Regional Service Plan South Plains Region

Bailey, Cochran, Crosby, Dickens, Floyd, Garza, Hale, Hockley, King, Lamb, Lubbock, Lynn, Motley, Terry, and Yoakum Counties

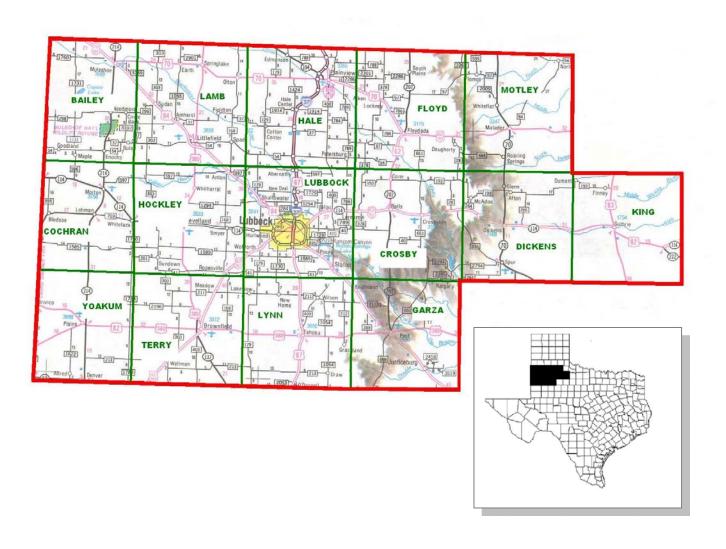


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Executive Summary

Participants in the South Plains Region's coordination process have a history of working together; part of this is due to our relative geographic isolation, where frequently working together is the only way to accomplish what needs done.

As a function of our location in the state, sparse population, and tight transportation budgets, the group was not able to identify significant overlaps in service.

A list of unmet needs, however, identified the following:

- A lack of service to major job training/educational facilities
- Inadequate fixed route service in the city of Lubbock
- Aging 5310 vehicles
- Need for a central place to wait for rural passengers awaiting their return trip
- For agencies, trip costs on rural providers are often more expensive than providing fuel vouchers, or providing service directly
- Need for a centralized transportation information system
- Need for travel training
- Rural senior citizens suffer from a lack of reliable transportation
- Accessible taxis

From this information, and from the identified barriers and constraints, the regional group developed a list of proposed coordination projects. While many of them relate more to consolidated programs for items that are direct provision of transportation (consolidated fuel purchase, for example), the group identified five projects that could be funded through JARC or New Freedom funds:

Proposed JARC projects:

- Service to job training/education programs at Reese Center
- Funding the cost of rural trips to job training/education programs
- Ride-to-work program in Lubbock

Proposed New Freedom projects:

- Development of a place-to-wait program, including accessible taxi(s)
- Development of regional Mobility Manager position

The group will pursue funding opportunities for the above proposed projects, and will work to examine the appropriateness of other items outlined in this report.

The Regional Service Plan for the South Plains Region was approved by the boards of participating entities; these approvals are included in Appendix C.

Background

Legislative Mandate

Under HB3588, the Legislature has mandated statewide coordination of public transportation and the development of regional service plans. The bill included five points to consider when developing regionally coordinated transit system plans. The five points of the plan, and potential local applications, appear below:

Eliminate waste and inefficiencies

This is generally applied to transportation systems and providers that have overlapping service areas, or to those areas where there are a multitude of agencies or providers whose service delivery could be combined. The Lubbock region's service area is served by three public transportation providers – two rural and one urban – as well as one cab company and several human service agencies.

Generate efficiencies that will permit increased levels of service

This approach generally includes enhanced coordination of trips, including increasing the percentages of trips that are shared-rides with other passengers. Prior to the beginning of the regional planning process, several human service agencies in the Lubbock region purchased tickets or monthly passes form Citibus to distribute to their clients.

Further the state's efforts to reduce air pollution

The Lubbock region is currently an attainment area. Any increased utilization of public transportation or any sort of shared-ride system will have the effect of reducing emissions, and will therefore assist in our region's continuing to have high air quality standards.

Ensure maximum coverage of service area

Coverage in the rural counties of the region meets most transportation needs. The weakest coverage area is within the city limits of Lubbock, in an area that is outside of the current fixed route structure, but still within the city. As the city of Lubbock continues to grow, this area of weak service coverage will represent increasing numbers of potential transit users.

• 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 clients. The stakeholders in the Lubbock region are committed to working together to provide exemplary, coordinated transportation. Given current funding levels, however, large-scale expansion of service is not feasible.

Goals for coordination

In general, the goals for the Lubbock region's coordination effort are:

- To meet the objectives for both human service and public transportation programs
- To do more with limited resources
- To enhance mobility within and between communities
- To preserve individual independence
- To enhance quality of life

- To generate new revenues
- To reduce the cost of providing individual trips
- To increase efficiency and productivity of transportation services
- To build a consensus on how to use available resources

Structure

History

The first meeting of the regional group was held in April 2005. Subsequent meetings were held in May, July, August, and November. At the November meeting, the group decided, because both Citibus and SPARTAN were submitting proposals for the Medicaid medical transportation program, to suspend meetings until after the Texas Department of Transportation had made a decision on the regional provider of Medicaid transportation. By the spring of 2006, Citibus had been selected as the provider and meetings resumed in April 2006.

Planning Organization

The group includes representatives of the following:

Citibus

SPARTAN

CapTrans

Sexton Enterprises

South Plains Association of Governments

Lubbock Regional MHMR

Texas Department of Transportation – Medical Transportation Program

Texas Department of Transportation – Public Transportation Coordinator

West Texas Opportunities

Lubbock Metropolitan Planning Organization

WorkSource

Panhandle Community Services

Texas Department of Health and Human Services

Lubbock Adult Day Care and Health Center

Citibus serves as the lead agency and is responsible for all associated reports and documents.

Additional Information

The stakeholders group, listed above, is intended to be somewhat fluid, with organizations and representatives changing as needs, interests, personnel, and funding changes. The group is particularly interested in continuing to identify consumers, or their advocates, who may be willing to participate in the process.

In addition to transit providers, there are several agencies in the region that use state-funded vehicles for client transportation. These have been identified as follows:

Adult Day Activity and Health Center

Bethphage Mission South

Farwell Convalescent Center

Goodwill Industries of Lubbock

Hockley County Senior Citizens' Center

Special Education Department – Lubbock Independent School District

Lubbock

Lubbock

Levelland

Lubbock

Marian Moss Enterprises
Prairie Acres Nursing Home
Prairie House
Lubbock
Friona
Prairie House
Plainview

All of these agencies were invited to participate in the regional planning process; only one has done so.

Various agencies purchase bus passes for distribution to their clients:

Agency	Average monthly purchase ¹
Texas Tech University Health Sciences Center	\$17
LakeRidge Rehab	\$20
Covenant Medical Center	\$30
Dismas Charities	\$33
Wound Care Center	\$33
Ask House	\$34
Lubbock Center Management	\$37
Mosaic, Inc.	\$50
High Plains Epilepsy	\$73
Adult Day Activity Center	\$80
Community Health Center	\$100
Becca Health Care	\$100
South Plains Academy	\$100
American Habilitation	\$117
Senior Health	\$117
Lubbock Interfaith Hospitality	\$117
Lubbock County Children's Protective Services	\$133
Sunset School of Preaching	\$145
Managed Care Center	\$200
Life/Run Center for Independent Living	\$200
Department of Assistive and Rehabilitative Services	\$279
Lubbock Financial	\$302
National Kidney Foundation	\$340
Texas Department of Transportation – Medical Transportation Program	\$375
Women's Protective Services	\$420
Lubbock County Correctional Institute	\$450
Lubbock Independent School District	\$562
South Plains Community Action	\$700
Lubbock Adult Day Care	\$1,253
MHMR	\$4,141

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¹ Includes all pass sales – day pass, children's pass, monthly pass

Characteristics of the Region

Regional Geography and Demographics

Due to statewide (or even broader) shifts in population patterns, the Lubbock region is faced with demographic challenges that may be significantly different that those in other regions.

The population growth in our region is slower than that of the entire state (+1.5% from 2000-2004 in the region; +7.3% statewide). Of the fifteen counties in the region, nine had population decreases, with one county (Cochran) showing a decrease of nearly 10.5%².

The irony is that, while our population is not growing at the same rate as that of the rest of the state, the need for transportation services is most likely increasing at a rate that is faster than in the rest of the state. Our region has more residents with disabilities (17.8% region; 16.0% statewide); more persons below poverty level (20.9% region, 15.4% statewide); and more persons age 65 and above (14.8% region, 9.9% statewide.) These groups are traditionally seen as being heavily transit-dependent.

The rural counties in our region are being hit particularly hard, as younger, more educated residents follow job opportunities to urban areas, leaving behind a demographic that is more dependant upon a wide range of social services.

The implications of these numbers to transportation providers are somewhat daunting: it is clear that there will continue to be increased demand for social services. And while our region makes up 5.2% of the square miles in the state, the population accounts for only 1.7% of the statewide total. Transportation providers will have to look for ways to meet increasing demands for service with stagnant – or decreased – funding levels.

County	Square Miles	Population (2000 Census)	Population (2004 Estimate)	% Change 2000- 2004	Actual Change	_	% with Disabilities	% Persons Below Poverty	% Persons 65 years and older
Bailey	827	6,594	6,662	+1.03%	+68		24.6%	16.7%	15.2%
Cochran	775	3,760	3,341	-10.46%	-390		21.3%	27.0%	14.4%
Crosby	900	7,072	6,645	-6.04%	-427		23.3%	28.1%	15.6%
Dickens	904	2,762	2,711	-1.85%	-51		21.1%	17.4%	19.0%
Floyd	992	7,771	7,330	-5.67%	+441		20.3%	21.5	16.2%
Garza	896	4,872	5,094	+4.56%	+222		20.9%	22.3%	14.1%
Hale	1,005	36,302	36,029	-1.57%	-573		28.3%	18.0%	12.9%
Hockley	908	22,716	22,781	+0.29%	+65		18.5%	18.9%	12.6%
King	912	356	323	-9.27%	-33		17.0%	20.7%	104%
Lamb	1,016	14,709	14,522	-1.28%	-189		21.4%	20.9%	17.3%
Lubbock	899	242,628	251,018	+3.46%	+8,390		17.1%	178%	11.0%
Lynn	892	6,550	6,156	-3.02%	-394		19.4%	22.6%	14.0%
Motley	989	1,426	1,307	-8.335%	-119		23.1%	194%	23.7%
Terry	890	12,761	12,576	-1.45%	-185		15.8%	23.3%	146%
Yoakum	900	7,322	7,348	+0.36%	+26		18.0%	19.6%	11.5%
Region Total	13,705	367,871	383,840	+1.58%	+5,969		17.8%	20.9%	14.8%
Texas	261,797	20,851,820	22,490,022	+7.3%	+1,638,202		16.0%	15.4%	9.9%

² Demographic information from http://quickfacts/census.gov

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Regional Agencies Responsible for Transportation Planning

There are three public transportation providers in the Lubbock region; one of these providers – Citibus – maintains a planner. The Lubbock Metropolitan Planning Organization provides funding to Citibus for certain planning efforts. Although the LMPO has been a part of the regional coordination effort since its inception, they do not provide financial or technical support for planning efforts that fall outside of the metropolitan area boundary. The bulk of the Lubbock region is outside of this boundary.

Descriptions of the Region's Public Transportation Providers

The public transportation providers in the Lubbock region are SPARTAN (a division of South Plains Community Action Association), CapTrans (a division of the Caprock Community Action Association), and Citibus. Their service areas, by county, are shown below:

County	County Seat	Transportation Provider
Bailey	Muleshoe	SPARTAN
Cochran	Morton	SPARTAN
Crosby	Crosbyton	CapTrans
Dickens	Dickens	CapTrans
Floyd	Floydada	CapTrans
Garza	Post	SPARTAN
Hale	Plainview	CapTrans
Hockley	Levelland	SPARTAN
King	Guthrie	CapTrans
Lamb	Littlefield	SPARTAN
Lubbock	Lubbock	Citibus (Lubbock city limits)
		SPARTAN
		CapTrans
Lynn	Tahoka	SPARTAN
Motley	Matador	CapTrans
Terry	Brownfield	SPARTAN
Yoakum	Plains	SPARTAN

CapTrans

CapTrans is a division of Caprock Community Action Association and is headquartered in Crosbyton. CapTrans provides service in Crosby, Dickens, Floyd, Hale, King, and Motley counties. When compared to the entire region, the CapTrans service area has the following statistics:

	Square Miles	Population (2000 Census)	Population (2004 Estimate)	% Change 2000- 2004	Actual Change	% with Disabilities	% Persons Below Poverty	% Persons 65 years and older
CapTrans Service area	5,702	55,989	54,345	-2.94%	-1,644	18.7%	19.4%	23.7%
Entire region	13,705	367,871	383,840	+1.58%	+5,969	17.8%	20.9%	14.8%
State	261,797	20,851,820	22,490,022	+7.3%	+1,638,202	16.0%	15.4%	9.9%

CapTrans' transportation centers are located in every county except King. CapTrans provides service from Monday-Friday from 6:00 am to 6:00 pm; special provisions are made for Medicaid medical transportation that is outside of these days and times. Vehicles vary in size and range from seven to 22 passengers; most vehicles are equipped with wheelchair lifts.

SPARTAN

SPARTAN is the transportation division of the South Plains Community Action Association; its offices are located in Levelland. SPARTAN's service area includes Bailey, Cochran, Garza, Hockley, Lamb, Lynn, Terry, and Yoakum counties. Their service area has the following statistics:

	Square Miles	Population (2000 Census)	Population (2004 Estimate)	% Change 2000- 2004	Actual Change	% with Disabilities	% Persons Below Poverty	% Persons 65 years and older
SPARTAN Service area	7,193	79,254	78,477	-0.98%	-777	19.5%	19.6%	11.5%
Entire region	13,705	367,871	383,840	+1.58%	+5,969	17.8%	20.9%	14.8%
State	261,797	20,851,820	22,490,022	+7.3%	+1,638,202	16.0%	15.4%	9.9%

In FY 2005 SPARTAN carried 106,262 passengers, operated 44,326 service hours and traveled 758,158 revenue miles.

Citibus

Citibus operates within the city limits of Lubbock, and is the regional contractor for Medicaid trips. Citibus' services include fixed route, CitiAccess (paratransit), Texas Tech University services, and special services.

	Square Miles	Population (2000 Census)	Population (2004 Estimate)	% Change 2000- 2004	Actual Change	% with Disabilities	% Persons Below Poverty	% Persons 65 years and older
City of Lubbock	119	199,564	206,481	+3.46%	+6,917	12.3%	18.4%	11.5%
Entire region	13,705	367,871	383,840	+1.58%	+5,969	17.8%	20.9%	14.8%
State	261,797	20,851,820	22,490,022	+7.3%	+1,638,202	16.0%	15.4%	9.9%

In FY2005, Citibus carried a total of 3,779,325 passengers; due in large part to high gasoline prices, FY2006 ridership increased in all services with the exception of the Texas Tech University system. The ridership for both years is shown below:

	FY 2005	FY 2006
Fixed Route	783,560	887,422
CitiAccess	63,637	71,395
Texas Tech University	2,804,632	2,438,557
Special Services	127,496	146,205
Total	3,799,325	3,543,579

Due to funding regulations, Citibus is in a constant struggle to meet transportation needs of a growing city on a shrinking budget.



Coordinated Transportation Plan

Coordination Actions/Strategies

During the time of the plan's formulation, the Lubbock group examined unmet transportation needs in the region and looked at areas where transportation services were duplicated among different transportation providers; a coordination plan was then developed.

Current Assessment

The public transportation providers in the region, while working with constrained budgets, all do a good job of meeting basic transportation needs. Because of the nature of providing transportation in sparsely populated areas, the three transit providers have a strong history of working together to assist one another when needed.

Perhaps in contrast with much of the rest of the state, no significant amount of duplicated transportation services were discovered in the Lubbock region. The state funded vehicles that were located were primarily being used by nursing homes or care centers, only one of which elected to participate in the coordination plan. The ones that did not participate were generally located in very remote areas of the region and the numbers of trips represented by these agencies, and their vehicles, was determined to have an insignificant impact upon overall regional transportation.

From the beginning of the process, the group felt that the key to regional transportation coordination was the Medicaid contract; this contract represents a large number of the trips taken by the rural providers and the cab company. Citibus was selected as the regional Medicaid contractor and began serving in that capacity on June 26, 2006. SPARTAN, CapTrans, and Sexton Enterprises are serving as subcontractors to Citibus on the project.

Unmet Needs

The regional group has worked to identify the following unmet needs in the region:

- Transportation for participants in various educational or job training programs housed at Reese Center, which is not on Citibus' fixed route system and is in a premium-fare zone for CitiAccess or NiteRide trips
- Lack of Citibus fixed route service throughout the city of Lubbock makes it hard for participants in job training/education programs to have transportation to the programs
- Maintenance of aging 5310 vehicles
- Long trip times and long waits for return trips for passengers coming into Lubbock from rural areas; while SPARTAN's passengers can wait at various SPCAA locations in Lubbock, there is no place for other passengers to wait comfortably for their return trips
- A way to provide information about all transportation programs in the region
- Lack of coordinated travel training program in the region
- Rural senior citizens suffer from a lack of reliable transportation. This is due to a variety
 of causes, including aging vehicles operated by senior citizen centers in rural areas.
 These centers may not have adequate funding to purchase transportation from rural
 providers, and when their vehicles are inoperable, there is not reliable transportation for
 their clients. Interest in seeking grant funding for these centers varies widely, according
 to interest from center staffs, and from the county judges and commissioners' court. The
 level of transportation service offered through these centers is somewhat uneven.

Opportunity for Improvement

Given current political and legal situations, the transit operators' direct provision of transit services is probably as well-coordinated as it can be. The operators have had a strong working relationship for several years, and their history of working together is evident.

There may be opportunities of coordination in other areas including:

- Purchasing vehicles
- Purchasing fuel
- Trip scheduling and dispatching
- Travel training/bus familiarization
- Fleet insurance
- Health insurance
- Map design and printing
- Website design and hosting
- Training
- Advertising and public relations

Barriers and Constraints

As part of their support for the regional coordination effort, the Texas Department of Transportation has pledged their assistance in eliminating items that are identified acting as barriers or constraints to achieving a fully-coordinated plan.

Generally speaking, a barrier can be considered a state or federal statute or regulation, or formal policies. Barriers are generally written into statute, code, regulation, or contract language for funding agreements. Barriers will take formal legislative action to resolve.

Constraints are considered to be something that limits freedom, but that are not generally codified. Using this guideline, constraints are most appropriately addressed and solved at a local level.

The following barriers and constraints have been identified by participants in the local coordination process.

Barrier	How it obstructs coordinated services
A lack of resources – capital and operating – to meet current needs.	The planning group has not identified any significant duplication of service provision in our region.
	The urban and rural transit networks are restricted because they cannot grow to meet demand. Our region is older, poorer, and more disabled than the state average, which means that demand for transportation services will continue to grow. Funding levels that do not meet current needs will certainly not be sufficient in the future, as demand for services increases.
Transportation needs that cross into other regions or states.	The transportation needs of persons who live outside our boundaries, but who may require services available only in our region, may not be adequately met.

Medical trips – such as dialysis – scheduled for facilities that may not be the closest destination.	The Medicaid scheduling requirement does not permit the transportation providers to operate in the most efficient manner, which therefore places even more pressure on an already-strained system.
Cost of insurance/high insurance requirements	Costs that rise faster than our funding allocations mean that more of our funds are pulled away from direct provision of transportation in order to cover overhead expenses.
	Additionally, in situations where a municipality's risk managers get involved in coordinated transportation services, their insurance requirements place an extreme hardship (at best) on private providers who wish to coordinate with public entities.
Restrictions that prohibit a rural provider from doing trips in urban areas.	Our most significant unmet need in the region is in areas of the city of Lubbock that are not served by Citibus' fixed route system. However, under current rules, Citibus is not permitted to utilize rural providers to assist in meeting transportation needs in the urban area unless formal agreements between all providers are in place.
Inflexible Medicaid rules.	Rigid Medicaid rules result in two situations – one is that Medicaid passengers are given preferential treatment when compared to other system passengers; the other is that Medicaid rules do not give transportation providers the ability to operate at peak proficiency. This impacts any funding that is allocated by formula, as we are penalized for the inefficiencies that (1) we do not cause, and (2) we cannot change.
	Additionally, we are looking at a program to provide a safe place to wait for rural passengers who have long waits for their return trips. This is a serious issue in our region, but it appears that Medicaid rules would prohibit payment of trips from a central wait location. This means that, while we could provide a safe and comfortable waiting location for rural passengers, that facility could not be used for Medicaid recipients.
Limited Citibus service area.	Because of not being able to use Federal funds for operating assistance, Citibus is not able to grow the system to meet increasing needs. This impact ripples throughout our community and region – for example, WorkSource assists residents in finding jobs, but in many cases newly-hired individuals are unable to have transportation to their job, if it is not on the limited fixed route system. And, as noted previously, we cannot use rural providers to provide trips in the un- or under-served areas of urban Lubbock without formal agreements with all providers

Project continuity for JARC and New Freedom projects	Our region intends to include JARC and NF projects in our plan, and to apply for these funds. While JARC and NF projects will greatly assist in meeting unmet needs in our region, if the projects are only funded for one year, that puts the transit providers in a bad position with passengers who will come to depend on service that we cannot guarantee the ability to provide past the end of the grant commitment. In many cases, it takes months to develop ridership on new programs, and it is likely that ridership could take almost the entire first (only) year to grow to acceptable levels. Not only will there be an even greater obstacle for our passengers who had no service before, but it will create a lingering problem of public relations and credibility for the
	providers.
Funding levels that are formula- based actually provide a dis- incentive for coordination	All public transportation providers whose funds are provided by formula/performance measures are actually in jeopardy of decreased funding amounts if the number of trips they provide decreases, or if their performance factors are impacted negatively. This is a huge disincentive for coordination – none of the providers in our region can afford to lose funding.
511 System	The lack of a 511 system in our area means that we are not able to provide comprehensive transportation information across the region.
Restrictions on vehicle size/fuel types that are funded by the state	In many cases, it would be much more economical to operate smaller vehicles, such as accessible mini-vans, to provide trips to remote areas with low demand for transportation services. Purchase of these vehicles is prohibited if state funds are used. Likewise, restrictions on fuel types or requirements for low-emission vehicles hampers the providers' ability to purchase vehicles that more closely meet the specific
	transportation needs in the region.
Lack of knowledge of various transportation options	Clients may be eligible for Medicaid trips, but use agency transportation instead; or clients may not fully understand the transportation options that are available and instead opt for not taking trips

Constraint	How it obstructs coordinated service
Confusion about different vehicles/ logos/drivers among passengers, especially elderly passengers or ones with cognitive disabilities.	We are concerned that an effort to coordinate transportation services will make the service actually more difficult for our passengers, because they won't always be able to understand why different vehicles are picking them up. A vast re-painting scheme for all vehicles in the region is not fiscally feasible; additionally, we are NOT the same provider – as we all operate independently from one another – and looking like we are the same provider may not be in anyone's best interest.
Ongoing problems with the TEJAS system	The TEJAS system does not automatically update, so the TSAP must pull trips multiple times during the day, which wastes already-full staff time.
Different needs of assistance (or expectations of assistance) among different service populations and how that balances with transit system's need for efficiency	Increased levels of customer assistance will impact transit system efficiency; our funding is formula-based so this will ultimately impact how much funding we can receive. A comprehensive, region-wide travel training program would help, but a program of that sort is constrained by funding and staffing.
In our region, we have identified almost no duplicated services. Our concern is that coordination will end up being more costly than what we currently provide. All the providers in our region are already operating as tightly as possible, and without duplicated services to "harvest" for funding, it is hard to see how we can afford to meet the needs that are currently not being met in our region.	None of the providers have additional funds to meet unmet needs and there are not significant amounts of duplicated services that can be eliminated. That means there is not additional funding that can be reallocated.
Katrina evacuees have much different expectations of public transit; current service meets neither their needs nor their expectations	Approximately 100 Katrina evacuees have relocated to Lubbock. The housing where most of them live is not on a bus route; most of these residents are familiar with using transit and would use it here to get to their jobs, but are not able to. This hinders their ability to work.
Cost of trips	Agencies that have a choice between directly providing transportation or providing gas vouchers for their consumers frequently find it more cost-effective to do either of those options rather than scheduling trips on rural providers.

Recommended Actions

Based on the identified unmet needs, the barriers, and the constraints, the regional planning group has developed the following strategy to assist in filling the gaps in service that exist in the Lubbock region.

Unmet Need	Remediation Strategy
Lack of service to Reese Center	Develop an on-demand shared-ride service to Reese. Propose for JARC funding.
Expand Citibus fixed route service	Dependant upon additional funding
Maintenance of 5310 vehicles	Establish maintenance agreements with public transportation providers
No place for rural passengers to wait for return trip	Purchase accessible taxi, develop site for passenger to wait, use new vehicle to provide on-demand pick-up and delivery to waiting location. Propose for New Freedom funding.
High trip costs to human service agencies who wish to use rural providers	Examine the possibility of negotiated rates for some trips. Other trips could be funding through JARC program. Propose for JARC funding.
Different program requirements; need for a centralized information system for transportation-related items	Implement 511 system
Need for travel training	Develop region-wide Mobility Manager position, who will be responsible for travel training, including curriculum development and direct training. Propose for New Freedom funding.
Work trips into and within Lubbock that are outside of hours of "traditional" transit services	Develop an expanded ride-to-work program for trips within Lubbock, as well as into Lubbock from surrounding communities. Propose for JARC fundins.
Other Coordination Opportunities	Remediation Strategy
Consolidated vehicle purchases	Requires approval of funding entities
Consolidated fuel purchases	Requires approval of funding entities
Central trip scheduling and dispatching for Medicaid trips	Related to implementation of 511 system
Consolidated insurance purchases	Requires approval of funding entities
Map design and printing	Requires interest and support from transit providers
Coordinated websites	Requires interest and support from transit providers
Coordinated employee training programs	Requires interest and support from transit providers
Coordinated advertising and public relations	Requires interest and support from transit providers, but could be done in conjunction with implementation of 511 system

Timeline for Implementation

Based on the identified opportunities for coordination, the Lubbock group proposes the following timeline:

Item	Date
Study applicability and interest in the following: Consolidated vehicle purchase Consolidated fuel purchase Consolidated insurance purchases Map design and printing Coordinated websites Coordinated employee training programs Coordinated advertising and public relations	Second quarter, FY2007
Study in more detail the needs for vehicle maintenance and possibility for centralized/coordinated maintenance facility	Second quarter, FY2007
Submit JARC application to include the following projects: Service to Reese Center Human/social service agency trip rate for program participates	As soon as possible
 Submit New Freedom application to include the following projects: Comprehensive place-to-wait program, including vehicle purchase, facility acquisition/renovation, and other associated program elements Regional Mobility Manager position, to include travel training program 	As soon as possible
Implement 511 system	Verify possible statewide implementation dates
Central trip scheduling and dispatching of Medicaid trips	Related to 511 system implementation

Public Involvement

The Lubbock region scheduled three public listening sessions. These sessions were held on May 30, 2006, in Crosbyton; May 31, 2006, in Levelland; and June 1, 2006, in Lubbock. These sessions were advertised on Citibus' web site and in the Lubbock Avalanche-Journal; this newspaper is distributed throughout the region and is typically used by all three providers for notices of public hearings or public listening sessions.

No members of the public attended the meetings in Crosbyton or Levelland. Two citizens attended the Lubbock meeting; they were there to address some specific concerns about Citibus' services rather than to comment on the regional transportation planning process.

A low turnout from the public is typical for the region.

Citibus staff presented the Regional Plan to the South Plains Association of Governments on November 14, 2006, and plans to hold a workshop with SPAG representatives within the next few months. This workshop will include a more in-depth presentation of the regional plan.

Appendix A – Provider Inventory

SPARTAN July 2006

SFA	RIAN										July 2006
Vehicle	Vehicle Year/	Vehicle	Seating	Fuel	W/C	Geographic			Comm.	Specific	Daily Vehicle Utilization
Number	Make	Туре	Capacity	Туре	Accessible	Area Served	Mileage	Condition	Equipment	Days of Use	AM PM 1 2 3 4 5 6 6 7 8 9 10 11 12 1 2 3 4 5 6 7 8 9 10 11 11.
001	2000 Ford	Bus	19	Gas	Yes	Bailey	264,689	Good	2-way radio	Mon-Sat, holidays	
011	2001 Ford	Bus	12	Gas	Yes	Lubbock	164,201	Good	2-way radio	Mon-Sat, Holidays	
012	2001 Ford	Bus	17	Gas	Yes	Lubbock	197,407	Good	2-way radio	Mon-Sat, Holidays	
013	2001 Ford	Bus	12	Gas	Yes	Yoakum	157,767	Good	2-way radio	Mon-Sat, Holidays	
014	2001 Ford	Bus	12	Gas	Yes	Lubbock	156,068	Good	2-way radio	Mon-Sat, Holidays	
015	2001 Ford	Bus	12	Gas	Yes	Lubbock	238,407	Good	2-way radio	Mon-Sat, Holidays	
016	2002 Ford	Bus	21	Gas	Yes	Lubbock	138,237	Good	2-way radio	Mon-Sat, Holidays	
017	2002 Ford	Bus	21	Gas	Yes	Scurry	174,673	Good	2-way radio	Mon-Sat, Holidays	
018	2002 Ford	Bus	21	Gas	Yes	Lamb	174,626	Good	2-way radio	Mon-Sat, Holidays	
019	2001 Chevy	Minivan	4	Gas	Yes	Hockley	109,759	Good	2-way radio	Mon-Sat, Holidays	
0301	2003 Ford	Bus	14	Propane	Yes	Lynn	62,085	Good	2-way radio	Mon-Sat, Holidays	
0302	2003 Ford	Bus	14	Propane	Yes	Lubbock	82,913	Good	2-way radio	Mon-Sat, Holidays	
0303	2003 Ford	Bus	21	Propane	Yes	Hockley	56,055	Good	2-way radio	Mon-Sat, Holidays	
0304	2003 Ford	Bus	21	Propane	Yes	Hockley	64,873	Good	2-way radio	Mon-Sat, Holidays	
0305	2003 Ford	Bus	21	Propane	Yes	Lubbock	67,884	Good	2-way radio	Mon-Sat, Holidays	
0306	2003 Ford	Bus	21	Propane	Yes	Terry	31,141	Good	2-way radio	Mon-Sat, Holidays	
0307	2003 Ford	Bus	21	Propane	Yes	Scurry	73,290	Good	2-way radio	Mon-Sat, Holidays	
0308	2003 Ford	Bus	21	Propane	Yes	Bailey	74,134	Good	2-way radio	Mon-Sat, holidays	
246	1992 Chevy	Sedan	5	Gas	No	Hockley	193,834	Good	2-way radio	Mon-Sat, Holidays	
284	1992 Chevy	Minivan	7	Gas	No	Cochran	231,772	Good	2-way radio	Mon-Sat, Holidays	
328	1992 Chevy	Minivan	7	Gas	No	Yoakum	167,492	Good	2-way radio	Mon-Sat, Holidays	
346	2002 Chevy	Sedan	5	Gas	No	Lubbock	136,560	Good	2-way radio	Mon-Sat, Holidays	
368	2001 Ford	Sedan	5	Gas	No	Hockley	92,656	Good	2-way radio	Mon-Sat, Holidays	
400	1994 Ford	Minivan	15	Gas	No	Lynn	149,939	Good	2-way radio	Mon-Sat, Holidays	

602	1995 Ford	Stationwagon	6	Gas	No	Hockley	153,767	Good	2-way radio	Mon-Sat, Holidays
603	1995 Ford	Minivan	15	Gas	No	Garza	100,708	Good	2-way radio	Mon-Sat, Holidays
604	1996 GMC	Minivan	5	Gas	No	Hockley	109,134	Good	2-way radio	Mon-Sat, holidays
501	2005 Ford	Bus	17	Propane	Yes	Hockley	31,867	Good	2-way radio	Mon-Sat, Holidays
502	2005 Ford	Bus	17	Propane	Yes	Hockley	35,025	Good	2-way radio	Mon-Sat, Holidays
801	1998 Ford	Bus	19	Gas	Yes	Hockley	241,325	Good	2-way radio	Mon-Sat, Holidays
803	1998 Ford	Bus	7	Gas	Yes	Mitchell	189,306	Good	2-way radio	Mon-Sat, Holidays
901	1999 Ford	Bus	10	Gas	Yes	Mitchell	236,679	Good	2-way radio	Mon-Sat, Holidays
902	1999 Ford	Bus	17	Gas	Yes	Hockley	178,960	Good	2-way radio	Mon-Sat, Holidays
903	1999 Ford	Bus	17	Gas	Yes	Terry	233,673	Good	2-way radio	Mon-Sat, Holidays
904	1999 Ford	Bus	17	Gas	Yes	Lubbock	232,938	Good	2-way radio	Mon-Sat, Holidays
905	2000 Ford	Bus	21	Gas	Yes	Lamb	217,054	Good	2-way radio	Mon-Sat, Holidays
906	2000 Ford	Bus	21	Gas	Yes	Garza	224,666	Good	2-way radio	Mon-Sat, Holidays
907	2000 Ford	Bus	21	Gas	Yes	Hockley	225,644	Good	2-way radio	Mon-Sat, Holidays
908	2000 Ford	Bus	19	Gas	Yes	Terry	235,091	Good	2-way radio	Mon-Sat, Holidays
909	2000 Ford	Bus	12	Gas	Yes	Hockley	208,311	Good	2-way radio	Mon-Sat, Holidays

Citibus July 2006

			Seating						Specific	Daily Vehicle Utilization
Vehicle Number	Vehicle Year/ Make	Vehicle Type	Capacity (Seated/	Fuel Type	W/C Accessible	Mileage	Condition	Comm. Equipment	Days of	AM PM
		. 7	WC)	.,,,,				-4	Use	1 2 3 4 5 6 7 8 9 10 11 12 1 2 3 4 5 6 7 8 9 10 11 12
Reve	nue Vehicl	es – Buse	es							
1007	1980	GMC RTS	35/2	Diesel	Υ	461,239	C-3	2 way radio	Mon-Sat	
9601	1996	Novabus	35/2	Diesel	Υ	394,520	C-5	2 way radio	Mon-Sat	
9602	1996	Novabus	35/2	Diesel	Υ	349,980	C-5	2 way radio	Mon-Sat	
9603	1996	Novabus	35/2	Diesel	Υ	337,081	C-5	2 way radio	Mon-Sat	
9604	1996	Novabus	35/2	Diesel	Υ	362,489	C-5	2 way radio	Mon-Sat	
9605	1996	Novabus	35/2	Diesel	Υ	344,746	C-4	2 way radio	Mon-Sat	
9606	1996	Novabus	35/2	Diesel	Υ	351,792	C-4	2 way radio	Mon-Sat	
9607	1996	Novabus	35/2	Diesel	Υ	300,879	C-5	2 way radio	Mon-Sat	
9608	1996	Novabus	35/2	Diesel	Υ	282,959	C-5	2 way radio	Mon-Sat	
9609	1996	Novabus	35/2	Diesel	Υ	296,668	C-5	2 way radio	Mon-Sat	
9610	1996	Novabus	35/2	Diesel	Υ	286,975	C-4	2 way radio	Mon-Sat	
9611	1996	Novabus	35/2	Diesel	Y	325,165	C-5	2 way radio	Mon-Sat	
9612	1996	Novabus	35/2	Diesel	Υ	319,873	C-5	2 way radio	Mon-Sat	
9613	1996	Novabus	35/2	Diesel	Υ	357,078	C-5	2 way radio	Mon-Sat	
9614	1996	Novabus	35/2	Diesel	Υ	391,673	C-5	2 way radio	Mon-Sat	
9615	1996	Novabus	35/2	Diesel	Υ	386,712	C-5	2 way radio	Mon-Sat	
9616	1996	Novabus	35/2	Diesel	Υ	315,145	C-5	2 way radio	Mon-Sat	
9617	1996	Novabus	35/2	Diesel	Y	380,516	C-5	2 way radio	Mon-Sat	
9618	1996	Novabus	35/2	Diesel	Υ	345,494	C-5	2 way radio	Mon-Sat	
9619	1996	Novabus	35/2	Diesel	Υ	367,098	C-5	2 way radio	Mon-Sat	
9620	1996	Novabus	35/2	Diesel	Υ	318,135	C-5	2 way radio	Mon-Sat	
9621	1996	Novabus	35/2	Diesel	Υ	290,815	C-5	2 way radio	Mon-Sat	
9622	1996	Novabus	35/2	Diesel	Υ	315,604	C-5	2 way radio	Mon-Sat	
9623	1996	Novabus	35/2	Diesel	Υ	312,034	C-5	2 way radio	Mon-Sat	

	9624	1996	Novabus	35/2	Diesel	Υ	301,758	C-5	2 way radio	Mon-Sat
9026 1996	9625	1996	Novabus	35/2	Diesel	Υ	298,297	C-5	2 way	Mon-Sat
9827 1986 Novabus 38/2 Desel Y 320,816 C-S 2 may Mon-Sat 1 made 1986 Novabus 38/2 Desel Y 333,094 C-S 1 made Mon-Sat 1 made 1986 Novabus 38/2 Desel Y 382,722 C-S 2 may Mon-Sat 1 made Novabus 38/2 Desel Y 382,722 C-S 2 may Mon-Sat 1 made Novabus 38/2 Desel Y 382,720 C-S 2 may Mon-Sat 1 made Novabus 38/2 Desel Y 382,720 C-S 2 may Mon-Sat 1 made Novabus 38/2 Desel Y 383,339 C-S 2 may Mon-Sat 1 made Novabus 38/2 Desel Y 383,339 C-S 2 may Mon-Sat 1 made Novabus 38/2 Desel Y 383,339 C-S 2 may Mon-Sat 1 made Novabus 38/2 Desel Y 331,590 C-S 2 may Mon-Sat 1 made Novabus 38/2 Desel Y 331,590 C-S 2 may Mon-Sat 1 made Novabus 38/2 Desel Y 315,291 C-S 2 may Mon-Sat 1 made Novabus 38/2 Desel Y 315,291 C-S 2 may Mon-Sat 1 made Novabus 38/2 Desel Y 315,291 C-S 2 may Mon-Sat 1 made Novabus 38/2 Desel Y 315,291 C-S 2 may Mon-Sat 1 made Novabus 38/2 Desel Y 116,410 C-S 2 may Mon-Sat 1 made Novabus 38/2 Desel Y 116,410 C-S 2 may Mon-Sat 1 made Novabus 38/2 Desel Y 116,410 C-S 2 may Mon-Sat 1 made Novabus 38/2 Desel Y 116,410 C-S 2 may Mon-Sat 1 made Novabus 38/2 Desel Y 116,830 C-S 2 may Mon-Sat 1 made Novabus 38/2 Desel Y 116,830 C-S 2 may Mon-Sat 1 made Novabus 38/2 Desel Y 116,830 C-S 2 may Mon-Sat 1 made Novabus 38/2 Desel Y 116,830 C-S 2 may Mon-Sat 1 made Novabus 38/2 Desel Y 116,830 C-S 2 may Mon-Sat 1 made Novabus 38/2 Desel Y 116,740 C-S 2 may Mon-Sat 1 made Novabus 38/2 Desel Y 116,740 C-S 2 may Mon-Sat 1 made Novabus 38/2 Desel Y 116,740 C-S 2 may Mon-Sat 1 made Novabus 38/2 Desel Y 116,740 C-S 2 may Mon-Sat 1 made	9626	1996	Novabus	35/2	Diesel	Y	326,712	C-5	2 way	Mon-Sat
1986 Novabus 35/2 Desel Y 35/20 C-5 2-wg/ Mon-Sat	9627	1996	Novabus	35/2	Diesel	Y	320,816	C-5	2 way	Mon-Sat
1996 Novabus 35/2 Diesel Y 357,120 C-5 2 way More-Sat	9628	1996	Novabus	35/2	Diesel	Υ	333,094	C-5		Mon-Sat
1986 Novabus 392 Diesel Y 397,450 C.5 Zadio Mon-Sat Mon-	9629	1996	Novabus	35/2	Diesel	Υ	352,722	C-5		Mon-Sat
1986 Novabus 35/2 Diesel Y 395,339 C-5 2 way Mon-Sat	9630	1996	Novabus	35/2	Diesel	Y	352,120	C-5		Mon-Sat
1985 1986 Novabus 35/2 Diesel Y 331,590 C-5 C-3	9631	1996	Novabus	35/2	Diesel	Y	307,450	C-5		Mon-Sat
1983	9632	1996	Novabus	35/2	Diesel	Υ	395,339	C-5	radio	Mon-Sat
9635 1996	9633	1996	Novabus	35/2	Diesel	Y	323,728	C-5	radio	Mon-Sat
9636 1996 Novabus 35/2 Diesel Y 278,973 C-5 2 way fradio Mon-Sat 1	9634	1996	Novabus	35/2	Diesel	Υ	331,590	C-5	radio	Mon-Sat
1986 1996	9635	1996	Novabus	35/2	Diesel	Υ	315,291	C-5	2 way radio	Mon-Sat
	9636	1996	Novabus	35/2	Diesel	Υ	278,973	C-5	radio	Mon-Sat
1002 2000 Novabus 332 Diesel Y 115,146 C-5 2 radio Mon-Sat 7 radio Mon-Sat Mon-S	0001	2000	Novabus	33/2	Diesel	Υ	99,828	C-5	radio	Mon-Sat
1004 2000 Novabus 33/2 Diesel Y 110,083 C-5 2 way radio Mon-Sat radio Mo	0002	2000	Novabus	33/2	Diesel	Υ	109,410	C-5	radio	Mon-Sat
100 100	0003	2000	Novabus	33/2	Diesel	Υ	115,146	C-5	radio	Mon-Sat
16,003 2000 Novabus 33/2 Diesel Y 105,742 C-5 2 way radio Mon-Sat	0004	2000	Novabus	33/2	Diesel	Υ	110,083	C-5	radio	Mon-Sat
1006 2000 Novabus 33/2 Diesel Y 117,549 C-5 radio Mon-Sat	0005	2000	Novabus	33/2	Diesel	Υ	116,083	C-5	radio	Mon-Sat
17,549 C-5 radio Mon-Sat M	0006	2000	Novabus	33/2	Diesel	Υ	105,742	C-5	radio	Mon-Sat
Description	0007	2000	Novabus	33/2	Diesel	Υ	117,549	C-5	radio	Mon-Sat
1990 2000 Novabus 33/2 Diesel Y 107,825 C-5 2 way radio Mon-Sat	8000	2000	Novabus	33/2	Diesel	Υ	95,635	C-5	radio	Mon-Sat
Otto 2000 Novabus 33/2 Diesel Y 85,348 C-5 2 way radio Mon-Sat	0009	2000	Novabus	33/2	Diesel	Υ	109,628	C-5	radio	Mon-Sat
0111 2001 Novabus 33/2 Diesel Y 71,941 C-5 2 way radio radio radio radio Mon-Sat 0113 2001 Novabus 33/2 Diesel Y 83,220 C-5 2 way radio radio radio radio Mon-Sat 0114 2001 Novabus 33/2 Diesel Y 116,716 C-5 2 way radio radio radio Mon-Sat 0115 2001 Novabus 33/2 Diesel Y 100,494 C-5 2 way radio	0010	2000	Novabus	33/2	Diesel	Υ	107,825	C-5	radio	Mon-Sat
0112 2001 Novabus 33/2 Diesel Y 83,220 C-5 2 way radio radio radio radio Mon-Sat 0114 2001 Novabus 33/2 Diesel Y 116,716 C-5 2 way radio radio Mon-Sat radio radio 0115 2001 Novabus 33/2 Diesel Y 100,494 C-5 2 way radio radio radio radio radio 0401 2004 Gillig 32/2 ULSD Y 71,482 C-5 2 way radio radio radio Mon-Sat radio	0111	2001	Novabus	33/2	Diesel	Υ	85,348	C-5	radio	Mon-Sat
0113 2001 Novabus 33/2 Diesel Y 116,716 C-5 2 way radio radio radio radio radio Mon-Sat 0115 2001 Novabus 33/2 Diesel Y 100,494 C-5 2 way radio radio radio radio radio Mon-Sat 0401 2004 Gillig 32/2 ULSD Y 71,482 C-5 2 way radio rad	0112	2001	Novabus	33/2	Diesel	Υ	71,941	C-5	radio	Mon-Sat
0114 2001 Novabus 33/2 Diesel 1 116,716 C-5 radio radio radio radio radio radio Mon-Sat radio 0115 2001 Novabus 33/2 Diesel Y 100,494 C-5 2 way radio radio radio radio Mon-Sat radio	0113	2001	Novabus	33/2	Diesel	Y	83,220	C-5	radio	Mon-Sat
0401 2004 Gillig 32/2 ULSD Y 71,482 C-5 2 way radio Mon-Sat 10402 2004 Gillig 32/2 ULSD Y 71,482 C-5 2 way radio Mon-Sat 10402 2004 Gillig 32/2 ULSD Y 71,482 C-5 2 way Mon-Sat 10402 2004 Gillig 32/2 ULSD Y 71,423 C-5 2 way Mon-Sat	0114	2001	Novabus	33/2	Diesel	Υ	116,716	C-5	radio	Mon-Sat
0401 2004 Gillig 32/2 0LSD 1 71,402 0-5 radio M01-Sat	0115	2001	Novabus	33/2	Diesel	Y	100,494	C-5	radio	Mon-Sat
	0401	2004	Gillig	32/2	ULSD	Y	71,482	C-5	radio	Mon-Sat
	0402	2004	Gillig	32/2	ULSD	Y	71,423	C-5		Mon-Sat

0403	2004	Gillig	32/2	ULSD	Υ	70,173	C-5	2 way radio	Mon-Sat
0404	2004	Gillig	32/2	ULSD	Υ	69,675	C-5	2 way radio	Mon-Sat
0405	2004	Gillig	32/2	ULSD	Y	72,078	C-5	2 way radio	Mon-Sat
0406	2004	Gillig	32/2	USLD	Y	73,416	C-5	2 way radio	Mon-Sat
0601	2006	Gillig	32/2	USLD	Υ	24,335	C-5	2 way radio	Mon-Sat
0602	2006	Gillig	32/2	USLD	Υ	19,785	C-5	2 way radio	Mon-Sat
0603	2006	Gillig	32/2	USLD	Y	22,508	C-5	2 way radio	Mon-Sat
0604	2006	Gillig	32/2	USLD	Y	20,463	C-5	2 way radio	Mon-Sat
0605	2006	Gillig	32/2	USLD	Υ	18,521	C-5	2 way radio	Mon-Sat
0606	2006	Gillig	32/2	USLD	Υ	12,035	C-5	2 way radio	Mon-Sat
0607	2006	Gillig	32/2	USLD	Υ	14,339	C-5	2 way radio	Mon-Sat
Reve	nue Vehic	les – Vans	i						
2028	1998	Ford/ELF	8/3	Diesel	Y	267,710	C-5	2 way radio, MDT	Mon-Sat
2029	1998	Ford/ELF	21/3	Diesel	Y	153,767	C-5	2 way radio, MDT	Mon-Sat
2030	1998	Ford/ELF	8/3	Diesel	Y	251,092	C-5	2 way radio, MDT	Mon-Sat
2034	1999	Ford/ELF	15/3	Diesel	Y	255,323	C-5	2 way radio, MDT	Mon-Sat
2036	2000	Ford/ELF	21/2	Diesel	Y	169,278	C-5	2 way radio, MDT	Mon-Sat
2037	2000	Ford/ELF	21/2	Diesel	Y	149,492	C-5	2 way radio, MDT	Mon-Sat
2038	2000	Ford/ELF	21/2	Diesel	Y	130,988	C-5	2 way radio, MDT	Mon-Sat
2039	2001	Ford/ELF	12/3	Diesel	Y	162,496	C-5	2 way radio, MDT	Mon-Sat
2040	2001	Ford/ELF	12/3	Diesel	Y	171,754	C-5	2 way radio, MDT	Mon-Sat
2041	2001	Ford/ELF	12/3	Diesel	Y	126,424	C-5	2 way radio, MDT	Mon-Sat
2042	2001	Ford/ELF	12/3	Diesel	Y	141,835	C-5	2 way radio, MDT	Mon-Sat

						-			-	
2043	2001	Ford/ELF	12/3	Diesel	Y	137,550	C-5	2 way radio, MDT	Mon-Sat	
2044	2006	International	11/4	Diesel	Y	11,673	C-5	2 way radio, MDT	Mon-Sat	
2045	2006	International	11/4	Diesel	Υ	5,831	C-5	2 way radio, MDT	Mon-Sat	
2046	2006	International	11/4	Diesel	Υ	9,428	C-5	2 way radio, MDT	Mon-Sat	
2047	2006	International	11/4	Diesel	Υ	10,329	C-5	2 way radio, MDT	Mon-Sat	
2048	2006	International	11/4	Diesel	Y	6,577	C-5	2 way radio, MDT	Mon-Sat	
2049	2006	International	11/4	Diesel	Y	14,865	C-5	2 way radio, MDT	Mon-Sat	
2050	2006	International	11/4	Diesel	Υ	10,322	C-5	2 way radio, MDT	Mon-Sat	
2051	2006	International	11/4	Diesel	Y	9,277	C-5	2 way radio, MDT	Mon-Sat	
2052	2006	International	11/4	Diesel	Y	10,980	C-5	2 way radio, MDT	Mon-Sat	
2053	2006	International	11/4	Diesel	Υ	4,879	C-5	2 way radio, MDT	Mon-Sat	
2054	2006	International	11/4	Diesel	Y	6,895	C-5	2 way radio, MDT	Mon-Sat	
2055	2006	International	11/4	Diesel	Υ	2,819	C-5	2 way radio, MDT	Mon-Sat	
2056	2006	International	20/2	Diesel	Y	2,560	C-5	2 way radio, MDT	Mon-Sat	
2057	2006	International	20/2	Diesel	Y	6,182	C-5	2 way radio, MDT	Mon-Sat	
2058	2006	International	20/2	Diesel	Υ	3,325	C-5	2 way radio, MDT	Mon-Sat	
2059	2006	International	20/2	Diesel	Y	5,707	C-5	2 way radio, MDT	Mon-Sat	
Revei	nue Vehicl	es – Trolle	eys							
90	1992	Chance Trolley	21/1	Diesel	Y	75,833	C-3	2 way radio	Mon-Sat	
91	1992	Chance Trolley	21/1	Diesel	Y	53,817	C-4	2 way radio	Mon-Sat	
92	2000	Chance Trolley	28/2	Diesel	Y	22,179	C-5	2 way radio	Mon-Sat	
		Troncy		ı .				iuuio		

93	2000	Chance Trolley	28/2	Diesel	Υ	19,573	C-5	2 way radio	Mon-Sat	
Supp	ort Vehicle	es								
3002	1997	Ford Sedan	4/0	Gasoline	N	98,066	C-5	Handheld radio	Mon-Sat	
3003	1997	Ford Sedan	4/0	Gasoline	N	111,940	C-5	Handheld radio	Mon-Sat	
3004	1997	Ford Sedan	4/0	Gasoline	Ν	64,480	C-5	Handheld radio	Mon-Sat	
3005	2000	Ford Sedan	4/0	Gasoline	N	27,651	C-5	Handheld radio	Mon-Sat	
3006	2001	Ford Van	8/0	Gasoline	N	28,697	C-5	Handheld radio	Mon-Sat	
3007	2005	Chevy Van	7/2	Gasoline	Υ	6,489	C-5	Handheld radio	Mon-Sat	
3009	2005	Chevy Van	7/2	Gasoline	Υ	6,061	C-5	Handheld radio	Mon-Sat	
3010	2005	Chevy Van	7/2	Gasoline	Υ	2,446	C-7	Handheld radio	Mon-Sat	
3008	2005	Chevy Van	7/2	Gasoline	Υ	5,080	C-8	Handheld radio	Mon-Sat	
0290	1996	Chevy Astro	7/0	Gasoline	N	78,444	C-5	Handheld radio	Mon-Sat	
0334	1997	Chevy Astro	7/0	Gasoline	N	78,373	C-5	Handheld radio	Mon-Sat	
0276	1988	Chevy Truck	2/0	Gasoline	N	70,355	C-3	Handheld radio	Mon-Sat	
4x4	2005	Dodge Truck	6/0	Gasoline	N	3,691	C-3	Handheld radio	Mon-Sat	
608	1998	Ford Super	0/0	Gasoline	N	10,989	C-5	Handheld radio	Mon-Sat	

CapTrans September

Vehicle Year/	Year/ Vehicle Seating Capacity W/C Leasting Days of											A B 4			C	Daily	Vel	hicle	Uti	lizati	on				D1.4					
Make	Туре	(seated/ WC)	Accessible	Location	Days of Use	1	2	3	4	5	6	<u>AM</u> 7	8	9	10	0 1	1 1	12	1	2	3	4	5	:	PM 7	. 8	3 9) 1	0 11	1 12
Revenue	Vehicles						-				-																			
1994	Ford E-350	9/0	N	Hale	Mon-Sat	Г																							\top	Т
1998	Ford E-350	8/1	Υ	Hale	Mon-Sat								T																	
1998	Ford E-350	8/1	Υ	Hale	Mon-Sat							Î													Т					
1998	Ford E-350	8/1	Υ	Floyd	Mon-Sat																									
1998	Ford E-350	8/1	Υ	Dickens	Mon-Sat																									
1998	Ford E-350	8/1	Υ	Hale	Mon-Sat																							П	\top	Т
1998	Ford E-350	8/1	Υ	Motley	Mon-Sat							i																		
1999	ElDorado Bus	11/3	Υ	Crosby	Mon-Sat							П	П	Π	П											Т				
2000	Ford E-450	20/2	Υ	Floyd	Mon-Sat																									
2000	Ford E-450	20/2	Υ	Hale	Mon-Sat																									
2000	Ford E-450	20/2	Υ	Crosby	Mon-Sat																									
2001	Ford E-350	12/2	Υ	Hale	Mon-Sat																									
2001	Ford E-350	12/2	Υ	Motley	Mon-Sat																									
2001	Ford	12/2	Υ	Crosby	Mon-Sat																									
2001	Ford E-350	12/2	Υ	Dickens	Mon-Sat								1																	
2001	Ford E-350	12/2	Υ	Hale	Mon-Sat																									
2001	Ford E-350	12/2	Υ	Hale	Mon-Sat																									
2001	Ford E-350	12/2	Υ	Hale	Mon-Sat																									
2001	Ford E-350	12/2	Υ	Hale	Mon-Sat																									
2004	Ford E-450	16/3	Υ	Floyd	Mon-Sat									i				i												
2004	Ford E-450	20/3	Υ	Hale	Mon-Sat																									
2004	Ford E-450	16/3	Υ	Crosby	Mon-Sat								1																	
Support 1994	Ford (Intermediate)																													
1994	Chevrolet Pickup															1		1						1						
1998	Ford Taurus			Plainview Office																										
2001	Chevrolet Silverado Pickup			Weather- ization																										
2002	Chevrolet Impala			Plainview																										
2002	Buick Century																													
2005	Chevrolet Impala																													
2005	Chevrolet Impala			Agency Director																										
1969	Homemade Trailer																													
1994	Truck Trailer																													

Sexton Enterprises/Yellow Cab

December	2005
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Sexio	n ⊑nterp	112621	GIIOW (Jau				December 2003
Vehicle	Vehicle	Seating	Fuel	W/C	Geographic	Comm.	Specific	Daily Vehicle Utilization
Year/	Type	Capacity	Type	Accessible	Area	Equipment	Days of	AM PM
	.7F		.,,,,,		Served	_404	Use	1 2 3 4 5 6 7 8 9 10 11 12 1 2 3 4 5 6 7 8 9 10 11 12
1991	Chevrolet sedan	4	Gasoline	N	City limits of Lubbock	2-way radio	Mon-Sun	
1993	Chevrolet sedan	4	Gasoline	N	City limits of Lubbock	2-way radio	Mon-Sun	
1993	Chevrolet sedan	4	Gasoline	N	City limits of Lubbock	2-way radio	Mon-Sun	
1993	Chevrolet sedan	4	Gasoline	N	City limits of Lubbock	2-way radio	Mon-Sun	
1993	Ford Crown Victoria	4	Gasoline	N	City limits of Lubbock	2-way radio	Mon-Sun	
1994	Chevrolet sedan	4	Gasoline	N	City limits of Lubbock	2-way radio	Mon-Sun	
1995	Chevrolet sedan	4	Gasoline	N	City limits of Lubbock	2-way radio	Mon-Sun	
1995	Mercury sedan	4	Gasoline	N	City limits of Lubbock	2-way radio	Mon-Sun	
1995	Ford Crown Victoria	4	Gasoline	N	City limits of Lubbock	2-way radio	Mon-Sun	
1996	Ford Crown Victoria	4	Gasoline	N	City limits of Lubbock	2-way radio	Mon-Sun	
1996	Ford Crown Victoria	4	Gasoline	N	City limits of Lubbock	2-way radio	Mon-Sun	
1996	Ford Crown Victoria	4	Gasoline	N	City limits of Lubbock	2-way radio	Mon-Sun	
1997	Ford Crown Victoria	4	Gasoline	N	City limits of Lubbock	2-way radio	Mon-Sun	
1997	Ford Crown Victoria	4	Gasoline	N	City limits of Lubbock	2-way radio	Mon-Sun	
1997	Ford Crown Victoria	4	Gasoline	N	City limits of Lubbock	2-way radio	Mon-Sun	
1997	Ford Crown Victoria	4	Gasoline	N	City limits of Lubbock	2-way radio	Mon-Sun	
1997	Ford Crown Victoria	4	Gasoline	N	City limits of Lubbock	2-way radio	Mon-Sun	
1997	Ford Crown Victoria	4	Gasoline	N	City limits of Lubbock	2-way radio	Mon-Sun	

1998	Ford Crown Victoria	4	Gasoline	N	City limits of Lubbock	2-way radio	Mon-Sun	
1999	Mercury Marquis	4	Gasoline	N	City limits of Lubbock	2-way radio	Mon-Sun	
2000	Mercury Marquis	4	Gasoline	N	City limits of Lubbock	2-way radio	Mon-Sun	
2000	Ford Crown Victoria	4	Gasoline	N	City limits of Lubbock	2-way radio	Mon-Sun	
2001	Ford Crown Victoria	4	Gasoline	N	City limits of Lubbock	2-way radio	Mon-Sun	
2001	Ford Crown Victoria	4	Gasoline	N	City limits of Lubbock	2-way radio	Mon-Sun	

Lubbock Regional MHMR
June 2005

Vehicle	Vehicle Year/	Vehicle	Seating	Fuel	W/C				Comm.	Specific	Daily Vehicle Utilization										
Number	Make	Type	Capacity	Туре	Accessible	Location	Mileage	Condition	Equipment	Days of Use	AM PM 1 2 3 4 5 6 7 8 9 10 11 12 1 2 3 4 5 6 7 8 9 10 11 12										
20	1996	Chevrolet Cavalier		Gasoline	N	1950 Aspen	128,111			000											
15	1996	Chevrolet Corsica		Gasoline	N	3804 IH-27	222,894														
1	1997	Ford Crown Victoria		Gasoline	N	3804 IH-27	144,296														
	2002	Chrysler Van		Gasoline	N	Billy Meeks Center	68,821														
	1995	Dodge Van		Gasoline	N	Billy Meeks Center	184,147														
54	1999	Dodge Van		Gasoline	N	1950 Aspen	53,245														
	1999	Chevy Astro Van		Gasoline	N	1950 Aspen	60,866														
-	1993	Chevrolet Lumina Van		Gasoline	N	1615 28th Street	180,934														
	1998	Chevy Lumina		Gasoline	N	1602 10th Street	118,950														
	1990	Dodge Van		Gasoline	N	1617 28th Street	93,558														
18	1996	Chevy Astro Van		Gasoline	N	1615 28th Street	96,026														
26	1997	Chevy Astro Van		Gasoline	N	1615 28th Street	182,720														
38	1996	Ford Utility Van		Gasoline	N	1950 Aspen	8,731														
13	1996	Chevrolet Van		Gasoline	Υ	3804 IH-27	133,443														
19	1996	Chevrolet Cavalier		Gasoline	N	3804 IH-27 3804	177,460														
8	1996	GMC Van Chevrolet		Gasoline	Υ	3804 IH-27 3804	193,726														
	1993	Van Chevrolet		Gasoline	N	IH-27 3804	147,102														
5	1994	Van		Gasoline	Y	IH-27	183,087														
	1995	Beauville Van		Gasoline	N	3804 IH-27	145,893														
	1990	Dodge Van		Gasoline	N	3804 IH-27	97,172														
9	1996	Ford Van		Gasoline	N	3804 IH-27	116,927														
16	1971	International Truck		Gasoline	N	3804 IH-27	152,377														

17	1996	Ford 350XL Crew Cab	Gasoline	N	3804 IH-27	77,025							
52	1998	Chevrolet Crew Cab	Gasoline	N	3804 IH-27	113,421							
40	1999	Chevrolet Crew Cab	Gasoline	N	3804 IH-27	110,268							
14	1996	Ford 350XL Crew Cab	Gasoline	N	3804 IH-27	79,899							
56	2000	Dodge Van	Gasoline	Y	3202 67th Street	113,689							
31	1998	Chevrolet Astro Van	Gasoline	N	4706 66th Street	58,694							
34	1996	Ford Aerostar Van	Gasoline	N	1313 59th Street	71,621							
39	1996	Ford Van	Gasoline	Y	5430 48th Street	127,959							
44	1999	Chevrolet Crew Cab	Gasoline	N	3804 IH-27	153,739							
25	1990	Dodge pickup	Gasoline	N	1950 Aspen	88,489							
11	1997	Ford XL 250 pickup	Gasoline	N	3804 IH-27	121,624							
	2002	Chevrolet Astro Van	Gasoline	N	1711 30th Street	57,136							
	1998	Chevy Express Van	Gasoline	N	8405 W. 19th Street	26,884							
48	1993	Chevrolet Sport Van	Gasoline	N	6304 W. 34th Street	92,120							*
2	1995	Chevrolet Van	Gasoline	Υ	6304 W. 34th Street	177,821							
	1994	Chevrolet Van	Gasoline	N	6304 W. 34th Street	123,514							
47	1993	Chevrolet Sport Van	Gasoline	N	6304 W. 34th Street	222,110							
	1997	Chevy Express Van	Gasoline	N	1950 Aspen	84,592							
7	1996	GMC Rally Van	Gasoline	N	3201 29th Street	137,323							
12	1997	Ford Van	Gasoline	N	3804 IH-27	40,783							
35	1991	Ford E15o Van	Gasoline	Υ	3804 IH-27	221,708							
49	1996	Ford Van	Gasoline	Y	2119 64th Street	64,474							

55	1999	Dodge Van	Gasoline	Υ	3804 IH-27	80,882									
	1990	Dodge Van	Gasoline	N	3804 IH-27	98,781									
	1995	Ford Van	Gasoline	N	3802 IH-27	120,008									
I	1998	Trailer							П					\neg	
	1993	Trailer with ramp													
	1994	Trailer with ramp													
	2003	Utility trailer													
	2003	Utility trailer													

Appendix B – List of Participants

Brian Baker SPARTAN Roger Cardenas SPARTAN Lynn Castle TxDOT

Liz Castro South Plains Association of Governments/AAA

Claudia Cowley CapTrans

Tera Davis Lubbock Metropolitan Planning Organization

Hoyt Day Citibus
Yvonne Evans WorkSource
Melinda Harvey Citibus

Chris Harwood Lubbock Regional MHMR

Matt Jacobs Citibus

Richard B. Jones West Texas Opportunities

Pete Lara South Plains Association of Governments/AAA
Aida Martinez South Plains Association of Governments/AAA

Gerald Payton Panhandle Transit Irma Richey WorkSource

Kathy Roberts Texas Department of Health and Human Services

Steve Sexton Sexton Enterprises/Yellow Cab

Serena Stephenson Citibus

Tom Tucker Lubbock Regional MHMR

Cindy Willis Adult Day Care and Health Center

John Wilson Citibus

Sam Woods Lubbock Metropolitan Planning Organization

Appendix C – Agency Approvals of Plan

ELLE P.2/2

Caprock Community Action Association, Inc. Caprock Rural Transit District Board Minutes October 23, 2006

Judge William Hardin called the meeting to order.

Members Present: Judge William Hardin; Judge Woodie McArthur; Judge Ed. D. Smith; Judge Duane Daniel and Gary Jordan

Staff Present: Claudia Cowley - Monica Guerrero - Manuel Marin

Members Absent: Roy Borchardt

Presentation of July 24, 2006 board minutes

July 24, 2006 board meeting minutes were presented for approval. Woodie McArthur made the motion to approve the minutes as presented seconded by Duane Daniel and carried unanimously.

Presentation of September 30, 2006 financial reports

September 30, 2006 financial reports were presented for board review. Ed Smith made the motion to approve the financial reports as presented, seconded by Gary Jordan and carried unanimously.

Recommendation by Transit Board to approve the Regional Service Plan - South Plains Region

Document was presented for review. Duane Daniel made the motion to approve this document, seconded by Gary Jordan and carried unanimously.

Recommendation by Transit Board to approve the Texas Department of Transportation State Budget – 2007

The budget was presented for review. Woodie McArthur made the motion to approve the Texas Department of Transportation State budget, seconded by Duane Daniel and carried unanimously.

There being no further business Duane Daniel made the motion to adjourn, seconded by Gary Jordan and carried unanimously.

Judge William Hardin

Board Chairman

Date



SOUTH PLAINS COMMUNITY ACTION ASSOCIATION, INC.

SPARTAN Rural Public Transportation 806.894.3800

November 8, 2006

Mr. John Wilson Citibus 801 Texas Avenue Lubbock, Texas 79401

Dear Mr. Wilson:

On November 2, 2006, the South Plains Community Action Association, Inc. Board of Directors unanimously approved the Regional Service Plan for the South Plains Region.

We look forward to continued work with Citibus and other members of the Regional Coordination group. If I can be of further assistance, please contact me directly.

Sincerely,

Roger Cardenas

Director: Transportation/Housing/Community Services Divisions

Mr. Bill Powell, SPCAA Executive Director Mr. Jim Walker, SPCAA Board President

LUBBOCK PUBLIC TRANSIT ADVISORY BOARD (TAB) MEETING TUESDAY, OCTOBER 31, 2006– 11:30 A.M. CITIBUS CONFERENCE ROOM, 801 TEXAS

AGENDA

- Consider approval of the minutes of the August 21, 2006, public hearing, and August 22, 2006, public hearing and regular meeting of the Lubbock Public Transit Advisory Board (TAB).
- Citizen Comments, Requests for Service, and Update on Citibus Passengers.
- (3) Consider Approval of the South Plains Regional Coordination Plan.
- (4) Update on Citibus Fixed Route Service Changes.
- (5) Update on Legislative and Funding Issues.
- (6) Revised FY 07 Citibus Budget.
- (7) Miscellaneous Operating Reports.

Miscellaneous Items:

- Financial Reports August/September 2006
- Fixed Route Report August/September 2006
- CitiAccess Report August/September 2006
- Special Services Report August/September 2006
- Maintenance and Transportation Report August/September 2006
- Fleet Report August/September 2006
- Ridership Reports
 August/September 2006

The Lubbock Public Transit Advisory Board approved Item 3 – Consider Approval of the South Plains Regional Coordination Plan, by unanimous vote on October 31, 2006.

Jay Jacobus, Chairman

Date

Transportation Policy Committee

Chairwoman Patti Jones County Commissioner Lubbock County

Vice-Chairman Tom Martin City of Lubbock

Tom Head County Judge Lubbock County

Jim Gilbreath City Council City of Lubbock

L.C. Childers Mayor City of Wolfforth

Lee Ann Dumbauld City Manager City of Lubbock

Transportation Advisory Committee

Chairman Jere Hart City Traffic Engineer City of Lubbock

Bill McCay Vice-Chairman County Commissioner Lubbock County

Frankie Pittman City Manager City of Wolfforth

Steve Warren, PE Director of Transportation Planning and Development Texas Department of Transportation

Larry Hertel, PE City Engineer City of Lubbock

Randy Henson Director of Planning City Of Lubbock

Nick Olenik Road and Bridge Coordinator Lubbock County

Dale Holton Assistant Chief Lubbock Police Department

Steve Shatley Lieutenant Texas Department of Public Safety

MPO Staff

Samuel L. Woods, AICP Transportation Planning Director

Darrell Westmoreland, AICP Transportation Planner

Tera Davis portation Planning Technician



Lubbock Metropolitan Planning Organization

Working Together









916 Main, Suite 706 Lubbock TX 79401 806.775.1676 (fax) 806.775.1675

November 15, 2006

Mr. John Wilson General Manager, Citibus 801 Texas Avenue Lubbock, TX, 79457

Dear Mr. Wilson:

The Lubbock Metropolitan Planning Organization approved the Regional Service Plan for the South Plains Region at its November 15, 2006 meeting.

If you need further assistance or have any questions, please do not hesitate to call me.

Sincerely,

Samuel L. Woods, AICP

Transportation Planning Director