stakeholder meetings. Lastly, we have included the individual meeting sign-in sheets.

Meeting #1: June 16, 2016, 4:00 pm, Van Zandt County Library, Canton

Attendees:

Ed Cozart, East Texas Center for Independent Living Sandie Brazil, ETMC Behavioral Health Vic Wetherholt, Van Zandt Rural Rail District Judy Rowton, retired Melissa Cure, ETCOG Jim Moore, Moore & Associates Kathy Chambers, Moore & Associates

Meeting Summary:

- Transportation has been identified as a long-standing issue within Van Zandt County.
- GoBus doesn't provide service between Canton and Athens except one day a week.
- There are issues with clientele not being licensed drivers. They must rely on others for transportation to employment, training, etc.
- GoBus currently provides local demand-response service within Van Zandt County on Monday, Wednesday, and Friday each week. Once a week service has made it more difficult for transportation-disadvantaged individuals to travel within county on a consistent basis.
- Most desired travel links are Canton, Grand Saline, all of Van Zandt County.

- Current service between Canton and Tyler operates one day a week.
- Stakeholders would like to see more service between communities in Van Zandt County.
- FTA Section 5310 funding not only covers capital but some operating expenses, too.
- ETMC Behavioral Health covers 60 counties throughout Texas. Primary service area is the 14-county area for its day treatment program and substance abuse day program. Inability to receive funding from the state as a non-profit impacts ETMC's ability to continue to transport clients.
 - ETMC can only provide cab and bus fare for inpatient clients. It cannot provide bus or cab fare for outpatients.
- Many clients travel from Winnsboro and Mt. Pleasant to ETMC's Longview program. Some from Van Zandt, Henderson, Cherokee, Rusk, and Panola counties travel to the Tyler programs. GoBus provides service to a sheltered workshop in Anderson County through an FTA Section 5310 grant. It is possible to work together to provide similar services elsewhere.
- A volunteer driver mileage reimbursement program may be an option.
 - Who would pay for it?
 - Is there grant funding available?
 - What are the legal ramifications?
 - Pays for mileage but doesn't regulate the cars/drivers.
- Amtrak is a key mobility provider in the region.
 - City of Longview is forecast to continue high rail ridership.
 - A recent announcement in Marshall noted there would soon be two bi-directional trains operating.
 - An original Amtrak stop location was in Wills Point/Van Zandt County. Amtrak should continue to pursue Wills Point for a future stop location.
 - An MOU or contract is needed to introduce Amtrak service in Van Zandt County.
 - EasTexConnects helps with funding and support on bringing Amtrak service into the East Texas region.
 - GoBus recently partnered with Amtrak to provide access to the VA. GoBus is planning to transport passengers from Longview Transportation Center to Overton Brooks VA Medical Center in Shreveport, and Amtrak will bring these passengers back via motorcoach.

Meeting #2: July 17, 2016, 8:30 am, ETCOG offices, Kilgore

Attendees:

Zephaniah Timmins
Joel Hale, Rusk County (Judge)
Joel Heflin, Longview Public Transportation Advisory Committee
Amy Anderson, Lighthouse for the Blind
Craig Ellis, Lighthouse for the Blind
Kimberly Ashley, UT Health Science Center at Tyler
Gary Allen, Workforce Solutions East Texas
Scott Lewis, Longview Transit
Ida Beck, Panola County City Commissioner

Al Matson, Andrews Center
Leslie Lindsey, Alzheimer's Alliance
Rick Skinner, EasTexConnects/Greyhound (new chair)
Leroy Sparrow, Tyler Transit
Melissa Cure, ETCOG
Jim Moore, Moore & Associates
Kathy Chambers, Moore & Associates

Meeting Summary:

- GoBus is not the only eligible grant claimant in the area. It is important transportation stakeholders are aware of funding availability through FTA 5310.
- Partnerships help the grant process move forward.
- Currently, transportation is a concern with employer partnerships in Tyler. Many large employers
 and hospitals are located in the outskirts of Tyler. The only current mobility option is taxi rides
 which are expensive.
- Partnerships between transit, local taxi companies, and Uber/Lyft help with "first and last mile" transportation as well as address after-hour mobility needs.
- GoBus, Tyler Transit, taxi, or group home transportation helps provide mobility options with developmentally-disabled adults currently residing in Athens and Tyler.
- The UT Health Science Center at Tyler and Tyler Transit are currently in partnership to receive grant funding for current fixed-route service operating between North Tyler clinic and main campus.
- EasTexConnects and GoBus have helped with employment opportunities among clients using East
 Texas Workforce Solutions services. Supportive services to pay bus fares or pay supplement for
 gas for car or "purchase" rides from friend or relative have been pursued. These services can be
 formalized under a volunteer driver program, which is a mileage-based and reimbursable
 program.
- Single rides to disparate locations have been observed as a challenge.
- Tyler Transit used to provide service within the UZA (urbanized area), but not anymore.
- Technology prices are coming down and trip assistance with phone calls will help alleviate first barrier. Enhancing education and travel training opportunities will help as well.
- Greyhound provides link outside of the 14-county area of East Texas. The key component is to provide funding for those parties who need transportation to connect to Greyhound.
- Current transit gaps exist throughout Cherokee, Rusk and Upshur Counties due to lack of funding.
- Transportation stakeholders have observed mobility challenges among caregivers as they may not be comfortable driving clients to some places at certain times of days.
- Having a centralized place would increase ridership. Lacking a centralized transit node presents a current mobility barrier.

Meeting #3: July 17, 2016, 11:15 am, Jacksonville Public Library, Jacksonville

Attendees:

Tharani Devi Krishnakumar, Tyler MPO
Tammy Prater, American Red Cross
Linda Oyer, East Texas Council on Alcoholism and Drug Abuse
Linda Richey, American Cancer Society
Michael (Mike) Smith, East Texas Medical Center
Lori Huett, TXDOT
Sonya Hudson, TXDOT
Betty Johnson, Texas Workforce Commission
Maggie Benge, Cherokee County Gateway Community Partners
Melissa Cure, ETCOG
Jim Moore, Moore & Associates
Kathy Chambers, Moore & Associates

Meeting Summary:

- The rural nature of the 14-county region makes it difficult for residents to access treatment recovery programs on a regular basis.
- Over time, funding for reimbursable transportation options such as Road to Recovery and gas cards has decreased. The decreased funding has made it more difficult for transportationdisadvantaged individuals to access medical and treatment facilities.
- The lack of transportation in the rural areas of East Texas has made it very difficult for veterans to access new services and programs offered by the Veterans Administration.
- The availability of transportation is a concern, as many residents have difficulty scheduling rides to line up with appointment schedules.
- There is a need to expand transportation options for home-to-work trips.
 - This ongoing need warrants consideration of new/emerging mobility options such as Lyft/Uber.

SECTION 4.6 – COMMUNITY WORKSHOP SUMMARY

In July 2016, Moore & Associates organized and facilitated a series of fourteen community workshops in support of the Five-Year Regionally Coordinated Transportation Plan update project. One workshop was held in each of the 14 counties of East Texas. The purpose of the workshops was to inform residents of the project, and then to identify and quantify mobility/transportation within the 14-county region.

A "Get Involved" postcard (see attached) promoting the community workshops was mailed in the beginning of June to a random sampling of 2,000 households. The number of postcards distributed within a given county was determined by its relative population share (vis-à-vis the 14-county region population).

The workshops attracted 38 attendees collectively. Presented below are findings arising from the discussions at each of the community workshops.

Initial findings

- Improve marketing and advertising efforts.
- Increase service frequency.
- Increase the number of buses.
- Create better connectivity on a regional scale.
- Introduce Sunday service for GoBus.
- Expand hours of operation for GoBus.
- Provide more travel training.
- Determine funding formulas by individual counties.

Community Workshop #1 – Anderson County
Thursday, July 21, 2016, 9:30 AM
Palestine Meals on Wheels/Senior Activity Center

- Many people need to go from Palestine to Tyler.
- Would like public transit service to start at 5:30 am.
- Interested in feedback from Palestine and Anderson County residents.
- Discussed GoBus services available in/to Tyler and Longview.

Community Workshop #2 – Cherokee County Thursday, July 21, 2016, 1:00 PM Jacksonville Chamber of Commerce

Discussion summary:

- Dept. of Assistive and Rehabilitative Services' clients need transportation to the office as well as to medical facilities in Tyler.
- Current GoBus scheduling does not support full-time employment.
- More transportation options needed in Jacksonville.
- East Texas Human Needs Assessment (based in Tyler) found many people prefer to have access to a car.
- Problems with people getting to jobs from North Jacksonville to industrial park and retail areas in central Jacksonville.
- The College used to have a bus that ran through Rusk and Jacksonville to Tyler.
- More GoBus vehicles needed.
- A lot of informal volunteer drivers. Need coordination, insurance, and appropriate vehicles.
- Affordable housing and transportation is a balancing act.

Community Workshop #3
Thursday, July 21, 2016, 7:00 PM – Henderson County
Trinity Valley Community College

No attendees.

Community Workshop #4 – Rains County Friday, July 22, 2016, 9:30 AM Emory City Centre

- Biggest challenge is advertising. Many residents in Rains County are not aware that GoBus service exists.
 - Promote service information in doctor, utility, and city offices.
 - Advertise in libraries to reach residents without internet access.
 - Distribute a flyer to county residents with postal service.
- Pursue transit connection with Ark-Tex COG service area.
- Need connection to hospital in Hopkins County.
- Need public transit service and pedestrian facilities within the city of Emory and the city of Point. Both cities do not currently have bus or taxi service.
 - Challenge with taxi service may not have enough demand. Consider offering bus service for all counties.

- Lack of transportation has posed challenges with youth attending summer reading programs and county residents accessing food pantries.
- Look into offering non-cash fare media with GoBus.
- Current undertaking to improve access to Shreveport (i.e., widening Interstate 20 and improvements to the Longview Depot) hopeful to be complementary in nature.
- "Aging in place" is a current challenge look into promoting GoBus as a form of independence for senior community.

Community Workshop #5 – Wood County Friday, July 22, 2016, 1:00 PM Quitman Public Library

Discussion summary:

• Attendee did not know that GoBus is available for the general public. He thought it was for seniors and/or disabled passengers.

Community Workshop #6 – Van Zandt County Friday, July 22, 2016, 7:00 PM Edom Community Center

Discussion summary:

- Local community is aging.
- Lack of mobility options results in "food deserts."
- Explore commuter bus option on Highway 279 between Canton and Tyler.
- Van Zandt students go to school in Van.
- Hubs of communication include bulletin boards in front of local shops (The Shed or Jamie's Café)
 as well as the Methodist Church.

Workshop #7 – Upshur County Monday, July 25, 2016, 9:30 AM Upshur County Library

No attendees.

Workshop #8 – Gregg County Monday, July 25, 2016, 1:00 PM Longview Public Library

- Need more buses, more service hours, and shorter travel times.
- Introduce service 7 days per week to assist families who work non-traditional job hours.

- Need for better communication to the public on what GoBus does commonly perceived as a specialized transportation service.
- Longview Transit has found frequency is not a big issue among users when compared to frequency for fixed-route users. More people will use a 30-minute route versus a 60-minute route.
- Need for better promotion and access to Longview Transit schedules as well as telephone customer service.
- Offering a free one-day bus pass as an incentive to use the bus is an effective marketing tool but not effective as information distribution.
- Longview Transit provides free travel training every day.
- East Texas is closer than it has ever been to having increased service between Longview and Dallas.
- Current synergy and ridership on Amtrak in Longview is thriving determining whether or not the city grows will be an economic development issue.
- Longview serves as the de facto transportation hub for East Texas.
- Increase ridership by introducing "ozone days" to attract new riders to use the public transit system.
- Important to look into data quantifying "lost" ridership (i.e., barriers to access fixed-route for persons with disabilities).
- Sixty percent of Longview Transit paratransit riders would take fixed-route, but face a barrier to using fixed-route.
- Community Healthcore identifies employment, housing, and transportation as biggest challenges.
- Introduce transit options in Gladewater again to supplement connections to jobs in Tyler and Longview. Gladewater has a lot of affordable housing with little employment opportunities.
- Funding issues are involved when small rural communities are incorporated into UZAs.

Workshop #9 – Camp County Monday, July 25, 2016, 7:00 PM Northeast Texas Community College

No attendees.

Workshop #10 – Marion County Tuesday, July 26, 2016, 9:30 AM Marion County Chamber of Commerce

- Current perception of local transportation is for it to be used for long distance trips.
 - For example, many residents use the local transportation to go to Texarkana, Shreveport, and Dallas for advanced healthcare.
- Need for improvement in marketing efforts.
- Need for greater connectivity between GoBus and TRAX.

- Countywide political candidates claim to view public transportation as not the city's or county's responsibility.
- There is a need for one bus to operate for intracounty services and one or two buses to operate for intercounty services.
- City of Jefferson is rapidly becoming a retirement community due to more affordable housing options.
 - City has recently turned focus from tourism to retirement.
 - Younger residents are concerned about tax revenues due to so many retired residents.

Workshop #11 – Harrison County Tuesday, July 26, 2016, 1:00 PM Marshall Convention Center

Discussion summary:

- Key takeaway: East Texas residents need to cross the line into another region of the 14-county area.
- GoBus will now allow veterans to ride for free when traveling to the VA Hospital in Shreveport.
- Marketing campaign has been designed for GoBus veterans program and will be sent to Amtrak.
- Most veterans will be coming from Longview where the service will depart from 3 days per week.
- Veterans program is a game-changer for the executive board.
- Once priorities have been identified, the project aims to look at funding opportunities to provide public transit service in areas currently without it.
- There is a need for a monthly maintenance marketing program.
- EasTexConnects should focus early budget efforts on marketing and education.
- Need to educate local decision makers as to why people use the public transportation service and the potential ridership.
- Consider using Census data to determine the number of veterans within the 14 counties, and then determine how many have access to transportation.

Workshop #12 – Panola County Tuesday, July 26, 2016, 6:30 PM/7:00 PM Panola College

- GoBus does not currently operate in Carthage.
- One of the initial recommendations for Panola County is the development of a local bus service with increased service frequency to Marshall.
- A bus service from Carthage to Marshall would be helpful for local young adults who would like to go to school in Marshall but cannot afford an apartment or live in on-campus housing.

 Increase participation among local residents by surveying those who may be interested in riding the GoBus.

Workshop #13 – Rusk County Wednesday, July 27, 2016, 8:30 AM Henderson Area Chamber of Commerce

Discussion summary:

- Residents say the GoBus does not travel to rural parts of Rusk County.
- Many residents would like to travel from Mount Enterprise to Nacogdoches for shopping, healthcare, and other services.
- A prior attempt has been made to bring Medicaid transportation into EasTexConnects but has not happened yet.
- A more cost-effective compromise may be to offer a flex-route rather than a fixed-route service.
- Flex-route currently operates in Marshall and deviates up to ¾ of a mile. About a year and a half ago funding was cut and service had to be cut back from three routes to one route.
- Not sure if demand for public transportation is in Henderson as there have been more requests for housing, job creation, and improvements to road infrastructure.
- Higher demand for public transportation may be from residents in outlier communities who need to travel to Henderson during the day rather than those who need to travel within Henderson.
- GoBus has been observed to be more frequent with improvement in branding.
- Lack of sidewalk infrastructure coupled with limited transit options has presented mobility barriers.
- Determine funding formulas by individual counties. Current funding may be from federal monies but maybe not all of the discretionary monies.
- Previous discussion has been made about creating a route which would connect a population base with key employers but never came to fruition.

Workshop #14 – Smith County Wednesday, July 27, 2016, 11:15 AM Tyler Junior College

- Uber and Lyft serving as a complementary role to transit not as a replacement.
- Current mobility needs include Sunday service and extending service hours.
- Important to understand what can happen with current funding.
- A number of the short-range and medium-range recommendations along with some of the longer range recommendations from the 2011 report have been complete.
- Need newer vehicles for fixed-route service.
- Vehicle stock needs to be updated (i.e., Tyler Transit). Without improvements in staff, equipment and vehicles there cannot be a successful transit system.

- If the current system is not sustainable during the week, they cannot do it after hours or on Sundays.
- GoBus is currently rigid in schedule and at times fills up in vehicle capacity.
- Increase in demand of persons wanting to travel from Henderson County into Smith County.
- Need to look at other programs like The Chariots Bus Lines in Athens and veteran's volunteer driver programs.
- Many residents could use public transit but instead use paratransit as they feel more comfortable using it. Funding for paratransit has become a problem in Tyler as eligibility regulations have been lax. There is a need for more education of the public transit service.
- For marketing purposes, it is important to be aware of the growing multilingual population.
- Vehicles in good working condition will need to be on the list of needs for the project report. A
 separate line item for vehicles. Replacement versus additional vehicles comes out of the same
 funding source.
- Every transit agency has their own vehicle replacement plan. Both Tyler Transit and GoBus have been recently approved to receive new vehicles.
- Need to look at fare policy with respect to passengers traveling with Personal Care Attendants (PCAs).

Five-Year Regionally Coordinated Transportation Plan Update East Texas Council of Governments				
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SECTION 5.1 – RECOMMENDATIONS

The following recommendations were developed after extensive public outreach, a review of prior Coordination Plans, and discussions with key staff at East Texas Council of Governments, Tyler Transit, Longview Transit, and The Chariot Bus Lines, as well as EasTexConnects members. Each recommendation is identified by type of recommendation (marketing/education, operational/local, operational/regional, and policy/administrative), how the recommendation was developed (source), and which entity (GoBus, Tyler Transit, etc.) is responsible for the implementation of that particular recommendation.

The comprehensive list of recommendations presented below were developed to facilitate a wide-range of transportation needs with the purpose of minimizing or eliminating redundancy or duplication of existing services; developing strategies to address unmet needs and gaps in service; enhancing customer service satisfaction; and encouraging cooperation and coordination among agencies and organizations throughout the fourteen-county East Texas region.

Prior to placing each recommendation into one of three phases (short-, medium-, and long-range), each agency representative and committee member was given the opportunity to provide a prioritized list of the recommendations along with feedback. The result of that process is the prioritized list of recommendations (with a general timeline for implementation of each) identified in the following matrices.

Exhibits 5.1-5.3 present and prioritize Plan recommendations. The proposed timeline for each phase is presented below:

- Short-range One to two years,
- Medium-range Three to four years, and
- Long-range Five years or more.

Exhibit 5.1 Recommendations – Short-range

Recommendation	Category	Source	Responsible entity	Priority
Implement local resident education campaign				
through targeted mailings and social media.	Marketing/Education	Community input	GoBus	Short-range
Increase social service provider	Marketing/Education	Community input	ETCOG	Short-range
marketing/outreach.	ivial ketilig/Education	Community mput	EICOG	Short-range
Significantly increase marketing/public	Marketing/Education	2011 Plan	All Transit Providers	Short-range
education. Include quantifiable targets.	ivial keting/ Ludcation	2011 Flaii	All Italistic Floviders	Short-range
Increase outreach to healthcare providers in	Marketing/Education	2011 Plan	GoBus, Other	Short-range
Tyler. For seniors and persons with disabilities.	Marketing/ Ladeation	201111411	Gobus, Other	Shortrange
Targeted marketing. Rusk residents. Promote	Marketing/Education	Consultant	GoBus	Short-range
GoBus service linking Rusk with Tyler.		001104114111		S.i.e. c ruinge
Formalize intercity service between Palestine et				
al and Tyler. Established route, not less than	Operational/Local	Community input	GoBus	Short-range
two days per week.				
Expand GoBus service linking Jacksonville and				
Tyler. Currently operates Tuesdays only, 10 am –	Operational/Local	Community input	GoBus	Short-range
2 pm.				
Expand service between Smith County and	Operational/Local	Community input	GoBus	Short-range
Henderson County.			-1 - "	
Bring back transit service to/from Bullard	Operational/Local	Community input	Tyler Transit or GoBus	Short-range
Reduce "pick-up windows" for paratransit	Operational/Local	Consultant	Tyler Transit	Short-range
service. For seniors and persons with disabilities.				
Establish service from communities outside	0	2044 DI	C-D	Ch - ut u- u
Marshall to connect with Amtrak/GoBus service	Operational/Regional	2011 Plan	GoBus	Short-range
to/from VA Hospital (SHV).				
Design routes that link outlying communities				
with larger/urban centers (Tyler, Longview). Focus on centralized pickup locations. Minimum	Operational/Regional	Consultant	GoBus	Short-range
service standard: Two days per week.				
Promote GoBus, Tyler Transit, Longview Transit,	Dalia. /Advairsiatoration	C	All Top well Done delene	Clarat areas
and Chariot Bus Lines "economic development"	Policy/Administrative	Community input	All Transit Providers	Short-range
role amongst local decision-makers.				
Implement/expand regional travel training			ETCOG, Tyler Transit,	
program to support both paratransit and fixed-	Operational/Regional	Community input	Longview Transit	Short-range
route services				
Introduce non-cash fare options for GoBus (e.g.,	Policy/Administrative	2011 Plan	GoBus	Short-range
multi-ride passes).				
Improve connectivity (aka trip scheduling)	Delta. /Ada 111 111	2044.51	All Transit D	Chart
between GoBus, Tyler Transit, Longview Transit,	Policy/Administrative	2011 Plan	All Transit Providers	Short-range
and Chariot Bus Lines.				
Meet with larger employers to determine				
willingness to either: subsidize employee travel	Policy/Administrative	Consultant	GoBus	Short-range
via GoBus or subsidize vanpool program.				

Exhibit 5.2 Recommendations – Medium-range

Bearing and street	Cabanani		Proposible outitu	
Recommendation	Category	Source	Responsible entity	Priority
Re-establish service linking Longview and Gladewater.	Operational/Local	Community input	Longview Transit or GoBus	Medium-range
Increase service between Henderson and Tyler (currently one day per week).	Operational/Local	Community input	GoBus	Medium-range
Establish link between Rains County and Hunt County (healthcare providers in Greenville).	Operational/Local	Community input	GoBus	Medium-range
Establish local circulator within Jefferson.	Operational/Local	Community input	GoBus	Medium-range
Evaluate creating a weekday peak-hour shuttle linking residences in north Jacksonville with employers in central Jacksonville.	Operational/Local	Community input	GoBus	Medium-range
Provide "feeder service" from Jefferson to Marshall to connect with Amtrak (taxi voucher?).	Operational/Local	Community input	GoBus	Medium-range
Establish inter-county service to Nacogdoches (via Mt. Enterprise).	Operational/Local	Community input	GoBus	Medium-range
Introduce a weekday flex-route service in Henderson (not less than two days per week, not less than six hours per service day).	Operational/Local	Community input	GoBus	Medium-range
Implement trial 90-day local circulator in Carthage (no less than two days per week, no less than six hours per day).	Operational/Local	Community input	GoBus	Medium-range
Establish link between Carthage and Marshall (Harrison County) to improve access to post-secondary schools.	Operational/Local	Community input	GoBus	Medium-range
Introduce Sunday service.	Operational/Local	Community input	Tyler Transit	Medium-range
Implement trial 90-day Sunday service within Longview.	Operational/Local	Community input	Longview Transit	Medium-range
Implement 30-minute weekday service on highest ridership routes.	Operational/Local	Community input	Longview Transit	Medium-range
Expand weekday and Saturday service hours.	Operational/Local	2011 Plan	Tyler Transit	Medium-range
Improve/expand bus stop amenities (shelter, benches, signage, and lighting).	Operational/Local	2011 Plan	Tyler Transit	Medium-range
Introduce service linking Canton, State Highway 64 communities, and Tyler.	Operational/Regional	Community input	GoBus	Medium-range
Establish "link" between GoBus and TRAX (Texarkana).	Operational/Regional	Community input	GoBus	Medium-range
Focus GoBus on addressing non-work trips (chiefly intra-community travel and intercounty travel).	Operational/Regional	Consultant	GoBus	Medium-range
Introduce transit service to outlying communities (e.g., Whitehouse).	Operational/Regional	Consultant	GoBus or Tyler Transit	Medium-range
Focus on vanpools for home-to-work travel.	Policy/Administrative	Community input	All Transit Providers	Medium-range
Introduce same-day paratransit reservation scheduling. For seniors and persons with disabilities.	Policy/Administrative	Community input	GoBus, Tyler Transit	Medium-range
Introduce trip planning app.	Policy/Administrative	2011 Plan	All Transit Providers	Medium-range
Leverage local taxi companies and the emerging Transportation Network Companies (TNCs) to facilitate access to the traditional transit network (Longview, Tyler, GoBus).	Policy/Administrative	Consultant	GoBus, Tyler Transit, Longview Transit	Medium-range

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Exhibit 5.3 Recommendations – Long-range

Recommendation	Category	Source	Responsible entity	Priority
Establish shuttle linking Longview with education centers in Kilgore and Tyler.	Operational/Local	Community input	Longview Transit	Long-range
Establish volunteer driver program for intracounty travel as well as inter-county travel.	Operational/Regional	2011 Plan	ETCOG	Long-range
Establish intra-county local circulator (in lieu of volunteer driver program) (no less than two days per week, no less than six hours per day).	Operational/Regional	Consultant	GoBus	Long-range
Implement "one-stop" call center.	Policy/Administrative	2011 Plan	All Transit Providers	Long-range



SECTION 6.1 – FUNDING

This section identifies existing and potential resources available in order to sustain regionally coordinated transportation planning activities beyond FY 2017.

Funding Sources

In accordance with the Urban Mass Transportation Act of 1964, as amended, the Federal Transit Administration (FTA) has become the principal source of Federal financial assistance for aiding urban areas in the planning, development, and improvement of comprehensive public transportation systems and services. Such financial assistance is provided through a variety of programs within the FTA's statutory authority. In August 2005, SAFETEA-LU legislation was adopted and with FTA guidance, Locally Developed Coordination Public Transit-Human Services Transportation Plans were required to be developed before applications for FTA Program funding would be made available.

Pursuant to the requirements of SAFETEA-LU and subsequent FTA TXDOT guidance, communities who wished to remain competitive for FTA funding options including Urbanized Area Formula Program (Section 5307), Formula Grant for Other than Urbanized Areas (Section 5311), and Enhanced Mobility of Seniors & Individuals with Disabilities (Section 5310) programs were required to undertake the preparation of a locally developed Coordination Plan.

Since the passage of SAFETEA-LU, Moving Ahead for Progress in the 21st Century (MAP-21) (July, 2012) and Fixing America's Surface Transportation (FAST) Act (December, 2015) have been passed, replacing certain provisions of prior federal transportation bills. Certain transit programs have been streamlined and consolidated, such as the New Freedom and JARC projects, replaced with the passing of MAP-21.

Exhibit 6.1 is intended to provide the funding programs available at the federal, state, and local level, to transportation providers within the 14-county East Texas region.

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Exhibit 6.1 Potential Funding

Funding Source	Description	Potential Revenues	Eligible Activities
Tunung Source		Potential Nevertaes	Some of the eligible activities include Planning, engineering, capital
Urbanized Area Formula Program (FTA Section 5307)	Provides funding to urbanized areas (for public transportation, planning, job access and reverse commute, and operating expenses.	Competitive grant	investments, and computer hardware and software. For more information, visit: https://www.transit.dot.gov/funding/grants/urbanized-area-formula-grants-5307
Enhanced Mobility of Seniors & Individuals with Disabilities (FTA Section 5310)	Provides funding to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options.	Formula-based Grant	Eligible activities include: capital projects mobility management, travel training, way-finding technology, and volunteer driver programs. See Appendix C for full list of eligible activities or visit https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310
Formula Grant for Other than Urbanized Areas (FTA Section 5311)	Provides funding to states for the purpose of supporting public transportation in rural areas (populations less than 50,000).	Formula-based Grant	Some of the eligible activities include planning, capital, operating, job access and reverse commute projects, and the acquisition of public transportation services. For more information, visit: https://www.transit.dot.gov/funding/grants/grant-programs/formula-grants-rural-areas-5311
Bus and Bus Facilities Program (FTA Section 5339)	Provides capital funding to replace, rehab and purchase buses and related equipment and to construct bus-related facilities.	Competitive Grant	Eligible activities include capital projects to replace, rehabilitate, and purchase buses and vans, and the construction of bus-related facilities. For more information, visit: https://www.transit.dot.gov/funding/grants/buses-and-bus-facilities-grants-program-5339
Surface Transportation Block Grant Program	Provides flexible funding for projects to preserve and improve the condition and performance of such things as transit capital projects, and intercity bus terminals.	Formula-based Grant	Eligible activities include transit capital projects and intercity bus terminals. For more information, visit: http://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm
Transportation Infrastructure Finance and Innovation Act (TIFIA)	Provides financing for projects of regional significance through the form of direct loans, loan, guarantees, and standby lines of credit.	Competitive Grant	Eligible activities include any highway or transit capital project already eligible for Federal assistance. For more information, visit: https://www.transportation.gov/tifia/eligibility
Transportation Investment Generating Economic Recovery (TIGER) Grant	Provides funding for inovative projects, including multi- modal and multi-juristidictional projects, that are difficult to fund through traditional federal programs.	Competitive Grant	Eligible activities include public transportation projects and passenger and freight rail transportation projects. For more information, visit: https://www.transportation.gov/tiger
Administration for Community Living, National Institute on Disbility, Independent Living, and Rehabilitation Research (NIDILRR): Disability and Rehabilitiation Research Projects Program: Accessible Transportation Grant	Provides funding to enhance accessbile transportation for persons with disabilities, and to improve the coordination of transportation for persons with disabilities.	Discretionary Grant	Activities related to improving transportation accessibility and coordination for persons with disabilities. For more information, visit: http://www.grants.gov/web/grants/view-opportunity.html?oppId=284347
Innovations in Accessible Mobility (National Aging and Disability Transportation Center)	Provides funding to support program innovations and approaches that increase accessible transportation options for older adults and persons with disabilities.	Competitive Grant	Eligible activities include volunteer driver programs, travel training, and mobility management. For more information, visit: http://www.nadtc.org/grants-funding/nadtc-grant-opportunities/current-nadtc-funding-opportunities/
American Public Transportation Association (APTA) Local Coalition Grant	Provides funding to develop grassroots activities advocating for increased transit ridership.	Competitive Grant	Activities that support local or regional funding initiatives intended to help support public transportation. For more information, visit: http://www.apta.com/gap/advocacy/Pages/Local-Coalition-Grand-Guidelines.aspx

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Funding Source	Description	Potential Revenues	Eligible Activities
May & Stanley Smith Charitable Trust	Funding is provided to organizations striving to bring about changes in systems, policies, and/or behaviors that contribute to improved well-being and opportunity for elders, veterans, and persons with disabilties.	Competitive Grant	Funding is provided to nonprofit organizations for general operating support and program support. For more information, visit: http://www.adminitrustllc.com/may-and-stanley-smith-charitable-trust/forgrantseekers/alignment-2/
Mobility on Demand (MOD) Sandbox Program	Provides funding for innovative projects that explore partnerships, develop new business models, integrate transit and MOD solutions, and investigate new technical capabilities.	Competitive Grant	Eligible activities include planning and development of MOD business models, obtaining of equipment and services, and acquiring/developing software and hardware interfaces to implement the project. For more information, visit: https://www.transit.dot.gov/research-innovation/mobility-demand-mod-sandbox-program.html
Rides to Wellness Demonstration and Innovative Coordinated Access and Mobility Grant Program	Provides funding for innovative coordinated access and mobility with the goal of identifying and testing promising public transportation healthcare access solutions.	Competitive Grant	Eligible activities include mobility management, health and transportation provider partnerships, and technology that develops innovative and replicable best practices. For more information, visit: https://www.transit.dot.gov/funding/applying/notices-funding/rides-wellness-demonstration-and-innovative-coordinated-access-and
Surdna Foundation Grant: Sustainable Environments	Provides funding that supports transportation systems and transit solutions that give people affordable and reliable options to get to work, school, and home while minimizing the environmental impact and maximizing equitable economic opportunities.	Competitive Grant	Activities include projects that improve transportation options, strengthen procurement and policies geared toward transportation, and support innovative revenue models for sustainable transportation networks. For more information, visit: http://www.surdna.org/what-we-fund/sustainable-environments/sustainable-transportation-networks-equitable-development-patterns.html
TransitCenter Dispatch Grant	Provides funding for non-governmental, nonprofit civic organizations that advocate and educate on urban transportation issues.	Competitive Grant	Activites may include public outreach and education campaigns, technical training for staff, and conference participation and attendance. For more information, visit: http://transitcenter.org/wp-content/uploads/2016/07/2016-Dispatch-Description.pdf

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Exhibit A-1 Community Survey Instrument

	asTexConnects	EasTexConnects Mobility Survey	
We	'd like to know about how you get arou	Five-Year Regional Coordinated Transportation Plan fo and, as well as if there are things we can do to help Eas e entered into a random drawing for one of four \$50	st Texas stay connected. Everyone
1.	☐ Personal vehicle (car/truck/motoro	ortation within the East Texas region? (check only or cycle) Public transportation or family Transportation provided by an organiza Other	☐ Taxicab
2.	Why is this your primary mode of train ☐ I prefer to travel this way	nsportation? (check only one) This is the only option I have available	
3.	☐ Personal vehicle (car/truck/motoro	n do you also use sometimes? (check all that apply) cycle)	☐ Taxicab tion ☐ Walk/bike/skateboard
IF Y	OU USE PUBLIC TRANSPORTATION FO	R SOME OF YOUR TRIPS (Skip questions 4-7 if you	do NOT use public transportation.)
4.	What transit service(s) do you use? (c ☐ GoBus ☐ Longview Transit ☐ Other	마이 성화되었다면 200 마이크 등을 이름다면 모르는 다시다. (200 kg 194 kg 195 k	☐ NDMJ Transportation
5.	How frequently do you ride? Less than once a week 1-2	times a week 3-4 times a week 5 or mo	ore times a week
6.	For what types of trips do you typical Shopping Work Social/recreation Other	ly use public transportation? (check all that apply) School Healthcare Pers	sonal business
7.]	portation in East Texas? ter connections to regional transportation services y hours of operation	☐ More service information☐ Later hours of operation
IF Y	OU DO NOT USE PUBLIC TRANSPORTA	TION (Skip questions 8-9 if you use public transport	tation.)
8.	What is the <u>primary</u> reason you do not a like the primary reason you do not a like to prefer to drive my own car like to not convenient to my home like to expensive	ot use public transportation? (check only one) Doesn't travel where I need to go Doesn't operate when I need to travel Other	☐ Takes too long☐ Concerns about safety
9.	100	influence you to begin using public transportation fo Loss of access to a personal vehicle	r some trips? Loss of a driver's license Lower cost to ride
	□ Other	☐ Nothing would influence me to ride	
	ase provide your name and contact info	mments or concerns you may have regarding current primation (telephone number or email address) if you will information will be kept confidential.	,

Exhibit A-2 Stakeholder Survey Instrument

C. FUTURE TRANSPORTATION OPTIONS	2016 Regional Transpo Stakeholder Survey	ortation Coordination Pla	EasTexConnects
14. Please explain the primary transportation challenges facing your organization and/or its clients/members.	EasTexConnects invites your org. Plan update. We are surveying tr that may be addressed in the u individuals residing throughout th	ansportation stakeholders to identify pdated plan. The results of the 20 ne 14-county East Texas region. By co	Five-Year Regional Transportation Coordination coordination opportunities and mobility needs 110 survey were used to improve mobility for mpleting this survey you can help continue this see entered in a random drawing for one of four
15. Do you have a "waiting list" due to lack of adequate transportation?	\$50 VISA gift cards.	a survey by June 3, 2016 and you in t	e entered in a random drawing for one or four
1.6. Are there geographic areas within which you believe current transportation services are inadequate? □ Yes □ No			g the enclosed postage-paid envelope.
If Yes, which areas/communities?			v.EasTexConnects.com. 17, 2016. Workshop details can be found at
17. Are there activities or destinations you believe require additional transportation services? ☐ Yes ☐ No	Thank you for your participation	I	
Please indicate program/service and location:	A. ORGANIZATION INFORMATIO This section requests information		e of services provided to your clientele.
18. Do you believe a duplication of transportation services exists within your organization's service area? Yes No	Mailing Address	Title	
If yes, please indicate the agencies involved and the areas where duplication may exist:	<u> </u>		
19. What single change would improve transportation services the most for your members or clients?	Which of the following best d Private, non-profit Public	escribes your organization? Private, for-profit Other (specify):	
20. Please use the space below for additional comments or questions regarding this survey and/or the current Regional Transportation Coordination Plan process.	2. Which services does your orgo Adult Day Care Child Day Care Medical/Dental Mental Health Recreational/Social Vocational Training Head Start Residential Care Other (specify):	anization provide? (check all that application provide? (check all that application) and provided in the provi	oby) Senior Center Sheltered Employment Congregate Nutrition Counseling Education Food Pantry Home-Delivered Meal
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3. Does your organization have eligibility requirements for its members or clients?	vehicle?					r use a specially equipp
☐ Age (describe):	□ 0-25%	□ 26-50%	□ 51	-75%	□ 76-100%	
□ Disability (describe):	a) Are you abl	e to meet the transpo	rtation nee	eds of such clien	ts? 🗆 Ves 🗇 I	No
□ Income (describe):	a) Ale you abl	e to meet the transpo	i ta don nec	eds of such chem		•0
					ther specialized tra	nsportation assistance
Other (describe):		personal attendant, s			¬	
4. What geographic area(s) does your organization serve? Please be specific.	□ 0-25%	□ 26-50%	☐ 51	- /5%	□ 76-100%	
	12. To what activities	do you provide, puro	hase, or re	imburse for clie	nt transportation? (check all that apply)
	1	Pro	vido	Purchase	Reimburse for	
				Transportation	Transportation	
5. How many persons/clients does your organization serve in a typical year?	Adult Day Care					
□ 1 – 50 □ 51 – 100 □ 101 – 500 □ 501 – 1,000 □ 1,001 or more	Child Day Care					
5. Do your program hours vary by day of the week or time of year?	Congregate Nu		_			
If Yes, please describe your program schedule and indicate if services are offered year-round.	Counseling					
1. L. C.	Education		-			
	Head Start		-	0		
	Job Placement Medical/Denta		-			
	Mental Health		-			
 To you provide services to clients at more than one location? Yes No If Yes, please list satellite locations.	Recreational/S		-			
ii res, piease list satellite locations.	Rehabilitation		-			
	Faith-Based					
	Senior Center		2			
	Sheltered Emp		_			
	Social Services		_			
B. OVERVIEW OF CLIENT TRANSPORTATION NEEDS AND AVAILABLE SERVICES	Supported Em					
This section examines the manner by which clients access your organization's programs and services.	Vocational Tra			0		
3. How do clients travel to your primary program location/site? (check all that apply)	Volunteer Opp	ortunities		<u> </u>		
☐ Drive themselves ☐ Ride with family or friends	13. What types of tra	insportation service(s	does you	r organization p	rovide? (check all th	at apply)
☐ Carpool with other clients ☐ Our organization operates vehicles	□ None	portutain sortioo(s	, ,	o Gamzadon p	. orius i fericen un un	
□ Staff transport them □ Volunteers bring them	□ Demand-resp	onse service: Shared-	ride, reserv	ation-based ser	vice.	
□ Taxi □ Public Transit			chedules a	re tailored to re	gular riders and are	adjusted as riders leave
☐ They live in a group home and are transported using the group home's vehicle. ☐ Another organization transports them (which one?	new riders joi					
□ Other (specify):		ransit service: Routes, service: Group transpo				s service.
- out of Specially		ver program: Program				
9. What percentage of your members or clients are unable to drive themselves or do not have a personal vehicle		r shuttle service: On-c			Jones Verneies	
available, and therefore are dependent upon some sort of transportation assistance?	☐ Other (descril		ar must be to the constitution of the constitu	To annual in Property Control Tables		
Digarry Digarry Digarry	9700.00 St. 970.00 N. St. 300.00 N. St. 300.					
□ 0-25% □ 26-50% □ 51-75% □ 76-100%						
a) Is the required transportation generally available so that your members or clients can access your organization's services/programs? ☐ Yes ☐ No						

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Exhibit B-1 Community Workshop #1 Sign-in Sheet – Anderson County

Meeting Location: Palestine Senior Activity Center Meeting Date/Time: July 21, 9:30 am - 10:45 am EasTexConnects Regionally Coordinated Transportation Plan Community Meeting Sign-in Sheet

Name	Agency or Organization (if any)	Email	How did you hear about this workshop?	out this workshop?
Melissa Cuye	ETCOS	Melisa, curto	☐ Stakeholder workshop ☐ Newspaper ad ☐ Postcard ☐ Other	☐ Social Media ☐ Poster or flyer ☐ Project webpage
Mehad Malega	Paiosme (KRIJ-PIES	NEWSCO PILESING HORES- (CM)	☐ Stakeholder workshop ☐ Newspaper ad ☐ Postcard ☐ Other	☐ Social Media ☐ Poster or flyer ☐ Project webpage
			☐ Stakeholder workshop ☐ Newspaper ad ☐ Postcard ☐ Other	☐ Social Media ☐ Poster or flyer ☐ Project webpage
			☐ Stakeholder workshop ☐ Newspaper ad ☐ Postcard ☐ Other	☐ Social Media ☐ Poster or flyer ☐ Project webpage
			☐ Stakeholder workshop ☐ Newspaper ad ☐ Postcard ☐ Other	☐ Social Media ☐ Poster or flyer ☐ Project webpage
			☐ Stakeholder workshop ☐ Newspaper ad ☐ Postcard ☐ Other	☐ Social Media ☐ Poster or flyer ☐ Project webpage
			☐ Stakeholder workshop ☐ Newspaper ad ☐ Postcard ☐ Other	☐ Social Media ☐ Poster or flyer ☐ Project webpage
			☐ Stakeholder workshop ☐ Newspaper ad ☐ Postcard ☐ Other	☐ Social Media ☐ Poster or flyer ☐ Project webpage

Exhibit B-2 Community Workshop #2 Sign-in Sheet – Cherokee County

Meeting Date/Time: July 21, 12:00pm - 4:00pm Meeting Location: Jacksonville Chamber of Commerce EasTexConnects Regionally Coordinated Transportation Plan Community Meeting Sign-in Sheet

Name	Agency or Organization (if any)	Email	How did you hear about this workshop?	out this workshop?
Michelle Rhodes	Dept of Assisting	michelle. rhodes @two. stateta. us	☐ Stakeholder workshop ☐ Newspaper ad ☐ Postcard ☐ Pother CANO0	☐ Social Media ☐ Poster or flyer ☐ Project webpage
Malcin	Be Pressy and	rossjandmegmoil, com	☐ Stakeholder workshop Stakeholder workshop ☐ Newspaper ad ☐ Postcard ☑ Other	☐ Social Media ☐ Poster or flyer ☐ Project webpage
John	First form	Vossjanima egmail.com	☐ Stakeholder workshop ☐ Newspaper ad ☐ Postcard ☐ Other 64 47.64	☐ Social Media ☐ Poster or flyer ☐ Project webpage
			☐ Stakeholder workshop ☐ Newspaper ad ☐ Postcard ☐ Other	☐ Social Media ☐ Poster or flyer ☐ Project webpage
			☐ Stakeholder workshop ☐ Newspaper ad ☐ Postcard ☐ Other	☐ Social Media ☐ Poster or flyer ☐ Project webpage
			☐ Stakeholder workshop ☐ Newspaper ad ☐ Postcard ☐ Other	☐ Social Media ☐ Poster or flyer ☐ Project webpage
			☐ Stakeholder workshop ☐ Newspaper ad ☐ Postcard ☐ Other	☐ Social Media ☐ Poster or flyer ☐ Project webpage
			☐ Stakeholder workshop ☐ Newspaper ad ☐ Postcard ☐ Other	☐ Social Media ☐ Poster or flyer ☐ Project webpage

Exhibit B-4 Community Workshop #4 Sign-in Sheet – Rains County

EasTexConnects Regionally Coordinated Transportation Plan Community Meeting Sign-in Sheet	ly Coordinated Tra		Meeting Date/Time: July 22, 9:00 am – 11:30am Meeting Location: Emory City Centre	- 11:30am City Centre
Name	Agency or Organization	Email	How did you hear about this workshop?	kshop?
Or o are o	Prins (sunta	© your	Stakeholder workshop Social Media	edia
	- oader	Towns County leader.	☐ Newspaper ad ☐ Poster or flyer	r flyer
USINTINO O	ما	rausaming com	☐ Postcard ☐ Project webpage ☐ Orother Kopley (Conv. / Grow, ÆD)	webpage
0 - 00		, ,	<u>~</u>	edia
Mickey Looper		Michey Cooper 15 440	er ad	r flyer
		@yahoo.com	☐ Postcard ☐ Project webpage ☐ Other ☐	vebpage
		7	orkshop	edia
Tingx Coper		CCOOP-WP@	ier ad	r flyer
		yahoo. com	☐ Postcard ☐ Project webpage	vebpage
	1.0		Stakeholder workshop	edia
Es this	Ct.	oball a property can		r flyer
LD HALL	60	مراجع المراجع	☐ Postcard ☐ ☐ Project webpage	vebpage
	C MORY		Other KEELEY ROAN	
4/10 Mc Po. 146145	SOUTHERN	mitigation Strategies	orkshop (edia
Sandy Company	Watlands	Covahon Com o	er ad	r flyer
)	6 242	""	© Postcard © Project webpage	vebpage
			fer workshop	edia
			er ad	ır flyer
			☐ Postcard ☐ Project webpage	webpage
			orkshop	edia
			☐ Newspaper ad ☐ Poster or flyer	r flyer
			rd	vebpage
			orkshop [edia
			oer ad	r flyer
			☐ Postcard ☐ Project webpage	webpage
			□ Other	

Exhibit B-5 Community Workshop #5 Sign-in Sheet – Wood County

☐ Poster or flyer ☐ Project webpage ☐ Social Media ☐ Poster or flyer ☐ Project webpage ☐ Social Media ☐ Poster or flyer ☐ Project webpage ☐ Social Media ☐ Poster or flyer ☐ Project webpage ☐ Social Media ☐ Poster or flyer ☐ Project webpage ☐ Project webpage Project webpage ☐ Project webpage ☐ Social Media☐ Poster or flyer ☐ Social Media ☐ Poster or flyer How did you hear about this workshop? Poster or flyer D-Social Media Meeting Location: Quitman Public ■ Social Media Meeting Date/Time: July 22, 12:30pm - Stakeholder workshop
 Newspaper ad
 Postcard
 Other Stakeholder workshop
 Newspaper ad
 Postcard
 Other ☐ Stakeholder workshop ☐ Newspaper ad ☐ Postcard Æ Other ☐ Stakeholder workshop ☐ Newspaper ad ☐ Postcard ☐ Other ☐ Stakeholder workshop ☐ Newspaper ad ☐ Postcard ☐ Stakeholder workshop ☐ Newspaper ad ☐ Postcard ☐ Other ☐ Stakeholder workshop ☐ Newspaper ad ☐ Postcard ☐ Other ☐ Stakeholder workshop ☐ Newspaper ad ☐ Postcard ☐ Other ____ O Other CShappinessograilen denviole com News @ the wood county EasTexConnects Regionally Coordinated Transportation Plan Email Agency or Organization Wood Centr Community (Jerona) Jest Core (if any) Worker Community Meeting Sign-in Sheet "ASSANGRA SAMPSON Name

Exhibit B-6 Community Workshop #6 Sign-in Sheet – Van Zandt County

EasTexConnects Regionall Community Meeting Sign-in Sheet	onally Coordinated Transportation Plan Sheet		Meeting Date/Time: July 22, 6:30pm – 9:00pm Meeting Location: Edom Community Center	22, 6:30pm – 9:00p m Community Cent
Name	Agency or Organization (if any)	Email	How did you hear about this workshop?	out this workshop?
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Meeting Location: Longview Public Library

Exhibit B-7 Community Workshop #8 Sign-in Sheets – Gregg County

Meeting Date/Time: July 25, 12:30pm - 3:00pm EasTexConnects Regionally Coordinated Transportation Plan Community Meeting Sign-in Sheet

Name	Agency or Organization (if any)	Email	How did you hear about this workshop?	out this workshop?
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Scott Lewis	Longulew Transin	-	Stakeholder workshop Newspaper ad Postcard Other	☐ Social Media ☐ Poster or flyer ☐ Project webpage
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d'beth Chapeel	dongview. Transit	echappell© longipuntransit com	☐ Stakeholder workshop☐ Newspaper ad☐ Postcard☐ Other☐	☐ Social Media ☐ Poster or flyer ☐ Project webpage

Meeting Date/Time: July 25, 12:30pm - 3:00pm EasTexConnects Regionally Coordinated Transportation Plan Community Meeting Sign-in Sheet

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Name	Agency or Organization (if any)	Email	How did you hear about this workshop?	out this workshop?
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Martha	Longy rew On testarth the present	martha@longview ith .com		☐ Social Media ☐ Poster or flyer ☐ Project webpage
Equity normphra	LINGVIED Transit	trwinghing . Iongricultanist.an		☐ Social Media ☐ Poster or flyer ☐ Project webpage
Karen Owen	Longview MPG Kowen e longview	Kowen e Tongwentexas.gov	☐ Stakeholder workshop ☐ Newspaper ad ☐ Postcard ☐ Other	☐ Social Media ☐ Poster or flyer ☐ Project webpage
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			☐ Stakeholder workshop ☐ Newspaper ad ☐ Postcard ☐ Other	☐ Social Media ☐ Poster or flyer ☐ Project webpage

Exhibit B-8 Community Workshop #10 Sign-in Sheet – Marion County

EasTexConnects Regionally Coordinated Transportation Plan	ly Coordinated Tra		Meeting Date/Time: July 26, 9:00am – 11:30am	.6, 9:00am - 11:30am
Community Meeting Sign-in Sheet		Meeting Locati	Meeting Location: Marion County Chamber of Commerce	namber of Commerce
Name	Agency or Organization (if any)	Email	How did you hear about this workshop?	out this workshop?
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Exhibit B-9 Community Workshop #11 Sign-in Sheet – Harrison County

EasTexConnects Regionall Community Meeting Sign-in Sheet	Regionally Coordinated Transportation Plan Sign-in Sheet		Meeting Date/Time: July 26, 12:30pm – 3:00pm Meeting Location: <u>Marshall Convention Center</u>	6, 12:30pm – 3:00pn Ill Convention Cente
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Christing Anderson	Easlex Connects	christinge andersoupertnevs.org	☐ Stakeholder workshop ☐ Newspaper ad ☐ Postcard ☐ Other	☐ Social Media ☐ Poster or flyer ☐ Project webpage
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Exhibit B-10 Community Workshop #12 Sign-in Sheet – Panola County

EasTexConnects Regionally Coordinated Transportation Plan Community Meeting Sign-in Sheet	lly Coordinated Tra t		Meeting Date/Time: <u>July 26, 6:15pm – 9:00pm</u> Meeting Location: <u>Panola College</u>	/Time: <u>July 26, 6:15pm – 9:00pm</u> Meeting Location: <u>Panola College</u>	-1 -11
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			□ Other		

Exhibit B-11 Community Workshop #13 Sign-in Sheet – Rusk County

EasTexConnects Regionally Coordinated Transportation Plan	lly Coordinated Tra	Insportation Plan Meet	Meeting Date/Time: July 27, 8:00am – 10:00am	7, 8:00am – 10:00am
Community Meeting Sign-in Shee		MEETING FOCATIO	Weeting Location: nemaerson Alea Chamber of Commerce	dinber of commerce
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Exhibit B-12 Community Workshop #14 Sign-in Sheet – Smith County

Meeting Date/Time: July 27, 11:00am - 1:00pm Meeting Location: Tyler Junior College EasTexConnects Regionally Coordinated Transportation Plan Community Meeting Sign-in Sheet

Name	Agency or Organization (if any)	Email	How did you hear about this workshop?	out this workshop?
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Michelle Boyd	Lighthouse for The Blind		☐─Sfakeholder workshop ☐ Newspaper ad ☐ Postcard ☐ Other	☐ Social Media ☐ Poster or flyer ☐ Project webpage
Scott Lewis	Longulew Transia	Longulew Transit Slewiselonguley Transition	© Stakeholder workshop □ Newspaper ad □ Postcard □ Other	☐ Social Media ☐ Poster or flyer ☐ Project webpage
Michael Howell	74mP0	Mhowell@ Hertetas.com	☑ Stakeholder workshop ☐ Newspaper ad ☐ Postcard ☐ Other	☐ Social Media ☐ Poster or flyer ☐ Project webpage
Fristy Pange	Advocate	Stakeholder workshop Stakeholder workshop Newspaper ad Prostand Prostand	☐ Stakeholder workshop ☐ Newspaper ad ☐ Postcard	☐ Social Media☐ Poster or flyer☐ Project webpage
Leray Sparrow	City of Tyler	Sparrow Ohylertergs.	☐ Stakeholder workshop ☐ Newspaper ad ☐ Postcard ☐ Other	☐ Social Media ☐ Poster or flyer ☐ Project webpage
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			☐ Stakeholder workshop ☐ Newspaper ad ☐ Postcard ☐ Other	☐ Social Media ☐ Poster or flyer ☐ Project webpage

Exhibit B-13 Stakeholder Meeting #1 Sign-in Sheet – Van Zandt County Library, Canton

	Easter Connects Stateholder Workshop
	June 16,2016 4:00 pm
	Sign-In Sheet
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2.	melissa Cure ETCD6
. 3	Sande Brazil Eas, Texas Medical Center Behavioral VIC Watherwolf Woonty Rural Rail District
. 4.	
5. b.	Judy Howson 490 CR 1711 Grand Saline
7.	
4	

Exhibit B-14 Stakeholder Meeting #2 Sign-in Sheet – ETCOG Offices

EasTexConnects Stakeholder Workshop Sign-In Sheet

	Date June 17, 7016 8:30 AM	
	Location Etcoa, Kilgore	
	Name	Overviseklen
,	1. Any Anderson	The Lighthouse
,	2. Craig Ellis	The highthouse
	3. Joel Hale	Rusk Conty
	4. Sco77 Lewis	Langulen Transit
	5. Ga, All	Longulen Transity Workforms Solution East Texas - Etcos
	6. Zephaniah Timmins	EasTex Comects
3	7. Joel Heflin	Longview Transit
	8. Kimborh Ashle	UT Health Northeast
	9. Ida Beck	Panola Co.
,	10. Al Matson	Andrews Center
•	11. Leik Hunner	GREYHOUND-LOWGHONTY
	12. Jeslie Jundsey	aly aliance of Smith Co.
	13. Leroy Sparrow	City of Tyler
	14	

Exhibit B-15 Stakeholder Meeting #3 Sign-in Sheet – Jacksonville Public Library

EasTexConnects Stakeholder Workshop Sign-In Sheet

	Date June 17, 2016 11:15 AM	
	Location Jacksonville Library	
×	1. Tharani Devi Krishnakumar	Organization Tyler MPO
r	2. hilda Oyer	ECTADA
,	3.Michael Smith	ETMC RMS
,	4. Linda Richey	ACS
	5. Tamy Trates	A Red Cross
1	6. Lori Huett	TROOT
٠	7. Sonya Hudson	TXDOT
•	8. Better Johnson	TWC
	9. Maggie Benge	BCP
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Five-Year Regionally Coordinated Transportation Plan Update East Texas Council of Governments				
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Five-Year Regionally Coordinated Transportation Plan Update East Texas Council of Governments				
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Exhibit C-1 FTA Section 5310 Funding

Federal Transit Administration (FTA) Section 5310 grant program - Enhanced Mobility of Seniors and Individuals with Disabilities

What is the purpose of the Section 5310 program?

 The purpose of this program is to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options.

Who is eligible to receive Section 5310 funds?

- Nonprofit agencies 501(c)3 that serve seniors and persons with disabilities.
- State or local government entities that operate a public transportation service and that are eligible to receive grant funding under 5307 and 5311 programs.

What activities are eligible under FTA Section 5310:

- 55 percent of program funds must be used on capital projects. Examples include:
 - Bus or van acquisition, including expansion or replacement (includes procurement, testing, inspection, and acceptance costs);
 - Vehicle rehabilitation or overhaul;
 - Preventive maintenance;
 - Wheelchair lifts;
 - Ramps and securement devices;
 - Transit-related information technology systems (i.e., scheduling/routing/one-call systems);
 - Mobility management programs; and
 - Acquisition of transportation services by contract, lease, or other arrangement.
 - Capital and operating costs associated with contracted service are eligible capital expenses.
- The remaining 45 percent of program funds are for "nontraditional" projects. Examples include:
 - Former 5317 New Freedom program eligible projects (Projects that provided new public transportation services and public transportation alternatives beyond those required by the Americans with Disabilities Act);
 - Travel training;
 - Volunteer driver programs;
 - Projects that provide bus stop access (curb-cuts, sidewalks, accessible pedestrian signals);
 - Way-finding technology or projects used to improve signage;
 - o Incremental cost of providing same-day or door-to-door service;
 - Purchasing of vehicles to support new accessible taxi, ride-sharing and/or vanpooling;
 and
 - Mobility management.
- For more information regarding eligible activities, please visit https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310

How much do eligible agencies have to provide (local match) to get Section 5310 funding?

· 20 percent local match for capital projects

• 50 percent local match for operating assistance

Are there federal or state requirements?

- Yes, agencies must provide to TxDOT:
 - A Title VI program or plan;
 - o A current Equal Employment Opportunity (EEO) program;
 - o Written procurement policies and procedures; and
 - Approved preventative maintenance program.
- Those public agencies operating fixed-route transit are required to provide complementary
 paratransit to persons with disabilities who are unable to use the regular fixed-route system.

Who do I contact?

- · First you need to determine which district you are in.
 - Below is a list of the counties within each east TxDOT district:

Tyler District (TxDOT):

- Wood County
- Van Zandt County
- Henderson County
- Anderson County
- Smith County
- Cherokee County
- Gregg County
- Rusk County

Atlanta District (TxDOT):

- Panola County
- Harrison County
- Marion County
- Upshur County
- Camp County

Paris District (TxDOT):

- Rains County
- Then you need to identify who your local Public Transportation Coordinator is.
 - A list of local Public Transportation Coordinators can be found here: http://www.txdot.gov/government/funding/program-calls/local-assistance/coordinators.html

How can I apply?

Visit: http://txdot.gov/inside-txdot/division/public-transportation/local-assistance.html for more details about the Section 5310 program.

When should I apply?

- 2017 Coordinated Call for Projects will take place in Winter 2017.
- Look for informational webinars beginning in December 2016.



Five-Year Regionally Coordinated Transportation Plan Update East Texas Council of Governments					
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Exhibit D-1 Volunteer Driver Program

What is a volunteer driver program?

A volunteer driver program matches volunteer drivers with transportation-disadvantaged individuals. Volunteer driver programs can be an important option for meeting the mobility needs of older adults and persons with disabilities in communities across the United States. Volunteer drivers typically use their own vehicles, are covered by their own auto insurance, and are reimbursed for mileage and parking, if applicable.

Why would an organization use volunteer drivers?

For many people volunteer driver programs may be their only means of meeting their transportation needs. Volunteer driver programs can save money for both organizations and consumers, and thus increase the capacity of an organization to help people access transportation despite limited funds. Almost all volunteer driver programs provide transportation to individuals who are elderly and/or living with disabilities, in all instances such programs charge little to any fee to the person using the service, which is particularly beneficial to low-income individuals.

- · Service is individually tailored to the needs of the rider, and a volunteer is matched to the need.
- The driver and vehicle stay with the rider, or the return trip is assured up-front, eliminating concerns of being stranded.
- Volunteer driver programs often allow for travel beyond county lines, which is frequently necessary for accessing specialized services.
- Traditional public transportation may not be an option due to unavailability, especially in rural
 areas; mobility issues that make it challenging or impossible to access a bus stop, service that
 does not go where the rider wants/needs to go.

Volunteer driver programs provide more than just a ride. Socialization and more personalized service such as assistance carrying bags make this senior transportation option an attractive mobility alternative for many older adults.

How are volunteer driver programs typically funded?

Volunteer driver programs can be provided using a variety of funding sources. Examples include Federal Transit Administration 5310 funds, Older Americans Act dollars, state and local transportation funds, and donations from philanthropic organizations.

What are the limits/exclusions of a volunteer driver program?

Traditionally programs are limited to seniors, people with disabilities, and low-income individuals. Given the lack of wheelchair lifts in most personal vehicles, patrons must be able to transfer from their wheelchairs into the vehicle with limited or no assistance.

What resources are available?

Volunteer Drivers: A Guide to Best Practices

Washington State Agency Council on Coordinated Transportation (ACCT), July 2004. A comprehensive guide "that provides the framework for developing and maintaining volunteer driver programs." Excellent on liability and insurance issues. Contains extensive program forms.

Volunteer Driver Programs MassMobilty Report, April 2013.

A Solutions Package for Volunteer Transportation Programs by Easter Seals

Community Transportation Association of America

National Center on Senior Transportation Report on Volunteer Transportation

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APPENDIX E MARKETING AND PROMOTIONAL MATERIAL

Five-Year Regionally Coordinated Transportation Plan Update East Texas Council of Governments					
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Exhibit E-1 Direct Mail Postcard – Stakeholder Meeting Promotion

GET INVOLVED!

CONNECTING **COMMUNITIES IN EAST TEXAS**

EasTexConnects is updating its Five-Year Regionally Coordinated Transportation Plan to address transportation needs throughout East Texas. We will be undertaking a variety of activities to collect input that helps ensure the Plan is representative of your community's needs.

Don't forget to visit www.EasTexConnects.com and complete the 2016 Regional Transportation Coordination Plan Stakeholder Survey by June 3, 2016. You'll be entered in a random drawing for one of four \$50 VISA gift cards!





www.EasTexConnects.com 888.743.5977





3800 Stone Road Kilgore, TX 75662

EasTexConnects and the East Texas Council of Governments invite you to attend one of three transportation stakeholder meetings being held in June.

June 16:

• 4 pm – 5:30 pm at Van Zandt County Library (317 1st Monday Ln., Canton)

June 17:

- 8:30 am 10 am at East Texas Council of Governments (3800 Stone Rd., Kilgore)
- 12 pm 1:30 pm at Jacksonville Public Library (502 S Jackson St., Jacksonville)

Please call 888.743.5977 with any questions or to RSVP. We look forward to hearing your ideas about transportation opportunities in East Texas.

Exhibit E-2 eCampaign – Stakeholder Meeting Promotion

GET INVOLVED!

EasTexConnects is updating its Five-Year Regionally Coordinated Transportation Plan to address transportation needs throughout East Texas.

We invite you to share your ideas about mobility and public transportation in East Texas at one of our upcomming stakeholder meetings.

THURSDAY, JUNE 16:

 4 pm – 5:30 pm at Van Zandt County Library (317 1st Monday Ln., Canton)

FRIDAY, JUNE 17:

- 8:30 am 10 am at East Texas Council of Governments (3800 Stone Rd., Kilgore)
- 11:15 am 12:15 pm at Jacksonville Public Library (502 S. Jackson St., Jacksonville)

Please RSVP by Tuesday, June 14. Call 888.743.5977 or email melissa.cure@ETCOG.org.

STAKEHOLDER SURVEY

Complete a survey by **June 17**, and you'll be entered into a random drawing for one of four **\$50 VISA gift cards**.



For project details: www.EasTexConnects.com

Exhibit E-3 Direct Mail Postcard – Overall Project Promotion

GET INVOLVED!

EasTexConnects is currently updating the Five-Year Regional Coordinated Transportation Plan for the East Texas region. Follow this project at www.EasTexConnects.com.

Helping improve mobility in East Texas is as easy as 1 - 2 - 3:

- 1 Visit www.EasTexConnects.com to learn more about this project.
- 2 Provide your input via an online survey at www.EasTexConnects.com. Complete a survey and be entered into a random drawing for one of four \$50 VISA gift cards.
- 3 Attend one of the upcoming workshops in your neighborhood. Workshop dates and locations can be found at www.EasTexConnects.com.

www.EasTexConnects.com

888.743.5977



ENHANCING MOBILITY IN EAST TEXAS!



GET INVOLVED!

Help improve mobility and public transportation options for the East Texas region.

Follow this project at www.EasTexConnects.com.

www.EasTexConnects.com

888.743.5977

Exhibit E-4 eCampaign – Overall Project Promotion

GET INVOLVED!

EasTexConnects is updating its Five-Year Regionally Coordinated Transportation Plan to address transportation needs throughout East Texas.



Helping improve mobility in East Texas is as easy as 1 - 2 - 3:

- 1 Visit this project's website, **www.EasTexConnects.com** to follow the project's progress.
- 2 Complete a short online survey regarding your current travel needs and preferences at www.EasTexConnects.com.
- **3** Attend one of 14 community meetings to be held in late July. RSVP at www.EasTexConnects.com.



For project details: www.EasTexConnects.com

Exhibit E-5 Community Flyer/Poster – Overall Project Promotion

GET INVOLVED!

EasTexConnects is updating its Five-Year Regionally Coordinated Transportation Plan to address transportation needs throughout East Texas.



Helping improve mobility in East Texas is as easy as 1 - 2 - 3:

- 1 Visit this project's website, www.EasTexConnects.com, to follow the project's progress.
- 2 Complete a short online survey regarding your current travel needs and preferences at www.EasTexConnects.com.
- 3 Attend one of 14 community meetings to be held in late July. RSVP at www.EasTexConnects.com.



For project details: www.EasTexConnects.com

Exhibit E-6 Community Take-one Card – Project Website Promotion

KEEP IN TOUCH!

Visit the project webpage at www.EasTexConnects.com and look for upcoming community workshops in July.



Exhibit E-7 Media Release – Community Workshop Promotion

Media release emailed on June 15 to editorial contacts at the following 15 publications:

- 1. Athens Daily Review
- 2. Canton Herald/Canton Guide
- 3. Cherokeean Herald
- 4. East Texas Journal
- 5. Gilmer Mirror
- 6. Henderson Daily News
- 7. Jacksonville Progress
- 8. Longview News Journal

- 9. Marion County Herald
- 10. Mount Pleasant Daily Tribune
- 11. Palestine-Herald Press
- 12. Tribune/La Tribuna
- 13. Tyler Morning Telegraph/Panola Watchman
- 14. Tyler Today Magazine
- 15. Van Zandt Newspapers



IMMEDIATE RELEASE

June 15, 2016

Contact: Melissa Cure

Transportation Planner/Analyst East Texas Council of Governments

903-218-6435

Helping Improve Mobility in East Texas Is As Easy As 1-2-3

East Texas, TX — Persons residing throughout the fourteen counties of East Texas are invited to participate in a short-term project to improve mobility throughout the region. The affected counties include Anderson, Camp, Cherokee, Gregg, Harrison, Henderson, Marion, Panola, Rains, Rusk, Smith, Upshur, Van Zandt, and Wood.

The project is an update of the Regionally Coordinated Transportation Plan completed in 2011. Among the more important recommendations arising from the 2011 project were increased marketing/public education regarding public transit programs/services, one-stop regional call center, funding to expand public transit service hours, online regional trip planner, and regional transit vehicle maintenance.

The current project is funded via a TxDOT grant obtained through the East Texas Connects committee and East Texas Council of Governments. The committee is composed of 35 members representing a wide range of public, private, and social service organizations. ETCOG is the regional governmental organization whose responsibilities include regional transportation planning.

Participating in the current project is as easy as one, two, three:

- 1. Visit this project's website to follow the project's progress. www.EasTexConnects.com
- 2. Complete a short online survey regarding your current travel needs and preferences.
- 3. Attend one of 14 community meetings to be held in late July.

Anyone who completes the brief online survey by July 30, 2016 will be entered into a random drawing for a selection of four 50-dollar VISA gift cards.

"Our goal is to involve as many East Texas residents in the current project as possible," noted Melissa Cure, project manager for the East Texas Council of Governments. "By hearing directly from area residents we will focus on those future public transit/mobility improvements that are of greatest importance. It's a valuable opportunity to help shape the future of public transportation in East Texas."

One-hour community meetings will be held in late July in each of the 14 counties covered by ETCOG. Each meeting will include a short presentation followed by questions/comments from the public. The initial results from the community survey will be available for review/discussion, and light snacks/beverages will be served.

EasTexConnects is a committee comprised of elected officials or their appointees, citizens, and representatives of social service agencies, local transportation providers, and businesses in East Texas. The committee's purpose is to improve the quality of life in East Texas through transportation choices. The mission is to create and connect a comprehensive, flexible, and sustainable public transportation system throughout and beyond the 14 counties of State Planning Region 6.

The **East Texas Council of Governments** (ETCOG) assists in project planning and coordination across a diverse group of public agencies throughout the East Texas region. The East Texas region is designated as Planning Region 6 by the Texas Department of Transportation (TxDOT) and encompasses 14 counties with a population of approximately 850,000 (Census 2015).

Exhibit E-8 Advertising Campaign – Community Workshop

Advertisements were placed with four publishers that collectively cover the entire 14-county target area. Ads ran during the following dates in these publications:

- 1. Van Zandt News (July 17), Canton Herald (July 21), Van Banner(July 21), Wills Point Chronicle (July 22)
- 2. Tyler Morning Telegraph (July 17, 20, 24 in print and July 17 24 online)
- 3. Shop Smart (July 19)
- 4. Palestine-Herald Press (July 19), Jacksonville Progress (July 19), Athens Daily Review (July 19)

FREE community meeting about transportation in Henderson & Tyler July 27!



www.EasTexConnects.com



[example: *Tyler Morning Telegraph* electronic ads]









[example: *Tyler Morning Telegraph* print ads]

Exhibit E-9 Media Clippings – Community Workshop

Wednesday, June 22, 2016 Athens Daily Review 3A

First State Bank of Brownsboro wins Lakes, Clays and Fairways event



COURTESY PHOTO

The Athens Chamber of Commerce held the annual Lakes, Clays and Fairways event Friday and Saturday. The winning teem was First State Bank of Brownsboro. Team members include Keith Tull, Dillon Carver, Drew Pertile and Steve Allen. Pictured holding guns are shotgun sponsors Brinson Ford and Schlotzsky's. Shotgun sponsors not pictured are Jeff Fulgham and Jeff Nelson. Mandy Johnson (center) with Mandy's Guns is the chamber's federal firearms dealer.

Police look for six who set puppy on fire

Palestine Herald-Press

six people who set a puppy on fire

Monday on South Street.
"I can't believe that people
will be so cruel," said animal
control officer Nikki Farreil. "The dog will still come when called. That's unconditional love that I will never understand how people can hurt something so loving." At 7.12 a.m., officers responded

to an animal cruelty report. A small, white female puppy was doused with an unknown acceler-

A vehicle with six occupants stopped to set the 3-month-old dog on fire, according to witnesses. The veterinarian believes the puppy looks like a pit bull, but is a bird dog.

"A little boy feeds strays on South Street, and saw the people do it "said Farrell.

After lighting the puppy on fire, the vehicle sped off. Police are looking for the three males and three females in the vehicle. Witnesses stated that an older

model, four-door passenger car, either gold or sliver in color, was observed leaving the scene.

The responsible parties face charges of "cruelty to animals," a state jall felony punishable by up to two years confinement and a fine of up to \$10,000, according to

The motive for the action is uncertain at this time, Farrell said.

At. 10 a.m., Farrell took the ippy to Southwest Hills puppy to Southwest Hills Veterinary Clinic for treatment. BARC Humane Society is paying

for the animal's care.
One-third of the female puppy's body sustained injuries from the helnous act, officials said. burn "She should be fine, but it's said.

hard to tell with burn inturies because they can be worse than what we see," said Dr. Karen Stone. "We have her on pain med-

icine and antibiotics right now."

The dog suffered from being underweight and skinny, Stone

"We are checking for other problems, and keeping her for a few days," said Stone.

Palestine hasn't witnessed this kind of violence to dogs in six years, said Farrell. Then, an individual threw a dog into a burn barrel and ran away, she

"It's really sad, and we need to let the community know it's go-ing on. We might not always see it, but it happens," Farrell said.

A resident waiting to see Stone overheard Farrell bring

the puppy to the clinic.
"This is scary that we have people think they can do this in our community." Janice Freeman said. "People can't do this sick action and get away with it. We need to bring cau-tion to all of Palestine about the stray dog population and the evil people willing to hurt the

Helping improve mobility in East Texas is simple

From Staff Reports

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Jun 22. 2016 | 520 views | 0 🖾 | 1 🌢 | 🖂 | 🕰

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About ETCOG

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The East Texas Council of Governments (ETCOG) is a voluntary association of counties, cities, school districts and special districts within the fourteen-county East Texas region. ETCOG assists local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development. Established in 1970, ETCOG, either directly, or through its contractors, provides programs and services for East Texas seniors, employers, and job seekers. ETCOG and its contractors also build the 9-1-1 emergency call delivery system, provide peace officer training and homeland security planning services, delivery peace officer training and homeland security planning services, deliver rural transportation services, business finance programs, and environmental grant funding for the region.

JACKSONVILLE PROGRESS - Thursday, June 23, 2016 - A11

News

Helping improve mobility in area is as easy as 1-2

Special to the Progress

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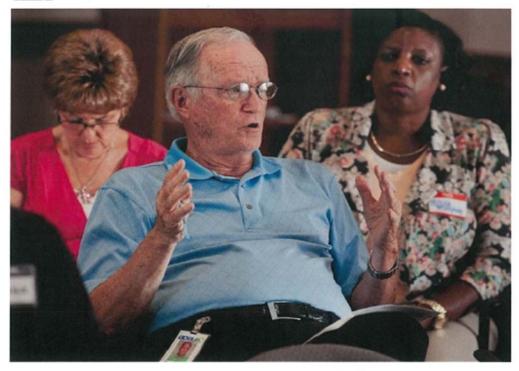
Residents seek expanded transportation options in Longview - Longview News-Journal - ... Page 1 of 6

Longview News-Journal

Residents seek expanded transportation options in Longview



By <u>Glenn Evans</u> July 25, 2016 at 11:28 p.m.



A woman working with homeless families in Longview didn't have to think twice about what's needed in local transportation Monday.

https://www.news-journal.com/news/2016/jul/25/residents-seek-expanded-transportation-o... 7/26/2016

