

GOLDEN CRESCENT REGIONAL PLANNING COMMISSION

The Golden Crescent Regional Planning Commission (GCRPC) is a political subdivision of the State of Texas created by the Regional Planning Act of 1965. GCRPC started providing rural public transportation services in 1986 and was authorized in 1995 by Texas Transportation Code Chapter 458 as a rural transit district (RTD). The Golden Crescent region encompasses Calhoun, DeWitt, Goliad, Gonzales, Jackson, Lavaca, Matagorda, and Victoria Counties. GCRPC also serves as an urban transit district (UTD) for the Victoria urbanized area (UZA).

As an RTD, GCRPC provides the demand-response service RTRANSIT to rural areas of the eight counties, and seven commuter routes. In DeWitt and Victoria Counties, GCRPC directly operates the RTRANSIT service. RTRANSIT service in other six counties are operated by five subcontractors— Calhoun County Senior Citizens Association, Inc., Goliad County, Gonzales County Senior Citizens Association, Inc., Friends of Elder Citizens, and Lavaca County. In addition, GCRPC contracts with Medical Transportation Management, Inc. to provide non-emergency medical transportation for eligible Medicaid participants. GCRPC also partners with local organizations, such as Yoakum Community Hospital, to provide transit services to their clients.

As a UTD, GCRPC operates a small-urban transit program, Victoria Transit, providing fixed-route and paratransit services within the city limits of Victoria. GCRPC’s RTRANSIT program does not deny trips that are requested for the UZA outside the service area of Victoria Transit because of GCRPC’s dual status.

GCRPC can provide connections to several private intercity bus services in the service area.



Rural Transit District

- Service Area Population¹: 170,705
- Service Area Land Area²: 7,085 Sq. Miles
- Unlinked Passenger Trips³: 191,085
- Revenue Fleet³: 51 Vehicles
- Transit Staff Counts⁵
 - Non-Operator: 37
 - Operator: 16



Rural Transit District Services

Service Information



General-Public Demand-Response Service

Service is known as *RTRANSIT*.

Available in the non-UZA of Victoria County and all of Calhoun, DeWitt, Goliad, Gonzales, Jackson, Lavaca, and Matagorda Counties, and in the Victoria UZA that is not served by Victoria Transit.

Reservations must be made 24-48 hours in advance according to the requirement of each contracted service operator. Same-day trips are available to the City of Goliad residents.

Fare Structure:

One-Way Trip:

- Base fare:
 - Free-\$80.00^a
- Reduced fare:
 - Free to 50% fare^a

Fare Media:



Notes:

^a Fare varies by county.

^b For students (5-17 years old) according to travel distance.

^c For medicare cardholders, people with disabilities, or seniors (65+ years old), according to travel distances.



Commuter Bus Service

Seven commuter routes are available to connect Victoria, Edna, Placedo, El Toro, Inez, Lolita, Bay City, Francitas, Blessing, Palacios, Port Lavaca, Point Comfort, El Campo, and Ganado.

Fare Structure:

One-Way Trip:

- Less than 5 miles: \$1.00
- 6-10 miles: \$2.00
- 11-15 miles: \$3.00
- 16-20 miles: \$4.00
- 21-45 miles: \$5.00
- Over 45 miles: \$8.00
- Reduced fare:
 - \$0.75-\$5.00^b
 - \$0.50-\$5.00^c

Fare Media:



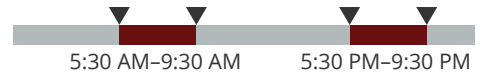
Operating Time (Excluding Holidays)



Operating Days by Mode



Operating Hours by Mode



Operating hours vary by county.

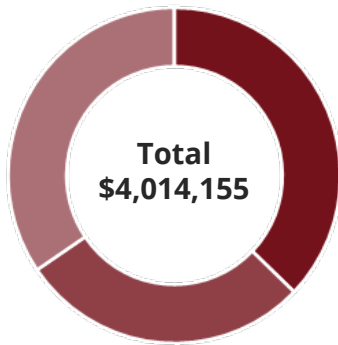


Address | 1908 N. Laurent Street, Suite 600
Victoria, Texas 77901

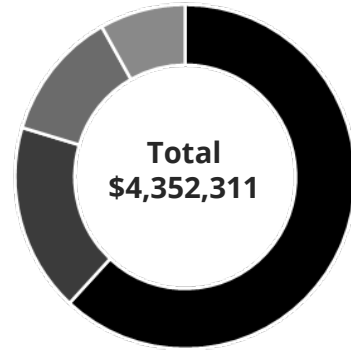
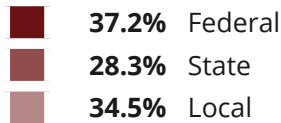
Contact | Andrew Deras
Regional Services Planner
Phone: (361) 578-1587 (ext. 502)
E-mail: andrewd@gcrpc.org

FY 2024 Financial Status³

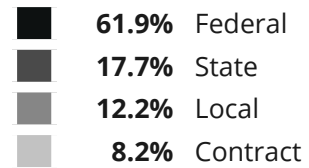
\$+ Revenues in Fiscal Year 2024



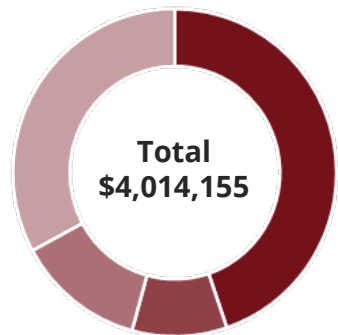
GCRPC



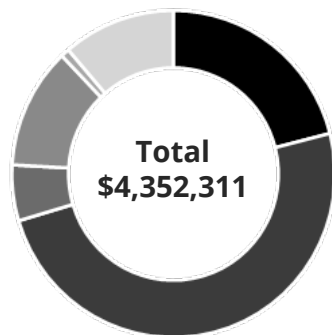
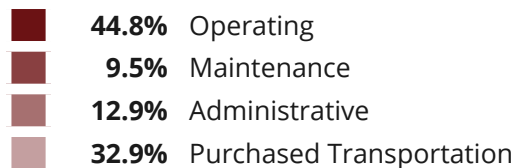
Rural Average



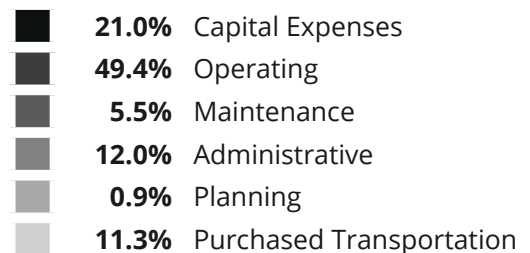
\$- Expenditures in Fiscal Year 2024



GCRPC



Rural Average



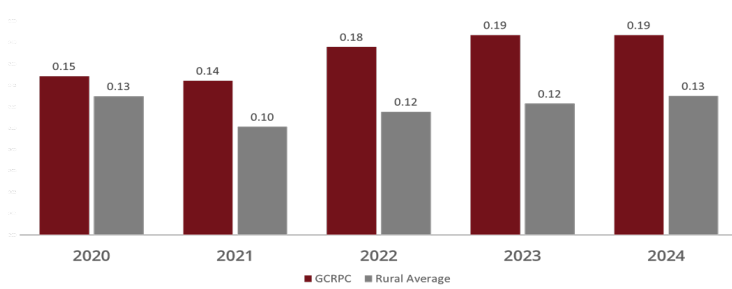


FY 2020–2024 Performance Measures³

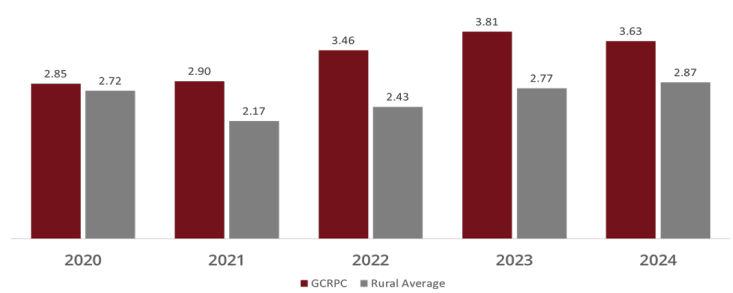


Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile

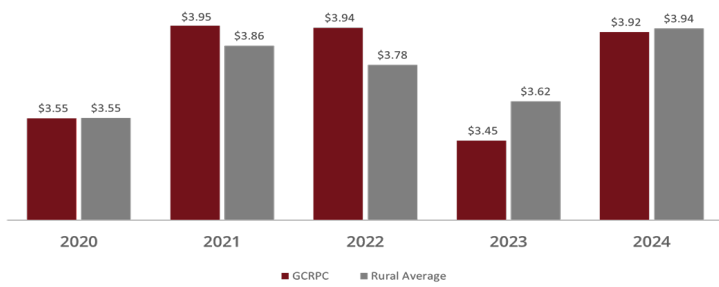


Unlinked Passenger Trips per Revenue Hour

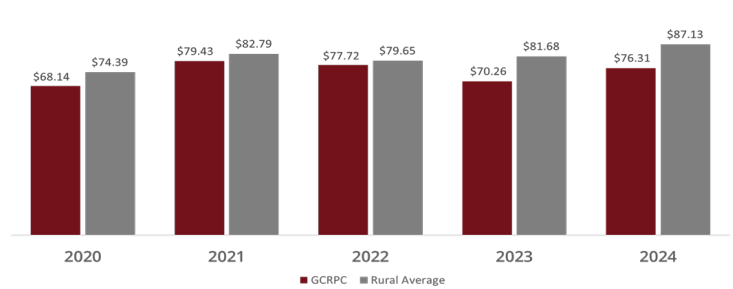


Efficiency in the Past 5 Years

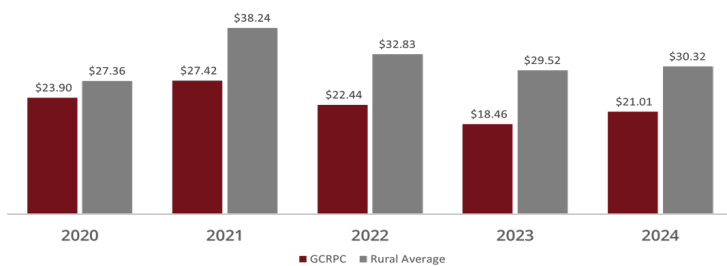
Operating Cost per Revenue Mile



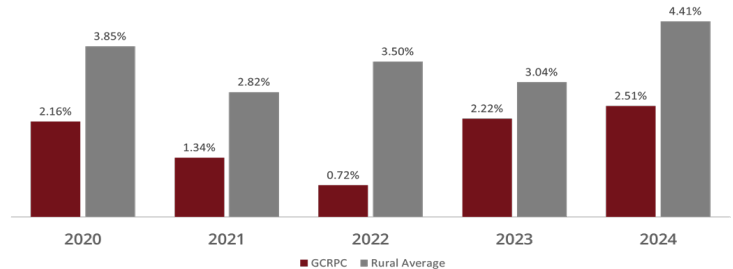
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio





Urban Transit District

- Service Area Population¹: 65,514
- Service Area Land Area²: 37 Sq. Miles
- Unlinked Passenger Trips³: 130,830
- Revenue Fleet³: 31 Vehicles
- Transit Staff Counts⁵
 - Non-Operator: 25
 - Operator: 14



Urban Transit District Services

Service Information



Local Bus Service

Service is known as *Victoria Transit*.

Four regular fixed routes and three job access routes (known as *Flex routes*) are available within the city limits of Victoria.

Fare Structure:

One-Way Trip:

- Base fare: \$1.50
- Reduced fares: \$0.75^a, Free^b

Fare Media:



ADA Paratransit Service

Available throughout the city limits of Victoria for regular service and limited to areas within 3/4-mile on both sides of the bus routes for the Flex routes.

Reservations must be made at least 1 day before the trip (not later than 6:00 p.m.) and up to 3 days in advance.

Fare Structure:

- Base fare: \$1.50

Fare Media:



Notes:

^a Students (5–17 years old), Medicare cardholders, people with disabilities, or seniors (60+ years old).

^b Children (under 5 years old) travelling with a paying customer.

Operating Time (Excluding Holidays)



Operating Days by Mode



MON	TUE	WED	THU	FRI	SAT	SUN
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MON	TUE	WED	THU	FRI	SAT	SUN
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Operating Hours by Mode



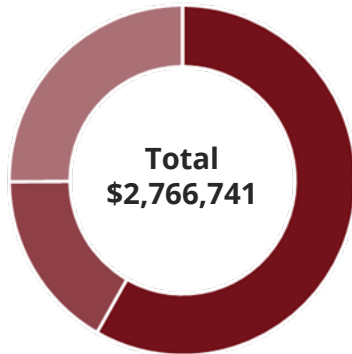


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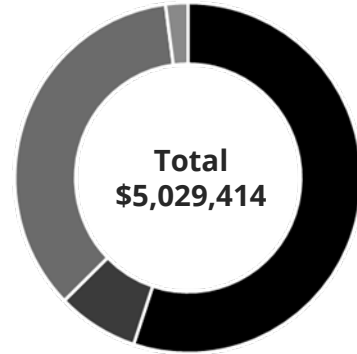
FY 2024 Financial Status³

\$+ Revenues in Fiscal Year 2024



Victoria

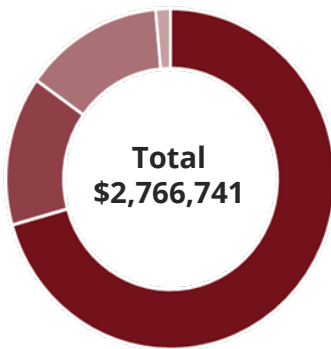
- 58.2%** Federal
- 16.6%** State
- 25.1%** Local



Small Urban Average

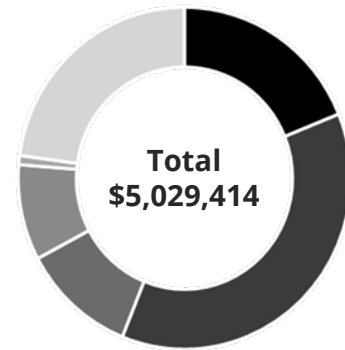
- 55.1%** Federal
- 7.6%** State
- 35.2%** Local
- 2.1%** Contract

\$- Expenditures in Fiscal Year 2024



Victoria

- 70.6%** Operating
- 14.2%** Maintenance
- 13.7%** Administrative
- 1.4%** Purchased Transportation



Small Urban Average

- 18.9%** Capital Expenses
- 37.2%** Operating
- 11.1%** Maintenance
- 9.1%** Administrative
- 0.9%** Planning
- 22.9%** Purchased Transportation

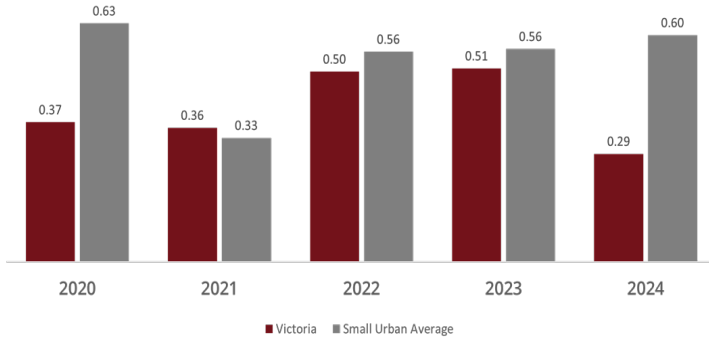


FY 2020–2024 Performance Measures³

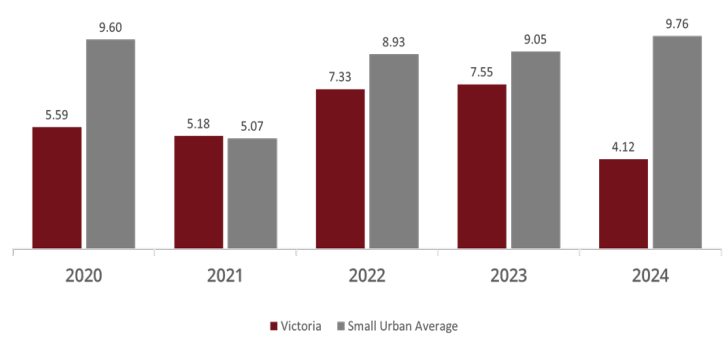


Productivity in the Past 5 Years

Unlinked Passenger Trips per Revenue Mile

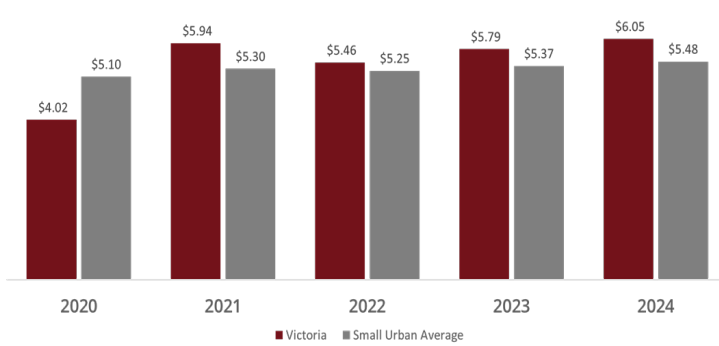


Unlinked Passenger Trips per Revenue Hour

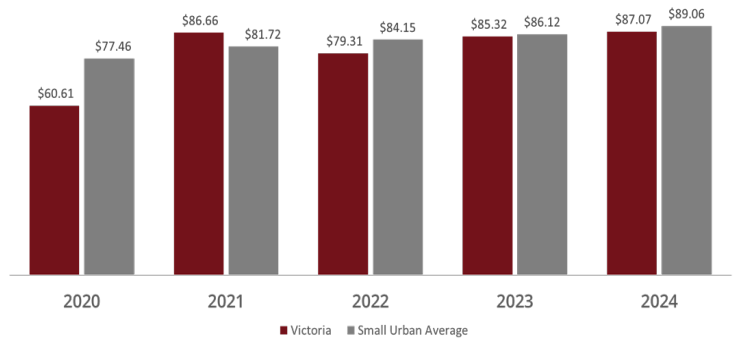


Efficiency in the Past 5 Years

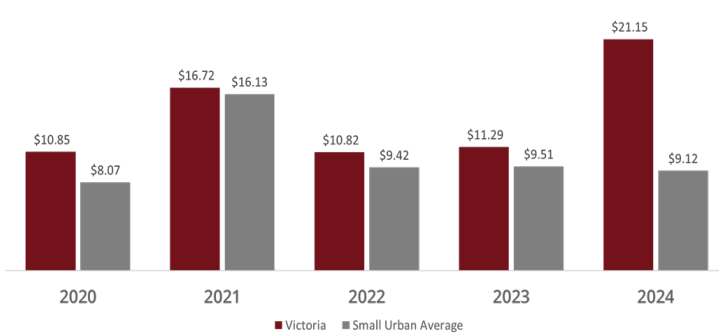
Operating Cost per Revenue Mile



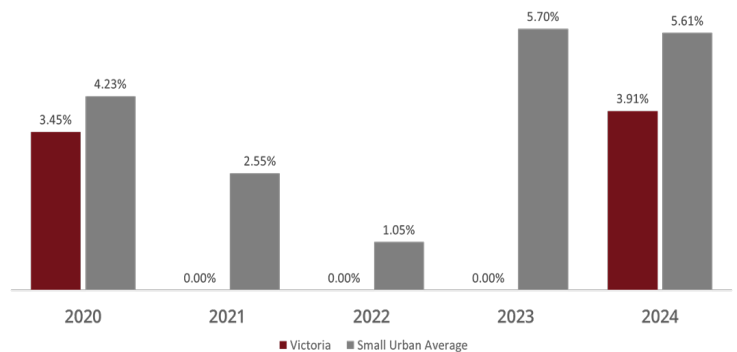
Operating Cost per Revenue Hour



Operating Cost per Passenger



Fare Recovery Ratio



Projects in 2025–2029⁴

Implementation Year	Project Name	Cost
2026	Operating Assistance	\$1,838,551
2026	Bus stop improvement	\$ 127,000
2026	Lease Bus Station	\$ 59,052
2026	Replace Bus <30ft	\$ 323,763
2027	Preventative Maintenance	\$ 326,621
2028	Non-fixed route ADA Paratransit service	\$356,778

Data Sources:

¹ TTI estimation based on (1) the 2018-2022 American Community Survey 5-Year Estimates, and (2) the U.S. Census Bureau 2024 TIGER/Line Shapefiles.

² TTI estimation based on the U.S. Census Bureau 2024 TIGER/Line Shapefiles.

³ Texas Department of Transportation, Public Transportation Division, PTN-128 FY2020-2024 Data.

⁴ TTI survey data.

⁵ TTI survey data. Staff counts include the number of full-time employees and part-time employees as of the last day in the fiscal year. The agency reported both public agency and private contractor employees who are dedicated at least 50% to the management or operation of the public transit services described in the profile. Staff counts does not include volunteers or employees at another transit district from which service is purchased.

Last Updated:

August 2025