



CONCHO VALLEY TRANSIT DISTRICT BOARD OF DIRECTORS MEETING

Wednesday, May 11, 2022 at 2:45 p.m.
Concho Valley Council of Governments
5430 Link Rd., San Angelo, Texas 76904 and via Teleconference

The meeting place is accessible to persons with disabilities. If assistance is needed to observe or comment, please call the CVCOG office at 325-944-9666 at least 24 hours prior to the meeting.

Join By Zoom Teleconference - <https://us06web.zoom.us/j/89643825560>
***Meeting ID: 896 4382 5560 *Passcode: 390289**

833 548 0276 US Toll-free 833 548 0282 US Toll-free
877 853 5247 US Toll-free 888 788 0099 US Toll-free

BUSINESS

1. DETERMINATION OF QUORUM AND CALL TO ORDER
2. INVOCATION & PLEDGE OF ALLEGIANCE
3. PUBLIC COMMENT
4. APPROVAL of the Minutes from the April 13, 2022 Meeting.
5. APPROVAL OF CHECKS in excess of \$2,000 for March 2022.
6. REVIEW of the Balance Sheet and Financial Report for March 2022.
7. CONSIDERATION & APPROVAL for the Executive Director to purchase fixed route and demand response vehicles for CVTD fleet in an amount not to exceed \$1,975,000.
8. CONSIDERATION & APPROVAL for the Executive Director to purchase a UTV in an amount not to exceed \$30,000.
9. REVIEW & APPROVAL of the 2021 Concho Valley Regional Coordination Transportation Plan.
10. REPORT from the Director of Transportation – Jeff York.

11. OTHER discussion items or future agenda items.

12. ADJOURNMENT

Posted in accordance with the Texas Government Code, Title V, Chapter 551, Section .053 this 5th day of May, 2022.



Erin M. Hernandez, Assistant Executive Director



BOARD OF DIRECTORS MEETING MINUTES
Wednesday, April 13, 2022

The Concho Valley Transit District Board of Directors met on Wednesday, April 13, 2022 at 2:45 p.m. at 5430 Link Rd., San Angelo, Texas 76904 and via Zoom Teleconference.

Members present were:

Harry Thomas, Vice-Chairman, COSA Council Member, District 3
Charlie Bradley, Schleicher County Judge
Brandon Corbin, Menard County Judge
Molly Criner, Irion County Judge
Fred Deaton, Crockett County Judge
David Dillard, Concho County Judge
Lucy Gonzales, COSA Council Member District 4
Deborah Horwood, Sterling City Judge
Jim O'Bryan, Reagan County Judge
Hal Spain, Coke County Judge
Larry Miller, COSA Council Member District 6
Delbert Roberts, Kimble County Judge

Members absent were:

Steve Floyd, Chairman Tom Green County Judge
Rachel Duran, Sutton County Judge
Frank Trull, McCulloch County Judge

BUSINESS

Vice-chair, Councilman Harry Thomas, announced the presence of a quorum and called the meeting to order at 3:00 p.m.

Councilman Harry Thomas gave the invocation and led the Pledge of Allegiance.

There was no public comment.

APPROVAL of the Minutes

Judge David Dillard made a motion to approve the Meeting Minutes from March 23, 2022. Judge Delbert Roberts seconded the motion. No questions or discussion. The motion passed unanimously.

APPROVAL of Checks

Audrey Aguirre, Finance Manager, presented the checks in excess of \$2,000 written for February 2022. Judge David Dillard made a motion to approve the checks as presented. Judge Deborah Horwood seconded the motion. No questions or discussion. The motion passed unanimously.

REVIEW of Balance Sheet and Finance Report

Audrey Aguirre, Finance Manager, presented the Balance Sheet and Finance Report for February 2022. She reported that everything is pretty normal and there is nothing out of the ordinary to report this month. There is no action to take, as this is an informational item only.

APPROVAL for the Executive Director to purchase bollards for the CVT Depot not to exceed \$100,000.

Jaylon Seales, Regional Coordinator/Grant Administrator, is seeking approval for the Executive Director to purchase bollards for the CVT Depot not to exceed \$100,000. Judge Charlie Bradley made a motion to approve the request as presented. Judge Molly Criner seconded the motion. No questions or discussion. The motion passed unanimously.

DIRECTOR REPORT

Jeff York, Director of Transportation, gave an update on the maintenance facility. They had a space planning meeting with the A/E firm and it went really well. They are still in the process of their operational study and just awaiting some additional data. Jeff York spoke about the upcoming job fair that will be happening in light of the recent wage increases for drivers. Mr. York then gave his director's report in which he touched on urban and rural ridership, on time performance, fixed route trends, and paratransit services. Mr. York reported on CVT's safety metrics, accidents and upcoming safety meeting topics. He gave mention to their regional coordination efforts throughout the region. There is no action to take, as this is an informational item only.

ADJOURNMENT

There being no other items to discuss, Judge Charlie Bradley made a motion to adjourn the meeting. Judge David Dillard seconded the motion. Motion passed unanimously. Councilman Harry Thomas adjourned the meeting at 3:11 p.m.

Duly adopted at the meeting of the Concho Valley Transit District Board of the Concho Valley Council of Governments on this 11th day of May 2022.

Judge Steve Floyd, Chairman

Councilman Harry Thomas, Vice-Chair

CVTD
Check/Voucher Register
From 3/1/2022 Through 3/31/2022

Document Number	Document Date	Name	Transaction Description	Document Am...
23596	3/3/2022	JC Roberts Construction Co., Inc.	CVT: appletin & certfctn fr wrk dn @Link Rd 12/1/21-12/31/21	116,589.40
23597	3/3/2022	Ready Maids	Link; janitorial cleaning	11,666.67
23602	3/9/2022	ENGINE PRO MACHINE LLC	CVT; 1516 PM A, rear bre jb, R&R prkng brk shoe, lft rear br	2,237.20
	3/9/2022	ENGINE PRO MACHINE LLC	CVT; 1868 PM A, R&R drve sd emrgncy wndw ltch, strng shk,trs	3,366.79
	3/9/2022	ENGINE PRO MACHINE LLC	CVT; 1870 PM oil change C, tre rplcmnts, mont, blnc & dspsl	2,512.35
23608	3/15/2022	ENGINE PRO MACHINE LLC	CVT; 1309 PM A, rr brk jb, R&R prkng brk &brk clpr, tr rplmt	2,220.52
23609	3/15/2022	Imperial Electrical Contracting LLC	Link; retro fit outdr lghtng, 11 pl lghts & 14 wll pck lgts	6,324.71
	3/15/2022	Imperial Electrical Contracting LLC	Link; dplx reptcls in ftuss rm, wtng rm, rm 5140 & hllwy	2,103.62
23610	3/15/2022	INTREPID ELECTRIC, INC	Link; covert flurscent fxtrs to LED, dsps, wll pcks w/LED	2,296.49
23615	3/22/2022	ENGINE PRO MACHINE LLC	CVT; 1710 PM D, rear brk jb, R&R prkng brks, fnt rgh clpr&hs	4,998.63
23619	3/22/2022	Remix Technologies LLC	CVT; Remix planning & scheduling license 09/01/21 - 08/31/22	27,000.00
23621	3/22/2022	WEX BANK	CVT; February fuel bill 01/24/22 - 02/23/22	14,914.34
23629	3/29/2022	CITY OF SAN ANGELO-ACCOUNTS RECEIVABLE	CVT: February 2022 Fuel bill 02/01/22 - 02/28/22	20,465.49
Report Total				216,696.21

CVTD
Balance Sheet
As of 3/31/2022

	Current Period Balance	
Assets		
First Financial Transit District Bank Acct	757,938.87	1115
First Financial ICB Bank Acct	13,358.82	1119
Petty Cash	150.00	1198
FTA/TxDOT Urban AR	153,119.00	1241
TxDOT Rural	540,888.00	1242
TxDOT ED-5310-Mobility Mngt	19,953.00	1251
TXDOT ARP-2202(07)107_21	60,580.00	1267
US Dept of Commerce-EDA	108,632.80	1270
TXDOT Rural CARES ACT	13,988.00	1276
RCTP-2020-CVID-00016	28,045.56	1279
Account Receivable-AMR	11,899.90	1300
Accounts Receivable - SafeRide	24,724.04	1306
West Texas Counseling and Guidance	350.00	1381
Workforce Solutions (Arbor ET)	30.00	1382
Sutton County	3,141.33	1384
Angelo State University	6,834.68	1387
CV Area Agency on Aging	2,377.50	1389
CV Foster Grandparent	102.00	1390
Accounts Receivable-General	18,858.46	1391
Staff Travel Advance	398.25	1392
CV Senior Companion	146.00	1393
CV Economic Development District	15,400.00	1394
Bus Passes Receivable	1,980.00	1396
Other Assets - Project Equipment	4,038,939.03	1811
Other Assets - Land Chadbourne	353,098.80	1812
Other Assets - Building Chadbourne	4,598,264.83	1813
Other Assets - Land Link Road	396,000.00	1814
Other Assets - Building Link Road	<u>1,804,000.00</u>	1815
Total Assets	<u>12,973,198.87</u>	
Liabilities		
AP	65,840.23	2111
AP Owed to CVCOG	405,608.13	2112
Unearned Revenue - County Membership Dues	175,908.27	2917
Unearned Revenue-AMR	14,503.84	2919
Unearned Revenue- Bus Passes	<u>2,010.00</u>	2920
Total Liabilities	<u>663,870.47</u>	
Fund Balance		
Unassigned General Fund	1,093,454.20	3101
Investment - Capital Assets	11,190,302.66	3110
Restricted - Insurance Payments	<u>9,718.13</u>	3603
Total Fund Balance	<u>12,293,474.99</u>	
Excess Revenue over Expenditures	<u>15,853.41</u>	
Total Liabilities and Fund Balance	<u>12,973,198.87</u>	

CVTD
Statement of Revenues and Expenditures
From 9/1/2021 Through 3/31/2022

Current Period Actual

Revenue		
4143	US Dept Commerce-EDA	108,632.80
4148	FTA TX-2020 CFDA 20.507	440,176.00
4151	FTA TX-2021-100-00, CFDA 20.507	605,876.00
4249	TXDOT RCTP-2020-CVTD-00016	22,448.56
4250	TXDOT 5311-2021-CVTD-024 CFDA 20.509	439,256.00
4251	TXDOT ARP 2202(07)107_21 CFDA 20.509	60,580.00
4282	TXDOT 5311-2020-CVTD CFDA 20.509	73,483.00
4284	TxDOT 5310-ED-Mobility Mngt, CFDA 20.513	79,480.00
4299	TXDOT Rural CARES ACT	110,256.00
4329	TXDOT State R-2020	149,625.00
4332	TXDOT State R-2021	280,951.00
4334	TXDOT State-U-2021	310,370.00
4412	Transportation Toll Credits	7,877.00
4521	Organization Program Income	4,657.00
4522	Program Income	50,608.00
4523	Local Revenue	165,467.69
4524	Greyhound Lines Pass-Thru	30,328.15
4525	Transit Charter Fees	11,613.75
4526	Building Lease	1,375.00
4712	TML Insurance Payment	26,935.67
4756	Revenue County Cash Match	110,997.22
4757	SafeRide Medical Transportation	158,874.88
4758	COSA Funds	427,003.97
4759	AMR Medical Transportation	83,143.69
4760	CVEDD Vendor Contract	160,409.00
4762	FGP Vendor Contract	858.00
4763	Transp Aging Vendor Cont	7,320.00
4764	SCP Vendor Contract	590.00
4916	Facility Management Allocation	86,352.15
	Total Revenue	<u>4,015,545.53</u>
Expenditures		
5110	General Wages	479,799.04
5118	General Overtime Wages	2,239.16
5150	Vacation Time Allocation	89,841.98
5151	Medicare Tax	17,635.26
5172	Workers Comp Insurance	44,812.80
5173	SUTA	2,218.04
5174	Health Insurance Benefit	298,212.64
5175	Dental Insurance Benefit	11,395.86
5176	Life Insurance Benefits	8,593.83
5177	HSA Insurance Benefit	7,404.34
5181	Retirement	148,899.94
5199	Management and Administration Indirect	119,635.22
5203	Uniforms	659.21
5204	Greyhound Pass-Thru	29,218.15
5206	HR Service Center	51,682.76
5207	Procurement Service Center	96,413.53
5208	Information Technology Service Center	77,772.80
5210	Driver Wages	672,689.14
5217	Dispatch/Customer Service Wages	72,153.15
5218	Driver Overtime Wages	40,112.95

CVTD
Statement of Revenues and Expenditures
From 9/1/2021 Through 3/31/2022

		<u>Current Period Actual</u>
5219	Dispatch/Customer Service Overtime Wages	599.98
5222	Driver Double Time	775.16
5291	Contract Services	32,753.89
5309	Travel-In Region	53.89
5310	Travel-Out of Region	3,293.22
5351	Fuel	211,552.06
5352	Lubricant, Oil, Other Fluids(except Fuel)	8,315.79
5361	Vehicle Maintenance	169,164.18
5363	Tires	22,928.64
5365	Bus Stop Maintenance	137.65
5366	Non-Vehicle Maintenance	1,250.15
5414	Shop & Yard Space	120,000.00
5431	Utilities	15,812.40
5451	Facility Maintenance	55,983.05
5452	Capital Facility Improvements	19,000.00
5510	Supplies	16,773.08
5516	Supplies - Bus/Service Vehicles	11,309.44
5520	Parts Supplies	5,755.67
5622	Computers/Software	14,091.11
5623	Capital Equipment	75,916.83
5629	Tools	4,997.01
5632	Copier	498.53
5711	Insurance	59,582.69
5712	Communications - Bus	116,090.47
5713	Cell Phones	1,196.33
5714	Internet	109.20
5721	Printing	3,373.86
5723	Publications	6,639.15
5736	Capital Construction	626,280.76
5737	Capital Construction Planning	3,001.66
5738	Capital Construction Administration	1,125.00
5753	Dues and fees	7,779.87
5754	Vehicle Registration	126.00
5762	Postage/freight	527.39
5791	Other	5,558.72
5792	Coffee Expense	390.98
5793	Physicals	1,195.00
5796	Safety	2,654.22
5810	Multi-Modal Supplies	12,431.74
5811	Multi-Modal Insurance	7,582.37
5814	Multi-Modal Internet	8,489.43
5831	Multi-Modal Utilities	13,161.40
5851	Multi-Modal Building Maintenance	48,508.96
5861	Multi-Modal Communications	3,584.32
5876	Shop Christoval Rd Utilities	74.07
6999	Transportation Toll Credits	7,877.00
	Total Expenditures	<u>3,999,692.12</u>
	Excess Revenue over Expenditures	<u>15,853.41</u>

CVTD
Expenditure Journal
From 9/1/2021 Through 3/31/2022

Grant Code	Grant Title	General Ledger Expenditures	Account Payable Expenditures	Total
010	ICB Program	46,768.80	0.00	46,768.80
013	TML Insurance Repairs	0.00	16,127.00	16,127.00
018	Extended Medical Transp Program	15,885.11	0.00	15,885.11
019	Grant 019, Link Road Facility Operations	1,983.95	4,831.28	6,815.23
020	Grant 020, US Dept Commerce Facility	0.00	135,791.00	135,791.00
021	Grant 021, 911 Agreement Link Road	108,800.00	0.00	108,800.00
023	Grant 023, Transit Construction Link Road	(82,335.20)	530,582.06	448,246.86
800	Grant 800, CVTD Urban CARES ACT	(42,418.00)	42,418.00	0.00
813	Grant 813, CVTD Urban FY 20-21	(9,879.26)	13,263.91	3,384.65
814	Grant 814, CVTD Rural FY 20-21	(7,650.20)	8,889.36	1,239.16
817	Grant 817, RCTP-2020-CVTD-00016	19,424.77	3,024.67	22,449.44
823	Grant 823, Mobility Urban 5310-2019-074	9,898.53	0.00	9,898.53
824	Grant 824, Mobility Rural 5310-2019-074	1,066.96	0.00	1,066.96
825	CVTD Rural CARES 2021-00026	3,573.10	106,687.32	110,260.42
L01	Program L01, Link Road Facility Feb to Sept 2022	24,400.02	61,952.13	86,352.15
M01	Grant M01, Mobility Urban 5310-2021-0027	36,395.59	4,770.00	41,165.59
M02	Grant M02, Mobility Rural 5310-2021-0027	28,721.02	4,770.00	33,491.02
R01	Grant R01, CVTD Rural FY 21-22	733,440.71	230,913.91	964,354.62
R02	Grant R02, ARP 2202(07)107_21	29,042.87	31,537.97	60,580.84
U01	Grant U01, CVTD Urban FY 21-22	<u>1,357,954.35</u>	<u>529,060.39</u>	<u>1,887,014.74</u>
	Report Total	<u>2,275,073.12</u>	<u>1,724,619.00</u>	<u>3,999,692.12</u>

CVTD
Reconcile Cash Accounts

Summary

Cash Account: 1115 First Financial Transit District Bank Acct
Reconciliation ID: Reconciliation March 2022
Reconciliation Date: 3/31/2022
Status: Open

Bank Balance	786,872.54
Less Outstanding Checks/Vouchers	28,933.67
Plus Deposits in Transit	0.00
Plus or Minus Other Cash Items	0.00
Plus or Minus Suspense Items	<u>0.00</u>
Reconciled Bank Balance	757,938.87
Balance Per Books	<u>757,938.87</u>
Unreconciled Difference	<u><u>0.00</u></u>

Click the Next Page toolbar button to view details.

CVTD
Reconcile Cash Accounts

Detail

Cash Account: 1115 First Financial Transit District Bank Acct
Reconciliation ID: Reconciliation March 2022
Reconciliation Date: 3/31/2022
Status: Open

Outstanding Checks/Vouchers

<u>Document Number</u>	<u>Document Date</u>	<u>Document Description</u>	<u>Document Amount</u>	<u>Payee</u>
23459	12/14/2021	System Generated Check/Voucher	394.78	DOUCET PLUMBING, INC.
23486	1/20/2022	System Generated Check/Voucher	139.32	Alpha Batteries Plus, LLC
23607	3/15/2022	System Generated Check/Voucher	150.00	AUTOMATIC FIRE PROTECTION, INC.
23608	3/15/2022	System Generated Check/Voucher	3,633.89	ENGINE PRO MACHINE LLC
23622	3/22/2022	System Generated Check/Voucher	7.00	TEXAS DEPARTMENT OF PUBLIC SAFETY
23626	3/29/2022	System Generated Check/Voucher	204.72	ANGELO AUTO GLASS
23627	3/29/2022	System Generated Check/Voucher	1,199.25	AT&T MOBILITY
23628	3/29/2022	System Generated Check/Voucher	59.20	CINTAS
23629	3/29/2022	System Generated Check/Voucher	20,465.49	CITY OF SAN ANGELO-ACCOUNTS RECEIVABLE
23630	3/29/2022	System Generated Check/Voucher	570.00	CONSTANCIO TIRE AND FLEET
23631	3/29/2022	System Generated Check/Voucher	1,998.00	Motus Space Solutions LLC
23632	3/29/2022	System Generated Check/Voucher	50.00	SAN ANGELO POLICE DEPARTMENT
23633	3/29/2022	System Generated Check/Voucher	62.02	Unifirst Holding Inc
Outstanding Checks/Vouchers			28,933.67	

CVTD
Reconcile Cash Accounts

Detail

Cash Account: 1115 First Financial Transit District Bank Acct
Reconciliation ID: Reconciliation March 2022
Reconciliation Date: 3/31/2022
Status: Open

Cleared Checks/Vouchers

<u>Document Number</u>	<u>Document Date</u>	<u>Document Description</u>	<u>Document Amount</u>	<u>Payee</u>
23545	2/15/2022	System Generated Check/Voucher	44.25	AUDREY AGUIRRE
23550	2/15/2022	System Generated Check/Voucher	268.40	CINTAS
23558	2/15/2022	System Generated Check/Voucher	89.48	REPUBLIC SERVICES #691
23565	2/22/2022	System Generated Check/Voucher	809.82	Amazon Capital Services, Inc.
23566	2/22/2022	System Generated Check/Voucher	1,169.65	AT&T MOBILITY
23568	2/22/2022	System Generated Check/Voucher	885.50	ATMOS ENERGY
23571	2/22/2022	System Generated Check/Voucher	127.83	CINTAS
23576	2/22/2022	System Generated Check/Voucher	2,381.21	LYTX, INC
23577	2/22/2022	System Generated Check/Voucher	580.00	Motus Space Solutions LLC
23578	2/22/2022	System Generated Check/Voucher	279.05	O'REILLY'S AUTO PARTS, INC.
23581	2/22/2022	System Generated Check/Voucher	71.39	REPUBLIC SERVICES #691
23583	2/22/2022	System Generated Check/Voucher	1,985.32	Stand by Power Support Systems
23584	2/22/2022	System Generated Check/Voucher	8,895.51	TML INTERGOVERNMENTAL RISK POOL
23587	2/22/2022	System Generated Check/Voucher	180.00	WEST TEXAS REHABILITATION CENTER
23588	3/3/2022	System Generated Check/Voucher	159.00	ANGELO RO EXPRESS, LLC
23589	3/3/2022	System Generated Check/Voucher	59.20	CINTAS
23590	3/3/2022	System Generated Check/Voucher	235.00	CONSTANCIO TIRE AND FLEET
23591	3/3/2022	System Generated Check/Voucher	1,208.00	CORTESE FLAG & SILKSCREEN
23592	3/3/2022	System Generated Check/Voucher	66.00	CTWP
23593	3/3/2022	System Generated Check/Voucher	1,500.00	Diamond D Mechanical Inc
23594	3/3/2022	System Generated Check/Voucher	1,415.46	ENGINE PRO MACHINE LLC
23595	3/3/2022	System Generated Check/Voucher	517.00	HOUSE OF CHEMICALS
23596	3/3/2022	System Generated Check/Voucher	116,589.40	JC Roberts Construction Co., Inc.
23597	3/3/2022	System Generated Check/Voucher	11,666.67	Ready Maids
23598	3/3/2022	System Generated Check/Voucher	92.52	TXU ENERGY RETAILS COMPANY LLC
23599	3/3/2022	System Generated Check/Voucher	517.25	TXU ENERGY RETAILS COMPANY LLC

CVTD
Reconcile Cash Accounts

Detail

Cash Account: 1115 First Financial Transit District Bank Acct
Reconciliation ID: Reconciliation March 2022
Reconciliation Date: 3/31/2022
Status: Open

Cleared Checks/Vouchers

<u>Document Number</u>	<u>Document Date</u>	<u>Document Description</u>	<u>Document Amount</u>	<u>Payee</u>
23600	3/3/2022	System Generated Check/Voucher	160.00	WEST TEXAS FIRE EXTINGUISHER INC
23601	3/9/2022	System Generated Check/Voucher	58.66	Amazon Capital Services, Inc.
23602	3/9/2022	System Generated Check/Voucher	11,627.66	ENGINE PRO MACHINE LLC
23603	3/9/2022	System Generated Check/Voucher	167.88	HOUSE OF CHEMICALS
23604	3/9/2022	System Generated Check/Voucher	418.37	O'REILLY'S AUTO PARTS, INC.
23605	3/9/2022	System Generated Check/Voucher	710.00	VGI Technology
23606	3/15/2022	System Generated Check/Voucher	651.80	ATMOS ENERGY
23609	3/15/2022	System Generated Check/Voucher	9,655.62	Imperial Electrical Contracting LLC
23610	3/15/2022	System Generated Check/Voucher	2,296.49	INTREPID ELECTRIC, INC
23611	3/22/2022	System Generated Check/Voucher	985.31	ATMOS ENERGY
23612	3/22/2022	System Generated Check/Voucher	250.00	Bowles Heating and Cooling, INC
23613	3/22/2022	System Generated Check/Voucher	59.20	CINTAS
23614	3/22/2022	System Generated Check/Voucher	940.00	CONSTANCIO TIRE AND FLEET
23615	3/22/2022	System Generated Check/Voucher	6,622.27	ENGINE PRO MACHINE LLC
23616	3/22/2022	System Generated Check/Voucher	197.47	FLORES TIRE & AUTO
23617	3/22/2022	System Generated Check/Voucher	713.54	G&G AUTOMOTIVE
23618	3/22/2022	System Generated Check/Voucher	50.04	HOUSE OF CHEMICALS
23619	3/22/2022	System Generated Check/Voucher	27,000.00	Remix Technologies LLC
23620	3/22/2022	System Generated Check/Voucher	447.56	REPUBLIC SERVICES #691
23621	3/22/2022	System Generated Check/Voucher	14,914.34	WEX BANK
23623	3/22/2022	System Generated Check/Voucher	569.06	TXU ENERGY RETAILS COMPANY LLC
23624	3/22/2022	System Generated Check/Voucher	124.04	Unifirst Holding Inc
23625	3/22/2022	System Generated Check/Voucher	118.05	WEST TEXAS FIRE EXTINGUISHER INC

Cleared Checks/Vouchers

230,530.27

CVTD
Reconcile Cash Accounts

Detail

Cash Account: 1115 First Financial Transit District Bank Acct
Reconciliation ID: Reconciliation March 2022
Reconciliation Date: 3/31/2022
Status: Open

Cleared Deposits

<u>Document Number</u>	<u>Document Date</u>	<u>Document Description</u>	<u>Document Amount</u>	<u>Deposit Number</u>
CRT12321096	3/1/2022	AMR EMSC022822	790.40	
CRT12321097	3/1/2022	Safe Ride	1,270.44	
CRT12321098	3/1/2022	Token Transit	265.00	
CRT12321101	3/1/2022	Bus Fares 3/1/2022	295.75	
CRT12321104	3/2/2022	Y. Jaramillo Charter 3-2-22	312.50	
CRT12321109	3/2/2022	Bus Fares 3/2/2022	525.83	
CRT12321108	3/3/2022	AMR EMSC030222	174.20	
CRT12321114	3/3/2022	Bus Fares 3/3/2022	342.10	
CRT12321111	3/4/2022	FTA Payment	188,145.00	
CRT12321112	3/4/2022	FTA Payment	22,028.00	
CRT12321113	3/4/2022	SafeRide	6,522.41	
CRT12321117	3/4/2022	Bus Fares 3/4/2022	450.17	
CRT12321122	3/4/2022	Deposit Mar 4 2022	5,012.68	
CRT12321123	3/4/2022	CVCOG deposited to CVTD in error	308.62	
CRT12321120	3/7/2022	State Comptroller payment 0722207	10,194.00	
CRT12321121	3/7/2022	State Comptroller payment 0722205	9,889.00	
CRT12321127	3/7/2022	Bus Fares 3/7/2022	283.69	
CRT12321126	3/8/2022	Token Transit	185.00	
CRT12321129	3/8/2022	Bus Fares 3/8/2022	326.56	
CRT12321133	3/9/2022	Bus Fares 3/9/2022	341.17	
CRT12321135	3/10/2022	AMR EMSC 030922	4,489.25	
CRT12321146	3/11/2022	Safe Ride	6,400.06	
CRT12321147	3/11/2022	State Comptroller payment 0760087	121,476.00	
CRT12321148	3/11/2022	Deposit Mar 11 2022	37,185.73	
CRT12321149	3/11/2022	Bus Fares 3/11/2022	439.88	
CRT12321156	3/14/2022	Bus Fares 3/14/2022	217.43	
CRT12321151	3/15/2022	AMR EMSC031422	3,690.10	
CRT12321154	3/15/2022	Token Transit	144.00	
CRT12321158	3/15/2022	Catholic Outreach Passes	210.00	
CRT12321159	3/15/2022	Bus Fares 3/15/2022	417.36	
CRT12321161	3/15/2022	ASU Direct Deposit Ram Tram	11,292.08	
CRT12321163	3/16/2022	Bus Fares 3/16/2022	382.08	
CRT12321165	3/16/2022	West Texas Counseling & Guidance ck 014506	275.00	
CRT12321166	3/16/2022	Lupe Reyes Deposit 3/16/2022	875.00	
CRT12321167	3/17/2022	AMR EMSC 031622	4,124.35	
CRT12321169	3/17/2022	Bus Fares 3/17/2022	238.81	
CRT12321171	3/18/2022	Bus Fares 3/18/2022	305.52	
CRT12321174	3/18/2022	Deposit Mar 18 2022	16,229.18	
CRT12321170	3/21/2022	Safe Ride	80.68	
CRT12321179	3/21/2022	Bus Fares 3/21/2022	227.92	
CRT12321178	3/22/2022	Token Transit	78.00	
CRT12321183	3/22/2022	Bus Fares 3/22/2022	496.47	
CRT12321188	3/23/2022	Bus Fares 3/23/2022	288.47	
CRT12321190	3/23/2022	CVT Annex Rental	375.00	
CRT12321187	3/24/2022	FTA payment	104,442.00	
CRT12321199	3/24/2022	Bus Fares 3/24/2022	288.41	

CVTD
Reconcile Cash Accounts

Detail

Cash Account: 1115 First Financial Transit District Bank Acct
Reconciliation ID: Reconciliation March 2022
Reconciliation Date: 3/31/2022
Status: Open

Cleared Deposits

<u>Document Number</u>	<u>Document Date</u>	<u>Document Description</u>	<u>Document Amount</u>	<u>Deposit Number</u>
CRT12321197	3/25/2022	SafeRide	10,248.38	
CRT12321202	3/25/2022	Bus Fares 3/25/2022	234.67	
CRT12321198	3/28/2022	Deposit Mar 25 2022	3,141.33	
CRT12321206	3/28/2022	Bus Fares 3/28/2022	387.87	
CRT12321204	3/29/2022	AMR EMSC032822	931.00	
CRT12321205	3/29/2022	Token Transit	208.00	
CRT12321208	3/29/2022	Bus Fares 3/29/2022	205.23	
CRT12321210	3/30/2022	Bus Fares 3/30/2022	537.65	
CRT12321215	3/31/2022	Bus Fares 3/31/2022	171.43	
			<hr/>	
Cleared Deposits			578,396.86	
			<hr/> <hr/>	

CVTD
Reconcile Cash Accounts

Detail

Cash Account: 1115 First Financial Transit District Bank Acct
Reconciliation ID: Reconciliation March 2022
Reconciliation Date: 3/31/2022
Status: Open

Cleared Other Cash Items

<u>Document Number</u>	<u>Document Date</u>	<u>Document Description</u>	<u>Document Amount</u>
JVT12321171	3/17/2022	Bank adjustment for Bus Fare deposit	(0.25)
JVT12321184	3/22/2022	Record funds transferred to CVCOG	(271,554.56)
JVT12321206	3/30/2022	Bank adjustment for Bus Fare deposit	(0.25)
Cleared Other Cash Items			<u>(271,555.06)</u>

CVTD
Reconcile Cash Accounts

Summary

Cash Account: 1119 First Financial ICB Bank Acct
Reconciliation ID: Reconciliation March 2022
Reconciliation Date: 3/31/2022
Status: Open

Bank Balance	13,358.82
Less Outstanding Checks/Vouchers	0.00
Plus Deposits in Transit	0.00
Plus or Minus Other Cash Items	0.00
Plus or Minus Suspense Items	<u>0.00</u>
Reconciled Bank Balance	13,358.82
Balance Per Books	<u>13,358.82</u>
Unreconciled Difference	<u><u>0.00</u></u>

Click the Next Page toolbar button to view details.

CVTD
Reconcile Cash Accounts

Detail

Cash Account: 1119 First Financial ICB Bank Acct
Reconciliation ID: Reconciliation March 2022
Reconciliation Date: 3/31/2022
Status: Open

Cleared Deposits

<u>Document Number</u>	<u>Document Date</u>	<u>Document Description</u>	<u>Document Amount</u>	<u>Deposit Number</u>
CRT12321102	3/1/2022	Greyhound deposits 3/1/2022	840.00	
CRT12321110	3/2/2022	Greyhound deposits 3/2/2022	366.00	
CRT12321116	3/3/2022	Greyhound deposits 3/3/2022	302.70	
CRT12321128	3/7/2022	Greyhound deposits 3/7/2022	125.00	
CRT12321130	3/8/2022	Greyhound deposits 3/8/2022	261.00	
CRT12321134	3/9/2022	Greyhound deposits 3/9/2022	345.00	
CRT12321150	3/11/2022	Greyhound deposits 3/11/2022	1,004.00	
CRT12321157	3/14/2022	Greyhound deposits 3/14/2022	271.00	
CRT12321152	3/15/2022	Record Greyhound Service Fee Payment	646.04	
CRT12321160	3/15/2022	Greyhound deposit 3/15/2022	438.00	
CRT12321168	3/17/2022	Greyhound deposits 3/17/2022	143.00	
CRT12321172	3/18/2022	Greyhound deposits 03/18/2022	192.00	
CRT12321180	3/21/2022	Greyhound deposits 3/21/2022	186.00	
CRT12321184	3/22/2022	Greyhound deposit 3/22/2022	70.00	
CRT12321189	3/23/2022	Greyhound deposits 3/23/2022	286.00	
CRT12321200	3/24/2022	Greyhound deposit 3/24/2022	335.00	
CRT12321201	3/25/2022	Greyhound deposit 3/25/2022	227.96	
CRT12321207	3/28/2022	Greyhound deposit 3/28/2022	90.00	
CRT12321209	3/29/2022	Greyhound deposits 3/29/2022	316.00	
CRT12321211	3/30/2022	Greyhound deposit 3/30/2022	<u>184.00</u>	
Cleared Deposits			<u>6,628.70</u>	

CVTD
Reconcile Cash Accounts

Detail

Cash Account: 1119 First Financial ICB Bank Acct
Reconciliation ID: Reconciliation March 2022
Reconciliation Date: 3/31/2022
Status: Open

Cleared Other Cash Items

<u>Document Number</u>	<u>Document Date</u>	<u>Document Description</u>	<u>Document Amount</u>
JVT12321103	3/8/2022	Bank adjustment for Greyhound deposit	(0.01)
JVT43031230	3/8/2022	Record Greyhound ACH for the week of 2-22 thru 2-28-22 conf# 81530	(1,527.00)
JVT43102488	3/10/2022	Record Greyhound ACH 3/1 - 3/7/22 conf #00426 paid 3-10-22	(1,054.70)
JVT43031233	3/18/2022	Record Greyhound ACH for the week of 03/08 - 03/14/22 conf# 81602 paid 3-18-22	(2,058.00)
JVT43102514	3/24/2022	Record Greyhound ACH 3/15 - 3/21/22 conf #41372	(591.00)
Cleared Other Cash Items			(5,230.71)

Concho Valley Transit District
Balance Sheet Reconciliation
March 31, 2022

Petty Cash
Account 1198

Description	Amount
Greyhound Box Petty Cash Added 7/27/18	100.00 JVT42363399
Fare Box Petty Cash Added 4/30/19	<u>50.00 JVT11942499</u>
	<u>150.00 *</u>

*Funds for petty cash account is to remain at \$150 at all times
(Petty Cash box is reconciled every Monday. Reconciliation forms are scanned
to the trans drive titled "petty cash safe logs")

Concho Valley Transit District
 Balance Sheet Reconciliation
 March 31, 2022

FTA/TxDOT Urban AR
 Account 1241

Description	Amount		
Record FTA 2021-100 Mar-22	141,067.00	JVT43881039	Pd 5/2/22
FTA 2021-100-01 Y446	<u>141,067.00</u>		
Record U-State Jan-22 Billing	6,848.00	JVT43102469	Pd 4/8/22
Record U-State Feb-22 Billing	1,596.00	JVT43102513	Pd 4/14/22
Record U-State Mar-22 Billing	<u>3,608.00</u>	JVT43102570	
Total Urban State-2021-00082	<u>12,052.00</u>		
Total	<u><u>153,119.00</u></u>		

Concho Valley Transit District
 Balance Sheet Reconciliation
 March 31, 2022

TXDOT Rural
 Account 1242

Description	Amount		
Record 5311-2020 Dec-21	<u>22,754.00</u>	JVT43102380	Pd 4/11/22
Total State Federal - 5311-2020-CVTD-00067	<u>22,754.00</u>		
Record R-State-2020 Billing Dec-21	<u>2,727.00</u>	JVT43102382	Pd 4/8/22
Total Rural State-2020-CVTD-00197	<u>2,727.00</u>		
Record 5311-2021 Dec-21	74,869.00	JVT43102381	Pd 4/8/22
5311-2021 Rural Jan-22	99,630.00	JVT43102456	
5311-2021 Rural Feb-22	54,262.00	JVT43102503	
5311-2021 Rural Mar-22	<u>55,830.00</u>	JVT43102571	
Total State Federal - 5311-2021-CVTD-00021	<u>284,591.00</u>		
Record R-State-2021 Billing Dec-21	57,884.00	JVT43102383	Pd 4/8/22
R-State 2021 Jan-22	86,881.00	JVT43102457	
R-State 2021 Feb-22	43,566.00	JVT43102504	
R-State 2021 Mar-22	<u>42,485.00</u>	JVT43102573	
Total Rural State-2021-CVTD-00081	<u>230,816.00</u>		
Total	<u><u>540,888.00</u></u>		

Concho Valley Transit District
Balance Sheet Reconciliation
March 31, 2022

Accounts Receivable, TXDOT Mobility 5310
Account 1251

Description	Amount		
Record Feb-22 U-Billing	6,895.00	JVT43102500	Pd 4/11/22
Record Feb-22 R-Billing	3,242.00	JVT43102500	Pd 4/11/22
Record Mar-22 U-Billing	5,213.00	JVT43102560	
Record Mar-22 R-Billing	4,603.00	JVT43102560	
Total 5310-2021-00027	<u>19,953.00</u>		

Concho Valley Transit District
Balance Sheet Reconciliation
March 31, 2022

Accounts Receivable, TXDOT ARP 5311
Account 1267

Description	Amount
Record 5311-00079 ARP Billing Feb-22	11,925.00 JVT43102515
Record 5311-00079 ARP Billing Mar-22	48,655.00 JVT43102559

Total 5310-2021-ARP 60,580.00

Concho Valley Transit District
Balance Sheet Reconciliation
March 31, 2022

EDA Accounts Receivable, US Dept Commerce-EDA
Account 1270

Description	Amount
Record EDA Billing 6	108,632.80 JVT12283516
Total	<u>108,632.80</u>

Note: Waiting on final construction check list

Concho Valley Transit District
Balance Sheet Reconciliation
March 31, 2022

TXDOT Rural CARES ACT
Account 1276

Description	Amount		
Record 5311 CARES Billing Dec-21	11,331.00	JVT43102378	Pd 4/8/22
Record 5311 CARES Billing Feb-22	910.00	JVT43102505	Pd 4/8/22
Record 5311 CARES Billing Mar-22	1747.00	JVT43102562	
Total State Federal - 5311-2021-00026 CARES	<u>13,988.00</u>		

Concho Valley Transit District
Balance Sheet Reconciliation
March 31, 2022

TXDOT Regional Planning
Account 1279

Description	Amount	
Accrue RCTP Billing May-21	2,348.00	JVT43031092
Record Aug-21 Billing	3,249.00	JVT43102223
Record RCTP Billing Sept-21	2,958.00	JVT43031136
Accrue RCTP Billing YTD	19,490.56	JVT43102582
RCTP-2020-00016	<u>28,045.56</u>	

NOTE: bill accruals when the deliverables are met, see PGA.

Concho Valley Transit District
Balance Sheet Reconciliation
March 31, 2022

Accounts Receivable AMR Medical Transportation
Account 1300

Description	Amount
Record AMR Inv #10092021	80.00 paid 4312.90 on 10/14/21, paid 20.00 on 10/26/21
Record AMR Inv #11212021	30.00 Paid 2,928.95 on 11/25/21, paid 154.30 on 12/14/21
Record AMR Inv #11302021	48.60 paid 731.35 on 12/2/21, paid 3,498.05 on 12/7/21
Record AMR Inv #12042021	60.00 Paid 2,136.35 on 12/14/21
Record AMR Inv #01222022	20.00 Paid \$2,448.00 on 1/27/22, Paid \$425.50 on 2/8/22
Record AMR Inv #01312022	60.00 Paid \$3,445.25 on 2/3/22, Paid \$420.60 on 2/8/22, Paid 60.00 on 2/24/22
Record AMR Inv #03122022	20.00 Paid \$4,124.35 on 3/17/22, paid \$525.50 on 3/29/22, Paid 20.00 on 4/12/22
Record AMR Inv #03192022	4,089.15 Paid \$1,013.75 on 4/5/22, paid \$2,846.20 on 4/7/22, paid \$229.20 on 4/12/22
Record AMR Inv #03262022	3,986.45 Paid \$1,000.20 on 4/5/22, paid \$2,921.95 on 4/7/22
Record AMR Inv #03312022	3,505.70 Paid \$2,560.50 on 4/7/22, Paid \$840.90 on 4/14/22

Total 11,899.90

Concho Valley Transit District
Balance Sheet Reconciliation
March 31, 2022

Accounts Receivable Saferide Medical Transportation
Account 1306

Description	Amount	
Record SAFERIDE Inv 09-24-21 additional billing	0.37	Paid 63.33 on 1/21/22
Record SAFERIDE Inv 03052022	1,019.64	Paid \$4,630.49 on 3/25/22, \$1,019 pd on 4/1/22
Record SAFERIDE Inv 03122022	6,903.04	Paid:\$6,788.02 4/1/22, \$115.02 4/8/22
Record SAFERIDE Inv 03192022	6,069.77	Paid: \$6069.77 4/15/22
Record SAFERIDE Inv 03262022	5,722.37	Paid: \$5,653.69 4/15/22
Record SAFERIDE Inv 03312022	5,008.85	Paid: \$5008.85 4/29/22
Total	<u>24,724.04</u>	

Concho Valley Transit District
Balance Sheet Reconciliation
March 31, 2022

West Texas Counseling and Guidance
Account 1381

Description	Amount
Record inv WTCG Mar-22	350.00 JVT43102549
Total	<u>350.00</u>

Note:

Concho Valley Transit District
Balance Sheet Reconciliation
March 31, 2022

Workforce Solutions (CV Workforce Development)
Account 1382

	Description	Amount
Jan 31 2022-WSCV		30.00 JV43102353
	Total	<u>30.00</u>

Notes:

Per email from Judy on 4/30/22: Will submit payment next week for Jan 31 2022-WSCV.

Concho Valley Transit District
Balance Sheet Reconciliation
March 31, 2022

Sutton County
Account 1384

Description	Amount		
Record Monthly Membership Mar-22	3,141.33	JVT43102446	Paid 4/22/22

Total 3,141.33

Concho Valley Transit District
Balance Sheet Reconciliation
March 31, 2022

Angelo State University
Account 1387

Description	Amount		
RAM TRAM Mar-22	6,834.68	JVT43102548	Paid 4/22/22
Total	<u>6,834.68</u>		

Concho Valley Transit District
Balance Sheet Reconciliation
March 31, 2022

Area Agency on Aging
Account 1389

Description	Amount		
AAA Urban trips Billing Feb-22	975.00	JVT43102485	Paid 4/8/22
AAA Urban trips Billing Mar-22	1,402.50	JVT43102545	

Total 2,377.50

Concho Valley Transit District
Balance Sheet Reconciliation
March 31, 2022

CV Foster Grandparent
Account 1390

Description	Amount		
Record invoice Mar-22 FGP	102.00	JVT43102544	Paid 4/22/22
	-		
Total	<u>102.00</u>		

Concho Valley Transit District
Balance Sheet Reconciliation
March 31, 2022

Accounts Receivable-General
Account 1391

Description	Amount
March Wex-Bank/Shell bill 2/24/22 - 3/23/22	18,443.46 PO credited 1391 in April-22
BGCSA Mar-22	415.00 JVT43102550
Total	<u>18,858.46</u>

Concho Valley Transit District
Balance Sheet Reconciliation
March 31, 2022

Staff Travel Advance
Account 1392

Description	Amount
AUATVLADV 02-21-22	44.25
JWTVLADV 02-22-22	103.25
JYVLADV 02-21-22	44.25
OWTVLADV 02-22-22	103.25
RHTVLADV 02-22-22	103.25
Total	<u>398.25</u>

Note: All items will be reclassified in April-22

Concho Valley Transit District
Balance Sheet Reconciliation
March 31, 2022

CV Senior Companion
Account 1393

Description	Amount		
Record SCP Billing Mar-22	146.00	JVT43102543	Pd 4/22/22
Total	<u>146.00</u>		

Concho Valley Transit District
Balance Sheet Reconciliation
March 31, 2022

CV Economic Development
Account 1394

Description	Amount		
Record 5310 Rural Billing Feb-22	2,479.00	JVT43102490	paid 5/3
Record 5310 Urban Billing Feb-22	11,256.00	JVT43102491	paid 5/3
Record 5310 Rural Billing Mar-22	1,665.00	JVT43102546	paid 5/3
Total	<u>15,400.00</u>		

Concho Valley Transit District
Balance Sheet Reconciliation
March 31, 2022

Bus Passes Receivable
Account 1396

Description	Amount		
Feb 17 2022-PHS	150.00	JVT43102426	Pd 4/8/22
Mar 08 2022-GW	300.00	JVT43102507	Pd 4/1/22
Mar 16 2022-CVCAA	750.00	JVT43102508	Pd 4/22/22
Mar 15 2022-RES	60.00	JVT43102509	
Mar 28 2022-TDFPS	50.00	JVT43102516	Pd 4/8/22
Mar 22 2022-ECLC	520.00	JVT43102518	Pd 4/22/22
Mar 24 2022-MHMR	150.00	JVT43102519	Pd 4/14/22

Total 1,980.00

CYTD
Aged Payables by Due Date - Outstanding AP
Aging Date - 9/1/2020
From 9/1/2021 Through 3/31/2022

Vendor Name	Invoice Date	Invoice Number	Current	1 - 30 Days Past Due	31 - 60 Days Past Due	61 - 90 Days Past Due	Over 90 Days Past Due	Total
Abilene Reporter News	3/20/2022	0004466821	1,169.00	0.00	0.00	0.00	0.00	1,169.00
Total Abilene Reporter News			1,169.00	0.00	0.00	0.00	0.00	1,169.00
STANDARD TIMES	2/22/2022	0005122048	1,758.57	0.00	0.00	0.00	0.00	1,758.57
Total STANDARD TIMES			1,758.57	0.00	0.00	0.00	0.00	1,758.57
CONSTANCIO TIRE AND FLEET	3/9/2022	007355	591.00	0.00	0.00	0.00	0.00	591.00
	3/11/2022	007363	434.00	0.00	0.00	0.00	0.00	434.00
	3/21/2022	007394	35.00	0.00	0.00	0.00	0.00	35.00
	3/21/2022	007397	676.00	0.00	0.00	0.00	0.00	676.00
Total CONSTANCIO TIRE AND FLEET			1,736.00	0.00	0.00	0.00	0.00	1,736.00
TXU ENERGY RETAILS COMPANY LLC	3/16/2022	055177863128	183.56	0.00	0.00	0.00	0.00	183.56
Total TXU ENERGY RETAILS COMPANY LLC			183.56	0.00	0.00	0.00	0.00	183.56
CTWP	3/10/2022	1343460	66.00	0.00	0.00	0.00	0.00	66.00
Total CTWP			66.00	0.00	0.00	0.00	0.00	66.00

CVTD
Aged Payables by Due Date - Outstanding AP
Aging Date - 9/1/2020
From 9/1/2021 Through 3/31/2022

Vendor Name	Invoice Date	Invoice Number	Current	1 - 30 Days Past Due	31 - 60 Days Past Due	61 - 90 Days Past Due	Over 90 Days Past Due	Total
TML INTERGOVER... RISK POOL	3/1/2022	1479 03012022	8,825.51	0.00	0.00	0.00	0.00	8,825.51
Total TML INTERGOVER... RISK POOL			8,825.51	0.00	0.00	0.00	0.00	8,825.51
ENGINE PRO MACHINE LLC	3/15/2022	16522	581.40	0.00	0.00	0.00	0.00	581.40
Total ENGINE PRO MACHINE LLC			581.40	0.00	0.00	0.00	0.00	581.40
Amazon Capital Services, Inc.	3/16/2022	193F-3W1R-...	1,481.40	0.00	0.00	0.00	0.00	1,481.40
	3/29/2022	1LVF-11FN-4...	267.72	0.00	0.00	0.00	0.00	267.72
	3/31/2022	1NNK-CC3X-...	161.90	0.00	0.00	0.00	0.00	161.90
	2/19/2022	1VXM-MLL4-...	24.91	0.00	0.00	0.00	0.00	24.91
Total Amazon Capital Services, Inc.			1,935.93	0.00	0.00	0.00	0.00	1,935.93
DOUCET PLUMBING, INC.	3/14/2022	22-259856	402.95	0.00	0.00	0.00	0.00	402.95
Total DOUCET PLUMBING, INC.			402.95	0.00	0.00	0.00	0.00	402.95
HUFFMAN HEATING & AIR CONDITIONING	3/15/2022	27158	13,050.00	0.00	0.00	0.00	0.00	13,050.00

CVTD
Aged Payables by Due Date - Outstanding AP
Aging Date - 9/1/2020
From 9/1/2021 Through 3/31/2022

Vendor Name	Invoice Date	Invoice Number	Current	1 - 30 Days Past Due	31 - 60 Days Past Due	61 - 90 Days Past Due	Over 90 Days Past Due	Total
Total HUFFMAN HEATING & AIR CONDITIONING			13,050.00	0.00	0.00	0.00	0.00	13,050.00
BUG EXPRESS	3/7/2022	35083	45.00	0.00	0.00	0.00	0.00	45.00
	3/8/2022	35208	45.00	0.00	0.00	0.00	0.00	45.00
Total BUG EXPRESS			90.00	0.00	0.00	0.00	0.00	90.00
ATMOS ENERGY	4/5/2022	4044369733 03-22	494.44	0.00	0.00	0.00	0.00	494.44
Total ATMOS ENERGY			494.44	0.00	0.00	0.00	0.00	494.44
CINTAS	3/2/2022	4112192637	59.20	0.00	0.00	0.00	0.00	59.20
	3/9/2022	4112876583	59.20	0.00	0.00	0.00	0.00	59.20
	3/23/2022	4114268772	59.20	0.00	0.00	0.00	0.00	59.20
	3/30/2022	4114951729	68.80	0.00	0.00	0.00	0.00	68.80
Total CINTAS			246.40	0.00	0.00	0.00	0.00	246.40
SOUTHERN TIRE MART	3/15/2022	4930027247	20.00	0.00	0.00	0.00	0.00	20.00
Total SOUTHERN TIRE MART			20.00	0.00	0.00	0.00	0.00	20.00
O'REILLY'S AUTO PARTS, INC.	2/21/2022	6032-152517	10.40	0.00	0.00	0.00	0.00	10.40
	2/21/2022	6032-152526	(147.69)	0.00	0.00	0.00	0.00	(147.69)
	2/23/2022	6032-152712	21.88	0.00	0.00	0.00	0.00	21.88
	3/8/2022	6032-154160	147.69	0.00	0.00	0.00	0.00	147.69

CVTD
Aged Payables by Due Date - Outstanding AP
Aging Date - 9/1/2020
From 9/1/2021 Through 3/31/2022

Vendor Name	Invoice Date	Invoice Number	Current	1 - 30 Days Past Due	31 - 60 Days Past Due	61 - 90 Days Past Due	Over 90 Days Past Due	Total
	3/9/2022	6032-154213	101.92	0.00	0.00	0.00	0.00	101.92
	3/10/2022	6032-154318	12.99	0.00	0.00	0.00	0.00	12.99
	3/16/2022	6032-154926	34.13	0.00	0.00	0.00	0.00	34.13
	3/17/2022	6032-155009	236.55	0.00	0.00	0.00	0.00	236.55
	3/17/2022	6032-155020	22.53	0.00	0.00	0.00	0.00	22.53
	3/17/2022	6032-155022	(182.69)	0.00	0.00	0.00	0.00	(182.69)
	3/17/2022	6032-155040	(22.53)	0.00	0.00	0.00	0.00	(22.53)
	3/17/2022	6032-155064	98.89	0.00	0.00	0.00	0.00	98.89
	3/28/2022	6032-156205	8.49	0.00	0.00	0.00	0.00	8.49
Total			342.56	0.00	0.00	0.00	0.00	342.56
O'REILLY'S AUTO PARTS, INC.								
CONSTANCIO TIRE AND FLEET	3/9/2022	642299	197.00	0.00	0.00	0.00	0.00	197.00
	3/28/2022	783480	200.00	0.00	0.00	0.00	0.00	200.00
Total			397.00	0.00	0.00	0.00	0.00	397.00
CONSTANCIO TIRE AND FLEET								
WEX BANK	3/23/2022	79719262	18,443.46	0.00	0.00	0.00	0.00	18,443.46
Total WEX BANK			18,443.46	0.00	0.00	0.00	0.00	18,443.46
Cross Texas Supply	3/9/2022	82187	640.76	0.00	0.00	0.00	0.00	640.76
Total Cross Texas Supply			640.76	0.00	0.00	0.00	0.00	640.76
Unifirst Holding Inc	3/7/2022	839 0320831	100.87	0.00	0.00	0.00	0.00	100.87

CVTD
Aged Payables by Due Date - Outstanding AP
Aging Date - 9/1/2020
From 9/1/2021 Through 3/31/2022

Vendor Name	Invoice Date	Invoice Number	Current	1 - 30 Days Past Due	31 - 60 Days Past Due	61 - 90 Days Past Due	Over 90 Days Past Due	Total
	3/21/2022	839 0321627	62.02	0.00	0.00	0.00	0.00	62.02
	3/28/2022	839 0322024	62.02	0.00	0.00	0.00	0.00	62.02
Total Unifirst Holding Inc			224.91	0.00	0.00	0.00	0.00	224.91
CONSTANCIO TIRE AND FLEET	2/26/2022	883437	392.00	0.00	0.00	0.00	0.00	392.00
	3/3/2022	899488	35.00	0.00	0.00	0.00	0.00	35.00
	3/7/2022	991113	35.00	0.00	0.00	0.00	0.00	35.00
	3/8/2022	991115	35.00	0.00	0.00	0.00	0.00	35.00
Total CONSTANCIO TIRE AND FLEET			497.00	0.00	0.00	0.00	0.00	497.00
SUPERIOR SERVICES	2/7/2022	12622	788.40	0.00	0.00	0.00	0.00	788.40
	2/1/2022	13010	357.20	0.00	0.00	0.00	0.00	357.20
Total SUPERIOR SERVICES			1,145.60	0.00	0.00	0.00	0.00	1,145.60
VGI Technology	3/29/2022	159405	1,630.00	0.00	0.00	0.00	0.00	1,630.00
Total VGI Technology			1,630.00	0.00	0.00	0.00	0.00	1,630.00
Ready Maids	3/28/2022	Ready 336	11,666.67	0.00	0.00	0.00	0.00	11,666.67
Total Ready Maids			11,666.67	0.00	0.00	0.00	0.00	11,666.67
CREATIVE BUS SALES, INC	3/1/2022	XA11100135...	172.99	0.00	0.00	0.00	0.00	172.99

CVTD
Aged Payables by Due Date - Outstanding AP
Aging Date - 9/1/2020
From 9/1/2021 Through 3/31/2022

Vendor Name	Invoice Date	Invoice Number	Current	1 - 30 Days Past Due	31 - 60 Days Past Due	61 - 90 Days Past Due	Over 90 Days Past Due	Total
	3/9/2022	XA12100086...	119.52	0.00	0.00	0.00	0.00	119.52
Total CREATIVE BUS SALES, INC			292.51	0.00	0.00	0.00	0.00	292.51
Report Total			65,840.23	0.00	0.00	0.00	0.00	65,840.23

Concho Valley Transit District
 Balance Sheet Reconciliation
 March 31, 2022

AP Owed to CVCOG
 Account 2112

<u>Date</u>	<u>Description</u>	<u>\$ Amount</u>
3/1/2022	Beginning Balance	379,878.74
3/22/2021	Payment Received	(271,554.56)
3/4/2022	CVCOG deposit received in error	308.62
3/31/2022	Link Road Allocation	(32,045.02)
	Grant 010-Expenses paid by CVCOG	2,343.93
	Grant 018-Expenses paid by CVCOG	2,634.25
	Grant 019-Expenses paid by CVCOG	131.12
	Grant 023-Expenses paid by CVCOG	699.77
	Grant 817-Expenses paid by CVCOG	441.93
	Grant 825-Expenses paid by CVCOG	8.80
	Grant L01-Expenses paid by CVCOG	11,608.79
	Grant M01-Expenses paid by CVCOG	5,549.21
	Grant M02-Expenses paid by CVCOG	4,898.98
	Grant R01-Expenses paid by CVCOG	90,702.70
	Grant R02-Expenses paid by CVCOG	17,190.90
	Grant U01-Expenses paid by CVCOG	192,809.97
		-
	Total Amount owed to CVCOG	<u>405,608.13</u>
	MIP	<u>405,608.13</u>
	Variance	<u>0.00</u>

Concho Valley Transit District
 Balance Sheet Reconciliation
 March 31, 2022

Unearned Revenue County Membership Dues
 Account 2917

Description	Amount	
Coke County	20,864.69	paid 10/22/21
Concho County	21,198.25	paid 10/22/21
Crockett County	26,001.92	
Irion County	11,081.07	paid 10/15/21
Kimble County	10,588.69	paid 10/22/21
McCulloch County	33,338.76	paid 10/22/21
Menard County	15,324.23	paid 10/29/21
Reagan County	40,050.80	paid 10/8/21
Schleicher County	24,008.11	paid 10/22/21
Sterling County	7,979.44	paid 10/15/21
Sutton County	21,989.31	paid 10/22/21
Funds Recognized as Revenue	<u>(110,997.22)</u>	
Total Rural Program	<u>121,428.05</u>	
Tom Green County	<u>54,480.22</u>	
Total Urban Program	<u>54,480.22</u>	
Grand Total Dues Reserved	<u><u>175,908.27</u></u>	

Concho Valley Transit District
 Balance Sheet Reconciliation
 March 31, 2022

Unearned Revenue - AMR
 Account 2919

Description	Amount	
Record AMR Inv 09042021	407.48	Paid 63.33 on 1/21/22
Record AMR Inv 09112021	1,782.50	Paid 1527.83 3/4
Record AMR Inv 09182021	1,551.55	Paid: 4994.58 3/4, 34.34 3/11
Record AMR Inv 09252021	2,149.20	Paid: 6365.72 3/11, 80.68 3/18
Record AMR Inv 09302021	1,513.60	Paid: 5617.89 3/25
Record AMR Inv 10092021	4,412.90	
Record AMR Inv 10162021	3,886.95	
Record AMR Inv 10262021	3,375.50	
Record AMR Inv 10302021	3,372.95	
Record AMR Inv 11062021	2,766.15	
Record AMR Inv 11092021	1,029.55	
Record AMR Inv 11132021	4,315.35	
Record AMR Inv 11212021	3,113.25	
Record AMR Inv 11302021	4,278.00	
Record AMR Inv 12042021	2,196.35	
Record AMR Inv 12112021	3,704.30	
Record AMR Inv 12192021	3,421.00	
Record AMR Inv 12252021	2,629.05	
Record AMR Inv 12312021	2,474.55	
Record AMR Inv 01082022	3,097.70	
Record AMR Inv 01152022	2,086.30	
Record AMR Inv 01222022	2,693.50	
Record AMR Inv 01312022	3,985.85	
Record AMR Inv 02052022	1,059.00	
Record AMR Inv 02122022	3,484.60	Paid \$60.00 on 3/10/22
Record AMR Inv 02192022	4,014.50	Paid \$104.30 on 3/10/22
Record AMR Inv 02282022	4,660.15	Paid \$4,324.95 on 3/10/22, Paid \$335.20 on 3/15/22
Record AMR Inv 03052022	3,760.40	Paid \$3,354.90 on 3/15/22, Paid \$405.50 on 3/29/22
Record AMR Inv 03122022	4,669.85	Paid \$4,124.35 on 3/17/22, paid \$525.50 on 3/29/22, Paid 20.00 on 4/12/22
Record AMR Inv 03192022	4,089.15	Paid \$1,013.75 on 4/5/22, paid \$2,846.20 on 4/7/22, paid \$229.20 on 4/12/22
Record AMR Inv 03262022	3,986.45	Paid \$1,000.20 on 4/5/22, paid \$2,921.95 on 4/7/22
Record AMR Inv 03312022	3,505.70	Paid \$2,560.50 on 4/7/22, Paid \$840.90 on 4/14/22
Total AMR Billings	<u>97,473.33</u>	
Payments recognized for Sept 2021	(2,277.51)	
Payments recognized for Oct 2021	(5,188.63)	
Payments recognized for Nov 2021	(7,082.11)	
Payments recognized for Dec 2021	(8,845.19)	
Payments recognized for Jan 2022	(5,229.61)	
Payments recognized for Feb 2022	(16,800.06)	
Payments recognized for Mar 2022	<u>(37,946.38)</u>	
Total Pending Payments Recognized	<u>(83,369.49)</u>	
Grand Total Deferred AMR Revenue	<u><u>14,103.84</u></u>	

Concho Valley Transit District
Balance Sheet Reconciliation
March 31, 2022

Unearned Revenue -Bus Passes
Account 2920

Description	Amount		
Jan 31 2022-WSCV	30.00	JVT43102353	
Feb 17 2022-PHS	150.00	JVT43102426	Pd 4/8/22
Mar 08 2022-GW	300.00	JVT43102507	Pd 4/1/22
Mar 16 2022-CVCAA	750.00	JVT43102508	Pd 4/22/22
Mar 15 2022-RES	60.00	JVT43102509	
Mar 28 2022-TDFPS	50.00	JVT43102516	Pd 4/8/22
Mar 22 2022-ECLC	520.00	JVT43102518	Pd 4/22/22
Mar 24 2022-MHMR	150.00	JVT43102519	Pd 4/14/22

Total 2,010.00

SCHEDULE OF REVENUES BY SOURCE

September 1, 2021 - March 31, 2022

CV Transit District

Grant No	Grant Name	State Administered		Federal		Program Income	Transit Charter	TML Ins	Transit Medical	Sale of Equipment	CVEDD Vendor	Pass Thru	FGP/SCP/Aging Vendor	Local Revenue	Toll Credits	Total Revenue	Total Expenditures	Excess Revenue over Expenditures	Notes
		Federal	CARES	State	US Dept EDA														
010	ICB Program	-	-	-	-	5,003.76	-	-	12,588.19	-	-	30,328.15	-	-	-	47,920.10	46,768.80	1,151.30	\$1,110.00 Owed to Greyhound, \$41.30 PY funds
013	TML Depot Insurance Repairs	-	-	-	-	-	-	21,558.19	-	-	-	-	-	-	-	21,558.19	16,127.00	5,431.19	Excess funds
018	Extended Medical Transp Program	-	-	-	-	-	-	-	15,885.11	-	-	-	-	-	-	15,885.11	15,885.11	-	
019	Grant 019, Link Road Facility Operations	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6,815.23	6,815.23	-	
020	Grant 020, US Dept Commerce Facility	-	-	-	-	108,632.80	-	-	-	-	-	-	-	-	-	27,158.20	135,791.00	135,791.00	-
021	Grant 021, 911 Agreement Link Road	-	-	-	-	-	-	-	-	-	-	-	-	-	-	108,800.00	108,800.00	-	
023	Grant 023, Transit Construction Link Road	-	-	-	-	-	-	-	120,735.64	-	-	-	-	-	-	327,511.22	448,246.86	448,246.86	-
800	CVTD Urban CARES ACT FY 19-20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
813	CVTD Urban FY 20-21	633.00	-	-	-	79.00	(156.25)	-	2,828.90	-	-	-	-	-	-	-	3,384.65	3,384.65	-
814	CVTD Rural FY 20-21	-	-	46.00	-	-	-	-	1,193.16	-	-	-	-	-	-	-	1,239.16	1,239.16	-
817	CVTD RCTP-2020-00016 FY 20-21	-	-	22,448.56	-	-	-	-	0.88	-	-	-	-	-	-	22,449.44	22,449.44	-	5 Yr plan approved, will bill in in April
823	Mobility Urban 5310-2019-074	-	-	7,807.00	-	-	-	-	530.53	-	-	-	-	1,561.00	-	9,898.53	9,898.53	-	
824	Mobility Rural 5310-2019-074	-	-	841.00	-	-	-	-	57.96	-	-	-	-	168.00	-	1,066.96	1,066.96	-	
825	Rural CARES 2021-00026	-	110,256.00	-	-	-	-	-	4.42	-	-	-	-	-	-	110,260.42	110,260.42	-	
L01	Link Road Facility	-	-	-	-	-	-	-	-	-	-	-	-	-	86,352.15	-	86,352.15	-	
M01	Mobility Urban 5310-2019-074	-	-	39,028.00	-	-	-	-	2,137.59	-	-	-	-	-	-	41,165.59	41,165.59	-	
M02	Mobility Rural 5310-2019-074	-	-	31,804.00	-	-	-	-	1,687.02	-	-	-	-	-	-	33,491.02	33,491.02	-	
R01	CVTD Rural FY 21-22	-	-	512,739.00	430,530.00	-	-	500.00	262.13	-	13,801.00	-	6.00	9,639.41	6,148.00	973,625.54	964,354.62	9,270.92	Excess funds
R02	CVTD ARP Rural FY 21-22	-	-	60,580.00	-	-	-	-	0.84	-	-	-	-	-	-	60,580.84	60,580.84	-	
U01	CVTD Urban FY 21-22	1,045,419.00	-	310,370.00	-	50,182.24	11,270.00	5,377.48	84,106.20	-	146,608.00	-	8,762.00	224,919.82	-	1,887,014.74	1,887,014.74	-	
		1,046,052.00	110,256.00	675,247.56	740,946.00	108,632.80	55,265.00	11,613.75	242,018.57	-	160,409.00	30,328.15	8,768.00	791,196.03	7,877.00	4,015,545.53	3,999,692.12	15,853.41	

CONCHO VALLEY TRANSIT DISTRICT
September 2021 through August 2022

RURAL PROGRAM		SEPT	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	TOTAL	Less Previous Request	BUDGET	Variance	
TOTAL EXPENSE		131,429.13	120,931.60	154,949.24	164,415.88	197,623.73	97,891.77	98,352.43	-	-	-	-	-	965,593.78	-	2,138,646.70	1,173,052.92	
Rural 5311	Grant 814	Suffix Period: 11/6/20 thru 5/31/2023																
5311-2020-CVTD-00067	SAF																	
Administrative	11.79.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	68,839.00	68,839.00	-
Preventative Maint	11.7A.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	49,304.00	49,304.00	-
Operating	30.09.01	42,746.00	-	4,915.00	(4,915.00)	-	-	-	-	-	-	-	-	42,746.00	298,717.00	341,463.00	-	
Acq Misc Equip	11.42.20	-	7,983.00	-	22,754.00	-	-	-	-	-	-	-	-	30,737.00	-	30,737.00	-	
Engineering and Design Maint Facility	11.41.02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	204,997.00	204,997.00	
TDCs		-	1,597.00	-	4,551.00	-	-	-	-	-	-	-	-	6,148.00	6,141.00	16,000.00	3,711.00	
TOTAL	CFDA 20.509	42,746.00	7,983.00	4,915.00	22,390.00	-	-	-	-	-	-	-	-	79,631.00	416,860.00	695,340.00	208,708.00	
Rural 5311	Grant R01	Suffix Period: 11/6/20 thru 8/31/2022																
5311-2021-CVTD-00021	SAF																	
Administrative	11.79.00	13,974.00	13,046.00	-	10,573.00	13,798.00	12,495.00	12,349.00	-	-	-	-	-	76,235.00	-	134,223.00	57,988.00	
Preventative Maint	11.7A.00	6,045.00	(6,045.00)	32.00	5,640.00	5,624.00	7.00	5,444.00	-	-	-	-	-	16,747.00	-	151,052.00	134,305.00	
Operating	30.09.01	10,787.00	49,847.00	66,979.00	56,474.00	82,216.00	42,184.00	37,787.00	-	-	-	-	-	346,274.00	-	411,727.00	65,453.00	
TOTAL	CFDA 20.509	30,806.00	56,848.00	67,011.00	72,687.00	101,638.00	54,686.00	55,580.00	-	-	-	-	-	439,256.00	-	697,002.00	257,746.00	
Rural	Grant 814	RUR 1902 (07)																
STATE-R-2020-00197	STATE	Period: 09/1/20 thru 08/31/22																
Preventative Maint	11.7A.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Project Admin	11.79.00	3,493.00	3,262.00	19,865.00	2,727.00	-	-	-	-	-	-	-	-	29,347.00	17,209.00	46,556.00	-	
Operating	30.09.01	53,533.00	49,893.00	21,056.00	(4,204.00)	-	-	-	-	-	-	-	-	120,278.00	298,717.00	418,995.00	-	
TOTAL		57,026.00	53,155.00	40,921.00	(1,477.00)	-	-	-	-	-	-	-	-	149,625.00	315,926.00	465,551.00	-	
Rural	Grant R01	RUR 1902 (07)																
STATE-R-2021-00081	STATE	Period: 09/1/20 thru 08/31/22																
Preventative Maint	11.7A.00	-	-	8.00	1,410.00	1,406.00	1.00	1,361.00	-	-	-	-	-	4,186.00	-	37,763.00	33,577.00	
Project Admin	11.79.00	-	-	-	-	3,449.00	3,123.00	3,087.00	-	-	-	-	-	9,659.00	-	33,556.00	23,897.00	
Operating	30.09.01	-	-	50,127.00	56,474.00	82,466.00	40,002.00	38,037.00	-	-	-	-	-	267,106.00	-	394,232.00	127,126.00	
TOTAL		-	-	50,135.00	57,884.00	87,321.00	43,126.00	42,485.00	-	-	-	-	-	280,951.00	-	465,551.00	184,600.00	
Total Government Funding		130,578.00	117,986.00	162,982.00	151,484.00	188,959.00	97,812.00	98,065.00	-	-	-	-	-	949,463.00	732,786.00	2,323,444.00	651,054.00	
OTHER REVENUE														974,864.70				
Program Revenue		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Charter		-	-	-	-	500.00	-	-	-	-	-	-	-	500.00	-	500.00	-	
FGP		-	-	-	-	-	-	4.00	-	-	-	-	-	4.00	-	18.00	14.00	
SCP		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Other/Local		646.00	760.00	1,552.68	535.00	986.52	112.00	165.00	-	-	-	-	-	4,757.20	18,355.00	13,597.80		
Advertising		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Sale of Equipment		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
County Overage		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Medicaid		-	46.58	711.00	697.71	-	-	-	-	-	-	-	-	1,455.29	149,994.00	148,538.71		
County Cash Match		-	-	-	-	4,884.21	-	-	-	-	-	-	-	4,884.21	363,767.70	358,883.49		
CVEDD		1,406.00	1,998.00	2,109.00	1,850.00	2,294.00	2,479.00	1,665.00	-	-	-	-	-	13,801.00	15,354.00	1,553.00		
Trans Aging		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
TOTAL OTHER REVENUE		2,052.00	2,804.58	4,372.68	3,082.71	8,664.73	2,591.00	1,834.00	-	-	-	-	-	25,401.70	547,988.70	522,587.00		
Total Rural Excess/(Shortage)		1,200.87	(141.02)	12,405.44	(9,849.17)	-	2,511.23	1,546.57	-	-	-	-	-	9,270.92	-	-	-	

CONCHO VALLEY TRANSIT DISTRICT
September 2021 through August 2022

ED PROJECTS			SEPT	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	TOTAL	Less Previous Request	BUDGET	Variance
5310			Period: 09/1/2020 thru 9/30/2021															
5310-2019-00091	Grant 823	Suffix A2	7,807.00	-	-	-	-	-	-	-	-	-	-	-	7,807.00	38,022.00	67,838.00	22,009.00
Mobility Management-U	11.7L.00																	
TD Credits	TDCs		1,561.00	-	-	-	-	-	-	-	-	-	-	-	1,561.00	7,605.00	13,568.00	4,402.00
Medical Funds			530.53	-	-	-	-	-	-	-	-	-	-	-	530.53	2,583.60	3,392.00	277.87
TOTAL	CFDA 20.513		9,898.53	-	-	-	-	-	-	-	-	-	-	-	9,898.53	48,210.60	84,798.00	26,688.87
5310-2019-00091			Period: 09/1/2020 thru 9/30/2021															
Mobility Management-Rural	Grant 824	Suffix A1	841.00	-	-	-	-	-	-	-	-	-	-	-	841.00	29,017.00	36,159.00	6,301.00
11.7L.00																		
TD Credits	TDCs		168.00	-	-	-	-	-	-	-	-	-	-	-	168.00	5,806.00	7,232.00	1,258.00
Medical Funds			57.96	-	-	-	-	-	-	-	-	-	-	-	57.96	1,971.17	1,808.00	(221.13)
TOTAL	CFDA 20.513		1,066.96	-	-	-	-	-	-	-	-	-	-	-	1,066.96	36,794.17	45,199.00	7,337.87
5310-2021-00027			Period: 09/3/2021 thru 8/31/2022															
Mobility Management-U	Grant M01	Suffix A2	-	9,610.00	6,479.00	5,276.00	5,555.00	6,895.00	5,213.00	-	-	-	-	-	39,028.00	-	67,838.00	28,810.00
11.7L.00																		
Medical Funds			-	300.57	402.00	327.45	344.31	427.05	336.21	-	-	-	-	-	2,137.59	-	3,392.00	1,254.41
TOTAL	CFDA 20.513		-	9,910.57	6,881.00	5,603.45	5,899.31	7,322.05	5,549.21	-	-	-	-	-	41,165.59	-	71,230.00	30,064.41
5310-2021-00027			Period: 09/3/2021 thru 8/31/2022															
Mobility Management-Rural	Grant M02	Suffix A1	-	9,003.00	5,704.00	4,613.00	4,639.00	3,242.00	4,603.00	-	-	-	-	-	31,804.00	-	36,159.00	4,355.00
11.7L.00																		
Medical Funds			-	262.78	353.26	286.19	287.55	201.26	295.98	-	-	-	-	-	1,687.02	-	1,808.00	120.98
TOTAL	CFDA 20.513		-	9,265.78	6,057.26	4,899.19	4,926.55	3,443.26	4,898.98	-	-	-	-	-	33,491.02	-	37,967.00	4,475.98
PLANNING PROJECTS			SEPT	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	TOTAL	Less Previous Request	BUDGET	Variance
5304			Period: 9/01/20 thru 02/28/2022															
RCTP-2020-CVTD-00016	Grant 817		2,958.00	-	-	-	-	-	19,490.56	-	-	-	-	-	22,448.56	31,826.00	91,794.00	37,519.44
Regional Planning	44.24.00																	
Medical Funds			0.70	0.18	-	-	-	-	-	-	-	-	-	-	0.88	4.57	1,673.64	1,668.19
TOTAL	CFDA 20.505		2,958.70	0.18	-	-	-	-	19,490.56	-	-	-	-	-	22,449.44	31,830.57	93,467.64	39,187.63
5304			Period: 3/02/22 thru 08/31/2022															
RCTCP-2022-CVTD-00021	Grant P01		-	-	-	-	-	-	-	-	-	-	-	-	-	-	17,500.00	17,500.00
Regional Planning	44.24.00																	
Medical Funds			-	-	-	-	-	-	-	-	-	-	-	-	-	-	20.00	20.00
TOTAL	CFDA 20.505		-	-	-	-	-	-	-	-	-	-	-	-	-	-	17,520.00	17,520.00

CONCHO VALLEY TRANSIT DISTRICT
September 2021 through August 2022

CAPITAL PROJECTS

		SEPT	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	TOTAL	Less Previous Request	BUDGET	Variance
Grant 815		Period: 9/1/2020 thru 9/30/2022															
BBF 2002-5339-D-2020-00011	Rural																
Vehicles <30	11.12.04	-	-	-	-	-	-	-	-	-	-	-	-	-	-	634,130.00	634,130.00
TD Credits	TDCs	-	-	-	-	-	-	-	-	-	-	-	-	-	-	126,826.00	126,826.00
Medical Funds		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	CFDA 20.526	-	-	-	-	-	-	-	-	-	-	-	-	-	-	760,956.00	760,956.00
Grant 816		Period: 9/1/2020 thru 9/30/2022															
BBF 2002-5339-R-2020-00021	Rural																
Engineering and Design Maint Facility	11.41.02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	85,598.00	85,598.00
TD Credits	TDCs	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5,459.00	5,459.00
Engineering and Design Maint Facility	11.41.02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	291,521.00	291,521.00
TD Credits	TDCs	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11,660.00	11,660.00
Medical Funds		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	CFDA 20.526, 20.509	-	-	-	-	-	-	-	-	-	-	-	-	-	-	394,238.00	394,238.00
Grant 797		Period: 5/10/2020 thru 12/31/2021															
TX-2020-068-00	Urban																
Bus-Rolling Stock	11.12.03	-	-	-	-	-	-	-	-	-	-	-	-	-	-	399,202.00	399,202.00
TD Credits	TDCs	-	-	-	-	-	-	-	-	-	-	-	-	-	-	79,841.00	79,841.00
Medical Funds		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	CFDA 20.526	-	-	-	-	-	-	-	-	-	-	-	-	-	-	479,043.00	479,043.00

CONCHO VALLEY TRANSIT DISTRICT
September 2021 through August 2022

ADDITIONAL SERVICES		SEPT	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	TOTAL	BUDGET	Variance
Transit Operations Link Road		Grant Award started March 2020														
MIP 019	Local	-	1,606.31	2,665.04	2,432.06	-	54.77	57.05	-	-	-	-	-	6,815.23	-	79,072.77
COSA Funds		-	1,606.31	2,665.04	2,432.06	-	54.77	57.05	-	-	-	-	-	6,815.23	-	79,072.77
TOTAL		-	1,606.31	2,665.04	2,432.06	-	54.77	57.05	-	-	-	-	-	6,815.23	-	79,072.77
EDA 08-79-05344		Grant Award started March 2020														
Grant 020	FED	-	108,632.80	-	-	-	-	-	-	-	-	-	-	108,632.80	2,091,367.20	-
US DEPT Commerce-EDA		-	108,632.80	-	-	-	-	-	-	-	-	-	-	108,632.80	2,091,367.20	-
Local Funds		-	-	-	-	-	-	-	-	-	-	-	-	-	42,500.00	-
Revenue Co Cash Match		-	-	-	-	-	-	-	-	-	-	-	-	-	253,390.89	-
COSA Funds		27,158.20	-	-	-	-	-	-	-	-	-	-	-	27,158.20	58,767.26	-
Medical Funds		-	-	-	-	-	-	-	-	-	-	-	-	-	168,183.65	-
TOTAL	CFDA 11.307	27,158.20	108,632.80	-	-	-	-	-	-	-	-	-	-	135,791.00	2,614,209.00	2,750,000.00
Transit Construction Link Road		Grant Award started March 2020														
MIP 023	Local	-	-	-	-	-	-	-	-	-	-	-	-	-	300.00	-
MTM		-	-	-	-	-	-	-	-	-	-	-	-	-	300.00	-
Revenue Co Cash Match		5,183.90	100,929.11	-	-	-	-	-	-	-	-	-	-	106,113.01	316,021.71	-
SafeRide Medicaid		-	-	-	-	-	-	-	-	-	-	-	-	109,317.95	51,248.75	11,417.69
COSA Funds		-	-	157,562.78	19,088.85	44,046.81	109,317.95	699.77	-	-	-	-	-	221,398.21	121,042.82	(699.77)
AMR Medicaid		-	-	-	-	-	11,417.69	-	-	-	-	-	-	11,417.69	77,709.31	(11,417.69)
TOTAL		5,183.90	100,929.11	157,562.78	19,088.85	44,046.81	120,735.64	699.77	-	-	-	-	-	448,246.86	566,322.59	1,013,869.68
GREYHOUND SERVICES		Period: 09/01/2021 thru 08/31/2022														
MIP 010	Local	1,145.71	673.26	711.33	564.40	809.54	453.48	646.04	-	-	-	-	-	5,003.76	-	4,006.24
Services Program Income		1,145.71	673.26	711.33	564.40	809.54	453.48	646.04	-	-	-	-	-	5,003.76	-	4,006.24
Pass-Thru Revenue		3,733.00	3,819.15	3,177.10	5,082.00	4,233.25	4,301.00	5,982.65	-	-	-	-	-	30,328.15	-	12,719.85
Medical Funds		-	1,696.14	2,942.72	2,868.86	2,051.98	2,482.55	545.94	-	-	-	-	-	12,588.19	-	8,095.81
TOTAL		4,878.71	6,188.55	6,831.15	8,515.26	7,094.77	7,237.03	7,174.63	-	-	-	-	-	47,920.10	-	24,821.90
Extended Medicaid Transportation		Period: 09/01/2021 thru 08/31/2022														
MIP 018	Local	1,543.12	2,246.11	2,673.33	2,613.99	2,545.77	1,628.54	2,634.25	-	-	-	-	-	15,885.11	-	7,014.89
Medical Funds		1,543.12	2,246.11	2,673.33	2,613.99	2,545.77	1,628.54	2,634.25	-	-	-	-	-	15,885.11	-	7,014.89
TOTAL		1,543.12	2,246.11	2,673.33	2,613.99	2,545.77	1,628.54	2,634.25	-	-	-	-	-	15,885.11	-	7,014.89
TML Depot Insurance Repairs		Period: 09/01/2021 thru 08/31/2022														
MIP 013	Insurance	94.25	-	-	21,463.94	-	-	-	-	-	-	-	-	21,558.19	-	-
TML Insurance Funds		94.25	-	-	21,463.94	-	-	-	-	-	-	-	-	21,558.19	-	-
TOTAL		94.25	-	-	21,463.94	-	-	-	-	-	-	-	-	21,558.19	-	-
Link Road Facility		Period: 09/01/2021 thru 08/31/2022														
MIP L01	Local	-	-	-	-	13,109.07	41,198.06	32,045.02	-	-	-	-	-	86,352.15	-	103,894.85
Link Road Facility		-	-	-	-	13,109.07	41,198.06	32,045.02	-	-	-	-	-	86,352.15	-	103,894.85
TOTAL		-	-	-	-	13,109.07	41,198.06	32,045.02	-	-	-	-	-	86,352.15	-	103,894.85

CONCHO VALLEY TRANSIT DISTRICT
September 2021 through August 2022

CARES ACT PROJECTS

		SEPT	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	TOTAL	Request	BUDGET	Variance
TX-2020-096-00 Y364 CARES ACT	Grant 800 FED	Grant Award started June 2020															
Operations	30.09.08	-	-	-	-	-	-	-	-	-	-	-	-	-	1,684,686.00	1,684,686.00	-
Preventative Maint	11.7A.00	-	-	-	-	-	-	-	-	-	-	-	-	-	185,891.00	185,891.00	-
Acquire mobile surv/security	11.42.09	-	-	-	-	-	-	-	-	-	-	-	-	-	13,758.00	287,696.00	273,938.00
Acquire misc support equip	11.42.20	-	-	-	-	-	-	-	-	-	-	-	-	-	87,073.00	100,000.00	12,927.00
Replacement >30ft	11.12.03	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,200,000.00	1,200,000.00
Replacement <30ft	11.12.04	-	-	-	-	-	-	-	-	-	-	-	-	-	-	575,000.00	575,000.00
Replacement trolley	11.12.09	-	-	-	-	-	-	-	-	-	-	-	-	-	-	200,000.00	200,000.00
Acquire misc support equip	11.42.20	-	-	-	-	-	-	-	-	-	-	-	-	-	5,539.00	5,539.00	-
Charter Revenue		-	-	-	-	-	-	-	-	-	-	-	-	-	2,125.00	2,125.00	-
Medical Funds (to cover rounding)		-	-	-	-	-	-	-	-	-	-	-	-	-	1,150.97	1,150.97	-
TOTAL	CFDA 20.507	-	-	-	-	-	-	-	-	-	-	-	-	-	1,980,222.97	4,242,087.97	2,261,865.00

		SEPT	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	TOTAL	Request	BUDGET	Variance
Rural 5311	Grant 825 SAF	Period: 02/17/21 thru 12/31/2022															
Operations	30.09.08	-	32,868.00	3,729.00	-	-	-	-	-	-	-	-	-	36,597.00	281,342.00	317,939.00	-
Preventative Maint	11.7A.00	-	10,460.00	15,345.00	19.00	-	910.00	1,747.00	-	-	-	-	-	28,481.00	21,288.00	50,000.00	231.00
Project Administration	11.79.00	-	-	-	-	-	-	-	-	-	-	-	-	-	50,258.00	50,258.00	-
Acq-Misc Equip	11.42.20	1,999.00	31,867.00	-	11,312.00	-	-	-	-	-	-	-	-	45,178.00	7,591.00	755,685.00	702,916.00
Revenue Co Cash Match		-	-	-	-	-	-	-	-	-	-	-	-	-	0.92	0.92	-
Charter Revenue		241.00	-	-	-	-	-	-	-	-	-	-	-	-	241.00	241.00	-
CVEDD Contract		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Medical Funds (to cover rounding)		-	2.58	(0.20)	1.28	-	0.23	0.53	-	-	-	-	-	4.42	4.93	751.00	741.65
TOTAL	CFDA 20.509	2,240.00	75,197.58	19,073.80	11,332.28	-	910.23	1,747.53	-	-	-	-	-	110,260.42	360,479.00	1,174,874.92	703,888.65

American Rescue Plan Act 2021

		SEPT	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	TOTAL	Request	BUDGET	Variance
FTA TX-2021-073-00 ARP	Grant U02 FED	Grant Award started Sept 2021															
Operations	30.09.08	-	-	-	-	-	-	-	-	-	-	-	-	-	-	738,938.00	738,938.00
Medical Funds (to cover rounding)		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	CFDA 20.507	-	-	-	-	-	-	-	-	-	-	-	-	-	-	738,938.00	738,938.00

		SEPT	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	TOTAL	Request	BUDGET	Variance
Rural 5311	Grant R02 SAF	Period: 10/29/21 thru 12/31/2022															
Operations	30.09.08	-	-	-	-	-	11,925.00	48,655.00	-	-	-	-	-	60,580.00	-	73,190.00	12,610.00
Medical Funds (to cover rounding)		-	-	-	-	-	0.84	-	-	-	-	-	-	0.84	-	-	(0.84)
TOTAL	CFDA 20.509	-	-	-	-	-	11,925.84	48,655.00	-	-	-	-	-	60,580.84	-	73,190.00	12,609.16



Memo

To: CVTD Board of Directors

From: CVTD Admin

Date: 05/11/2022

Re: CONSIDERATION & APPROVAL – ITEM 7

ITEM 7

CONSIDERATION & APPROVAL for the Executive Director to purchase fixed route and demand response vehicles for CVTD fleet in an amount not to exceed \$1,975,000.

Chairman – Judge Steve Floyd

Vice-chairman - Councilman Harry Thomas

Approved at the CVTD Board Meeting on this 11th day of May, 2022.



Memo

To: CVTD Board of Directors

From: CVTD Admin

Date: 05/11/2022

Re: CONSIDERATION & APPROVAL – ITEM 8

ITEM 8

CONSIDERATION & APPROVAL for the Executive Director to purchase a UTV in an amount not to exceed \$30,000.

Chairman – Judge Steve Floyd

Vice-chairman - Councilman Harry Thomas

Approved at the CVTD Board Meeting on this 11th day of May, 2022



Memo

To: CVTD Board of Directors

From: CVTD Admin

Date: 05/11/2022

Re: REVIEW & APPROVAL – ITEM 9

ITEM 9

REVIEW & APPROVAL of the 2021 Concho Valley Regional
Coordination Transportation Plan.

Chairman – Judge Steve Floyd

Vice-chairman - Councilman Harry Thomas

Approved at the CVTD Board Meeting on this 11th day of May, 2022

The 2021 Concho Valley
Regional Coordination Transportation Plan

December 10, 2021



**A plan for closing gaps in public transportation services for
Coke, Concho, Crockett, Irion, Kimble, Mason, McCulloch, Menard, Reagan,
Schleicher, Sterling, Sutton, and Tom Green counties.**

Prepared by:

- Dick Apronti, Ph.D., Assistant Professor, Angelo State University**
- Linda Abernathy, Research Assistant, Angelo State University**
- Daniela Munoz, Research Assistant, Angelo State University**
- Ryan Jansa, Regional Services Coordinator, Concho Valley Transit District**
- Jaylon Seales, Regional Coordinator / Grant Administrator, Concho Valley Transit District**

Acknowledgements

Concho Valley Transit District would like to acknowledge the Regional Coordination Planning Committee (RCPC) for all of their hard work and effort that was put in to make this plan come together. With our knowledgeable and compassionate representatives, Concho Valley Transit District is able to better understand the specific and individual needs of our very special community. This information will allow CVTD to provide the best service to all those who you care so dearly for. RCPC, we thank you for everything you do!

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Executive Summary

The Concho Valley stretches over 16,000 square miles and encompasses 13 sprawling counties. These counties house nearly 160,000 residents with a vast array of transportation needs. The Concho Valley populaces are constantly moving from travel to work, doctors' appointments, or simply to the grocery store. These are a few reasons that Concho Valley Transit District (CVTD) has made regional coordination a top priority. CVTD strives to be able to provide satisfactory service in these very rural areas. Information gathered from the Regional Coordination Plan Committee (RCPC), CVTD drivers, and previous census data was used to conduct multiple analyses of the current transportation needs for these vulnerable populations. The analyses were used to: highlight populations in need of transportation, measure the extent of their needs and understand where current services are meeting these needs, as well as where they are not meeting the needs. This plan serves as a document to identify gaps in services and, more importantly, how the community can fill these gaps and provide transportation to those groups and/or areas under service.

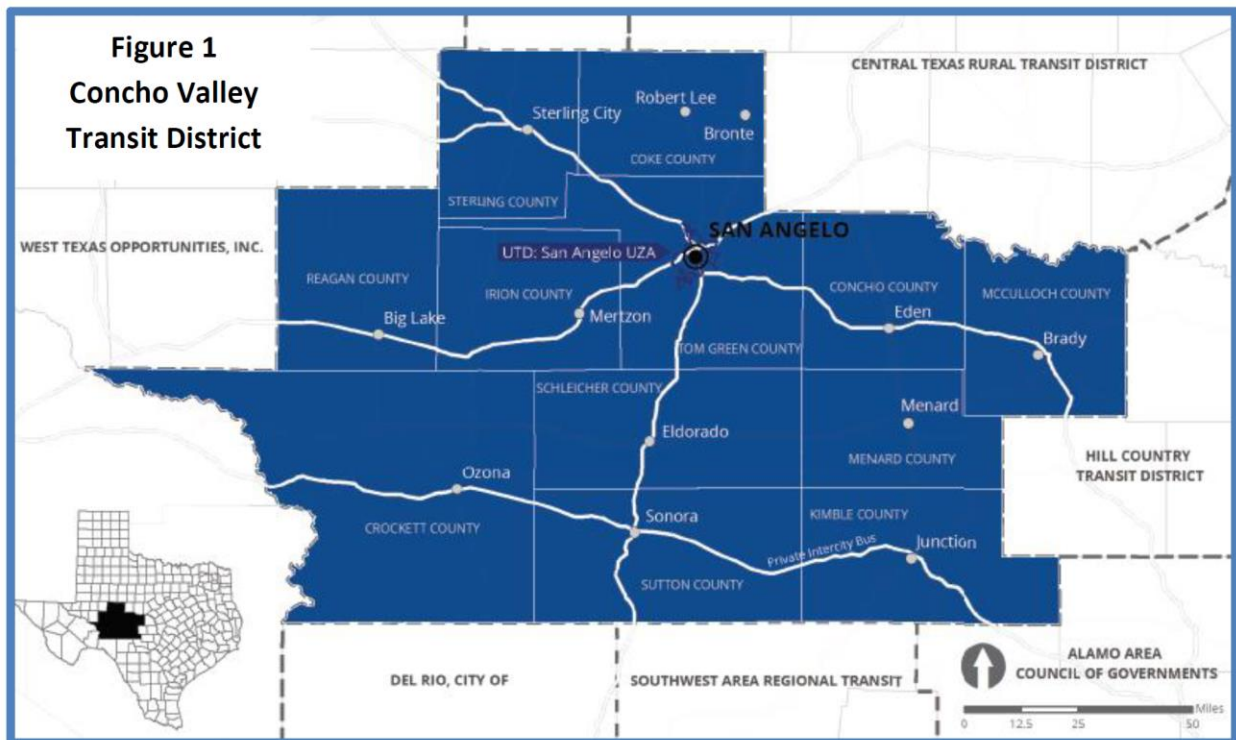
The Transit Gap Index (TGI) analysis identified counties and transit dependent groups that were underserved in the county. These results will allow CVTD to target the specific areas and populaces that are underserved to fill gaps and provide the best possible transportation services for the residents of the Concho Valley.

I. INTRODUCTION

The 78th Legislature’s HB 3588, Article 13, established Regional Coordination to create opportunities and incentives for improving coordination of public transportation throughout the state. The statute changed the definition of public transportation to include service providers receiving federal, state, or local public funds for transit services to their clients. The authorizing legislation encourages coordination among agencies and programs to improve the delivery of regional transportation services and requires the development of region-wide service plans.

A coordinated transit plan for the Concho Valley region was developed in 2016 through a partnership project between Concho Valley Transit District (CVTD), the Concho Valley Regional Coordination Planning Committee (RCPC), the Concho Valley Council of Governments (CVCOG), and Angelo State University (ASU). The plan requires an update every five years, and this report presents the update of the 2016 Concho Valley Regional Coordination Transportation Plan.

CVTD is serving as the lead agency for this project to update the Regional Coordination Transportation Plan for the Concho Valley region. CVTD was initially authorized in 1986 under Texas Transportation Code, Chapter 458, to receive state funds for transit services as a rural transit district. Today, the public transportation system covers 12 central and western Texas counties, including Coke, Concho, Crockett, Irion, Kimble, McCulloch, Menard, Reagan, Schleicher, Sterling, Sutton, and Tom Green Counties (Figure 1). Though Mason County is part of Region 10, it is not included in the CVTD transit system because Hill Country Transit District provides its public transportation services.



The Regional Coordination Process

The Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) program requires that projects it funds are included in the locally developed, coordinated public transit-human services transportation plan. The plan needs to be developed and approved through a process that includes participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers, and other members of the public that use the transportation services. The requirements were met by involving the RCPC throughout the plan’s development and current updates. The RCPC included public, private, and nonprofit transportation and human services providers. Viewpoints of seniors, individuals with disabilities, and members of the public that use the transportation services were collected in targeted qualitative surveys.

The update to the Coordination Plan involved collaborations with the RCPC. On February 25, 2021, ASU met with the RCPC steering committee to present the process for the study for discussion. A second meeting was held on June 30, 2021, to collect the RCPC members’ viewpoints about the transit system’s needs. After that, additional views were collected from other stakeholders, including transit drivers, transit passengers, and general residents of San Angelo. The information was summarized and presented to the RCPC on July 30, 2021. Table 1 depicts the membership of the RCPC that participated in meetings and discussions to update the coordination plan.

The RCPC shared their viewpoints on priorities for allocating limited transit resources based on their “local wisdom” about the community and its vulnerable populations. Members initially advocated priorities for transit service improvement to meet the needs of veterans, low-income individuals, seniors, and disabled persons. Members determined that a lack of awareness about the services offered by the CVTD was critical in addressing the priorities for transit service improvement.

Table 1
Regional Coordination Planning Committee (RCPC), 2021

Name	Organizational Affiliation	Email
Jeff York	Concho Valley Transit District	Jeff.york@cvcog.org
Jaylon Seales	Concho Valley Transit District	jaylon.seales@cvcog.org
Audrey Aguirre	Concho Valley Transit District	Audrey.aguirre@cvcog.org
Mark Bethune	CV Community Action Agency	mbethune@cvaag.org
Albert Rodriguez	CV Economic Development	Albert.rodriguez@cvcog.org
Dusty McCoy	West Texas Counseling and Guidance	dustym@wtcg.us
Betty Teston	Texas Hunger Initiative	Betty_teston@baylor.edu
Major Hofheins	Metropolitan Planning Organization	major.hofheins@cosatx.us
Pete Madrid	Metropolitan Planning Organization	pete.madrid@cosatx.us
Jennifer Juarez	Metropolitan Planning Organization	Jennifer.juarez@cosatx.us

Lisette Alverio	Workforce Solutions	lalverioperez@afsc.com
Matt Groth	Children's Advocacy Center of Tom Green County	mgroth@cactomgreen.org
Teresa Covey	West Texas RSVP	teresa.covey@cvcog.org
Toni Roberts	Area Agency on Aging	toni.roberts@cvcog.org
Duane Edmonson	DuCar LLC	b.b.galyon@suddenlink.net
Richard Porter	Citizen	rl_porter@msn.com
Annette Hernandez	MHMR	ahernandez@mhmrv.org
Armie Sanchez	City of Sonora	srcenter@sonora-texas.com
Delma Childress	TxDOT	Delma.Childress@txdot.gov
Erin Hernandez	Economic Development	Erin.hernandez@cvcog.org

Collaboration between the Regional Services Coordinator and ASU produced two planning process elements during May, June, July, and August 2021. The first element was a qualitative survey. The second element was analyzing demographic data to produce a Transit Gap Index (TGI) designed to measure potential demand for public transit services across the 12 county service regions based on their proportionate size of transit-dependent populations. Dependent populations included in the TGI were workers, households with low vehicle access, medically underinsured groups, low-income residents, seniors, and disabled individuals.

The TGI established a key demography-based pillar for the gap analysis and assessment of unmet transportation needs that inform this Coordination Transportation Plan. Using the combined results of the qualitative survey and the TGI, ASU proceeded to formulate a summary list of need statements. The process generated summary need statements on scheduling, awareness, accessibility, seniors, capacity, appointments, low vehicle access, veterans, uninsured, low income, disabilities, worker utilization, and Medicaid service.

The following resources were used to develop the gap analysis and assessment:

- Transit Gap Index (TGI) results based on regional demographic data.
- Results of the survey of drivers.
- Results of the survey of urban and rural transit passengers.
- Results of a city-wide survey of residents.
- Results of the ASU review of previous planning projects and transportation assessments.
- Results of the prioritization of summary needs by the Steering Committee and RCPC.
- Information provided by CVTD on the distribution of budget and resource allocations across the rural counties.
- Information supplied by CVTD on rural ridership.

This report presents the findings and recommendations of a transportation gaps analysis study for the Concho Valley Transit District. The study identified gaps between the personal mobility needs of residents and existing services to recommend actions to close the gaps. The study includes two meetings with the Regional Coordination Planning Committee (RCPC), surveys of transit riders, a city-wide survey, transit bus drivers, and a survey of the members of the RCPC. The surveys and the first meeting with the RCPC aimed to identify the respondents' needs or

issues of concern. During the second RCPC meeting, results of the various surveys were discussed to develop some recommendations for addressing the most prevalent needs from the survey. Information gathered during the meeting with RCPC was crucial to the preparation of this report.

II. TRANSPORTATION RESOURCES IN THE REGION

Types of Transportation Resources:

Public Transportation Providers: receive funds through Federal grants provided by the Federal Transit Administration. The Texas Department of Transportation oversees these programs administered at the local level.

Medical Transportation Providers offer non-emergency medical transportation by subcontracting with brokers that contract with Health and Human Services to provide transportation for Medicaid recipients. These providers can be Public Transportation providers or private entities and must follow all guidance provided by the broker regarding training for drivers, compliance with vehicle standards, and reimbursement.

Client Based Providers offer transportation for their residents or recipients of their service.

Private for Hire Providers are for-profit transportation providers such as taxi companies, limousine services, 'Uber,' and intra-city providers.

Public Transportation Providers

The Concho Valley Transit is the primary public transportation provider for the regional planning area that includes 12 counties - Coke, Concho, Crockett, Irion, Kimble, McCulloch, Menard, Reagan, Schleicher, Sterling, Sutton, and Tom Green counties. The CVT provides urban services in the City of San Angelo and rural services to the outlying counties of the region and rural Tom Green County. The CVTD also operates charter services within the Concho Valley. Mason County receives public transportation services through Hill Country Transit District.

The urban services offered in San Angelo include fixed-route services and ADA paratransit and demand response. The fixed-route service has six main routes, two routes that provide services to the Angelo State University community and one route for the Goodfellow Air Force Base. On weekdays, the general hours of operation are from 6:30 am to 7:30 pm. On Saturdays, transit services begin from 7:30 am to 6:30 pm. On Sundays, all CVTD services are closed. Each of the routes runs hourly.

The CVTD deploys a fleet of wheelchair-accessible vehicles to service the rural areas of Tom Green County and the 11 additional member counties. Rural service is provided on a demand-response basis. Patrons are required to book planned trips 24 – 48 hours in advance and before 3:00 pm the day before to assure proper area coverage. The services are operated on weekdays from 7:30 am to 5:30 pm. Service on Saturdays vary. The demand-response services are based on a rideshare system, so the initial pickup and return time in the rural areas will vary based on the number of clients from each county and the combined schedules for that day.

Medical Transportation

Medical care is limited in rural communities, so most rural areas in the district depend on the CVTD rural demand-response service as the main public transportation. The patrons schedule their appointments 24 to 48 hours in advance to be transported to health care facilities in San

Angelo. The CVTD also provides paratransit services for those persons whose severity of disability prevents them from using the Urban Fixed Route system. The paratransit is a “curb-to-curb,” shared ride system comparable to regular fixed-route services. Users must fill out a form to confirm their eligibility to utilize the service. The forms are available on cvtd.org or mailed to addresses upon request. Other client-based transportation service providers such as the Bronte Health and Rehab, Christians in Action, and various senior centers also provide transportation services to the health centers.

Private Transport Providers

Intercity bus service is limited in the Concho Valley region. Currently, Greyhound Lines provide private intercity bus service in CVTD’s service area, and CVTD provides connections to these services at its multimodal terminal facility located in San Angelo. In addition, some health and human services organizations have transportation for clients.

Taxi service companies have increased slightly and operate in the region and provide service on a 24-hour, 7-day basis. However, these services are based in San Angelo, providing limited access to rural residents. Compounding the limitation is the general inability of taxis to provide paratransit services.

Providers and Vehicle Resource Inventory

ASU created a listing of transportation service providers from internet searches and interviews either by phone or in-person of some transportation service providers in the region. Not all providers responded to the request for an interview. The listing is not intended to be a comprehensive provider inventory. Instead, the providers represent potential partners for coordination with CVTD based on their target service population, fleet availability, service schedules, rates and fees, and willingness to share services. The following presents a summary of the findings of the transportation service providers.

Red Ball Taxi and Shuttle Service

1302 S Oakes St.

San Angelo, TX

Phone: 325 942 8899

Services provided: a taxi and shuttle service (no wheelchair accessibility provided).

Rates: \$4 per mile or \$20 flat rate anywhere in town

Fleet Size: Several 11 passenger vehicles utilized

Concho Valley Errand Services, LLC

San Angelo, TX

Phone: 325 315 4275

Services provided: errand running such as dry-cleaning drop-off and pickup, grocery shopping, package pickup, etc.; elderly services such as welfare checks or assistance with shopping; also a Medicaid transportation provider must request Concho Valley Errand Service when arranging transportation with Medicaid

Rates: - Within Tom Green County: \$18 per hour
- Outside of Tom Green County: \$1.50 per mile

Fleet size: 2 company vehicles

Concho Concierge

1908 W Concho Ave

Grape Creek, TX

Phone: 325 450 5534

Services Provided: hospitality service, errand running service, transportation service exclusively for their private members

Rates: Private membership for special errand demands; prices vary depending on errand and distance. The basic rate within the county is \$10. Call for quotes.

Fleet size: Personal vehicles of employee

Hill Country Transit District

Hours of Operation: 8 am – 4 pm

Fixed Route: Fleet Size- 9 city buses (9 routes)

Fee rate: Base rate- \$1.00

60+, Medicare, 12 years and younger, the disabled, students - \$0.50

Under two years – free

Monthly pass - \$20.00

ADA Paratransit: Operates within $\frac{3}{4}$ mile of each fixed route

Fleet size: dependent on the number of runs (1 vehicle per run)

Fee rate: \$2.00 for each one-way trip

Rural: Hours of Operation- 8:00 am – 4:00 pm, call to schedule trip

Counties served - Coryell, Hamilton, Lampasas, Milam, Mills, Mason, Llano, Rural Bell County, and San Saba.

Fee rate: varies accordingly to distance traveled.

Checker Cab

1302 S Oakes St.

San Angelo, TX

325 655 3105

Services Provided: 24-hour transportation service for the public, inside and outside of Tom Green county

Rates: \$30 per hour in town, \$4 per mile out of town (Tom Green)

Fleet size: Cabs utilized are five seaters and are wheelchair accessible

Concho Valley Transit District

Fixed Route: General hours of operation- 6:30 am- 7:30 pm, M-F and

7:30 -7:30 on Saturdays, closed on Sundays

Fare: \$1.00 for adults, free for children under 6, daily pass is \$2.00,

Monthly pass is \$30.00

Fleet Size: 14 buses

Rural: Plan 24-48 hours in advance and before 3 pm the day before

Hours of operation: Mon-Fri 7:30 am- 5:30 pm, varies on Saturdays

Fleet size: 17 buses

Rideshare system, Counties: Coke, Concho, Crocket, Irion, Kimble, Menard, McCulloch, Reagan, Schleicher, Sterling, Sutton, and Tom Green Rural

Fee Rate: One way- \$2.00, Round trip- \$4.00 (within city limits)

Free Fare for all previously listed counties

Paratransit: Wheelchair accessible, demand response, same hours of operation as fixed route

Fee Rate: One way- \$2.00, Round trip- \$4.00 (within city limits)

Fleet Size: 18 buses

Dustbowl Transportation and Recovery Service

261 N Oxford Dr.

San Angelo, TX

Phone: 325 812 4320

Services Provided: Towing and transporting heavy cargo for the public

Rates: Call for a quote, depending on the load being transported

Roadrunner Pedicab

4112 W 306 Loop #412

San Angelo, TX

Phone: 325 655 5170

Client-Focused Services

House of Faith

321 Montecito Dr.

San Angelo, TX

Phone: 325 486 8637

Services provided: Picking up and dropping off students after church-related events for House of Faith

Fleet Size: 12-13 vans, 4-5 buses

West Texas RSVP

618 S Chadbourne St.

San Angelo, TX

Phone: 325 944 9669

Services Provided: medical appointments for the frail elderly exclusively. RSVP conducts client intake to ensure the client has no other means of transportation.

Fleet size: volunteer vehicle

Rio Concho Manor:

401 Rio Concho Dr.

San Angelo, TX

Phone: 325 653 3351

Services Provided: Transportation for residents only

Rio Concho West

6359 Appaloosa Trail

San Angelo, TX

Phone: 325 944 9564

Services Provided: Transportation for residents only

Stonebridge Training Residence

79 Gillis St.

San Angelo, TX

Phone: 325 655 3884

Services provided: 24-hour transportation services for appointments and errands for residents only (due to Covid-19, this decreased to once a week).

Fleet Size: One- 13 passenger van, one- 7 passenger van

Baptist Retirement Community

902-903 Main Street

San Angelo, TX

Phone: 800 608 8820

Services provided: Transportation for residents only, five days a week for appointments and errands.

Christians in Action

1505 S Chadbourne St.

San Angelo, TX

Phone: 325 655 5127

Services Provided: This agency provides Concho Valley Transit District bus passes for those seeking transportation as part of their services

Rates: call organization for more information

MHMR of the Concho Valley

1501 W. Beauregard

San Angelo, TX

Phone: 325 658 7750

Services provided: transportation for daily activities for their live-in clients; transportation for their vocational services and employment assistance/supported employment program clients

Rates: MHMR can only provide transit services for their clients

Bronte Health and Rehab

900 S State St.

Bronte, TX

Phone: 325 473 3621

Service provided: residents are transported to various activities and medical appointments

Rates: free for residents, CVTD fares for the public

Bronte Senior Center

613 E Oliver Ave.

Bronte, TX

Phone: 325 473 6471

Service provided: driving meals to homebound seniors

Rates: provided as part of nutrition program

Robert Lee Senior Center

307 W. 8th Street

Robert Lee, TX

Phone: 325 453 2511

Service provided: driving meals to homebound seniors

Sutton County Senior Center

102 S Wilson St.

Sonora, TX

Phone: 325 387 5657

Service provided: driving meals to homebound seniors

Rates: provided as part of nutrition program

Rideshare Companies (Uber and Lyft)

Rideshare companies such as Uber and Lyft operate in San Angelo.

Services provided: On-demand transportation for the public

Fleet size: private vehicles are used by drivers who sign up to provide rideshare services

Rates: fee rate is based on mileage traveled by the rider

Irion ISD

302 N. 3rd Street

Mertzon, TX

Phone: 325-835-6111

Service provided: vehicles exclusively for school-related activities

Schleicher ISD

205 Fields Ave

Eldorado, TX

Phone: 325-853-2514

Service provided: vehicles exclusively for school-related activities

Brady ISD

1003 West 11th Street

Brady, TX

Phone: 325 597 2301

Services Provided: vehicles exclusively for school-related activities

Reagan ISD

1111 12th Street

Big Lake, TX

Phone: 325-884-3705

Service provided: vehicles exclusively for school-related activities

San Angelo ISD

1621 University Ave.

San Angelo, TX

Phone: 325-947-3700

Service provided: vehicles exclusively for school-related activities

III. COMPREHENSIVE ASSESSMENT OF THE PUBLIC’S UNMET TRANSPORTATION NEEDS, ASSESSMENT OF OVERLAPS AND GAPS IN THE DELIVERY OF TRANSPORTATION SERVICES & GAP ANALYSIS

Geographical Data

Table 2 depicts the basic demographic features of Concho Valley Transit’s service area. The population of the area is 156,012 people. Approximately three of every four residents live in Tom Green County. The populations in the remaining rural counties range from 1,231 to 8,057 people. The proportion of elderly residents in the CVTD service region is significantly higher than the statewide ratio. More than 25,000 people age 65 and over live in the area. They comprise slightly more than 16 percent of the population. This compares to approximately 13 percent for the statewide population.

Table 2 Concho Valley Transit District Demography		
Population by County		
County	Number of People	Percent
Coke	3303	2.1%
Concho	3266	2.1%
Crockett	3484	2.2%
Irion	1620	1.0%
Kimble	4373	2.8%
McCulloch	8057	5.2%
Menard	2119	1.4%
Reagan	3766	2.4%
Schleicher	2983	1.9%
Sterling	1231	0.8%
Sutton	3824	2.5%
Tom Green	117986	75.6%
Service Area Total	156012	100%
Age Distribution		
Age Groups	Number of People	Percent
Under age 18	36961	23.7%
18 to 64	93420	59.9%
65 and older	25631	16.4%
Service Area Total	156012	100%
Race and Ethnicity		
Race	Number of People	Percent
White, non-Hispanic	83256	53.4%
Black, non-Hispanic	5052	3.2%
Hispanic	57940	37.1%
Other	9764	6.3%
Service Area Total	156012	100%

White, non-Hispanic residents form a majority of the regional population. Hispanics comprise the largest minority population group and the most rapidly growing ethnic segment. Indeed, the Hispanic population is changing the ethnic composition of the region. Hispanics account for most of the population growth in this slow-growing region of Texas.

Transit Dependent Groups

Table 3 depicts the region's transit-dependent population groups, including employed workers; seniors; children; disabled persons; individuals with low vehicle access; people living on a low income; and limited English-speaking groups.

The number of employed workers using public transportation to commute to work is relatively small in the CVTD region. The 2015-2019 American Community Survey estimates about 152 workers in the region utilize public transit. This amounts to 0.21 percent of the region's 73,266 employed workers. The estimate for employed workers statewide that use public transit is 1.3 percent.

The same American Community Survey dataset indicates about 3,289 of almost 57,000 households in the region have no vehicle access. Another 4,191 are identified as low access households because they have three or more occupants with access to only one vehicle. About 13.2 percent of all households in the region have low or no access to vehicles.

The Census Bureau used an income of \$24,257 for a household of four as the threshold for statistical identification of people in poverty in 2015. More than 23,000 residents of the CVTD region live below the poverty threshold. More than 9,000 of these individuals have incomes below half the threshold. Nearly 38 percent of the regional population lives on incomes less than twice the poverty threshold.

Transit dependent groups in the CVTD region include people with certain health insurance statuses. Approximately 30,220 people, or 19.7 percent of the regional population, have no health insurance. An additional 21,389 people (13.9%) have Medicaid coverage, and those with health service from the Veterans Administration (V.A.) number approximately 656 (0.4% of the population).

Seniors aged 65 and older comprise about 25,631 residents or 16.4 percent of the regional population. Individuals with a disability (including seniors) make up 14.1 percent (21,571 persons) of the population. Children under age 18 number 35,944 or 23.4 percent.

A household without members over the age of 13 able to speak English well is defined as Limited English Proficient (LEP) by the Census Bureau. Approximately 2,238 of the region's 56,932 households are LEP residences. About 11,333 or 7.9 percent of the population age five and over live in these predominantly Spanish-speaking households. Similarly, according to American Community Survey estimates, about 7.3 percent (5,126) of the region's 69,906 workers are LEP.

Table 3 Transit Dependent Populations in the Concho Valley		
Worker Utilization		
Workers	Number	Percent
Workers using public transit	152	0.21%
Employed Workers	73266	100%
Household Vehicle Access		
Households with no vehicle	3270	5.7%
Low access households	3724	6.4%
Total Households	57875	100%
Low Income		
Poverty Status	Number	Percent
Below twice poverty level	49822	31.9%
Below poverty level	20658	13.2%
Under 50% poverty level	8601	5.5%
Total Population	156012	100%
Health Coverage		
Health Insurance Status	Number	Percent
Medicaid	28257	18.1%
Veterans Administration	4644	3.0%
No Health Insurance	22656	14.5%
Total Population	156012	100%
Seniors		
Seniors	Number	Percent
Age 65 and Older	25631	16.4%
Total Population	156012	100%
Disabled		
Disability Status	Number	Percent
People with a Disability	20961	13.4%
Total Population	156012	100%
Children		
Children	Number	Percent
Under age 18	36961	23.7%
Total Population	156012	100%
Limited English Proficiency Households (LEP)		
Proficiency Status	Households	Percent
Limited English Proficient	2290	4.0%
Total Households	57875	100%
Source: U.S. Census Bureau, America Community Survey 2015-2019, 5-Year sample estimates		

The Transit Gap Index (TGI)

ASU developed the Transit Gap Index (TGI) to integrate measured estimates of demand for rural public transit into the gap analysis and assessment of unmet transportation needs. The TGI includes separate estimates for workers, veterans, households with low vehicle access, Medicaid enrollees, the medically uninsured, low-income residents, seniors, and disabled individuals.

Although the American Community Survey interviews about 3.5 million households each year, it turns out the annual samples from cities or counties with fewer than 65,000 residents are too small to compute estimates with acceptable margins of error. Consequently, the Bureau combines interviews conducted over five years to yield small populations (under 65,000). Thus, the 5-Year samples depict populations, and population trends, over five-year periods.

Still, samples representing small populations remain subject to higher degrees of error, even using the Bureau's 5-Year sample files. This is why trend data for an area like Sterling County often show wider swings up and down over time than Tom Green County.

After acquiring the datasets, ASU computed the percentages of workers using public transit; households with low vehicle access; persons with Medicaid coverage; veterans with V.A. health services; individuals with no health insurance; residents with low income under twice the poverty level; senior population; and disabled persons. Then, average proportions for Texas and each of the 12 CVTD counties were calculated across the available datasets. Table 4 reports the results.

County	Worker Utilization	Low Vehicle Access	Medicaid	Veterans	No Health Insurance	Under Twice Poverty	Seniors	Disability
Coke	0.00%	13.18%	7.45%	7.62%	14.82%	35.23%	28.49%	16.86%
Concho	0.00%	10.64%	6.65%	7.51%	12.71%	33.85%	19.96%	9.40%
Crockett	0.00%	6.94%	9.07%	6.25%	20.98%	30.34%	14.95%	7.49%
Irion	1.03%	4.25%	8.98%	8.23%	14.71%	29.88%	16.85%	12.10%
Kimble	0.55%	12.96%	7.38%	12.26%	18.32%	43.70%	28.97%	20.03%
McCulloch	0.08%	9.00%	6.36%	8.86%	20.64%	41.78%	21.83%	19.46%
Menard	0.00%	9.57%	6.65%	11.71%	30.95%	39.39%	31.43%	27.56%
Reagan	0.00%	12.64%	3.56%	4.54%	22.11%	29.48%	8.18%	7.81%
Schleicher	0.90%	6.42%	7.35%	3.19%	21.61%	29.50%	18.77%	11.16%
Sterling	0.00%	5.68%	3.69%	4.71%	22.95%	36.35%	12.67%	11.86%
Sutton	0.00%	14.73%	7.48%	10.16%	17.80%	31.21%	18.07%	10.02%
Tom Green	0.21%	12.17%	4.50%	10.71%	13.67%	32.89%	15.12%	13.10%
Texas	1.33%	12.58%	17.22%	5.01%	16.52%	31.85%	12.89%	11.30%

Source: U.S. Census Bureau, American Community Survey, 5 Year sample estimates, 2015-2019

After computing the average proportions across all the years, ASU developed a series of Transit Gap Index (TGI) scores to rate potential demand for transit services in the various counties. The rating method used the percentages for Texas (the bottom row in Table 4) as benchmarks to derive the TGI scores depicted in Table 5.

Table 5								
Transit Gap Index (TGI)								
County	Worker Utilization	Low Vehicle Access	Medicaid	Veterans	No Health Insurance	Under Twice Poverty	Seniors	Disability
Coke	5	4	1	5	3	4	5	5
Concho	5	3	1	5	3	4	5	3
Crockett	5	2	2	4	5	3	4	2
Irion	1	1	2	5	3	3	5	4
Kimble	3	4	1	5	4	5	5	5
McCulloch	5	2	1	5	4	5	5	5
Menard	5	3	1	5	5	4	5	5
Reagan	5	4	1	3	5	3	2	2
Schleicher	2	2	1	2	5	3	5	3
Sterling	5	1	1	3	5	4	3	4
Sutton	5	4	1	5	4	3	5	3
Tom Green	4	3	1	5	3	4	4	4

Table 5 scores are based on comparisons between the percentages of transit-dependent groups in the county populations and the proportions for Texas (Table 4). However, scoring on utilization of the public transit by workers required a somewhat different approach to scoring than the other seven groups in Table 3. The following rubrics describe the scoring process:

- 1) The process assigns each CVTD county a score ranging from “Low Need = 1” to “High Need = 5.” the scoring method assumes counties with higher percentages of households with low vehicle access, individuals on Medicaid and Veterans Health services, medically uninsured, individuals with low income, seniors, and persons with disabilities have more need for public transit service than counties with lower percentages. Texas statewide population percentages for these transit-dependent groups served as comparison benchmarks as follows:
 - a. “Low Need” scores of 1 indicate counties with group proportions that are more than 50 percent below the corresponding statewide benchmark.
 - b. Scores of 2 specify counties with group proportions that are more than 25 through 50 percent below the statewide benchmark.
 - c. Scores of 3 depict counties with group proportions 25 to 1 percent less than the statewide benchmark.
 - d. Scores of 4 designate counties with group proportions from 0 to 25 percent more than the statewide benchmark.

- e. “High Need” scores of 5 indicate counties with group proportions that are more than 25 percent above the corresponding statewide benchmark.
- 2) Scoring for workers using public transportation for the journey to work presents a unique situation. First, the method is the opposite of the other transit-dependent groups in Table 5, the scoring method assumes that counties with lower percentages of transit workers have more need for service. The available American Community Survey data indicates that virtually no workers (0%) in eight counties use transit, and the proportions for the other four counties are much lower (at least 80% below) than the statewide benchmark of 1.6 percent. In addition, the fact that few Texas workers, and still fewer Concho Valley workers, use public transportation presents a special circumstance for scoring. Consequently, the following describes the scoring rubric for worker utilization of transit:
- a. “High Need” scores of 5 indicate counties where more than 90 percent of workers below the statewide benchmark do not use public transit for the journey to work.
 - b. Scores of 4 depict counties where more than 75 through 90 percent of workers below the statewide benchmark do not use public transit for the journey to work.
 - c. Scores of 3 depict counties where more than 50 through 75 percent of workers below the statewide benchmark do not use public transit for the journey to work.
 - d. Scores of 2 depict counties where more than 25 through 50 percent of workers below the statewide benchmark do not use public transit for the journey to work.
 - e. Scores of 1 depict counties where 25 percent or less of workers below the statewide benchmark do not use public transit for the journey to work.

Identification of Urban and Rural Public Transit Needs

The 2016 Concho Valley Regional Coordination Transportation Plan identified 13 needs statements as listed below. These needs statements were reviewed and included in the 2021 Coordination Plan’s assessment of needs.

1. **Scheduling:** More frequent and convenient stops and destinations with consistent run times. Historically, the demand-response system serving the rural Region 10 areas has had scheduling inefficiencies, and there are no regularly scheduled stops and destinations.
2. **Awareness:** Increase public information and awareness of transit services.
3. **Accessibility:** More accessibility for transit-dependent populations not being served.
4. **Seniors:** improve awareness and access to transit services for the senior population in the region.
5. **Capacity:** Increase vehicles and services in rural areas; enable more intra-county and intra-city service.
6. **Appointments:** Improve appointment procedures and scheduling in demand-response services; resolve issues over scheduling Medicaid and other priority riders.
7. **Low Vehicle Access:** Improve awareness and access to transit services by regional residents lacking access to vehicles.
8. **Veterans:** Improve awareness and access to transit services by veterans, active-duty service personnel, and their families, especially for medical and workforce purposes.

9. **Uninsured:** Improve awareness and access to transit services for medical purposes by medically uninsured residents in the region.
10. **Low Income:** Improve awareness and access to transit services for low-income residents of the region.
11. **Disabilities:** Improve awareness and access to transit services for the disabled residents of the region.
12. **Worker Utilization:** Increase utilization of transit services for the trip to/from work.
13. **Medicaid Service:** Improve services for Medicaid patients in rural areas.

These 13 needs were identified by reviewing 11 prior planning projects and transportation assessments completed in the CVTD service region between 2005 and 2014. The reviewed documents were:

- San Angelo Area Bicycle and Pedestrian Plan, 2005
- CVCOG Comprehensive Economic Development Strategy, 2011
- Assessing the Transit Needs of Concho Valley Residents, 2012
- Assessing the Transit Need of ASU Students, 2013
- CVTD Concho Valley Regional Coordination Transportation Plan, 2013
- SA-MPO Survey of Pedestrian and Bicycle Project Priorities, 2013
- CVCOG Area Agency on Aging, Area Plan, 2014
- SA-MPO Public Participation Plan, 2014
- SA-MPO Transportation Improvement Program (TIP), 2014
- SA-MPO Transportation Needs Assessment Survey, 2014
- SA-MPO Voyage 2040 Long-Range Transportation Plan, 2014

Survey of Public Transportation Service Drivers and Transit Passengers

ASU assisted the Regional Coordinator at CVOG in conducting a qualitative survey of the rural and urban vehicle drivers and a sample of passengers on urban and rural transit buses. The two surveys are presented in Appendix B.

The Coordinator asked all the rural and urban drivers to voluntarily complete a survey to rank the needs identified in the 2016 Concho Valley Regional Coordination Transportation Plan. The respondents rated each need on a scale from 0 to 4 with the following representations - 0 for no opinion; 1 for no impact; 2 for slight impact; 3 for medium-impact; 4 for high impact; and 5 for severe impact. Table 6 presents a summary of the ratings obtained from the transit passengers. Table 7 identifies the most popular and average rating (overall rating) from the passenger surveys.

The transit passengers' ratings indicated that "more bus routes and stops and more areas served" was the most popular need, followed by "more frequent service" and then "safer environment at stops and shelters." These issues had approximately 50% or more of the respondents identifying them as "very important" issues.

The transit bus riders were interviewed face-to-face by student researchers on the transit buses. The students interviewed the passengers over two weeks. Additionally, internet URL links to the

survey were posted on the buses for six weeks. Fifty-three bus riders responded to the survey and ranked the transit needs, as shown in Table 6.

Table 6 Summary of ratings from the transit passengers													
Question	Very Important		Slightly Important		Neutral		Fairly Important		Not Important		No Opinion		Total
More bus routes and stops and more areas served	60.38%	32	13.21%	7	15.09%	8	1.89%	1	5.66%	3	3.77%	2	53
More frequent service	55.77%	29	17.31%	9	17.31%	9	1.92%	1	7.69%	4	0.00%	0	52
Better on-time performance	9.62%	5	21.15%	11	51.92%	27	1.92%	1	15.38%	8	0.00%	0	52
More parking availability at stops	17.31%	9	5.77%	3	32.69%	17	5.77%	3	32.69%	17	5.77%	3	52
Safer environment at stops and shelters	46.15%	24	11.54%	6	25.00%	13	7.69%	4	3.85%	2	5.77%	3	52
Cleaner environment in buses and at bus stops	34.62%	18	15.38%	8	34.62%	18	5.77%	3	7.69%	4	1.92%	1	52
Better pedestrian/bicycle access to/from stops	36.54%	19	17.31%	9	28.85%	15	0.00%	0	13.46%	7	3.85%	2	52

The drivers were also surveyed to collect any additional needs or challenges related to transit services. The transit driver survey yielded 33 responses, summarized in Table 7. The driver responses included some open comments. Those comments are presented below.

“In the small towns, people still do not know how to use the transit system. or that they even can.”

“People still do not know about transit, or if they do, they don’t know how to access it.”

“More people would use transit if there were more small runs out of town.”

“Many surface streets in urban area are in severe need of resurfacing and impact the comfort of ride for passengers and drivers and impact maintenance of equipment.”

“Clients strapped onto wheelchairs sometimes complain about potholes and rough roads.”

“Since we have several different busses, some are better or easier for elderly and disabled people. Each bus has its challenges and can slow down hook-up time of wheelchairs.”

“A lot of people from rural areas do not know of our services. we need to have so sort of public announcement.”

Table 7 Summary of ratings from the transit driver survey			
Need	Rating [A]	Percent providing majority rating [B]	Combined Priority rating [AxB]
Quality of ride	4	43.48%	1.7392
Awareness	3	47.83%	1.4349
Capacity	3	43.48%	1.3044
Appointments	3	39.13%	1.1739
Disabilities	3	39.13%	1.1739
Medicaid Service	3	39.13%	1.1739
Scheduling	3	34.78%	1.0434
Accessibility	3	34.78%	1.0434
Seniors	3	34.78%	1.0434
Low Vehicle Access	3	34.78%	1.0434
Veterans	3	34.78%	1.0434
Uninsured	3	34.78%	1.0434
Worker Utilization	3	34.78%	1.0434
Low income	2.5	31.82%	0.7955
Pricing	1	30.43%	0.3043

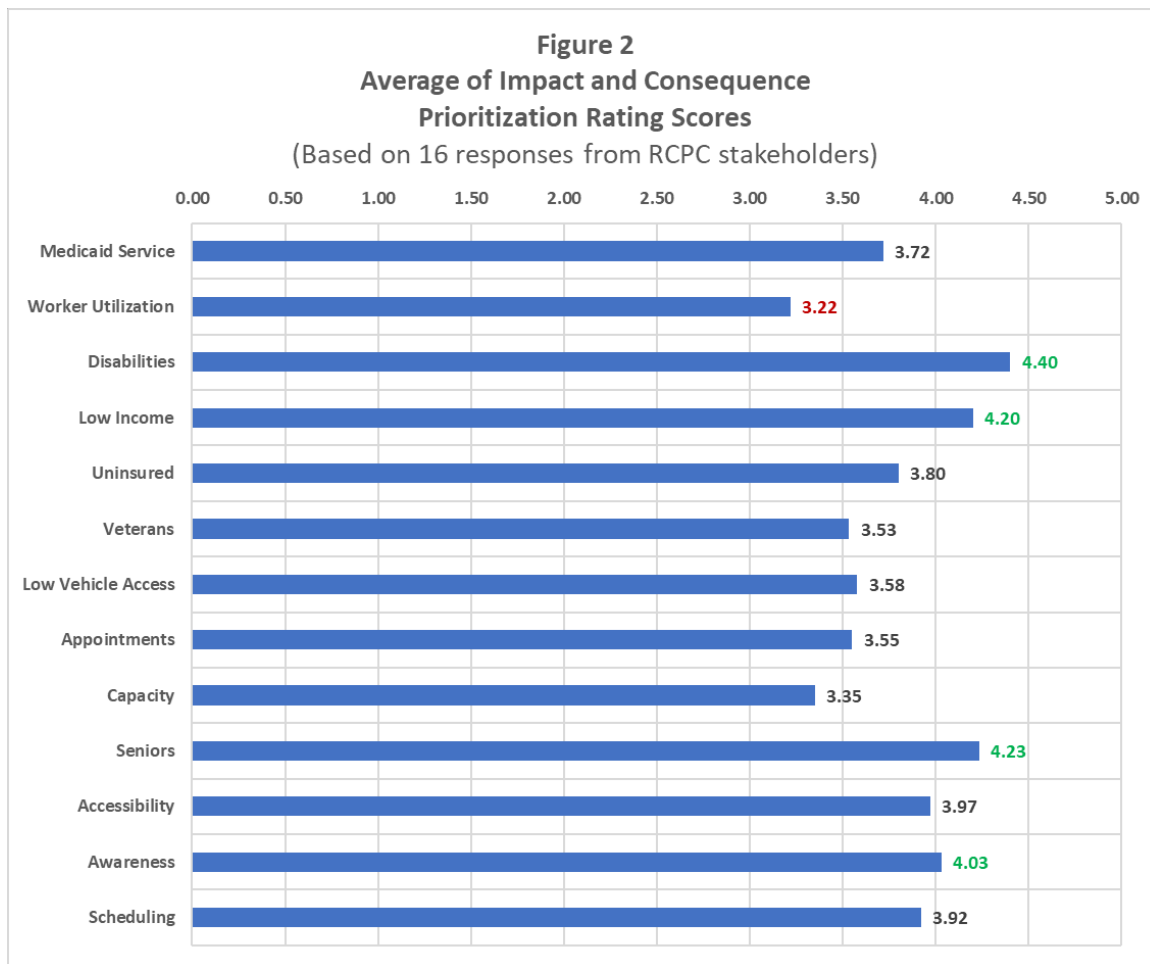
Among the drivers interviewed, Improvement in the Quality of Ride received the highest rating, followed by Awareness, Capacity, Appointments, Disabilities, and Medicaid Services. The needs mentioned above received a rating of 3 or more from approximately 40% of the respondents. The remaining issues – Scheduling, Accessibility, Seniors, Low Vehicle Access, Veterans, Uninsured, and worker utilization – had less than 35% of respondents assigning a rating of at least 3. Low-income and Pricing had low ratings of 2.5 and 1, respectively.

Prioritization of Needs

The Regional Services Coordinator and ASU guided the RCPC to prioritize the summary list of needs working together. Appendix C includes a copy of the prioritization instrument developed by ASU to facilitate the process. The instrument requested the Steering Committee and RCPC members to rate each of the 13 identified summary needs on two criteria:

- **Impact:** Thinking about how severely the lives of the affected members of transit-dependent populations are impacted, rate each need item on a 1-5 point scale where: 1 = Minimum or minor severity of impact, and 5 = Major or maximum severity of impact.
- **Consequence:** Thinking about the viability of social and economic life in the local community, rate the consequences of not taking action to solve each need using a 1-5 point scale where: 1= Minor or insignificant consequence, and 5 = Highly significant or major consequence.

On June 29, 2021, ASU met with the RCPC steering committee to discuss the transit system’s identified needs and asked their inputs to rate each need through a survey instrument. The survey instrument is presented in Appendix D. Figure 2 summarizes the average ratings of impact and the respondents’ community consequence.



The three highest priorities based on the average ratings of the Steering and RCPC members are the need to improve access to transit services for the disabled, seniors, and low-income, respectively. Improving awareness about the services offered by the public transit system was ranked fourth. The lowest priority assigned by the Steering and RCPC members was the need to increase the utilization of transit services for the journey to work.

The RCPC provided comments about each of the needs identified that helped put Figure 2 in perspective. The comments and discussions with the RCPC indicated that the issues with the top three highly ranked priorities mainly were associated with a lack of awareness about the services provided for those groups.

ASU used the priority rating scores represented in Figure 2 to apply weights for the various transit needs of the dependent groups in the TGI. Table 8 reports weighted priority results from the TGI. The values are weighted by multiplying the TGI results in Table 5 by the priority scores assigned to the needs of the various transit-dependent groups in Figure 2.

Table 8 Priority Weighting of Transit Needs in Rural Region 10 TGI Weighted by Prioritization Rating Scores								
County	Worker Utilization	Vehicle Access	Medicaid	Veterans	No Health Insurance	Under Twice Poverty	Seniors	Disability
Weight	3.22	3.58	3.72	3.53	3.8	4.2	4.23	4.4
Coke	16	14	4	18	11	17	21	22
Concho	16	11	4	18	11	17	21	13
Crockett	16	7	7	14	19	13	17	9
Irion	3	4	7	18	11	13	21	18
Kimble	10	14	4	18	15	21	21	22
McCulloch	16	7	4	18	15	21	21	22
Menard	16	11	4	18	19	17	21	22
Reagan	16	14	4	11	19	13	8	9
Schleicher	6	7	4	7	19	13	21	13
Sterling	16	4	4	11	19	17	13	18
Sutton	16	14	4	18	15	13	21	13
Tom Green	13	11	4	18	11	17	17	18

Reading down the Vehicle Access column teaches that Kimble and McCulloch counties had a notably high proportion of their populations: seniors, people with disabilities, and under twice the poverty level. The Steering and RCPC member feedback rated these as relatively high priority needs for the transit service. Crockett County recorded relatively lower scores for the same groups indicating that transit service needs in the Kimble and McCulloch counties are more acute compared to Crockett County.

Gap Analysis of Unmet Transportation Needs

The 2016 Concho Valley Regional Coordination Transportation Plan project developed a systematic gap analysis of unmet transportation needs. The aim was to craft an analysis focused on transit-dependent groups in the CVTD’s rural counties and rooted in measuring resources and unmet needs. The analysis was designed to:

- Serve as a model to enable replication, updating, and refinement of future gap analyses and need assessments of the CVTD system.

- Lay a foundation to formulate and seek funding and other resources for proposals and projects to progress toward closing service gaps in CVTD services.
- Serve as a platform for developing and refining integrated, measurable indicators for tracking and measuring progress toward closing service gaps.

This 2021 Concho Valley Regional Coordination Transportation Plan updates the gap analysis from 2016 by replicating the previous methodology with a few modifications. The priority weighted TGI represents useful measures of transportation need. The TGI measures pools of potential demand for public transit service reflected by transit-dependent groups in the rural counties. To complete the gap analysis, ASU requested and obtained the following data items from CVTD to gauge the distribution and deployment of transit resources across the 12 counties.

1. Current annualized operating costs by county.
2. Runs by county.
3. Revenue miles by county.
4. Revenue hours by county.
5. Total riders by county.

Table 7 profiles the available operating costs and deployment data used as resource measures for the gap analysis. The data was collected from March 1, 2021, through June 30, 2021.

The gap analysis compared the distribution and deployment of transit system resources (Table 9) with the priority demands for services represented by the weighted prioritization scores for the transit-dependent groups (Table 8). The process required ASU researchers to assess each county’s prioritization scores for each transit-dependent group in Table 8 with the transit system resource measures in Table 9.

Table 9 Distribution of Operating Costs and Deployment of Resources							
Geography	Percent Operating Costs	Runs	Revenue Miles	Revenue Hours	Total Riders	Total Riders - Medicaid	Riders Per Run
Coke	7.7%	134	14045	608.7	521	67	3.89
Concho	10.1%	81	18412	892.0	597	116	7.37
Crockett	5.7%	139	10426.9	611.9	495	0	3.56
Irion	1.1%	42	1904	88.0	131	0	3.12
Kimble	0.6%	37	1116	77.6	142	15	3.84
McCulloch	11.4%	266	20757	1287.9	2023	111	7.61
Menard	1.0%	42	1897	71.2	63	7	1.50
Reagan	2.4%	80	9708	419.3	350	0	4.38
Schleicher	4.8%	62	8656	457.1	374	47	6.03
Sterling	3.0%	69	5412.7	284.6	140	0	2.03
Sutton	3.9%	153	7008	332.5	235	0	1.54
Tom Green	45.3%	167	82419	4594.6	1206	80	7.22

Users of the rural and urban 5310 service include riders who are 65 or older and persons with disabilities. From January to December, 2021, the number of 5310 riders for the urban and rural service were 1005, and 81, respectively.

Researchers applied the following rubrics for the analytical purpose of identifying under-service gaps in the rural counties. Counties that were not underserved had resources allocated by the CVTD that exceeded the average resource allocation. The gap index was below the average for all those rural counties or both.

- 1) The UNDER-SERVICE rural county rubric: A county with a weighted TGI score for a transit-dependent group greater than the average TGI score for all other counties (Table 8) and a resource measure that is less than the average for all counties (Table 9) is UNDERSERVED. In Menard County, for instance, workers are somewhat underserved on operating costs because the county uses a low 1.04 percent of costs (Table 9). In contrast, its weighted TGI score for worker utilization, vehicle access, Medicaid, residents with no health insurance, people under twice poverty, seniors, and disability were all higher than the average for all the counties (Table 8). Thus, all the transit-dependent groups mentioned above dependent groups in Menard County were classified as under-service with the letter: "U" in Table 10.

Table 10 Severity of Gaps by Transit Dependent Group								
County	Worker Utilization	Vehicle Access	Medicaid	Veterans	No Health Insurance	Under Twice Poverty	Seniors	Disability
Coke								
Concho								
Crockett		U						
Irion			U	U			U	U
Kimble		U				U	U	U
McCulloch								
Menard	U	U	U		U	U	U	U
Reagan	U	U			U			
Schleicher								O
Sterling	U				U	U		U
Sutton	U		U				U	
Tom Green								

Following the prescribed rubric, the researchers counted 28 transit-dependent groups that are under-service. Table 11 shows the number of underserved transit-dependent groups for each county. Menard County recorded the highest number of under-service transit-dependent groups with seven groups. Irion, Kimble, and Sterling counties recorded the second-highest number of under-served transit-dependent groups, all with four groups, followed by Reagan and Sutton counties with three underserved groups. McCulloch and Crocket followed with two and one

groups, respectively. Coke, Concho, and Schleicher had no under-serviced transit-dependent groups.

Table 11 Number of Under Serviced Transit Dependent Groups	
County	No. of under serviced transit dependent group
Coke	0
Concho	0
Crockett	1
Irion	4
Kimble	4
McCulloch	2
Menard	7
Reagan	3
Schleicher	0
Sterling	4
Sutton	3

Tom Green County

The gap analysis for Tom Green County was separated from the other counties because Tom Green County has approximately 76% of the population in the district and so receives a more significant share of the CVTD’s resources. Therefore, Tom Green County is not compared to the rural counties to determine underserved groups. Instead, the transit-dependent groups within Tom Green are compared to identify vulnerable groups.

Table 8 indicates that veterans and people with disabilities have the highest priority weighting of 18, followed by seniors and people under twice the poverty threshold with weights of 17, and then workers. People with low vehicle access and no health insurance were tied at 11 and Medicaid at 4.

Comparing Transit Dependent Groups

Tables 12 compares the transit-dependent groups. Workers, people with low vehicle access, and seniors recorded the highest number of under-service counts at four each. Medicaid, uninsured, low-income, and disabled were tied at three each. Veterans were under serviced in only one county.

Table 12 Comparing Transit Dependent Group	
Transit Dependent Group	Number of underserved counties
Worker utilization	4
Vehicle access	4
Medicaid	3
Veterans	1
Uninsured	3

Low income	3
Seniors	4
Disability	3

Summary of Findings from the Transit Gap Study

In summary, rural transit service to the 12 counties had the following under service counties and groups.

1. Menard County was the most under-serviced county with seven underserved transit-dependent groups.
2. Households with low vehicle access were under serviced in Crockett, Kimble, Menard, and Reagan counties.
3. Seniors were under-serviced in Irion, Kimble, Menard, and Sutton counties.
4. Persons using Medicaid were underserved in Irion, Menard, and Sutton counties.
5. The medically uninsured populations were underserved in Menard, Reagan, and Sterling counties.
6. Persons living on low income were underserved in Kimble, Menard, and Sterling counties.
7. Persons with disabilities in Irion, Kimble, Menard, and Sterling counties.
8. Veterans in Irion County.
9. Persons with disabilities in Kimble County.

Worker utilization was identified as under-serviced in Menard, Reagan, Sterling, and Sutton counties. This transit gap indicates the need for a transit service that operates within those four counties to meet the transit needs of workers.

A review of the Tom Green County demography indicated that veterans, people with disabilities, seniors, low-income persons should be prioritized in resource allocation. The most urban county with approximately 76 percent of the population, Tom Green received almost 46 percent of the resource allocations. The remaining groups arranged in by their priority ratings are Workers, people with low vehicle access, medically uninsured persons, and persons relying on Medicaid.

IV. PLANNING FOR COMPREHENSIVE SERVICES

The Concho Valley Transit District forms partnerships through Regional Coordination with various agencies that apply and receive various grant funding opportunities such as the 5310 (Enhanced Mobility of Seniors and Individuals and Individuals with Disabilities) formula grant. This program supports the planning, design, and implementation of transportation services to meet the unique transportation needs of seniors and individuals with disabilities. The program aims to improve mobility for seniors and individuals with disabilities by removing barriers to transportation services and expanding transportation mobility options.

By allocating the funding and dispersing equal amounts monthly, and closely regulating the amount to each client, the CVTD is better positioned to serve the needs of all those who qualify for the 5310 grant. The CVTD also collaborates with multiple brokers who receive Health and Human Services funding. Through this collaboration, CVTD can provide medical transportation for individuals approved through Medicaid. CVTD also partners with numerous local agencies and organizations such as; Senior Companions/ Foster Grandparents, Area on Aging, Boys and Girls Club, Workforce Solutions, Disability Connections, and others to provide transportation to their clients and consumers.

V. INTEGRATED PLANNING PROCESSES

Planning and the integration of plans amongst local agencies are a critical part of ensuring that regional goals and objectives are met. The Concho Valley has been fortunate enough to benefit from sustained, active participation from health and human service organizations, especially those with an interest in client transportation for older adults, persons with disabilities, persons with low incomes, veterans, and other transit dependent populations. Below are some of the organizations in the area that require plan integration, coordination, and collaboration:

Concho Valley Transit District

CVTD continues to provide both rural and urban services for the Concho Valley. Serving as the only public transportation provider in the region and the lead agency, Concho Valley Transit District coordinates closely with key stakeholder groups from the City of San Angelo, surrounding counties, and TxDOT to prioritize the integration of planning. Some of these stakeholder groups include the San Angelo Metropolitan Planning Organization, Area Agency on Aging, Concho Valley Economic Development and more.

Region 10 Regional Coordination Planning Committee

Representatives of transit dependent groups, workforce agencies, health and human service agencies, and other members of the public are key members of the Regional Coordination Planning Committee (RCPC) and each brings valuable insight and perspectives to help ensure that local strategic plans are integrated.

Coordination with the Concho Valley Council of Governments

The Concho Valley Council of Governments (CVCOG) is a voluntary organization of local governments to foster a cooperative effort in resolving problems, policies, and plans that are common and regional. Serving as one of the many organizations within the CVCOG, Concho Valley Transit District has formed close relationships and camaraderie with other organizations within the CVCOG especially those serving seniors and low-income populations including the Area Agency on Aging and the Concho Valley Economic Development District. Many of these organizations have their own long-range plans and CVTD works closely with these entities to ensure that transportation needs are factored into their plans.

Agencies within the CVCOG:

- 2-1-1 Texas
- Area Agency on Aging of the Concho Valley
- Concho Valley Aging and Disability Resource Center
- Concho Valley Testing & Training Center
- Concho Valley Regional Law Enforcement Academy
- Foster Grandparents
- Head Start
- Homeland Security
- Regional 9-1-1
- Concho Valley Economic Development District
- Senior Companions
- Concho Valley Transit District

Coordination with San Angelo Metropolitan Planning Organization (MPO)

On April 12, 2018, the San Angelo Metropolitan Planning Organization Transportation Policy Board adopted Concho Valley Transit District's performance measurement targets. The Transportation Policy Board has committed to supporting, planning and programming projects that contribute to the accomplishments of said targets. The targets are for four transit asset management performance measures that include:

1. Equipment State of Good Repair: rehab or replace equipment based on the Concho Valley Transit District Board of Trustees approved capital plan to maintain an overall state of good repair of all vehicles and facilities.
2. Rolling Stock State of Good Repair: by 2022, replace 4 fixed route buses with an age of 5 years or greater and replace 6 demand response busses with an age of 5 years or greater.
3. Infrastructure State of Good Repair: zero, no passenger rail infrastructure.
4. Facilities State of Good Repair: rehab facilities based on the Concho Valley Transit District Board of Trustees approved capital plan to maintain an overall state of good repair. This to include Multi-Modal facilities and bus stop and shelter (operational) facilities as well.

Numerous transit projects adopted in the FY 2021-2024 Transportation Improvement Program support achieving the targets established for transit state of good repair, including: the purchase of revenue vehicles; the purchase of replacement revenue vehicles; new and upgrades to existing passenger facilities; and upgrades to the operational facilities.

The San Angelo Metropolitan Planning Organization also has a Metropolitan Transportation Plan (MTP) titled *Moving People and Things Through and Within San Angelo 2045*.

“This plan was adopted on March 24, 2020 and covers fiscal years 2020 to 2045. The plan identifies long-range transportation needs, prioritizes programs and projects, provides a means for regional brainstorming on transportation aspects and serves as the basis for the planning needs and decision-making guidelines for the MPO Board. This is accomplished through identifying present and future transportation corridors, forecasting transportation needs and growth patterns, providing estimated costs for implementation of those needs and including other innovative approaches to transportation.”

CVTD maintains a close working relationship with the San Angelo Metropolitan Planning Organization and CVTD's goals and objectives are already included in the SAMPO's long range plans. Also included in this plan are an overview of CVTD, History of Transit, and Transit Services offered by CVTD.

The San Angelo Metropolitan Organization has CVTD's Transportation Goals and Objectives listed as follows:

“The goals and objectives of the Concho Valley Transit District for the foreseeable future are to:

- Steadily increase service, both Urban and Rural by growing inventory and staff slowly to provide quality service that is appropriate and feasible based on client and region needs.
- Comply with the requirements imposed by state and federal government and in accordance with organizational policies and procedures.
- Maintain and grown provided transportation services to clients in and around the Concho Valley through innovative efficiencies and innovative direction of assets and customer base.
- Ensure that all eligible clients have safe and timely access to transportation services throughout the region.

- Reduce the cost of service and maintain the upkeep of capital assets through a newly developed Asset Management Plan.
- Increase services within the Concho Valley by gradually increasing the size of the transportation fleet through sensible and cost-effective purchases.
- Increase the budget through increased local contributions and sales while exploring new opportunities utilizing uncommon government collaborations.”

These plans can be found at www.sanangelompo.org.

Coordination with Concho Valley Community Action Agency

The Concho Valley Community Action Agency (CVCAA) is an organization that provides a variety of services including housing and utility assistance, weatherization, and other community resources for the low-income population in the area. This organization provides a valuable service to the Concho Valley. The CVCAA has a Community Needs Assessment that list the services provided by CVTD and some of the challenges of public transportation for individuals living in the Concho Valley.

CVCAA lists one of the biggest opportunities for the transportation of their clients as being the need for expanded service hours and shorter bus route times.

CVCAA is one of the key members of the RCPC and over the years, CVTD has build a good relationship with CVCAA and both continue to work together on integrating plans to improve services for mutual stakeholders. CVTD often joins CVCAA at their rural outreach events to help spread information about services offered.

VI. VISION, MISSION, GOALS, AND OBJECTIVES

In a meeting with the RCPC on July 30, the RCPC discussed and approved the vision statement, mission, goals, and objectives for the CVTD. The goals and objectives from the 2016 Regional Coordinate Plan were maintained with the addition of improving awareness about the services provided by the CVTD.

Vision Statement

The mission of the Concho Valley Transit District is to provide safe and efficient transportation services to the Concho Valley while positively contributing to the economy and community.

Mission

The goal of the Concho Valley RCPC is to develop coordinated transportation plans and recommendations that facilitate improved capacity and delivery of services, enhance satisfaction with public transit services within regional communities and among transit-dependent groups and encourage cooperation to meet the transportation needs of the region.

The RCPC is a diverse group comprised of representatives from local agencies and organizations who voluntarily come together to identify, discuss and plan for the various transportation needs of the Concho Valley.

Goals and Objectives

Safety: Ensure that safety is of the utmost priority for our employees, passengers, and general citizens of the Concho Valley and surrounding areas.

Reliability: Deliver quality services resulting in consistent mobility for our rural and urban passengers.

Friendliness: Create a comfortable and welcoming atmosphere for Concho Valley citizens and transit passengers.

Awareness: Increase public information and awareness of transit services.

Project Development

The gap analysis and assessment revealed unmet needs in providing rural transportation services to workers, households with low vehicle access, medically uninsured persons, low-income individuals and families, Medicaid patients, seniors, and persons with disabilities. The assessment also documents variations in the severity of these needs in the different rural counties.

CVTD invites community-based organizations to develop joint or coordinated project funding proposals for consideration by TxDOT or other public transit funding agencies. To be in alignment with the Regional Coordination Transportation Plan, organizations are encouraged to develop proposals that will enhance transportation services to their stakeholders by leveraging funds and/or building regional capacity to address identified and assessed gaps in needs and services. The current project list was created with the help of organizations throughout the region including Concho Valley Transit District, Concho Valley Community Action Agency, Concho Valley Economic Development, West Texas Counseling and Guidance, Texas Hunger Initiative, San Angelo Metropolitan Planning Organization, Workforce Solutions, Children's Advocacy

Center of Tom Green County, Area Agency on Aging/2-11, MHMR Services for the Concho Valley, and more. Community-based organizations interested in developing joint or coordinated project proposals should consult with CVTD’s Regional Coordinator/Grant Writer.

In addition, CVTD and CVCOG will employ the leadership of the Regional Coordinator/Grant Writer to implement the specific projects listed below as key elements of a regional strategy to close the gaps. Some key projects will benefit both the urban fixed-route and rural demand-response systems operated by CVTD (e.g., In-House Maintenance and State of Good Repair). Other projects focus on the fixed-route system to realize improvements that will enhance integration between the urban and rural systems (e.g., Centralized Dispatch) or facilitate connectivity between the systems (e.g., Transportation Connection Points). Additional projects open opportunities for local public, nonprofit, and private agencies and organizations to support public transit by participating in CVTD advertising, branding, and marketing projects.

Table 13 Key Planned or Ongoing Projects			
Project Name	Status	Description	Priority
Pilot New Fixed Routes:	Ongoing	CVTD sees increased demand for Airport service and Downtown San Angelo Lunch service in the urban areas. CVTD added a new route in 2020 and will continue to add as needed. CVTD will pilot a city-wide Demand Response service starting in 2021. Funding: Funding options for new pilot routes are 5309 or Coordinated Call. Also, public agencies, health and human service organizations, or private employers interested in joint or collaborative projects for new fixed routes to better serve stakeholders should consult with the CVTD Regional Coordinator/Grant Writer. Abetted Gaps/Populations: CVTD fixed routes serve many passenger populations, including low poverty and workers. Piloting new routes can allow public transportation to reach more residential and industrial areas of the urbanized areas.	High priority – 60 percent of urban and rural passengers indicated “More bus routes and stops and more areas served” as very important in the survey.
Intercity Bus Service:	Proposed	Enhance rural transit services by adding bus routes to and from rural counties to the urban San Angelo area. CVTD provides rural rides to San Angelo, allowing access to the Greyhound. A Feasibility Study on service from Del Rio to San Angelo to Midland to Abilene is currently being performed by TxDOT. Funding: A funding option for this enhancement is 5311 or Intercity Bus Program Funding. In addition, public agencies, organizations, or private employers interested in joint or collaborative projects for new fixed routes to better serve stakeholders should consult with the CVTD Regional Coordinator/Grant Writer. Abetted Gaps/Populations: ICB brings seniors, persons with disabilities, and workers to the urbanized area and beyond to build economic growth and attend appointments for necessary health and human services.	High priority – 60 percent of urban and rural passengers indicated “More bus routes and stops and more areas served” as very important in the survey.
Passenger Amenities	Proposed	Create sheltered bus stops with curb cuts, lighting, and trash cans in the UTD fixed-route system. Ensure equal amenities at rural pickup points. These amenities will increase ridership in	High priority – 46 percent of urban and

		<p>the urban and rural systems. They improve safety for passengers in both systems, as well as for those who transfer between systems. Amenities provide improved access for seniors, individuals with disabilities, and other transit-dependent groups. They also provide areas for posting information for branding and increasing awareness of CVTD services and opportunities for local businesses, public agencies, and health and human services organizations to support the transit system through advertising. This is currently in the implementation phase as six shelters have been purchased and concrete pads poured. Additionally, 13 benches are in the procurement phase.</p> <p>Funding: With increased rural passenger transfers to urban services, funding options may include 5339 (b), 5317, and 5307. Helping the system provide passenger amenities is also a valued way for private businesses, public agencies, and regional service organizations to collaborate and support the transit system.</p> <p>Abetted Gaps/Populations: All transit-dependent groups are aided through the construction and/or installation of new transit amenities, including benches, shelters, trashcans, and lighting.</p>	<p>rural passengers indicated “Safer environment at stops and shelters” as very important in the survey.</p>
Branding and Marketing	Ongoing	<p>The Regional Coordinator/Grant Writer collaborated to develop a branding and marketing strategy to work with a newly established RPO and community stakeholders. This plan will increase the public awareness, knowledge, and understanding of the current and evolving capacities and services of CVTD. The branding and marketing strategy aims to increase ridership and provide the essential public understanding and awareness needed as the system gains capacity to close the service gaps among transit-dependent groups and underserved counties. Branding was changed from CVTD, TRANS, and Thunderbird to CVT on 11/14/2018.</p> <p>Funding: FTA and TxDOT funds.</p> <p>Abetted Gaps/Populations: All transit-dependent groups will have the ability to better identify CVTD vehicles, specifically for seniors and persons with disabilities who may have difficulties recognizing CVTD vehicles</p>	<p>High Priority – the RCPC identified awareness as a priority necessary for increasing the patronage of the CVTD services.</p>
Advertising	Ongoing	<p>Advertise transit system information and services at bus stops and onboard buses can augment the Branding and Marketing strategy while creating opportunities for local funding through advertising revenues from local businesses, public agencies, and health and human services organizations. Advertising revenue generates local funding to partially support joint or coordinated projects of interest to CVTD and/or various community-based organizations. Organizations interested in participating in the CVTD advertising project should contact the Regional Coordinator/Grant Writer.</p> <p>Funding: Project-based grants like Coordinated Call for Projects or Regionally Coordinated Pilot projects are available to aid in exploring new advertising avenues.</p> <p>Abetted Gaps/Populations: Workers in business areas and seniors, Medicaid users, and persons with disabilities who frequent doctors’ offices are subject to viewing new advertising ventures.</p>	<p>High Priority – the RCPC identified awareness as a priority necessary for increasing the patronage of the CVTD services.</p>

Comprehensive System-Wide Transportation Study	Proposed	<p>Collaborate with SA-MPO and TxDOT to conduct a long-range planning study to assess community transportation partnerships, enabling a multi-provider call center and integrating multi-provider transportation compatible scheduling software into CVTD services. The project holds potential for significant integration and coordination of public and privately-operated transportation services across CVTD urban and rural areas.</p> <p>Funding: The funding for this project is the Transit Technical Services Program (TTSP) which was applied for on 08/05/2021. This program provides focused technical assistance to Rural Transit Districts in Financial management and analysis, Capital project development, and Operational and service analysis.</p> <p>Abetted Gaps/Populations: This study will aid all transportation-dependent groups to better coordinate transportation services within the urban and rural areas, especially for persons with disabilities and seniors who may be lifts/ramps or extra help boarding alighting vehicles or those with low vehicle access.</p>	High Priority – the RCPC identified scheduling as a priority necessary for improving the services of the CVTD.
Ride Quality	Proposed	<p>Create partnerships with TxDOT and City Engineer to utilize transit drivers to help identify routes with poor pavement quality that severely impacts rides.</p>	High priority – transit drivers identified ride quality from pavement deteriorations as very important in the survey
Quality Assurance Plan	Ongoing	<p>CVTD management will continue developing and implementing a Quality Assurance Plan to train employees to record information and data to meet the FTA Triennial Review and Audit compliance requirements. This project reinforces the driver to achieve operational efficiencies and effectiveness in the transit system. It also ensures the accuracy of essential data and information required for useful performance measures to evaluate and document future progress toward meeting unmet needs and closing service gaps. Automated ridership data collection met the unmet needs and provided instant feedback using passenger counters.</p> <p>CVTD Triennial Review is scheduled for 2021. CVTD will continue to train employees to meet FTA compliance requirements. They have also begun incorporating a Transit Operator Development Course that helps comply with Federal and State regulations, develops our trainees into professional operators, and instills the safest practices.</p> <p>Funding: Coordinated Call is a funding option for this project. Passenger counters were funded with 5307.</p> <p>Abetted Gaps/Populations: The creation of a quality assurance plan can aid all transit-dependent populations. Compliance with funding sources allows CVTD to maintain services for the citizens of the Concho Valley.</p>	High priority

Centralized Dispatch	Ongoing	<p>CVTD began the process of centralizing its dispatch system in 2016. This project was completed and is currently being used. Adopting a bus tracking phone app and an automated fare system has increased the conveniences, efficiencies, and connectivity options for rural and urban patrons. The integrated dispatch system serves both the urban fixed route services and the rural demand response services of CVTD, increasing the convenience and efficiency of scheduling, creating more flexible and efficient deployment of fleet resources, and opening new opportunities for connectivity between the rural areas and urban system services.</p> <p>Funding: No funding is currently needed to continue this project. Local funds will be required to implement the system software to integrate rural and urban services, the bus tracking phone app, and the automated fare system.</p> <p>Abetted Gaps/Populations: Centralized dispatching helps low SES individuals (2x below the poverty level, those with no insurance or Medicaid) with the addition of a toll-free number. Making a trip has been easier for seniors and individuals with disabilities who may have many appointments or have difficulties.</p>	High Priority – the RCPC identified scheduling as a priority necessary for improving the services of the CVTD.
In-house Maintenance	Planning phase	<p>The construction of an in-house maintenance facility for the CVTD fleet is an essential capacity-building project to close the unmet need gaps in rural transportation services. CVTD will collaborate with Howard College –San Angelo to increase community connectivity to train mechanics and provide internships and jobs for local students.</p> <p>Funding: CVTD will apply for funding to construct the maintenance facility in 2022.</p> <p>Abetted Gaps/Populations: All transit-dependent groups are supported through the addition of an in-house maintenance facility, especially seniors and persons with disabilities who will benefit from well-maintained lifts and ramps on CVTD’s accessible vehicles.</p>	High priority
State of Good Repair	Ongoing	<p>The in-house maintenance project will augment CVTD’s initiative to establish a State of Good Repair management framework to improve the system’s asset procurement and salvaging process to maximize passenger safety and minimize operations costs. The engineering and design bid is out now. Transit Asset Management has also been created to assist with the State of Good Repair.</p> <p>Funding: A funding option for instituting the State of Good Repair framework is 5337.</p> <p>Abetted Gaps/Populations: Similar to in-house maintenance, this program will aid all transit clientele with safer and more reliable vehicles.</p>	High priority

VII. SUSTAINABLE PLANNING & IMPLEMENTATION PLAN

CVTD Organizational Infrastructure and Staff Capacity

Serving as the lead agency for the Regionally Coordinated Transportation Plan, CVTD strives to meaningfully engage regional stakeholders by fostering involvement and collaboration with all of its team members. CVTD is overseen by a Director of Transit, Assistant Director of Transit, Operations and Safety Managers, a Finance Manager, and their respective teams. CVTD is also a program of the Concho Valley Council of Governments who has their own Management Team, Finance Team, and Human Resources Team.

CVTD has consistently maintained the position of a Regional Services Coordinator who serves as a core staff member responsible for developing and implementing strategies to identify and meet the transportation needs of individuals with disabilities, individuals 65 and older, individuals with low income, veterans, advocates for children, and other members of the public. One of the key components of this job is rural outreach to help spread awareness of services offered into underserved communities within CVTD's service area.

The Regional Services Coordinator will implement, update, and sustain the plan by leading continuous efforts within the service area to secure funding and formulate collaborative strategies to work with regional stakeholders. This will include regular monitoring of the plan to ensure that projects are on track for completion.

Leverage Resources to Pay

CVTD plans to implement this plan and achieve goals within the plan by applying for funding through a variety of programs provided by TxDOT and FTA. Some of these programs include TxDOT's Coordinated Call for Projects, FTA's 5339 Grant for Bus and Bus Facilities, and other funding opportunities that come available. Other than funding through TxDOT and FTA, the only other source of funding planned to be utilized for these projects is local revenue. CVTD seeks coordination and input from stakeholders to identify alternate funding sources to further improve the transportation system in the region.

Plans for Engaging Regional Stakeholders

The Regional Services Coordinator and various members of CVTD staff will continue to travel to rural events with other service organizations including the Concho Valley Community Action Agency, West Texas Counseling & Guidance, and more as a group effort to help regional stakeholders living in outlying communities. CVTD also plans to continue building partnerships with other organizations within its service area to provide the best possible transportation services for regional stakeholders.

CVTD will also host Regional Coordination Planning meetings every quarter to provide transportation updates and foster cooperation and coordination amongst stakeholder groups within the region. CVTD also will provide transportation updates via social media when applicable.

CVTD is undergoing two different studies including an Intercity Bus (ICB) survey and an Operational study. The ICB study examines the feasibility of CVTD having an Intercity Bus which could potentially have connection points with other cities such as Midland/Odessa, Abilene, Del Rio, and more. The Operational study examines all aspects of CVTD's operations to determine what updates might need to take place to better serve riders in CVTD's service area.

CVTD will continue to work on creating contracts with organizations such as nursing homes, medical providers, and other service organizations to provide transportation for their clients.

VIII. PERFORMANCE MEASURES TO EVALUATE EFFECTIVENESS

Local Performance Metrics

The Lead Agency will collaborate with representatives participating in an established RPO and other stakeholders to refine and elaborate the performance measurement and evaluation framework provided by the gap analysis and assessment of unmet needs at the core of this plan. The Lead Agency will contribute to this collaborative effort by producing:

- 1) Annual Updates of a regional TGI, or successor instrument, to reflect demand for transit services as reflected in the demographic representation of transit-dependent populations within the rural counties.
- 2) Annual canvassing interviews or surveys of unmet transit needs to be reported by key informant representatives of regional health and human service organizations and residents using the services of the rural transportation system.
- 3) Annual updates of rural transportation statistical data reflecting the distribution and deployment of rural county resources and utilization of the system by members of the various transit-dependent groups.

In turn, representatives participating in an RPO will assess CVTD's progress toward closing gaps and establish annual updates on unmet need priorities. The Regional Coordinator/Grant Writer will report the yearly performance measurement and evaluation produced by the Lead Agency and the RPO to TxDOT and the public.

Statewide Performance Metrics

The annual performance measures and evaluation reports for TxDOT will provide data and documentation of statewide performance measures, including:

- Data and information on community collaboration: number of formalized active community partnerships, and number of persons engaged in transportation planning and education activities within the region.
- Identification and data collection on gaps and inefficiencies: number of gaps and inefficiencies identified in the coordinated plan and its updated evaluations, including those concerning priority transit dependent population groups.
- Recommended actions in the coordinated plan and its updated evaluations for resolving gaps and inefficiencies.

IX. References

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X. Acronyms

ASU	Angelo State University
CVCOG	Concho Valley Council of Governments
CVTD	Concho Valley Transit District
FTA	Federal Transit Administration
LEP	Limited English Proficiency
NADO	National Association of Development Organizations
RCPC	Concho Valley Regional Coordination Planning Committee
RPO	Rural Planning Organization
SA-MPO	San Angelo Metropolitan Planning Organization
TGI	Transit Gap Index
TIP	Transportation Improvement Program
TxDOT	Texas Department of Transportation
UZA	Urbanized Area
VA	Veterans Administration

XI. Appendix

Appendix A: Planning Project Instruments - Survey for Drivers

Block 1

**Angelo State University
Institutional Review Board (IRB)
Consent to Participate in an IRB-Approved Research Event**

Project Title: Transportation Needs Assessment Study

Investigator Name/Department: Linda Abernathy, Daniela Munoz under the supervision of Dick Apronti, Ph.D./Department of Engineering

Investigator Phone: 325-485-5512

You are being asked to participate in a research event conducted with the approval of the Angelo State University Institutional Review Board. In order to participate, you are required to give your consent after reading this document.

An explanation of the project is written below, which includes information about the purpose of the project, the procedures to be used, and the potential benefits and possible risks of participation. Please read and, should you decide to participate, indicate your agreement on this form. Upon request, you will be given an unsigned copy of this form for your records.

Refusal to participate in this study will not affect any future services you may be entitled to from the University. Anyone who agrees to participate in this study is free to withdraw from the study at any time without penalty. I also understand that it is not possible to identify all potential risks in a study, and I believe that reasonable safeguards have been taken to minimize both the known and potential but unknown risks.

You must be 18 years of age or older to participate.

1. Nature and Purpose of the Project

You are being asked to participate in a research study for the Concho Valley Transit District (CVTD) service and the San Angelo Metropolitan Planning Organization with the supervision of Dr. Dick Apronti at Angelo State University. This study aims to determine the transportation needs for the Concho Valley Transit District (CVTD) and the San Angelo Metropolitan Planning Organization (SAMPO). The study results will be used to update the 5-year regional human services - public transportation coordination plan. You are only permitted to participate once in the current study.

2. Explanation of Procedures.

The study consists of participants completing, online questionnaires. The questionnaires will survey your experiences with using the transit services and your views about the transportation systems and infrastructure within the City of San Angelo. Completing the study will take approximately 15 minutes. The results of the study will be published and made publicly available by the Concho Valley Transit District and the San Angelo Metropolitan Planning Organization.

Participants can access the publication for free by visiting their websites. There will be no compensation for completing the survey.

3. Discomfort and Risks.

The risks of participating in this study are minimal and not expected to be greater than those experienced in daily life. Some of the questions may cause some individuals to feel uncomfortable, and everyone has the right to omit answers to any questions without penalty.

4. Benefits.

The findings from this study can add to the existing knowledge related to transportation needs assessments. The results will be used to update the Regional Coordination Transportation Plan.

5. Confidentiality.

Your confidentiality is important. Data will be accessible only to the researchers through a secure password-protected online cloud storage, Google Drive, and on the database of the system utilized for the survey, Qualtrics. Data will be stored for a period of 3 years after completion of the study after which all data will be deleted. All data will be reported at the group level, and your name (or any other identifying information) will never be linked to your individual responses. You may risk a loss of confidentiality if you choose to email the researchers to ask for the results of the study. If you choose to email the researchers, then the researchers will immediately delete such emails after responding to them. There is a potential risk of loss of confidentiality in all email, downloading, and internet transactions. Agreement: By clicking on the continue button below you are indicating that you have read the above procedures and that you are consenting to voluntarily participate in this study.

This project has been reviewed and approved by the Angelo State University Institutional Review Board (IRB) for the protection of human subjects in research and research-related activities. IRB #APR-042821 – April 28, 2021.

Any questions regarding the conduct of the project, questions pertaining to your rights as a research subject, or research-related injury should be brought to the attention of the IRB administrator, Dr. Tay Hack (tay@angelo.edu) TEL: (325) 942-2068, ext. 6121. Any question about this specific research project should be brought to the attention of the investigator listed at the top of this form.

Click continue ONLY if you agree to participate.

- Continue
- Exit without doing the survey

Event Feedback

Survey of Transit Bus Drivers: Transit Challenges

Taking into consideration the transit services provided, rate the following issues based on their impacts to the transit users.

Scheduling: Need for more frequent and convenient stops and destinations with consistent run times.

- No impact on transit users
- Slight impact on transit users
- Moderate impact on transit users
- High impact on transit users
- Severe impact on transit users
- No Opinion

Comments:

Survey of Transit Bus Drivers: Transit Challenges

Taking into consideration the transit services provided, rate the following issues based on their impacts to the transit users.

Awareness: Need for an increase in public information and awareness of transit services.

- No impact on transit users
- Slight impact on transit users
- Moderate impact on transit users
- High impact on transit users
- Severe impact on transit users
- No Opinion

Comments:

Survey of Transit Bus Drivers: Transit Challenges

Taking into consideration the transit services provided, rate the following issues based on their impacts to the transit users.

Accessibility: Need for more accessibility for transit dependent populations not being served.

- No impact on transit users
- Slight impact on transit users
- Moderate impact on transit users
- High impact on transit users
- Severe impact on transit users
- No Opinion

Comments:

Survey of Transit Bus Drivers: Transit Challenges

Taking into consideration the transit services provided, rate the following issues based on their impacts to the transit users.

Seniors: Need to improve awareness and access to transit services for the senior population in the region.

- No impact on transit users
- Slight impact on transit users
- Moderate impact on transit users
- High impact on transit users
- Severe impact on transit users
- No Opinion

Comments:

Survey of Transit Bus Drivers: Transit Challenges

Taking into consideration the transit services provided, rate the following issues based on their impacts to the transit users.

Capacity: Need to increase vehicles and services in rural areas; enable more intra-county and intra-city service.

- Moderate impact on transit users
- No impact on transit users
- Slight impact on transit users
- High impact on transit users
- Severe impact on transit users
- No Opinion

Comments:

Survey of Transit Bus Drivers: Transit Challenges

Taking into consideration the transit services provided, rate the following issues based on their impacts to the transit users.

Appointments: Need to improve appointment procedures and scheduling in demand-response services; resolve issues over scheduling Medicaid and other priority riders.

- No impact on transit users
- Slight impact on transit users
- Moderate impact on transit users
- High impact on transit users

- Severe impact on transit
- No Opinion

Comments:

Survey of Transit Bus Drivers: Transit Challenges

Taking into consideration the transit services provided, rate the following issues based on their impacts to the transit users.

Low Vehicle Access: Need to improve awareness and access to transit services by regional residents lacking access to vehicles.

- No impact on transit users
- Slight impact on transit users
- Moderate impact on transit users
- High impact on transit users
- Severe impact on transit users
- No Opinion

Comments:

Survey of Transit Bus Drivers: Transit Challenges

Taking into consideration the transit services provided, rate the following issues based on their impacts to the transit users.

Veterans: Need to improve awareness and access to transit services by veterans, active duty service personnel and their families, especially for medical and workforce purposes.

- No impact on transit users
- Slight impact on transit users
- Moderate impact on transit users
- High impact on transit users
- Severe impact on transit users
- No Opinion

Comments:

Survey of Transit Bus Drivers: Transit Challenges

Taking into consideration the transit services provided, rate the following issues based on their impacts to the transit users.

Uninsured: Need to improve awareness and access to transit services for medical purposes by medically uninsured residents in the region.

- No impact on transit users
- Slight impact on transit users
- Moderate impact on transit users
- High impact on transit users
- Severe impact on transit users
- No Opinion

Comments:

Survey of Transit Bus Drivers: Transit Challenges

Taking into consideration the transit services provided, rate the following issues based on their impacts to the transit users.

Low income: Need to improve awareness and access to transit services for low-income residents of the region.

- No impact on transit drivers
- Slight impact on transit drivers
- Moderate impact on transit drivers
- High impact on transit drivers
- Severe impact on transit drivers
- No Opinion

Comments:

Survey of Transit Bus Drivers: Transit Challenges

Thinking about how frequently and severely the lives of the members of transit dependent populations are impacted, how critical do you find the following challenges of the current transit service:

Disabilities: Need to improve awareness and access to transit services for the disabled residents of the region.

- No impact on transit drivers
- Slight impact on transit drivers
- Moderate impact on transit drivers
- High impact on transit drivers
- Severe impact transit drivers
- No Opinion

Comments:

Survey of Transit Bus Drivers: Transit Challenges

Taking into consideration the transit services provided, rate the following issues based on their impacts to the transit users.

Worker Utilization: Need to increase utilization of transit services for the trip to/from work.

- No impact on transit drivers
- Slight impact on transit drivers
- Moderate impact on transit drivers
- High impact on transit drivers
- Severe impact on transit drivers
- No Opinion

Comments:

Survey of Transit Bus Drivers: Transit Challenges

Taking into consideration the transit services provided, rate the following issues based on their impacts to the transit users.

Medicaid Service: Need to improve services for Medicaid patients in rural areas.

- No impact on transit drivers
- Slight impact on transit drivers
- Moderate impact on transit drivers
- High impact on transit drivers
- Severe impact on transit drivers
- No Opinion

Comments:

Survey of Transit Bus Drivers: Transit Challenges

Taking into consideration the transit services provided, rate the following issues based on their impacts to the transit users.

Quality of ride: Need to improve pavement conditions for a more comfortable or smoother ride.

- No impact on transit drivers
- Slight impact on transit drivers

- Moderate impact on transit drivers
- High impact on transit drivers
- Severe impact on transit drivers
- No Opinion

Comments:

Survey of Transit Bus Drivers: Transit Challenges

Taking into consideration the transit services provided, rate the following issues based on their impacts to the transit users.

Pricing: Need to find funds to aid riders who cannot afford to pay for the service.

- No impact on transit drivers
- Slight impact on transit drivers
- Moderate impact on transit drivers
- High impact on transit drivers
- Severe impact on transit drivers
- No Opinion

Comments:

Other Challenges

What other challenging transportation related issues do you see when serving clients that were not indicated above?

Powered by Qualtrics

Appendix B: Planning Project Instruments – Results from Driver Survey

Default Report

Survey of CVTD Transit Bus Drivers

December 9, 2021 10:01 PM MST

Q48 - Online Study Angelo State University Institutional Review Board (IRB) Consent to Participate in an IRB-Approved Research Event Project Title: Transportation Needs Assessment Study Investigator Name/Department: Linda Abernathy, Daniela Munoz under the supervision of Dick Apronti, Ph.D./Department of Engineering Investigator Phone: 325-485-5512 You are being asked to participate in a research event conducted with the approval of the Angelo State University Institutional Review Board. In order to participate, you are required to give your consent after reading this document. An explanation of the project is written below, which includes information about the purpose of the project, the procedures to be used, and the potential benefits and possible risks of participation. Please read and, should you decide to participate, indicate your agreement on this form. Upon request, you will be given an unsigned copy of this form for your records. Refusal to participate in this study will not affect any future services you may be entitled to from the University. Anyone who agrees to participate in this study is free to withdraw from the study at any time without penalty. I also understand that it is not possible to identify all potential risks in a study, and I believe that reasonable safeguards have been taken to minimize both the known and potential but unknown risks. You must

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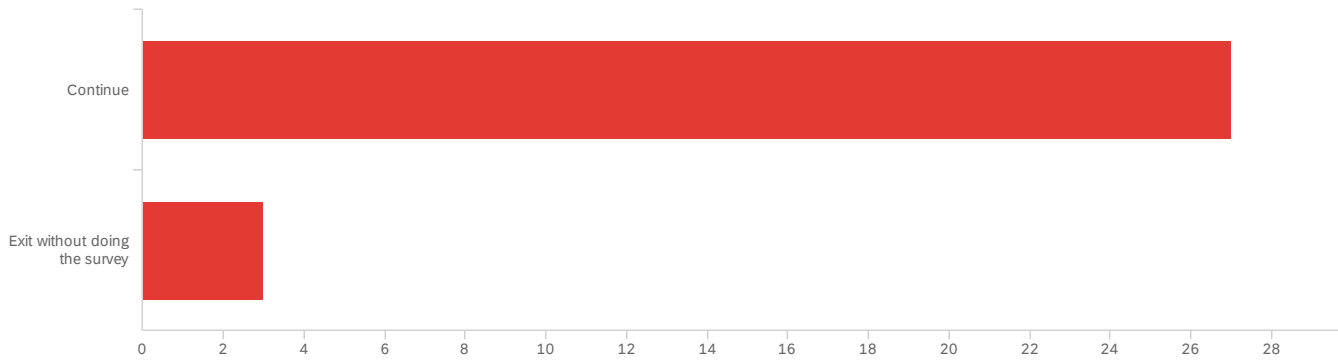
penalty. 4. Benefits. The findings from this study can add to the existing knowledge related to transportation needs assessments. The results will be used to update the Regional Coordination Transportation Plan. 5. Confidentiality. Your confidentiality is important. Data will be accessible only to the researchers through a secure password-protected online cloud storage, Google Drive, and on the database of the system utilized for the survey, Qualtrics. Data will be stored for a period of 3 years after completion of the study after which all data will be deleted. All data will be reported at the group level, and your name (or any other identifying information) will never be linked to your individual responses. You may risk a loss of confidentiality if you choose to email the researchers to ask for the results of the study. If you choose to email the researchers, then the researchers will immediately delete such emails after responding to them. There is a potential risk of loss of confidentiality in all email, downloading, and internet transactions. Agreement: By clicking on the continue button below you are indicating that you have read the above procedures and that you are consenting to voluntarily participate in this study. This project has been reviewed and approved by the Angelo State University Institutional Review Board (IRB) for the protection of human subjects in research and research-related activities. IRB #APR-042821 – April 28, 2021. Any questions regarding the conduct of the project, questions pertaining to your rights as a research subject, or research-related

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(tay@angelo.edu) TEL: (325) 942-2068, ext. 6121. Any question about this specific

research project should be brought to the attention of the investigator listed at the top of

this form. Click continue ONLY if you agree to participate.



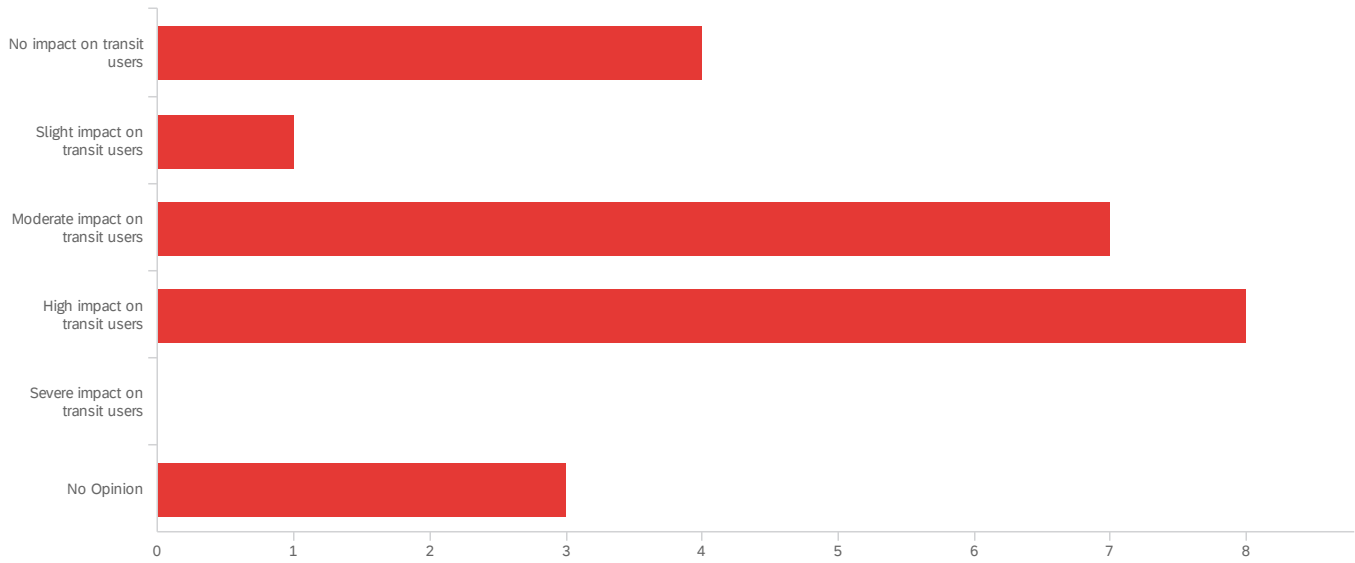
#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	<p>Online StudyAngelo State University Institutional Review Board (IRB) Consent to Participate in an IRB-Approved Research Event Project Title: Transportation Needs Assessment Study Investigator Name/Department: Linda Abernathy, Daniela Munoz under the supervision of Dick Apronti, Ph.D./Department of Engineering Investigator Phone: 325-485-5512 You are being asked to participate in a research event conducted with the approval of the Angelo State University Institutional Review Board. In order to participate, you are required to give your consent after reading this document. An explanation of the project is written below, which includes information about the purpose of the project, the procedures to be used, and the potential benefits and possible risks of participation. Please read and should you decide to participate, indicate your agreement on this form. Upon request, you will be given an unsigned copy of this form for your records. Refusal to participate in this study will not affect any future services you may be entitled to from the University. Anyone who agrees to participate in this study is free to withdraw from the study at any time without penalty. I also understand that it is not possible to identify all potential risks in a study, and I believe that reasonable safeguards have been taken to minimize both the known and potential but unknown risks. You must be 18 years of age or older to participate. 1. Nature and Purpose of the Project You are being asked to participate in a research study for the Concho Valley Transit District (CVTD) service and the San Angelo Metropolitan Planning Organization with the supervision of Dr. Dick Apronti at Angelo State University. This study aims to determine the transportation needs for the Concho Valley Transit District (CVTD) and the San Angelo Metropolitan Planning Organization (SAMPO). The study results will be used to update the 5-year regional human services - public transportation coordination plan. You are only permitted to participate once in the current study. 2. Explanation of Procedures. The study consists of participants completing, online questionnaires. The questionnaires will survey your experiences with using the transit services and your views about the transportation</p>	1.00	2.00	1.10	0.30	0.09	30

#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
	<p>systems and infrastructure within the City of San Angelo. Completing the study will take approximately 15 minutes. The results of the study will be published and made publicly available by the Concho Valley Transit District and the San Angelo Metropolitan Planning Organization. Participants can access the publication for free by visiting their websites. There will be no compensation for completing the survey. 3. Discomfort and Risks. The risks of participating in this study are minimal and not expected to be greater than those experienced in daily life. Some of the questions may cause some individuals to feel uncomfortable, and everyone has the right to omit answers to any questions without penalty. 4. Benefits. The findings from this study can add to the existing knowledge related to transportation needs assessments. The results will be used to update the Regional Coordination Transportation Plan. 5. Confidentiality. Your confidentiality is important. Data will be accessible only to the researchers through a secure password-protected online cloud storage, Google Drive, and on the database of the system utilized for the survey, Qualtrics. Data will be stored for a period of 3 years after completion of the study after which all data will be deleted. All data will be reported at the group level, and your name (or any other identifying information) will never be linked to your individual responses. You may risk a loss of confidentiality if you choose to email the researchers to ask for the results of the study. If you choose to email the researchers, then the researchers will immediately delete such emails after responding to them. There is a potential risk of loss of confidentiality in all email, downloading, and internet transactions. Agreement: By clicking on the continue button below you are indicating that you have read the above procedures and that you are consenting to voluntarily participate in this study. This project has been reviewed and approved by the Angelo State University Institutional Review Board (IRB) for the protection of human subjects in research and research-related activities. IRB #APR-042821 – April 28, 2021. Any questions regarding the conduct of the project, questions pertaining to your rights as a research subject, or research-related injury should be brought to the attention of the IRB administrator, Dr. Tay Hack (tay@angelo.edu) TEL: (325) 942-2068, ext. 6121. Any question about this specific research project should be brought to the attention of the investigator listed at the top of this form. Click continue ONLY if you agree to participate.</p>						
#	Field						Choice Count
1	Continue						90.00% 27
2	Exit without doing the survey						10.00% 3

30

Showing rows 1 - 3 of 3

Q1 - Scheduling: Need for more frequent and convenient stops and destinations with consistent run times.



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Scheduling: Need for more frequent and convenient stops and destinations with consistent run times.	1.00	6.00	3.35	1.46	2.14	23

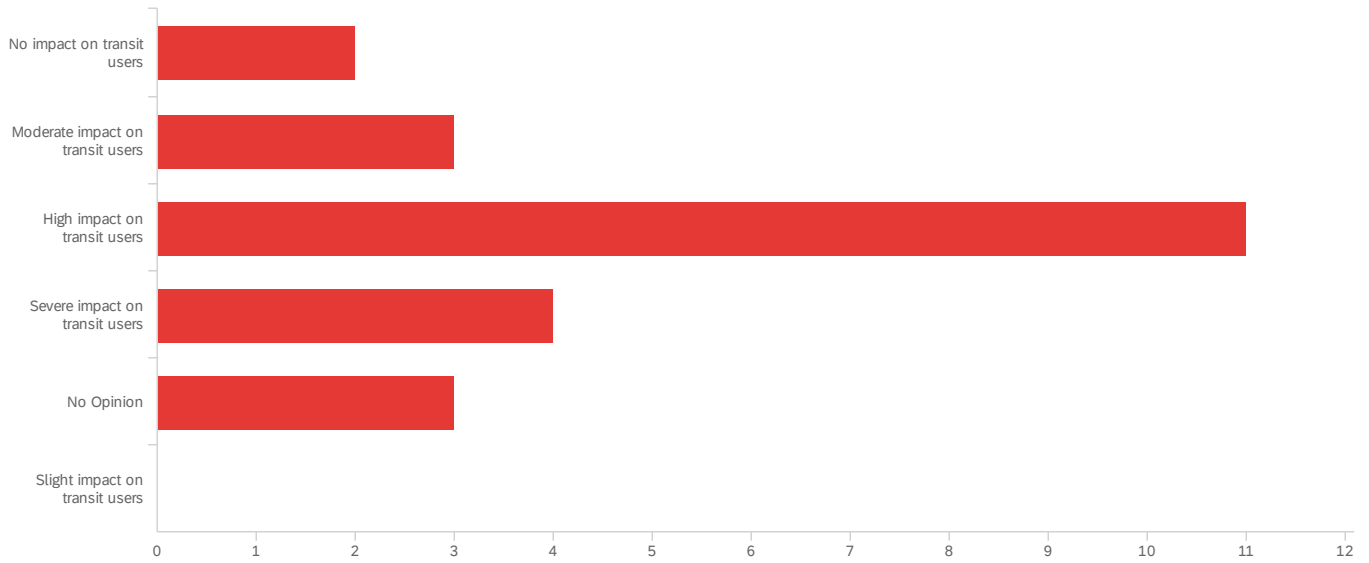
#	Field	Choice Count
1	No impact on transit users	17.39% 4
2	Slight impact on transit users	4.35% 1
3	Moderate impact on transit users	30.43% 7
4	High impact on transit users	34.78% 8
5	Severe impact on transit users	0.00% 0
6	No Opinion	13.04% 3

Q18 - Comments:

Comments:

Q2 - Awareness: Need for an increase in public information and awareness of transit

services.



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Awareness: Need for an increase in public information and awareness of transit services.	1.00	6.00	3.43	1.47	2.16	23

#	Field	Choice Count
1	No impact on transit users	8.70% 2
2	Moderate impact on transit users	13.04% 3
3	High impact on transit users	47.83% 11
5	Severe impact on transit users	17.39% 4
6	No Opinion	13.04% 3
7	Slight impact on transit users	0.00% 0

23

Showing rows 1 - 7 of 7

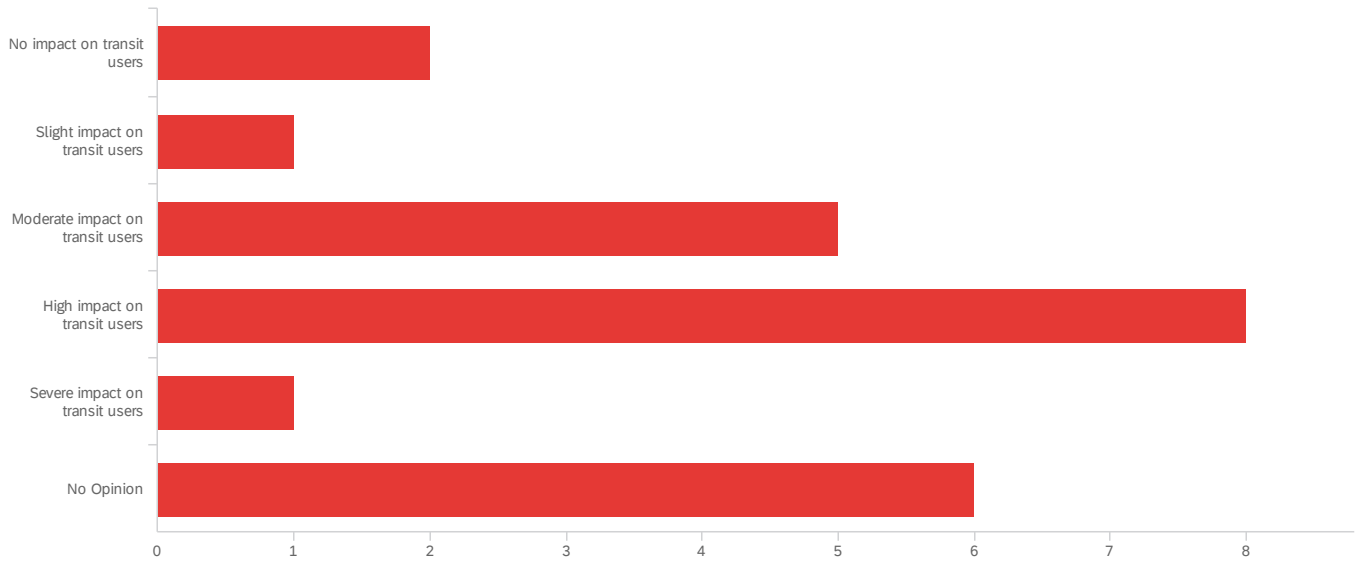
Q19 - Comments:

Comments:

in the small towns people still do not know how to use the transit system. or that they even can.

All clients comply with procedures established

Q3 - Accessibility: Need for more accessibility for transit dependent populations not being served.



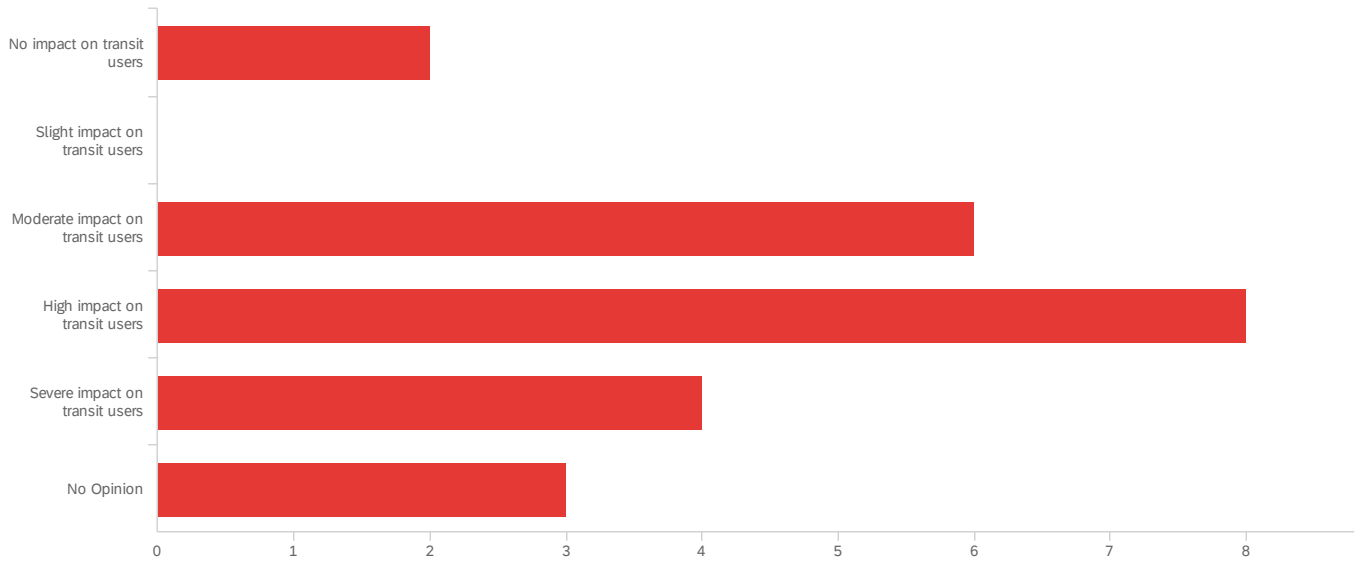
#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Accessibility: Need for more accessibility for transit dependent populations not being served.	1.00	6.00	4.00	1.50	2.26	23

#	Field	Choice Count
1	No impact on transit users	8.70% 2
2	Slight impact on transit users	4.35% 1
3	Moderate impact on transit users	21.74% 5
4	High impact on transit users	34.78% 8
5	Severe impact on transit users	4.35% 1
6	No Opinion	26.09% 6

Q20 - Comments:

Comments:

Q4 - Seniors: Need to improve awareness and access to transit services for the senior population in the region.



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Seniors: Need to improve awareness and access to transit services for the senior population in the region.	1.00	6.00	3.91	1.32	1.73	23

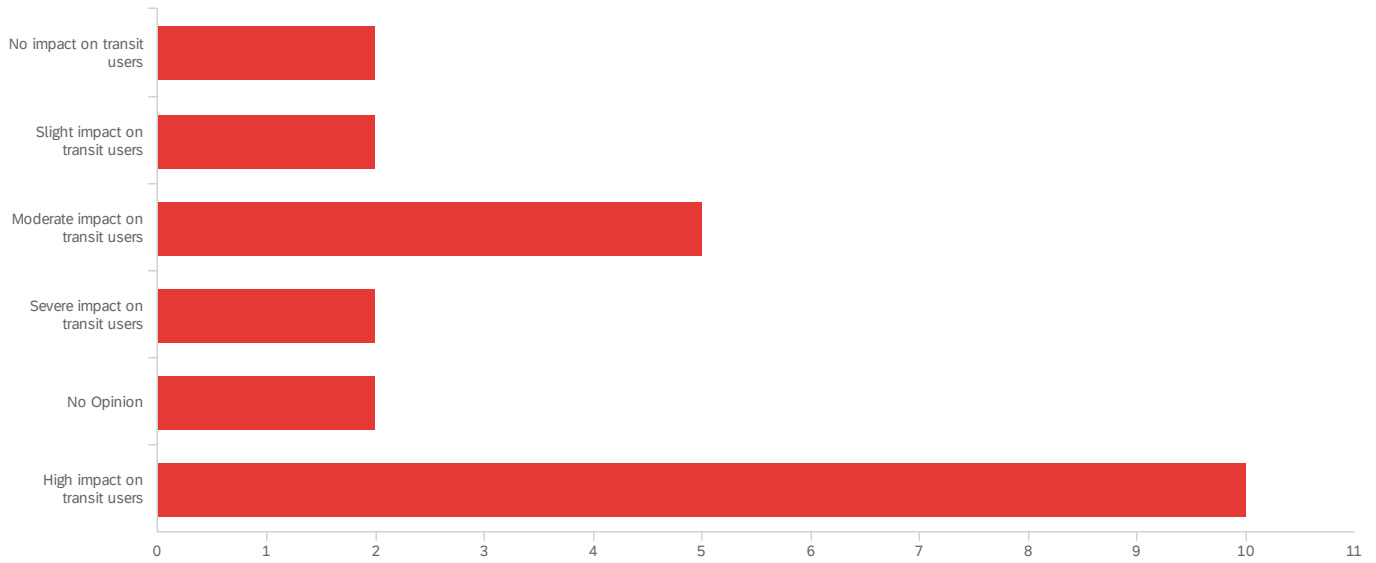
#	Field	Choice Count
1	No impact on transit users	8.70% 2
2	Slight impact on transit users	0.00% 0
3	Moderate impact on transit users	26.09% 6
4	High impact on transit users	34.78% 8
5	Severe impact on transit users	17.39% 4
6	No Opinion	13.04% 3

Q23 - Comments:

Comments:

again people still do not know about transit or if they do they dont know how to access it

Q5 - Capacity: Need to increase vehicles and services in rural areas; enable more intra-county and intra-city service.



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Capacity: Need to increase vehicles and services in rural areas; enable more intra-county and intra-city service.	1.00	99.00	46.48	46.26	2140.08	23

#	Field	Choice Count
1	No impact on transit users	8.70% 2
2	Slight impact on transit users	8.70% 2
3	Moderate impact on transit users	21.74% 5
14	Severe impact on transit users	8.70% 2
15	No Opinion	8.70% 2
99	High impact on transit users	43.48% 10

23

Showing rows 1 - 7 of 7

Q22 - Comments:

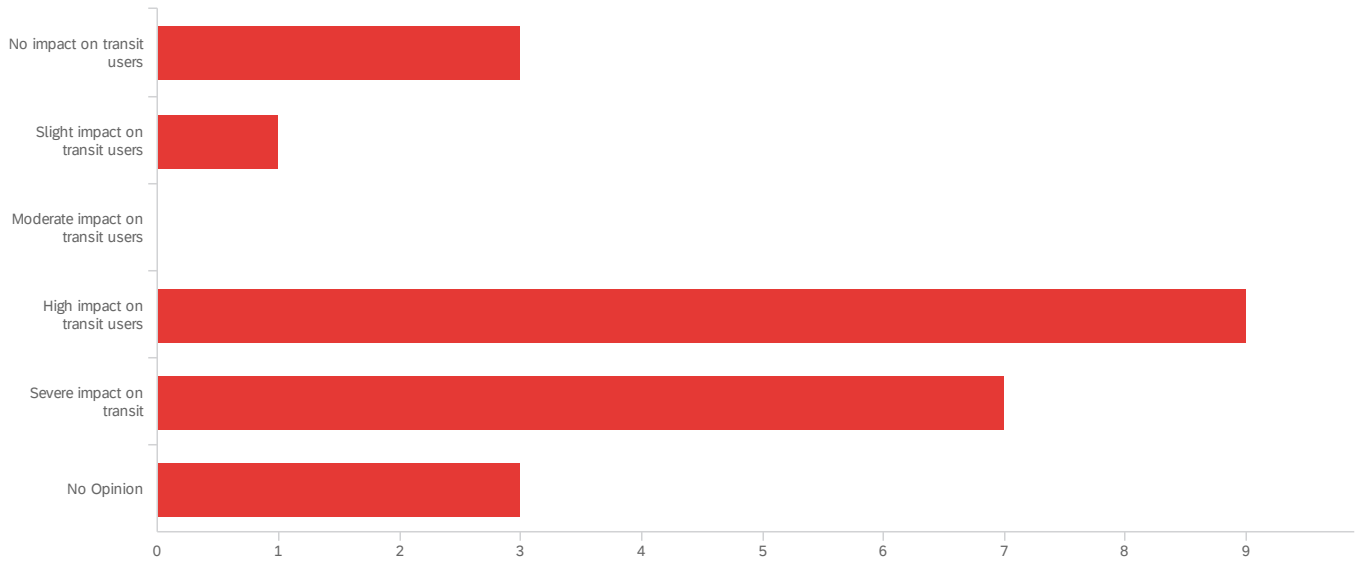
Comments:

more people would use transit if there were more small runs out of town

Q6 - Appointments: Need to improve appointment procedures and scheduling in

demand-response services; resolve issues over scheduling Medicaid and other priority

riders.



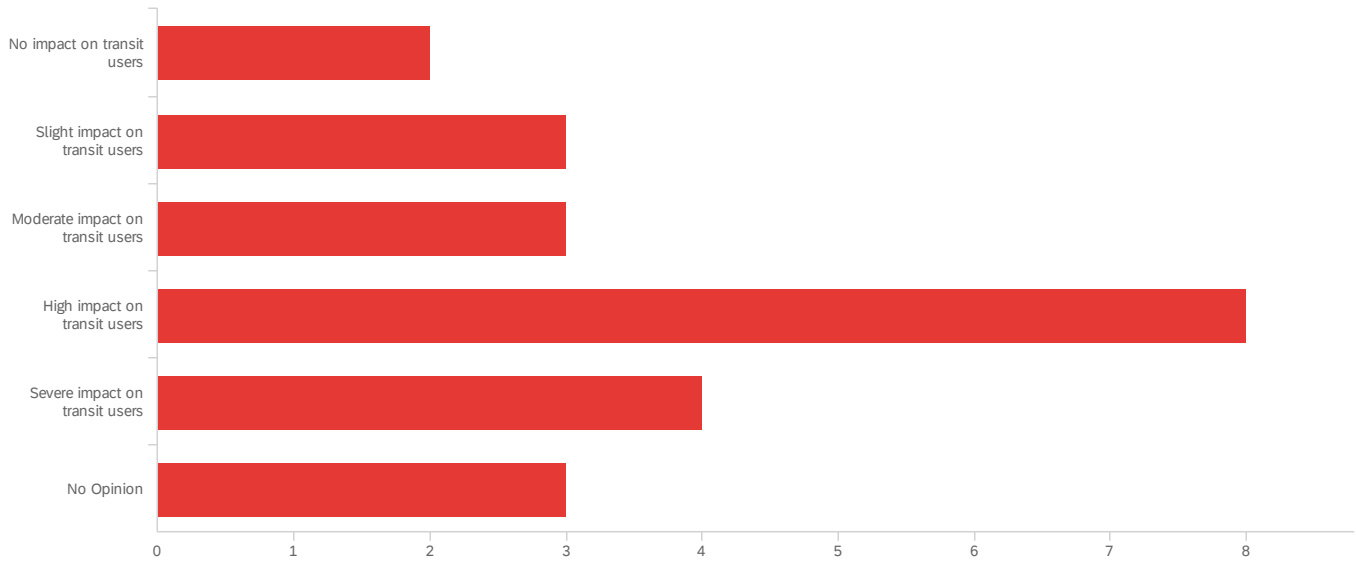
#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Appointments: Need to improve appointment procedures and scheduling in demand-response services; resolve issues over scheduling Medicaid and other priority riders.	1.00	6.00	4.09	1.47	2.17	23

#	Field	Choice Count
1	No impact on transit users	13.04% 3
2	Slight impact on transit users	4.35% 1
3	Moderate impact on transit users	0.00% 0
4	High impact on transit users	39.13% 9
5	Severe impact on transit	30.43% 7
6	No Opinion	13.04% 3

Q24 - Comments:

Comments:

Q7 - Low Vehicle Access: Need to improve awareness and access to transit services by regional residents lacking access to vehicles.



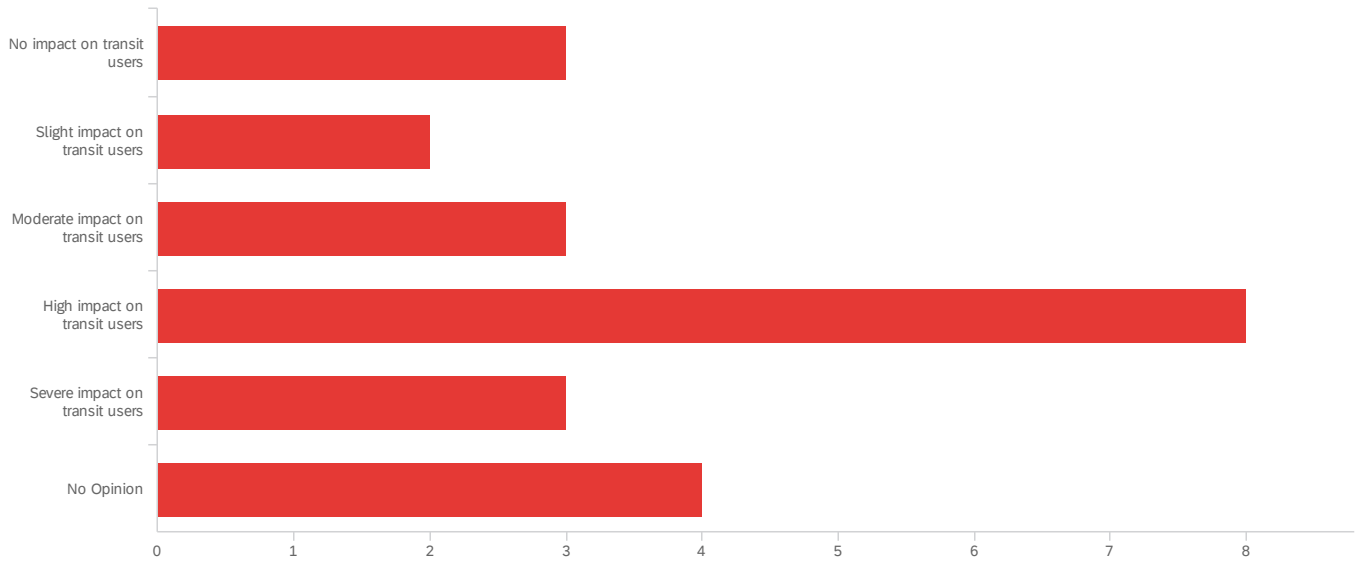
#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Low Vehicle Access: Need to improve awareness and access to transit services by regional residents lacking access to vehicles.	1.00	6.00	3.78	1.44	2.08	23

#	Field	Choice Count
1	No impact on transit users	8.70% 2
2	Slight impact on transit users	13.04% 3
3	Moderate impact on transit users	13.04% 3
4	High impact on transit users	34.78% 8
5	Severe impact on transit users	17.39% 4
6	No Opinion	13.04% 3

Q25 - Comments:

Comments:

Q8 - Veterans: Need to improve awareness and access to transit services by veterans, active duty service personnel and their families, especially for medical and workforce purposes.



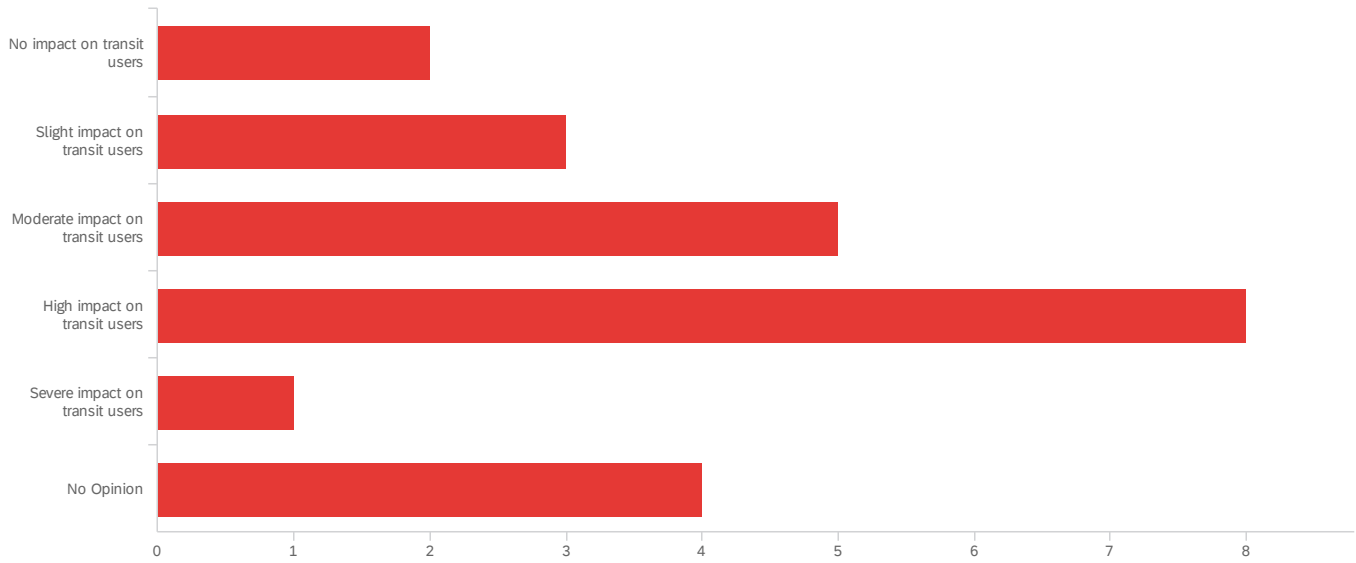
#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Veterans: Need to improve awareness and access to transit services by veterans, active duty service personnel and their families, especially for medical and workforce purposes.	1.00	6.00	3.78	1.56	2.43	23

#	Field	Choice Count
1	No impact on transit users	13.04% 3
2	Slight impact on transit users	8.70% 2
3	Moderate impact on transit users	13.04% 3
4	High impact on transit users	34.78% 8
5	Severe impact on transit users	13.04% 3
6	No Opinion	17.39% 4

Q26 - Comments:

Comments:

Q9 - Uninsured: Need to improve awareness and access to transit services for medical purposes by medically uninsured residents in the region.



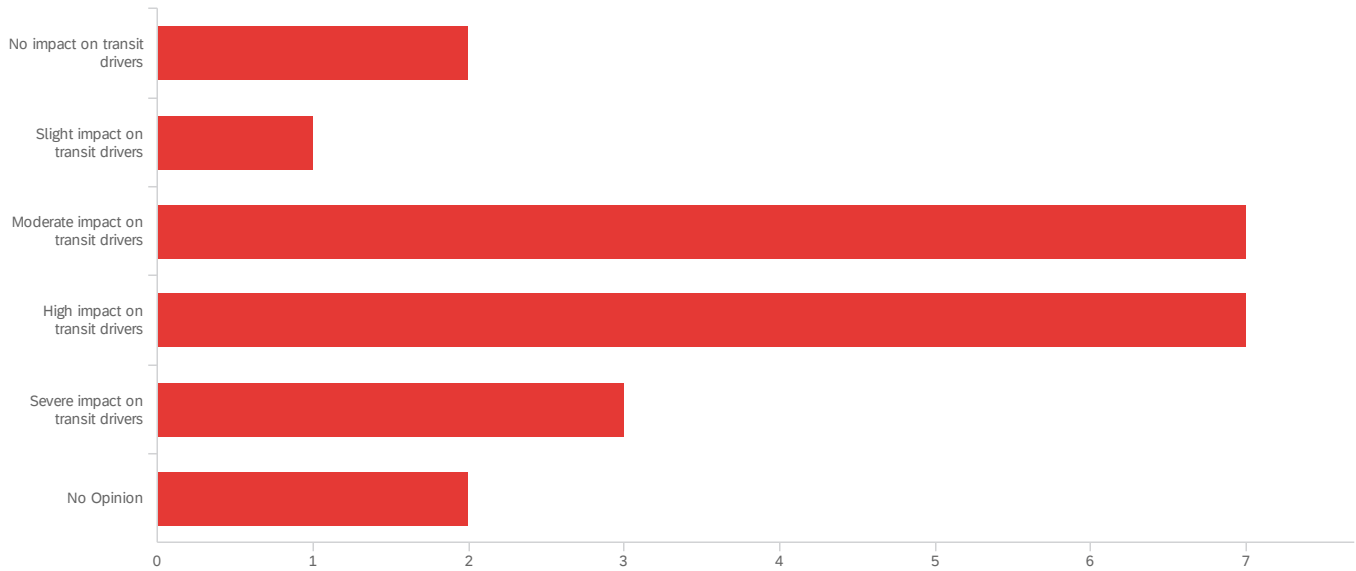
#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Uninsured: Need to improve awareness and access to transit services for medical purposes by medically uninsured residents in the region.	1.00	6.00	3.65	1.46	2.14	23

#	Field	Choice Count
1	No impact on transit users	8.70% 2
2	Slight impact on transit users	13.04% 3
3	Moderate impact on transit users	21.74% 5
4	High impact on transit users	34.78% 8
5	Severe impact on transit users	4.35% 1
6	No Opinion	17.39% 4

Q28 - Comments:

Comments:

Q11 - Low income: Need to improve awareness and access to transit services for low-income residents of the region.



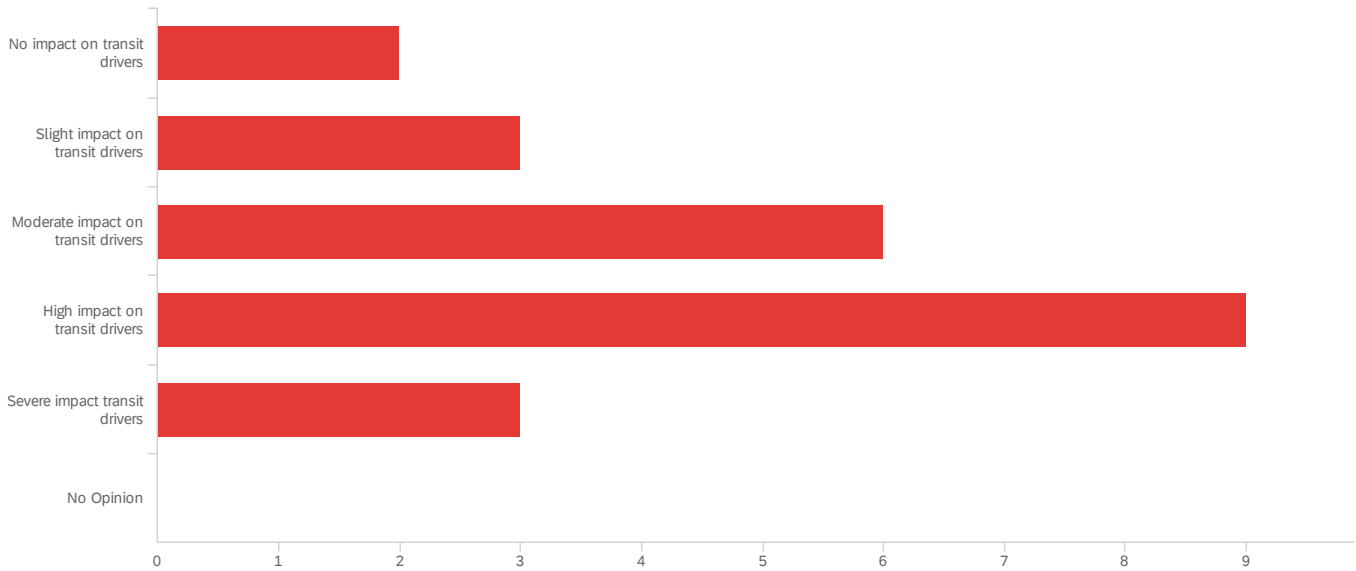
#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Low income: Need to improve awareness and access to transit services for low-income residents of the region.	1.00	6.00	3.64	1.30	1.69	22

#	Field	Choice Count
1	No impact on transit drivers	9.09% 2
2	Slight impact on transit drivers	4.55% 1
3	Moderate impact on transit drivers	31.82% 7
4	High impact on transit drivers	31.82% 7
5	Severe impact on transit drivers	13.64% 3
6	No Opinion	9.09% 2

Q27 - Comments:

Comments:

Q12 - Disabilities: Need to improve awareness and access to transit services for the disabled residents of the region.



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Disabilities: Need to improve awareness and access to transit services for the disabled residents of the region.	1.00	5.00	3.35	1.13	1.27	23

#	Field	Choice Count
1	No impact on transit drivers	8.70% 2
2	Slight impact on transit drivers	13.04% 3
3	Moderate impact on transit drivers	26.09% 6
4	High impact on transit drivers	39.13% 9
5	Severe impact transit drivers	13.04% 3
6	No Opinion	0.00% 0

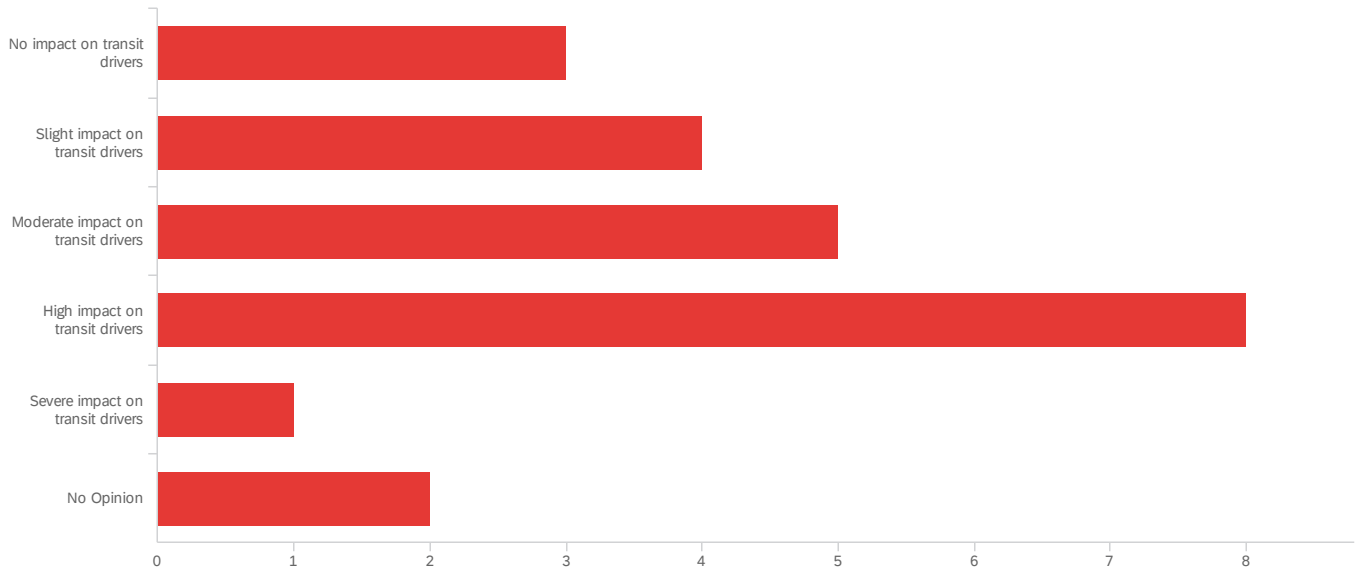
23

Q32 - Comments:

Comments:

Q13 - Worker Utilization: Need to increase utilization of transit services for the trip to/from

work.



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Worker Utilization: Need to increase utilization of transit services for the trip to/from work.	1.00	6.00	3.26	1.39	1.93	23

#	Field	Choice Count
1	No impact on transit drivers	13.04% 3
2	Slight impact on transit drivers	17.39% 4
3	Moderate impact on transit drivers	21.74% 5
4	High impact on transit drivers	34.78% 8
5	Severe impact on transit drivers	4.35% 1
6	No Opinion	8.70% 2

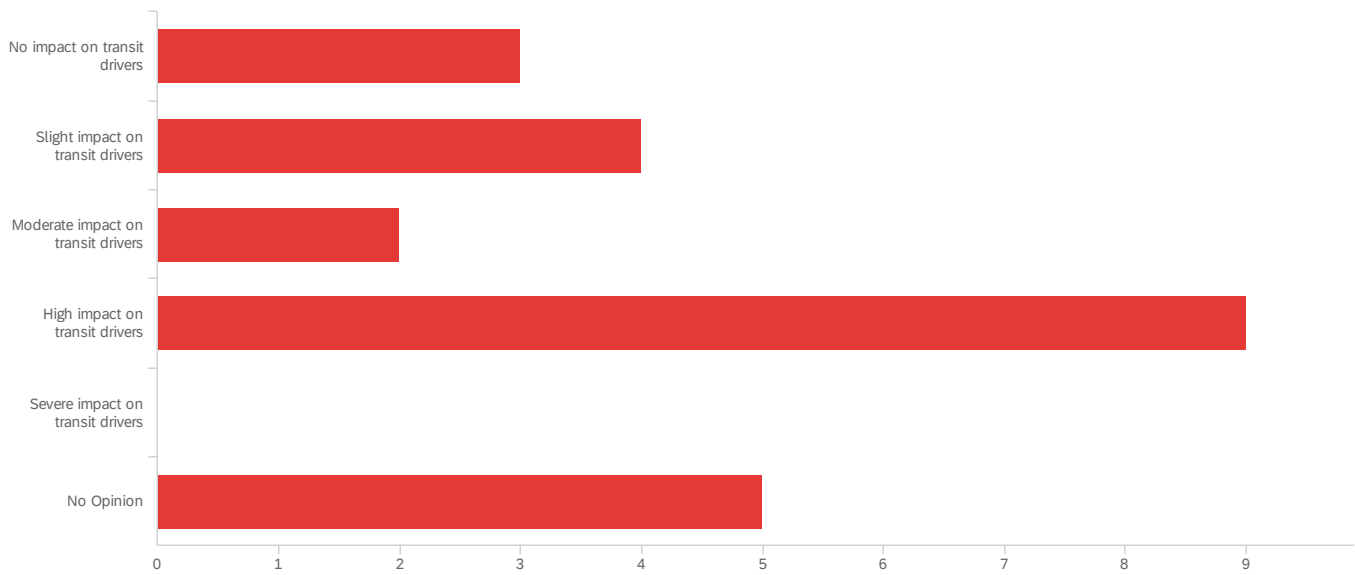
23

Showing rows 1 - 7 of 7

Q21 - Comments:

Comments:

Q14 - Medicaid Service: Need to improve services for Medicaid patients in rural areas.



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Medicaid Service: Need to improve services for Medicaid patients in rural areas.	1.00	6.00	3.61	1.63	2.67	23

#	Field	Choice Count
1	No impact on transit drivers	13.04% 3
2	Slight impact on transit drivers	17.39% 4
3	Moderate impact on transit drivers	8.70% 2
4	High impact on transit drivers	39.13% 9
5	Severe impact on transit drivers	0.00% 0
6	No Opinion	21.74% 5

23

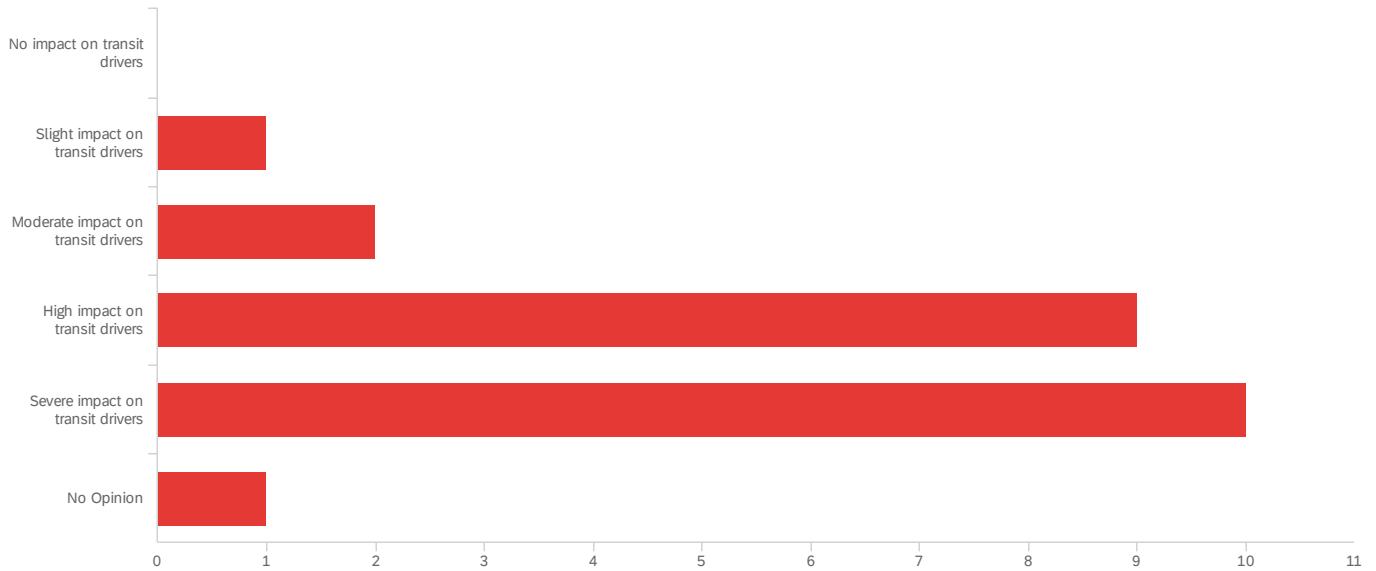
Showing rows 1 - 7 of 7

Q29 - Comments:

Comments:

because medicaid makes sure their users are aware of transit, they already make trips

Q15 - Quality of ride: Need to improve pavement conditions for a more comfortable or smoother ride.



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Quality of ride: Need to improve pavement conditions for a more comfortable or smoother ride.	2.00	6.00	4.35	0.87	0.75	23

#	Field	Choice Count
1	No impact on transit drivers	0.00% 0
2	Slight impact on transit drivers	4.35% 1
3	Moderate impact on transit drivers	8.70% 2
4	High impact on transit drivers	39.13% 9
5	Severe impact on transit drivers	43.48% 10
6	No Opinion	4.35% 1

23

Showing rows 1 - 7 of 7

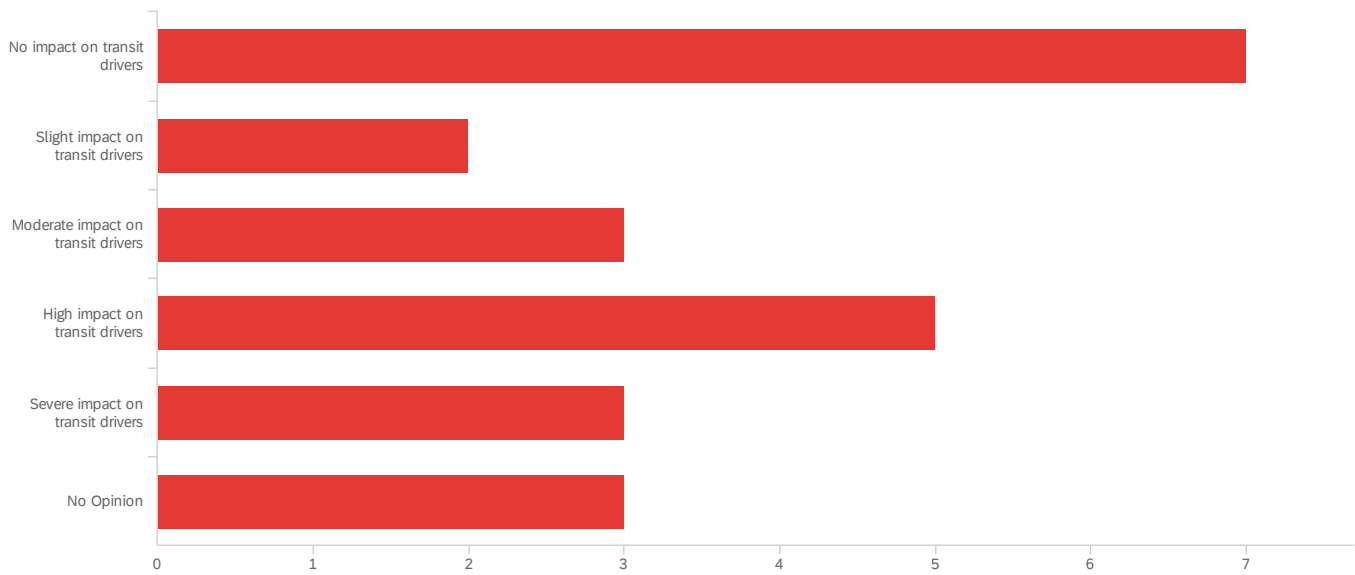
Q30 - Comments:

Comments:

many surface streets in urban area are in severe need of resurfacing and impact comfort of ride for passengers and drivers and impact maintenance of equipment

Clients strapped onto wheelchairs sometime complain about pot holes and rough roads

Q16 - Pricing: Need to find funds to aid riders who cannot afford to pay for the service.



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Pricing: Need to find funds to aid riders who cannot afford to pay for the service.	1.00	6.00	3.17	1.79	3.19	23

#	Field	Choice Count
1	No impact on transit drivers	30.43% 7
2	Slight impact on transit drivers	8.70% 2
3	Moderate impact on transit drivers	13.04% 3
4	High impact on transit drivers	21.74% 5
5	Severe impact on transit drivers	13.04% 3
6	No Opinion	13.04% 3

23

Showing rows 1 - 7 of 7

Q31 - Comments:

Comments:

Q17 - Other Challenges What other challenging transportation related issues do you see when serving clients that were not indicated above?

Other Challenges What other challenging transportation related issues do yo...

since we have several different busses, some are better or easier for elderly and disabled people. each bus has its on challenges and can slow down hook up time of such as wheelchairs

none

none

a lot of people from rural areas do not know of our services. we need to have so sort of public announcement

None noted

End of Report

Appendix C: Planning Project Instruments – Survey for Passengers

Block 1

**Angelo State University
Institutional Review Board (IRB)
Consent to Participate in an IRB-Approved Research Event**

Project Title: Transportation Needs Assessment Study

Investigator Name/Department: Linda Abernathy, Daniela Munoz under the supervision of Dick Apronti, Ph.D./Department of Engineering

Investigator Phone: 325-485-5512

You are being asked to participate in a research event conducted with the approval of the Angelo State University Institutional Review Board. In order to participate, you are required to give your consent after reading this document.

An explanation of the project is written below, which includes information about the purpose of the project, the procedures to be used, and the potential benefits and possible risks of participation. Please read and, should you decide to participate, indicate your agreement on this form. Upon request, you will be given an unsigned copy of this form for your records.

Refusal to participate in this study will not affect any future services you may be entitled to from the University. Anyone who agrees to participate in this study is free to withdraw from the study at any time without penalty. I also understand that it is not possible to identify all potential risks in a study, and I believe that reasonable safeguards have been taken to minimize both the known and potential but unknown risks.

You must be 18 years of age or older to participate.

1. Nature and Purpose of the Project

You are being asked to participate in a research study for the Concho Valley Transit District (CVTD) service and the San Angelo Metropolitan Planning Organization with the supervision of Dr. Dick Apronti at Angelo State University. This study aims to determine the transportation needs for the Concho Valley Transit District (CVTD) and the San Angelo Metropolitan Planning Organization (SAMPO). The study results will be used to update the 5-year regional human services - public transportation coordination plan. You are only permitted to participate once in the current study.

2. Explanation of Procedures.

The study consists of participants completing, online questionnaires. The questionnaires will survey your experiences with using the transit services and your views about the transportation systems and infrastructure within the City of San Angelo. Completing the study will take approximately 15 minutes. The results of the study will be published and made publicly available by the Concho Valley Transit District and the San Angelo Metropolitan Planning Organization.

Participants can access the publication for free by visiting their websites. There will be no compensation for completing the survey.

3. Discomfort and Risks.

The risks of participating in this study are minimal and not expected to be greater than those experienced in daily life. Some of the questions may cause some individuals to feel uncomfortable, and everyone has the right to omit answers to any questions without penalty.

4. Benefits.

The findings from this study can add to the existing knowledge related to transportation needs assessments. The results will be used to update the Regional Coordination Transportation Plan.

5. Confidentiality.

Your confidentiality is important. Data will be accessible only to the researchers through a secure password-protected online cloud storage, Google Drive, and on the database of the system utilized for the survey, Qualtrics. Data will be stored for a period of 3 years after completion of the study after which all data will be deleted. All data will be reported at the group level, and your name (or any other identifying information) will never be linked to your individual responses. You may risk a loss of confidentiality if you choose to email the researchers to ask for the results of the study. If you choose to email the researchers, then the researchers will immediately delete such emails after responding to them. There is a potential risk of loss of confidentiality in all email, downloading, and internet transactions. Agreement: By clicking on the continue button below you are indicating that you have read the above procedures and that you are consenting to voluntarily participate in this study.

This project has been reviewed and approved by the Angelo State University Institutional Review Board (IRB) for the protection of human subjects in research and research-related activities. IRB #APR-042821 – April 28, 2021.

Any questions regarding the conduct of the project, questions pertaining to your rights as a research subject, or research-related injury should be brought to the attention of the IRB administrator, Dr. Tay Hack (tay@angelo.edu) TEL: (325) 942-2068, ext. 6121. Any question about this specific research project should be brought to the attention of the investigator listed at the top of this form.

Click continue ONLY if you agree to participate.

- Continue
- Exit the survey

Event Feedback

Survey of Transit Passengers

1. On average how many times do you patronize public service?

Daily: Number of times per day

Weekly: Number of times per week

Monthly: Number of time in a month

Other (Please Specify)

2. What is/are the purpose(s) of most of your trips? (select all that apply)

- Work
- Shopping
- Hospital
- Leisure (cinema, circus, club, pub, etc.)
- Other (please specify)

3. What is the size of your household?

- 1
- 2
- 3
- 4
- 5 or more

4. How many vehicles are in your household?

- 0
- 1
- 2
- 3
- 4 or more

5. What is your household income?

- Not applicable
- Annual Income less than \$15,000
- Less than \$20,000
- Less than \$30,000
- Less than \$40,000
- Other (Please specify)

6. Please rank each of the issues about the transit service below on a scale measuring their importance to you.

More bus routes and stops and more areas served	<input type="text"/>
More frequent service	<input type="text"/>
Better on-time performance	<input type="text"/>
More parking availability at stops	<input type="text"/>
Safer environment at stops and shelters	<input type="text"/>
Cleaner environment in buses and at bus stops	<input type="text"/>
Better pedestrian/bicycle access to/from stops	<input type="text"/>

Appendix D: Planning Project Instruments – Result from Passenger Survey

Default Report

Transit Passenger Survey

December 9, 2021 10:27 PM MST

Q9 - Angelo State University Institutional Review Board (IRB) Consent to Participate in an IRB-Approved Research Event Project Title: Transportation Needs Assessment Study

Investigator Name/Department: Linda Abernathy, Daniela Munoz under the supervision of Dick Apronti, Ph.D./Department of Engineering Investigator Phone: 325-485-5512 You are being asked to participate in a research event conducted with the approval of the Angelo State University Institutional Review Board. In order to participate, you are required to give your consent after reading this document. An explanation of the project is written below, which includes information about the purpose of the project, the procedures to be used, and the potential benefits and possible risks of participation. Please read and, should you decide to participate, indicate your agreement on this form. Upon request, you will be given an unsigned copy of this form for your records. Refusal to participate in this study will not affect any future services you may be entitled to from the University. Anyone who agrees to participate in this study is free to withdraw from the study at any time without penalty. I also understand that it is not possible to identify all potential risks in a study, and I believe that reasonable safeguards have been taken to minimize both the known and potential but unknown risks. You must be 18 years of age or older to participate. 1. Nature

and Purpose of the Project You are being asked to participate in a research study for the Concho Valley Transit District (CVTD) service and the San Angelo Metropolitan Planning Organization with the supervision of Dr. Dick Apronti at Angelo State University. This study aims to determine the transportation needs for the Concho Valley Transit District (CVTD) and the San Angelo Metropolitan Planning Organization (SAMPO). The study results will be used to update the 5-year regional human services - public transportation coordination plan. You are only permitted to participate once in the current study.

2. Explanation of Procedures. The study consists of participants completing, online questionnaires. The questionnaires will survey your experiences with using the transit services and your views about the transportation systems and infrastructure within the City of San Angelo. Completing the study will take approximately 15 minutes. The results of the study will be published and made publicly available by the Concho Valley Transit District and the San Angelo Metropolitan Planning Organization. Participants can access the publication for free by visiting their websites. There will be no compensation for completing the survey.

3. Discomfort and Risks. The risks of participating in this study are minimal and not expected to be greater than those experienced in daily life. Some of the questions may cause some individuals to feel uncomfortable, and everyone has the right to omit answers to any questions without penalty.

4. Benefits. The findings from this study can add to the existing

knowledge related to transportation needs assessments. The results will be used to update the Regional Coordination Transportation Plan. 5. Confidentiality. Your confidentiality is important. Data will be accessible only to the researchers through a secure password-protected online cloud storage, Google Drive, and on the database of the system utilized for the survey, Qualtrics. Data will be stored for a period of 3 years after completion of the study after which all data will be deleted. All data will be reported at the group level, and your name (or any other identifying information) will never be linked to your individual responses. You may risk a loss of confidentiality if you choose to email the researchers to ask for the results of the study. If you choose to email the researchers, then the researchers will immediately delete such emails after responding to them. There is a potential risk of loss of confidentiality in all email, downloading, and internet transactions.

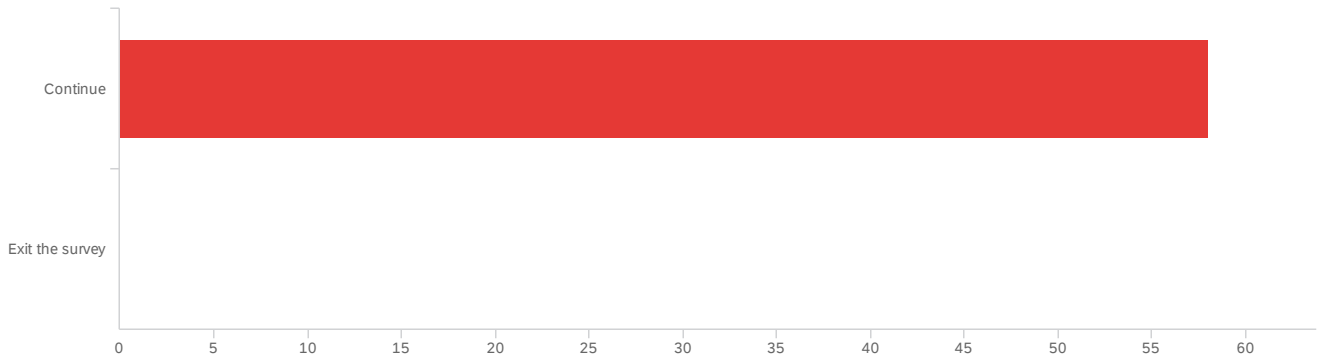
Agreement: By clicking on the continue button below you are indicating that you have read the above procedures and that you are consenting to voluntarily participate in this study.

This project has been reviewed and approved by the Angelo State University Institutional Review Board (IRB) for the protection of human subjects in research and research-related activities. IRB #APR-042821 – April 28, 2021. Any questions regarding the conduct of the project, questions pertaining to your rights as a research subject, or research-related injury should be brought to the attention of the IRB administrator, Dr. Tay Hack

(tay@angelo.edu) TEL: (325) 942-2068, ext. 6121. Any question about this specific

research project should be brought to the attention of the investigator listed at the top of

this form. Click continue ONLY if you agree to participate.



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Angelo State University Institutional Review Board (IRB) Consent to Participate in an IRB-Approved Research Event Project Title: Transportation Needs Assessment Study Investigator Name/Department: Linda Abernathy, Daniela Munoz under the supervision of Dick Apronti, Ph.D./Department of Engineering Investigator Phone: 325-485-5512 You are being asked to participate in a research event conducted with the approval of the Angelo State University Institutional Review Board. In order to participate, you are required to give your consent after reading this document. An explanation of the project is written below, which includes information about the purpose of the project, the procedures to be used, and the potential benefits and possible risks of participation. Please read and, should you decide to participate, indicate your agreement on this form. Upon request, you will be given an unsigned copy of this form for your records. Refusal to participate in this study will not affect any future services you may be entitled to from the University. Anyone who agrees to participate in this study is free to withdraw from the study at any time without penalty. I also understand that it is not possible to identify all potential risks in a study, and I believe that reasonable safeguards have been taken to minimize both the known and potential but unknown risks. You must be 18 years of age or older to participate. 1. Nature and Purpose of the Project You are being asked to participate in a research study for the Concho Valley Transit District (CVTD) service and the San Angelo Metropolitan Planning Organization with the supervision of Dr. Dick Apronti at Angelo State University. This study aims to determine the transportation needs for the Concho Valley Transit District (CVTD) and the San Angelo Metropolitan Planning Organization (SAMPO). The study results will be used to update the 5-year regional human services - public transportation coordination plan. You are only permitted to participate once in the current study. 2. Explanation of Procedures. The study consists of participants completing, online questionnaires. The questionnaires will survey your experiences with using the transit services and your views about the transportation systems and infrastructure within the City of San Angelo. Completing the study will take approximately 15 minutes. The results of the study will be published and made publicly available by the Concho Valley	1.00	1.00	1.00	0.00	0.00	58

#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
	<p>Transit District and the San Angelo Metropolitan Planning Organization. Participants can access the publication for free by visiting their websites. There will be no compensation for completing the survey. 3. Discomfort and Risks. The risks of participating in this study are minimal and not expected to be greater than those experienced in daily life. Some of the questions may cause some individuals to feel uncomfortable, and everyone has the right to omit answers to any questions without penalty. 4. Benefits. The findings from this study can add to the existing knowledge related to transportation needs assessments. The results will be used to update the Regional Coordination Transportation Plan. 5. Confidentiality. Your confidentiality is important. Data will be accessible only to the researchers through a secure password-protected online cloud storage, Google Drive, and on the database of the system utilized for the survey, Qualtrics. Data will be stored for a period of 3 years after completion of the study after which all data will be deleted. All data will be reported at the group level, and your name (or any other identifying information) will never be linked to your individual responses. You may risk a loss of confidentiality if you choose to email the researchers to ask for the results of the study. If you choose to email the researchers, then the researchers will immediately delete such emails after responding to them. There is a potential risk of loss of confidentiality in all email, downloading, and internet transactions. Agreement: By clicking on the continue button below you are indicating that you have read the above procedures and that you are consenting to voluntarily participate in this study. This project has been reviewed and approved by the Angelo State University Institutional Review Board (IRB) for the protection of human subjects in research and research-related activities. IRB #APR-042821 – April 28, 2021. Any questions regarding the conduct of the project, questions pertaining to your rights as a research subject, or research-related injury should be brought to the attention of the IRB administrator, Dr. Tay Hack (tay@angelo.edu) TEL: (325) 942-2068, ext. 6121. Any question about this specific research project should be brought to the attention of the investigator listed at the top of this form. Click continue ONLY if you agree to participate.</p>						

#	Field	Choice Count
1	Continue	100.00% 58
2	Exit the survey	0.00% 0

58

Showing rows 1 - 3 of 3

Q1 - 1. On average how many times do you patronize public service?

#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Daily: Number of times per day	0.00	20.00	0.74	2.76	7.60	57
2	Weekly: Number of times per week	0.00	40.00	3.56	6.46	41.79	57
3	Monthly: Number of time in a month	0.00	60.00	7.09	13.86	192.05	56
4	Other (Please Specify)	0.00	1.00	0.02	0.13	0.02	57

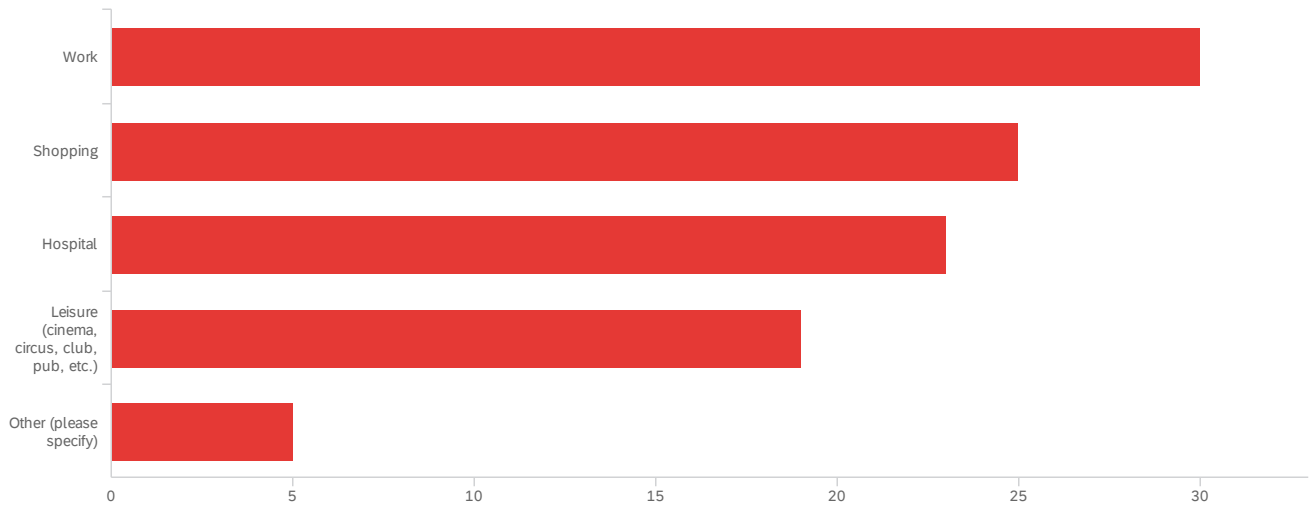
Q1_4_TEXT - Other (Please Specify)

Other (Please Specify)

Rarely

Every other month

Q2 - 2. What is/are the purpose(s) of most of your trips? (select all that apply)



#	Field	Choice Count
0	Work	29.41% 30
1	Shopping	24.51% 25
2	Hospital	22.55% 23
3	Leisure (cinema, circus, club, pub, etc.)	18.63% 19
5	Other (please specify)	4.90% 5
		102

Showing rows 1 - 6 of 6

Q2_5_TEXT - Other (please specify)

Other (please specify)

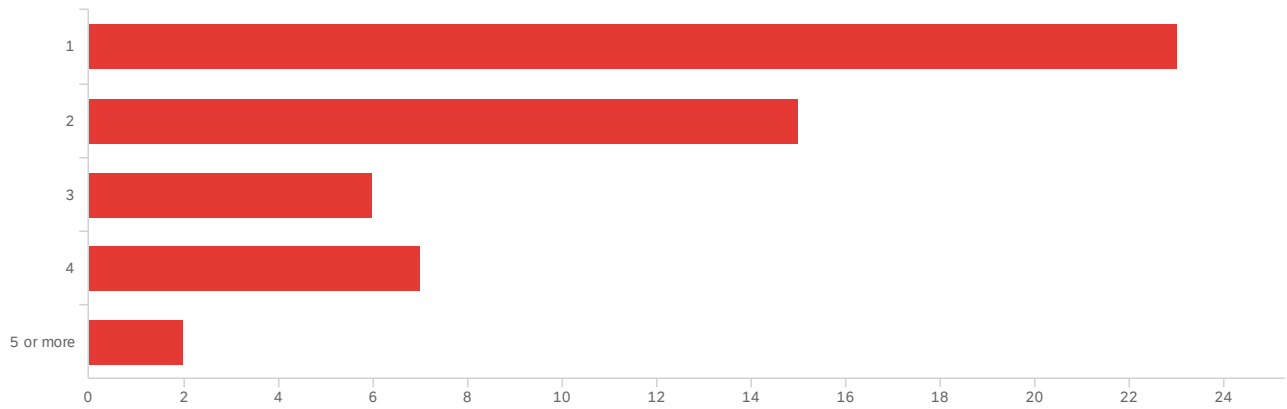
to meet my grandma at the bus station

Parol

to school

CSCD

Q3 - 3. What is the size of your household?

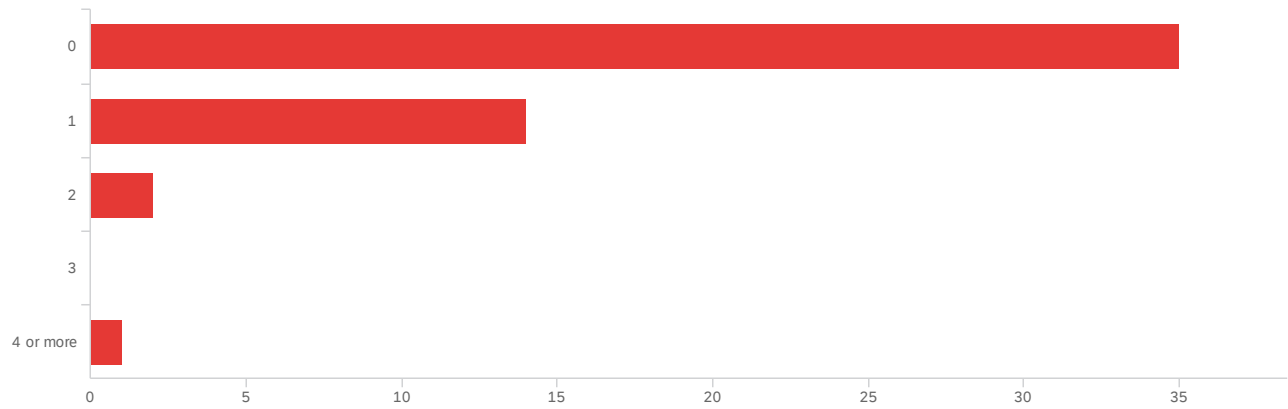


#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	3. What is the size of your household?	1.00	5.00	2.06	1.19	1.41	53

#	Field	Choice Count
1	1	43.40% 23
2	2	28.30% 15
3	3	11.32% 6
4	4	13.21% 7
5	5 or more	3.77% 2
		53

Showing rows 1 - 6 of 6

Q4 - 4. How many vehicles are in your household?

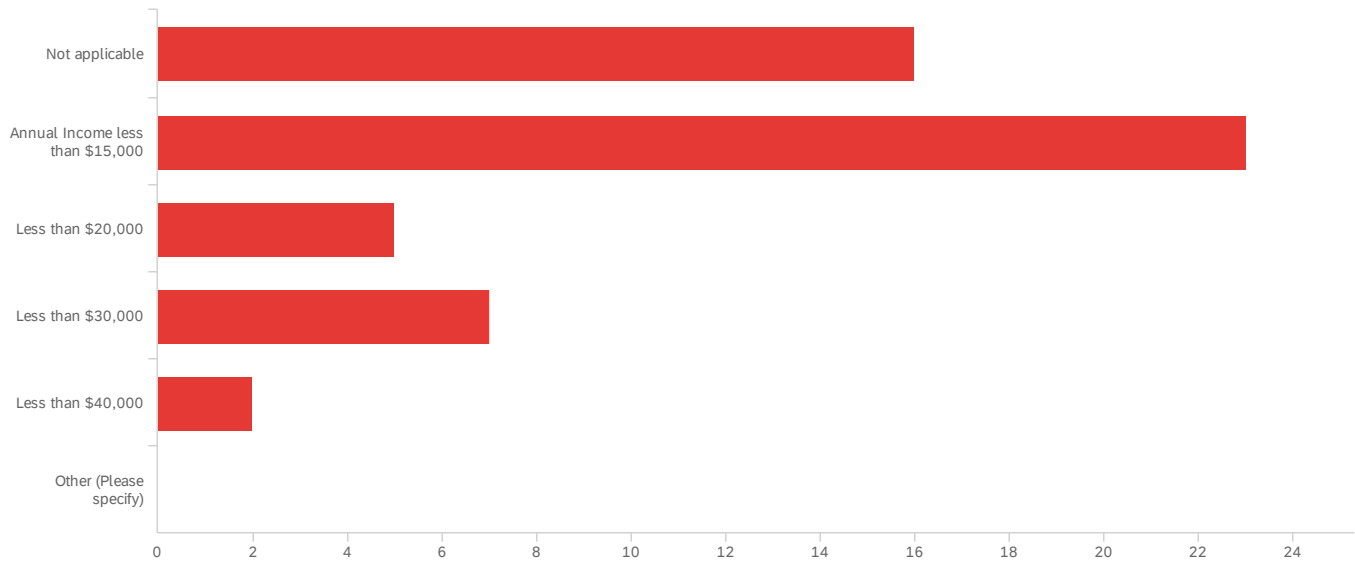


#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	4. How many vehicles are in your household?	1.00	5.00	1.42	0.74	0.55	52

#	Field	Choice Count
1	0	67.31% 35
2	1	26.92% 14
3	2	3.85% 2
4	3	0.00% 0
5	4 or more	1.92% 1
		52

Showing rows 1 - 6 of 6

Q5 - 5. What is your household income?



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	5. What is your household income? - Selected Choice	1.00	19.00	11.94	7.24	52.43	53

#	Field	Choice Count
1	Not applicable	30.19% 16
16	Annual Income less than \$15,000	43.40% 23
17	Less than \$20,000	9.43% 5
18	Less than \$30,000	13.21% 7
19	Less than \$40,000	3.77% 2
20	Other (Please specify)	0.00% 0

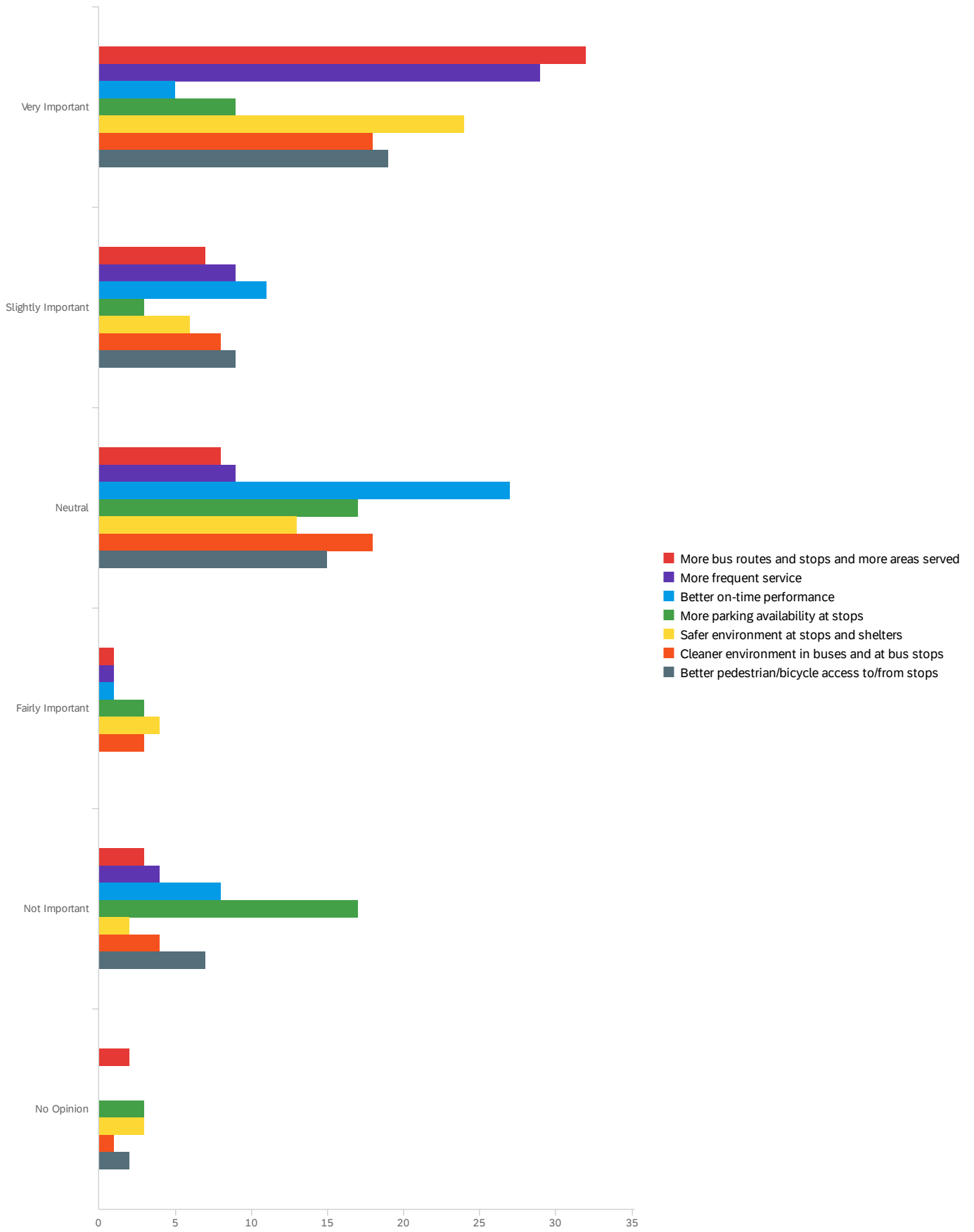
53

Showing rows 1 - 7 of 7

Q5_20_TEXT - Other (Please specify)

Other (Please specify)

Q6 - 6. Please rank each of the issues about the transit service below on a scale measuring their importance to you.



Field Minimum Maximum Mean Std Deviation Variance Count

#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	More bus routes and stops and more areas served	1.00	6.00	1.91	1.39	1.93	53
2	More frequent service	1.00	5.00	1.88	1.22	1.49	52
3	Better on-time performance	1.00	5.00	2.92	1.11	1.22	52
4	More parking availability at stops	1.00	6.00	3.48	1.55	2.40	52
5	Safer environment at stops and shelters	1.00	6.00	2.29	1.49	2.21	52
6	Cleaner environment in buses and at bus stops	1.00	6.00	2.42	1.32	1.74	52
7	Better pedestrian/bicycle access to/from stops	1.00	6.00	2.48	1.50	2.25	52

#	Field	Very Important	Slightly Important	Neutral	Fairly Important	Not Important	No Opinion	Total
1	More bus routes and stops and more areas served	60.38% 32	13.21% 7	15.09% 8	1.89% 1	5.66% 3	3.77% 2	53
2	More frequent service	55.77% 29	17.31% 9	17.31% 9	1.92% 1	7.69% 4	0.00% 0	52
3	Better on-time performance	9.62% 5	21.15% 11	51.92% 27	1.92% 1	15.38% 8	0.00% 0	52
4	More parking availability at stops	17.31% 9	5.77% 3	32.69% 17	5.77% 3	32.69% 17	5.77% 3	52
5	Safer environment at stops and shelters	46.15% 24	11.54% 6	25.00% 13	7.69% 4	3.85% 2	5.77% 3	52
6	Cleaner environment in buses and at bus stops	34.62% 18	15.38% 8	34.62% 18	5.77% 3	7.69% 4	1.92% 1	52
7	Better pedestrian/bicycle access to/from stops	36.54% 19	17.31% 9	28.85% 15	0.00% 0	13.46% 7	3.85% 2	52

Showing rows 1 - 7 of 7

End of Report

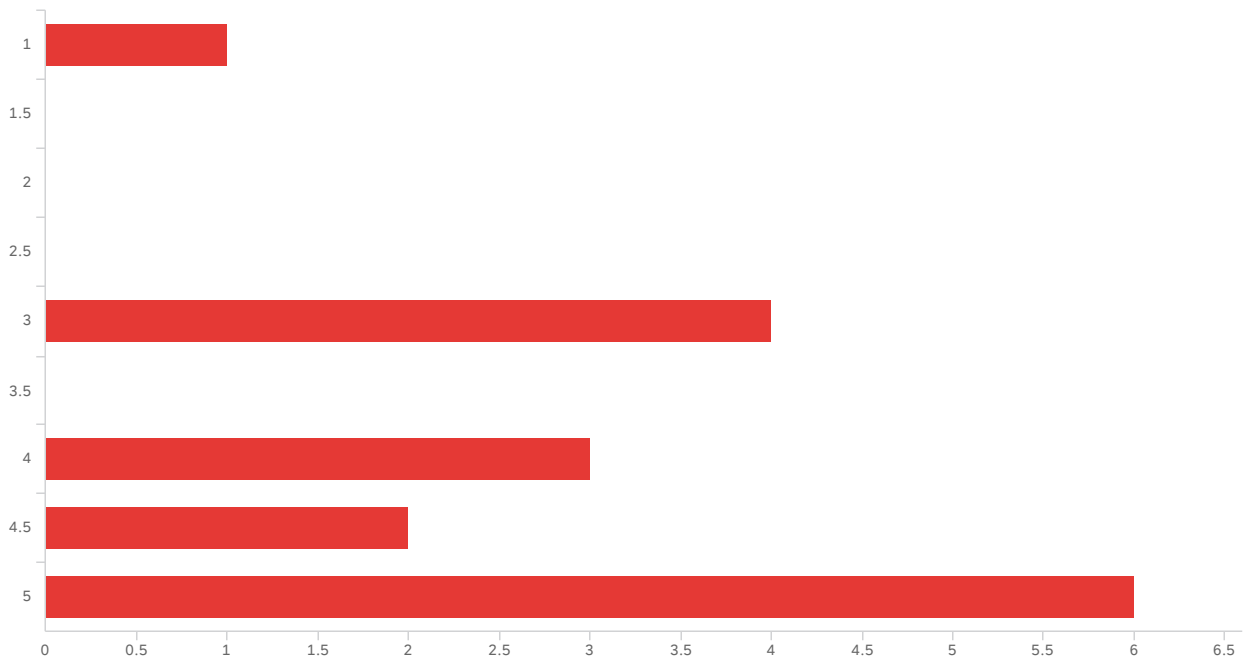
Appendix E: Planning Project Instruments – Prioritization of Needs Survey

Default Report

Prioritization of Needs - v02

December 9, 2021 10:41 PM MST

Q1 - Scheduling Impact



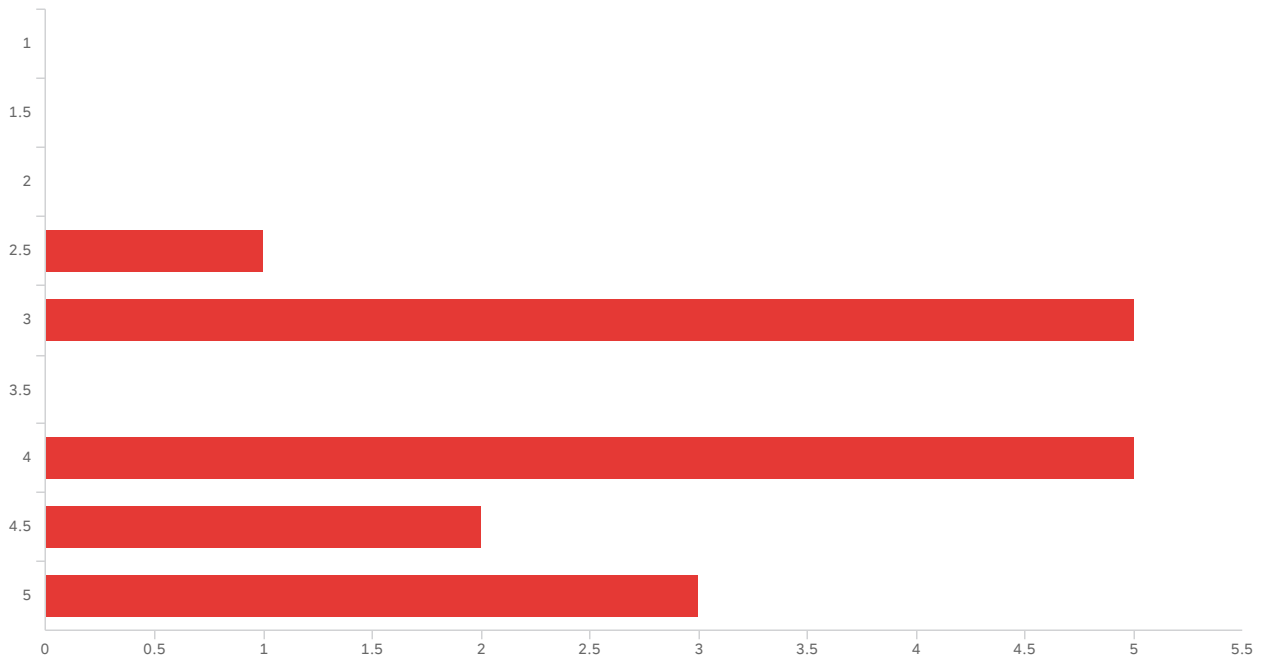
#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Scheduling Impact	10.00	21.00	18.81	2.77	7.65	16

#	Field	Choice Count
10	1	6.25% 1
11	1.5	0.00% 0
15	2	0.00% 0
16	2.5	0.00% 0
17	3	25.00% 4
18	3.5	0.00% 0
19	4	18.75% 3
20	4.5	12.50% 2

#	Field	Choice Count
21	5	37.50% 6

Showing rows 1 - 10 of 10

Q2 - Scheduling Consequence



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Scheduling Consequence	4.00	9.00	6.69	1.61	2.59	16

#	Field	Choice Count
1	1	0.00% 0
2	1.5	0.00% 0
3	2	0.00% 0
4	2.5	6.25% 1
5	3	31.25% 5
6	3.5	0.00% 0
7	4	31.25% 5
8	4.5	12.50% 2
9	5	18.75% 3
		16

Q3 - Scheduling Comments

Scheduling Comments

Viability with great/positive impacts

Allow clients short notice/previously unsched. stops if time allows

The ultimate goal is to make the service more user friendly and add an ease of usage

one way buses

Need to work towards convince and not just coverage

Big issues for seniors!

Easier for riders to memorize as well as make more reasonable accommodations and less wait times during different weather conditions

Consistency is most important. while stops and destination are important sometimes more is just more.

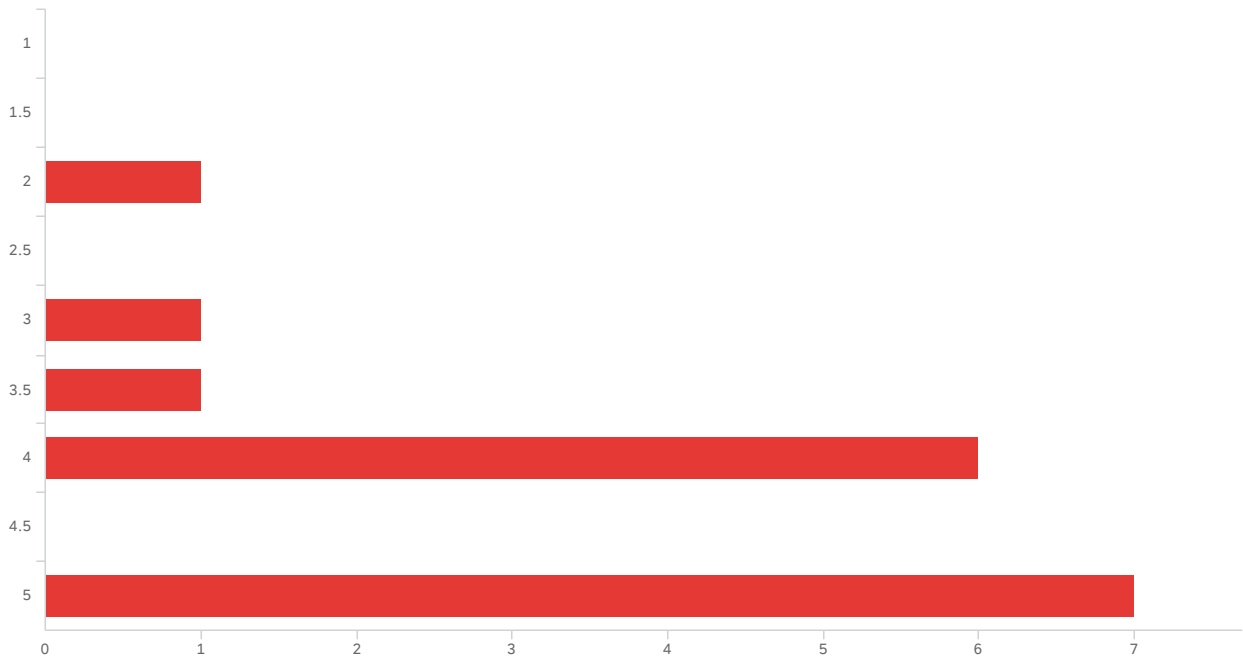
na

While this is ideal is it feasible

More individuals may ride bus if more convenient stops are made

Additional stops for homeless, low income

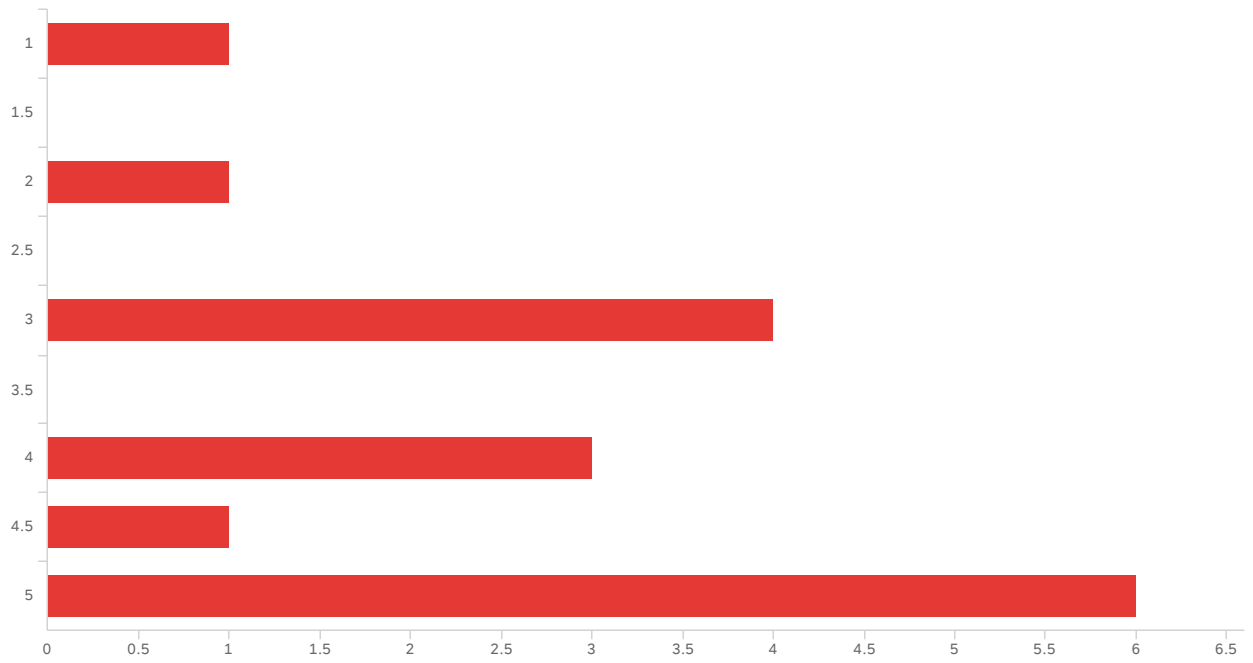
Q5 - Awareness Impact



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Awareness Impact	3.00	9.00	7.44	1.69	2.87	16

#	Field	Choice Count
1	1	0.00% 0
2	1.5	0.00% 0
3	2	6.25% 1
4	2.5	0.00% 0
5	3	6.25% 1
6	3.5	6.25% 1
7	4	37.50% 6
8	4.5	0.00% 0
9	5	43.75% 7
		16

Q6 - Awareness Consequence



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Awareness Consequence	1.00	9.00	6.69	2.39	5.71	16

#	Field	Choice Count
1	1	6.25% 1
2	1.5	0.00% 0
3	2	6.25% 1
4	2.5	0.00% 0
5	3	25.00% 4
6	3.5	0.00% 0
7	4	18.75% 3
8	4.5	6.25% 1
9	5	37.50% 6
		16

Showing rows 1 - 10 of 10

Q7 - Awareness Comments

Awareness Comments

Send fliers directly to residents through mail in english and spanish

If the public does not know what we offer how are they to use the service

no advertisement

Big issues for seniors!

Increasing awareness could build more ridership among the community including no-riders and potential riders

Public awareness and participation is why you are here

I think the word is out there for the most part

Awareness on how to ride no necessarily availability

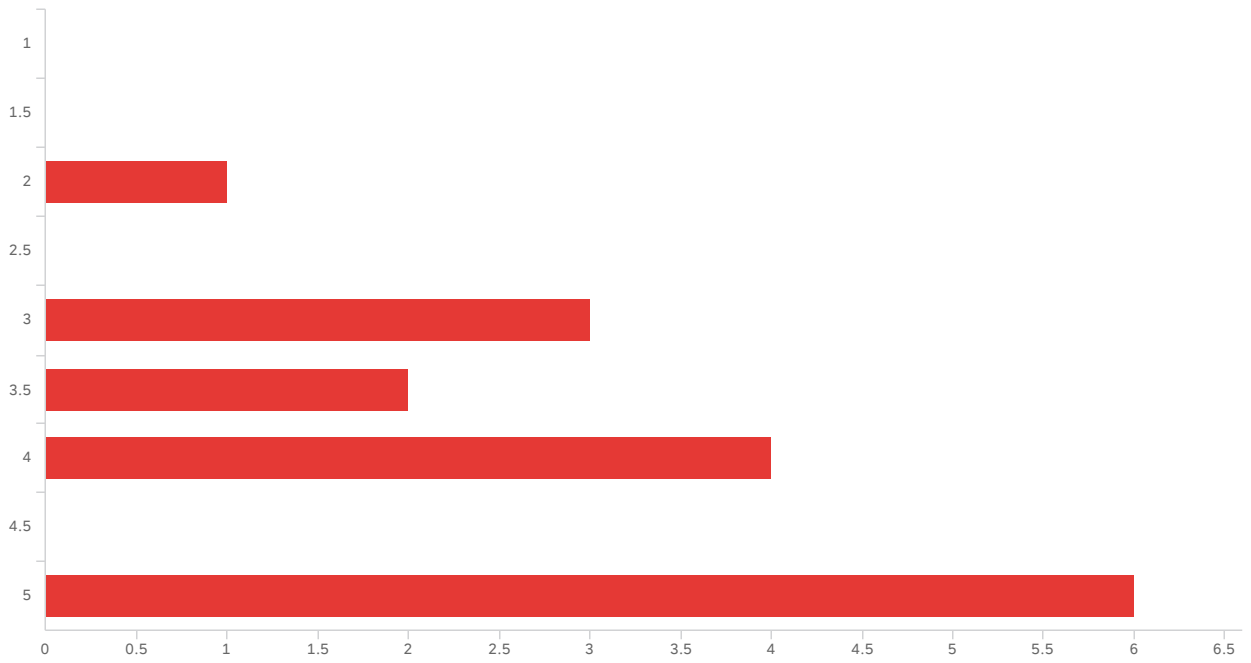
need to let public know CVT is for not only seniors but general public

Awareness-seniors, veterans, and disabled

Your services have increased over the years. The public needs to know this.

More local and rural people to be aware of CVT

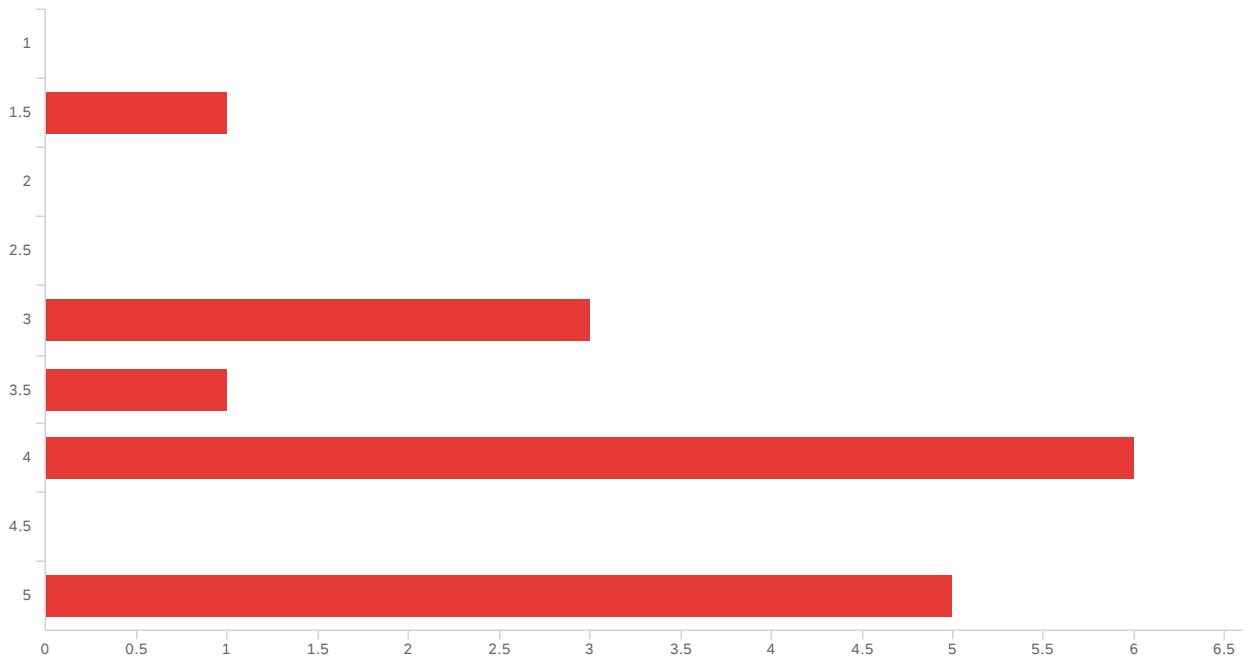
Q8 - Accessibility Impact



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Accessibility Impact	3.00	9.00	7.00	1.84	3.38	16

#	Field	Choice Count
1	1	0.00% 0
2	1.5	0.00% 0
3	2	6.25% 1
4	2.5	0.00% 0
5	3	18.75% 3
6	3.5	12.50% 2
7	4	25.00% 4
8	4.5	0.00% 0
9	5	37.50% 6
		16

Q9 - Accessibility Consequence



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Accessibility Consequence	2.00	9.00	6.88	1.90	3.61	16

#	Field	Choice Count
1	1	0.00% 0
2	1.5	6.25% 1
3	2	0.00% 0
4	2.5	0.00% 0
5	3	18.75% 3
6	3.5	6.25% 1
7	4	37.50% 6
8	4.5	0.00% 0
9	5	31.25% 5
		16

Q10 - Accessibility Comments

Accessibility Comments

Ramps for ambulatory clients with special needs

The goal is to bring the service to those who need the service where there is none

We are providing coverage over convince

Big issues for seniors!

Person-based instead of place based to accommodate riders not reached before increases ridership where assisting their needs for transportation

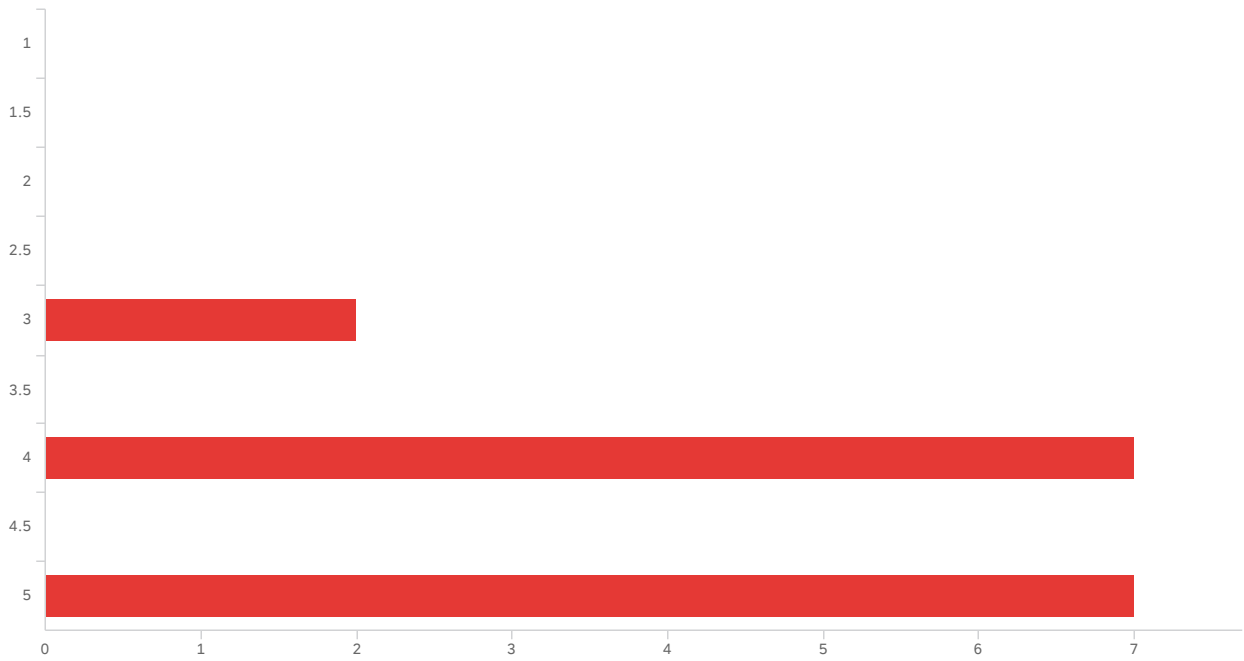
Accessability is the key to mobility.

na

I think this would include non-medical appointments

na

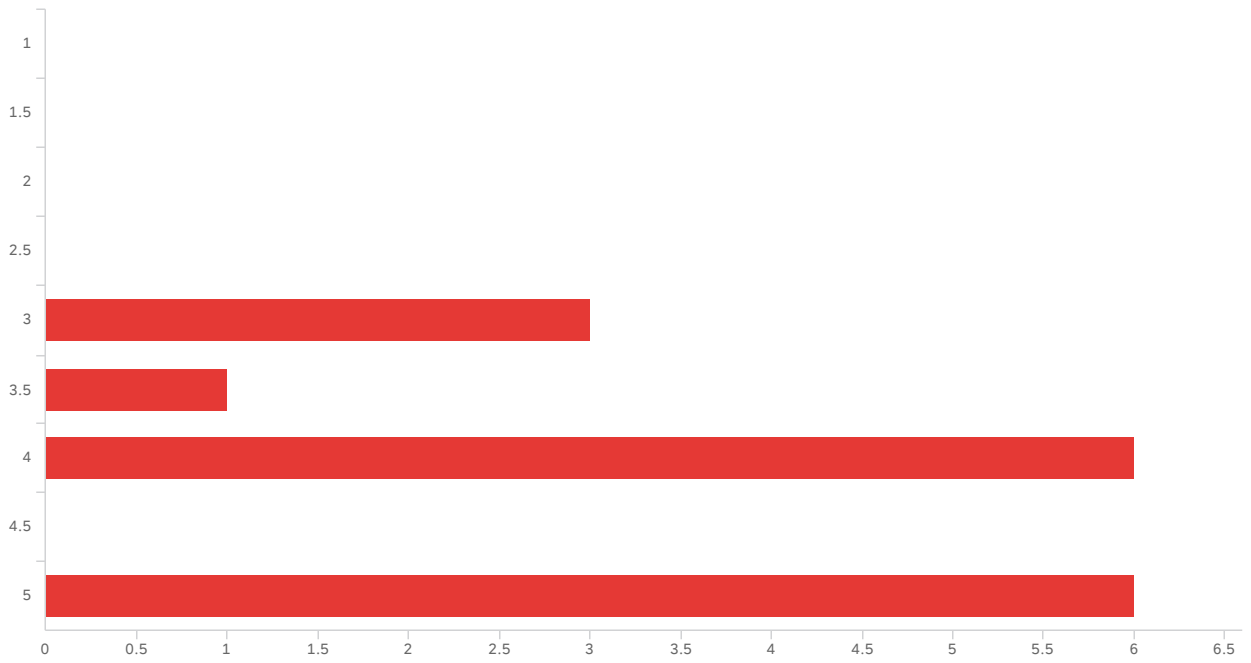
Q11 - Seniors Impact



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Seniors Impact	5.00	9.00	7.63	1.36	1.86	16

#	Field	Choice Count
1	1	0.00% 0
2	1.5	0.00% 0
3	2	0.00% 0
4	2.5	0.00% 0
5	3	12.50% 2
6	3.5	0.00% 0
7	4	43.75% 7
8	4.5	0.00% 0
9	5	43.75% 7
		16

Q12 - Seniors Consequence



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Seniors Consequence	5.00	9.00	7.31	1.49	2.21	16

#	Field	Choice Count
1	1	0.00% 0
2	1.5	0.00% 0
3	2	0.00% 0
4	2.5	0.00% 0
5	3	18.75% 3
6	3.5	6.25% 1
7	4	37.50% 6
8	4.5	0.00% 0
9	5	37.50% 6
		16

Q13 - Seniors Comments

Seniors Comments

Awareness would benefit consideration to use transit rather than personal vehicle

Advertise on local radio and TV stations in english and spanish languages

As the population ages it is more likely that some sort of transportation assistance will be needed

Frequently no 5310 funding. sometimes there, sometime not. Inhospitable environment in buses for seniors

Need to focus on seniors awareness in the demographic

Big issues for seniors!

Educating seniors on the suvs offered - so many do not know

Mobility for those who have lost independence is significant and not acting will not change present

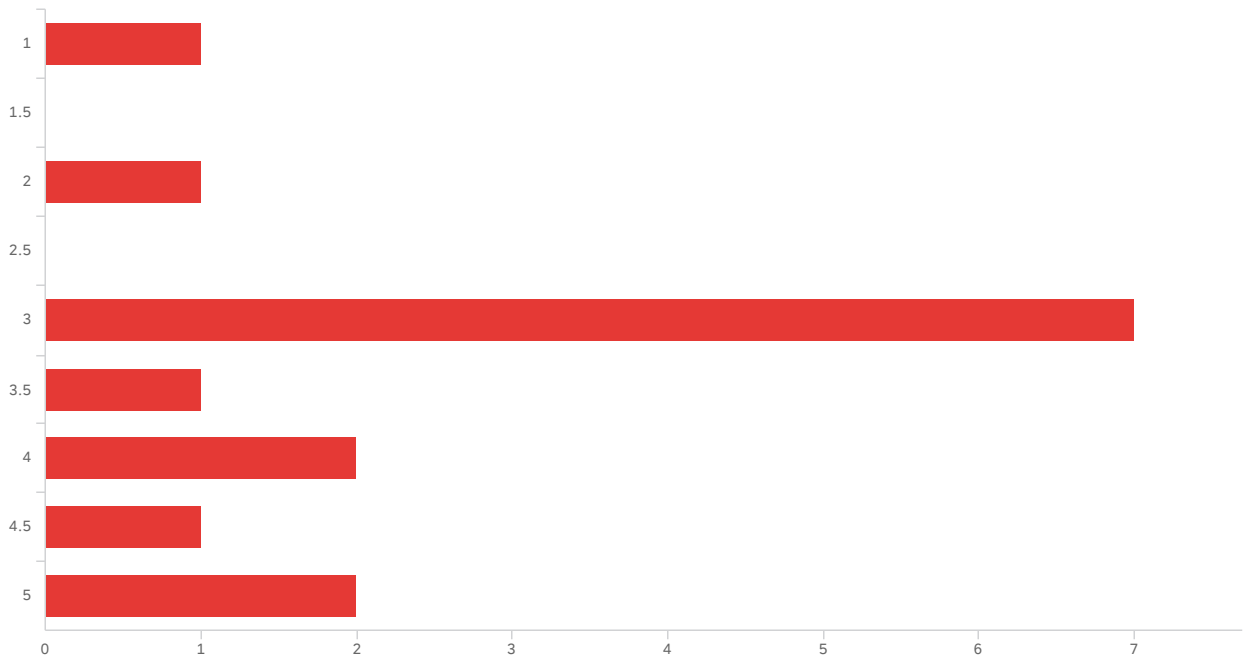
na

I think we do a great job of this

n/a

Awareness to more seniors and riding options("Senior Hour")

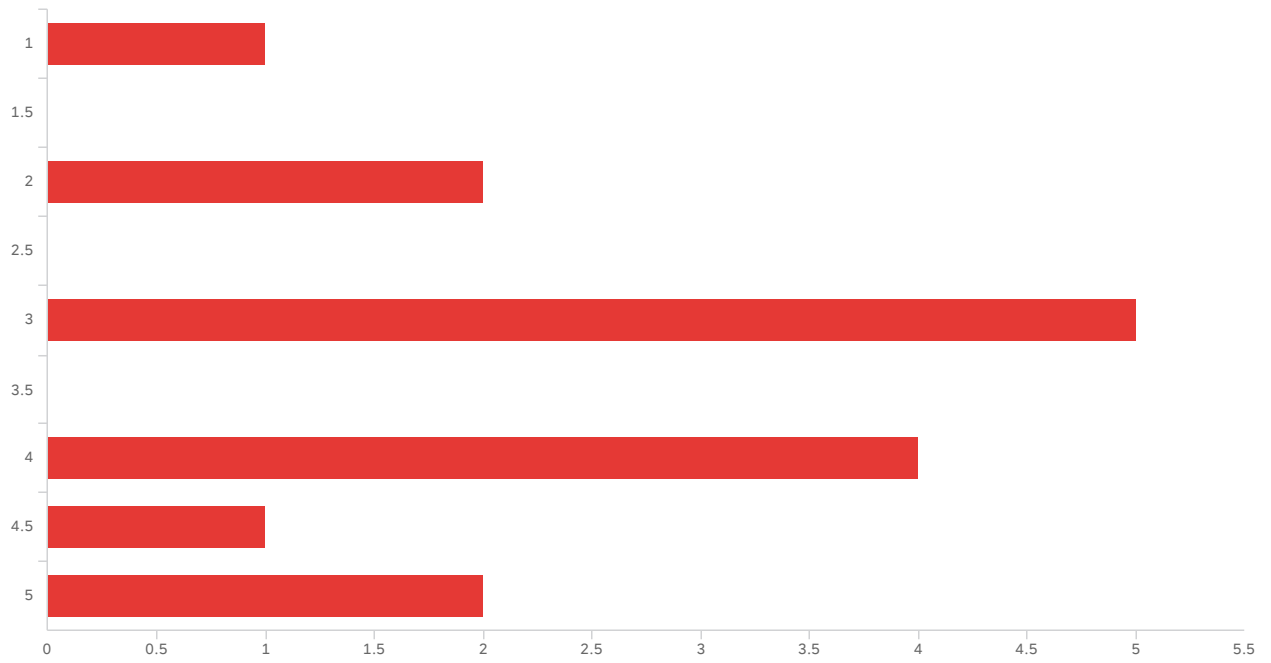
Q14 - Capacity Impact



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Capacity Impact	1.00	9.00	5.67	2.05	4.22	15

#	Field	Choice Count
1	1	6.67% 1
2	1.5	0.00% 0
3	2	6.67% 1
4	2.5	0.00% 0
5	3	46.67% 7
6	3.5	6.67% 1
7	4	13.33% 2
8	4.5	6.67% 1
9	5	13.33% 2
		15

Q15 - Capacity Consequence



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Capacity Consequence	1.00	9.00	5.73	2.21	4.86	15

#	Field	Choice Count
1	1	6.67% 1
2	1.5	0.00% 0
3	2	13.33% 2
4	2.5	0.00% 0
5	3	33.33% 5
6	3.5	0.00% 0
7	4	26.67% 4
8	4.5	6.67% 1
9	5	13.33% 2
		15

Q16 - Capacity Comments

Capacity Comments

Have more vehicles available locally in smaller communities

Need to increase frequency from San Angelo to the counties

Big issues for seniors!

Increasing vehicle and svcs eliminates overcrowding/limited seating as well as less wait times on vehicle

Until deeper more meaningful outreach and buy-in is accomplished more will not increase interconnectivity

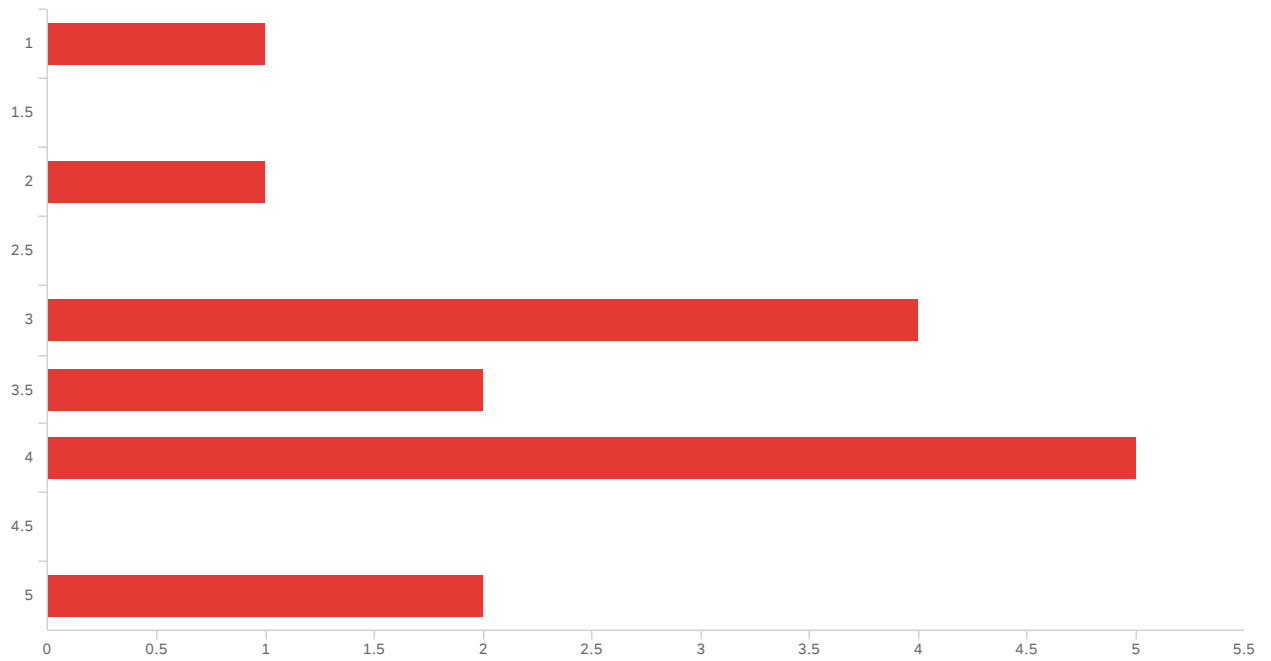
added additional need for intercity on 2nd page* referring to hardcopy

We do a good job of this. Keep it up.

n/a

More buses in rural

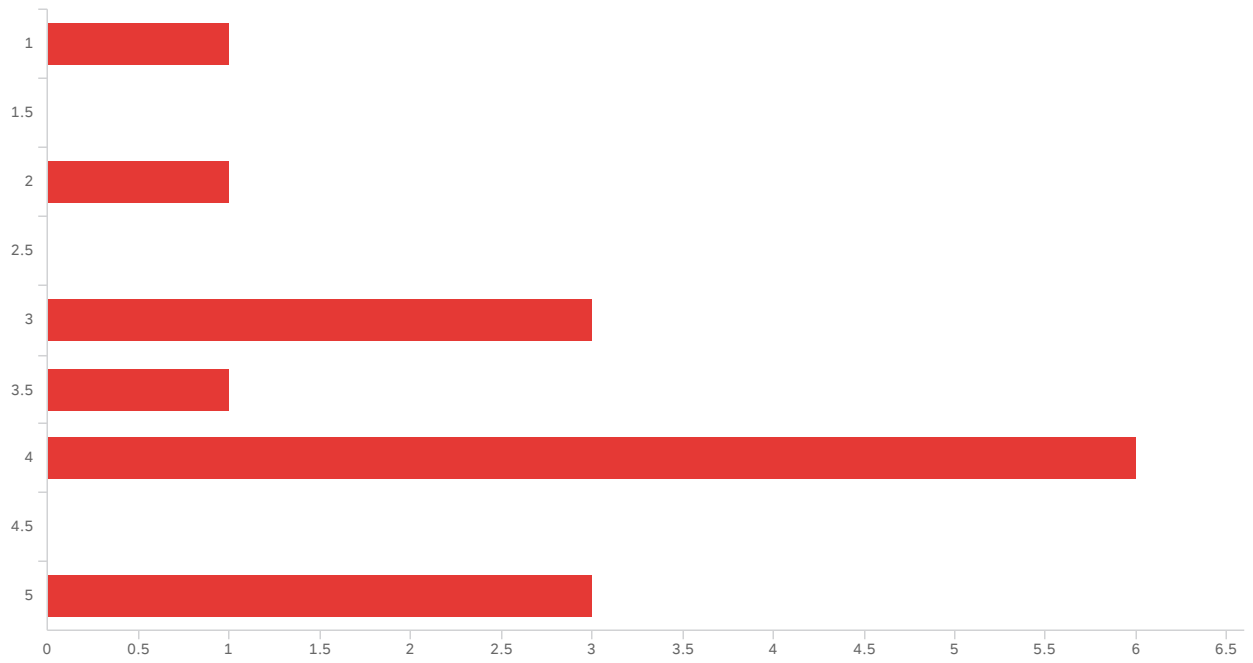
Q17 - Appointments Impact



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Appointments Impact	1.00	9.00	5.93	2.02	4.06	15

#	Field	Choice Count
1	1	6.67% 1
2	1.5	0.00% 0
3	2	6.67% 1
4	2.5	0.00% 0
5	3	26.67% 4
6	3.5	13.33% 2
7	4	33.33% 5
8	4.5	0.00% 0
9	5	13.33% 2
		15

Q18 - Appointments Consequence



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Appointments Consequence	1.00	9.00	6.27	2.14	4.60	15

#	Field	Choice Count
1	1	6.67% 1
2	1.5	0.00% 0
3	2	6.67% 1
4	2.5	0.00% 0
5	3	20.00% 3
6	3.5	6.67% 1
7	4	40.00% 6
8	4.5	0.00% 0
9	5	20.00% 3
		15

Q19 - Appointments Comments

Appointments Comments

Simplify procedure, allow short notice changes, and have spanish language operator/voice prompts

Reliability is key to an effective transportation company

We have taken on 2 new contracts for medical transportation

Big issues for seniors!

This is in place and working improvement in the system will only have a minor change in availability

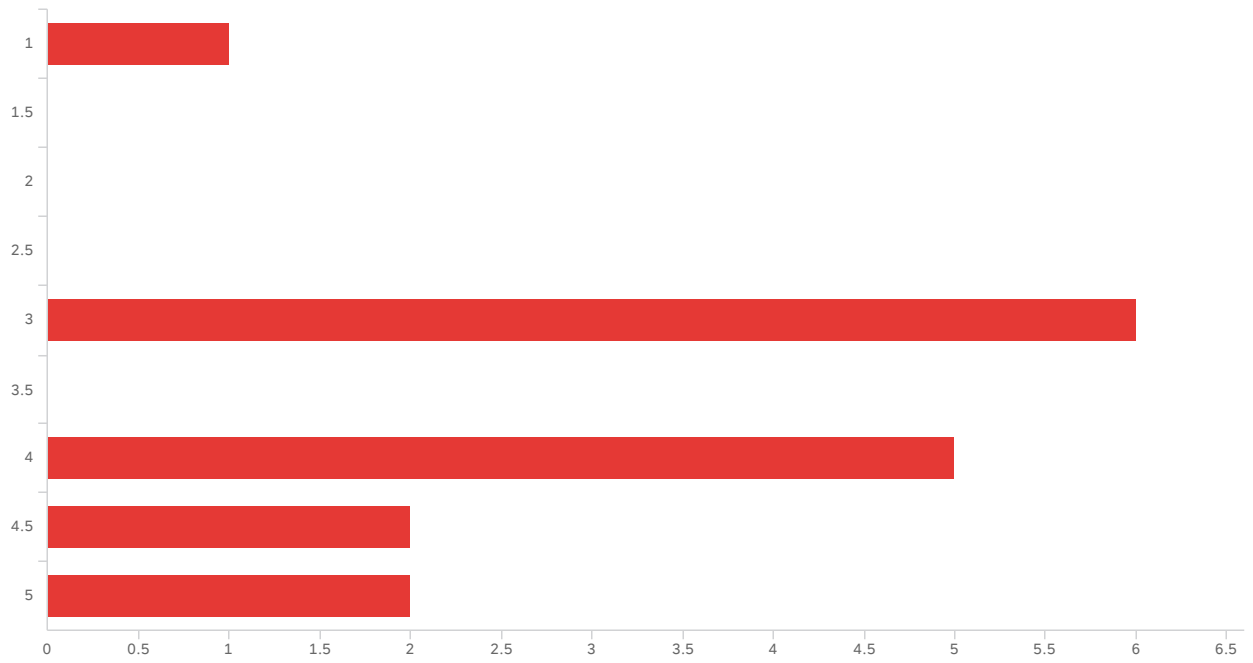
na

I feel this process is sufficient from what I know.

n/a

N/A

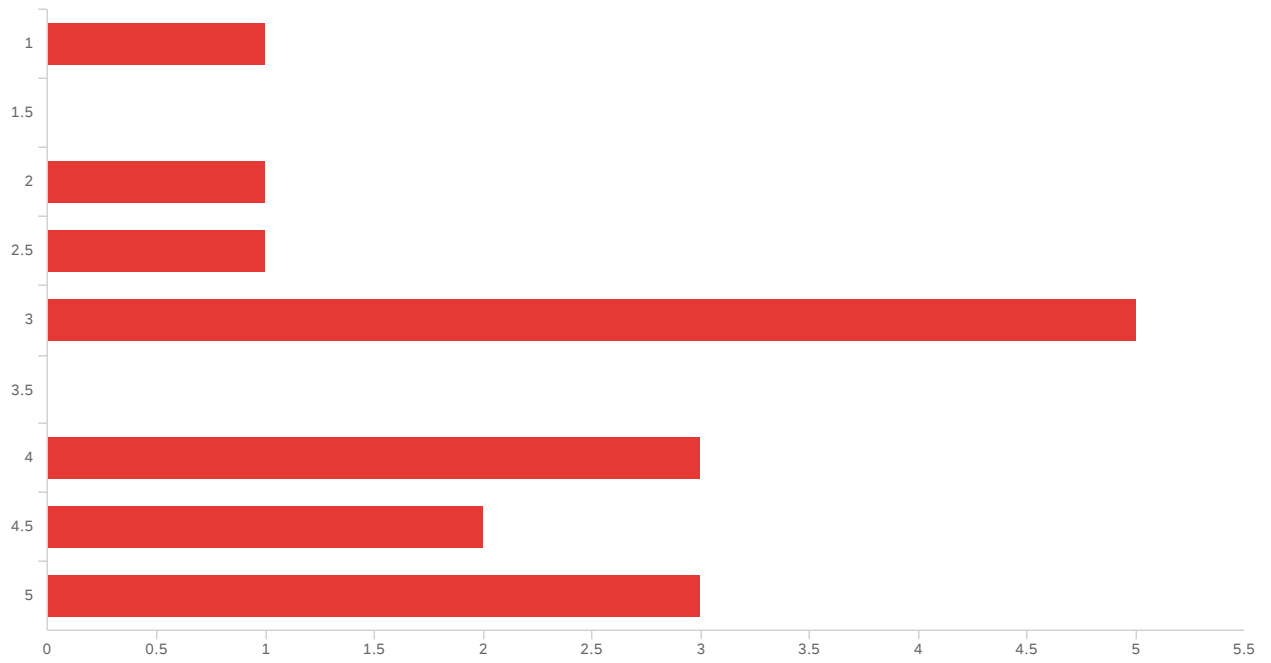
Q20 - Low Vehicle Access Impact



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Low Vehicle Access Impact	1.00	9.00	6.25	1.95	3.81	16

#	Field	Choice Count
1	1	6.25% 1
2	1.5	0.00% 0
3	2	0.00% 0
4	2.5	0.00% 0
5	3	37.50% 6
6	3.5	0.00% 0
7	4	31.25% 5
8	4.5	12.50% 2
9	5	12.50% 2
		16

Q21 - Low Vehicle Access Consequences



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Low Vehicle Access Consequences	1.00	9.00	6.06	2.25	5.06	16

#	Field	Choice Count
1	1	6.25% 1
2	1.5	0.00% 0
3	2	6.25% 1
4	2.5	6.25% 1
5	3	31.25% 5
6	3.5	0.00% 0
7	4	18.75% 3
8	4.5	12.50% 2
9	5	18.75% 3
		16

Showing rows 1 - 10 of 10

Q22 - Low Vehicle Access Comments

Low Vehicle Access Comments

Most people in Sutton co. aware of CVT but rural residents may not know full extent of services

No CVTD advertising people don't know what are buses and what aren't

Some areas of the city do not have a FR in close proximity to them

Big issues for seniors!

Low level access is a priority for elderly and disabled

na

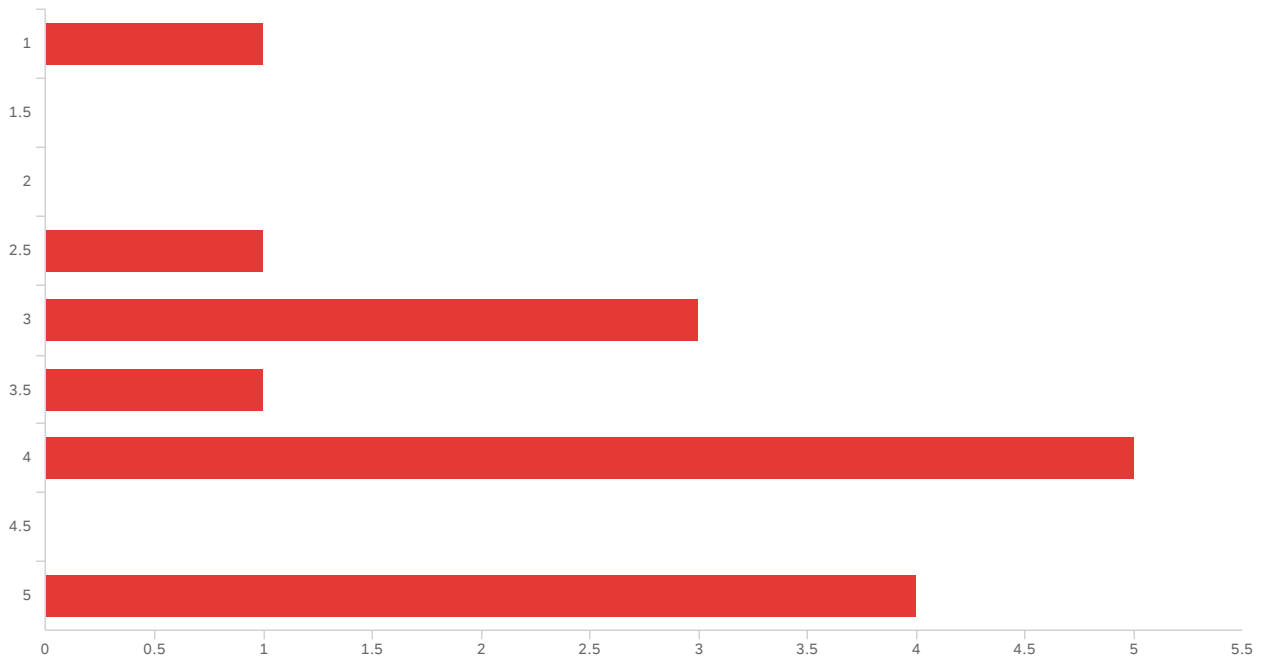
The ones who need it know about it

n/a

Low income parts of town

N/A

Q23 - Veterans Impact

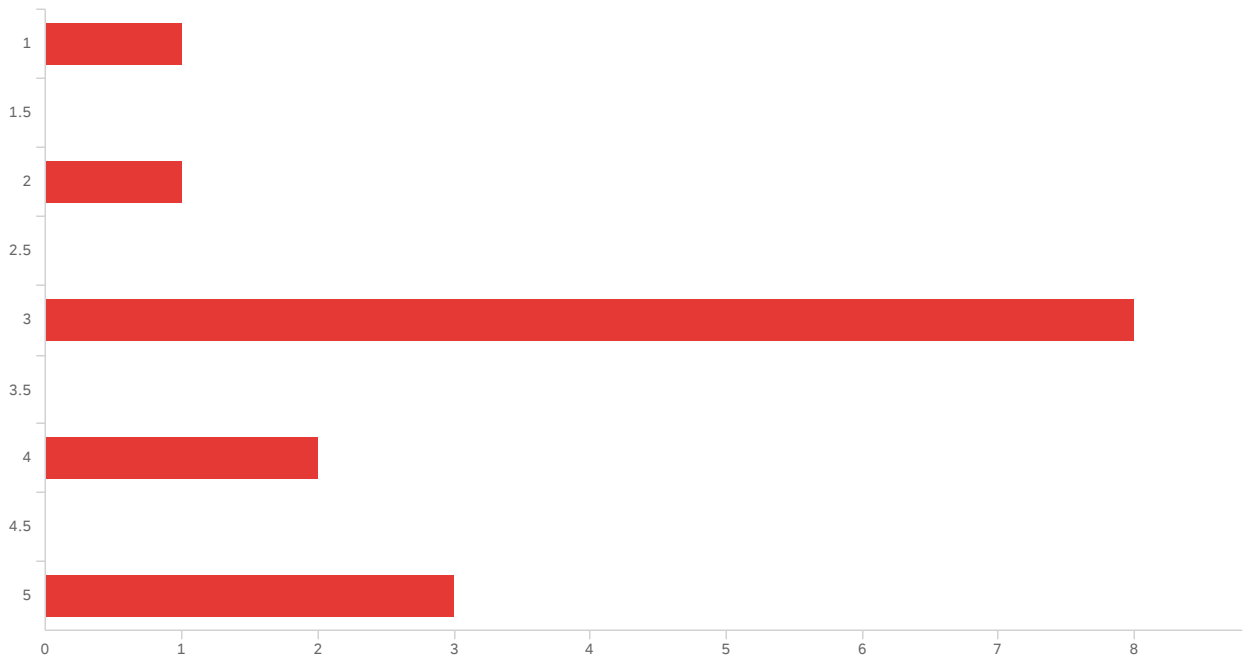


#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Veterans Impact	1.00	9.00	6.47	2.16	4.65	15

#	Field	Choice Count
1	1	6.67% 1
2	1.5	0.00% 0
3	2	0.00% 0
4	2.5	6.67% 1
5	3	20.00% 3
6	3.5	6.67% 1
7	4	33.33% 5
8	4.5	0.00% 0
9	5	26.67% 4
		15

Showing rows 1 - 10 of 10

Q24 - Veterans Accessibility



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Veterans Accessibility	1.00	9.00	5.67	2.15	4.62	15

#	Field	Choice Count
1	1	6.67% 1
2	1.5	0.00% 0
3	2	6.67% 1
4	2.5	0.00% 0
5	3	53.33% 8
6	3.5	0.00% 0
7	4	13.33% 2
8	4.5	0.00% 0
9	5	20.00% 3
		15

Q25 - Veterans Comments

Veterans Comments

More advertising of these available services (may not be aware)

Veterans transit usage is does not have as much impact on our organization as the general public

We currently provide a shuttle for GFAFB but we do not have day data for specifically veterans

Big issues for seniors!

Improved awareness is a good move but only if you can increase destination service peculiar to veterans

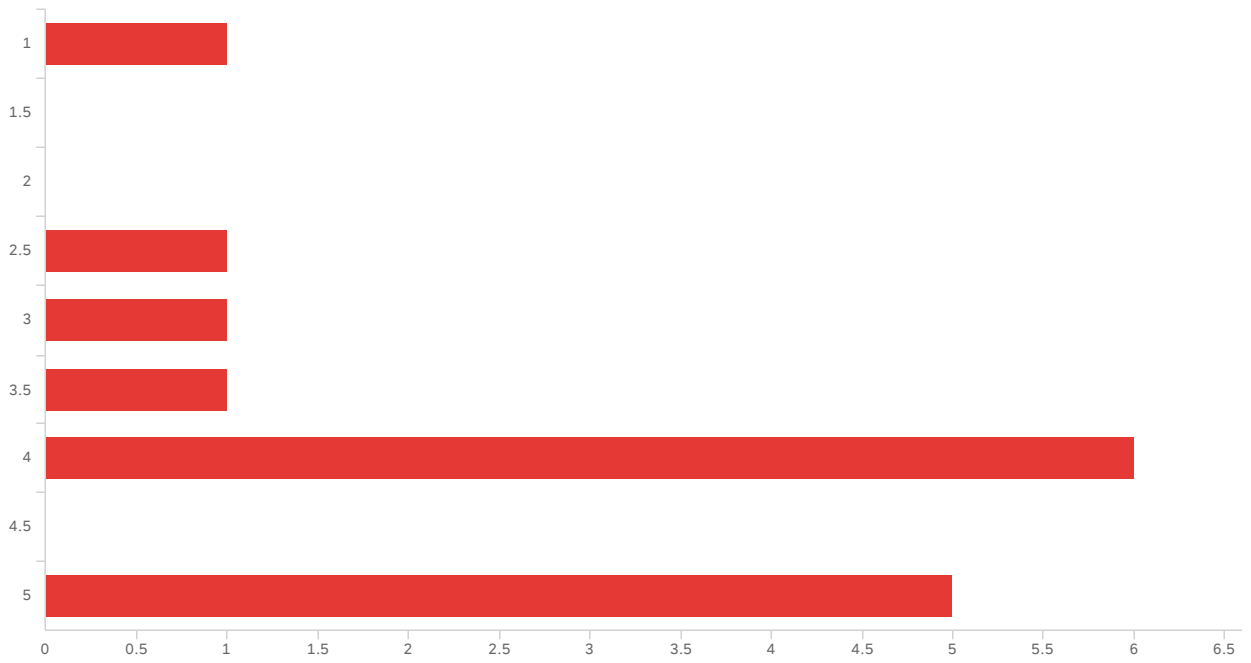
na

The ones who need it know about it

n/a

N/A

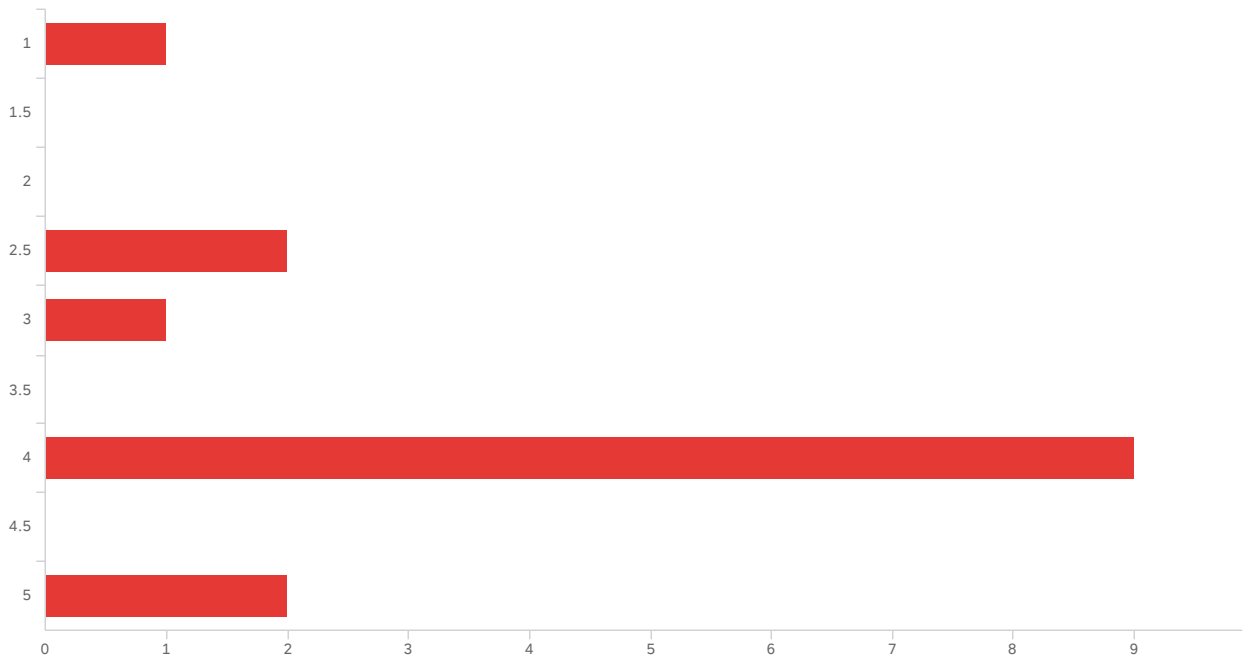
Q26 - Uninsured Impact



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Uninsured Impact	1.00	9.00	6.87	2.16	4.65	15

#	Field	Choice Count
1	1	6.67% 1
2	1.5	0.00% 0
3	2	0.00% 0
4	2.5	6.67% 1
5	3	6.67% 1
6	3.5	6.67% 1
7	4	40.00% 6
8	4.5	0.00% 0
9	5	33.33% 5
		15

Q27 - Uninsured Consequences



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Uninsured Consequences	1.00	9.00	6.33	1.99	3.96	15

#	Field	Choice Count
1	1	6.67% 1
2	1.5	0.00% 0
3	2	0.00% 0
4	2.5	13.33% 2
5	3	6.67% 1
6	3.5	0.00% 0
7	4	60.00% 9
8	4.5	0.00% 0
9	5	13.33% 2
		15

Q28 - Uninsured Comments

Uninsured Comments

Advertising - may not thinking they qualify

no data available

Big issues for seniors!

The uninsured and poor have an image that this is not for them or available to them

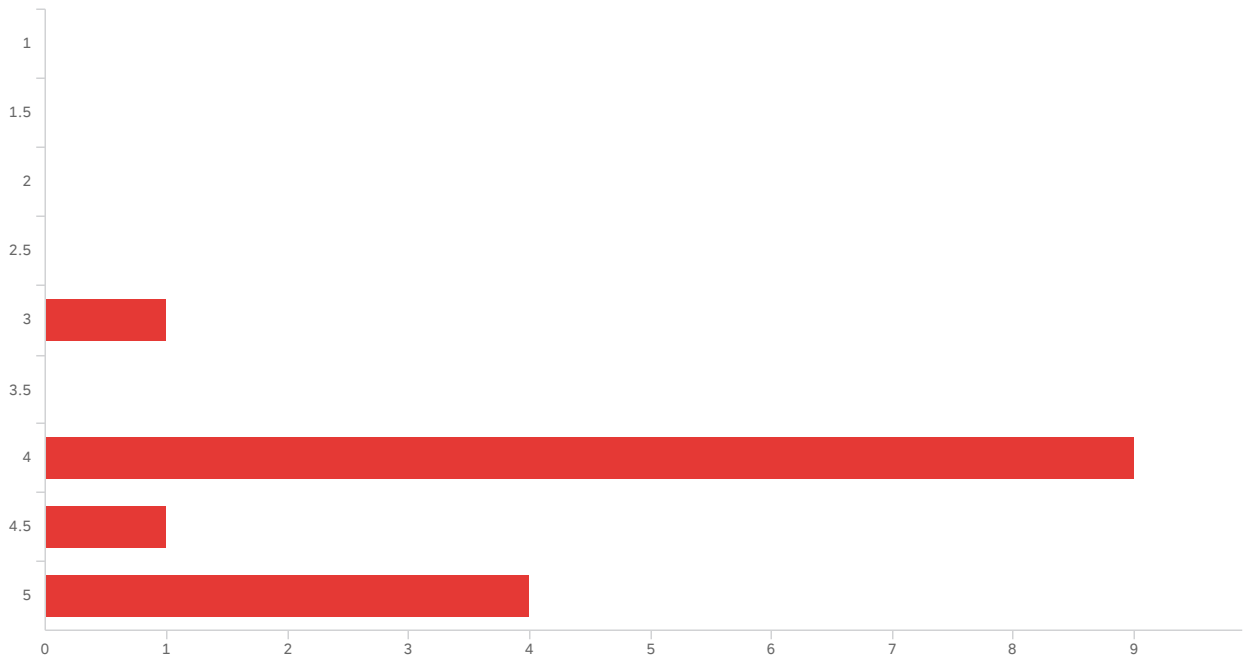
na

Awareness to these establishments where these people are seen.

n/a

Uninsured need to get to dr. appts

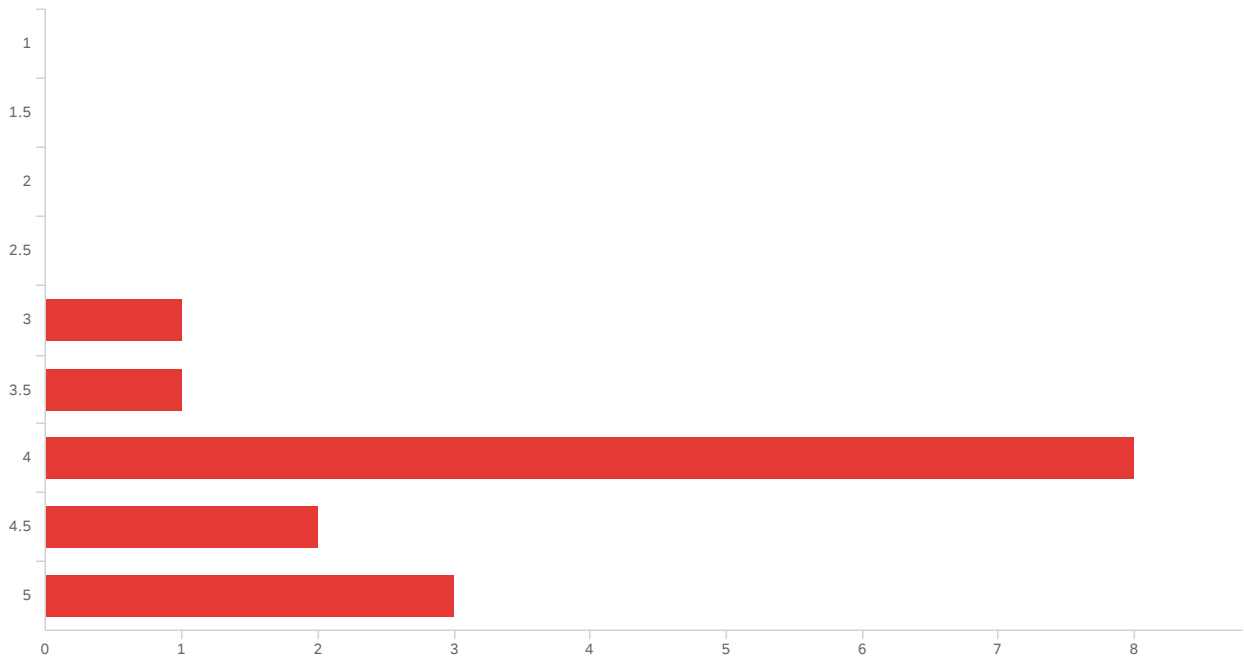
Q29 - Low Income Impact



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Low Income Impact	5.00	9.00	7.47	1.09	1.18	15

#	Field	Choice Count
1	1	0.00% 0
2	1.5	0.00% 0
3	2	0.00% 0
4	2.5	0.00% 0
5	3	6.67% 1
6	3.5	0.00% 0
7	4	60.00% 9
8	4.5	6.67% 1
9	5	26.67% 4
		15

Q30 - Low Income Consequences



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Low Income Consequences	5.00	9.00	7.33	1.07	1.16	15

#	Field	Choice Count
1	1	0.00% 0
2	1.5	0.00% 0
3	2	0.00% 0
4	2.5	0.00% 0
5	3	6.67% 1
6	3.5	6.67% 1
7	4	53.33% 8
8	4.5	13.33% 2
9	5	20.00% 3
		15

Q31 - Low Income Comments

Low Income Comments

May not know free or low cost rides available

A majority of our riders are of the low economic class

Need to focus on making awareness, plans in place to improve access

Big issues for seniors!

The uninsured and poor have an image that this is not for them or available to them

na

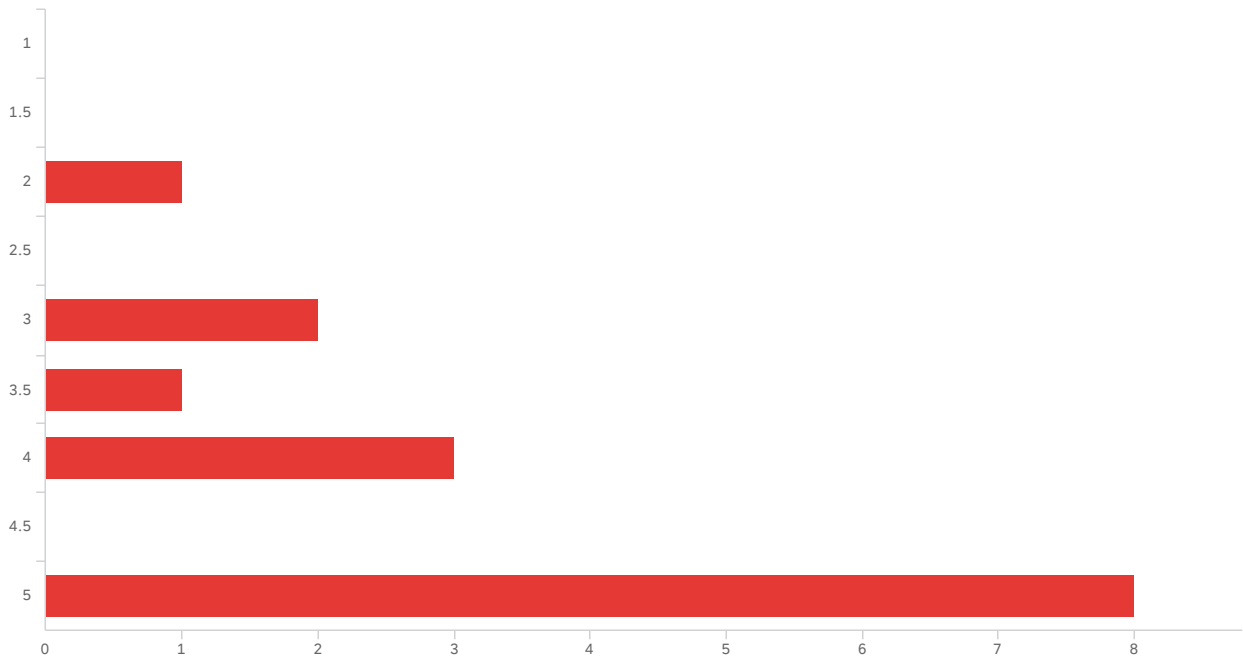
Again, knowledge of how to ride and accessibility

n/a

Needed in rural areas

Some low income need rides to work

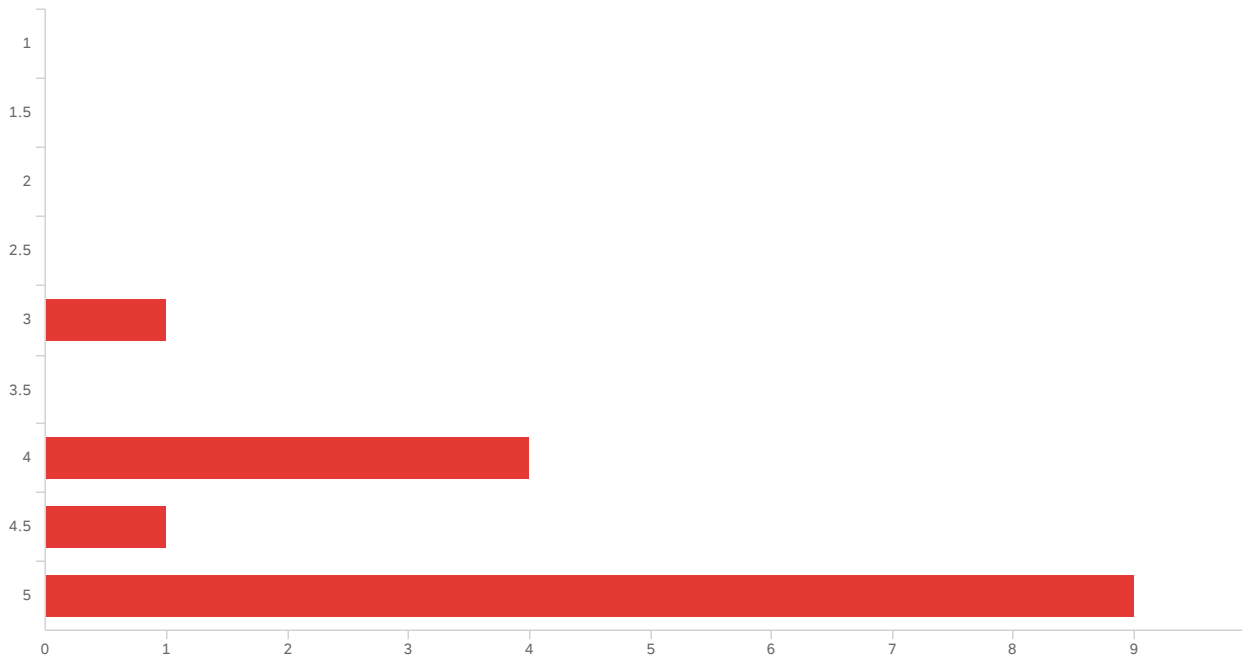
Q32 - Disabilities Impact



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Disabilities Impact	3.00	9.00	7.47	1.89	3.58	15

#	Field	Choice Count
1	1	0.00% 0
2	1.5	0.00% 0
3	2	6.67% 1
4	2.5	0.00% 0
5	3	13.33% 2
6	3.5	6.67% 1
7	4	20.00% 3
8	4.5	0.00% 0
9	5	53.33% 8
		15

Q33 - Disabilities Consequences



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Disabilities Consequences	5.00	9.00	8.13	1.20	1.45	15

#	Field	Choice Count
1	1	0.00% 0
2	1.5	0.00% 0
3	2	0.00% 0
4	2.5	0.00% 0
5	3	6.67% 1
6	3.5	0.00% 0
7	4	26.67% 4
8	4.5	6.67% 1
9	5	60.00% 9
		15

Q34 - Disabilities Comments

Disabilities Comments

May not know that vehicles are ADA compliant

Important for our ADA demand response to thrive

We have expanded ADA city wide, however overall awareness needs to increase

Big issues for seniors!

Awareness and participation in the service and process is utmost

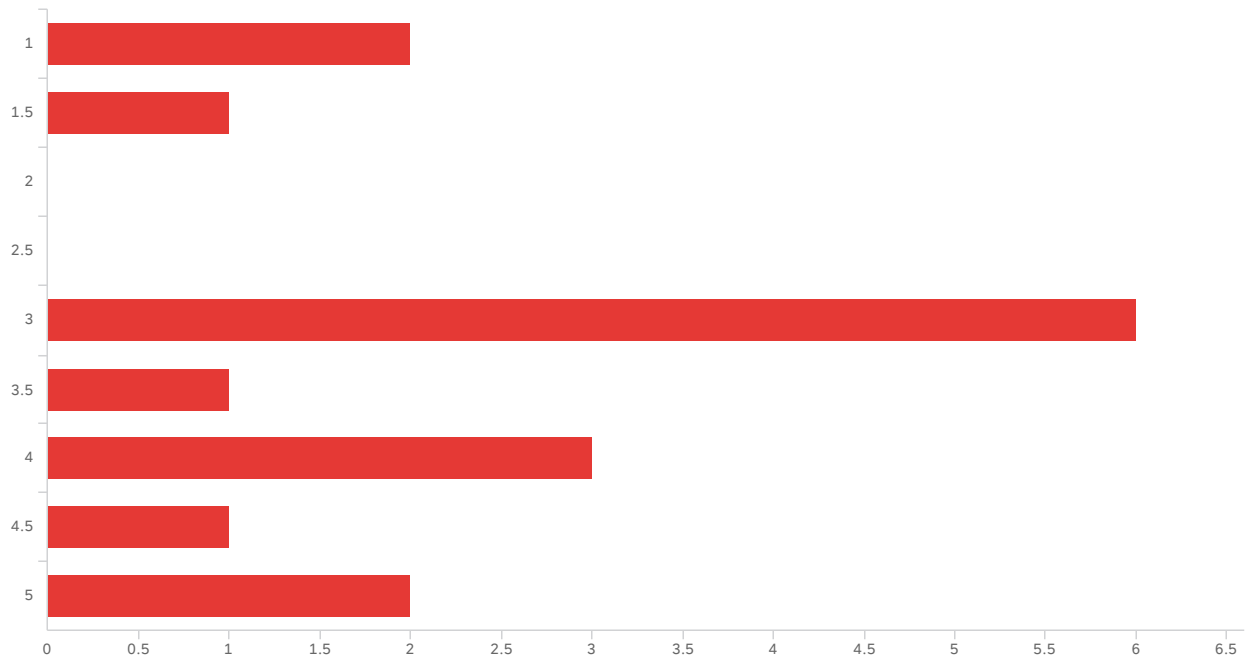
I think it is a good system as is for disabilities but it is still important

Again, knowledge of how to ride and accessibility.

n/a

Bigger buses

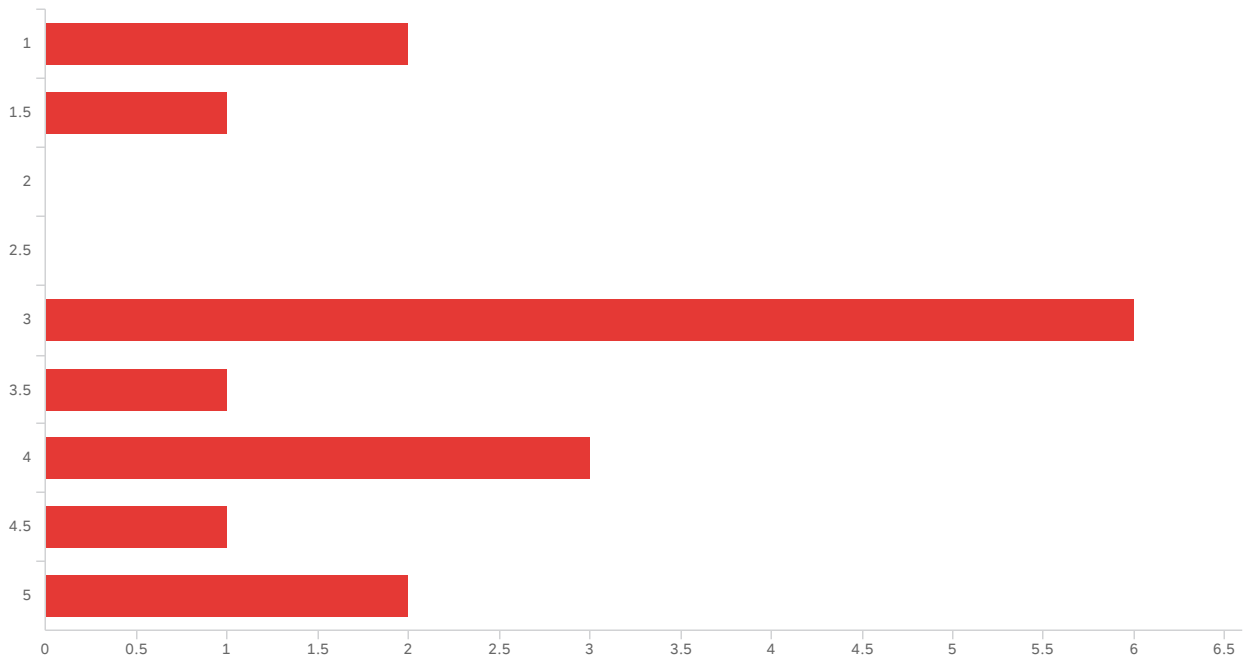
Q35 - Worker Utilization Impact



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Worker Utilization Impact	1.00	9.00	5.44	2.40	5.75	16

#	Field	Choice Count
1	1	12.50% 2
2	1.5	6.25% 1
3	2	0.00% 0
4	2.5	0.00% 0
5	3	37.50% 6
6	3.5	6.25% 1
7	4	18.75% 3
8	4.5	6.25% 1
9	5	12.50% 2
		16

Q36 - Worker Utilization Consequences



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Worker Utilization Consequences	1.00	9.00	5.44	2.40	5.75	16

#	Field	Choice Count
1	1	12.50% 2
2	1.5	6.25% 1
3	2	0.00% 0
4	2.5	0.00% 0
5	3	37.50% 6
6	3.5	6.25% 1
7	4	18.75% 3
8	4.5	6.25% 1
9	5	12.50% 2
		16

Q37 - Worker Utilization Comments

Worker Utilization Comments

Make available and raise awareness of it

For those individual with no transportation this piece is vital

Big employers in town(Shannon) don't seem to be involved

Only a small percent of our population use able transportation to walk

Big issues for seniors!

San Angelo and west texas is auto driven commuters

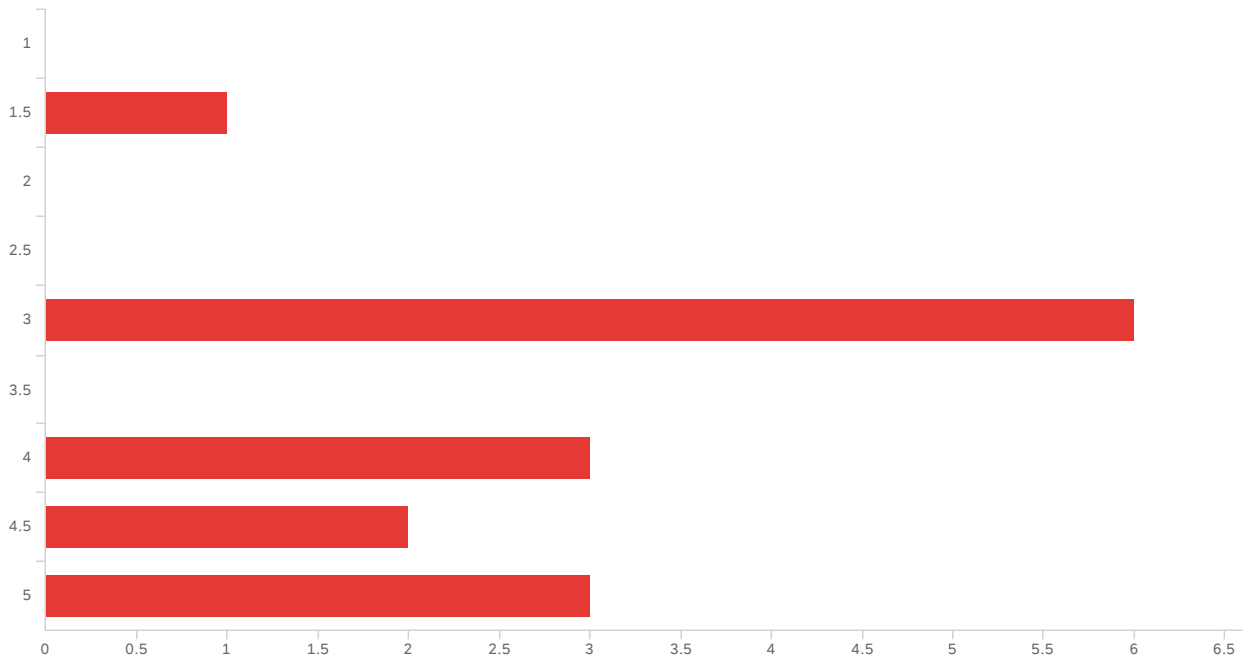
na

I can see where getting to work on time is still an issue.

n/a

N/A

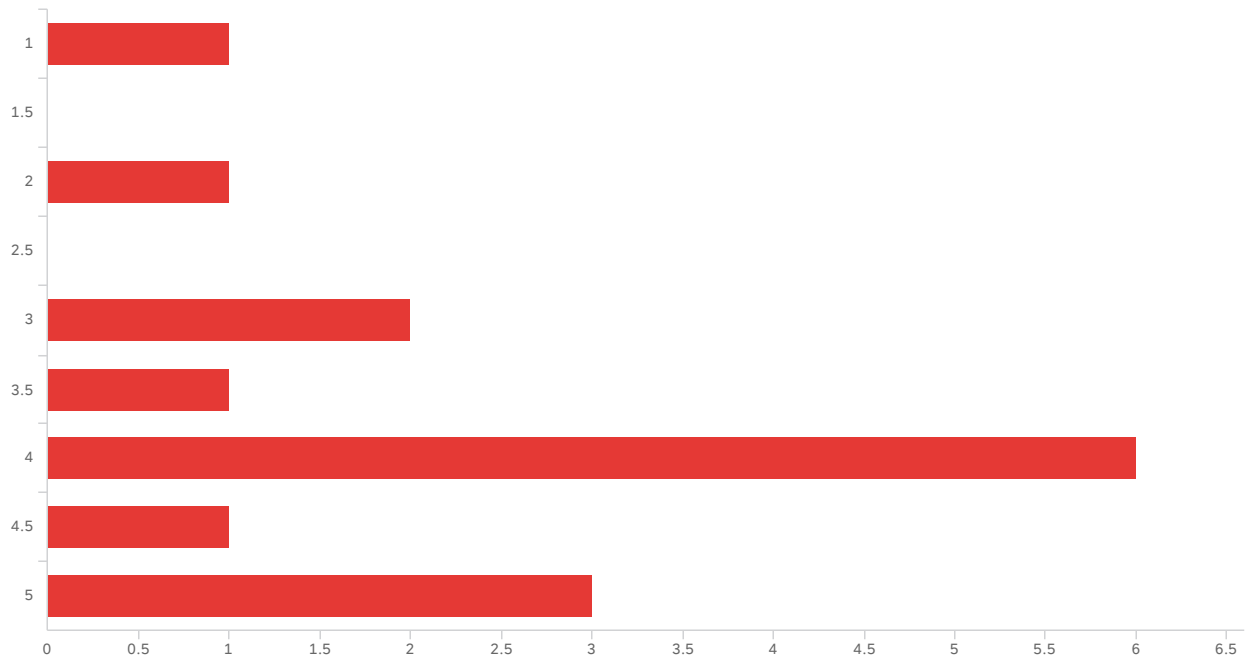
Q38 - Medicaid Service Impact



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Medicaid Service Impact	2.00	9.00	6.40	1.96	3.84	15

#	Field	Choice Count
1	1	0.00% 0
2	1.5	6.67% 1
3	2	0.00% 0
4	2.5	0.00% 0
5	3	40.00% 6
6	3.5	0.00% 0
7	4	20.00% 3
8	4.5	13.33% 2
9	5	20.00% 3
		15

Q39 - Medicaid Services Consequences



#	Field	Minimum	Maximum	Mean	Std Deviation	Variance	Count
1	Medicaid Services Consequences	1.00	9.00	6.47	2.16	4.65	15

#	Field	Choice Count
1	1	6.67% 1
2	1.5	0.00% 0
3	2	6.67% 1
4	2.5	0.00% 0
5	3	13.33% 2
6	3.5	6.67% 1
7	4	40.00% 6
8	4.5	6.67% 1
9	5	20.00% 3
		15

Q40 - Medicaid Services Comments

Medicaid Services Comments

Awareness of qualification and service availability

Increasing awareness in the rural of medicaid services is crucial

We have made improvements already by signing new contracts with MTM and Sokride

Big issues for seniors!

While I feel this is very important the service is in place already

na

More frequent even two trips a day in the rural.

n/a

N/A

Q41 - First Added Impact

First Added Impact

Have more bilingual drivers available, especially in rural areas

Bottom Line: Local governmental officials look at transit as a welfare program, not a vital element, and necessary element, of any community. As a result, they put in only the bare minimum that they can. Their mind set is most people on transit should quit being a free-loading burden on hard-working taxpayers. Get a job and get a car!

Connectivity thru awareness and part 5

1) out of city transit- Impact: 4

Appts to include also non-medical transportation 5

n/a

Awareness in low income neighborhoods-in spanish at a place they feel comfortable (church/community center) 5

Low Cost rides

Q42 - First Added Consequence

First Added Consequence

Connectivity thru awareness and part 4

1) out of city transit- consequence: 4

n/a

Awareness in low income neighborhoods-in spanish at a place they feel comfortable (church/community center) 5

Low Cost rides 3

Q43 - First Added Comment

First Added Comment

Big spring, del rio, abilene

n/a

Q44 - Second Added Impact

Second Added Impact

Poor and elderly 5

na

Noticable bus identification 5

n/a

Free rides for homeless/who can't afford

Q45 - Second Added Consequence

Second Added Consequence

Poor and elderly 5

na

n/a

Free rides for homeless/who can't afford 5

Q46 - Second Added Comment

Second Added Comment

na

n/a

N/A

Q47 - Third Added Impact

Third Added Impact

Seniors access and awareness 5

na

n/a

Q48 - Third Added Consequence

Third Added Consequence

Seniors access and awareness 5

na

n/a

Q49 - Third Added Comment

Third Added Comment

na

n/a

End of Report

Appendix F: Stakeholder Signature Approval and Plan Adoption

Appendix E: Stakeholder Signature Approval and Plan Adoption

The Concho Valley Council of Governments complied with the requirements to maintain an inclusive planning process in the development and approval of the coordinated regional plan by ensuring participation included:

- a) Representatives of public, private, and non-profit transportation providers, including recipients of Section 5307 funds (small urban transportation providers), Section 5311 funds (rural transportation providers) and Section 5310 funds (Enhanced Mobility of Seniors and Individuals with Disabilities).
- b) Representatives of human service providers.
- c) Individuals with disabilities.
- d) Individuals 65 and older.
- e) People with low incomes.
- f) Veterans.
- g) Advocates for children.
- h) Other members of the public.

The following stakeholders meaningfully participated in the development of this coordinated plan in varying degrees by providing input and feedback and adopt this on behalf of the Concho Valley.

Name	Affiliation	Signature
Armié Sanchez	City of Sonora	Armié Sanchez
Carmen Briseno	MAXIMUM, TV STAR	CBriseno
RICHARD L PORTER	INDIVIDUAL	Richard L. Porter
Major Hofheim	Director San Angelo MPD	Major Hofheim
Noemie	La Esperanza Clinic	Noemie
Albert Rodriguez	Concho Valley EDD	Albert Rodriguez
Erin M. Howard	CVCOG	Erin M. Howard
Jennifer Juarez	Public member	Jennifer Juarez
Paul Heister	West Texas Counseling & Guidance	Paul Heister
Mark Bethune	CV Community Action	Mark Bethune
Jeff York	CUTA	Jeff York