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SERVING A FOURTEEN COUNTY REGION

December 18, 2009

Texas Department of Transportation
ATTN: PTN Program Services Section
200 E. Riverside Drive
Austin, TX 78704-1204

Subject: Proposal for the TxDOT 2009 Coordinated Call for Projects

Enclosed are the East Texas Council of Governments' Proposals in response to the TxDOT FY 2009 Coordinated Call for Projects in State Planning Assistance and the New Freedom Grant Programs.

East Texas Council of Governments appreciates your consideration in funding on these proposals. Please inform me if there is any further documentation or information needed in regards to this submission.

Sincerely,

David A. Cleveland
Executive Director

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Proposer Information

1. Legal Name of Proposer: East Texas Council of Governments	
2. Name of Parent Company, if applicable:	
3. Proposer Physical Address Information (must include all the following information):	
Physical Address:	3800 Stone Road
Street:	Kilgore
City:	Gregg County
County:	Texas
State:	75662
Zip Code:	
4. Proposer Mailing Address Information if different:	
Mailing Address:	
Street:	
City:	
County:	
State:	
Zip Code:	
5. Website URL, if available: www.etcog.org	
6. Payee Identification (PIN) Number (14 digits): 75-1327222	
7. Type of Organization (Mark all that are applicable):	
<input checked="" type="checkbox"/> Rural Transit District	<input type="checkbox"/> Private Non-Profit Organization
<input type="checkbox"/> Urban Transit District	<input type="checkbox"/> Private For-Profit Organization
<input type="checkbox"/> Metropolitan Planning Organization	<input type="checkbox"/> Private Consultant
<input type="checkbox"/> Metropolitan Transit Authority	<input type="checkbox"/> State Transit Association
<input checked="" type="checkbox"/> Governmental Entity	<input type="checkbox"/> University
<input type="checkbox"/> Native American Tribe / Indian Tribal Organization	<input type="checkbox"/> Other: _____
8. Primary Contact Name: John Hedrick Title: Director of Transportation Phone: (903) 984-8641, Ext. 242 Fax: (903) 983-1440 Email: john.hedrick@etcog.org	9. Financial Officer Name: Judy Durland Title: Director of Finance Phone: (903) 984-8641, Ext. 231 Fax: (903) 983-1440 Email: judy.durland@etcog.org
10. Signature Authority Name: David A. Cleveland Title: Executive Director Phone: (903) 984-8641, Ext. 221 Fax: (903) 983-1440 Email: david.cleveland@etcog.org	
11. Services to be procured competitively. List all services which you plan to procure competitively.	
12. Partnering Entities Please list any and all entities that are considered partners in this application. Longview Transit Management, Inc., and Tyler Transit	

Project Summary Sheet

1. Indicate below all requested sources of funding:					
<input type="checkbox"/> JARC	<input type="checkbox"/> NF	<input checked="" type="checkbox"/> SPA	<input type="checkbox"/> RTAP	<input type="checkbox"/> ICB	<input type="checkbox"/> RD
2. Project Name with Brief Project Description: The Alliance for Regional Mobility (ARM) is a consortium of three East Texas Regional Transits to enhance regional mobility.					
3. Type of Project: (Capital, Marketing, Facility, Operating Assistance, Planning, Training, Technical Assistance, Research, State Administrative, Project Administration or Other): Project Administration, Marketing, Facility, Operating Assistance, Planning, Training, Research					
4. List all Counties Served by this Project: Anderson, Camp, Cherokee, Gregg, Harrison, Henderson, Marion, Panola, Rains, Rusk, Smith, Upshur, Van Zandt and Wood.					
5. This project serves approximately what percentage of urbanized and nonurbanized areas?					
Urbanized: <u>18 %</u>	Nonurbanized: <u>82 %</u>	Total: <u>100 % must equal 100%</u>			

Program Description

East Texas Council of Governments (ETCOG) is the Regional Planning Organization for the East Texas Area. The region includes all rural communities in East Texas in partnership with the urban communities of the cities of Tyler and Longview (See Map 1). The Alliance for Regional Mobility (ARM) consists of the East Texas Rural Transit District of ETCOG (Lead Agency), Longview Transit and Tyler Transit. The union is a consortium of three transit operations coordinating services and activities to mutually benefit from the strengths of each other, and to combine resources to better address any deficiencies.

As a regional planning organization for nearly 40 years, ETCOG has always sought to address regional needs. The aim of the ARM is to combine and realign existing resources, and unite new resources to provide a more sophisticated and efficient collaboration of transportation options available to the region. The programmatic outlay for ARM will support the development of more cost effective technological training methods, incorporate time management measures to improve organizational effectiveness, and serve as a hub within the region for strategic joint operational planning in providing exceptional customer service delivery.

Through the successful implementation of the planning process as set forth in this proposal, ARM will be responsible for comprehensive, continuing and coordinated transportation service delivery for this East Texas Region. The mission of ARM is to operate a safe, dependable, and effective transportation network that provides mobility, improves the quality of life, and stimulates economic development through the provision of both small urban and rural transportation services. ARM plans for multi-modal transportation comprised of transportation systems including pedestrians, cyclists, automobiles and public transportation.

ARM has take the lead in being the mecca on quality public transportation for this region. The purpose of this proposal is to facilitate improvements of transportation services for the elderly, low income and persons with disabilities, as well as the general population. This proposal will provide a unified, comprehensive strategy for public transportation service delivery that identifies the needs of the target population, lays out strategies for meeting these needs and prioritizes services. Duplication of transportation services will also be minimized, thus the investment of applicable Federal Transit Administration (FTA) program funds will be managed in a cost-effective manner with optimal impact. The end result of this proposal will be a framework for project creation that will utilize program funds, and incorporate the application process for allocated funding into a unified and consistent structure. Ongoing actions that will facilitate the execution of this proposal will also be identified.

The lead agency for ARM, East Texas Council of Governments (ETCOG), is a voluntary association of counties, cities, school districts and special districts encompassing a fourteen-county region. Membership within this association is vast covering a wide geographic spectrum as shown in Map 1. Counties in the region include Anderson, Camp, Cherokee, Gregg, Harrison,

as shown in Map 1. Counties in the region include Anderson, Camp, Cherokee, Gregg, Harrison, Henderson, Marion, Panola, Rains, Rusk, Smith, Upshur, Van Zandt and Wood. Cities covering this region include Alba, Alto, Arp, Athens, Beckville, Big Sandy, Brownsboro, Bullard, Caney City, Canton, Carthage, Chandler, Clarksville City, Coffee City, East Mountain, East Tawakoni, Easton, Edgewood, Elkhart, Emory, Eustace, Frankston, Fruitvale, Gallatin, Gilmer, Gladewater, Grand Saline, Gun Barrel City, Hallsville, Hawkins, Henderson, Jacksonville, Jefferson, Kilgore, Lakeport, Lindale, Log Cabin, Longview, Mabank, Malakoff, Marshall, Mineola, Mount Enterprise, Murchison, New London, New Summerfield, Nooday, Ore City, Overton, Palestine, Payne Springs, Pittsburg, Point, Quitman, Reklaw, Rusk, Seven Points, Star Harbor, Tatum, Trinidad, Tool, Troup, Tyler, Van, Warren City, Waskom, Wells, Whitehouse, White Oak, Wills Point, Winnsboro, Winona and Yantis. Independent School Districts within the region include Athens ISD, Big Sandy ISD, Carlisle ISD, Carthage ISD, Chapel Hill ISD, Frankston ISD, Gilmer ISD, Gladewater ISD, Grand Saline ISD, Harmony ISD, Henderson ISD, Jefferson ISD, Laneville ISD, La Poynor ISD, Longview ISD, Mount Enterprise ISD, Neches ISD, New Summerfield ISD, Ore City ISD, Overton ISD, Rains ISD, Slocum ISD, Tatum ISD, Troup ISD, Westwood ISD and Yantis ISD. Special Purpose Districts include Cherokee County SWCD #427, Harrison County SWCD #412, Upshur-Gregg SWCD #417, Wood County SWCD #444, Upper Neches River Municipal Water Authority, Sabine River Authority, Trinity River Authority, East Cedar Creek Fresh Water Supply District, 9-1-1 Network of East Texas, Trinity Valley Community College, Kilgore College, Tyler Junior College, Trinity-Neches SWCD, and Panola College.

The primary function of ETCOG is to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development. Established in 1970, ETCOG provides programs and services, either directly or through service contractors, for East Texas seniors, employers and job seekers. The ETCOG Customer Service Creed serves as the impetus for effective service delivery:

**East Texas Council of Governments
Customer Service Creed**

Look for a way to say "yes" to the customer within
Appropriate legal and ethical boundaries.

Strive to exceed customer expectations.

Listen to the customer first; confirm the message and

Facilitate a solution IF requested by the customer.

Approach work with a positive attitude, always looking for ways to improve our service.

Be a candid, kind and encouraging member of the team.

Apply the 4-way test to the things we think, say, and do:

1. Is it the truth?
2. Is it fair to all concerned?
3. Will it build goodwill and better friendships?
4. Will it be beneficial to all concerned?

In addition to providing quality rural transportation, ETCOG also oversees the 9-1-1 emergency call delivery system, homeland security planning services, business and finance programs, environmental grant funding for the region, and peace officer training.

Specific Scope of Work

The specific scope of work designated for ARM is (1) to improve the delivery of transportation services for the target population consisting of the elderly, persons with disabilities and individuals with limited incomes; (2) to generate efficiencies in operation that can lead to increased levels of service; and (3) to encourage cooperation and coordination with a consistent means of project development and selection for allocation of the identified financial resources.

Current Provision of Rural and Urban Area Transportation Services

ETCOG has been providing the rural public transportation program in East Texas through the East Texas Rural Transit District (ETCOG Minibus) since 1990. The East Texas Council of Governments was designated the Rural Transit District for the 14 county region in September 1995. In accordance with Texas Transportation Code (Chapter 458), the Rural Transit District is empowered to carry out the purpose of district planning, constructing, or operating a facility or performing a service that the rural transit district is authorized to operate or perform. The ETCOG Area Agency on Aging (AAA) began providing Rural Public Transportation in 1990, initially utilizing the AAA's fleet of vehicles purchased with Elderly Funds and contracting with the AAA's Elderly Transportation Contractors. ETCOG assumed direct responsibility for the delivery of Transportation Services on September 1, 2007.

Since 1995, ETCOG has collaborated with its seventeen transportation subcontractors to reduce the number of transportation contractors. This effort has reduced the number of transportation providers from seventeen to one. In essence, ETCOG has created a one stop center for the delivery of transportation services throughout East Texas. ETCOG has also been the lead agency in cooperative purchases for transit vehicles in which the cities of Longview, Tyler and other rural transit operators have participated. The Vision of ETCOG's Rural Transit district is to become the best Rural Transit Operator in the Nation as measured by customer validation and earned national recognition from state and national transit organizations.

Longview Transit is the designated urban public transportation provider in Longview (TX) where the mission is to provide safe, efficient and reliable transportation services while providing quality customer service. Longview Transit currently provides fixed route and a demand response system for the elderly and disabled or paratransit services within the Longview city limits.

Tyler's Transit is the designated urban public transportation provider in the Tyler (TX) area. Tyler Transit provides fixed route and paratransit services that extend throughout the Tyler city limits. Tyler Transit also offers a shared door-to-door paratransit service for people with disabilities who cannot use the fixed-based routes. Longview Transit and Tyler Transit have also coordinated mobility solutions with regional partners by participating in the East Texas Regional Coordination Planning Steering Committee, which promotes mobility solutions.

Proposed Provision of ARM Services

Current research trends give indication that the demands for transportation services will continue to increase for the elderly, low-income and disabled population. Plans found in this proposal will be used to enhance public transportation services for the East Texas Region citizens. Rural and small urban areas face many challenges in meeting transportation system capacity and maintenance demands. Resource collaboration among transit partners has been deemed an effective resolution towards this dilemma. An innovative approach in resource collaboration to meet the transportation needs of the elderly, low income and disabled populations in the East Texas Region will increase the likelihood that ARM will be successful. The following are activities will be conducted by ARM to ensure a sophisticated, innovative approach towards improved public transportation services where the whole of ARM will prove to be greater than its parts:

1. ARM will develop a comprehensive regional transit model that will facilitate seamless transit solution(s) in the East Texas Region utilizing the resources from one rural and two urban transit agencies.
2. ARM will supply a comprehensive regional demographic model at traffic survey zone level that will identify the location of the elderly, low income and disabled population for marketing, community outreach and service improvement purposes.
3. ARM will incorporate a regional emergency transit response plan in conjunction with the regional homeland security emergency response plan.
4. ARM will develop a regional transit assets database comprised of all public, private, and non-profit assets that are available for deployment during emergencies.
5. ARM will aim at leveraging higher purchasing power through joint procurement of transit related goods and services.
6. ARM will work toward full utilization of available technology that will result in greater efficiency and more seamless service being provided.

PROJECT PLANNING AND COORDINATION

In accordance with the Texas Transportation Code Chapter 461 of HB 3588, ARM will contribute to the area's locally developed transportation plan through support of the primary purpose in coordination which is *“(1) to eliminate waste in the provision of public transportation services; (2) to generate efficiencies that will permit increased levels of service; and (3) to further the state's effort to reduce air pollution.”*

More specifically, ARM is being organized to synchronize existing transportation services provided by all transits, and to effectively provide new service delivery above and beyond the current service model at the highest level possible. To obtain input from transportation, human services providers, and the public, ARM was able to take full advantage of the Texas Transportation Commission (TTC) legislated development of a regional transit coordination plan (in compliance with Chapter 461) to the Regional Planning and Public Transportation Study Group. The Study Group concluded that each region in the State, as defined by TxDOT Transit Region boundaries, should develop a regional coordination plan.

In 2005, the East Texas Regional Transportation Coordination Planning Steering Committee was formed to implement legislation in Chapter 461. The purpose of the plan was to identify the needs of health and human service agencies, public and private transportation providers, and the general population so that the utilization of available resources could be as efficient as possible. The plan also identified a set of concrete actions and projects that fulfill the mission of the Steering Committee in creating a framework to compliment six priorities officially adopted by the committee. These priorities include:

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

The mission of the Steering Committee is to create and connect a comprehensive, flexible, and sustainable public transportation service for the East Texas Region. This committee will be instrumental in monitoring the effectiveness of ARM. The committee will consists of representatives from local and regional government/agencies, public transportation providers, client transportation providers, service agencies for customers needing transportation and ARM staff. The committee will also be responsible for ensuring that information to be disseminated by ARM will be made available to the public in a timely fashion. A new publicly accessible ARM website link on each transit agency's website to host alerts, announcements, reports,

presentations, surveys and public comments will also be established. A list of the partnering agencies with ARM is shown below:

- Texas Department of Transportation - TxDOT
- The Association of Texas Metropolitan Planning Organizations (TEMPO)
- Federal Transit Administration (FTA)
- Texas Commission on Environmental Quality (TCEQ)
- East Texas Workforce Development Board
- East Texas Regional Coordination Planning Organization
- Tyler Metropolitan Planning Organization (MPO)
- Longview Metropolitan Planning Organization (MPO)
- Tyler Transit
- Longview Transit
- Amtrak
- City and County Governments

The charge of the Steering Committee was to review the status of elements proposed in past planning regarding transportation, learn about what other agencies are doing to enhance transportation services, research model transportation programs and tool kits that may be emulated locally, define East Texas' elderly and disabled population's transportation needs and develop recommendations to report. In developing this coordinated call proposal, surveys were used to obtain input regarding transportation needs, gaps and redundancies in the East Texas region from representatives of the elderly, low income and disabled populations. ARM also surveyed partnering agencies and organizations involved with the Steering Committee, as well as others located in the East Texas rural and urban areas regarding their transportation practices and needs.

Past plans and studies reviewed by the East Texas Regional Transportation Planning were used to provide information about coordination efforts for the East Texas Region and cities of Tyler and Longview. These studies also provided strategies for meeting the identified transportation needs.

As an aid in developing the coordinated call proposal, ARM made ready use of the East Texas Council of Government's Citizens Advisory Team. The advisory team was formed to advise ETCOG and its affiliates regarding the area's position on federal and other funding, as well as to prioritize regional transportation project needs. The team considers best practice alternatives with the goal to present the ETCOG executive committee a framework that will strengthen the region's transportation, planning, consensus building and advocacy activities. The committee is comprised of representatives from some of the agencies involved on the Regional Transportation

Coordination Steering Committee, as well as representative from other stakeholder agencies in the fourteen county region, and cities of Tyler and Longview. A list of these agencies include *Texas Workforce Commission; Texas Department of Aging and Disability Services (DADS); Texas Department of Health and Human Services; Department of Assistive and Rehabilitative Services (DARS); Cherokee County Mental Retardation Authority (CCMRA); East Texas Center for Independent Living (ETCIL); East Texas Area Agency on Aging (AAA); East Texas Mental Retardation Authority (MRA); Anderson Cherokee Community Enrichment Services (ACCESS) and the Andrew's Center.*

Further Coordination Activities: The outreach mechanisms that ARM will conduct for further coordination activities. A summary is as follows:

- The Citizens Advisory Team will continue to meet on a quarterly basis, serving in its advisory role to facilitate implementation of resource collaboration strategies, as well as identify any gaps and/or redundancies in transportation services, and new opportunities for coordination.
- Research innovative programs that could be duplicated by ARM.
- Training and usage of technology including Intelligent Transportation Systems (ITS), Geographic Information Systems (GIS) and other technology systems that can be instrumental to ARM in coordinating transportation operations, scheduling rides, providing route and bus stop information, managing information, and improving quality service for consumers. Guidance from the The Federal Highway Administration's (FHWA) Cross Cutting Study titled, "*ITS Applications for Coordinating and Improving Human Services Transportation*" will provide information and examples of ITS applications.
- ARM will work with the state agency to perform continuing analysis of public transportation, fixed route and curb-to-curb paratransit service, to identify opportunities to increase efficiency and enhance service.
- Explore establishment of a dedicated funding source or alternative funding sources through public-private partnerships or foundations to purpose transportation coordination efforts.
- Facilitate a culture (social norm) shift from dependency on private, personal vehicles to mass transit. Partnering with agencies to inform and educate all age groups about public transportation, especially the most readily used fixed rout transit services. This will entail educational efforts for transportation service providers to train operators and drivers to be sensitive to the needs of their customers/consumers, especially the elderly and disabled, and how to best meet those needs. This would result in a more positive impression of services; that of being friendly, safe and one that would feel comfortable in using.

DEMONSTRATION OF NEED FOR THE PROPOSED PROJECT

A required element of this coordinated call proposal is to identify the transportation needs of the target population groups: the elderly, low income and persons with disabilities. This was accomplished through observations made of the population group evident from demographic analysis performed located in the East Texas Regional Transportation Coordination Plan (Section II. A.2, Page 3). This East Texas Region has experienced growth-producing trends over the past two decades. Since the early 1990s, the population has been slowly increasing, as indicated in Table 1 below from the U. S. Census Population figures for 1990 and 2000, and estimated 2008.

TABLE I - TARGET AREA POPULATION			
ARM POPULATION	1990	2000	2008 Estimate
Anderson County	48,024	55,109	56,838
Camp County	9,904	11,549	12,666
Cherokee County	41,049	46,659	48,321
Gregg County	104,948	111,379	117,528
Harrison County	57,483	62,110	63,594
Henderson County	58,543	73,277	78,814
Marion County	9,984	10,941	10,544
Panola County	22,035	22,756	23,084
Rains County	6,715	9,139	11,204
Rusk County	43,735	47,372	48,887
Smith County	151,309	174,706	201,277
Upshur County	31,370	35,291	38,331
Van Zandt County	37,944	48,140	52,197
Wood County	29,380	36,752	42,461
Total Rural Population	623,043	745,180	805,746
City of Longview	70,311	73,344	77,211
City of Tyler	75,450	83,650	97,750
Total Urban Population	145,761	156,994	174,961
TOTAL POPULATION:	768,804	902,174	980,707

Source: U. S. Census Bureau 1990 - 2000

Although as might be expected, the population has not been spread evenly across age cohorts. Table 2 indicates that there is a significant population deficit in the 18-24 age groups, while the number of people over the age of 65 has increased. This makes it clear that new college graduates and those entering the workforce, as well as young mid-career families are leaving the

area. Anecdotal evidence suggests this is very much related to the ability to find desirable employment.

**TABLE 2
AGE COHORT POPULATION DATA
2006-2008**

ARM Target Areas	Total Population	18-24 (n) Age	18-24 (%) Age	>65 (n) Age	>65 (%) Age
Anderson County	56,636	5,777	10.2%	6,626	11.7%
Camp County	11,549	1,381	12%	1,880	16.3%
Cherokee County	48,049	4,853	10.1%	6,727	14%
Gregg County	116,734	11,323	9.7%	15,642	13.4%
Harrison County	63,336	7,284	11.5%	7,980	12.6%
Henderson County	78,780	6,381	8.1%	14,496	18.4%
Marion County	10,941	705	6.4%	2,101	19.2%
Panola County	23,032	2,257	9.8%	3,754	16.3%
Rains County	9,139	672	7.4%	1,471	16.1%
Rusk County	48,434	4,650	9.6%	7,217	14.9%
Smith County	197,844	20,180	10.2%	28,490	14.4%
Upshur County	37,926	3,148	8.3%	5,651	14.9%
Van Zandt County	51,930	4,466	8.6%	9,140	17.6%
Wood County	41,914	5,281	12.6%	9,012	21.5%
Rural Total:	796,244	78,358	10.0%	120,187	16%
City of Longview	78,232	7,667	9.8%	10,248	13.1%
City of Tyler	90,695	11,065	12.2%	13,151	14.5%
Urban Total:	168,927	18,732	22%	23,399	14%
ARM TOTAL:	965,171	97,090	16%	143,586	30%

Source: U. S. Census Bureau 2000

Table 2 also reveals the percentage of elderly in the cities of Tyler and Longview is even higher, at 14 %. The population of East Texas is aging with more than one-fourth of the overall population or 30% being over the age of 65, as indicated in the 2006-2008 Census Data. Elderly people have special needs as pedestrians and transit users. Providing a good quality of life in this East Texas Region means providing for these needs. Additionally, research dictates that between 1990 and 2000, the proportion of people older than 75 grew from 6.4% to 8.3%. The current trend is that nearly all senior citizens except the very old are licensed drivers, and the large majority continues to own a car and drive late into life. Nonetheless, the demand for public transportation among this demographic group will grow over time. This will be affected by economics, if the relative cost of automobile ownership grows with respect to fixed incomes. In order to be responsive, public transit services must be responsive to the needs of these groups.

Recent U. S. Census estimated data indicates that the percentage of the population below the poverty level in the East Texas Rural Region is relatively high at 14%, and even higher at 15.8% in the urban city of Longview and 21.4% in the city of Tyler.

Table 3: (Poverty Status - Income and Percentage below the poverty level)

U.S. Census Data	Rural Region	City of Longview	City of Tyler	ARM TOTAL
Total Population	805,746	76,016	88,535	970,297
Poverty Status	107,577 – 14%	11,999 – 15.8%	18,985 – 21.4%	138,561 – 14%

Source: U. S. Census Bureau 2006-2008

An additional view of the East Texas low-income urban population was derived from the Tyler Area Metropolitan Planning Organization - Environmental Justice (EJ) Issues Report of the low-income population distribution in the ARM region. The data indicates that large block-groups of low-income concentrations were found in the cities of Longview and Tyler which include several areas where public housing developments are established. The federal government has identified environmental justice as an important goal in transportation, and local and regional governments must incorporate environmental justice into transportation planning. The intent of Environmental Justice (EJ) is to avoid, minimize, or mitigate disproportionately high and adverse effects on minority and low-income populations; and ensure the full and fair participation by all potentially affected communities in the transportation decision-making process. Low income census block groups identified after EJ analysis are shown in Attachment B for the cities of Longview and Tyler. Another report used to research mobility issues in the City of Longview was the Texas Urban Mobility Plan (TUMP). This plan focuses on the mobility needs in order to address the funding shortfalls that exist between the total resources available to the region through traditional funding sources and seeks to identify the cost associated with providing a sound mobility infrastructure to support a growing Texas economy. Transportation needs are likely to increase especially due to growth in the East Texas Region's population. The other groups shown in Table 4 to be included in the limited income category that rely substantially on public transportation are those with Limited English Proficiency (LEP). This table reports limited English Proficiency in 9.5% (rural) and 26.8% (urban/combined) of the households in the East Texas Region and 5.1% (rural) and 8% (urban/combined) unemployed (See Table 4).

TABLE 4
Households with Limited English Proficiency & Unemployed
Number & Percentage

ARM Demographics	Rural Region	City of Longview	City of Tyler
Total Population	745,180	66,163	75,801
LEP Households	26,494 – 9.5%	7,125 – 10.5%	12,672 – 16.3%
Unemployed	19,280 – 5.1%	2,475 – 4.4%	2,305 – 3.6%

Source: East Texas Regional Transportation Coordination Plan – November 2006

BENEFITS OF THE PROJECT

The goals and objective for the East Texas Alliance for Regional Mobility (ARM) are clearly defined and will have measureable outcomes detailing its effectiveness for this East Texas Region. The following objectives will outline the activities that will promote the organizational infrastructure development leading to more reliable quality service delivery through duplication of services by each alliance transit agency:

Objective I - To develop a regional demographic and transit model to determine and plan for the region's public transportation needs through the development of hardware and software collaboration.

An Internal Portal has already been established between Longview Transit and Tyler Transit which allows the sharing of trips on bulletin boards through prior grant funding. An upgrade to this establishment will show fixed route buses on a map in real time for trip scheduling purposes and provide administrative portal access to ETCOG for inclusion on collaboration efforts. All three transits' vehicles carry complex technological gadgets that transmit their exact location at a given time, and aid in electronic messaging between the dispatch center and the bus operators. Transit technology has been rapidly advancing into the areas of Mobile Data Terminals (MDTs), modems, electronic signage, onboard internet service, and remote video monitoring among others. Effectively utilizing specialized scheduling and routing software by ARM dispatchers will be handled to provide excellent customer care.

The successful outcome of Objective I will result in highly innovative monitoring, researching and implementation of transit technologies performed by ARM. This transit compact will enhance knowledge sharing and make way for a robust enterprise server of technology sharing among the alliance, and can host a variety of other technological devices for multiple agencies.

Objective II – In compliance with Preventive Vehicle Maintenance (PVM), develop a regional maintenance program to unilaterally perform routine maintenance procedures for each transportation service.

ETCOG, Longview and Tyler's transit vehicles demand high levels of vehicle monitoring and timely maintenance due to the rigors of their daily service. Capital equipment, primarily buses, vans and cars, need continuous maintenance, safe storage and efficient management in order to provide uninterrupted service. A regional maintenance program will also ensure cost-effective measures to a significant portion of each transit agency's budget as major funding allocations to preventive vehicle maintenance are readily supplied.

The successful outcome of Objective II will allow for ARM to operate under an innovative mutual collaboration on vehicle maintenance, including equipment sharing, to ensure a highly reliable transit system and provide a safety net in the event of transit agency breakdowns. Additionally, all transportation units will be able to utilize the use of one quality control inspector to defray cost. This regional union will greatly reduce PVM costs through joint procurement of PVM related good and services, and leveraging each other's existing PVM infrastructure.

Objective III – To coordinate the delivery of regional transit staff training in order to develop a highly-trained workforce that will provide outstanding customer service.

ETCOG, Longview and Tyler transit employees are required to obtain transportation division training in the areas of customer service, safety and dispatch. Provision of a regional transit trainer to offer hands-on assistance focusing on RouteMatch, PASS, MDT, ADA Compliance, and other related training for transit employees will provide ARM with a cost-effective means to compliance in operations. As the success of the regional transit training materializes, onset training for new employees will occur to ensure adequate skills level development. Additionally, expansion of training services may be offered to provide trainings to other transit agencies, school districts and service providers.

The successful outcome of Objective III will be to take full advantage of the Texas Department of Transportation (TXDOT's) investments made on each transit agency's current and new innovative technological aids.

Objective IV - To enforce a regional emergency response plan by developing a regional transit database.

A regional emergency response plan comprised of all public, private, and non-profit transit assets will be available in the region to deploy during emergencies through the innovative use of a regional transit electronic database. ETCOG, Longview and Tyler Transit will be individually responsible for ensure the handling of proper deployment procedures for each regional area.

The successful outcome of Objective IV will be full utilization of the database for ARM in collaboration with the regional homeland security emergency response plan.

Objective V - To develop a regional compact outreach program, website, and collaboration of materials to inform all citizens of the benefits of public transportation and how to use various services.

ETCOG, Longview and Tyler Transit realize that identification of the characteristics of target location demographics that rely on public transit is critical to the success of any transit program. Additionally, a comprehensive outreach program targeted to the populous creates added value. The development of a regional demographic model for ARM at census block group level will be implemented to adhere to civil rights issues.

The successful outcome of Objective V would result in a strong and diverse community outreach program being established that will provide greater visibility for ARM and assist in bringing self reliance to those East Texas who rely on public transit. Additionally, innovative coordination of each transportation agency's services will reduce inefficiencies and result in a more seamless service being readily available to customers.

PROJECT/SERVICE EVALUATION/MANAGEMENT AND PERSONNEL

Data Collection and Analysis Method

A comprehensive evaluation plan is indicative to the success of the Alliance for Regional Mobility (ARM). The evaluation process will be facilitated through the gathering of documents relative to the accomplishment of stated objectives. The evaluation of ARM will be integrated into the day-to-day operations of each transit agency. Process objective methods are essential to the facilitation and implementation of activities and service for data collection. The program's outcome objective methods clearly produce results for analysis purposes.

As a recipient of Texas Department of Transportation (TxDOT) funding from previous submissions, ETCOG has prior experience on the external evaluation process through the submission of quarterly reports on services and activities rendered. The method of evaluation outlined below examine in specific and measurable ways the success of ARM toward achieving its objectives through process and outcome evaluation methods. The main ingredient in making this entire evaluation plan work is the efficient use of ARM's collaboration efforts. The evaluation flowchart in Table 5 on Page 14 illustrates the relationship between the proposed objectives and operation of the alliance.

Process to Measure Success

The East Texas Regional Coordination Plan Steering Committee will measure the success of ARM through quarterly monitoring service provision, assessing the success of ARM in meeting its objectives, conducting meetings to follow-up on corrective action plans as deemed necessary, documenting and acting upon the Citizens Advisory Team's feedback, and analyzing the completion of proposed activities from internal monthly reports on services rendered.

Table 5
Evaluation Flowchart

OBJECTIVE	ANALYSIS	DATA COLLECTION	TIMELINE	STAFF
<p><u>Objective I</u> To develop a regional demographic and transit model to determine and plan for the region's public transportation needs through the development of hardware and software collaboration.</p>	<p>Completion of Activities and Services;</p>	<p>Transit technology; software and hardware</p>	<p>July 1, 2010 – June 30, 2011</p>	<p>Director, Transit Operators, and ETCOG staff</p>
<p><u>Objective II</u> In compliance with Preventive Vehicle Maintenance (PVM), to develop an optimal maintenance program within ARM to review current maintenance procedures for each transportation service.</p>	<p>Maintenance Procedures Update; Steering Committee Findings</p>	<p>Improvement Action Plan;</p>	<p>July 1, 2010 – June 30, 2011</p>	<p>Director, Transit operators, and ETCOG staff</p>
<p><u>Objective III</u> To coordinate the delivery of regional transit staff training in order to develop a highly-trained workforce that will provide outstanding customer service.</p>	<p>Staff Training Completed; Steering Committee findings</p>	<p>Skills Survey</p>	<p>July 1, 2010 – June 30, 2011</p>	<p>Director, Transit operators, and ETCOG staff</p>
<p><u>Objective IV</u> To develop a regional emergency response plan through the development of a regional transit database.</p>	<p>Database development completed; Steering Committee findings</p>	<p>All area contacts from ARM</p>	<p>By December 2010</p>	<p>Director, Transit operators, and ETCOG staff</p>

OBJECTIVE	ANALYSIS	DATA COLLECTION	TIMELINE	STAFF
<p><u>Objective V</u> To develop a regional compact coordinated outreach program, website, and collateral materials to inform citizens of the benefits of public transportation and how to use various services.</p>	<p>Completion of activities; increase in community awareness; Steering Committee findings</p>	<p>Citizens Advisory Board meeting; transportation awareness presentations</p>	<p>July 1, 2010 – June 30, 2011</p>	<p>Director Transit operators</p>

State Transportation Goal

ETCOG's response to increase the value of transportation assets in support of the state transportation program through the submission of this coordinated call proposal is as follows:

ARM will considerably increase the value of transportation assets through the different activities and services that require various levels of integration among transits. Cooperation, Coordination and Consolidation are points along a continuum of the organizational working relationships defined as:

Cooperation:

ARM will work together in association with other transits focusing primarily on information sharing, in which all agencies retain their separate identities and authorities, yet aid in cohesive networking thereby increasing the value of new and existing services.

Coordination:

ARM making joint decisions and actions with agencies to provide resource collaboration and management of resources of a distinct nature.

Consolidation:

ARM combining operations, services or functions and working with entities to provide these services according to agreements and other contractual relationships.

Agencies, transits operations and stakeholders in East Texas frequently cooperate with the East Texas transit agencies on a project-specific basis to achieve specified goals and objectives.

Through the efforts of ARM, it will be rewarding for ETCOG and its affiliates to maintain the good track record that client advocates have already established with area service providers, TxDOT and others to institute outstanding public transportation service delivery.

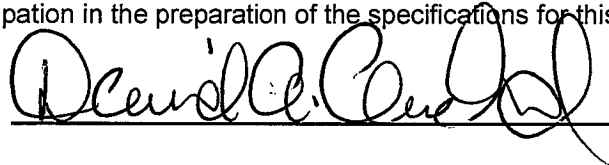
Attachment A - Obligation Certification

As an authorized official of the East Texas Council of Governments

I certify to the following:

1. The organization will participate in a continuous, comprehensive dialogue throughout the life of the project including but not limited to:
 - ◆ On-site monitoring by TxDOT personnel
 - ◆ Timely submission of required reports
 - ◆ Timely written notification of events that will affect the outcome of the project.
2. The organization will comply with all applicable federal, state and local laws and regulations. This includes but is not limited to:
 - ◆ Grant agreements
 - ◆ Applicable federal program circulars and similar federal guidance
 - ◆ Safety
 - ◆ Environment
 - ◆ Accessibility.
3. The organization has the resources to provide the required match.
4. The organization uses generally accepted accounting standards for its financial recordkeeping functions.
5. **Proposer Affirmation:** This is Certification that compensation has not been received for participation in the preparation of the specifications for this RFP.

Signed: _____



Printed/Typed Name: David A. Cleveland

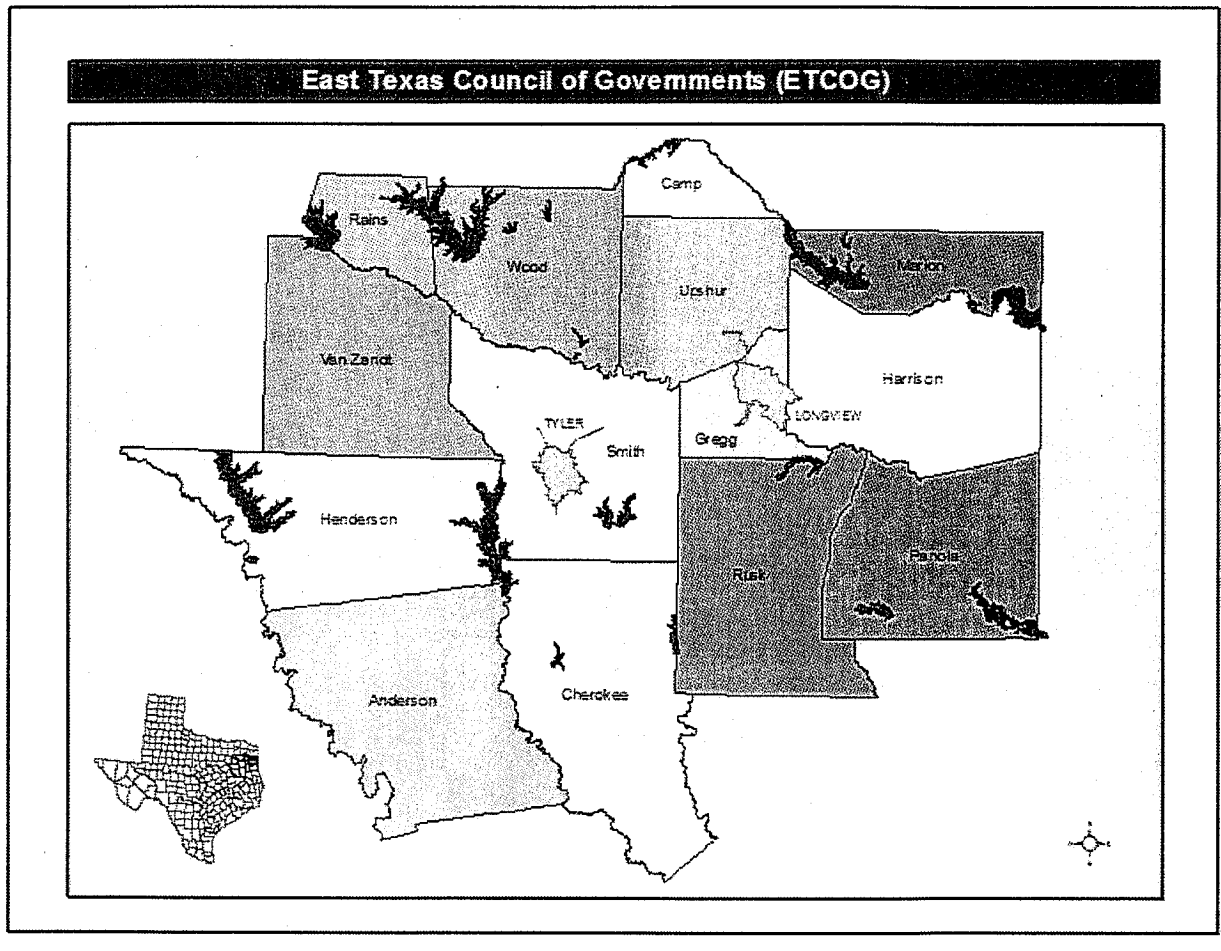
Title: Executive Director

Date: December 18, 2009

Attachment B - Service Area Map(s), if applicable

Attachment B - Service Area Map(s)

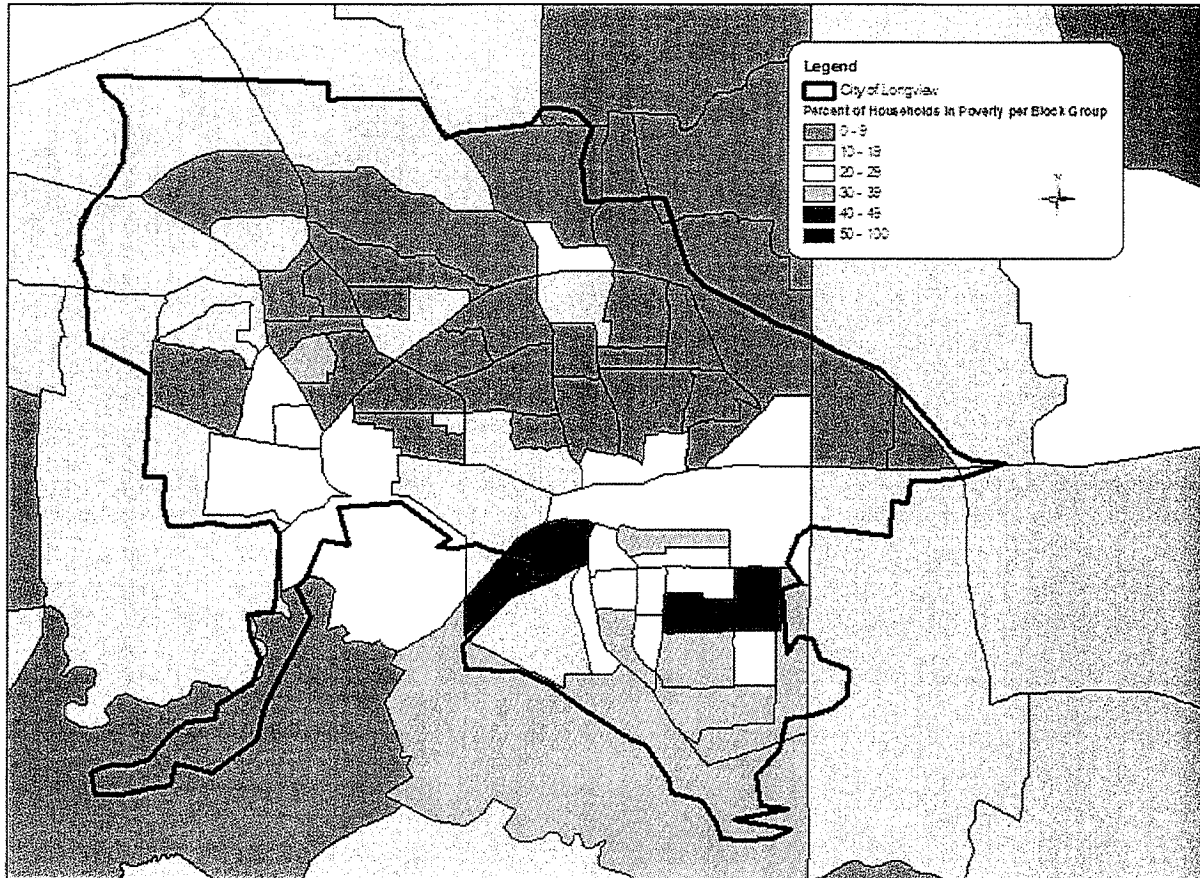
EAST TEXAS 14-COUNTY RURAL REGION



ATTACHMENT B - CON'T

BLOCK GROUP CENSUS – LONGVIEW, TEXAS

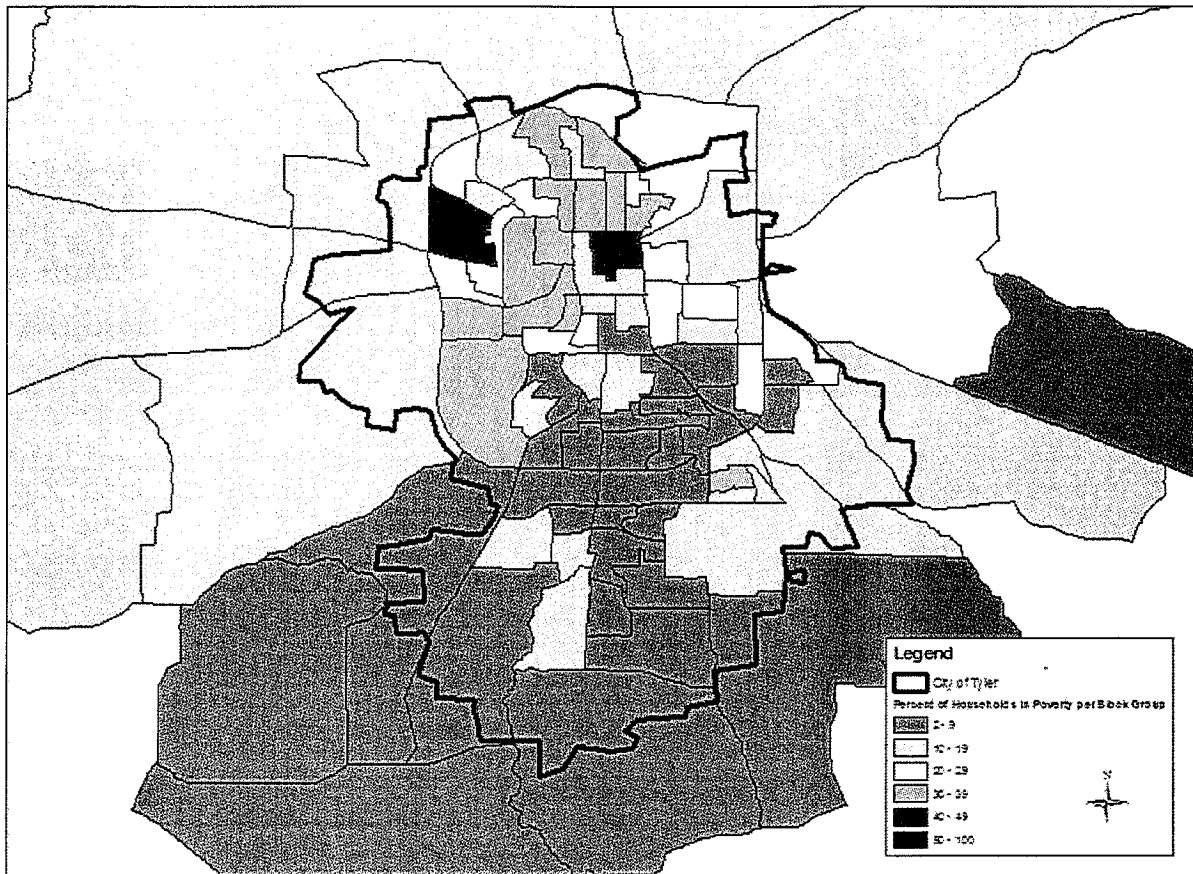
Concentrations of Household Poverty in Longview



ATTACHMENT C – CON'T

BLOCK GROUP CENSUS – TYLER, TEXAS

Concentrations of Household Poverty in Tyler



Attachment C - Letters of Endorsement



3800 STONE ROAD
KILGORE, TEXAS 75662
903/984-8641 · FAX 903/983-1440

SERVING A FOURTEEN COUNTY REGION

December 18, 2009

David Cleveland, Executive Director
East Texas Council of Governments
3800 Stone Road
Kilgore, TX 75662

Dear David:

The citizens within this East Texas Region that are elderly, low income and disabled rely heavily on the public transportation system. With the East Texas Rural Transit District, Longview Transit and Tyler Transit working together as a unit through the Alliance for Regional Mobility (ARM), state mandated improvements in transportation services can be handled through new and innovative measures. As a result of more efficient resource collaboration efforts being made, ARM can systemically provide technology-enhanced coordinated programs in such areas as joint staff training, improved utilization of computer hardware and software, preventive maintenance and environmental issues. Improvements brought about by ARM will not only improve public transportation services for the traditional users, but also make services known and available to a broader segment of the population.

While we have a letter acknowledging Longview Transit's support of the Alliance for Regional Mobility (ARM), a new City of Tyler policy requires any support or endorsement letters to be approved by the city manager or possibly city council. There was not time to pursue those avenues for timely submission of this request. The ARM concept was presented to the Coordinated Call subcommittee of the East Texas Transportation Coordination Planning Steering Committee on November 10 and to the full Steering Committee on November 18 with Tyler's Director of Airport and Transit Services in attendance and supporting the ARM proposal. In a telephone conversation with Tyler's Director of Airport and Transit Services this afternoon, he confirms that he supports the ARM and that upon the award of the grant, will formalize the relationship with the requisite approvals.

Sincerely,

John O. Hedrick
Director of Transportation
East Texas Rural Transit District



December 16, 2009

East Texas Council of Governments (ETCOG)
John O. Hedrick, Director of Transportation
3800 Stone Road
Kilgore, TX 75662

Dear John:

I commend ETCOG on taking the lead in structurally organizing the Alliance for Regional Mobility (ARM) to the advantage of public transportation in this East Texas Region. There is much to gain in collectively using the resources provided by the State for maximum service delivery.

Longview Transit Management, Inc., fully endorses and looks forward to becoming an integral component in conjunction with ETCOG and the City of Tyler in the formation of the ARM.

By developing creative ways for resource collaboration, ARM will make available a myriad of regional benefits including opportunities for cross-training in transit operations, uniting forces in preventive maintenance details, and incorporating demographic marketing campaigns, just to name a few.

The ARM presents numerous initiatives on creating new efficiencies in public transportation for East Texas' rural and urban communities. Upon funding, we stand ready to work together in ensuring the effective implementation of public transportation planning and development methods for the citizens in this region.

Respectfully yours,

A handwritten signature in black ink, appearing to read 'Matt Penney', with a long, sweeping underline.

Matt Penney
General Manager
Longview Transit

908 Pacific Ave. Longview, TX 75603: phone 903.753.2287: Fax 903.753.2291
www.longviewtransit.com

Attachment D - Letters of Commitment



3800 STONE ROAD
KILGORE, TEXAS 75662 • 903/984-8641 • FAX 903/983-1440

SERVING A FOURTEEN COUNTY REGION

December 1, 2009

East Texas Council of Governments (ETCOG)
John Hedrick, Director of Transportation
3800 Stone Road
Kilgore, TX 75662

Dear John:

As the Director of Public Information & Regional Services, our department is in full support of the Transportation Division's Coordinated Call Proposal being submitted for State Planning Assistance and the New Freedom Program with the Texas Department of Transportation.

The Public Information & Regional Services (PIRS) Division consists of nine programs with six different federal and state agencies providing funding. PIRS is dedicated to assisting and providing services to the citizens of East Texas.

This division will provide assistance to the transportation division in the areas of publicity and marketing, economic and community development, environmental issues, and public housing information for research purposes.

PIRS is constantly seeking new and innovative ways to serve the public need and work to make East Texas a better place to reside.

Sincerely yours,

Luke Kimbrough, Director
Public Information & Regional Services



SERVING A FOURTEEN COUNTY REGION

Anderson • Camp • Cherokee • Gregg • Harrison • Henderson • Marion
Panola • Rains • Rusk • Smith • Upshur • Van Zandt • Wood

December 11, 2009

East Texas Council of Governments
John Hedrick, Director/Transportation
3800 Stone Road
Kilgore, TX 75662

Dear John:

As the population ages, it is important to provide support services which enable seniors to live independently, and with dignity. AAA seeks to encourage and support the transportation division towards its efforts in building an Alliance for Regional Mobility (ARM) within the East Texas 14 County Rural Region, including the urban cities of Longview and Tyler, to aid in providing a level of independence and attending to the needs of the growing elderly population.

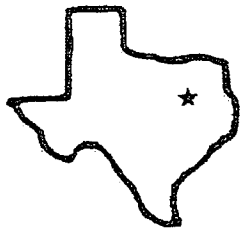
The Area Agency on Aging (AAA) of East Texas is designated by the Texas Department of Aging and Disability Services to coordinate services for persons in East Texas who are 60 or older, with particular attention to older individuals that are minority, low-income and have limited English proficiency. The Area Agency on Aging of East Texas also operates the Ombudsman Program which functions under specific State and Federal laws. The purpose of the program is to provide advocacy for quality of life and quality of care for residents in long-term care settings such as nursing home, assisted living and skilled nursing facilities. Service is provided to residents, families and facility staff in resolving issues and enhancing long term care plans.

Effective, reliable public transportation is vital to seniors in the East Texas Region. AAA will collaborate resources by providing marketing and research data to ARM on senior servicing program contacts for greater accessibility to the elderly and their locality. Within this region, public transportation services through the development of ARM, will greatly enhance the quality of life for those seniors who rely heavily upon it.

Sincerely yours,


Claude Andrews, Director
Area Agency on Aging

Funded by the Texas Department of Aging and Disability Services



CITY OF

Marshall

P.O. Box 698

Texas 75671-0698

www.marshalltexas.net

Mayor & City
Commission
(903) 935-4421

City Manager
(903) 935-4418

Assistant
City Manager
(903) 935-4419

City Secretary
(903) 935-4450

Engineering
(903) 935-4401

Event Facilities
(903) 935-4423

Finance
(903) 935-4445

Fire Chief
(903) 935-4580

Human Resources
(903) 935-4425

Library
(903) 935-4465

Parks and
Recreation
(903) 935-4470

Planning and
Community
Development
(903) 935-4459

Police Chief
(903) 935-4520

Public Works
(903) 935-4485

Purchasing
(903) 935-4423

Water/Waste
Water Utilities
(903) 935-4485

December 17, 2009

Mr. John Hedrick
Director of Transportation
East Texas Council of Governments
3800 Stone Road
Kilgore, Texas 75662

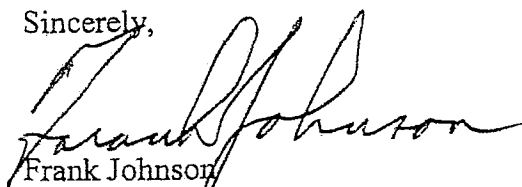
Dear Mr. Hedrick:

I would like to express the support of the City of Marshall for the application by the East Texas Council of Governments (ETCOG) for the Texas Department of Transportation's (TxDOT) Coordinated Call program. In the few months that the transit system operated by the ETCOG has been in service in Marshall it has become an important and integral part of the services available to the citizens of Marshall. I would like to commend ETCOG for taking a very wise and frugal approach in the initial months of operation of the system in Marshall. The decision to be responsive to the needs of the riders of the system and base decisions on the ultimate locations of stops on the routes on the needs and demands of the riders has allowed the system to be as responsive as possible to the needs of its riders. The next step is placement of shelters at appropriate locations to increase the level of service for riders of the system. TxDOT's Coordinated Call program will provide a much-needed funding source to accomplish this next step.

I am also very pleased to see the level of regional coordination that ETCOG is helping to achieve by participating in the Alliance for Regional Mobility. Services in East Texas are spread among the various communities. For example, it is common for a person seeking appropriate medical care to need to see a doctor in a neighboring community. The coordination and communication that will be achieved through ARM will contribute significantly to meeting this need. The City of Marshall is in full support of this effort.

I would like to extend my thanks and appreciation to ETCOG for its efforts to improve the quality of life in Marshall. The transit system has given many of our citizens a level of mobility at an affordable price that previously was not available to them. Marshall has become a better community because of this service. Thank you.

Sincerely,


Frank Johnson
City Manager



3800 Stone Road
Kilgore, Texas 75662
Phone: 903.984.8641
TDD: 1.800.735.2989
Fax: 903.983.1440

www.workforcesolutionseasttexas.com

December 17, 2009

East Texas Council of Governments (ETCOG)
Mr. John Hedrick, Director of Transportation
3800 Stone Road
Kilgore, TX 75662

Dear John:

This is to express the support of the Workforce Solutions East Texas Board for the proposal by ETCOG's Rural Transit District to establish an Alliance for Regional Mobility (ARM) within this East Texas Region, in coordination with Longview Transit Management and Tyler Transit. ETCOG also serves the Workforce Solutions East Texas Board as grant recipient/fiscal and which supports coordination efforts with East Texas Rural Transit. With the recent federal enactment of the American Recovery and Reinvestment Act (ARRA) providing funding for the workforce system to assist in the reemployment of unemployed citizens, Workforce Solutions East Texas has increased mobility needs to support effective operations and customer service.

Funding to establish ARM will substantiate the ability to bring innovative and new methods of advanced technological applications to the transportation division in the effort to enhance services. Reliable transportation for the unemployed population within the East Texas Region will be a necessary tool for those re-entering the workforce. Workforce Solutions will be able to assist the transportation division in

1. Publicizing new transportation modes of operations to promote service delivery;
2. Cooperating with regional coordination efforts in resource collaboration; and
3. Making on-going demographic data of the East Texas Region population readily accessible for research purposes and systems analysis.

Workforce Solutions looks forward to being in partnership with ARM for greater regional mobility in East Texas.

Sincerely,

A handwritten signature in black ink, appearing to read "Wendell Holcombe".

Wendell Holcombe
Director of Workforce Programs

WH/GA



City of Mineola

December 17, 2009

Mr. John O. Hedrick
Director of Transportation
East Texas Council of Governments
3800 Stone Road
Kilgore, TX 75662

Re: TxDOT Coordinated Call

Mr. Hedrick,

I am writing you in support of the Shelters for Marshall Flex Routes and the Alliance for Regional Mobility (ARM) consisting of ETCOG, Tyler Transit and Longview Transit. The service has been well received over the region and appreciated by the citizens of the community. Shelters for the citizens of Marshall will make the service more inviting and passengers will continue to use the service if they have a shelter from the weather to keep their wait as comfortable as possible.

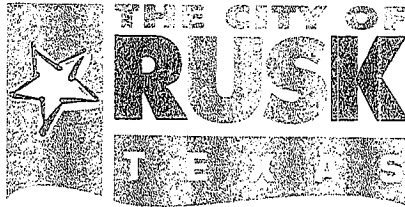
The ARM will bring three of the regions transits districts together to benefit all three. The most important part of the partnership will be the development of a regional emergency plan. The East Texas region is growing at a fast pace and the ARM will develop region transportation needs. As we talked about the Marshall service when we met several days ago, I hope that we might benefit from the same type of service here in Mineola. As our community grows our needs grow with it and the Alliance for Regional Mobility would benefit all the communities in east Texas. This appears to be a win win situation and you have my full support and help in your efforts.

Sincerely,

A handwritten signature in cursive script that reads "Lynda Rauscher".

Lynda Rauscher, CMSM
Community Development Director
City of Mineola

CITY MANAGER
903/683-2214



CITY OFFICE
903/683-2213

205 S. MAIN
RUSK, TEXAS 75785

December 18, 2009

East Texas Council of Governments
John Hedrick, Director of Transportation
3800 Stone Road
Kilgore, Texas 75662

Dear Mr. Hedrick,

The City of Rusk supports the East Texas Council of Government's proposal to plan for Regional Mobility Resource Collaboration. The East Texas Council of Government has proven to be an important ally and extremely helpful to the City of Rusk over the years in many regards, not least of which is the transportation service and planning provided by ETCOG.

The City of Rusk is especially interested in this proposed project because of the work to be done by the Alliance for Regional Mobility (ARM). Bringing together the three public transportation providers in the region, Tyler Transit, Longview Transit, and ETCOG's East Texas Rural Transit District will draw from the strengths of each and make the region as a whole stronger.

We believe that the planning work that is being proposed will greatly enhance the delivery of transportation services and make the Rural Transit District much more effective and lead to expanded services. No doubt this project will ultimately improve the quality, access to and efficiency of public transportation in the East Texas area.

Please let us know if there is anything that we can do to help this project be successful.

Sincerely,

A handwritten signature in cursive script, appearing to read "Angela Raiborn".

Angela Raiborn
Mayor
City of Rusk

EAST TEXAS CORRIDOR COUNCIL, INC.

*SECURING HIGHER SPEED RAIL ALONG THE
INTERSTATE 20 CORRIDOR FROM DALLAS/FORT WORTH
TO ARKANSAS AND LOUISIANA BORDER CONNECTIONS*

December 15, 2009

Mr. David A. Cleveland
Executive Director
East Texas Council of Governments
3800 Stone Road
Kilgore, TX 75662

Dear David:

The East Texas Corridor Council, Inc. fully supports and salutes your vision to answer the Texas Department of Transportation coordinated call for grants which could benefit Marshall, Texas locally and the greater East Texas region as a whole via the Alliance for Regional Mobility (ARM). The East Texas Council of Governments is to be commended for taking this leadership role which enhances mobility options for all citizens across the 14 counties of Northeast Texas.

Securing improvements which bolster connectivity between rail, bus, and air along the I-20, U.S. 59, and U.S. 80 arteries remain priority goals within the East Texas Corridor Council. Shelters for the Marshall flex-routes while coordinating efforts between Longview and Tyler Transit with ETCOG's Rural Transit District are clearly within this scope of our mission.

As you know, the Amtrak Rail Passenger Stations at Marshall, Longview, and Mineola are all now under local government ownership, and we see your applications above as leveraging both dollars and the public good to their greatest potential for higher speed rail between the Texas Metroplex and Shreveport/Bossier City in Louisiana. The East Texas Corridor Council, Inc. pledges its full cooperation and authority at any point in this grant process you deem necessary or appropriate.

Sincerely,



Tim Vaughn
Chairman

December 17, 2009

East Texas Council of Governments
John Hedrick, Director of Transportation
3800 Stone Road
Kilgore, Texas 75662



Dear Mr. Hedrick,

The East Texas Regional Transportation Coordination Planning Steering Committee supports East Texas Council of Government's proposal to plan for Regional Mobility Resource Collaboration. We believe that this project parallels the goals of the ETRTPSC by proposing to improve the delivery of transportation services, generate efficiencies in operations that can lead to increased levels of service, enhancing customer service, and encourage cooperation and coordination among transit agencies. The grant proposal also meets the Committee's objectives of striving to serve people first/barrier free, provide multi-modal interconnectivity across the region, promote aggressive outreach to a broad base, and increase or expand services and emergency planning and homeland security. These goals and objectives have been set forth in our regionally coordinated plan for passenger transportation and mobility.

The Steering Committee unanimously voted to approve support for this project at the November 18th, 2009 meeting.

We have confidence this project will ultimately improve the quality, access to and efficiency of public transportation in the East Texas area.

Please do not hesitate to call me if I may be of assistance.

Sincerely,

Dr. Carolyn Salter
ETRTCPCSC Chair person
Mobile: (903)948-7054

East Texas Regional Transportation Coordination Planning Steering Committee
Offices at the East Texas Council of Governments ♦ 3800 Stone Road ♦ Kilgore, TX 75662
(903) 984-8641 Extension 215

Attachment E - Project Budget

