

**REGIONAL TRANSIT
COORDINATION PLAN**

**FOR THE CENTRAL TEXAS
STATE PLANNING REGION (23)**

Prepared by the Central Texas Regional
Transportation Advisory Group

December 2006

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**CENTRAL TEXAS REGIONAL
TRANSPORTATION ADVISORY GROUP**

Representative

Agency or Organization

Jim Reed	Central Texas Council of Governments
Carole Warlick	Hill Country Transit District
Robert Ator	Hill Country Transit District
Shannon Mattingly	Central Texas Council of Governments, MPO
Peggy Cosner	Heart of Central Texas Independent Living Center
Vickie Gideon	Central Texas Workforce
Rita Kelley	Bell County Human Services, Killeen
Judy Morales	Bell County Human Services, Temple
Dee Dee Eberle	The ARC of Texas
Leslie Hinkle	Community Development, Killeen
Don Cabiness	TxDOT – Medical Transportation
Matt Penney	TxDOT – Waco District

Agencies and Organizations Represented

Public Transportation

Hill Country Transit District

Funding Sources

Texas Department of Transportation

Regional Planning

Central Texas Council of Governments MPO

Human Service Providers

Heart of Central Texas Independent Living Center
Bell County Human Services, Killeen
Bell County Human Services, Temple
Central Texas Workforce

Advocates

The ARC of Texas

Municipalities

City of Killeen

SECTION I

INTRODUCTION AND BACKGROUND

REGIONAL SERVICE PLAN

Approach to Coordination

Background

Hill Country Transit District has provided transit service in a nine-county area in Central Texas since the 1960s. In the last decade, that service has seen significant change and growth. The transit service still serves a large rural area, and the service has further evolved to include two Urban Divisions. One Urban Division serves the Temple area, including Belton. The other Urban Division serves the Killeen area, including Copperas Cove and Harker Heights.

The transit system, known as the HOP, regularly coordinates trips, often carrying passengers with disabilities via its Special Transit Service (STS) to the Fixed Route Service (FRS) Connector route, thereby providing service to persons in rural areas and urban clients in the Killeen area to medical facilities in the Temple area. HCTD includes among its passengers clients of several social service agencies.

Recently, HB 3588 established requirements regarding Regional Service Plans, encouraging public transportation providers to agree on the allocation of specific services and service areas. HCTD has operated within the state established transit district for many years, and has provided transit service to the general public and numerous agencies during that time. In keeping with HB 3588, and in collaboration with other agencies and the Central Texas Council of Governments, HCTD has developed this Regional Service Plan.

Plan Elements

What is a region and where is it located?

HCTD serves as a transit district, as identified by the State. All of the counties covered by the Central Texas Council of Governments, as well as Llano and Mason counties, are also contained in the HCTD transit district. It is, therefore, practical that the Regional Service Plan cover the same area as the Hill Country Transit District.

Establish diverse involvement to lead planning and support implementation

The HCTD is governed by a Board of Directors that includes representation of each County served, and of each major city served. Planning and support also comes from the following:

- HCTD is a member of the Technical Committee of the Killeen-Temple Urban Transportation Study (KTUTS), which serves as the area's MPO
- HCTD works closely with the Temple Transit Advisory Committee, which is appointed by the Temple City Council, and includes representatives of the disabled community, as well as social service agencies
- HCTD works closely with the Transportation Committee of the Killeen City Council
- HCTD works closely with the Hill Country Community Action Association Local Advisory Committees, established in each rural county

Establish and report clear performance goals

HCTD has established specific performance measures for both Fixed Route Service (FRS) and Special Transit Service (STS) that include:

- Number of passengers carried per service hour
- Road calls per miles traveled
- Complaints per passengers carried
- Traffic accidents per miles traveled
- Passenger accidents per passengers carried

These goals were developed jointly with local input, and continue to be used as performance standards for the system.

HCTD has carefully reviewed HB 3588, and has incorporated its elements as Plan Elements for the Regional Service Plan. Through this approach, HCTD can ensure the Regional Service Plan meets the objectives of HB 3588.

Eliminate waste and inefficiencies

HCTD has always strived to minimize waste and inefficiencies, and commits to continue those efforts. Accomplishments that are on-going include the following:

1. Improve ability of transit provider to perform fleet service and maintenance, reducing maintenance cost, and improving reliability
2. Review routes, passenger use and modify as needed for maximum efficiencies

3. Work with local agencies and disability groups to encourage use of fixed route system for travel needs
4. Use central dispatch and scheduling systems that provide greater use of personnel and vehicle resources while simultaneously maintaining high level of quality customer service – Knowing your customer is an important aspect of attracting and retaining transit users

Generate efficiencies that will permit increased levels of service

Provision of public transit service requires constant monitoring and the ability to identify and implement needed modifications to the system. HCTD has continually generated efficiencies that include:

1. Modify fixed routes, targeting increased ridership
2. Eliminate or merge routes with low use
3. Feed neighborhood routes into routes that serve centers of activity
4. Ensure easy access to medical facilities, educational facilities, and recreational facilities
5. Work with cities, agencies, and businesses in improving transit amenities, such as shelters and benches, to better attract and retain transit users

Further the state's efforts to reduce air pollution

HCTD supports the State's efforts to reduce air pollution. The areas HCTD serves are not non-attainment areas, and HCTD wants to be a part of the solution to keep the area as pollution free as possible. HCTD's efforts include:

1. Use of propane or Ultra Low Sulfur Diesel powered buses in its STS service
2. Use of Ultra Low Sulfur Diesel fuel powered buses in its FRS service
3. Use of ULSD in all the service fleet that uses diesel fuel
4. Coordination of trips to use the Connector service route to minimize the number of vehicles needed for service to medical facilities
5. Established goal and monitoring of achievements to maximize the number of passengers per hour using the service, thereby minimizing fuel used for trips

Ensure maximum coverage of service area

HCTD continues to serve rural areas and urban areas, and ties the services as trip purpose permits. HCTD strives to ensure the maximum coverage of the entire nine-county region by:

1. Ensure coverage includes rural areas
2. Ensure rural service feeds into urban service
3. Ensure connectivity between urban centers

To the maximum extent feasible, use the existing transportation providers, and in particular the fixed route components of the existing networks, to meet the client transportation requirements of the state's social service agencies and their agencies

HCTD encourages social service agencies and the general public to use the public transit system. To the maximum extent possible, HCTD, serving as the region's existing transportation provider, works to meet transportation requirements through use of the public transit system in several ways.

1. Encourage users and agencies to use the fixed route element whenever possible
2. Provide easy means for agencies to purchase tokens, multi-ride tickets, monthly passes for their clients for use on fixed route service
3. Provide travel training for agencies, groups and individuals
4. Rely on existing transportation provider (HCTD) to continue to serve the area, merging rural and urban service

Specific Objectives of the Regional Transit Provider and the Regional Service Plan

HCTD has developed a Mission Statement that provides "Hill Country Transit District, a political subdivision of the State of Texas, is a public transit system whose mission is to build, refine, and operate a safe, dependable, and effective transportation network that provides mobility, improves the quality of life, and stimulates economic development through the provision of rural, urban fixed route, and ADA complementary paratransit service for citizens and visitors of the Central Texas area."

Performance Measures

HCTD has established specific performance measures that include:

- Number of passengers carried per service hour
- Road calls per miles traveled
- Complaints per passengers carried
- Traffic accidents per miles traveled
- Passenger accidents per passengers carried

HCTD monitors these measurements based on daily information and reviews performance monthly. HCTD uses this information to plan and implement training, route and schedule changes, and vehicle maintenance procedures.

HCTD will continue to monitor such performance measures, using the information to modify service to maximize efficiencies.

This information is shared locally. For example, the City of Temple has a Temple Transit Advisory Committee that includes members from social service agencies. Route and service plans are reviewed with this committee, with input used to maximize the efficiency of transit service.

Levels of service

Level of service is defined as a percentage by comparing the total urban service area with the area served within $\frac{1}{4}$ air miles from a fixed route bus stop that is served at least once each hour. The goal is to identify the existing LOS, and to then increase the LOS (if it is less than category A, wherein A = 90%-100%, B = 80%-89%, C = 70%-79%, D = 60%-69%, and E >59%).

Transit amenities

HCTD already, through the cooperation and financial support of cities, businesses, and other institutions, has more than 15 shelters in the Killeen Urban Division, with up to 10 more planned for installation in 2004, and has 5 shelters in the Temple Urban Division, with up to 3 more planned for installation in 2004. Temple also has benches at about 5% of the fixed route bus stops. To continue to meet amenity standards, surveys will be conducted to determine how many bus stops with 50 or more daily boardings do not have shelters. This information will be used to plan for the purchase and installation of needed shelters.

Access to likely destinations

Major activity centers within the service area will be identified so such centers can be included in route planning so all such centers can be served by a fixed route bus stop. Major activity centers include:

- Employment centers with at least 500 employees
- Hospitals or nursing homes with 100 beds or more
- Social service agencies with at least 75 daily clients
- Educational institutions with 1000 students or more
- Retail centers of at least 100,000 square feet
- Government agencies with at least 100 daily clients
- Apartment complexes of 300 units or more

Other measurements

Other means of measuring efficiency, effectiveness, and performance that will be reviewed and considered as part of the Regional Service Plan include:

- Administrative overhead ratio
- Farebox recovery ratio

Approaches to Coordination

Unified transportation system

HCTD has served as a unified transportation system in the central Texas service area, as exemplified by the following:

- Rural transit service is provided throughout the 9 county transit district
- Urban service is provided in the two urban centers of the district, with an emphasis on use of fixed route service
- Multiple program funds and revenue from service contracts are blended into one stream to serve both as direct funds and as matching funds for federal transit dollars
- HCTD has served for over twenty years as the Medicaid service provider
- Several social service agencies purchase tickets, tokens, and passes from HCTD for their clients to use for boarding fixed route and special transit service vehicles to meet the transit needs of those agency clients
- HCTD serves as both the rural provider and the urban provider, operating services for rural trips, ADA complementary paratransit trips, and fixed route trips, thereby transcending service boundaries.

Funding flow

HCTD already blends funds from several sources to provide trips that are shared. HCTD vehicles – both STS and FRS – often have passengers whose trips are funded from a variety of sources, thereby providing a system that makes available service that is effective and efficient.

HCTD has a proven record of being able to capably manage funds and to, in turn, provide the trips required of the agency providing the funds. This approach can be incorporated into HCTD's service to meet additional transit needs of social service agency clients.

Advantages of a Regional Service Plan Using HCTD

There are several advantages to relying on HCTD to provide transit service within a Regional Service Plan, including:

- HCTD is an existing provider, and can continue to provide existing service, and can respond to the need to expand services and trip demand
- HCTD uses established planning processes, and will continue to use those processes as a means of identifying and meeting transit needs
- The service area is well established as a Transit District
- Performance measures are in use, and can be expanded to ensure the District provides effective, efficient transit service

HCTD has developed memorandums of understanding with local agencies, including HELP centers, workforce centers, and cities, that confirm the transit system's dedication to meeting client transit needs of state and local social service agencies, and that confirm the commitment of those agencies to use the public transit system, especially the fixed route component, to the greatest extent possible for client transit needs.

Reality of the Regional Service Plan

HCTD is capable of providing the social service agency client trips needed in the District. Rather than each agency continue to receive funds allocated for client transportation, the funding for that transportation can be redirected to HCTD. Then, the social service agency can get out of the transportation business by simply referring each client to HCTD for transit needs. Once eligibility criteria have been established, HCTD can simply verify the eligibility of the client, and HCTD can then provide the client with the information needed to use the system's fixed route service. If the client cannot use the fixed route system, special service can be provided, and HCTD can use the information to help plan for increased use of fixed route service in the future.



**RESOLUTION
10-04-ED1**

A RESOLUTION ADOPTING A REGIONAL SERVICE PLAN.

WHEREAS, The Texas State Legislature has mandated statewide coordination of public transportation and the development of regional service plans, and,

WHEREAS, this action emphasize the need to look for regional solutions to transportation issues; and,

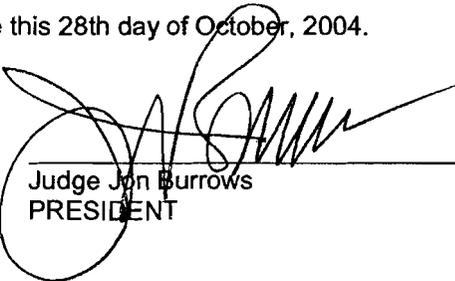
WHEREAS, the Hill Country Transit District is operating under a coordinated plan already and,

WHEREAS, the counties in the CTCOG area desire to work cooperatively in a regional service plan in cooperation with Hill Country Transit District,

NOW, THEREFORE, BE IT RESOLVED, by the Executive Committee that:

1. The Central Texas Council of Governments agrees to adopt the attached Regional Service Plan for use in guiding regional transit efforts;
2. The members of the Executive Committee encourage CTCOG member communities to adopt this plan as their Regional Service Plan for transit efforts;
3. That this resolution shall be in effect immediately upon its adoption.

Duly adopted at a meeting of the Executive Committee this 28th day of October, 2004.



Judge Jon Burrows
PRESIDENT

ATTEST:



Commissioner Dale Jaacks
SECRETARY/TREASURER

**AUTHORIZATION FOR DEVELOPING A TRANSPORTATION
COORDINATION EFFORT
KNOWN AS REGIONAL SERVICE PLANNING**

FOR HILL COUNTRY TRANSIT DISTRICT

WHEREAS, the Hill Country Transit District Board believes that the transportation services provided in the nine counties served by HCTD (Bell, Coryell, Hamilton, Lampasas, Llano, Mason, Milam, Mills and San Saba) can be enhanced through a coordinated program, and

WHEREAS, the Hill Country Transit District Board desires to develop a coordination program in the HCTD service area, and

WHEREAS, the Texas Legislature passed legislation (House Bill 3588, 78th Regular Session) that calls for public transportation providers to coordinate transportation services on a regional basis.

NOW, THEREFORE, the Hill Country Transit District Board hereby adopts this Resolution as evidence of its support for and commitment to the development of the coordination effort known as Regional Service Planning.

BE IT HEREBY resolved by the Hill Country Transit District Board that it endorses and supports HCTD serving as the lead agency, in cooperation with the Central Texas Council of Governments, in the development and implementation of a coordination effort for the HCTD service area, including the Central Texas State Planning Region (23).

APPROVED, PASSED AND ADOPTED THIS 23rd DAY OF March, 2006

Signed _____

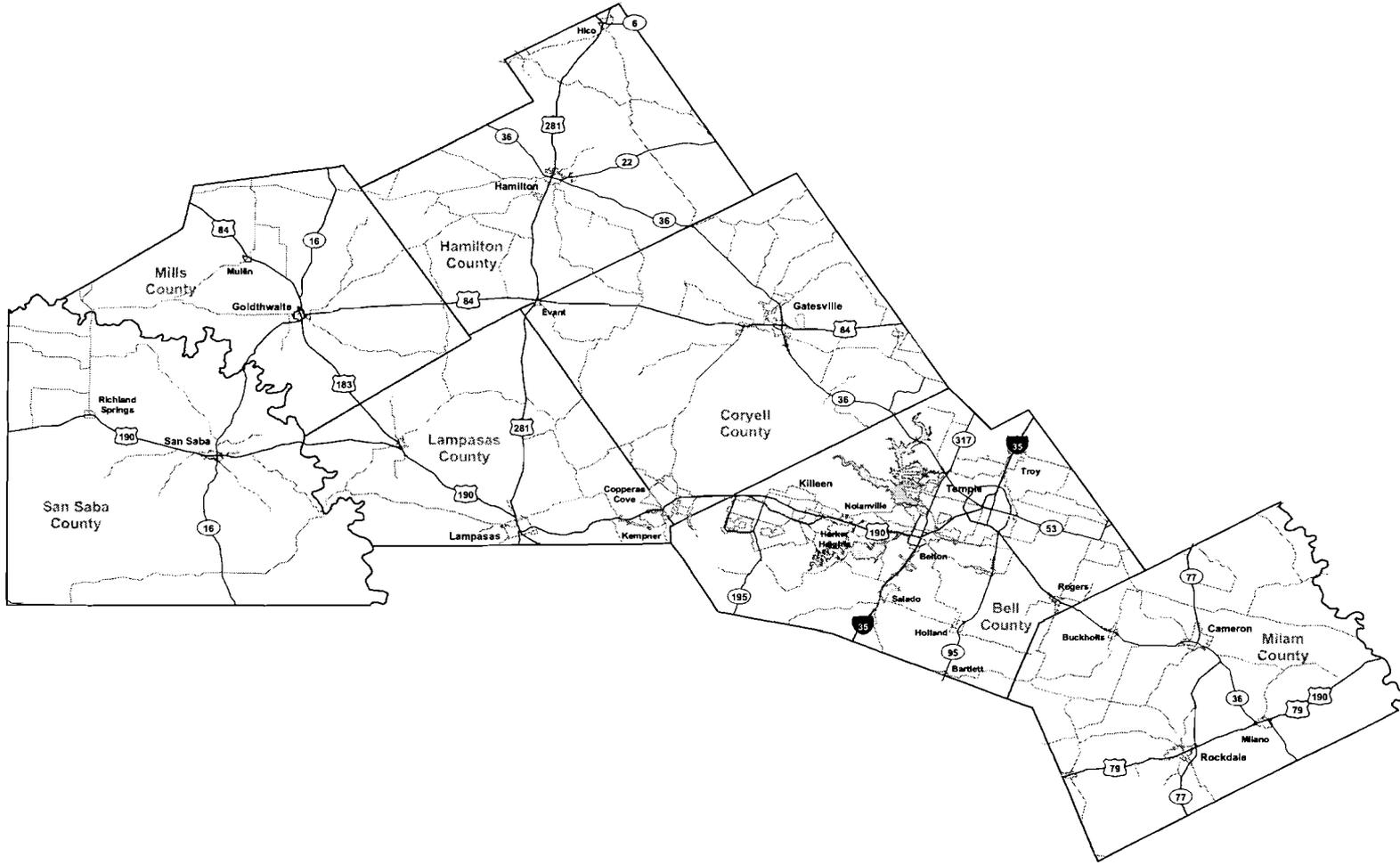
Title Bell County Judge
HCTD Board Secretary

Date 3-23-06

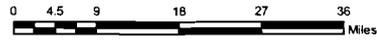
SECTION II

CENTRAL TEXAS STATE PLANNING REGION (23)

Central Texas Council of Governments



Central Texas Council of Governments
 Planning and Regional Services Division
 2180 N. Main St, PO Box 729
 Belton, TX 76513



ctcog_11x17.mxd

December 18, 2006

911 Road Centerlines
 Census 2000 TIGER Data



Legend

- Lakes
- City Limits
- Major Roads

HILL COUNTRY TRANSIT DISTRICT
SERVICE AREA

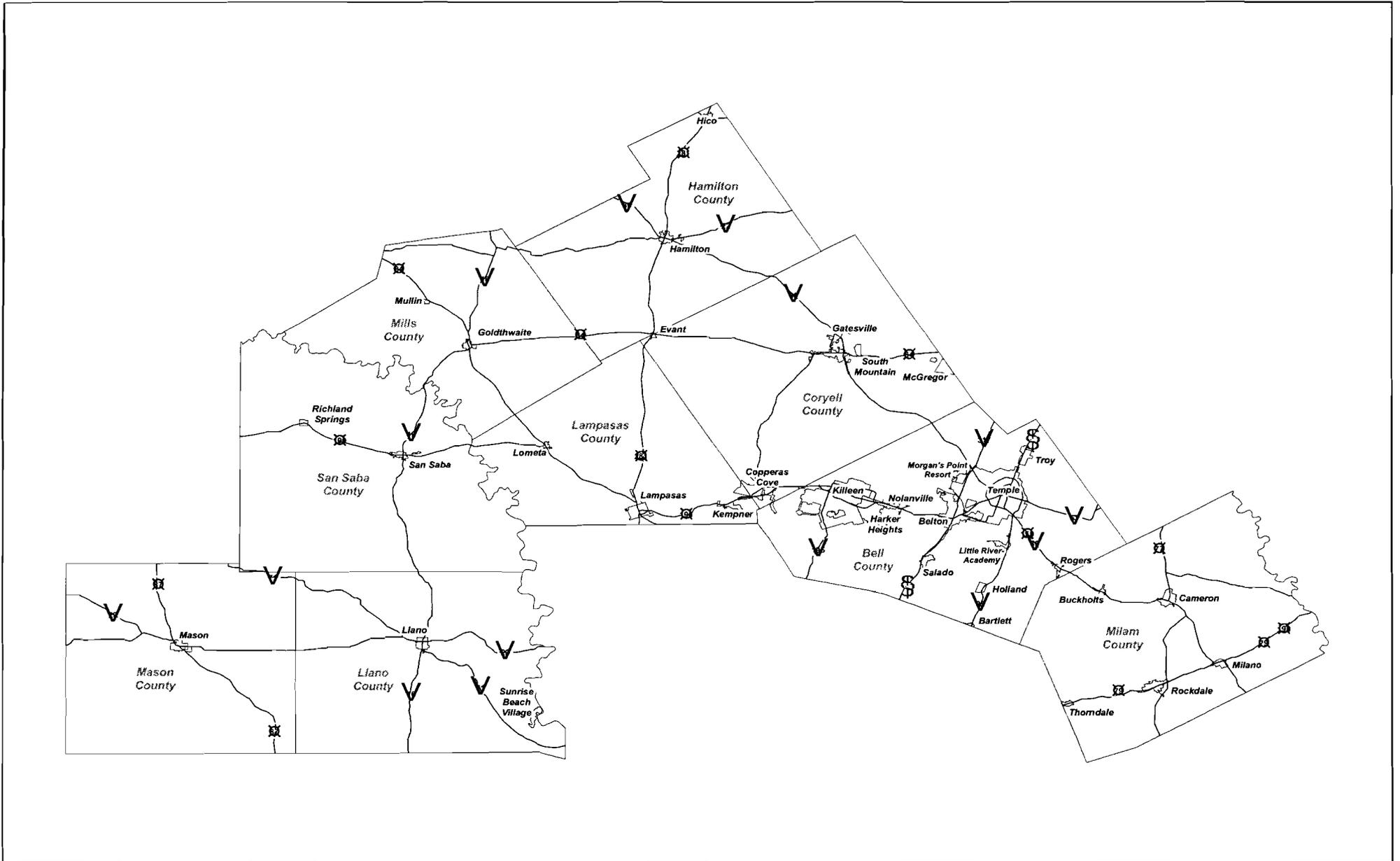


Table DP-1. Profile of General Demographic Characteristics: 2000

Geographic area: Bell County, Texas

[For information on confidentiality protection, nonsampling error, and definitions, see text]

Subject	Number	Percent	Subject	Number	Percent
Total population	237,974	100.0	HISPANIC OR LATINO AND RACE		
SEX AND AGE			Total population	237,974	100.0
Male.....	119,467	50.2	Hispanic or Latino (of any race).....	39,701	16.7
Female.....	118,507	49.8	Mexican.....	24,337	10.2
Under 5 years.....	21,100	8.9	Puerto Rican.....	6,517	2.7
5 to 9 years.....	19,379	8.1	Cuban.....	237	0.1
10 to 14 years.....	18,082	7.6	Other Hispanic or Latino.....	8,610	3.6
15 to 19 years.....	18,329	7.7	Not Hispanic or Latino.....	198,273	83.3
20 to 24 years.....	23,690	10.0	White alone.....	136,241	57.3
25 to 34 years.....	40,642	17.1	RELATIONSHIP		
35 to 44 years.....	35,379	14.9	Total population	237,974	100.0
45 to 54 years.....	25,221	10.6	In households.....	228,837	96.2
55 to 59 years.....	8,516	3.6	Householder.....	85,507	35.9
60 to 64 years.....	6,771	2.8	Spouse.....	48,414	20.3
65 to 74 years.....	11,226	4.7	Child.....	74,017	31.1
75 to 84 years.....	7,062	3.0	Own child under 18 years.....	62,448	26.2
85 years and over.....	2,577	1.1	Other relatives.....	10,022	4.2
Median age (years).....	29.2	(X)	Under 18 years.....	4,772	2.0
18 years and over.....	169,236	71.1	Nonrelatives.....	10,877	4.6
Male.....	84,321	35.4	Unmarried partner.....	3,583	1.5
Female.....	84,915	35.7	In group quarters.....	9,137	3.8
21 years and over.....	156,192	65.6	Institutionalized population.....	2,960	1.2
62 years and over.....	24,860	10.4	Noninstitutionalized population.....	6,177	2.6
65 years and over.....	20,865	8.8	HOUSEHOLD BY TYPE		
Male.....	8,720	3.7	Total households	85,507	100.0
Female.....	12,145	5.1	Family households (families).....	61,971	72.5
RACE			With own children under 18 years.....	34,294	40.1
One race.....	228,805	96.1	Married-couple family.....	48,414	56.6
White.....	150,900	63.4	With own children under 18 years.....	25,010	29.2
Black or African American.....	48,624	20.4	Female householder, no husband present.....	10,525	12.3
American Indian and Alaska Native.....	1,719	0.7	With own children under 18 years.....	7,451	8.7
Asian.....	6,097	2.6	Nonfamily households.....	23,536	27.5
Asian Indian.....	589	0.2	Householder living alone.....	19,041	22.3
Chinese.....	369	0.2	Householder 65 years and over.....	5,596	6.5
Filipino.....	1,391	0.6	Households with individuals under 18 years.....	37,130	43.4
Japanese.....	379	0.2	Households with individuals 65 years and over ..	14,368	16.8
Korean.....	2,552	1.1	Average household size.....	2.68	(X)
Vietnamese.....	276	0.1	Average family size.....	3.14	(X)
Other Asian ¹	541	0.2	HOUSING OCCUPANCY		
Native Hawaiian and Other Pacific Islander.....	1,141	0.5	Total housing units	92,782	100.0
Native Hawaiian.....	193	0.1	Occupied housing units.....	85,507	92.2
Guamanian or Chamorro.....	532	0.2	Vacant housing units.....	7,275	7.8
Samoan.....	247	0.1	For seasonal, recreational, or		
Other Pacific Islander ²	169	0.1	occasional use.....	412	0.4
Some other race.....	20,324	8.5	Homeowner vacancy rate (percent).....	2.2	(X)
Two or more races.....	9,169	3.9	Rental vacancy rate (percent).....	8.5	(X)
Race alone or in combination with one			HOUSING TENURE		
or more other races: ³			Occupied housing units	85,507	100.0
White.....	157,776	66.3	Owner-occupied housing units.....	47,622	55.7
Black or African American.....	52,225	21.9	Renter-occupied housing units.....	37,885	44.3
American Indian and Alaska Native.....	3,466	1.5	Average household size of owner-occupied units.....	2.77	(X)
Asian.....	8,585	3.6	Average household size of renter-occupied units.....	2.56	(X)
Native Hawaiian and Other Pacific Islander.....	1,862	0.8			
Some other race.....	23,977	10.1			

- Represents zero or rounds to zero. (X) Not applicable.

¹ Other Asian alone, or two or more Asian categories.

² Other Pacific Islander alone, or two or more Native Hawaiian and Other Pacific Islander categories.

³ In combination with one or more of the other races listed. The six numbers may add to more than the total population and the six percentages may add to more than 100 percent because individuals may report more than one race.

Source: U.S. Census Bureau, Census 2000.

Table DP-3. Profile of Selected Economic Characteristics: 2000

Geographic area: Bell County, Texas

[Data based on a sample. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see text]

Subject	Number	Percent	Subject	Number	Percent
EMPLOYMENT STATUS			INCOME IN 1999		
Population 16 years and over	176,000	100.0	Households	85,382	100.0
In labor force	121,181	68.9	Less than \$10,000	7,316	8.6
Civilian labor force	96,825	55.0	\$10,000 to \$14,999	5,416	6.3
Employed	90,230	51.3	\$15,000 to \$24,999	13,067	15.3
Unemployed	6,595	3.7	\$25,000 to \$34,999	14,372	16.8
Percent of civilian labor force	6.8	(X)	\$35,000 to \$49,999	16,733	19.6
Armed Forces	24,356	13.8	\$50,000 to \$74,999	15,924	18.7
Not in labor force	54,819	31.1	\$75,000 to \$99,999	7,000	8.2
Females 16 years and over	88,584	100.0	\$100,000 to \$149,999	3,655	4.3
In labor force	52,896	59.7	\$150,000 to \$199,999	840	1.0
Civilian labor force	49,095	55.4	\$200,000 or more	1,059	1.2
Employed	44,994	50.8	Median household income (dollars)	36,872	(X)
Own children under 6 years	24,282	100.0	With earnings	72,945	85.4
All parents in family in labor force	14,169	58.4	Mean earnings (dollars) ¹	43,953	(X)
COMMUTING TO WORK			With Social Security income	16,110	18.9
Workers 16 years and over	112,585	100.0	Mean Social Security income (dollars) ¹	10,422	(X)
Car, truck, or van -- drove alone	88,794	78.9	With Supplemental Security Income	2,788	3.3
Car, truck, or van -- carpooled	15,985	14.2	Mean Supplemental Security Income		
Public transportation (including taxicab)	318	0.3	(dollars) ¹	5,443	(X)
Walked	4,034	3.6	With public assistance income	2,357	2.8
Other means	1,532	1.4	Mean public assistance income (dollars) ¹	1,545	(X)
Worked at home	1,922	1.7	With retirement income	15,770	18.5
Mean travel time to work (minutes) ¹	21.1	(X)	Mean retirement income (dollars) ¹	17,582	(X)
Employed civilian population			Families	62,259	100.0
16 years and over	90,230	100.0	Less than \$10,000	3,496	5.6
OCCUPATION			\$10,000 to \$14,999	2,994	4.8
Management, professional, and related			\$15,000 to \$24,999	8,292	13.3
occupations	27,657	30.7	\$25,000 to \$34,999	10,075	16.2
Service occupations	15,544	17.2	\$35,000 to \$49,999	12,859	20.7
Sales and office occupations	24,447	27.1	\$50,000 to \$74,999	13,571	21.8
Farming, fishing, and forestry occupations	332	0.4	\$75,000 to \$99,999	6,118	9.8
Construction, extraction, and maintenance			\$100,000 to \$149,999	3,163	5.1
occupations	9,382	10.4	\$150,000 to \$199,999	758	1.2
Production, transportation, and material moving			\$200,000 or more	933	1.5
occupations	12,868	14.3	Median family income (dollars)	41,455	(X)
INDUSTRY			Per capita income (dollars) ¹	17,219	(X)
Agriculture, forestry, fishing and hunting,			Median earnings (dollars):		
and mining	868	1.0	Male full-time, year-round workers	28,031	(X)
Construction	5,785	6.4	Female full-time, year-round workers	22,364	(X)
Manufacturing	9,148	10.1			
Wholesale trade	3,187	3.5			
Retail trade	11,496	12.7			
Transportation and warehousing, and utilities	4,468	5.0			
Information	1,830	2.0			
Finance, insurance, real estate, and rental and					
leasing	5,212	5.8	POVERTY STATUS IN 1999		
Professional, scientific, management, adminis-			Families	6,012	9.7
trative, and waste management services	5,833	6.5	With related children under 18 years	5,122	13.8
Educational, health and social services	23,915	26.5	With related children under 5 years	2,958	17.8
Arts, entertainment, recreation, accommodation			Families with female householder, no		
and food services	6,852	7.6	husband present	3,206	32.8
Other services (except public administration)	4,606	5.1	With related children under 18 years	3,020	38.4
Public administration	7,030	7.8	With related children under 5 years	1,568	50.2
CLASS OF WORKER			Individuals	27,607	12.1
Private wage and salary workers	64,525	71.5	18 years and over	16,341	10.2
Government workers	19,718	21.9	65 years and over	1,869	9.8
Self-employed workers in own not incorporated			Related children under 18 years	10,950	16.3
business	5,710	6.3	Related children 5 to 17 years	7,223	15.6
Unpaid family workers	277	0.3	Unrelated individuals 15 years and over	6,829	21.0

-Represents zero or rounds to zero. (X) Not applicable.

¹If the denominator of a mean value or per capita value is less than 30, then that value is calculated using a rounded aggregate in the numerator. See text.

Source: U.S. Bureau of the Census, Census 2000.

Table DP-1. Profile of General Demographic Characteristics: 2000

Geographic area: Coryell County, Texas

[For information on confidentiality protection, nonsampling error, and definitions, see text]

Subject	Number	Percent	Subject	Number	Percent
Total population	74,978	100.0	HISPANIC OR LATINO AND RACE		
SEX AND AGE			Total population	74,978	100.0
Male.....	38,449	51.3	Hispanic or Latino (of any race).....	9,424	12.6
Female.....	36,529	48.7	Mexican.....	5,660	7.5
Under 5 years.....	5,871	7.8	Puerto Rican.....	1,638	2.2
5 to 9 years.....	5,706	7.6	Cuban.....	90	0.1
10 to 14 years.....	5,310	7.1	Other Hispanic or Latino.....	2,036	2.7
15 to 19 years.....	5,954	7.9	Not Hispanic or Latino.....	65,554	87.4
20 to 24 years.....	10,290	13.7	White alone.....	45,381	60.5
25 to 34 years.....	14,873	19.8	RELATIONSHIP		
35 to 44 years.....	12,365	16.5	Total population	74,978	100.0
45 to 54 years.....	6,458	8.6	In households.....	58,046	77.4
55 to 59 years.....	2,168	2.9	Householder.....	19,950	26.6
60 to 64 years.....	1,712	2.3	Spouse.....	12,922	17.2
65 to 74 years.....	2,456	3.3	Child.....	20,841	27.8
75 to 84 years.....	1,311	1.7	Own child under 18 years.....	18,246	24.3
85 years and over.....	504	0.7	Other relatives.....	2,100	2.8
Median age (years).....	27.8	(X)	Under 18 years.....	1,034	1.4
18 years and over.....	55,305	73.8	Nonrelatives.....	2,233	3.0
Male.....	28,483	38.0	Unmarried partner.....	714	1.0
Female.....	26,822	35.8	In group quarters.....	16,932	22.6
21 years and over.....	49,768	66.4	Institutionalized population.....	9,275	12.4
62 years and over.....	5,280	7.0	Noninstitutionalized population.....	7,657	10.2
65 years and over.....	4,271	5.7	HOUSEHOLD BY TYPE		
Male.....	1,759	2.3	Total households	19,950	100.0
Female.....	2,512	3.4	Family households (families).....	15,782	79.1
RACE			With own children under 18 years.....	9,524	47.7
One race.....	72,323	96.5	Married-couple family.....	12,922	64.8
White.....	48,946	65.3	With own children under 18 years.....	7,440	37.3
Black or African American.....	16,344	21.8	Female householder, no husband present.....	2,193	11.0
American Indian and Alaska Native.....	659	0.9	With own children under 18 years.....	1,648	8.3
Asian.....	1,313	1.8	Nonfamily households.....	4,168	20.9
Asian Indian.....	65	0.1	Householder living alone.....	3,377	16.9
Chinese.....	64	0.1	Householder 65 years and over.....	1,101	5.5
Filipino.....	348	0.5	Households with individuals under 18 years.....	10,121	50.7
Japanese.....	106	0.1	Households with individuals 65 years and over.....	2,969	14.9
Korean.....	478	0.6	Average household size.....	2.91	(X)
Vietnamese.....	77	0.1	Average family size.....	3.27	(X)
Other Asian ¹	175	0.2	HOUSING OCCUPANCY		
Native Hawaiian and Other Pacific Islander.....	365	0.5	Total housing units	21,776	100.0
Native Hawaiian.....	67	0.1	Occupied housing units.....	19,950	91.6
Guamanian or Chamorro.....	104	0.1	Vacant housing units.....	1,826	8.4
Samoan.....	138	0.2	For seasonal, recreational, or occasional use.....	230	1.1
Other Pacific Islander ²	56	0.1	Homeowner vacancy rate (percent).....	2.3	(X)
Some other race.....	4,696	6.3	Rental vacancy rate (percent).....	6.7	(X)
Two or more races.....	2,655	3.5	HOUSING TENURE		
Race alone or in combination with one or more other races: ³			Occupied housing units	19,950	100.0
White.....	51,006	68.0	Owner-occupied housing units.....	10,955	54.9
Black or African American.....	17,363	23.2	Renter-occupied housing units.....	8,995	45.1
American Indian and Alaska Native.....	1,206	1.6	Average household size of owner-occupied units.....	2.77	(X)
Asian.....	2,030	2.7	Average household size of renter-occupied units.....	3.07	(X)
Native Hawaiian and Other Pacific Islander.....	584	0.8			
Some other race.....	5,659	7.5			

- Represents zero or rounds to zero. (X) Not applicable.

¹ Other Asian alone, or two or more Asian categories.

² Other Pacific Islander alone, or two or more Native Hawaiian and Other Pacific Islander categories.

³ In combination with one or more of the other races listed. The six numbers may add to more than the total population and the six percentages may add to more than 100 percent because individuals may report more than one race.

Source: U.S. Census Bureau, Census 2000.

Table DP-1. Profile of General Demographic Characteristics: 2000

Geographic area: Hamilton County, Texas

[For information on confidentiality protection, nonsampling error, and definitions, see text]

Subject	Number	Percent	Subject	Number	Percent
Total population	8,229	100.0	HISPANIC OR LATINO AND RACE		
SEX AND AGE			Total population	8,229	100.0
Male.....	3,977	48.3	Hispanic or Latino (of any race).....	610	7.4
Female.....	4,252	51.7	Mexican.....	532	6.5
Under 5 years.....	463	5.6	Puerto Rican.....	2	-
5 to 9 years.....	527	6.4	Cuban.....	4	-
10 to 14 years.....	606	7.4	Other Hispanic or Latino.....	72	0.9
15 to 19 years.....	534	6.5	Not Hispanic or Latino.....	7,619	92.6
20 to 24 years.....	322	3.9	White alone.....	7,498	91.1
25 to 34 years.....	801	9.7	RELATIONSHIP		
35 to 44 years.....	1,081	13.1	Total population	8,229	100.0
45 to 54 years.....	972	11.8	In households.....	7,994	97.1
55 to 59 years.....	503	6.1	Householder.....	3,374	41.0
60 to 64 years.....	480	5.8	Spouse.....	1,963	23.9
65 to 74 years.....	904	11.0	Child.....	2,141	26.0
75 to 84 years.....	662	8.0	Own child under 18 years.....	1,780	21.6
85 years and over.....	374	4.5	Other relatives.....	293	3.6
Median age (years).....	43.1	(X)	Under 18 years.....	128	1.6
18 years and over.....	6,270	76.2	Nonrelatives.....	223	2.7
Male.....	2,918	35.5	Unmarried partner.....	94	1.1
Female.....	3,352	40.7	In group quarters.....	235	2.9
21 years and over.....	6,034	73.3	Institutionalized population.....	235	2.9
62 years and over.....	2,232	27.1	Noninstitutionalized population.....	-	-
65 years and over.....	1,940	23.6	HOUSEHOLD BY TYPE		
Male.....	801	9.7	Total households	3,374	100.0
Female.....	1,139	13.8	Family households (families).....	2,323	68.9
RACE			With own children under 18 years.....	925	27.4
One race.....	8,143	99.0	Married-couple family.....	1,963	58.2
White.....	7,720	93.8	With own children under 18 years.....	734	21.8
Black or African American.....	12	0.1	Female householder, no husband present.....	260	7.7
American Indian and Alaska Native.....	36	0.4	With own children under 18 years.....	145	4.3
Asian.....	12	0.1	Nonfamily households.....	1,051	31.1
Asian Indian.....	-	-	Householder living alone.....	958	28.4
Chinese.....	8	0.1	Householder 65 years and over.....	588	17.4
Filipino.....	-	-	Households with individuals under 18 years.....	1,026	30.4
Japanese.....	1	-	Households with individuals 65 years and over.....	1,289	38.2
Korean.....	2	-	Average household size.....	2.37	(X)
Vietnamese.....	-	-	Average family size.....	2.89	(X)
Other Asian ¹	1	-	HOUSING OCCUPANCY		
Native Hawaiian and Other Pacific Islander.....	4	-	Total housing units	4,455	100.0
Native Hawaiian.....	1	-	Occupied housing units.....	3,374	75.7
Guamanian or Chamorro.....	-	-	Vacant housing units.....	1,081	24.3
Samoan.....	2	-	For seasonal, recreational, or occasional use.....	344	7.7
Other Pacific Islander ²	1	-	Homeowner vacancy rate (percent).....	3.2	(X)
Some other race.....	359	4.4	Rental vacancy rate (percent).....	8.2	(X)
Two or more races.....	86	1.0	HOUSING TENURE		
Race alone or in combination with one or more other races: ³			Occupied housing units	3,374	100.0
White.....	7,797	94.8	Owner-occupied housing units.....	2,634	78.1
Black or African American.....	20	0.2	Renter-occupied housing units.....	740	21.9
American Indian and Alaska Native.....	85	1.0	Average household size of owner-occupied units.....	2.34	(X)
Asian.....	21	0.3	Average household size of renter-occupied units.....	2.47	(X)
Native Hawaiian and Other Pacific Islander.....	5	0.1			
Some other race.....	399	4.8			

- Represents zero or rounds to zero. (X) Not applicable.

¹ Other Asian alone, or two or more Asian categories.

² Other Pacific Islander alone, or two or more Native Hawaiian and Other Pacific Islander categories.

³ In combination with one or more of the other races listed. The six numbers may add to more than the total population and the six percentages may add to more than 100 percent because individuals may report more than one race.

Source: U.S. Census Bureau, Census 2000.

Table DP-3. Profile of Selected Economic Characteristics: 2000

Geographic area: Hamilton County, Texas

[Data based on a sample. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see text]

Subject	Number	Percent	Subject	Number	Percent
EMPLOYMENT STATUS			INCOME IN 1999		
Population 16 years and over	6,496	100.0	Households	3,368	100.0
In labor force	3,517	54.1	Less than \$10,000	437	13.0
Civilian labor force	3,513	54.1	\$10,000 to \$14,999	348	10.3
Employed	3,422	52.7	\$15,000 to \$24,999	548	16.3
Unemployed	91	1.4	\$25,000 to \$34,999	529	15.7
Percent of civilian labor force	2.6	(X)	\$35,000 to \$49,999	594	17.6
Armed Forces	4	0.1	\$50,000 to \$74,999	510	15.1
Not in labor force	2,979	45.9	\$75,000 to \$99,999	206	6.1
Females 16 years and over	3,459	100.0	\$100,000 to \$149,999	146	4.3
In labor force	1,645	47.6	\$150,000 to \$199,999	20	0.6
Civilian labor force	1,645	47.6	\$200,000 or more	30	0.9
Employed	1,593	46.1	Median household income (dollars)	31,150	(X)
Own children under 6 years	535	100.0	With earnings	2,297	68.2
All parents in family in labor force	325	60.7	Mean earnings (dollars) ¹	39,842	(X)
COMMUTING TO WORK			With Social Security income	1,410	41.9
Workers 16 years and over	3,376	100.0	Mean Social Security income (dollars) ¹	10,529	(X)
Car, truck, or van -- drove alone	2,467	73.1	With Supplemental Security Income	157	4.7
Car, truck, or van -- carpooled	528	15.6	Mean Supplemental Security Income		
Public transportation (including taxicab)	3	0.1	(dollars) ¹	5,012	(X)
Walked	120	3.6	With public assistance income	90	2.7
Other means	54	1.6	Mean public assistance income (dollars) ¹	4,775	(X)
Worked at home	204	6.0	With retirement income	668	19.8
Mean travel time to work (minutes) ¹	23.9	(X)	Mean retirement income (dollars) ¹	19,816	(X)
Employed civilian population			Families	2,356	100.0
16 years and over	3,422	100.0	Less than \$10,000	148	6.3
OCCUPATION			\$10,000 to \$14,999	151	6.4
Management, professional, and related			\$15,000 to \$24,999	350	14.9
occupations	1,045	30.5	\$25,000 to \$34,999	383	16.3
Service occupations	539	15.8	\$35,000 to \$49,999	496	21.1
Sales and office occupations	732	21.4	\$50,000 to \$74,999	469	19.9
Farming, fishing, and forestry occupations	185	5.4	\$75,000 to \$99,999	177	7.5
Construction, extraction, and maintenance			\$100,000 to \$149,999	135	5.7
occupations	393	11.5	\$150,000 to \$199,999	19	0.8
Production, transportation, and material moving			\$200,000 or more	28	1.2
occupations	528	15.4	Median family income (dollars)	39,494	(X)
INDUSTRY			Per capita income (dollars) ¹	16,800	(X)
Agriculture, forestry, fishing and hunting,			Median earnings (dollars):		
and mining	445	13.0	Male full-time, year-round workers	26,703	(X)
Construction	285	8.3	Female full-time, year-round workers	20,192	(X)
Manufacturing	267	7.8			
Wholesale trade	173	5.1			
Retail trade	330	9.6			
Transportation and warehousing, and utilities	222	6.5			
Information	63	1.8			
Finance, insurance, real estate, and rental and					
leasing	110	3.2	POVERTY STATUS IN 1999		
Professional, scientific, management, adminis-			Families	249	10.6
trative, and waste management services	140	4.1	With related children under 18 years	178	17.5
Educational, health and social services	776	22.7	With related children under 5 years	62	19.0
Arts, entertainment, recreation, accommodation			Families with female householder, no		
and food services	183	5.3	husband present	98	42.2
Other services (except public administration)	160	4.7	With related children under 18 years	88	52.7
Public administration	268	7.8	With related children under 5 years	20	83.3
CLASS OF WORKER			Individuals	1,133	14.2
Private wage and salary workers	2,225	65.0	18 years and over	717	11.9
Government workers	663	19.4	65 years and over	234	13.8
Self-employed workers in own not incorporated			Related children under 18 years	406	21.2
business	504	14.7	Related children 5 to 17 years	321	22.0
Unpaid family workers	30	0.9	Unrelated individuals 15 years and over	289	24.5

-Represents zero or rounds to zero. (X) Not applicable.

¹If the denominator of a mean value or per capita value is less than 30, then that value is calculated using a rounded aggregate in the numerator. See text.

Source: U.S. Bureau of the Census, Census 2000.

Table DP-1. Profile of General Demographic Characteristics: 2000

Geographic area: Lampasas County, Texas

[For information on confidentiality protection, nonsampling error, and definitions, see text]

Subject	Number	Percent	Subject	Number	Percent
Total population	17,762	100.0	HISPANIC OR LATINO AND RACE		
SEX AND AGE			Total population	17,762	100.0
Male.....	8,714	49.1	Hispanic or Latino (of any race).....	2,677	15.1
Female.....	9,048	50.9	Mexican.....	1,946	11.0
Under 5 years.....	1,204	6.8	Puerto Rican.....	149	0.8
5 to 9 years.....	1,293	7.3	Cuban.....	16	0.1
10 to 14 years.....	1,480	8.3	Other Hispanic or Latino.....	566	3.2
15 to 19 years.....	1,395	7.9	Not Hispanic or Latino.....	15,085	84.9
20 to 24 years.....	891	5.0	White alone.....	14,121	79.5
25 to 34 years.....	2,131	12.0	RELATIONSHIP		
35 to 44 years.....	2,697	15.2	Total population	17,762	100.0
45 to 54 years.....	2,306	13.0	In households.....	17,405	98.0
55 to 59 years.....	971	5.5	Householder.....	6,554	36.9
60 to 64 years.....	815	4.6	Spouse.....	3,980	22.4
65 to 74 years.....	1,371	7.7	Child.....	5,295	29.8
75 to 84 years.....	813	4.6	Own child under 18 years.....	4,298	24.2
85 years and over.....	395	2.2	Other relatives.....	882	5.0
Median age (years).....	36.9	(X)	Under 18 years.....	415	2.3
18 years and over.....	12,864	72.4	Nonrelatives.....	694	3.9
Male.....	6,208	35.0	Unmarried partner.....	279	1.6
Female.....	6,656	37.5	In group quarters.....	357	2.0
21 years and over.....	12,187	68.6	Institutionalized population.....	291	1.6
62 years and over.....	3,071	17.3	Noninstitutionalized population.....	66	0.4
65 years and over.....	2,579	14.5	HOUSEHOLD BY TYPE		
Male.....	1,088	6.1	Total households	6,554	100.0
Female.....	1,491	8.4	Family households (families).....	4,877	74.4
RACE			With own children under 18 years.....	2,300	35.1
One race.....	17,381	97.9	Married-couple family.....	3,980	60.7
White.....	15,409	86.8	With own children under 18 years.....	1,758	26.8
Black or African American.....	550	3.1	Female householder, no husband present.....	622	9.5
American Indian and Alaska Native.....	124	0.7	With own children under 18 years.....	381	5.8
Asian.....	134	0.8	Nonfamily households.....	1,677	25.6
Asian Indian.....	9	0.1	Householder living alone.....	1,438	21.9
Chinese.....	6	-	Householder 65 years and over.....	686	10.5
Filipino.....	23	0.1	Households with individuals under 18 years.....	2,552	38.9
Japanese.....	14	0.1	Households with individuals 65 years and over.....	1,744	26.6
Korean.....	55	0.3	Average household size.....	2.66	(X)
Vietnamese.....	3	-	Average family size.....	3.08	(X)
Other Asian ¹	24	0.1	HOUSING OCCUPANCY		
Native Hawaiian and Other Pacific Islander.....	11	0.1	Total housing units	7,601	100.0
Native Hawaiian.....	6	-	Occupied housing units.....	6,554	86.2
Guamanian or Chamorro.....	1	-	Vacant housing units.....	1,047	13.8
Samoan.....	1	-	For seasonal, recreational, or		
Other Pacific Islander ²	3	-	occasional use.....	356	4.7
Some other race.....	1,153	6.5	Homeowner vacancy rate (percent).....	2.2	(X)
Two or more races.....	381	2.1	Rental vacancy rate (percent).....	9.6	(X)
Race alone or in combination with one or more other races: ³			HOUSING TENURE		
White.....	15,753	88.7	Occupied housing units	6,554	100.0
Black or African American.....	613	3.5	Owner-occupied housing units.....	4,844	73.9
American Indian and Alaska Native.....	247	1.4	Renter-occupied housing units.....	1,710	26.1
Asian.....	207	1.2	Average household size of owner-occupied units.....	2.65	(X)
Native Hawaiian and Other Pacific Islander.....	33	0.2	Average household size of renter-occupied units.....	2.67	(X)
Some other race.....	1,312	7.4			

- Represents zero or rounds to zero. (X) Not applicable.

¹ Other Asian alone, or two or more Asian categories.

² Other Pacific Islander alone, or two or more Native Hawaiian and Other Pacific Islander categories.

³ In combination with one or more of the other races listed. The six numbers may add to more than the total population and the six percentages may add to more than 100 percent because individuals may report more than one race.

Source: U.S. Census Bureau, Census 2000.

Table DP-1. Profile of General Demographic Characteristics: 2000

Geographic area: Milam County, Texas

[For information on confidentiality protection, nonsampling error, and definitions, see text]

Subject	Number	Percent	Subject	Number	Percent
Total population	24,238	100.0	HISPANIC OR LATINO AND RACE		
			Total population	24,238	100.0
SEX AND AGE			Hispanic or Latino (of any race).....	4,516	18.6
Male.....	11,881	49.0	Mexican.....	3,614	14.9
Female.....	12,357	51.0	Puerto Rican.....	37	0.2
Under 5 years.....	1,654	6.8	Cuban.....	3	-
5 to 9 years.....	1,822	7.5	Other Hispanic or Latino.....	862	3.6
10 to 14 years.....	1,909	7.9	Not Hispanic or Latino.....	19,722	81.4
15 to 19 years.....	1,882	7.8	White alone.....	16,763	69.2
20 to 24 years.....	1,264	5.2			
25 to 34 years.....	2,611	10.8	RELATIONSHIP		
35 to 44 years.....	3,370	13.9	Total population	24,238	100.0
45 to 54 years.....	3,078	12.7	In households.....	23,806	98.2
55 to 59 years.....	1,332	5.5	Householder.....	9,199	38.0
60 to 64 years.....	1,143	4.7	Spouse.....	5,196	21.4
65 to 74 years.....	2,013	8.3	Child.....	7,355	30.3
75 to 84 years.....	1,549	6.4	Own child under 18 years.....	5,761	23.8
85 years and over.....	611	2.5	Other relatives.....	1,370	5.7
Median age (years).....	38.0	(X)	Under 18 years.....	691	2.9
18 years and over.....	17,582	72.5	Nonrelatives.....	686	2.8
Male.....	8,358	34.5	Unmarried partner.....	323	1.3
Female.....	9,224	38.1	In group quarters.....	432	1.8
21 years and over.....	16,704	68.9	Institutionalized population.....	431	1.8
62 years and over.....	4,872	20.1	Noninstitutionalized population.....	1	-
65 years and over.....	4,173	17.2			
Male.....	1,744	7.2	HOUSEHOLD BY TYPE		
Female.....	2,429	10.0	Total households	9,199	100.0
RACE			Family households (families).....	6,595	71.7
One race.....	23,843	98.4	With own children under 18 years.....	2,985	32.4
White.....	19,121	78.9	Married-couple family.....	5,196	56.5
Black or African American.....	2,678	11.0	With own children under 18 years.....	2,196	23.9
American Indian and Alaska Native.....	122	0.5	Female householder, no husband present.....	1,035	11.3
Asian.....	53	0.2	With own children under 18 years.....	587	6.4
Asian Indian.....	32	0.1	Nonfamily households.....	2,604	28.3
Chinese.....	2	-	Householder living alone.....	2,380	25.9
Filipino.....	7	-	Householder 65 years and over.....	1,301	14.1
Japanese.....	2	-	Households with individuals under 18 years.....	3,330	36.2
Korean.....	3	-	Households with individuals 65 years and over.....	2,926	31.8
Vietnamese.....	4	-	Average household size.....	2.59	(X)
Other Asian ¹	3	-	Average family size.....	3.11	(X)
Native Hawaiian and Other Pacific Islander.....	2	-	HOUSING OCCUPANCY		
Native Hawaiian.....	1	-	Total housing units	10,866	100.0
Guamanian or Chamorro.....	-	-	Occupied housing units.....	9,199	84.7
Samoan.....	-	-	Vacant housing units.....	1,667	15.3
Other Pacific Islander ²	1	-	For seasonal, recreational, or occasional use.....	287	2.6
Some other race.....	1,867	7.7	Homeowner vacancy rate (percent).....	3.0	(X)
Two or more races.....	395	1.6	Rental vacancy rate (percent).....	9.3	(X)
Race alone or in combination with one or more other races: ³			HOUSING TENURE		
White.....	19,464	80.3	Occupied housing units	9,199	100.0
Black or African American.....	2,747	11.3	Owner-occupied housing units.....	6,717	73.0
American Indian and Alaska Native.....	256	1.1	Renter-occupied housing units.....	2,482	27.0
Asian.....	70	0.3	Average household size of owner-occupied units.....	2.57	(X)
Native Hawaiian and Other Pacific Islander.....	3	-	Average household size of renter-occupied units.....	2.64	(X)
Some other race.....	2,109	8.7			

- Represents zero or rounds to zero. (X) Not applicable.

¹ Other Asian alone, or two or more Asian categories.

² Other Pacific Islander alone, or two or more Native Hawaiian and Other Pacific Islander categories.

³ In combination with one or more of the other races listed. The six numbers may add to more than the total population and the six percentages may add to more than 100 percent because individuals may report more than one race.

Source: U.S. Census Bureau, Census 2000.

Table DP-1. Profile of General Demographic Characteristics: 2000

Geographic area: Mills County, Texas

[For information on confidentiality protection, nonsampling error, and definitions, see text]

Subject	Number	Percent	Subject	Number	Percent
Total population	5,151	100.0	HISPANIC OR LATINO AND RACE		
SEX AND AGE			Total population	5,151	100.0
Male.....	2,606	50.6	Hispanic or Latino (of any race).....	671	13.0
Female.....	2,545	49.4	Mexican.....	579	11.2
Under 5 years.....	277	5.4	Puerto Rican.....	1	-
5 to 9 years.....	310	6.0	Cuban.....	-	-
10 to 14 years.....	465	9.0	Other Hispanic or Latino.....	91	1.8
15 to 19 years.....	371	7.2	Not Hispanic or Latino.....	4,480	87.0
20 to 24 years.....	135	2.6	White alone.....	4,367	84.8
25 to 34 years.....	440	8.5	RELATIONSHIP		
35 to 44 years.....	618	12.0	Total population	5,151	100.0
45 to 54 years.....	719	14.0	In households.....	4,860	94.4
55 to 59 years.....	340	6.6	Householder.....	2,001	38.8
60 to 64 years.....	286	5.6	Spouse.....	1,204	23.4
65 to 74 years.....	546	10.6	Child.....	1,284	24.9
75 to 84 years.....	421	8.2	Own child under 18 years.....	1,062	20.6
85 years and over.....	223	4.3	Other relatives.....	175	3.4
Median age (years).....	44.4	(X)	Under 18 years.....	78	1.5
18 years and over.....	3,835	74.5	Nonrelatives.....	196	3.8
Male.....	1,900	36.9	Unmarried partner.....	44	0.9
Female.....	1,935	37.6	In group quarters.....	291	5.6
21 years and over.....	3,702	71.9	Institutionalized population.....	139	2.7
62 years and over.....	1,369	26.6	Noninstitutionalized population.....	152	3.0
65 years and over.....	1,190	23.1	HOUSEHOLD BY TYPE		
Male.....	534	10.4	Total households	2,001	100.0
Female.....	656	12.7	Family households (families).....	1,398	69.9
RACE			With own children under 18 years.....	550	27.5
One race.....	5,082	98.7	Married-couple family.....	1,204	60.2
White.....	4,597	89.2	With own children under 18 years.....	426	21.3
Black or African American.....	65	1.3	Female householder, no husband present.....	141	7.0
American Indian and Alaska Native.....	14	0.3	With own children under 18 years.....	93	4.6
Asian.....	4	0.1	Nonfamily households.....	603	30.1
Asian Indian.....	-	-	Householder living alone.....	556	27.8
Chinese.....	1	-	Householder 65 years and over.....	342	17.1
Filipino.....	2	-	Households with individuals under 18 years.....	605	30.2
Japanese.....	-	-	Households with individuals 65 years and over.....	769	38.4
Korean.....	1	-	Average household size.....	2.43	(X)
Vietnamese.....	-	-	Average family size.....	2.90	(X)
Other Asian ¹	-	-	HOUSING OCCUPANCY		
Native Hawaiian and Other Pacific Islander.....	4	0.1	Total housing units	2,691	100.0
Native Hawaiian.....	2	-	Occupied housing units.....	2,001	74.4
Guamanian or Chamorro.....	-	-	Vacant housing units.....	690	25.6
Samoan.....	-	-	For seasonal, recreational, or		
Other Pacific Islander ²	2	-	occasional use.....	287	10.7
Some other race.....	398	7.7	Homeowner vacancy rate (percent).....	3.1	(X)
Two or more races.....	69	1.3	Rental vacancy rate (percent).....	10.6	(X)
Race alone or in combination with one or more other races: ³			HOUSING TENURE		
White.....	4,661	90.5	Occupied housing units	2,001	100.0
Black or African American.....	71	1.4	Owner-occupied housing units.....	1,611	80.5
American Indian and Alaska Native.....	39	0.8	Renter-occupied housing units.....	390	19.5
Asian.....	6	0.1	Average household size of owner-occupied units.....	2.41	(X)
Native Hawaiian and Other Pacific Islander.....	4	0.1	Average household size of renter-occupied units.....	2.50	(X)
Some other race.....	441	8.6			

- Represents zero or rounds to zero. (X) Not applicable.

¹ Other Asian alone, or two or more Asian categories.

² Other Pacific Islander alone, or two or more Native Hawaiian and Other Pacific Islander categories.

³ In combination with one or more of the other races listed. The six numbers may add to more than the total population and the six percentages may add to more than 100 percent because individuals may report more than one race.

Source: U.S. Census Bureau, Census 2000.

Table DP-1. Profile of General Demographic Characteristics: 2000

Geographic area: San Saba County, Texas

[For information on confidentiality protection, nonsampling error, and definitions, see text]

Subject	Number	Percent	Subject	Number	Percent
Total population	6,186	100.0	HISPANIC OR LATINO AND RACE		
SEX AND AGE			Total population	6,186	100.0
Male.....	3,204	51.8	Hispanic or Latino (of any race).....	1,333	21.5
Female.....	2,982	48.2	Mexican.....	1,039	16.8
Under 5 years.....	330	5.3	Puerto Rican.....	3	-
5 to 9 years.....	384	6.2	Cuban.....	5	0.1
10 to 14 years.....	485	7.8	Other Hispanic or Latino.....	286	4.6
15 to 19 years.....	816	13.2	Not Hispanic or Latino.....	4,853	78.5
20 to 24 years.....	220	3.6	White alone.....	4,622	74.7
25 to 34 years.....	554	9.0	RELATIONSHIP		
35 to 44 years.....	732	11.8	Total population	6,186	100.0
45 to 54 years.....	778	12.6	In households.....	5,617	90.8
55 to 59 years.....	340	5.5	Householder.....	2,289	37.0
60 to 64 years.....	291	4.7	Spouse.....	1,348	21.8
65 to 74 years.....	593	9.6	Child.....	1,552	25.1
75 to 84 years.....	446	7.2	Own child under 18 years.....	1,268	20.5
85 years and over.....	217	3.5	Other relatives.....	291	4.7
Median age (years).....	39.4	(X)	Under 18 years.....	140	2.3
18 years and over.....	4,460	72.1	Nonrelatives.....	137	2.2
Male.....	2,197	35.5	Unmarried partner.....	66	1.1
Female.....	2,263	36.6	In group quarters.....	569	9.2
21 years and over.....	4,119	66.6	Institutionalized population.....	522	8.4
62 years and over.....	1,424	23.0	Noninstitutionalized population.....	47	0.8
65 years and over.....	1,256	20.3	HOUSEHOLD BY TYPE		
Male.....	528	8.5	Total households	2,289	100.0
Female.....	728	11.8	Family households (families).....	1,617	70.6
RACE			With own children under 18 years.....	667	29.1
One race.....	6,120	98.9	Married-couple family.....	1,348	58.9
White.....	5,227	84.5	With own children under 18 years.....	522	22.8
Black or African American.....	169	2.7	Female householder, no husband present.....	192	8.4
American Indian and Alaska Native.....	66	1.1	With own children under 18 years.....	103	4.5
Asian.....	7	0.1	Nonfamily households.....	672	29.4
Asian Indian.....	-	-	Householder living alone.....	629	27.5
Chinese.....	-	-	Householder 65 years and over.....	365	15.9
Filipino.....	1	-	Households with individuals under 18 years.....	739	32.3
Japanese.....	2	-	Households with individuals 65 years and over.....	846	37.0
Korean.....	-	-	Average household size.....	2.45	(X)
Vietnamese.....	-	-	Average family size.....	2.97	(X)
Other Asian ¹	4	0.1	HOUSING OCCUPANCY		
Native Hawaiian and Other Pacific Islander.....	-	-	Total housing units	2,951	100.0
Native Hawaiian.....	-	-	Occupied housing units.....	2,289	77.6
Guamanian or Chamorro.....	-	-	Vacant housing units.....	662	22.4
Samoan.....	-	-	For seasonal, recreational, or		
Other Pacific Islander ²	-	-	occasional use.....	333	11.3
Some other race.....	651	10.5	Homeowner vacancy rate (percent).....	2.6	(X)
Two or more races.....	66	1.1	Rental vacancy rate (percent).....	10.9	(X)
Race alone or in combination with one			HOUSING TENURE		
or more other races: ³			Occupied housing units	2,289	100.0
White.....	5,289	85.5	Owner-occupied housing units.....	1,734	75.8
Black or African American.....	172	2.8	Renter-occupied housing units.....	555	24.2
American Indian and Alaska Native.....	78	1.3	Average household size of owner-occupied units.....	2.43	(X)
Asian.....	13	0.2	Average household size of renter-occupied units.....	2.53	(X)
Native Hawaiian and Other Pacific Islander.....	2	-			
Some other race.....	698	11.3			

- Represents zero or rounds to zero. (X) Not applicable.

¹ Other Asian alone, or two or more Asian categories.

² Other Pacific Islander alone, or two or more Native Hawaiian and Other Pacific Islander categories.

³ In combination with one or more of the other races listed. The six numbers may add to more than the total population and the six percentages may add to more than 100 percent because individuals may report more than one race.

Source: U.S. Census Bureau, Census 2000.

HILL COUNTRY TRANSIT DISTRICT (The HOP)

CENTRAL TEXAS' REGIONAL PUBLIC TRANSPORTATION SYSTEM

Hill Country Transit District (HCTD) is a political subdivision of the State of Texas, which provides and coordinates rural and urban public transportation within a 9,000 square mile area of Central Texas, including the counties of Bell, Coryell, Hamilton, Lampasas, Llano, Mason, Milam, Mills, and San Saba. HCTD is made up of three divisions:

- Rural Division – Demand response public transportation (nine counties)
- Killeen Urban Division – Fixed Route and Special Transit Service (Copperas Cove, Killeen, Harker Heights, Nolanville)
- Temple Urban Division – Fixed Route and Special Transit Service (Temple)

Administrative offices for both the Rural and Urban Divisions are located in San Saba, Texas. There are seven administrative staff, including General Manager, Assistant General Manager/Financial Director, Assistant Financial Director, Human Resource Director, Accounting Specialist, Administrative Specialist II and Administrative Specialist I.

The Rural Division, which is administered out of the San Saba Office, includes a Director of Rural Operations, Rural Fleet Manager, two Dispatchers, and forty-three drivers.

The Temple Urban Division office is located in Temple, Texas. There are two administrative staff, including the Assistant Director of Urban Operations and Administrative Assistant, and twenty-one operational staff, including Field Supervisor, Dispatchers, Schedulers and Drivers.

The Killeen Urban Division office is located in Killeen, Texas. There are four administrative staff, including the Director of Urban Operations, Operations Manager, Administrative Assistant and Receptionist, and thirty-nine operational staff, including Transportation Superintendent, Field Supervisor, Dispatchers, Schedulers, Maintenance Staff, and Drivers.

HCTD is governed by a thirteen member Board of Directors, with representation from each of the nine counties and the two urban districts.

HCTD has been in existence since 1966, first as a division of Hill Country Community Action Assn., Inc., and since 1998 as a separate entity which exists solely for the purpose of providing professional public transportation services. The system has contracted with the Texas Department of Transportation (TxDOT) since 1982 for funds to provide rural public transportation services, and in 1999 entered into a contract with TxDOT to provide urban fixed route bus service to the cities of Killeen-Copperas Cove-Harker Heights. In January 2001, HCTD entered into an interlocal agreement with the City of Temple to provide urban fixed route bus service to that city. The fact that HCTD is a multi-funded transit system, operating both a rural and two urban systems, ensures greater stability for the system, and allows for the most effective delivery system to the greatest number of customers. Over the years, funding has been aggressively pursued, enabling the system to grow from a volunteer service in the mid-sixties to a state and nationally recognized regional public transit system, operating both rural and urban services.

HCTD directly contracts with and manages funds from the following entities:

- Federal Transit Administration, Region VI
- Texas Department of Transportation
- Area Agency on Aging of Central Texas
- Area Agency on Aging, Capital Area
- Area Agency on Aging, Concho Valley

- HCTD employs one hundred twenty people.
- HCTD operates a fleet of ninety-eight vehicles, from small to larger buses, most of which are accessible to persons using mobility devices.
- HCTD provides an average of 500,000 one-way trips per year.

SECTION III

PUBLIC OUTREACH & INVOLVEMENT

Public Involvement

Hill Country Transit District, the lead agency, in coordination with Central Texas Council of Governments, hosted a series of public meetings for the purpose of informing the public of transportation coordination efforts and to gain public input regarding the needs and concerns of citizens on the issue of public transportation.

The first of these meetings was held on December 13, 2005. There was a large turnout and much interaction among the attendees. A list of attendees is shown on the following page.

All meetings of the Central Texas Regional Transit Advisory Group, which were held on a quarterly basis, were open to the public, as well.

Public meetings were also held across the region in the summer of 2006. A copy of the public notice regarding those meetings is shown on the following pages.

RTAG ATTENDEES 12/13/05

NAME	Agency	Phone	Email
Richard McGhee	Area Agency on Aging	254-939-1886	dir14@centexaaa.com
Cynthia Andrews	Area Agency on Aging	254-939-1886	mis16@centexaaa.com
Rita Kelley	Bell County Health Services	254-618-4193	rita.kelley@co.bell.tx.us
Maria Murphree	Bell County Help Center	254-618-4146	maria.murphree@co.bell.tx.us
Judy Morales	Bell County Human Services	254-770-6842	Judy.Morales@co.bell.tx.us
Eldon Tietje	CCC MHMR	254-298-7007	eldon.tietje@cccmmhr.com
Ray Helmcamp	CCC MHMR	254-298-7117	ray.helmcamp@cccmmhr.org
Susan Gjertson	CCC MHMR	254-298-7072	susan.gjertson@cccmmhr.org
Bill Kneip	CCC MHMR	254-298-7001	bill.kneip@cccmmhr.org
Sharon Sapp	Central TX Housing Consortium	254-773-2009 x222	socserv@centexhousing.org
Mary McGlory	Central TX Housing Consortium	254-773-2009	socservl@centexhousing.org
David Gibson	Central TX Workforce	254-939-3771 x3326	davidg@workforcelink.com
Ben Lopez, Jr.	Central TX Workforce	254-200-2246	benl@workforcelink.com
Jerry Habler	Central TX Workforce	254-289-2777	jerryh@workforcelink.com
Susan Kamas	Central TX Workforce	254-939-0887	susank@workforcelink.com
Vickie Gideon	Central TX Workforce	254-771-2555 x4413	vickieg@workforcelink.com
Leslie Hinkle	City of Killeen	254-501-7847	lhinkle@ci.killeen.tx.us
Clydette Entzminger	City of Temple	254-298-5700	centz@ci.temple.tx.us
Delores Sims	CTCADA	254-690-4455	deloressims@hotmail.com
Jim Reed	CTCOG	254-939-1801	jreed@ctcog.org
Shannon Mattingly	CTCOG	254-933-7075	smattingly@ctcoqmpo.org
John Kirchhoff	CTCOG/Housing	254-939-5724	john.kirchhoff@cthap.org
Robert P. Wilson	DARS/DRS	254-634-2618	Robert.Wilson@dars.state.tx.us
Paul Thompson	DFPS - APS	254-939-4297	paul.thompson@dfps.state.tx.us
Ann Campbell	Families in Crisis Inc	254-634-1184	acampbell@familiesincrisis.net
L. Loftan	Families in Crisis Inc	254-634-1184	lloftan@familiesincrisis.net
Carole Warlick	HCTD	325-372-4677	cwarlick@takethehop.com
Peggy Cosner	HOCTIL	254-939-4482	pcosner@hoctilc.org
Dee Dee Eberle	The Arc of Texas	800-252-9729	deberle@thearcoftexas.org

The Central Texas Regional Transit Advisory Group (CTRTAG) will hold public meetings for the purpose of receiving input on the Central Texas Regional Transportation Coordination Plan. This plan is being developed for the purpose of increasing efficiencies and coordination in transportation services to the public, especially the transportation disadvantaged. Through the public meeting process, the CTRTAG hopes to increase public awareness of mobility options in the region, and to help identify gaps in service and barriers to services that may currently exist. Dates and locations:

***August 28, 2006 6:00 pm @ Belton Police & Courts Building, 711 E. 2nd Avenue, Belton, TX**

***August 30, 2006 4:00 pm @ Killeen Workforce Center, 300 Cheyenne, Killeen, TX**

***August 31, 2006 6:00 pm @ Lampasas Council Chambers, 405 South Main Street, Lampasas, TX**

SECTION IV
PLAN DEVELOPMENT

RTAG MISSION STATEMENT

Through identification of and communication with all state and federally funded service agencies in the Region, the Central Texas Regional Transportation Advisory Group's mission is to identify current transit methods and costs, unmet transit needs, and transit barriers and constraints, and to use that information to develop and implement a coordinated transit program designed so the designated transit provider can modify and expand services targeted to meet current and unmet transit needs both in the Region, and through coordination with providers in neighboring regions.

Goals and Objectives of Regional Service Plan

House Bill 3588, passed in the 2003 Legislative Session, required statewide coordination of public transportation services between rural, suburban, and metro areas. Further, the bill mandated a review of current services and the development of regional service plans with the following goals:

- Eliminate waste and inefficiencies
- Generate efficiencies that will permit increased levels of service
- Further the state's efforts to reduce air pollution
- Ensure maximum coverage of the service area
- To the maximum extent feasible, use the existing transportation providers, and in particular the fixed route components of the existing networks, to meet the client transportation requirements of the state's social service agencies and their agents.

Under HB 3588, the legislature has mandated statewide coordination of public transportation and the development of regional service plans. The purpose of the plan, and local applications, appear below.

1. **Eliminate waste and efficiencies**
This is generally applied to transportation systems that have overlapping service areas and, to those areas wherein service is provided by several agencies or providers when the service could be provided to everyone by only one provider. In the HCTD service area, HCTD is the service provider, and other agencies do not provide their own service. The primary emphasis for the HCTD area should be for HCTD to develop understandings with adjacent service providers, such as HOTCOG, to improve efficiencies.
2. **Generate efficiencies that will permit increased levels of service**
This approach generally includes enhanced coordination of trips and planning trips to be shared. This approach is firmly established in the HCTD service area. Several agencies – HELP centers, MHMR, AAA, and others – participate in the public transit services (Fixed Route Services and Special Transit Services) support their clients using public transit service. They purchase tickets, passes, and tokens, and provide them to their clients so the clients can use the public transit system. HCTD also provides free travel training for individuals and groups to promote and encourage public transit use.
3. **Further the state's efforts to reduce air pollution**
In addition to the points listed above, HCTD has adopted a policy of purchasing vehicles that meet the state's air pollution reduction efforts. STS buses purchased last year operate on propane. Buses purchased in 2004 operate on Ultra Low Sulfur Diesel fuel. Additionally, HCTD uses the ULSD in all its diesel engines in the Killeen Urban Division as further effort to reduce air pollution.

Another effort made by HCTD has been to introduce a route known as the Connector. This route operates between Scott & White Medical Facilities in Killeen and the facilities in Temple. Previously, Scott & White operated shuttles between the two facilities – these S&W vehicles carried only S&W clients. The Connector, however, carries those same passengers, is open to the general public as a public transit system route, and coordinates travel for STS clients and Texas Department of Health clients needing transit service in the two urban areas. This approach has significantly reduced the number of vehicles required to provide individual trips by grouping passengers.

4. **Ensure maximum coverage of service area**
HCTD is a regional transit system. It operates in nine counties as a rural system, bringing many of those rural clients to the urban centers in Coryell and Bell Counties for medical, recreation, and educational purposes. Through

enhanced efforts to reach an operating understanding with neighboring transit providers, HCTD can further expand its role in providing maximum service area coverage through provider coordination.

HCTD already participates in a program in which it can refer callers to various transit providers from Waco to Austin and beyond.

5. To the maximum extent feasible, use the existing transportation providers, and in particular the fixed route components of the existing networks, to meet the client transportation requirements of the state's social service agencies and their agencies

As described briefly above, HCTD provides trips for numerous social service agencies, and particularly TDH Medicaid trips, and focuses efforts to maximize use of the fixed route component of the system for such trips. Previously, TDH trips were performed almost totally by use of door-to-door service through HCTD's STS system. Over the last couple of years, however, TDH has increasingly relied on the purchase of tokens and tickets to provide TDH clients with the flexibility of using the fixed route service for sponsored trips.

SUMMARY – DIRECTION FOR COMPLIANCE

In many ways, HCTD already complies with the goals of HB 3588. Further compliance efforts include:

1. Develop written MOUs or similar documents wherein social service agencies and medical facilities verify use of the public transit system as a means of coordinated transportation provision for clients, and a commitment to continue such coordination.
2. Develop written documents of understanding with neighboring transportation providers to define coordinated service areas, reduce or eliminate overlapping service areas, and coordinate and connect passenger trips from one service area to another as seamlessly as possible.

CENTRAL TEXAS STATE PLANNING REGION (23)

CENTRAL TEXAS REGIONAL TRANSIT ADVISORY GROUP BARRIERS AND CONSTRAINTS

The Regional Transit Advisory Group (RTAG) for Central Texas State Planning Region (23) has developed two primary barriers and two primary constraints related to the continuing development of coordinated transportation in the region. Under each barrier and constraint identified are the sub-barriers and sub-constraints. We have also included the RTAG Mission Statement as developed by the work group.

MISSION STATEMENT

To continue coordination of public transit services through on-going cooperation between the designated transit service provider and social service agencies to provide clients, citizens, and visitors of the Central Texas area a safe, dependable, cost-effective, and seamless transportation network to provide mobility, improved quality of life, and a stimulus for economic development.

PRIORITY ONE BARRIER

The highest priority of the two barriers identified by the RTAG is the system of barriers imposed by rules, regulations, and requirements governing the programs from agency to agency and within the operations of the regional transit service provider. The regional transit service provider is Hill Country Transit District, which operates rural service, as well as urban fixed route service and ADA complementary paratransit service. In this report, Hill Country Transit District (HCTD) and transit service provider are one and the same. Specific barriers included in this highest priority area include those listed below.

REPORTS, FORMS, AND FORMATS

Lack of consistent and compatible reports, forms, formats: Each agency has its own reports and forms related to the provision of transportation for clients. Generally, these reports and forms are not compatible with those of the transit service provider. (Most cost impact in modifying forms and formats will likely be hidden costs. Staff time and distribution of the changes will certainly be required, but the additional cost can be minimal if agencies and the transit provider can integrate changes as the changes are developed.) Although local agency representatives may be willing and ready to incorporate such changes, the changes must be approved at a much higher level. **The coordination of efforts at a high level to develop**

consistent reports related to transit trips throughout all participating agencies is needed.

REPORTING REQUIREMENTS

Reporting requirements of individual agencies vary. (Again, additional cost is likely to be minimal, and the reporting requirements can be implemented as they are modified.) A major obstacle to addressing this barrier is the matter of **different agencies having requirements at different levels – local, state, federal** - resulting in the involvement of several agencies and government entities to develop the changes.

DETAILED PROGRAM COSTS

Agencies, as a general rule, must tie transportation expenses of clients to specific programs. Currently, several agencies purchase transit fare media, such as tokens, multi-ride tickets, and monthly passes, for clients. This approach makes it relatively easy to tie transit expenses directly to a specific client and a specific program. If the transit program evolves to the point that a service agency can simply authorize transit trips for clients, the social service agencies are concerned that the transit provider and the social service agency may need to develop a method of tracking trips for the agency.

If the direction is that the transit provider simply provides the trips that are requested and authorized by the agency, and the agency does not pay for the trips, then the transit provider must receive additional funding for the additional trips. If the additional trips are performed by clients using existing fixed route transit service, no additional cost will be incurred. If the additional trips are performed door-to-door, the cost for each trip will be approximately \$17 per one-way trip per person for local trips, and approximately \$50 per one-way trip per person for trips performed within the region, but with origin and destination being in different cities of the region. **Agencies estimate that unmet trip needs can easily be as high as 50 % more than the current service trips. If so, the number of monthly local trips alone will be approximately 3,400 door-to-door trips, for an additional annual operating cost of \$693,600.**

SERVICE ELIGIBILITY AND AVAILABILITY

Many people are not eligible for services. For example, Medicaid recipients are eligible for services provided by the TxDOT Medical Transportation Program, but Medicare recipients are not. Often, the Medicare recipients require dialysis three

times a week, and cannot afford transportation for this life sustaining activity. The additional cost for providing these additional trips are included in the cost estimates provided above.

SERVICE RULES AND PARAMETERS

Individual agencies have specific rules or parameters related to the provision of rides, service requirements, and limitations (such as one type client or a specific client may not ride with another type or specific client). If these requirements cannot be modified, the cost for each passenger will easily double because shared trips can no longer be provided. It is estimated that approximately 5% of all trips (current and forecast) could be so restricted, meaning that the cost of 5% of the total trips will double in cost per one-way trip, for an annual cost of \$8,670.

VARIANCE IN SERVICE REGULATIONS

Significant variance in regulations for refusals of service, suspensions of service, or other behavioral actions among agencies and the transit provider is a problem that has significant impacts. Agencies and transit providers need to agree on specific rules of conduct that, if violated, can result in service suspensions. There is the potential for additional service costs if a client does require special service because of rule violations. The additional costs can double the cost per trip, but the overall cost may be minimal, depending on the number of clients affected.

LACK OF DETAILED BUDGET LINE ITEMS FOR TRANSPORTATION

Most agencies do not have specific transportation funds or transportation budget line items. Many agencies have very gray areas when it comes to funding transit trips. Even when agencies have funds to help clients through special programs, the cost for transit trips is often not specifically identified, and is instead part of the program costs. **In the event the transit provider assumes responsibility for providing all transit trips,** even if the agencies agree to funnel their specific transit funds to the transit provider, **much of the cost of the trips currently provided by the agency will not be identified. Therefore, the transit provider will assume additional trips, but will not receive all of the funds currently used for the trips.** It is estimated that many such trips can be transferred to the public transit system (provided the system has the resources and provides the coverage needed), but it will also require transferring much of the cost to the transit provider. **For example, the Bell County Health Services Director provided data that shows in a five month period, approximately 165 people required trips for prescriptions. Of this 165, only 13 used the public transit system, with 107**

people getting a ride from someone else. If these additional trips are suddenly placed upon the transit service provider, additional resources will be needed to meet the service demands.

VEHICLE USE

The use of vehicles in specific areas or for specific trips may be limited by the funding source used to procure the vehicles. For example, Hill Country Transit District is the designated service provider for Central Texas State Planning Region (23.) HCTD operates transit service in nine counties, with one rural service division and two urban divisions. **Based on funding requirements of the Federal Transit Administration, vehicles purchased for urban service cannot be used in rural service areas. This restriction can hinder efforts for more efficient service provision. Service area boundaries were highly prioritized by survey respondents, as some programs confine operations to specific geographic areas, such as the FTA's rural and urban programs.**

CUSTOMER ACCESS AND ELIGIBILITY BARRIERS

Another highly prioritized survey response was related to customer access and eligibility barriers. Especially noted in discussion was the **need for expanded public transit service in terms of service routes, service hours, and service frequency, all of which carries a hefty price tag.** Some passengers do not have any way other than public transit to access medical care and other life sustaining trips but the transit system does not provide service to their area. Some people need transit service but cannot use door-to-door service because they have no eligible disabilities and the fixed route service does not cover their area.

It is estimated that the **need for additional transit service in the Temple area today calls for the purchase of 3 new fixed route buses, and for the operation of two more fixed routes. The cost for the purchase of new buses is estimated to be \$159,000 for local match, with the difference of \$681,000 being paid through FTA. To operate the new two routes, an annual operating cost will be approximately \$308,000. To extend service hours just until 8:00 PM, an additional annual operating cost is estimated at \$267,000.**

In the Killeen urban division, the cost for additional service is considerably higher because of the larger geographic size and population. The number of fixed routes needs to be doubled, calling for the purchase of 10 more buses, with the local cost of \$1,459,000, with the balance of \$1,341,000 available through

FTA. The annual operating cost for the additional Killeen Urban service is estimated at \$924,000.

In both urbanized areas, the addition of new client trips will place a larger burden on the transit provider for door-to-door service as well. In Temple, it is estimated that 3 additional STS buses will be needed at a cost of \$128,948, and will cost an additional \$308,000 annually for operating costs. In Killeen, the purchase of 6 additional STS buses will cost \$257,896 and the additional operating cost is estimated to be \$616,000.

Another key component for the transit service to be effective, as identified by the RTAG, is the need for **more frequent fixed route service**. Currently, passengers who wish to drop a child off at day care and then continue the transit trip to work must drop off the child, and then wait an hour for the next bus. The same is true for the return trip. Often, people will simply opt to not work, or in many cases, work is simply not an option because of the transit frequency. **The RTAG feels the frequency needs to double. To do so in both the Temple and Killeen urbanized areas, more fixed route buses and increased operating funds will be needed. The total need for buses is 20, at a total cost of \$5,600,000. The additional annual operating cost is estimated to be \$3,080,000.**

FINANCIAL AND DATA

The third highly prioritized survey response was financial and data, such as cost allocation and cost sharing between programs, and reporting to multiple funding agencies. This problem is exacerbated by the need of the public transit system to obtain adequate funding at the local, state, and federal level to provide the transit services needed. **The funding requirements presented above for additional routes, extended service hours, and increased frequency are not being met, meaning the transit provider cannot financially meet the service demands.** The RTAG knows that the public transit system, in terms of service hours, geographic coverage, and frequency, is a critical component of providing efficient transit service and providing a means for clients and the general public to have the freedom of mobility needed for access to medical care, education, and employment.

LIMITATIONS IMPOSED BY VEHICLE REQUIREMENTS

Finally, **limitations imposed by vehicle requirements – types of vehicles, types of fuels, equipment required** – impose barriers. In some instances, sedans may serve the trip purpose, but emissions and alternative fuel requirements, as well as equipment standards, may limit the number of vehicles that can be purchased. **The**

infrastructure and availability of certain fuels is often a problem. For example, Ultra Low Sulfur Diesel (ULSD) is considered as an acceptable alternative fuel; yet, this fuel is not available commercially at local fueling stations. In Killeen, the transit provider was forced to install its own ULSD fuel tank; this, however, is not an option for rural service. **For rural vehicles, some are powered by propane which is not cost effective when the average fuel consumption is 4 miles per gallon. Further, the propane vehicles have been extremely undependable and incur high maintenance costs because of poor design and operation. They are often out of service for repairs.**

Although sedans may work quite economically for transporting clients for out of town trips, governmental limitations prohibit use of these specific vehicles indirectly based on standards issued for service vehicles.

PRIORITY TWO BARRIER

The second highest priority of the two barriers identified by RTAG relates to the provision of consistent public transit service through an expanded public transit system that meets the needs of multiple agencies. Agencies were very consistent in reporting that many of the client trips needed could be met through the expansion of the regular fixed route service provided by Hill Country Transit District.

EXTENDED TRANSIT SERVICE

As presented earlier in this report, there is no late evening or weekend service throughout the urban areas, other than for Medical Transportation clients. Fixed route and urban paratransit service ends between 6 and 7 o'clock in the evening, limiting system use by employees whose work schedule starts or ends later. Many working people must use the weekends to either work or to attend to errands because they work during the week. There is no Sunday service, and very limited Saturday service. Several agencies provide clients transit service by buying transit system tokens or passes, which enables the clients to travel very inexpensively, provided the transit system provides access geographically and during the hours needed.

SERVICE FREQUENCY

Service access is also limited based on service frequency. Buses currently operate at one hour headways. Such a limited headway restricts people, for example, from stopping at a day care center, shopping, or attending to another errand en route to or from work, and then boarding the next bus to continue the trip.

GEOGRAPHIC COVERAGE

There is limited coverage area for fixed route service. The fixed route service needs to be expanded to cover wider geographic areas: southern portions of Copperas Cove and Killeen; western and northern portions of Temple and extended southern portions of Temple; Belton area in which no fixed route service currently exists; and service connections between these areas. **The number of day care centers and work places are growing, but the fixed routes of the transit system are not growing to provide service to these locations.** There is no requirement for day care centers and similarly related work places to be on or near existing transit service routes.

RESOURCES FOR EXPANDED SERVICE

There is a lack of resources available to meet the needs for expanded service areas and service hours, with resources needed for operating funds and vehicle procurement. More buses are needed to expand geographically and to increase frequency. More drivers and support staff are needed to provide more service. More funding is needed to expand services. Details of funding needs are presented earlier in this report.

PRIORITY ONE CONSTRAINT

The **higher priority of the two constraints** faced by the RTAG relates to the **expectations** of a public transit system by local governments, social service agencies, clients, and the general public.

LOCAL GOVERNMENTS

Local governments often express the expectation that the public transit system has virtually unlimited financial resources via grants from the state and federal governments. It is difficult to educate local governments that the public transit system may have access to some federal or state funds, but the funds are limited, and often **require significant local cash contributions to obtain the grant funds.** This same problem exists when dealing with some agencies, and certainly when dealing with clients and the general public.

There is also the expectation that each bus in service should always carry a capacity passenger load, which is an unrealistic expectation. Rather, each new route takes time to develop a strong ridership base. The public transit system can serve as a

strong economic stimulus if the system provides frequent service, over a broad geographic area, and during evening and weekend hours. The RTAG believes such service routes will build ridership over time by providing the transportation needed for people to access work, medical facilities, schools, and recreational centers. Without such a transportation base, the community can become a poor urban area instead of a vibrant economically sound community.

EXPECTATIONS OF THE STATE OF TEXAS

There is also **concern among RTAG members that the expectation exists that the development or refinement of coordinated services as directed by the state will result in the reduction of funds needed for the provision of trips.** Especially when considering the issues presented in this report regarding the need for expanded services, this is simply not correct. The public transit system cannot meet all transit needs for everyone in the community. However, many transit needs can be met. **To provide as much transit service as possible, and to meet as many trip needs as possible, funding for such expansion, both for the capital equipment needed, and for the on-going operational cost, is needed.**

UNTARGETED PEOPLE AND UNMET NEEDS

Untargeted people and their unmet transit needs are significant, and far from fully identified. For example, it is not uncommon to discover people who are using the Medicare program, but are unable to find or afford transportation to dialysis treatment, dental appointments, or medical care. This problem and the costs for meeting such service needs are presented earlier in this report.

EXPECATIONS OF THE PUBLIC

Finally, **individuals sometimes have unrealistic expectations about what a public transit system can do.** For example, the Killeen-Copperas Cove-Temple urban service area is one of the fastest growing areas of the state. **The school district is busy building and opening new schools; new medical facilities are being built; new day care centers are being built; and new shopping centers are springing up.** Teachers and parents, medical practitioners, caseworkers and business **people expect that a phone call to the transit system is all that is needed to ensure a new bus route is implemented to provide additional transit service.**

MARKETING

As with any other business or program, the public transit system will not be used if people do not know about it. **The public transit system needs to be marketed. Capital and operating funds are so limited that the transit system cannot afford to market the service,** which means many unmet needs and untargeted people are missed. A good marketing program can be **implemented and maintained year-to-year by the transit system at an estimated annual cost of \$150,000.** The more the system is advertised, the more people know about the service as a means to meet their transportation needs.

PRIORITY TWO CONSTRAINT

The **second highest priority constraint** facing this area relates to the identification statewide of how to **share resources and lower costs through group purchases.**

GROUP PURCHASES

Group purchases made available to transit service providers by the state can greatly improve the efficiency of the service in terms of administrative time and overall costs. Tires, for example, are particularly burdensome to purchase. Specifications must be detailed enough to obtain quality tires, but not so detailed as to be restrictive for potential vendors. It has become increasingly difficult to develop long-term price expectations because of the fluctuating and increasing costs of petroleum products. An easily accessible tire vendor from whom tires can be purchased in a way that meets the requirements of both state and federal agencies that fund such purchases would be greatly beneficial, especially to smaller transit service providers, and a group effort led by the state can also help lower costs. Tires are just one example of the potential cost savings and increased purchasing efficiencies for transit service providers. Other areas are bus parts; tools and support equipment; support vehicles; computers and similar administrative support equipment. **For the transit service provider, no actual cost increase is needed and, in fact, the provider may recognize cost savings from participating in a group purchase program.**

FUEL PURCHASES

Fuel costs are increasing, and there are sometimes stringent alternative fuel requirements tied to vehicle funds. Especially **outside urban centers, it is difficult to find access to alternative fuels** for transit vehicles. ULSD is not available even in urban centers in many cases unless the transit service provider is able to install its own fuel tank. Fuel costs will certainly increase, and for the transit service provider, will be similar to those seen throughout the state and by the state itself.

ELECTRONIC SCHEDULING AND REPORTING EQUIPMENT

HCTD recognizes the **need for and the benefits of a sophisticated electronic software program** and peripheral components, such as **mobile data terminals** for vehicles. However, **the cost for the purchase, installation, training, crossover, and actual implementation is prohibitive**. RTAG members have discussed the idea of a single, statewide software program, but also recognize that some transit providers already have such electronic programs, and would likely be very reluctant to change. Nonetheless, **a single, consistent program that provides the venue for consistent reporting formats throughout the state, whereby performance standards and reporting requirements are considered “apples to apples” can certainly be more beneficial and efficient than multiple programs and formats**. Whether the electronic program is the same for all transit service providers, or is purchased individually by each provider, the funding for purchasing, installing, and training is needed. RTAG **estimates the cost related to the program is approximately \$500,000 initially, and approximately \$75,000 annually thereafter to maintain and update the program**.

SUMMARY

RTAG members are in agreement that **a great deal of coordinated transit service is already being provided in the Central Texas area** by the regional provider, Hill Country Transit District. The area is somewhat unique in that HCTD is the sole public transit provider for the region, operating a 5311 rural public transit system, two separate 5307 small urban systems, and 5310 services in both the rural and urban areas; providing Title III elderly transportation services; and operating the TxDOT Medical Transportation program for the region. The members of the RTAG are comprised of social service agency leaders, management of the regional public transit system, and leaders of the Central Texas Council of Governments. The members strongly support each other and have worked together for many years, meeting and communicating transit needs and solutions for clients and the general public. The Central Texas RTAG actually evolved from an earlier group called the Central Texas Transportation Alliance, which met regularly for many years to discuss transit needs and how to meet them on a regional basis.

RTAG members from Temple were instrumental in gaining the support of the City of Temple necessary to start a public transit system that is being used far beyond the expectations of anyone. Social service agencies are well represented on the RTAG, and these community leaders worked with the transit system management to develop a

program whereby passes and tokens can be easily purchased by the agencies, then distributed to clients.

It is believed there are even greater opportunities for sharing of resources, improving the level of service, and providing more access to service through reviewing rules and regulations, and providing adequate funding to expand services.

Identification of Opportunities

- Consolidate Data Collection/Reporting Functions
- Adopt Common or Compatible Cost Accounting Systems Among Agencies
- Adopt specific rules of conduct for passengers between transit providers and client agencies
- Coordinate Purchase and Acquisition of Vehicles
- Adopt Common Requirements for Drivers and Driver Training
- Consolidate Maintenance Functions
- Obtain Funding to Increase Customer Access (Expanded Service Routes, Expanded Service Hours, Increase Service Frequency, Purchase Additional Buses)
- Remove Requirements for Vehicle Use (Urban and Non-Urbanized Areas)
- Review Alternative Fuel Requirements (Base on Emissions Rather Than Vehicle Type)
- Develop Comprehensive Marketing Program
- Include Public Transit Planning in MPO Process
- Include Public Transit Planning in Local Economic Development Plans
- Develop Enhanced Coordination Between Transit Regions
- Develop and Fund Standardized or Compatible Dispatch and Scheduling Software

SECTION V

RECOMMENDED ACTIONS TO MEET GOALS AND OVERCOME BARRIERS

The following actions are recommended by the Central Texas Regional Transportation Advisory Group in order to meet goals and overcome barriers that were identified in the planning process.

- Comprehensive Marketing Program

Hill Country Transit District will submit a Request for Proposal to solicit a qualified advertising firm to develop and produce a professional quality video that explains the regional transportation services that are available and how to access those services.

- Automated Dispatch and Scheduling System/Automated Data Collection

Hill Country Transit District will submit a Request for Proposal to solicit a qualified vendor to develop an automated data processing system, including software and hardware, for the Rural and Urban Paratransit and Fixed Route Transportation Operations. This system would accommodate a paratransit reservations, scheduling, dispatching, reporting and management system, and a fixed route planning, routing, scheduling, dispatching, reporting and management system. The system shall have an open architecture that allows for easy future linkage to other technologies such as interactive voice response systems.

- For coordinated transportation to be a sustained effort, as stated in HB 3588 and SAFETEA-LU, it must be part of the transportation planning process of the MPO and COG. Public transportation must be viewed as much of an integral part of planning as highway and street projects. Public transportation amenities and services should also be a major part of each municipality's economic development and planning efforts.

- The Central Texas Regional Transportation Advisory Group must continue to meet and maintain the interaction and momentum that has occurred over the past year. This group is very representative of the clients in the Central Texas Planning Region and, through continued efforts, will have a positive impact on the transportation services in the region.

- Opportunities to share fueling, maintenance, and staff training will be pursued. There have already been discussions with Waco Transit to utilize their state of the art maintenance facility, as well as mechanic and fleet manager training programs.

- HCTD will continue to work with TxDOT and other agencies as applicable to address funding, regulatory, programmatic and geographic barriers to providing seamless transportation services.

SECTION VI
IMPLEMENTATION

Leadership

The Central Texas Regional Transportation Advisory Group (CTRTAG) will continue to have a leadership role in overseeing and implementing coordinated transportation services. However, there must be a high degree of commitment at the state level in order to overcome some of the barriers that have been identified. The CTRTAG is very encouraged by the interest shown by the Texas Transportation Commission, specifically Commissioner Andrade, and looks forward to continued interaction with the Commission in order to realize its goal. The CTRTAG shares the concern expressed by attendees at statewide Regional Planning meetings that there should be more emphasis on involving health and human service agencies since their participation is crucial to the process.

Role of the Central Texas Regional Transportation Advisory Group

The CTRTAG is the appropriate group to assume a leadership role and to continue working with both Health and Human Services agencies and clients. The CTRTAG must ensure that the momentum established during the past year continues and that even more entities become involved in broadening both the knowledge and provision of services.

Continuation of Process

The Central Texas Planning Region is committed to continuing and expanding the coordination efforts undertaken to date. Hill Country Transit District and the Central Texas Council of Governments will continue their outstanding working relationship, and will utilize staff expertise, funding, the MPO, agency interaction and the resources of Hill Country Transit District's regional transportation system to ensure the success of coordinated transportation services in the Central Texas region. This Plan is intended to be a living document that will be utilized to monitor efforts and help keep the region on track in constantly improving what is already a well coordinated transportation service for the region.