

Coastal Bend Regional Public Transportation Coordination Plan (Interim Plan)

Chapters 0-6 — Foundational Analyses

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(To be completed in final document)

Executive Summary

Executive Summary

This Regional Public Transportation Coordination Plan (RPTCP) Interim Plan summarizes the foundational analysis and planning activities completed in Chapters 1 through 6 of the Coastal Bend Council of Governments (CBCOG) 2025-2030 RPTCP update. These chapters establish the regional context, document public and stakeholder engagement, and identify the region's demographics, transportation services, and unmet mobility needs. Together, they form the analytical basis required by TxDOT for Interim Plan submittal and set the stage for developing regional goals, strategies, and project priorities in the final plan. This Interim (Chs. 1–6) fulfills TxDOT's foundational analysis requirement; Chs. 7–8 will present Strategies and Prioritized Project Categories to support 5310/5311 funding.

Chapter 1 Introduction and Organization

Chapter 1 provides an overview of the purpose and structure of the RPTCP, the roles of the Lead Coordination Agency and the Regional Coordination Committee (RCC), and the federal and state requirements guiding the plan. It introduces CBCOG's responsibilities in developing the plan and describes how the RCC, partner agencies, and stakeholders contribute to the planning process.

CBCOG convened the RCC on September 3, 2025, and October 9, 2025, to provide direction to staff, review the planning framework, and validate the structure and expectations for the Interim Plan chapters. These meetings ensured that plan development aligned with regional priorities and TxDOT requirements.

Chapter 2 Public Outreach and Community Engagement

Chapter 2 documents CBCOG's comprehensive and inclusive engagement process. This chapter explains how public input was collected, which groups were engaged, and how stakeholder feedback informed the analysis of unmet needs.

CBCOG conducted:

- A regional public survey distributed online and through partner organizations.

- One-on-one interviews with key stakeholder groups, including transportation providers, human service agencies, and representatives of seniors, veterans, people with disabilities, and low-income populations.

This chapter summarizes meeting attendance, key themes identified, accessibility measures used, and outreach methods that ensured participation from traditionally underserved populations.

Chapter 3 Geographic Area Assessment

Chapter 3 presents the regional geographic context through maps and narrative descriptions. This includes county jurisdictions, cities, MPO boundaries, rural and urban designations, major trip generators, and provider service areas. These maps help identify natural service barriers, travel patterns, and regional mobility needs.

Chapter 4 Demographic Assessment

Chapter 4 provides detailed demographic profiles of the region, focusing on populations most reliant on coordinated transportation services. Data include population totals and projections, seniors, individuals with disabilities, low-income residents, veterans, youths, and residents with limited English proficiency. This analysis highlights geographic concentrations of target populations and helps identify areas with the greatest mobility needs.

Chapter 5 Transportation Services Assessment

Chapter 5 offers a comprehensive inventory of transportation providers operating across the region—public transit operators, human service agencies, nonprofits, volunteer programs, and private-sector providers. CBCOG gathered provider-specific information through surveys and direct outreach, producing standardized profiles that document:

- Service areas, days/hours, and modes
- Eligibility and trip purpose restrictions
- Fleet inventories and ADA accessibility
- Technology use
- Ridership and operational statistics

- Coordination activities
- Identified service limitations or unmet needs

Chapter 6 Transportation Needs and Gaps Assessment

The final chapter in the Interim Plan synthesizes the findings of all previous assessments and the results of public and stakeholder engagement. It identifies the region's unmet transportation needs and classifies them by:

- Target population
- Geographic area
- Time of day/day of week
- Trip purpose (medical, employment, education, etc.)

Using demographic maps, provider data, survey results, and stakeholder insights, the chapter outlines the gaps and service limitations affecting access to essential destinations. The chapter concludes with a preliminary prioritization of unmet needs based on RCC discussion and direction provided during the 9/3/25 and 10/9/25 committee meetings.

Appendices

Public Involvement Record, Provider Profiles, and Maps will be appended in the full plan.

Summary

Together, Chapters 1 through 6 represent the analytical core of the RPTCP and fulfill TxDOT's Interim Plan requirement. These chapters document how CBCOG and its partners grounded the planning process in data, local knowledge, and meaningful public engagement. The findings contained within these chapters will directly inform the development of goals, strategies, and prioritized regional coordination projects in the final RPTCP.

Chapter 1 . Introduction and Organization

This chapter aligns with TxDOT's Statewide Public Transportation Plan guidance, which establishes the statewide framework for regional coordination and supports the development of locally driven plans.

1.1 Purpose of the Regional Public Transportation Coordination Plan (RPTCP)

The Regional Public Transportation Coordination Plan (RPTCP) serves as the foundational planning document that identifies unmet transportation needs across the Coastal Bend region and outlines strategies to address those needs through improved coordination among transportation providers, human service agencies, and community partners. The plan establishes a regional framework for expanding mobility options, enhancing service efficiency, and improving equitable access to essential destinations such as employment, healthcare, education, and social services.

Coordination is not only a best practice but also a federal requirement for agencies and organizations seeking funding under the Federal Transit Administration (FTA) Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program. Projects funded under Section 5310 must appear in a locally developed and updated coordinated plan and must demonstrate meaningful engagement with the target populations they serve. The RPTCP fulfills this requirement and ensures ongoing eligibility for federal and state funding that supports mobility services in the Coastal Bend region.

In addition to Section 5310, this RPTCP informs coordination for Section 5311 (Formula Grants for Rural Areas). While Section 5310 projects must be derived from a locally developed coordinated plan, the RPTCP also supports planning and coordination for projects funded under Section 5311 (Formula Grants for Rural Areas). In Texas, TxDOT is the direct recipient for rural and small urban areas; in the Corpus Christi UZA, CCRTA administers 5310 subrecipient calls as the designated recipient/administrator for the UZA. This plan documents needs and coordination strategies used by these programs.

1.2 Lead Coordination Agency (LCA)

The Coastal Bend Council of Governments (CBCOG) serves as the Lead Coordination Agency (LCA) for the Coastal Bend region. As the designated LCA, CBCOG is responsible for overseeing the development, maintenance, and implementation of the RPTCP. Key responsibilities include facilitating regional coordination, managing the planning process, conducting outreach, convening and supporting the Regional Coordination Committee (RCC), ensuring compliance with federal and state requirements, and preparing and submitting the Interim Plan and full RPTCP to TxDOT.

1.3 Regional Coordination Committee (RCC)

The Regional Coordination Committee (RCC) functions as the region's primary advisory and decision-making body for coordinated transportation planning. The RCC brings together representatives from public transit operators, nonprofit organizations, social service agencies, healthcare providers, workforce partners, and advocates representing seniors, people with disabilities, low-income residents, veterans, and individuals with limited English proficiency.

The RCC met on September 3, 2025, and October 9, 2025, to provide staff direction, review the planning framework, and validate the structure and expectations for the Interim Plan. These meetings ensured alignment with regional priorities and TxDOT requirements. The RCC will recommend prioritized strategies and project categories for inclusion in Chapter 8 to support eligibility for 5310 and alignment with TxDOT's 5311 program administration.

1.4 RPTCP Organization

This RPTCP is organized into nine chapters following the TxDOT template. Chapters 1 through 6 comprise the Interim Plan and establish the regional context, public engagement activities, existing conditions, and transportation needs. These chapters serve as the analytical foundation for subsequent chapters addressing goals, strategies, priorities, and final adoption. CBCOG will complete the full RPTCP (Chs. 7–9) for adoption and will update the plan at least every five years, or sooner as needed, consistent with FTA and TxDOT guidance.

1.5 Stakeholder Groups and Participating Organizations

Required stakeholder groups for the RPTCP include seniors, people with disabilities, low-income residents, zero-car households, youth, veterans, individuals with limited English proficiency, human service agency clients, and job seekers.

CBCOG invited and engaged public transportation providers, human service agencies, nonprofit organizations, healthcare providers, local governments, educational institutions, veterans organizations, faith-based groups, and other community-based organizations. CBCOG conducted regional public surveys and one-on-one stakeholder interviews to ensure broad input.

1.6 Governance Documents

Governance documents supporting coordination include the RCC Mission Statement, RCC Bylaws outlining structure and operating procedures, and Memoranda of Understanding (MOUs) between CBCOG and stakeholder organizations, documenting commitments to coordination and participation in the planning process.

Chapter 2 Public Outreach and Community Engagement

This chapter outlines an engagement approach consistent with TxDOT's statewide public transportation planning guidance, which emphasizes inclusive participation from transit-dependent and underserved populations.

2.1 Introduction

This chapter documents the comprehensive public outreach and community engagement activities conducted by the Coastal Bend Council of Governments (CBCOG) during the development of the Regional Public Transportation Coordination Plan (RPTCP). The purpose of this engagement process is to ensure that the RPTCP reflects the needs, challenges, and priorities of the individuals and communities it is designed to serve, particularly those identified as transit-dependent or historically underserved.

2.2 Engagement Purpose and Requirements

Meaningful public outreach is required by the Federal Transit Administration (FTA) and the Texas Department of Transportation (TxDOT) to ensure that coordinated transportation plans are developed with direct input from seniors, people with disabilities, low-income households, veterans, individuals with limited English proficiency, youth, and other target populations. Public engagement allows the planning process to:

- Identify unmet transportation needs.
- Understand barriers experienced by riders and service providers.
- Validate data findings through lived experience.
- Ensure equitable access and participation throughout the region.

Outreach materials and surveys were made available in accessible formats, and translation/interpretation was provided as needed to support LEP populations, consistent with Title VI/FTA guidance

2.3 Engagement Approach

CBCOG implemented a multifaceted engagement strategy designed to gather input from a wide range of community members and stakeholder organizations. Engagement activities included:

- A regional public survey distributed both online and in print.
- One-on-one interviews with key stakeholder groups.

- Focused outreach to seniors, veterans, individuals with disabilities, and rural communities.
- Coordination with community-based organizations and human service agencies to distribute information and increase survey participation.

2.4 Committee Engagement

As part of this planning effort, CBCOG convened the Regional Coordination Committee (RCC) on September 3, 2025, and October 9, 2025. During these meetings, RCC members provided guidance on engagement strategies, identified additional stakeholder groups, and reviewed outreach materials. Committee input played a critical role in shaping the overall public engagement plan.

2.5 Public Survey

The regional public survey was designed to collect input from residents across the Coastal Bend region regarding their transportation experiences. The survey asked respondents about:

- Frequency of transit use.
- Trip purpose and destinations.
- Barriers to accessing transportation.
- Level of satisfaction with existing services.
- Areas where additional transportation options are needed.

CBCOG distributed the survey through:

- Social service agencies
- Senior centers
- Veterans organizations
- Hospitals and clinics
- Workforce development partners
- Transit provider websites and social media

2.6 Stakeholder Interviews

One-on-one interviews were conducted with representatives from public transit providers, human service agencies, health and medical organizations, educational institutions, and advocacy groups. Outreach materials and surveys were provided in accessible formats, and translation/interpretation were available to support Limited English Proficiency (LEP) populations, consistent with Title VI/FTA guidance. These interviews:

- Provided qualitative insights on operational challenges.
- Highlighted specific mobility barriers faced by clients.
- Identified opportunities for improved coordination.
- Validated or supplemented survey data.

2.7 Engagement Findings

Key themes identified through outreach include:

- Limited weekend and evening transportation options.
- Difficulties accessing medical care and dialysis appointments.
- Lack of transportation for employment, especially for shift work.
- Limited awareness of available transit services.
- Challenges for individuals with mobility impairments.
- Lack of cross-county trip options for essential services.

Feedback from the public and stakeholders will directly inform the needs assessment in Chapter 6 and guide the development of goals and strategies in later chapters of the RPTCP.

2.8 Documentation and Transparency

All outreach activities, including surveys, sign-in sheets, interview notes, and engagement materials, have been documented and will be included in the appendices of the full RPTCP.

This documentation ensures transparency and demonstrates how public and stakeholder input shaped the planning process.

2.9 Summary

CBCOG's engagement process successfully incorporated the voices of community members, transportation providers, and stakeholder organizations across the Coastal Bend region. The qualitative and quantitative data collected through these activities contribute to a comprehensive understanding of the region's transportation needs and lay the foundation for coordinated strategies that will be identified later in the plan.

Chapter 3 Geographic Area Assessment

This geographic assessment reflects statewide planning priorities related to rural mobility, regional connectivity, and identification of travel patterns that inform coordinated service delivery.

3.1 Introduction

This chapter provides an overview of the geographic characteristics of the Coastal Bend region as they relate to public transportation planning and coordination. Understanding the physical context, jurisdictional boundaries, major destinations, and existing service areas is essential for assessing mobility needs and identifying coordination opportunities. The geographic assessment forms the basis for evaluating how well current transportation services align with where people live, work, receive medical care, and access essential services.

3.2 Geographic Description

The Coastal Bend region comprises a diverse mix of urban, small urban, and rural areas. The region includes the following counties:

- Aransas County
- Bee County
- Brooks County
- Duval County
- Jim Wells County
- Kenedy County
- Kleberg County
- Live Oak County
- Nueces County
- Refugio County
- San Patricio County

Within these counties are multiple municipalities, including the City of Corpus Christi, which serves as the largest urban center, as well as smaller cities and rural communities such as Kingsville, Alice, Beeville, Portland, Rockport, and Falfurrias.

The region includes both urbanized areas and rural areas as designated by the U.S. Census Bureau. The primary Metropolitan Planning Organization (MPO) is the Corpus Christi MPO, which encompasses portions of Nueces and San Patricio Counties. Rural areas fall under the purview of the Rural Planning Organization (RPO) structure supported by CBCOG.

3.3 Required Maps

Regional maps and service data will inform strategy options for intercity connectivity and rural-to-urban links to Corpus Christi in the final plan. The following maps are required components of the RPTCP and will be included in the final plan:

3.3.1 Coordination Region Map

This map displays the full coordination region including all county boundaries, city jurisdictions, and major transportation corridors. The map provides a clear visual representation of the geographic scope of the RPTCP.

3.3.2 Major Trip Generators Map

This map identifies key destinations that drive mobility demand across the region. Major trip generators include:

- Hospitals, clinics, and dialysis centers
- Major employers and business parks
- Colleges and universities
- Social service agencies
- Senior centers and assisted living facilities
- Shopping centers and grocery stores
- Workforce development centers

These locations represent common destinations for transit-dependent populations and are used to assess where additional or modified transportation services may be needed.

3.3.3 Transportation Provider Service Area Maps

Service maps will depict the geographic coverage of each transportation provider in the region. These maps will include:

- Fixed-route bus services
- ADA complementary paratransit service boundaries
- Demand-response and dial-a-ride service areas
- Microtransit zones (where applicable)
- Countywide or regional human service transportation programs

These maps support the identification of gaps in geographic coverage, duplications of service, and opportunities for coordination among providers.

3.4 Methodologies Used

3.4.1 Identification of Trip Generators

Trip generators were identified using multiple sources including:

- Public survey responses identifying most common destinations
- Stakeholder interviews with transportation providers and human service agencies
- Lists of major regional employers from workforce development partners
- Local knowledge provided by RCC members
- GIS datasets from public sources such as the U.S. Census Bureau, Texas Health and Human Services, and TxDOT

These sources ensured that the trip generator list reflected both major established destinations and those most frequently used by seniors, individuals with disabilities, low-income residents, and other target populations.

3.4.2 Map Creation and Data Sources

All maps for the RPTCP were developed using Geographic Information Systems (GIS). The following standardized datasets and tools were used:

- County and municipal boundary shapefiles from the Texas Natural Resources Information System (TNRIS)
- Population, density, and urban/rural classification data from the U.S. Census Bureau
- Roadway and transit data from TxDOT Open Data Portal
- Provider service area information collected through transportation provider surveys

Maps were created using ESRI ArcGIS Pro and QGIS. Data were processed to ensure consistency across counties and to provide visual clarity for stakeholders reviewing the RPTCP.

3.5 Summary

The geographic assessment establishes a clear understanding of the Coastal Bend region's physical and jurisdictional landscape. The maps and methodologies described in this chapter support the identification of transportation needs and service gaps in Chapter 6. By documenting the region's key destinations, boundaries, and service areas, this chapter provides a foundation for informed decision-making and the development of coordinated strategies to improve mobility across the region.

3.6 Geographic Findings and Barriers

- Long inter-county distances limit access to medical care in Corpus Christi.
- Coastal evacuation zones overlap with high senior and disability populations.
- Several counties lack same-day round-trip options to major hospitals.

Maps referenced in Sections 3.3 and 4.5 are included in Appendix A.

Chapter 4 Demographic Assessment

These demographic analyses align with the statewide plan’s emphasis on understanding the mobility needs of seniors, individuals with disabilities, veterans, youth, and low-income households.

4.1 Introduction

This chapter provides a demographic overview of the Coastal Bend region to support the identification of populations most reliant on public and human service transportation. Understanding demographic trends, population concentrations, and characteristics of transit-dependent groups is essential for assessing mobility needs and informing coordinated transportation strategies. The demographic assessment also ensures compliance with federal and state requirements for meaningful participation from seniors, individuals with disabilities, low-income households, veterans, youths, and residents with limited English proficiency.

Population Group	Regional Share	Counties with Highest Concentration
Seniors (65+)	16.5%	Kenedy, Aransas, Refugio
Disabilities	15.7%	Kenedy, Aransas, Brooks
Zero-Vehicle Households	7.1%	Brooks, Kenedy, Refugio
LEP Residents	4.3%	Kenedy, Brooks, Jim Wells
Veterans	8.2%	San Patricio, Aransas, Kleberg
Below Poverty Level	18.2%	Duval, Jim Wells, Kleberg
Youth under 18	23.5%	Jim Wells, San Patricio, Duval

4.2 Data Sources and Methodology

Demographic data for this assessment were compiled using publicly available sources such as the U.S. Census Bureau’s American Community Survey (ACS), Texas Demographic Center projections, and other state and regional datasets. Data were reviewed at both the county and regional levels to identify trends, concentrations, and changes over time. Geographic Information Systems (GIS) tools were used to map population characteristics and highlight spatial patterns relevant to transportation planning.

4.3 Regional Population Overview

The Coastal Bend region includes a mixture of rural, small urban, and urban communities. Population distribution varies widely across the region, with the highest concentrations located in Nueces County, particularly in the Corpus Christi metropolitan area. Smaller cities such as Kingsville, Alice, Beeville, and Rockport also represent notable demographic centers.

Population projections indicate modest growth in several counties, with continued urbanization around major employment, healthcare, and education hubs. Rural counties are projected to experience slower growth or slight population declines, reinforcing the importance of reliable regional transportation options.

Regional Snapshot

- The Coastal Bend region has 566,472 residents across 11 counties. (source: [census.gov/ACSST5Y2024](https://www.census.gov/ACSST5Y2024))
- 16.5% of the population is age 65 or older, indicating a significant and growing need for accessible and specialized transportation.
- 15.7% of residents report a disability, reinforcing demand for ADA-accessible and demand-response services.
- 7.1% of households lack access to a vehicle, making them highly dependent on public or coordinated transportation.
- 4.3% of residents have Limited English Proficiency (LEP), affecting access to trip information and service navigation.
- 8.2% of residents are veterans, creating demand for access to VA and health-related services.

4.4 Key Demographic Groups

The demographic analysis focuses on populations identified in federal and state guidance as transit-dependent or mobility-challenged. These include:

4.4.1 Seniors (Age 65+) — High Coastal & Rural Concentration

- Seniors make up 16.46% of the regional population.
- Kenedy County (39.3%), Aransas County (28.4%), and Refugio County (22.5%) have the highest senior concentrations.
- Senior populations are disproportionately located in coastal and smaller cities, many of which have:
 - Limited fixed-route service
 - Dependence on demand-response or human service transportation

4.4.2 Individuals with Disabilities — Rural Disparities

Individuals with disabilities represent a significant portion of the region's population and often experience barriers to mobility. Disabilities may include physical, sensory, cognitive, or mobility impairments that impact access to traditional transportation services.

- 15.7% of residents in the region report a disability.
- Counties with the highest disability prevalence include:
 - Kenedy County (32.4%)
 - Aransas County (23.0%)
 - Brooks County (22.4%)
- These counties also tend to have:
 - Smaller fleets
 - Greater travel distances to medical services
 - Limited same-day trip availability

4.4.3 Zero-Vehicle Households — Concentrated in Rural Counties

Households without access to an automobile represent a critical population for transit planning. These households rely heavily on public transportation, rideshare programs, and community mobility services.

- 7.11% of households region-wide have no access to a vehicle.
- Highest zero-vehicle household rates occur in:
 - Brooks County (24.8%)
 - Kenedy County (16.4%)
 - Refugio County (10.4%)
- These areas are also:
 - Rural
 - Distant from major medical and employment hubs
 - Less likely to have fixed-route transit

4.4.4 Limited English Proficiency (LEP) — Western Rural Concentration

Individuals with limited English proficiency often depend on multilingual outreach and accessible transit information. Some counties have higher concentrations of LEP residents, influencing communication and service delivery strategies.

- 4.28% of residents in the region are LEP.
- Highest LEP concentrations are found in:
 - Kenedy County (30.9%)
 - Brooks County (11.5%)
 - Jim Wells County (8.0%)
- LEP populations are clustered primarily in western rural counties, where:
 - Fewer transportation options exist
 - Language access barriers may limit awareness of services

4.4.5 Veterans — Distributed but Significant

The Coastal Bend has a strong population of veterans, particularly in counties with major military installations or veteran service organizations. Veterans may require specialized transportation to access medical services, employment, and veteran support programs.

- Veterans represent 8.23% of the regional population.
- Counties with the highest veteran concentrations include:
 - San Patricio County (9.3%)
 - Aransas County (8.7%)
 - Kleberg County (8.7%)
 - Nueces County (8.6%)
- Veterans frequently need transportation for:
 - VA medical appointments
 - Specialty care outside their county of residence

4.4.6 Low-Income Households

A significant share of Coastal Bend residents live at or below the federal poverty level, particularly in rural counties and historically underserved communities. Individuals experiencing poverty are more likely to:

- Lack access to a personal vehicle
- Rely on public or coordinated transportation
- Face barriers related to affordability, service coverage, and scheduling

Poverty rates are higher in several rural counties that also exhibit:

- High zero-vehicle household rates
- Higher disability prevalence
- Greater distances to employment, healthcare, and education

Transportation affordability, fare structures, and advance-reservation requirements can present barriers for low-income households, particularly for regional trips to Corpus Christi and other service hubs.

4.4.7 Youth (Under Age 18)

Youth populations contribute to transportation demand for education, employment training, and recreational activities. Availability of safe and reliable transit can enhance access to opportunities for young residents. Transit dependency in the Coastal Bend is multigenerational, affecting youth, working-age adults, seniors, and caregivers.

Poverty, disability, zero-vehicle access, and rural geography frequently occur together, intensifying transportation barriers.

Transportation needs extend beyond medical trips and include education, employment, childcare, and social service access.

Coordinated transportation services funded through TxDOT Sections 5310 and 5311 are critical to addressing these overlapping needs.

4.5 Demographic Mapping and Analysis

GIS-based maps highlight concentrations of target populations across the region. These maps are included in the full RPTCP:

- Population density
- Senior population distribution
- Disability prevalence
- Household income levels
- LEP populations by census tract
- Vehicle ownership levels

Maps help identify geographic areas with high transportation need and support the development of the Transportation Needs Index discussed in Chapter 6.

4.6 Population Trends and Implications for Transportation

Key demographic trends influencing transportation planning include:

- An aging population requiring accessible and specialized transportation services.
- Persistent economic disparities that increase dependence on publicly funded mobility options.
- Geographic isolation in rural counties that limits access to essential services.
- Growing demand for cross-county and regional transportation connections.
- Increased need for flexible, demand-response, and technology-enabled transportation.

These trends highlight the importance of continued investment in coordinated transportation services to meet the evolving mobility needs of the region.

4.7 Summary

The demographic characteristics of the Coastal Bend region demonstrate a clear need for coordinated transportation strategies that support vulnerable and transit-dependent populations. Understanding where these populations live, their transportation barriers, and demographic trends provide the foundation for the needs assessment in Chapter 6 and the development of goals and strategies in Chapter 7. These population patterns will directly shape 5310 project categories (e.g., ADA-beyond service, mobility management, accessible vehicle capital) and 5311 rural service strategies (e.g., operations, medical trips, regional connections) developed in Chapters 7–8.

Chapter 5 Transportation Services Assessment

5.1 Introduction

This chapter documents the existing public, rural, nonprofit, and human service transportation services operating within the Coastal Bend region. The purpose of this assessment is to identify the types of transportation available, the populations served, geographic and temporal coverage, and service limitations, and to establish a clear baseline for identifying unmet needs and coordination opportunities discussed in Chapter 6.

Consistent with TxDOT Public Transportation Division (PTN) guidance, this chapter includes provider-specific service profiles for organizations that directly operate transportation services. Organizations that fund or sponsor rides but do not operate vehicles are addressed separately as coordination and funding partners.

5.2 Overview of Transportation Services in the Coastal Bend Region

Transportation services in the Coastal Bend are delivered through a multi-provider system consisting of:

- An urban public transit authority (CCRTA)
- Multi-county rural transit districts (R.E.A.L., Inc.)
- County-operated rural transit systems (e.g., Kleberg County Human Services – Paisano Transit)
- Human service organizations that fund trips through coordinated agreements

Services include fixed-route transit, demand-response services, ADA complementary paratransit, microtransit, university shuttles, and regional connector services. Together, these systems provide essential access to medical care, employment, education, shopping, and social services, particularly for seniors, individuals with disabilities, low-income households, and rural residents.

5.3 Transportation Provider Profiles

5.3.1 Corpus Christi Regional Transportation Authority (CCRTA)

Provider Type: Public Transit Authority

Primary Service Area: Nueces County (Urbanized Area), with limited regional connections

Service Models:

- Fixed-route bus service
- Express and park-and-ride routes
- ADA complementary paratransit (B-Line)
- Seasonal and special-purpose shuttle services

Service Characteristics:

CCRTA operates the primary fixed-route transit network within the Corpus Christi urbanized area, providing access to major employment centers, medical facilities, educational institutions, government offices, and commercial destinations. The system includes multiple transit hubs and transfer stations.

ADA Paratransit (B-Line):

B-Line provides origin-to-destination paratransit services for riders certified under ADA guidelines who are unable to use fixed-route service. Trips are scheduled in advance, and service is comparable to fixed-route hours and coverage.

Populations Served:

- General public
- Seniors and students (fare-free fixed-route access)
- Individuals with disabilities (ADA paratransit)

Key Limitations:

- Limited late-night and weekend service on some routes
- Fixed-route service does not extend into most rural counties
- Increasing demand for paratransit capacity for medical trips

5.3.2 Kleberg County Human Services – Paisano Transit

Provider Type: County-operated Rural Transit District

Primary Service Area: Kleberg County and Kenedy County

Service Models:

- General-public demand-response (curb-to-curb)
- Deviated circulator service within Kingsville
- Regional medical and essential trip services
- University shuttle partnership (B&G Express)

Service Characteristics:

Paisano Transit provides demand-response transportation throughout Kleberg and Kenedy Counties. Vehicles are wheelchair accessible and accommodate riders using walkers or mobility devices. All trips require advance scheduling.

Fare Structure and Access:

Seniors age 60 and older receive a limited number of free daily rides. Reduced fares are available for local trips, while higher fares apply for long-distance regional travel, including trips to Corpus Christi for medical or government appointments.

Populations Served:

- General public
- Seniors
- Individuals with disabilities
- Students (university shuttle)

Key Limitations:

- Advance reservation required for all trips
- Limited same-day scheduling flexibility
- Regional trips constrained by cost and vehicle availability

5.3.3 R.E.A.L., Inc. (Rural Economic Assistance League, Inc.)

Provider Type: Nonprofit Rural Transit District and political subdivision of the State

Primary Service Area:

Aransas, Bee, Brooks, Duval, Jim Hogg, Jim Wells, Live Oak, Refugio, and San Patricio Counties. Jim Hogg County is not part of the Coastal Bend COG service area.

Service Models:

- General-public demand-response transit
- Microtransit services (REAL Flash in select communities)
- Regional connector services to Corpus Christi
- Scheduled intercity trips to San Antonio and Victoria
- Non-emergency medical transportation (NEMT)
- Mobility management services

Service Characteristics:

R.E.A.L., Inc. provides transportation across a large, multi-county rural service area, including some of the most remote communities in the Coastal Bend. Services are available for any non-emergency trip purpose and are scheduled through centralized dispatch.

Regional Connectivity:

Daily trips to Corpus Christi support access to medical care, employment, education, and

social services. Intercity trips expand access to specialty healthcare and administrative services not available locally.

Populations Served:

- General public
- Seniors
- Individuals with disabilities
- Low-income and transit-dependent rural residents

Key Limitations:

- Advance reservations required for most trips
- Long travel distances increase trip duration
- Capacity constraints during peak medical travel periods

5.4 Human Service Transportation Funding and Coordination Partners

Several organizations in the Coastal Bend region do not operate transportation directly, but play a critical role by funding or sponsoring trips using TxDOT Section 5310 and 5311 resources.

Key partners include:

- Coastal Bend Center for Independent Living (CBCIL)
- Coastal Bend Area Agency on Aging (CBAAA)

These organizations purchase transportation from existing providers (CCRTA, R.E.A.L., Paisano Transit, and others) to support access for specific populations, including individuals with disabilities and adults age 60 and older. Their role is addressed in coordination and funding discussions rather than provider profiles.

5.5 Summary of Transportation Service Coverage

The Coastal Bend region benefits from a diverse set of transportation providers; however, service coverage varies significantly by geography, population, and time of day. Urban areas have greater access to fixed-route transit, while rural areas rely heavily on demand-response and coordinated services.

Common themes across providers include:

- Strong reliance on advance reservations in rural areas

- Limited evening and weekend service availability
- High demand for medical and regional trips
- Capacity constraints tied to fleet size and funding

These service characteristics form the basis for the unmet needs and gaps analysis in Chapter 6 and guide the development of coordinated strategies and prioritized projects in subsequent chapters.

Chapter 6 Transportation Needs and Gaps Assessment

6.1 Introduction

This chapter synthesizes the findings from the geographic assessment (Chapter 3), demographic analysis (Chapter 4), transportation services assessment and provider profiles (Chapter 5), and robust public and stakeholder engagement. The purpose of this chapter is to identify and clearly document unmet transportation needs and service gaps affecting the Coastal Bend region.

Consistent with TxDOT Public Transportation Division (PTN) guidance, this assessment explicitly links identified needs to existing transportation services, highlighting where services are effective and where capacity, coverage, affordability, or coordination gaps remain. These linkages establish a clear, defensible foundation for developing coordinated strategies and prioritized project categories in Chapters 7 and 8.

6.2 Methodology and Data Sources

Transportation needs and gaps were identified using a multi-layered approach that combined:

- Demographic and socioeconomic data (seniors, individuals with disabilities, low-income households, zero-vehicle households, youth under age 18, individuals with LEP)
- Geographic analysis of service areas, trip generators, and travel distances
- Transportation provider profiles for CCRTA, R.E.A.L., Inc., and Kleberg County Human Services – Paisano Transit
- Public survey responses and one-on-one stakeholder interviews
- Input from the Regional Coordination Committee (RCC)

This integrated approach ensures that unmet needs reflect both lived experience and system realities, rather than aspirational gaps.

6.3 Geographic Access Needs and Gaps

Identified Need

Many rural residents must travel long distances to access essential services, particularly advanced medical care, dialysis, workforce training, and government services concentrated in Corpus Christi and other urban centers.

Provider Linkages

- **R.E.A.L., Inc.** provides daily regional trips to Corpus Christi and scheduled intercity travel.
- **Paisano Transit** offers limited regional trips from Kleberg and Kenedy Counties.
- **CCRTA** serves the urbanized area but does not extend fixed-route services into most rural counties.

Gap Identified

Despite these services:

- Regional trips require advance reservations and are subject to capacity limits.
- Long distances increase ride times and reduce scheduling flexibility.
- Rural residents face higher costs and fewer same-day options.

Linkage Highlight:

Existing providers address regional access only partially; geographic isolation remains a persistent gap for rural counties with high disability and zero-vehicle household concentrations.

6.4 Temporal (Hours and Flexibility) Needs and Gaps

Identified Need

Residents consistently identified the need for:

- Evening and weekend service
- Same-day or short-notice transportation
- Flexible options for employment, dialysis, and urgent appointments

Provider Linkages

- **CCRTA** provides core weekday coverage but limited late-night and weekend service on some routes.
- **Paisano Transit** and **R.E.A.L., Inc.** operate extended weekday hours but rely heavily on advance scheduling.
- **REAL Flash microtransit** improves responsiveness in select communities, but coverage is limited.

Gap Identified

- Most rural trips require 24–48 hours' advance notice.
- Same-day service is inconsistent and capacity-dependent.
- Weekend service is limited or unavailable in many areas.

Linkage Highlight:

While providers operate within funding and staffing constraints, limited temporal flexibility remains a systemwide gap affecting employment access, healthcare continuity, and quality-of-life trips.

6.5 Population-Specific Needs and Gaps

6.5.1 Seniors (Age 65+)

Need:

Access to medical care, nutrition services, shopping, and social engagement.

Provider Linkages:

- CCRTA offers fare-free fixed-route service for seniors.
- Paisano Transit provides free or reduced rides for seniors.
- R.E.A.L., Inc. delivers accessible demand-response services region-wide.

Gap Identified:

- Capacity constraints during peak medical hours
- Limited same-day flexibility
- Travel burden for long regional trips

6.5.2 Individuals with Disabilities

Need:

Reliable, accessible, door-to-door transportation.

Provider Linkages:

- CCRTA's B-Line Paratransit provides ADA complementary service.
- Rural providers use accessible demand-response vehicles.

Gap Identified:

- High demand strains paratransit capacity
- Limited ability to accommodate urgent or recurring medical trips
- Fragmented service boundaries complicate cross-county travel

6.5.3 Low-Income and Zero-Vehicle Households

Need:

Affordable transportation for employment, healthcare, and essential services.

Provider Linkages:

- All major providers serve the general public.
- Human service organizations fund rides through coordinated arrangements.

Gap Identified:

- Distance-based fares for regional trips can be prohibitive
- Reliance on advance scheduling limits job access
- Funding constraints restrict trip availability

Linkage Highlight:

Transportation affordability and availability remain intertwined challenges despite existing services.

6.5.4 Youth Under Age 18

Need:

Transportation access supporting education, workforce preparation, healthcare, and family stability.

Provider Linkages:

- University and student shuttle services (Paisano Transit / R.E.A.L., Inc.)
- Household-dependent use of public and coordinated transportation

Gap Identified:

- Limited youth-specific transportation options in rural areas
- Dependence on adult scheduling and availability
- Transportation barriers contribute to absenteeism and reduced program participation

6.6 Coordination and System Integration Needs

Identified Need

Stakeholders emphasized the importance of:

- Improved coordination between rural and urban providers
- Simplified access to information
- Reduced duplication and missed connection opportunities

Provider Linkages

- R.E.A.L., Inc. provides mobility management and cross-boundary coordination.
- Paisano Transit and CCRTA coordinate limited regional connections.
- Human service agencies fund and broker trips through existing systems.

Gap Identified

- No region-wide shared dispatch or integrated scheduling system
- Complex navigation for riders using multiple providers
- Coordination remains labor-intensive rather than systematized

Linkage Highlight:

Coordination exists but is constrained by technology, funding, and system fragmentation.

6.7 Summary of Key Needs and Gaps

Need Area	Existing Service Strengths	Remaining Gaps
Regional access	R.E.A.L. & Paisano regional trips	Capacity, cost, flexibility
Medical transportation	ADA & demand-response services	Peak-time saturation
Evening/weekend trips	Limited extended hours	Insufficient coverage
Rural service	Door-to-door demand response	Long ride times
Youth access	University shuttles	Limited K-12/rural options
Coordination	Mobility management	Lack of system integration

6.8 Planning Implications

This needs and gaps assessment demonstrates that the Coastal Bend region has an active transportation network that is nonetheless insufficient to meet all identified needs. Existing providers deliver essential services but face capacity, flexibility, affordability, and coordination constraints.

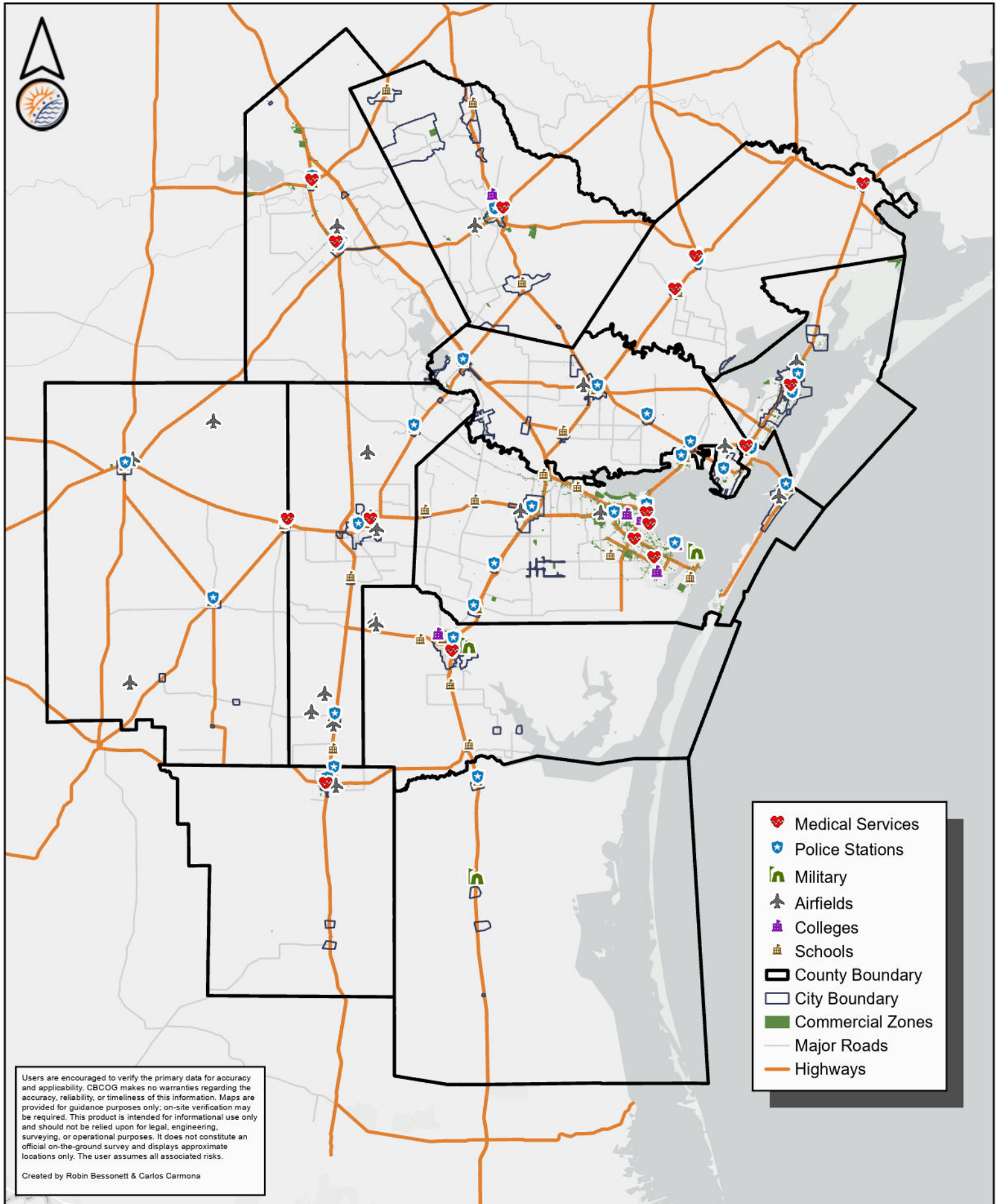
The explicit linkages documented in this chapter support the development of coordinated, fundable strategies in Chapters 7 and 8, including:

- Expanded regional and medical transportation
- Increased ADA-accessible capacity
- Flexible and microtransit service models
- Enhanced mobility management and coordination tools
- Investments aligned with TxDOT Sections 5310 and 5311 eligibility

Appendix A — Maps

Costal Bend Economic Region

0 5 10 20 Miles



- ♥ Medical Services
- ★ Police Stations
- 🏠 Military
- ✈ Airfields
- 🎓 Colleges
- 🏫 Schools
- ▭ County Boundary
- ▭ City Boundary
- 🟩 Commercial Zones
- Major Roads
- Highways

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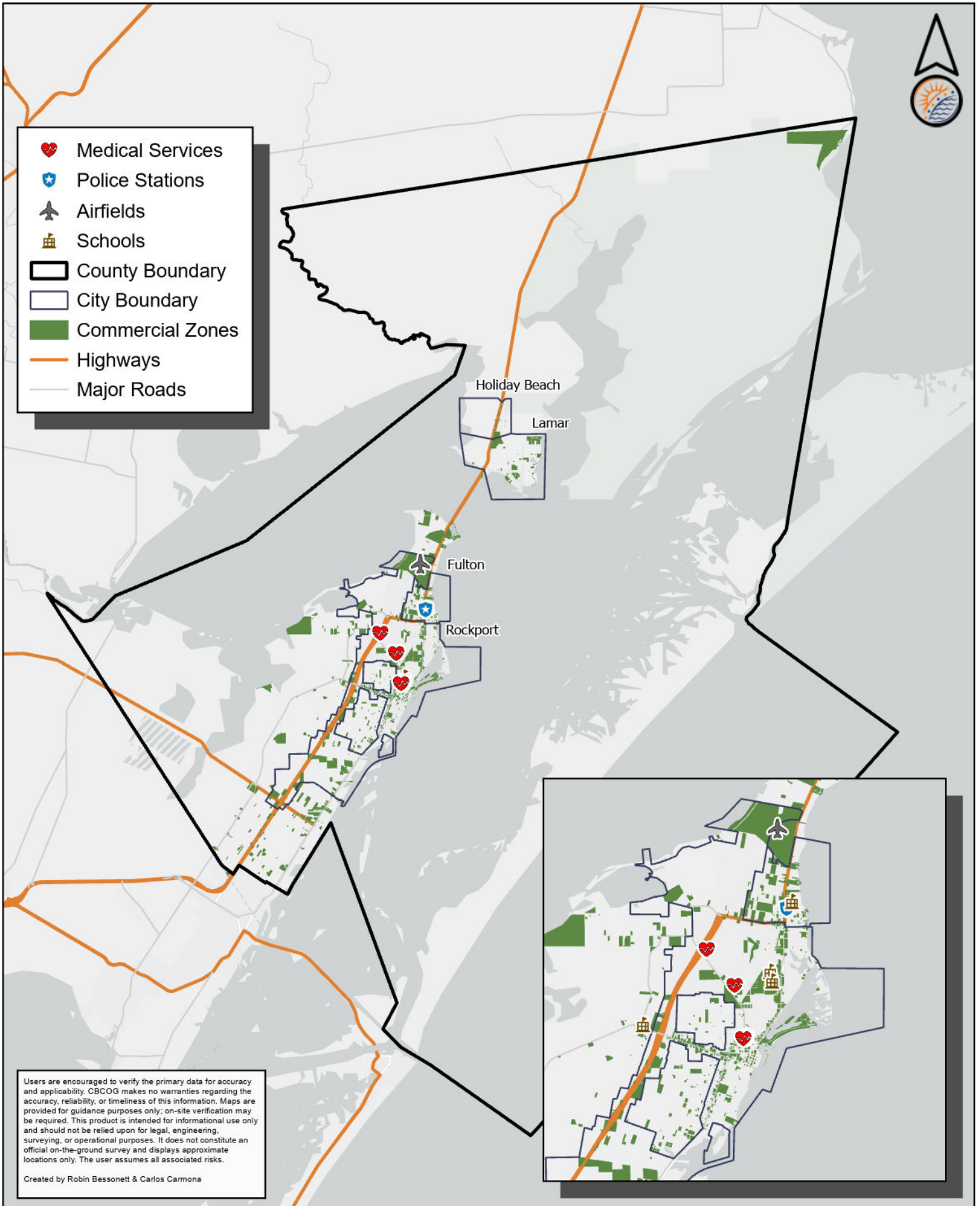
Data sources: Esri, Tom Tom, Garmin, FAO, NOAA, ISGS, (c) OpenStreetMap contributors, Texas Department of Transportation (2025), U.S. Department of Transportation (BTS NTAD, 2025), Esri U.S. Federal Datasets (2025), CBCOG

Aransas Economic Region

0 1.25 2.5 5 Miles
|-----|-----|-----|-----|-----|



- ♥ Medical Services
- ★ Police Stations
- ✈ Airfields
- 🏫 Schools
- ▭ County Boundary
- ▭ City Boundary
- Commercial Zones
- Highways
- Major Roads



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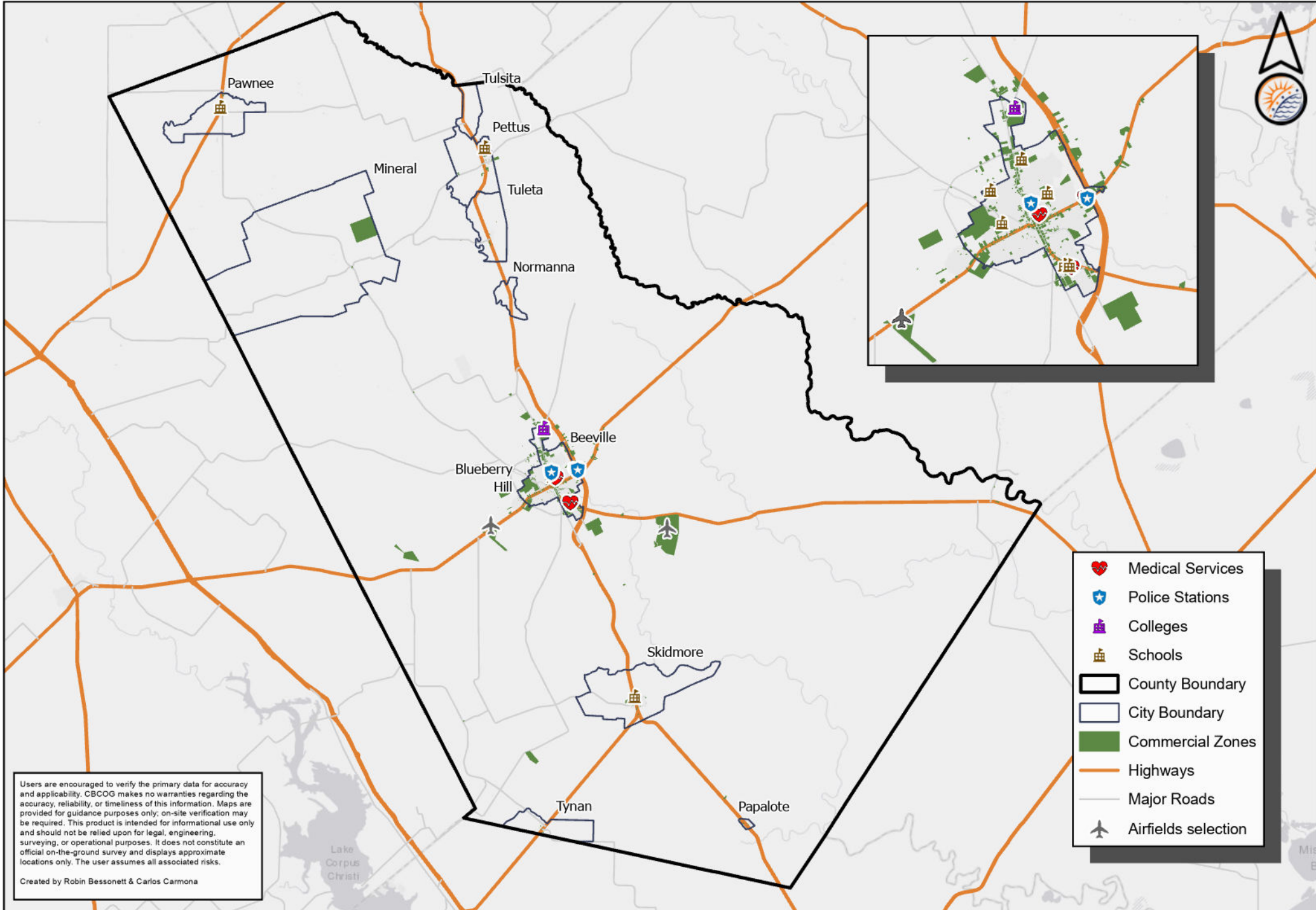
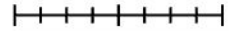
Created by Robin Bessonett & Carlos Carmona

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Data sources: Esri, Tom Tom, Garmin, FAO, NOAA, ISGS, (c) OpenStreetMap contributors, Texas Department of Transportation (2025), U.S. Department of Transportation (BTS NTAD, 2025), Esri U.S. Federal Datasets (2025), CBCOG

Bee Economic Region

0 1.75 3.5 7 Miles



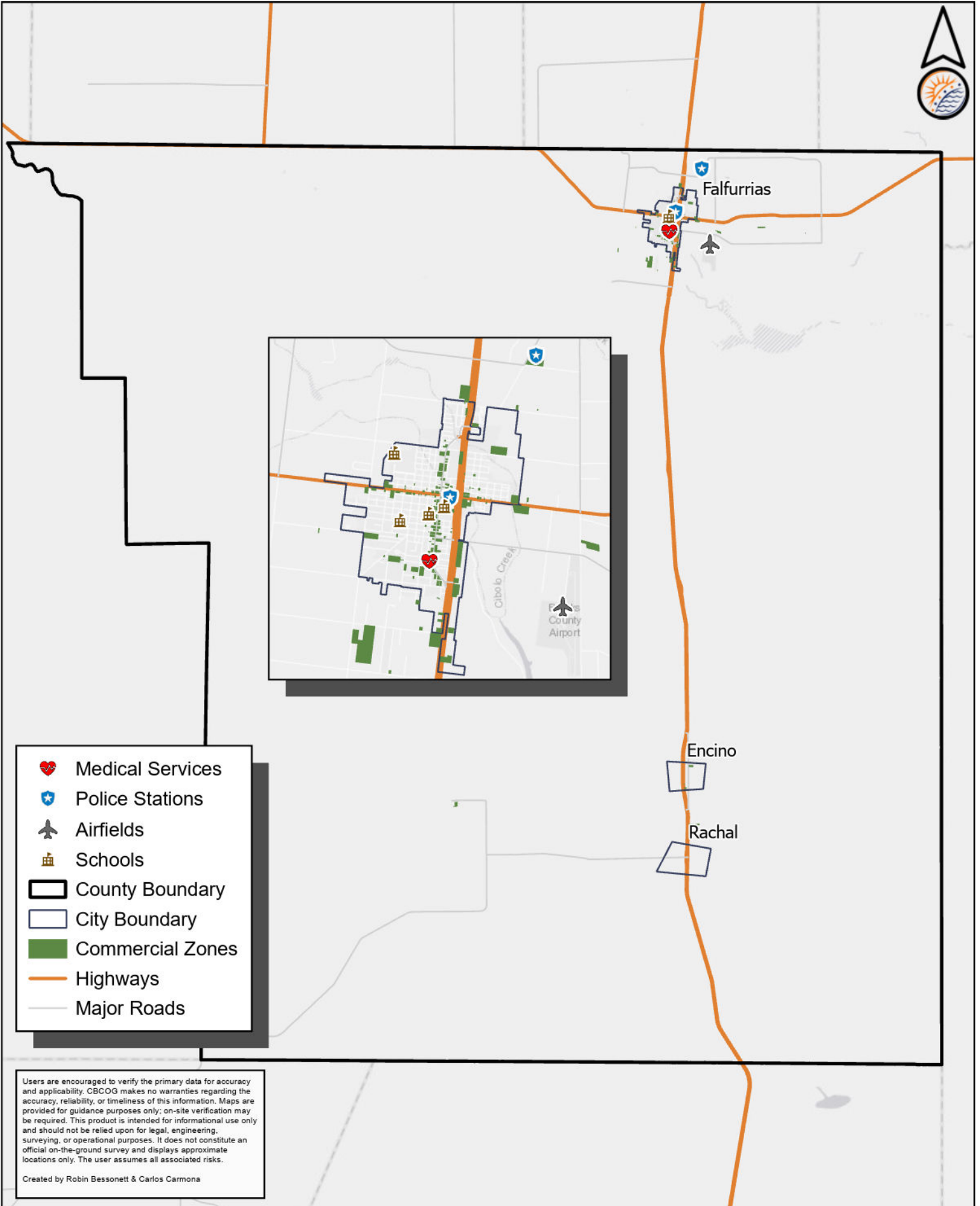
- Medical Services
- Police Stations
- Colleges
- Schools
- County Boundary
- City Boundary
- Commercial Zones
- Highways
- Major Roads
- Airfields selection

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Brooks Economic Region

0 1.5 3 6 Miles



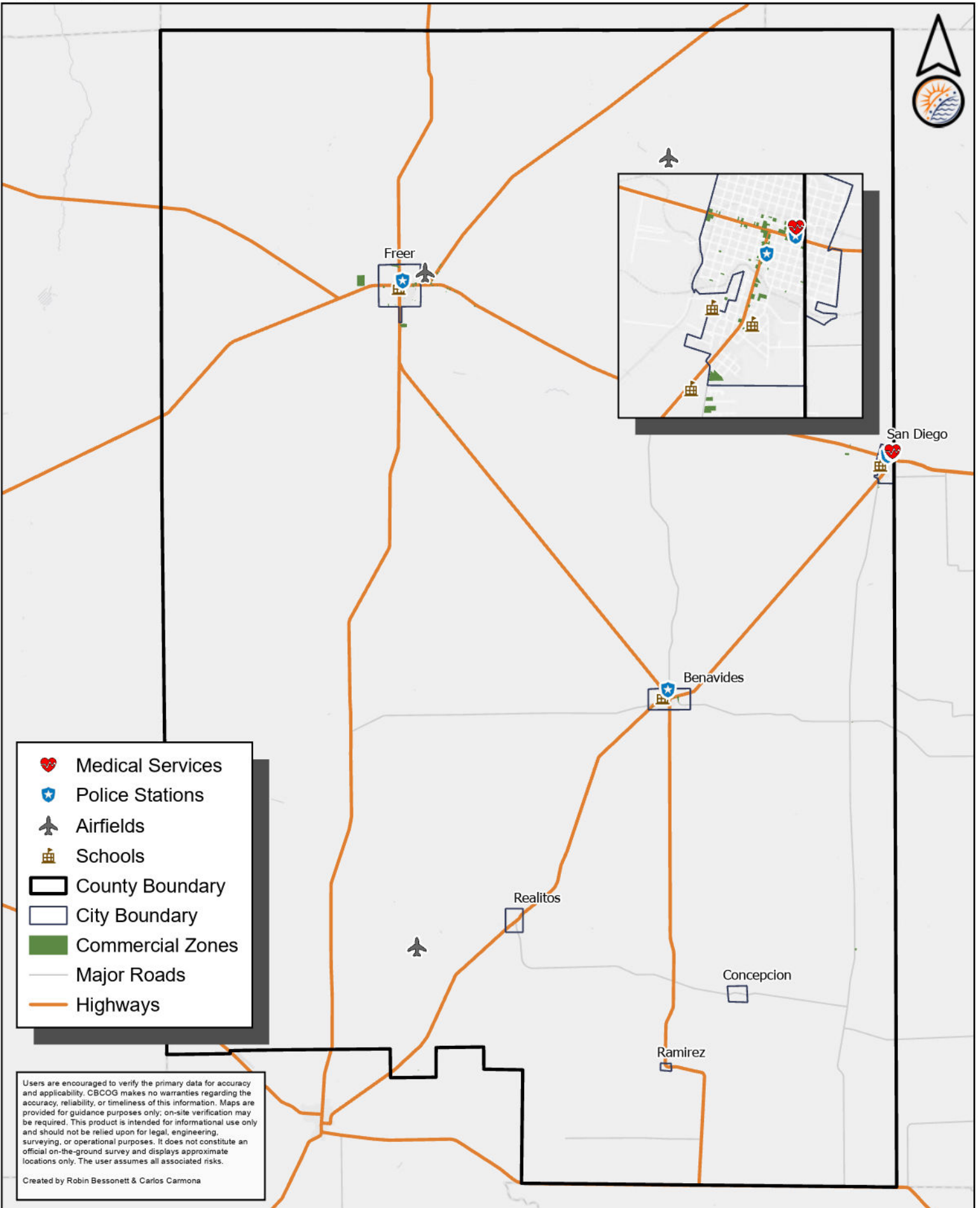
- Medical Services
- Police Stations
- Airfields
- Schools
- County Boundary
- City Boundary
- Commercial Zones
- Highways
- Major Roads

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Duval Economic Region

0 1.75 3.5 7 Miles
|-----|-----|-----|-----|-----|-----|-----|-----|



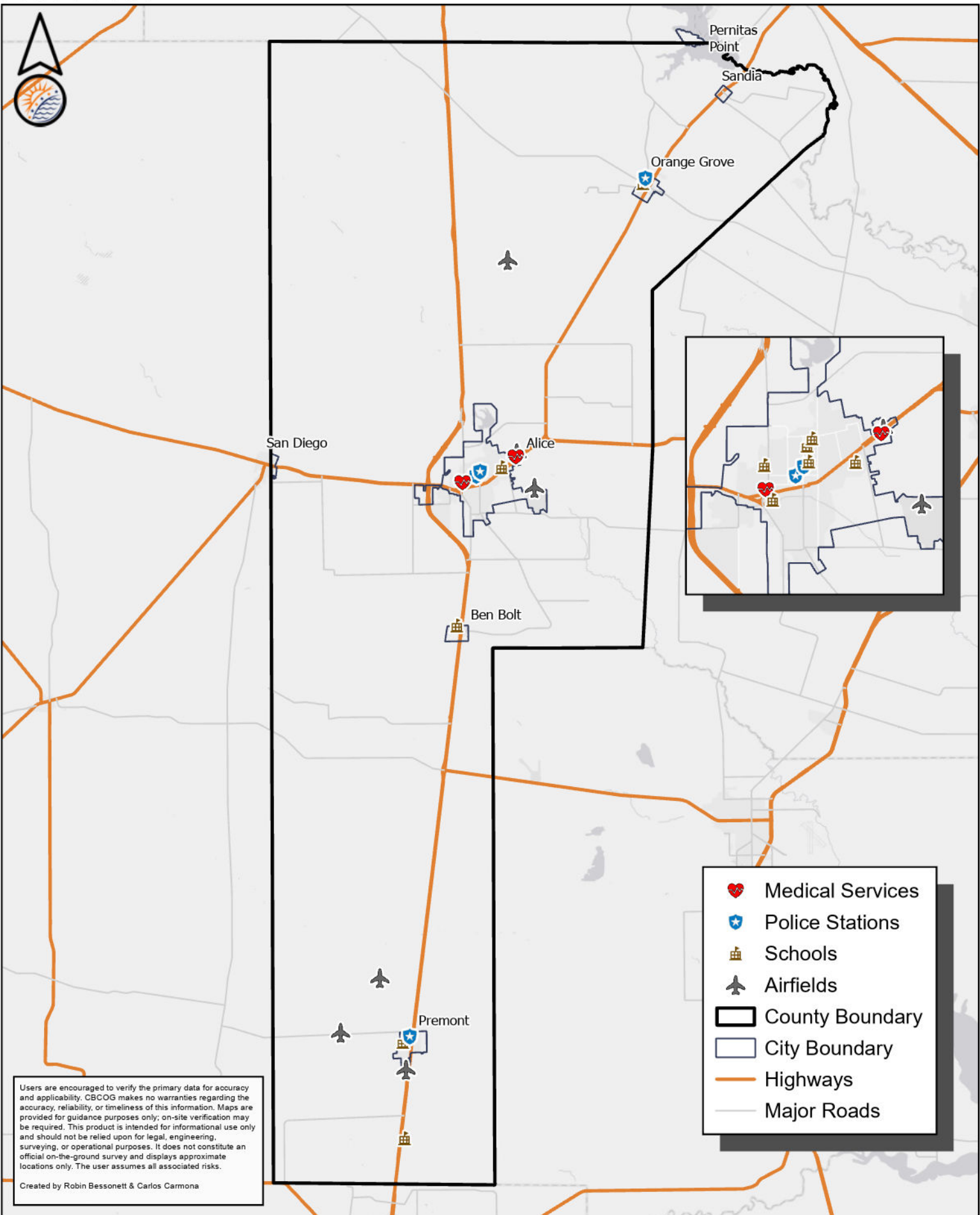
- ♥ Medical Services
- ★ Police Stations
- ✈ Airfields
- 🏫 Schools
- ▭ County Boundary
- ▭ City Boundary
- Commercial Zones
- Major Roads
- Highways

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Jim Wells Economic Region

0 2 4 8 Miles



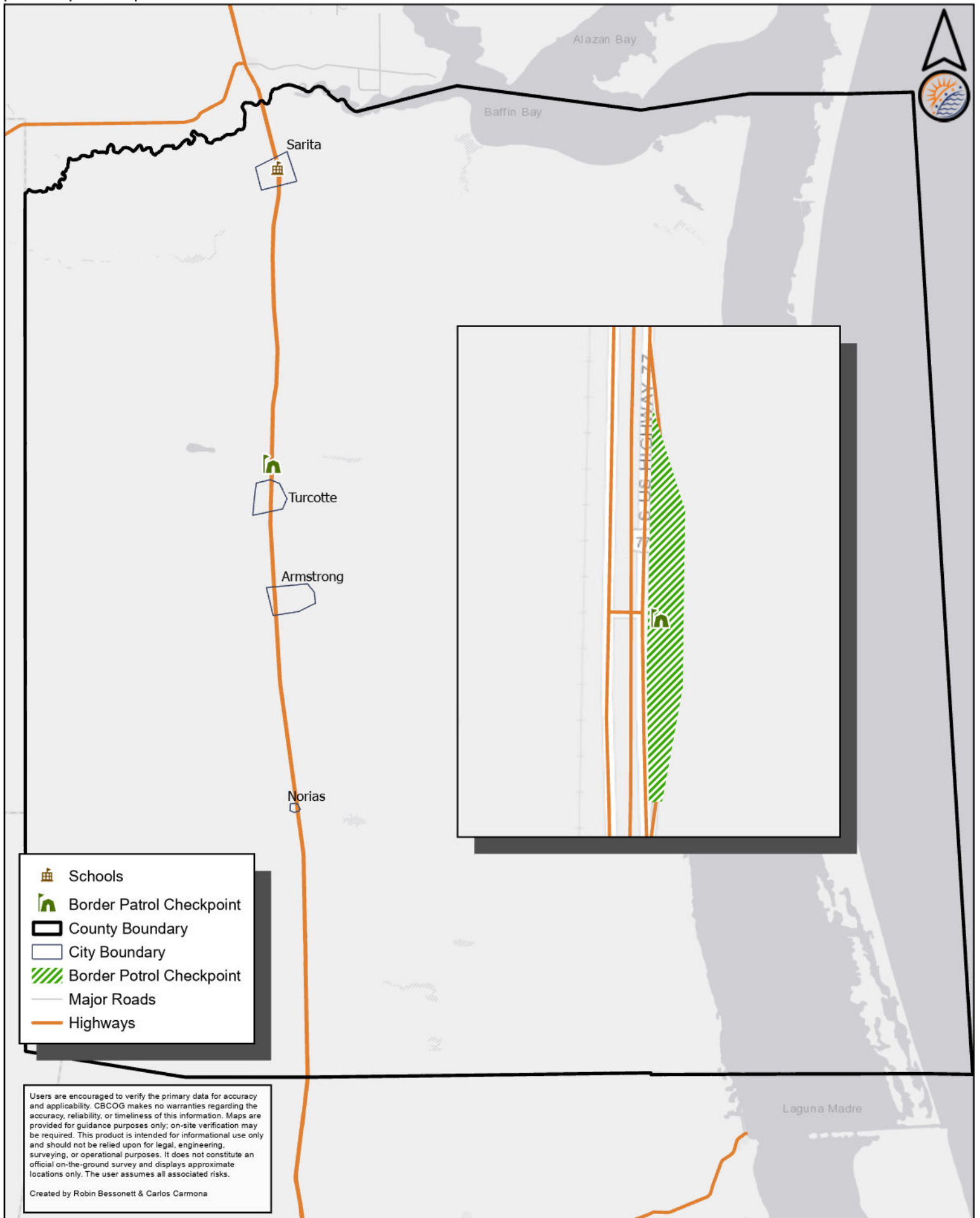
- Medical Services
- Police Stations
- Schools
- Airfields
- County Boundary
- City Boundary
- Highways
- Major Roads

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Kenedy Economic Region

0 1.75 3.5 7 Miles



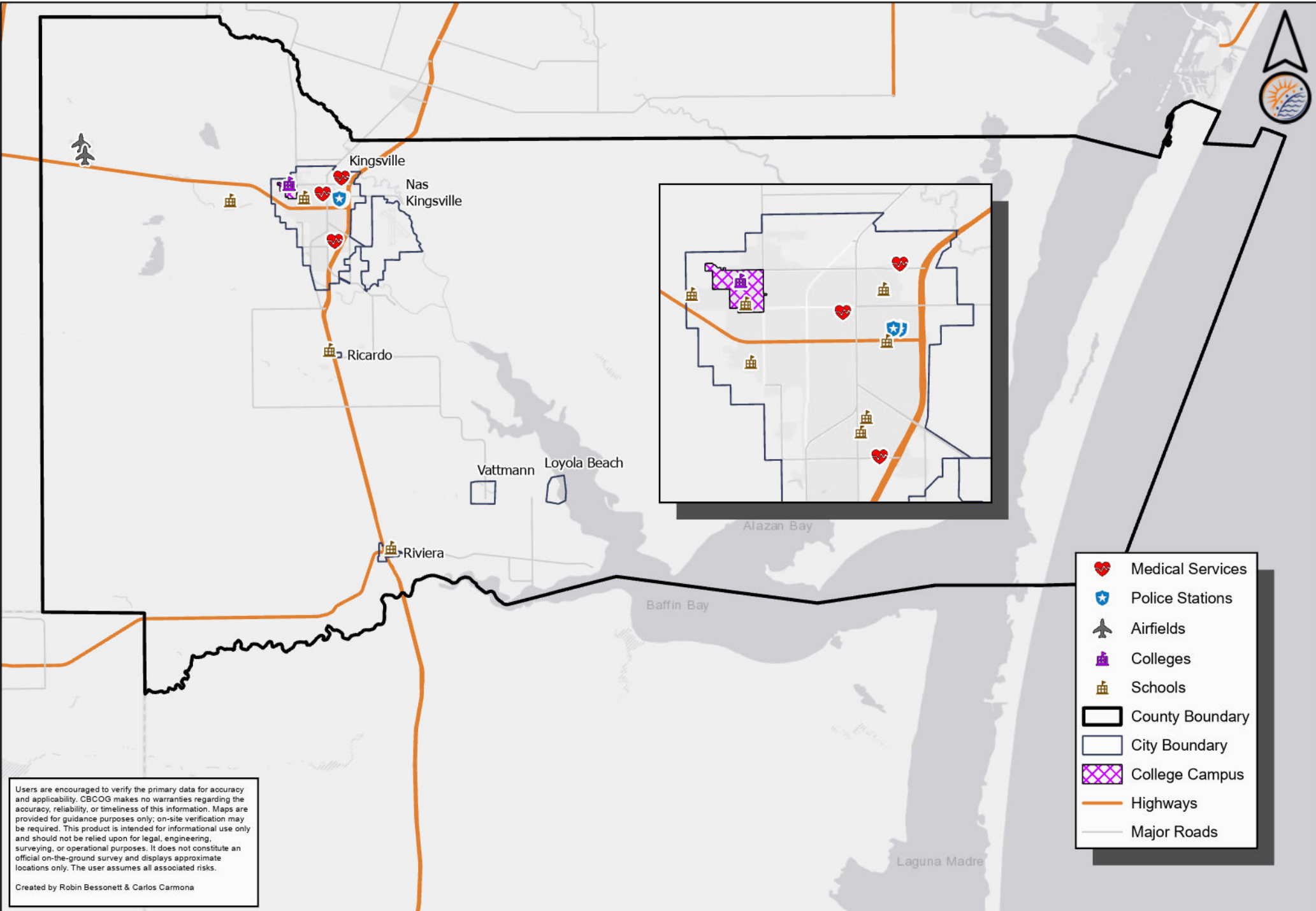
- Schools
- Border Patrol Checkpoint
- County Boundary
- City Boundary
- Border Potrol Checkpoint
- Major Roads
- Highways

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Kleberg Economic Region

0 1.75 3.5 7 Miles



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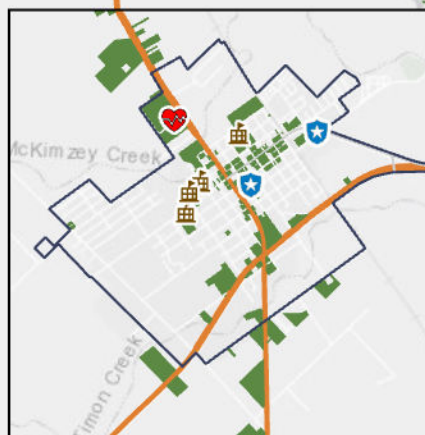
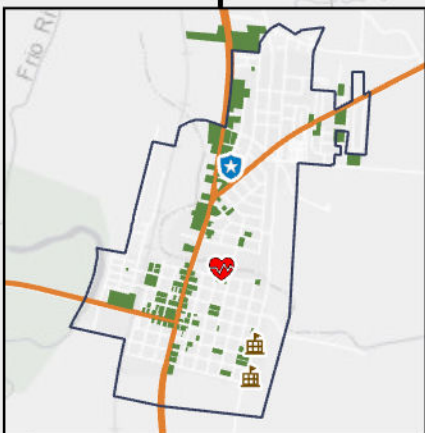
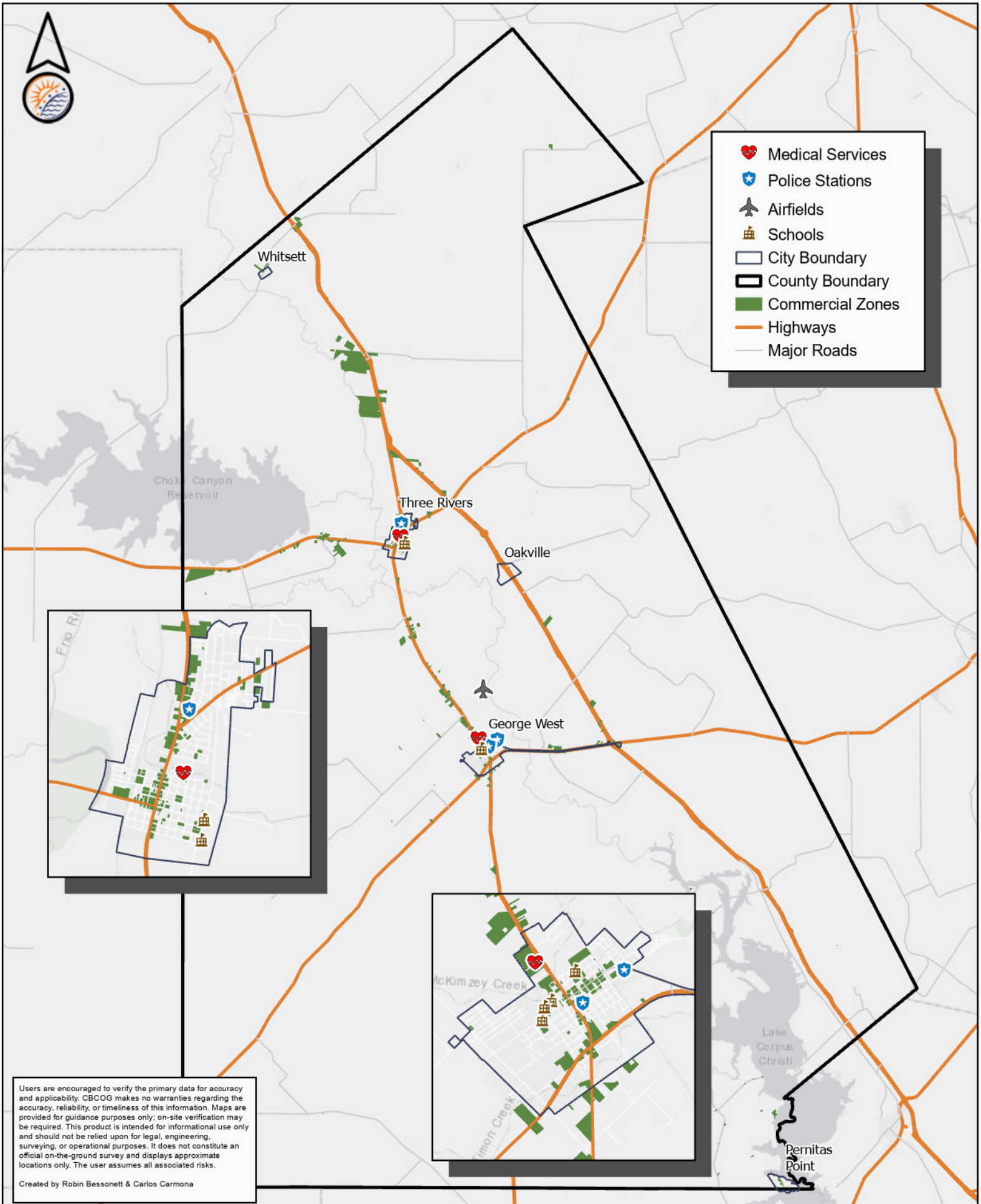
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Live Oak Economic Region

0 1.75 3.5 7 Miles



- Medical Services
- Police Stations
- Airfields
- Schools
- City Boundary
- County Boundary
- Commercial Zones
- Highways
- Major Roads

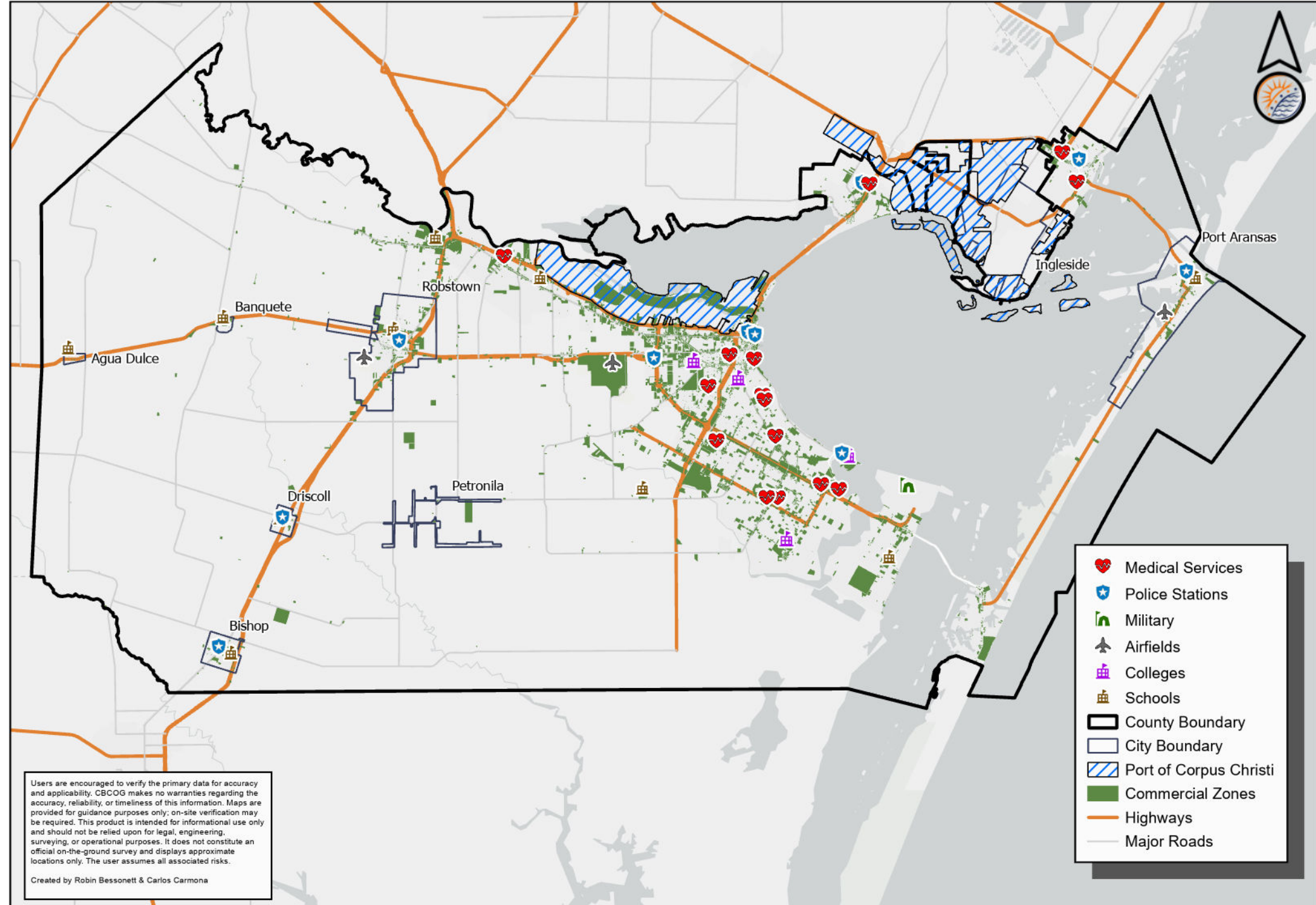
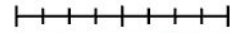


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Nueces Economic Region

0 1.75 3.5 7 Miles

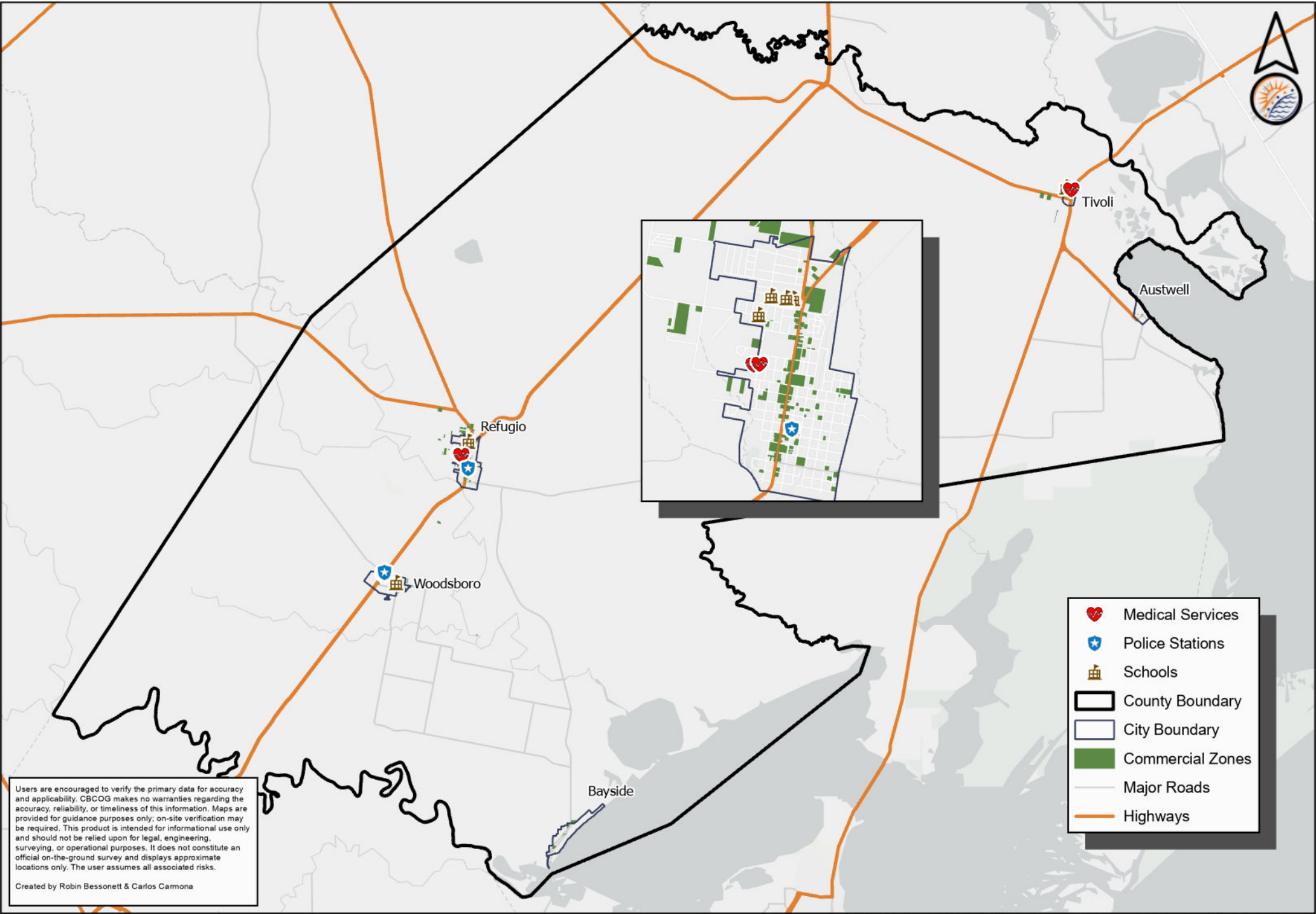


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Refugio Economic Region

0 1.5 3 6 Miles

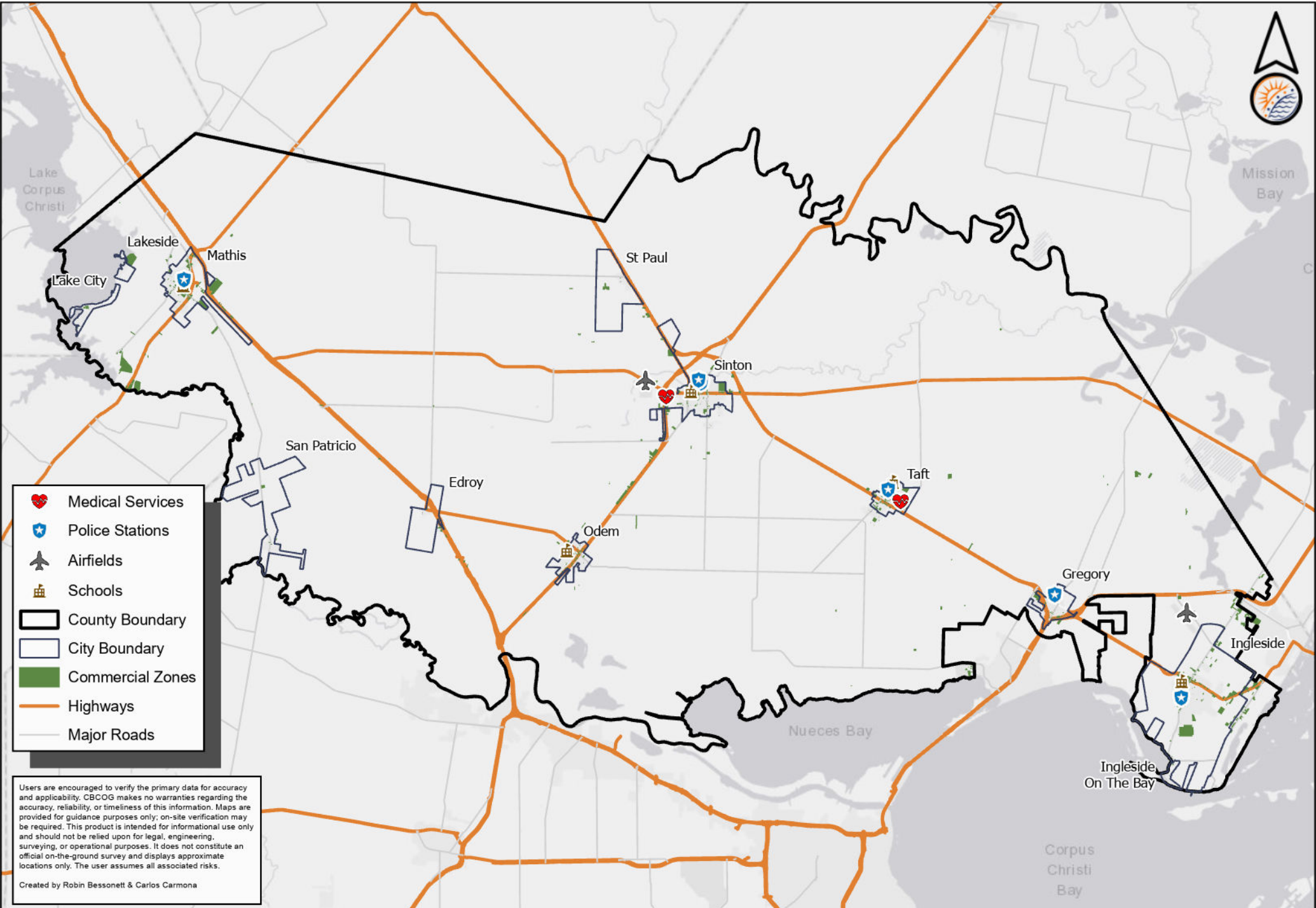


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San Patricio Economic Region

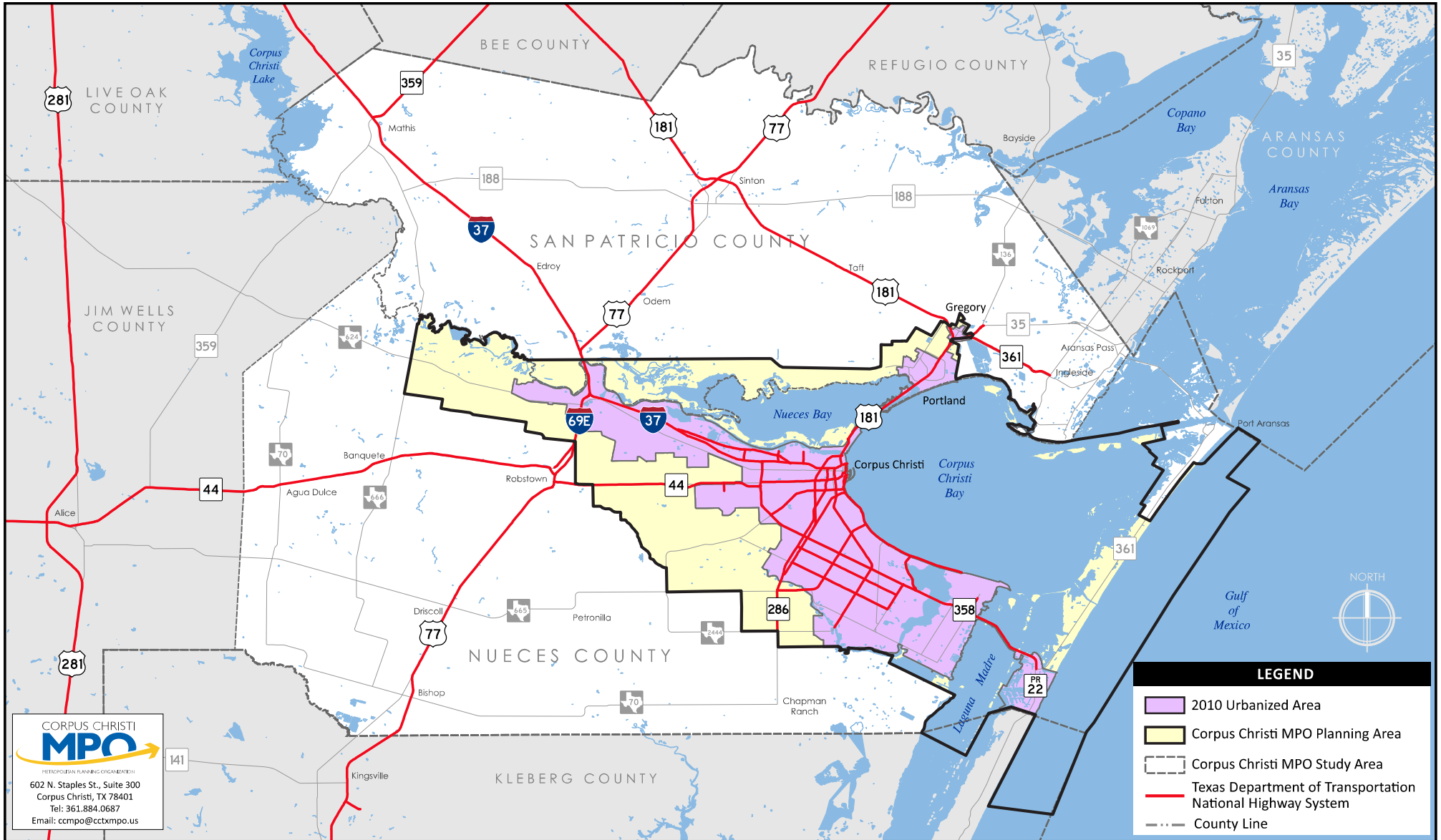
0 1.5 3 6 Miles



- Medical Services
- Police Stations
- Airfields
- Schools
- County Boundary
- City Boundary
- Commercial Zones
- Highways
- Major Roads

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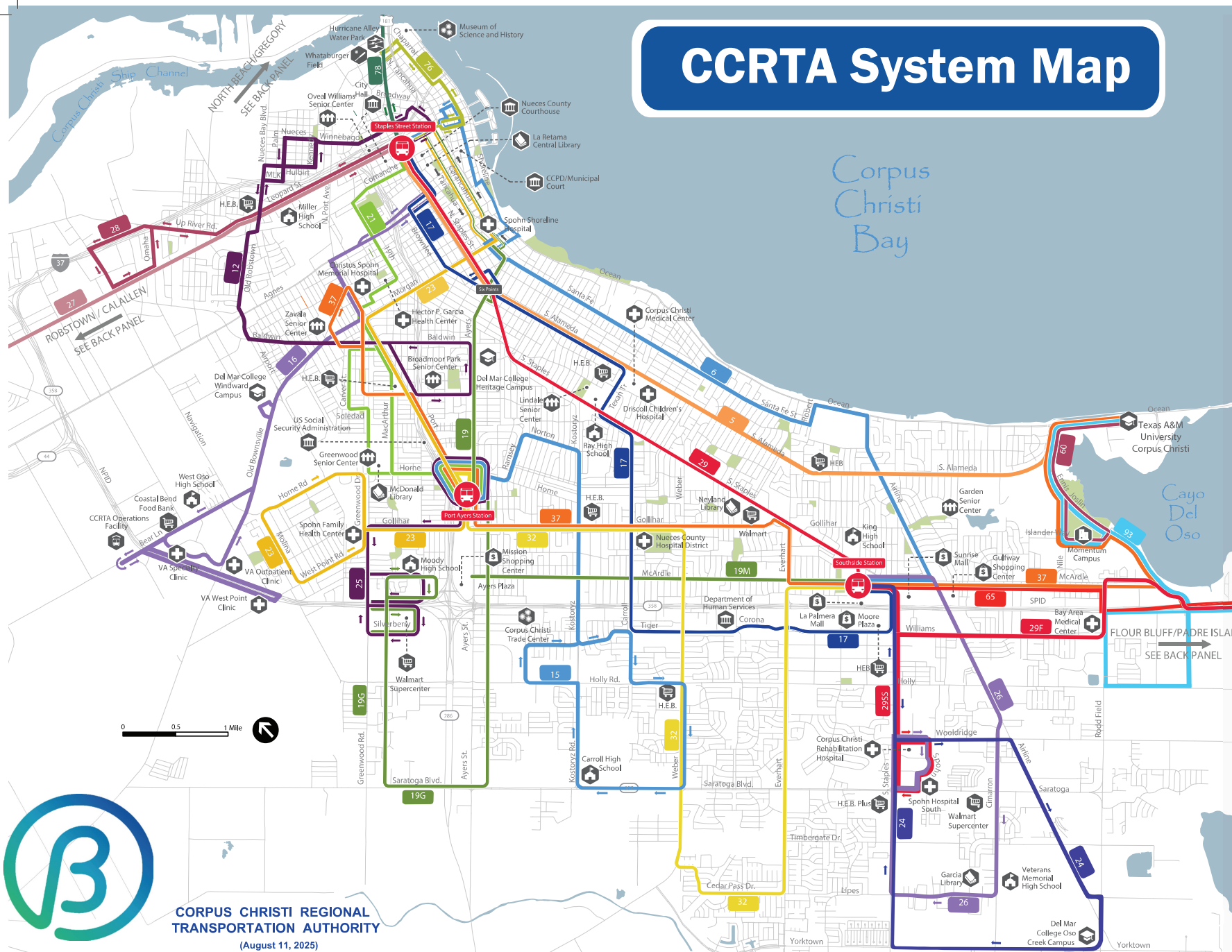
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MAP OF THE CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION AREA

The Corpus Christi MPO's Planning Area is the area in which the metropolitan transportation planning process must be carried out, as per Federal Highway Administration. It comprises the cities of Corpus Christi, Portland, and Gregory as well as portions of Nueces and San Patricio Counties

CCRTA System Map



BUS ROUTES

- 3 NAS Shuttle (SEE BACK PANEL)
- 4 Flour Bluff (SEE BACK PANEL)
- 5 Alameda
- 6 Santa Fe
- 12 Hillcrest/Baldwin
- 15 Kostoryz/Carroll High School
- 16 Morgan/Port
- 17 Carroll/Southside
- 19 Ayers
- 21 Arboleda
- 23 Molina
- 24 Airline/Yorktown
- 25 Gollihar/Greenwood
- 26 Airline/Lipes
- 27 Leopard
- 28 Leopard/Omaha
- 29 Staples
- 32 Southside
- 34 Robstown North (SEE BACK PANEL)
- 35 Robstown South (SEE BACK PANEL)
- 37 Crosstown/TAMUCC
- 60 Momentum Shuttle
- 76 Harbor Bridge Shuttle
- 78 North Beach Shuttle
- 93 Flex
- 94 Port Aransas Shuttle (SEE BACK PANEL)

REGIONAL EXPRESS

- SEE BACK PANEL
- 50 Calallen/Robstown/NAS Express
 - 51 Gregory/NAS Express
 - 54 Gregory/Downtown Express
 - 65 Padre Island Connection
 - Port Aransas Flex-B Express Service
 - 95 Port Aransas Express Service (seasonal service)

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**CORPUS CHRISTI REGIONAL
TRANSPORTATION AUTHORITY**
(August 11, 2025)

Appendix B — Demographic Findings and Implications

Population Group	Regional Share	Counties with Highest Concentration
Seniors (65+)	16.5%	Kenedy, Aransas, Refugio
Disabilities	15.7%	Kenedy, Aransas, Brooks
Zero-Vehicle Households	7.1%	Brooks, Kenedy, Refugio
LEP Residents	4.3%	Kenedy, Brooks, Jim Wells
Veterans	8.2%	San Patricio, Aransas, Kleberg
Below Poverty Level	18.2%	Duval, Jim Wells, Kleberg
Youth under 18	23.5%	Jim Wells, San Patricio, Duval

Regional Snapshot

- The Coastal Bend region has 566,472 residents across 11 counties. (source: census.gov/ACSST5Y2024)
- 16.5% of the population is age 65 or older, indicating a significant and growing need for accessible and specialized transportation.
- 15.7% of residents report a disability, reinforcing demand for ADA-accessible and demand-response services.
- 7.1% of households lack access to a vehicle, making them highly dependent on public or coordinated transportation.
- 4.3% of residents have Limited English Proficiency (LEP), affecting access to trip information and service navigation.
- 8.2% of residents are veterans, creating demand for access to VA and health-related services.

Seniors (Age 65+) — High Coastal & Rural Concentration

- Seniors make up 16.46% of the regional population.
- Kenedy County (39.3%), Aransas County (28.4%), and Refugio County (22.5%) have the highest senior concentrations.
- Senior populations are disproportionately located in coastal and smaller cities, many of which have:
 - Limited fixed-route service
 - Dependence on demand-response or human service transportation

Individuals with Disabilities — Rural Disparities

- 15.7% of residents in the region report a disability.
- Counties with the highest disability prevalence include:
 - Kenedy County (32.4%)
 - Aransas County (23.0%)
 - Brooks County (22.4%)
- These counties also tend to have:
 - Smaller fleets
 - Greater travel distances to medical services
 - Limited same-day trip availability

Zero-Vehicle Households — Concentrated in Rural Counties

- 7.11% of households region-wide have no access to a vehicle.
- Highest zero-vehicle household rates occur in:
 - Brooks County (24.8%)
 - Kenedy County (16.4%)
 - Refugio County (10.4%)
- These areas are also:
 - Rural
 - Distant from major medical and employment hubs
 - Less likely to have fixed-route transit

Limited English Proficiency (LEP) — Western Rural Concentration

- 4.28% of residents in the region are LEP.
- Highest LEP concentrations are found in:
 - Kenedy County (30.9%)
 - Brooks County (11.5%)
 - Jim Wells County (8.0%)
- LEP populations are clustered primarily in western rural counties, where:
 - Fewer transportation options exist
 - Language access barriers may limit awareness of services

Veterans — Distributed but Significant

- Veterans represent 8.23% of the regional population.
- Counties with the highest veteran concentrations include:
 - San Patricio County (9.3%)
 - Aransas County (8.7%)
 - Kleberg County (8.7%)

- Nueces County (8.6%)
- Veterans frequently need transportation for:
 - VA medical appointments
 - Specialty care outside their county of residence

Individuals Living in Poverty

Regional Context

A significant share of Coastal Bend residents live **at or below the federal poverty level**, particularly in rural counties and historically underserved communities. Individuals experiencing poverty are more likely to:

- Lack access to a personal vehicle
- Rely on public or coordinated transportation
- Face barriers related to affordability, service coverage, and scheduling

Poverty rates are higher in several rural counties that also exhibit:

- High zero-vehicle household rates
- Higher disability prevalence
- Greater distances to employment, healthcare, and education

These overlapping conditions compound transportation challenges and increase reliance on TxDOT-funded rural and coordinated transit services.

Implications for Transportation

Residents living in poverty frequently depend on transportation for:

- Employment and workforce training
- Medical and behavioral healthcare
- Social services and benefits access
- Education and childcare-related trips

Transportation affordability, fare structures, and advance-reservation requirements can present barriers for low-income households, particularly for regional trips to Corpus Christi and other service hubs.

Key finding:

Poverty-related transportation needs are concentrated in rural counties where fewer service options

exist, reinforcing the importance of demand-response, reduced-fare, and coordinated service models.

Youth Under Age 18

Population Overview

Youth under the age of 18 represent a meaningful share of the Coastal Bend population and contribute to transportation demand related to:

- School attendance and alternative education
- After-school programs
- Workforce preparation and training
- Medical, behavioral health, and social services
- Family-related trips for households without vehicles

Youth transportation needs are closely linked to household conditions, including poverty status, vehicle availability, and caregiver work schedules.

Geographic Patterns

Youth populations are distributed across both urban and rural areas, with rural youth facing additional challenges:

- Longer distances to schools and programs
- Limited fixed-route transit availability
- Dependence on caregivers or coordinated transportation providers

In households without reliable vehicles, transportation barriers can directly affect educational attainment, workforce readiness, and long-term economic outcomes.

Implications for Transportation

Although youth are not always direct riders of public transit, their mobility needs influence:

- Household trip-making patterns
- Demand for flexible, family-oriented transportation services
- Coordination with education, workforce, and social service agencies

Transportation systems that support youth access help reduce absenteeism, increase program participation, and support broader regional equity goals.

Key finding:

Youth transportation needs overlap with poverty and zero-vehicle households, making coordinated services and flexible demand-response options especially important in rural areas.

- Transit dependency in the Coastal Bend is multigenerational, affecting youth, working-age adults, seniors, and caregivers.
- Poverty, disability, zero-vehicle access, and rural geography frequently occur together, intensifying transportation barriers.
- Transportation needs extend beyond medical trips and include education, employment, childcare, and social service access.
- Coordinated transportation services funded through TxDOT Sections 5310 and 5311 are critical to addressing these overlapping needs.

These findings directly inform the unmet needs and gaps identified in Chapter 6 and support the development of coordinated, equitable transportation strategies in subsequent chapters.

High-Need Counties

Despite having the smallest population, Kenedy County exhibits some of the highest rates of limited English proficiency, disability prevalence, and zero-vehicle households.

These demographic patterns demonstrate significant transportation dependency in rural and coastal counties and reinforce the need for coordinated, accessible, and regionally connected transportation services.

Appendix C — Transportation Provider Profiles

Transportation Provider Profiles: CCRTA

Corpus Christi Regional Transportation Authority (CCRTA)

Provider Identification

- **Provider Name:** Corpus Christi Regional Transportation Authority (CCRTA)
- **Organization Type:** Public Transit Authority
- **Year Established:** 1986
- **Primary Service Area:**
 - Nueces County, Texas
 - Limited services extend to San Patricio County, Port Aransas, Robstown, Gregory, and Padre Island
- **Service Area Size:** Approximately 846 square miles
- **Website:** <https://www.ccrta.org>

Service Types and Operating Models

CCRTA provides multiple public transportation services, including:

- **Fixed-Route Bus Service** (local, express, and seasonal routes)
- **ADA Complementary Paratransit (B-Line)**
- **Express/Park-and-Ride Services**
- **Microtransit and Flex Services** (including FLEX and Flexi-B pilot programs)
- **Special Event and Seasonal Shuttle Services** (e.g., Port Aransas Shuttle)

Services are open to the general public, with paratransit services restricted to ADA-eligible riders.

Service Area and Coverage

- **Geographic Coverage:** Predominantly urban service within Corpus Christi, with suburban and limited intercity connections
- **Cross-County Service:**
 - Limited cross-jurisdictional services to Port Aransas, Robstown, and Gregory
- **Major Transit Hubs:**
 - Staples Street Station
 - Port Ayers Station
 - Southside Station
 - Robstown Station

- **Connectivity:** Serves major medical centers, educational institutions, employment centers, and government facilities

Days and Hours of Operation

- **Fixed-Route Service:**
 - Generally operates 7 days a week, with schedules varying by route
 - Peak and reduced schedules on holidays
- **B-Line Paratransit:**
 - Monday–Saturday: approximately 4:30 AM–10:00 PM
 - Sunday: approximately 8:00 AM–8:00 PM
 - Advance reservations required (up to three days in advance recommended)

Eligibility Requirements

- **Fixed-Route:** Open to the general public
- **B-Line Paratransit:**
 - Individuals with disabilities who are unable to use fixed-route service
 - ADA eligibility certification required through CCRTA’s assessment process

Trip Purposes Allowed

- Medical and dialysis appointments
- Employment and training
- Education
- Shopping and personal errands
- Social and community trips
- All general public trip purposes (fixed-route)

Fare Structure (Summary)

- **Fixed-Route Base Fare (2026):** \$1.00
- **Reduced Fare:** \$0.50 (qualifying riders)
- **Free Fixed-Route Service:** Seniors 65+, K-12 students, Del Mar College and TAMU-CC students/staff (ID required)
- **B-Line Paratransit Fare:**
 - \$1.75 within ADA $\frac{3}{4}$ -mile corridor
 - \$3.75 for trips outside the ADA zone (surcharge applies)
- **Passes:** Daily, weekly, and monthly passes available
Fare payment options include cash, passes, and the **GoPass mobile app**

Fleet and Accessibility

- Fleet includes fixed-route buses and ADA-accessible paratransit vehicles
- All fixed-route buses are ADA-accessible with ramps/lifts
- B-Line provides origin-to-destination service for certified riders
- Fleet supports bike racks, free Wi-Fi, and wheelchair securement

Technology and Customer Access

- **GoPass Mobile App** for trip planning, fare payment, and real-time bus tracking
- Online route maps and schedules
- Automated RideLine and Customer Service Center support
- Bilingual information available upon request

Existing Coordination Activities

- Coordination with human service agencies, healthcare providers, and educational institutions
- Participation in the Regional Coordination Collaborative
- Referral and mobility management coordination with local partners
- Integration with MPO planning and Title VI/ADA compliance processes

Service Limitations and Challenges

- Limited evening and late-night service on some routes
- Limited service coverage outside Nueces County
- Capacity constraints during peak hours
- Increasing demand for paratransit services, particularly medical and dialysis trips

Primary Funding Sources

- Federal Transit Administration Sections 5307, 5310, and 5311
- State funding administered by TxDOT
- Local sales tax revenue and passenger fares

Transportation Provider Profile

Kleberg County Human Services – Paisano Transit

Provider Identification

- **Provider Name:** Kleberg County Human Services – Paisano Transit
- **Organization Type:** County-operated Rural Transit District / Human Services Department
- **Governing Body:** Kleberg County Commissioners Court
- **Service Area Counties:**
 - Kleberg County
 - Kenedy County
- **Primary Office Location:** Kingsville, Texas
- **Website:** <https://klebergcountyhumanservices.com/transportation/>

Service Types and Operating Models

Paisano Transit provides general-public rural transportation services through multiple operating models, including:

- Demand-Response / Dial-a-Ride (curb-to-curb)
- Deviated Circulator Route (within Kingsville)
- Regional Medical and Essential Trip Service
- University Shuttle Partnership (B&G Express) with Texas A&M University–Kingsville (TAMU-K)

Services are open to the general public, with additional benefits and reduced fares for seniors, individuals with disabilities, and students.

Service Area and Coverage

- **Geographic Coverage:**
 - All of Kleberg County and Kenedy County
 - Regional connections to Bishop, Ricardo, Riviera, Sarita, and Corpus Christi for scheduled medical and essential trips
- **Cross-County Service:**
 - Yes; regional trips provided on a scheduled basis, including limited service to Corpus Christi
- **Rural/Urban Classification:**
 - Entire service area is classified as **rural** and receives TxDOT rural transit funding

Days and Hours of Operation

- **Demand-Response (Paisano Transit):**
 - Monday–Friday: 7:30 AM – 7:00 PM
 - Saturday–Sunday: 9:00 AM – 3:00 PM
- **Reservations:**
 - All in-town trips must be scheduled by 4:00 PM the day prior
 - Scheduling calls stop at 4:00 PM
- **Circulator / B&G Express Shuttle:**
 - Weekdays and limited Saturdays; schedules vary by route

Eligibility Requirements

- **General Public:** All residents may use the service
- **Priority / Special Access Groups:**
 - Seniors (age 60+)
 - Individuals with disabilities
 - Students (for B&G Express Shuttle)
- **ADA Accessibility:**
 - Vehicles equipped to transport individuals using walkers and manual or power wheelchairs

Trip Purposes Allowed

Paisano Transit provides transportation for non-emergency trips, including:

- Medical appointments and dialysis
- Social Security and government services
- Employment and job training
- Education (including TAMU-K access)
- Shopping and essential errands
- Social and quality-of-life trips

Fare Structure (Summary)

- **Seniors (60+):**
 - Up to 4 free rides per day
- **In-Town Trips (Kingsville):**
 - \$2.00 one-way
- **Out-of-Town Regional Trips:**
 - \$3.00–\$6.00 one-way (Bishop, Sarita, Riviera, Ricardo)
 - \$10.00 one-way to Corpus Christi (medical or Social Security appointments)

- \$20.00 one-way to Corpus Christi International Airport
- **B&G Express Shuttle:**
 - Free for TAMU-Kingsville and TAMU Pharmacy students with valid ID
 - Exact change required; escorts may be subject to fare if under age 60

Fleet and Accessibility

- **Revenue Fleet:** Approximately 20-plus vehicles, including cutaway buses and vans
- **Accessibility:**
 - Wheelchair lifts/ramps
 - Securement systems
- **Service Characteristics:**
 - Curb-to-curb assistance
 - Three-bag per trip limit for riders

Technology and Customer Access

- Trip scheduling conducted by phone through centralized dispatch
- Real-time bus location assistance available by request
- Bilingual assistance available upon request

Existing Coordination Activities

- Coordination with neighboring Rural Transit Districts, including REAL Inc., allowing cross-district trip connections
- Partnership with Texas A&M University–Kingsville for student transportation
- Participation in regional coordination efforts through the Coastal Bend Council of Governments (CBCOG)

Service Limitations and Challenges

- All trips require advance scheduling
- Limited same-day service availability
- Regional trips to Corpus Christi limited to specific trip purposes and schedules
- Capacity constraints during peak medical trip times

Primary Funding Sources

- TxDOT Section 5311 (Formula Grants for Rural Areas)
- TxDOT Section 5310 (Enhanced Mobility for Seniors and Individuals with Disabilities)
- Local county funds and passenger fares

Transportation Provider Profile

Rural Economic Assistance League, Inc. (R.E.A.L., Inc.)

Provider Identification

- **Provider Name:** Rural Economic Assistance League, Inc. (R.E.A.L., Inc.)
- **Organization Type:** Non-profit Rural Transit District (RTD) and political subdivision of the State of Texas
- **Year Founded:** 1972 (public transportation services initiated in 1985)
- **Governing Body:** Volunteer Board of Directors
- **Primary Administrative Office:** Alice, Texas
- **Website:** <https://realinc.org/transportation/>

Service Types and Operating Models

R.E.A.L., Inc. provides general-public rural transit services through multiple service models designed to meet the mobility needs of rural and transit-dependent populations, including:

- Demand-Response / Dial-a-Ride Transit
- Microtransit Services, including REAL Flash (select communities)
- Regional Connector Services (to Corpus Christi, San Antonio, and Victoria)
- Non-Emergency Medical Transportation (NEMT) through regional broker partnerships
- Mobility Management and Coordination Services

All services are available to the general public, with a focus on seniors, individuals with disabilities, low-income households, and rural residents.

Service Area and Coverage

- **Counties Served (9):**
 - Aransas
 - Bee
 - Brooks
 - Duval
 - Jim Hogg (Outside of CBCOG Service Area)
 - Jim Wells
 - Live Oak
 - Refugio
 - San Patricio
- **Service Area Classification:** Entirely rural

- **Regional Connectivity:**
 - Daily service to Corpus Christi
 - Regular scheduled trips to San Antonio and Victoria
- **Transit Facilities:**
 - Transit centers in Alice, Beeville, Falfurrias, and Sinton
 - Maintenance facilities in Alice and Beeville

Days and Hours of Operation

- **Standard Service Hours:**
 - Monday–Friday: 5:00 AM – 8:00 PM
- **Additional Service:**
 - Provided by advance request or special arrangement, subject to capacity
- **Reservations:**
 - 24-hour advance notice required for local trips
 - 48-hour advance notice required for out-of-town trips
 - Reservations accepted up to one year in advance
 - Same-day reservations available when capacity allows

Eligibility Requirements

- **General Public:** Open to all residents of the service area
- **Priority Populations Served:**
 - Seniors
 - Individuals with disabilities
 - Low-income riders
 - Transit-dependent individuals
- **ADA Accessibility:**
 - Fleet includes wheelchair-accessible vehicles
 - Attendants assisting riders travel at no charge

Trip Purposes Allowed

Transportation is provided for any non-emergency trip purpose, including:

- Medical and dialysis appointments
- Employment and job training
- Education and post-secondary access
- Shopping and grocery trips
- Social, civic, and quality-of-life trips

Fare Structure (Summary)

- Fare Basis: Distance-based, varies by origin and destination
- Attendants/Escorts: Ride free when assisting a passenger
- Payment: Coordinated through reservations and dispatch
Specific fare information is provided at the time of trip scheduling [realinc.org]

Fleet and Accessibility

- Service Model: Door-to-door and origin-to-destination demand-response service
- Accessibility Features:
 - Wheelchair lifts and securement systems
 - Vehicles suitable for rural and long-distance travel
- Capacity: Fleet and staffing scaled to cover large, low-density rural areas

Technology and Customer Access

- Centralized reservations, scheduling, and dispatch system
- Phone-based trip booking with expanded scheduling windows
- Mobility management staff assist riders in navigating available transportation options

Existing Coordination Activities

- Coordination with:
 - Adjacent Rural Transit Districts (including cross-boundary trips)
 - Urbanized area transit providers for regional connectivity
 - Healthcare providers and NEMT brokers
 - Local governments and human service agencies
- Daily coordination for regional trips to Corpus Christi and scheduled intercity travel to San Antonio and Victoria
- Active participant in regional transportation coordination efforts through CBCOG

Service Limitations and Challenges

- Advance reservations required for most trips
- Large geographic service area creates long travel distances
- Capacity constraints during peak medical and regional travel times
- Limited same-day availability for high-demand corridors

Primary Funding Sources

- TxDOT Section 5311 – Formula Grants for Rural Areas
- TxDOT Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities
- Passenger fares and local funding
- Contracted NEMT funding sources