

CHAPTER 2

PUBLIC INVOLVEMENT PLAN

2. Public Involvement Plan

2.1. Overview of Public Engagement

The CTCOG Planning Department Public Involvement Plan mirrors the KTMPO Public Engagement Plan, reflecting a shared commitment to meaningful, community-centered public engagement. As KTMPO is a program of CTCOG, this common framework guides outreach practices for both organizations. Building on this framework, CTCOG strives to exceed basic regulatory requirements by ensuring that outreach activities are accessible, representative, and responsive to the people and neighborhoods it serves. This approach is informed by influential thinkers in the field of civic participation, including Sherry Arnstein, whose framework, A Ladder of Citizen Participation, illustrates how engagement evolves from simple information sharing to genuine collaboration.

Guided by these principles, CTCOG focuses on creating opportunities for residents to participate in ways that are clear, open, and designed to encourage broad involvement. As engagement progresses toward deeper collaboration, strong partnerships emerge between the public and regional transportation planners.

Authentic community partnerships are built when planning concerns are simultaneously shifted between the public and decision-makers through policy boards and advisory committees with continued communication toward resolving transportation related issues.

KTMPO values the insight gained through these interactions and recognizes that effective engagement strengthens both the planning process and the transportation network it supports. CTCOG reflects this shared philosophy by approaching public involvement as a deliberate process, answering the who, what, why, when, where, and how of engagement in support of thoughtful, community driven decision making.

The stakeholders identified for the Plan represent a range of public agencies, community organizations, service providers, and individuals who are directly or indirectly impacted by regional mobility decisions. These groups are organized according to functional roles and user demographics, reflecting their responsibilities within the transportation ecosystem and the ways they provide, experience, or are impacted by transit services.

These stakeholders are core partners in identifying unmet needs, designing service strategies, and determining project readiness.



- Public transit districts (urban and rural)
- Human service transportation providers
- Nonprofit agencies offering client transportation
- Veteran service organizations
- Senior centers and aging services agencies
- Disability service organizations
- Medicaid and NEMT providers
- Hospitals, dialysis centers, community clinics
- Public housing authorities and affordable housing providers
- Tribal Nations and Tribal transportation or human services departments

These entities actively participate in the regional transportation coordination process, leveraging existing public transportation systems and coordination mechanisms to identify service gaps, elevate local and institutional mobility needs, and support the development and prioritization of expanded or improved transportation services.

1. Local jurisdictions shape land use patterns, funding decisions, and infrastructure investments that directly influence transit access and travel demand. These decision making and institutional stakeholders include:
 - County governments
 - CTCOG
 - Regional planning bodies
 - Emergency management offices
 - Workforce development boards and the Texas Workforce Commission (TWC)
2. Workforce development entities contribute data and institutional insight related to employment access, workforce participation, and commute barriers, informing coordinated transportation planning and service prioritization. Collectively, these entities often serve as decision makers or adjacent stakeholders whose planning, policy, and investment actions influence regional transportation conditions.

3. Organizations representing individuals with mobility challenges provide essential insight into barriers, trip purpose needs, and service gaps.
 - Food banks and social service nonprofits
 - Workforce development boards
 - Homeless service providers
 - Schools, colleges, and educational institutions
 - Faith based organizations

These groups often act as advocates and serve as important sources of information on community needs and lived experiences.

Most importantly, this process centers on the users, the residents of urban and rural communities who depend on public transit as a critical resource for mobility, opportunity, and quality of life.

2.2. What is the Regional Public Transportation Coordination Plan?

The Plan, formerly known as the Regionally Coordinated Transportation Plan (RCTP), is a planning document mandated by the Federal Transit Administration (FTA) and TxDOT. It must be updated every five years, and this current update covers Fiscal Years 2027–2031 (FY27–31).

The Plan serves as both a blueprint and a toolbox for improving coordination and development of public transportation services across the region. It guides the implementation of new and expanded efforts that generate efficiencies, which are then leveraged to enhance existing services or introduce new ones that increase access for transit-dependent populations, including rural residents, seniors, individuals with disabilities, low-income residents, zero-car households, youths, individuals with limited English proficiency, Veterans, clients of workforce agencies, and job seekers.

TxDOT Region 23 encompasses a seven-county area in Central Texas: Bell, Coryell, Hamilton, Lampasas, Milam, Mills, and San Saba. CTCOG facilitates planning and coordination efforts within this region.

This update builds upon the foundation laid in the previous planning cycle and continues to prioritize collaborative efforts, drawing from public feedback, stakeholder input, and coordination with Hill Country Transit District (HCTD) and Central Texas Rural Transit District (CTRDT) to strengthen regional transportation planning and improve access.

2.3. Why Public Involvement Matters

Public input is a central component of the Plan and is essential to meeting both regional planning goals and FTA public participation and Title VI requirements. While community feedback cannot shape every element of project development, it plays a critical role in identifying transportation needs, shaping coordination strategies, and confirming regional priorities. The level of public influence varies based on regulatory requirements, operational constraints, available resources, and the nature of individual projects. Within the Plan, certain decisions are designed to be informed by public and stakeholder input, while others remain largely technical or policy driven.

Consistent with FTA guidance, the Plan emphasizes public involvement as a means of understanding mobility challenges and service expectations rather than as a mechanism for determining specific operational details. The Plan does not engineer infrastructure, set schedules, or design routes; however, rider and stakeholder engagement provides essential context regarding the types of trips people rely on, the barriers they experience, and the geographic or institutional factors that shape travel needs. This input helps the region identify where unmet needs exist and where improvements may be most impactful, such as access to medical services, employment centers, Veteran services, or other essential community destinations.

Public and stakeholder input also helps ensure that coordination strategies are realistic and grounded in lived experience. By identifying service gaps, validating assumptions, and highlighting priority trip purposes, engagement supports the development of coordinated solutions that align with how people move across the region—without implying direct public control over operational decisions such as route design, hours of operation, or trip scheduling. This distinction supports transparency and trust while maintaining clarity about agency roles and responsibilities.

In addition, the public involvement process informs technical decision making related to funding and implementation. Stakeholder and rider input helps identify priority needs, assess project readiness, and guide decisions about which federal and state grant programs the region should pursue. This includes alignment with eligibility criteria, performance measures, and scoring priorities for programs (FTA Sections 5310, 5311, and 5339), as well as coordination focused discretionary funding opportunities.

Together, these engagement practices ensure that the Plan complies with FTA public participation expectations, advances Title VI equity objectives, and supports transparent, inclusive, and effective regional transportation coordination. By clearly defining how public input informs strategy, funding priorities, and coordination—while acknowledging operational limitations, the plan strengthens trust, improves project outcomes, and supports responsible stewardship of public resources.



2.4. Progressive Levels of Public Engagement

The International Association for Public Participation (IAP2) developed the Spectrum of Public Participation, which outlines five successive levels of public involvement (IAP2, n.d.) and describes various approaches for engaging the public. The CTCOG staff have adapted this spectrum—referred to as the Progressive Levels of Public Engagement—to reflect the methods and measures used within our region (Table 2-1).

The level of engagement employed for any given effort depends on several factors, including project timelines, staff capacity, available resources, and the level of community interest. Each level identifies appropriate tools and techniques that help the CTCOG staff to engage the public effectively and in ways that align with the needs of each planning initiative.

The role of the CTCOG staff is to provide information, expertise, and guidance to support the development of a coordinated regional transportation system that serves seniors, individuals with disabilities, low-income residents, Veterans, and other underserved populations across the CTCOG region. Its role is to ensure that stakeholders, partners, and community members are informed about mobility needs, regional priorities, and opportunities to improve transportation access, safety, reliability, and responsiveness.

The Empower level acknowledges that certain decisions must ultimately be made by the organization or leadership group with the authority to implement them. Final decision making is placed in the hands of elected officials, the responsible agency, governing body, or an appropriate committee. In some cases, this authority may also rest with a designated industry leader, non-profit organization, or specialized partner—particularly when they manage or oversee a project, program, or facility on behalf of the community. At this level, the public is informed of the decision and its rationale, reflecting a process in which responsibility is clearly assigned, and outcomes are advanced by the entity best positioned to carry them out.

At the Involve level, the CTCOG staff actively engages Public Transit Special Populations to ensure their needs, experiences, and priorities shape regional mobility planning. These groups include seniors, individuals with disabilities, low-income residents, Veterans, limited English proficiency (LEP) individuals, rural residents with limited access to public transit, zero-vehicle households, youth and students, individuals experiencing homelessness or housing instability, medically fragile riders, transit-dependent individuals of all ages, and caregivers. Their lived experiences provide essential insight into the challenges and barriers that affect daily mobility.

Engagement with these populations focuses on creating opportunities for direct participation in discussions, workshops, listening sessions, and planning activities. By involving them early and consistently, the CTRTAG gains a clearer understanding of unmet needs, service gaps, accessibility challenges, and barriers to reliable transportation. Their input helps refine transit priorities, shape service alternatives, and ensure that planning decisions reflect the diverse mobility needs present across the region.

This intentional involvement strengthens the planning process by ensuring that voices often underrepresented in transportation decision-making are heard and valued. Through ongoing

dialogue and targeted outreach, the CTRTAG supports a planning environment where mobility solutions are informed by those who rely on them most.

At the Collaborate level, the CTCOG staff seeks to work directly with the leadership and organizations that serve special population groups, recognizing their critical role in shaping effective mobility solutions. This approach includes inviting agency directors, program managers, community leaders, and service providers to actively participate in Advisory Group discussions, share their expertise, and help co develop strategies that address transportation challenges.

Collaboration also means meeting these leaders where they are—attending their meetings, presenting at partner organizations, and engaging with their boards, staff, and clients. By building relationships with the organizations that serve seniors, individuals with disabilities, low-income households, Veterans, rural communities, and other underserved groups, CTCOG ensures that planning decisions are informed by those who understand these communities best.

Through this ongoing exchange of knowledge and experience, CTCOG and its partners work together to identify unmet needs, remove mobility barriers, and develop coordinated transportation solutions that reflect shared regional priorities.

Table 2-1 Progressive Levels of Public Engagement

		Inform	Understand	Involve	Collaborate	Empower
		One-Way Interaction	Two-Way Interaction			
CTCOGs Role		Provide clear, objective information on public transportation options that address unmet needs and help remove mobility barriers.	Obtain early and on-going public feedback.	Create an environment where the public feels heard, respected, and wants to make a difference.	Build shared values that connect the public's points of view and interests to the decision-making process.	Place final decision-making in the hands of elected officials, the responsible agency, governing body, or an appropriate committee.
Tools and Techniques	Website, email, mail, social media, printed literature, media/ TV/radio, maps, data, and LEP as appropriate.	Public comment forms, social media channels, surveys, mapping tools, community activities, and pop-up events.				
		Public comment periods, public meetings, regular meetings, presentations, vision casting sessions, planning workshops, and partnership with community organizations.				
		Partner with service-provider leaders, Advisory Group representatives, and CTCOG Executive Committee members.				

	Inform	Understand	Involve	Collaborate	Empower
	One-Way Interaction	Two-Way Interaction			
CTCOG Commitment to the Public	We will provide you with relevant and timely information using a variety of communication channels.	We will use active listening skills and seek to understand concerns and aspirations.	We will ensure that your concerns and aspirations are documented, responded to, and shared with the appropriate regional partner.	We will remove or reduce barriers to public involvement. We will invite you to attend and become members of committees that have a role in the decision-making process.	We will provide your input to the decision-making bodies. We will share feedback on how your input influenced the decision.
Effectiveness of Public Engagement	Ever-evolving evaluation of CTCOG's role in public engagement, the tools and techniques we utilize, and our commitment to the public.				

2.5. Public Involvement Activities

The following table outlines the planned public involvement activities for the Plan, describing when and where engagement will occur, the methods that will be used, and how stakeholders, partners, and transit users can participate throughout the planning process.

Table 2-2 Public Meetings & Stakeholder Schedule

Dates	Task
October 20, 2025 – December 15, 2025	Round One: Baseline Assessments of Transportation Needs Online Survey Minimum 45-day Public Comment Period
October 20, 2025 – December 15, 2025	Comments may be received in any of the following ways: Email: ktmpo@ctcog.org Phone: 254-770-2364 U.S. Postal Service: Central Texas Council of Governments C/O Anita Janke, FY27-31 RPTCP P.O. Box 729, Belton, TX 76523 Comments must be received or postmarked by Monday December 22, 2025, to be included in the official record of public meeting.
October 27, 2025 3:00 pm – 6:00 pm	Meet-and-Greet / Open House Style – In Person Helping Hands Ministry of Belton 2210 Holland Rd. Belton, TX 76513 Bell County
October 28, 2025 8:00 am – 12:00 pm	Meet-and-Greet / Open House Style – In Person Milam County TRAIID 2025 Senior Expo New Salem Building at Fair Park 308 Walnut Street, Rockdale, TX 76567 Milam County
December 3, 2025 – April 20, 2026	Stakeholder Outreach Survey Partnering for Progress: Shaping Transit for Your Clients
December 3, 2025 10:00 am – 12:00 pm	Bell County Pediatric Networking Meeting Central Texas Council of Governments 2180 North Main Street, Belton, TX 78613 Bell County
February 16, 2026 10:00 am – 12:00 pm	Greet the Neighbor Goodwill 4901 W Stan Schlueter Loop, Killeen TX 76542 Bell County
March 3, 2026 5:00 pm – 8:00 pm	Embrace Health Community Health Fair Temple Community Clinic 1508 West Ave. J, Temple, Tx 76504 Bell County

Dates	Task
March 24, 2026	Kimley-Horn Project Kick-Off Meeting
April 1, 2026 – May 4, 2026	Round Two: Ongoing Assessment of Regional Transportation Needs Online Survey Minimum 30-day Public Comment Period
April 9, 2026 8:30 am – 4:00 pm	Connect the Dots 9.0 University of Mary Hardin-Baylor Bawcom Student Union Building – 2 nd floor McLane Great Hall 900 College Street, Belton, TX 76513
TBD	Meet-and-Greet / Open House Style – In Person Coryell County
TBD	One-on-One Case Management Interviews – In-Person <i>Local Hospital, Hamilton County</i>
TBD	Meet-and-Greet / Open House Style – In Person Lampasas County
July 2026	Advisory Group Recommends Plan Adoption
September 24, 2026	CTCOG Ratifies Plan

2.6. Outcomes

The public involvement activities conducted as part of the Plan were designed to generate meaningful input from transit users, providers, and partner organizations across the region. This section summarizes the outcomes of those efforts, including participation levels, the types of audiences reached, and key engagement milestones. Together, these outcomes demonstrate how community and stakeholder input informed the identification of mobility needs, validated service gaps, strengthened coordination partnerships, and supported the development of strategies responsive to both urban and rural transit conditions.

Stakeholder engagement activities emphasized partnering for progress with transit providers, social service agencies, healthcare partners, and other institutions whose roles influence service coordination, policy, and project readiness. These efforts were supported through the stakeholder survey, ***Partnering for Progress: Shaping Transit for Your Clients***, which gathered institutional perspectives on service gaps, coordination opportunities, and implementation considerations. Complementing this outreach, transit users shared their lived experiences and mobility needs through the user survey, ***Your Voice, Your Ride: Regional Transit Survey***, ensuring that both provider insight and rider experience informed regional transportation planning. Meanwhile, “User” refers to riders, caregivers, families, and other individuals who directly rely on public transportation and who participate through

Table 2-3 Public Involvement Outcomes

Date	Activity Type	Target Audience		No. of Contacts	No. of Survey Responses (Spanish)	No. of Survey Responses (English)	No. of CTCOG Staff	No. Elected Officials, City Staff, Consultants, or Advisory Group
		Riders Transit Users	Stakeholders: Transit Providers Partners					
10/27/2025 – 12/15/2025	*FB &/or Constant Contact Online Survey	✓		KPI Reported in Narrative	0	20	1	0
10/27/2025	Meet-and-Greet Open House Style – In Person Belton (Bell County)	✓		13	0	13	1	0
10/28/2025	Meet-and-Greet Open House Style – In Person Milam County	✓		13	0	9	1	1
12/3/2025	Presentation: Pediatric Networking Bell County		✓	37	0	14	1	22
2/16/2026	Presentation: Greet the Neighbor at Goodwill Bell County		✓	17				
3/3/2026	Embrace Health Community Health Fair Bell County	✓	✓	80			2	3
4/1/2026 - 5/4/2026	*FB &/or Constant Contact Online Survey	✓	✓					
4/9/2026	Connect the Dots 9.0 Bell County		✓					
TBD	Meet-and-Greet Open House Style – In							

Date	Activity Type	Target Audience		No. of Contacts	No. of Survey Responses (Spanish)	No. of Survey Responses (English)	No. of CTCOG Staff	No. Elected Officials, City Staff, Consultants, or Advisory Group
		Riders Transit Users	Stakeholders: Transit Providers Partners					
	Person Coryell County							
TBD	One-on-One Case Management Interviews – In-Person Local Hospital, Hamilton County		✓					
TBD	Meet-and-Greet Open House Style – In Person Lampasas County							
TBD	Meet-and-Greet Open House Style – In Person Mills County							
TBD	Meet-and-Greet Open House Style – In Person San Saba County							
10/27/2025 – 12/15/2025	*FB &/or Constant Contact Online Survey	✓		KPI Reported in Narrative	0	20	1	0
Total Contacts Made & Survey Responses		160			0	56	-	26

2.7. Key Findings from Stakeholder Engagement Supporting FTA 5310 and 5311 Priorities

Responses to the Partnering for Progress stakeholder survey reinforce the critical role coordinated transportation plays in supporting mobility for populations prioritized under FTA Sections 5310 and 5311, including older adults, individuals with disabilities, low-income households, Veterans, zero car households, youth, and individuals with limited English proficiency. Participating organizations, representing transit providers, human service agencies, healthcare systems, workforce organizations, faith-based partners, and local governments serve clients across multiple counties, underscoring the rural, multi-jurisdictional context in which transportation coordination occurs.

Stakeholders reported that many clients depend on a combination of transportation options, including personal vehicles, rides from friends or family, ride hailing services, microtransit, paratransit, and fixed route transit where available. However, consistent with Section 5311 rural mobility challenges and Section 5310 accessibility concerns, respondents noted that public transit is often underutilized due to structural service gaps rather than lack of need. Commonly cited barriers included limited-service coverage, routes misaligned with destination needs, service hours that do not accommodate medical, employment, or caregiving schedules, reliability issues, affordability constraints, and insufficient door-to-door or ADA accessible service for clients with mobility limitations.

Transportation barriers were identified as a direct constraint on access to essential services emphasized within both funding programs, particularly medical and mental health care, nutrition and grocery access, employment and workforce training, childcare, court and government services, and community support services. Providers noted that missed or delayed appointments are frequently tied to transportation availability and coordination challenges, reinforcing the importance of mobility as a supportive service rather than a secondary consideration.

Technology access and use emerged as an important cross cutting factor. While many clients possess smartphones or internet access, stakeholders reported mixed levels of comfort using digital tools for trip planning, scheduling, or real time information. This finding aligns with Section 5310's emphasis on travel training, mobility management, and person-centered support, highlighting the continued need for education, human assistance, and simplified navigation tools alongside digital solutions.

When asked to identify the most impactful improvement to public transit use, stakeholders most frequently cited priorities consistent with FTA objectives: expanded service coverage and routes, extended service hours (including evenings and weekends), improved reliability and on time performance, affordable or reduced fare options, and enhanced accessibility for individuals with disabilities. Additional recommendations included hardship or temporary fare assistance to support employment access, improved promotion of available services, real time service information, ADA aligned pickup options, and greater coordination between transit providers and human service agencies. Several respondents also identified unmet needs for volunteer driver

programs or targeted services connecting rural and underserved areas to critical destinations — hospitals, clinics, grocery stores, and employment centers.

Overall, stakeholder feedback underscores strong alignment between provider identified needs and the intent of FTA Sections 5310 and 5311 to improve mobility for underserved populations through coordination, accessibility, and service effectiveness. Respondents expressed interest in continued partnership, information sharing, and collaborative planning to address service gaps, improve project readiness, and make efficient use of federal, state, and local transportation resources. These findings directly inform the RPTCP's emphasis on coordinated strategies that enhance access, equity, and system performance across both rural and urban contexts.

2.8. Key Findings from Your Voice, Your Ride: Regional Transit Survey

Responses to the Your Voice, Your Ride survey provide critical insight into how transit users and riders across the region experience mobility on a daily basis. Participants included seniors, individuals with disabilities or mobility challenges, low-income households, zero car households, Veterans, youth, and individuals seeking or maintaining employment. These riders represent the core populations served under FTA Sections 5310 and 5311 and reflect the diverse urban and rural contexts in which transit services operate.

Survey results indicate that many respondents rarely or never use public transportation, even when transportation needs are significant. Riders reported relying heavily on personal vehicles, rides from family or friends, walking, or informal arrangements, often out of necessity rather than preference. When personal vehicles are unavailable—due to cost, breakdowns, health limitations, or shared household use, respondents described missed medical appointments, delayed access to groceries, canceled job interviews, and reduced participation in community life. These findings reinforce the role of transportation as a determinant of health, economic opportunity, and quality of life.

The most frequently cited barriers to transit use mirror those identified by service providers but are expressed through personal impact. Riders reported that service does not operate where they live, does not go where they need to go, or runs at times that do not align with work, medical appointments, childcare, or caregiving schedules. Reliability concerns, long wait times, limited evening and weekend service, safety considerations, and affordability were repeatedly identified as reasons for not using transit. Rural respondents, in particular, emphasized the lack of service beyond city limits and the difficulty of traveling between counties for specialized medical care, employment, or family obligations.

While many respondents indicated they have access to smartphones and the internet, comfort using technology to plan or book trips varied widely. Some riders described being tech savvy, while others expressed confusion or frustration with apps, scheduling platforms, or unclear service information. Several respondents noted that they were unaware of available transit services altogether or unsure how to determine if service existed in their area. These findings highlight the

need for clear, accessible communication, travel training, and human centered support, particularly for older adults, individuals with disabilities, and first-time users.

When asked what single change would make the biggest difference, riders consistently prioritized expanded routes and service areas, extended service hours, more frequent and reliable service, and better accessibility for people with disabilities. Affordable fares and reduced or no cost options for low-income riders were also common themes. Riders emphasized the importance of real time schedule information, simpler trip planning tools, and clearer education about where services operate, how to use them, and what to expect. Many respondents expressed willingness to use transit more often if these barriers were addressed.

Importantly, rider feedback conveys not only unmet needs but also a desire to be connected. Respondents spoke of wanting to access medical care, maintain employment, remain independent as they age, participate in faith based and community activities, and reduce reliance on informal or burdensome transportation arrangements. These lived experiences underscore the importance of centering rider voices in coordinated planning and ensuring that service design reflects real world travel patterns across both urban and rural areas.

Overall, the Your Voice, Your Ride survey confirms that mobility challenges persist across the region and directly affect residents' ability to meet essential needs. The findings support the RPTCP's emphasis on coordination, accessibility, education, and service expansion consistent with FTA Sections 5310 and 5311, and they reinforce the value of continued public involvement to ensure transit solutions are responsive, equitable, and grounded in the daily realities of the people they are intended to serve.

Survey results reinforced key mobility challenges across the region, particularly for transit-dependent populations. Respondents identified limited service hours, difficulty accessing transportation for medical and work trips, and challenges coordinating trips across providers or county boundaries. These findings directly informed the Transit Needs Index (TNI) development and the identification of service gaps presented in Chapter 6.

2.9. Social Media Key Performance Indicators

Digital outreach supporting the Your Voice, Your Ride: Regional Transit Survey achieved measurable engagement and meaningful public participation outcomes. A targeted social media post promoting the survey reached more than 4,100 views and generated 46 direct survey link clicks, resulting in a 1.12 percent click through rate, which exceeds typical benchmarks for public sector planning outreach. The content was also shared 11 times, extending survey visibility through community and partner networks and supporting equitable access to participation. These engagement metrics demonstrate the effective use of digital strategies to reach transit users, raise awareness of coordinated planning efforts, and encourage public involvement consistent with FTA public participation and Title VI expectations. In particular, content shares serve as a key indicator of trust and credibility, reflecting engagement and validation from community partners and stakeholders who are willing to amplify CTCOG's outreach through their own networks.

Table 2-4 Social Media Engagement Metrics – Your Voice, Your Ride Survey

Outreach Channel	Content Type	Views	Clicks	Click-Through Rate (CTR)	Likes	Shares	Primary KPI
Social Media	Survey Promotion Post	4,119	46	1.12%	5	11	Link Clicks / CTR

Figure 2-1 Social Media Graphics and Content – Your Voice, Your Ride Survey

Help Shape the Next 5 Years of Public Transit

Medical Appointments
Faith Based Activities
The Future of Public Transit Starts Here
Grocery Shopping
Work & Job Interviews
Childcare
Recreation

Central Texas Council of Governments
Published by Anita Janke · November 25, 2025 ·

The future of public transit starts here!
Take the survey today 🙌 <http://bit.ly/3Jod2ai>

In partnership with [Hill Country Transit District](#) & [City And Rural Rides](#) and dedicated local collaborators like [Workforce Solutions of Central Texas](#), [Ride N Safe Medical Transport, LLC | Non Emergency Transport](#), [Heart of Central Texas Independent Living Center, Inc. \(HOCTIL\)](#), we're working to improve public transit across Central Texas — and we need to hear from you!

- 🧠 Fresh ideas
- 💡 New possibilities
- 🚗 Microtransit wins

Together, we can shape the future of transportation in our community.

Si desea servicios de traducción al español, facilítenos su nombre y número de teléfono para que podamos ponernos en contacto con usted.

Correo electrónico: ktmpo@ctcog.org

Learn about the FY27-31 Regional Public Transportation Coordination Plan <http://bit.ly/4nopCV9>

[#PublicTransit](#) [#CentralTexasMoves](#) [#YourVoiceYourRide](#)

In conclusion, the public involvement activities conducted to date have generated valuable input from transit users, service providers, and partner organizations, strengthening the foundation of the Plan and supporting informed, coordinated decision making. These efforts reflect CTCOG's commitment to transparent, inclusive engagement that aligns with FTA public participation and Title VI requirements.

At the same time, public involvement for the Plan is an ongoing process. Several engagement activities remain underway or planned, providing continued opportunities for riders, stakeholders, and community partners to participate, share perspectives, and inform final plan development and implementation strategies. These remaining activities will further enhance outreach to underserved populations, support relationship building with partners, and ensure that coordinated transportation strategies continue to reflect evolving needs across both urban and rural areas of the region.

Through sustained engagement, education, and collaboration, CTCOG will continue to build public and stakeholder trust, strengthen coordination across service systems, and support the development of a regional transportation network that is accessible, responsive, and community driven.