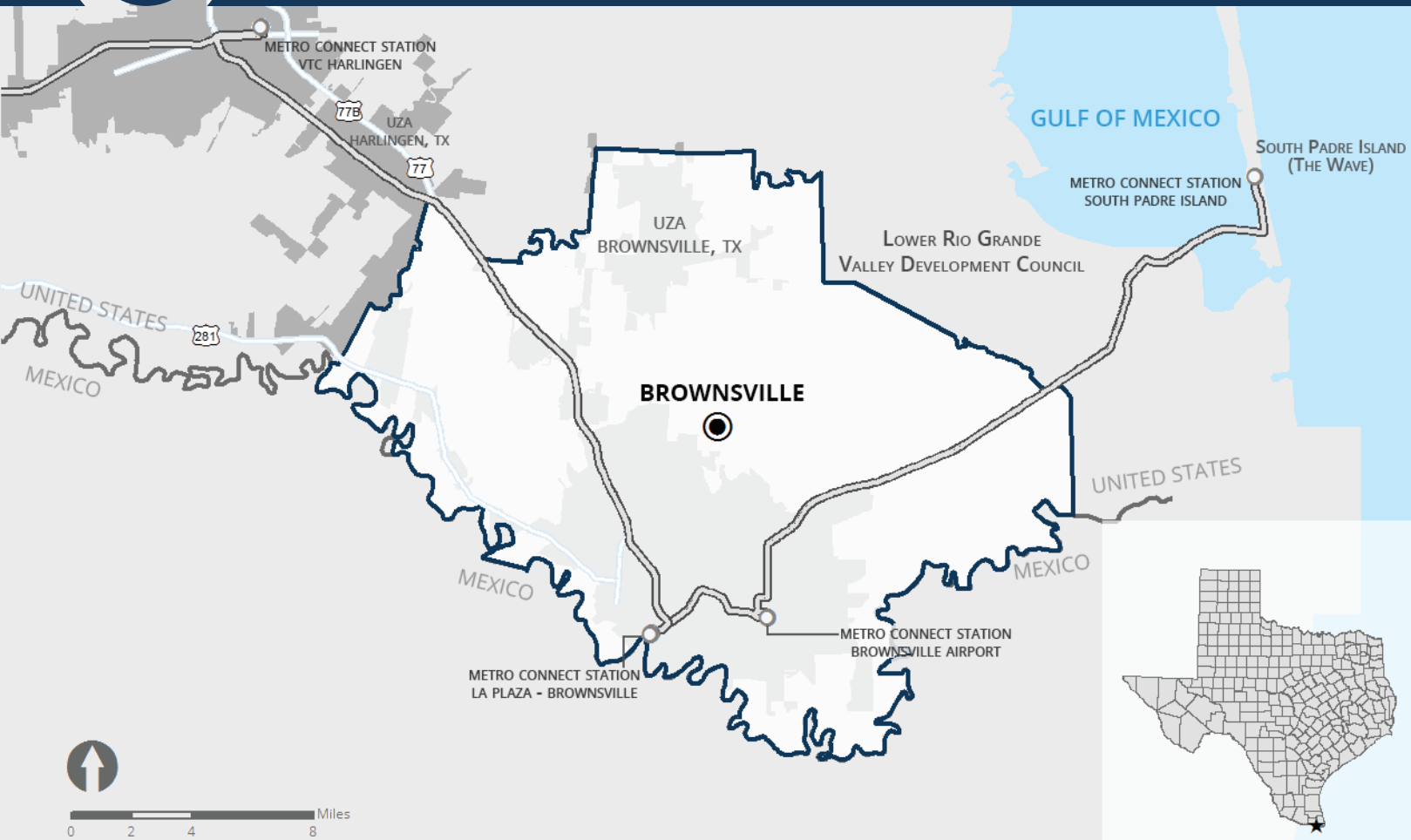




CITY OF BROWNSVILLE



The City of Brownsville serves as an urban transit district (UTD) for the Brownsville urbanized area (UZA) under Texas Transportation Code Chapter 458 and therefore receives state funding. Brownsville Metro (B Metro), formerly known as Brownsville Urban System, is a public transit provider in the UTD. B Metro provides fixed-route local bus service and ADA paratransit service throughout the Brownsville metropolitan area. The service area falls entirely into Cameron County, covering the vast majority of the Brownsville UZA and a small portion of the Harlingen UZA. In the region, the City of South Padre Island operates Island Metro, Metro McAllen provides transit services to McAllen in Hidalgo County, and the Lower Rio Grande Valley Development Council serves the Harlingen UZA and rural areas of Cameron and Hidalgo Counties. B Metro, Island Metro, and Metro McAllen coordinate to deliver regional express bus service—Metro Connect—for residents to travel in Brownsville, Edinburg, Harlingen, McAllen, Mercedes, and South Padre Island.

B Metro is a department of the City of Brownsville. It is governed by the City Commission of Brownsville and advised by the six-member Transit Advisory Committee.



Urban Transit District

- Service Area Population¹: 273,693
- Service Area Land Area²: 278.39 Sq. Miles
- Unlinked Passenger Trips³: 1,742,179
- Revenue Fleet³: 27 Vehicles



Urban Transit District Services

Service Information



Local Bus Service

16 bus routes available within the city limits of Brownsville.

One-Way Fare Structure:

- Base fare: \$1.00
- Discounted fares: \$0.75^a or \$0.50^b
- Free fare^c

Fare Media:



ADA Paratransit Service

Available in areas within 3/4-mile on both sides of the fixed-route service.

Passengers must schedule their trip between one to seven days in advance.

One-Way Fare Structure:

- Base fare: \$1.50

Fare Media:



Regional Bus Service (Metro Connect)

Three bus lines connect South Padre Island, Brownsville, Harlingen, Mercedes, McAllen and Edinburg.

Fare Structure:

- Day pass: \$5.00^d or \$10.00^e
- Unlimited 30-day pass: \$90^d or \$100^e
- Discounted pass: \$25^{d,f}

Fare Media:



Notes:

- ^a Students, seniors, and people with disabilities.
- ^b Medicare cardholders, seniors, and people with disabilities.
- ^c Children under 6.
- ^d Metro Connect only.
- ^e All regional systems.
- ^f Students and faculty members.

Operating Time (Excluding Holidays)

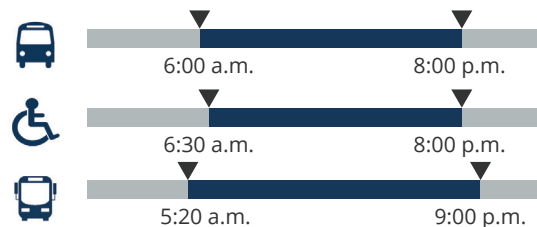


Operating Days by Mode

| | | | | | | | |
|--|-----|-----|-----|-----|-----|-----|-----|
| | MON | TUE | WED | THU | FRI | SAT | |
| | MON | TUE | WED | THU | FRI | SAT | |
| | MON | TUE | WED | THU | FRI | SAT | SUN |



Operating Hours by Mode

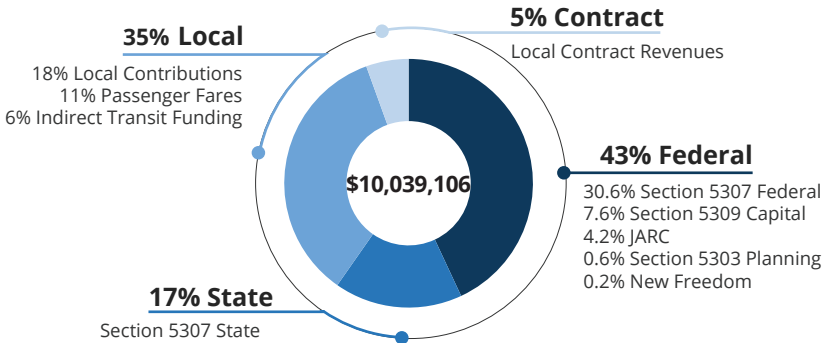




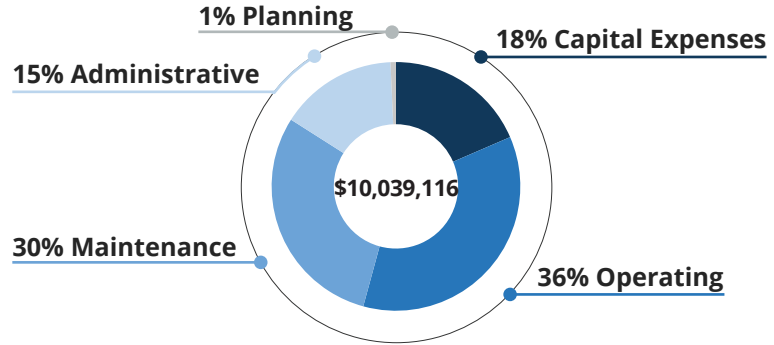
FY 2014 Financial Status³



Revenues in Fiscal Year 2014



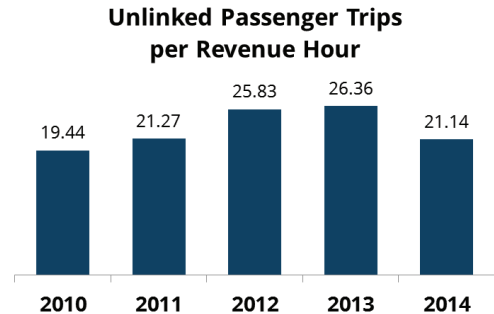
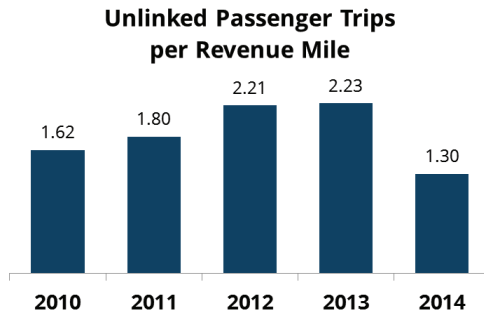
Expenditures in Fiscal Year 2014



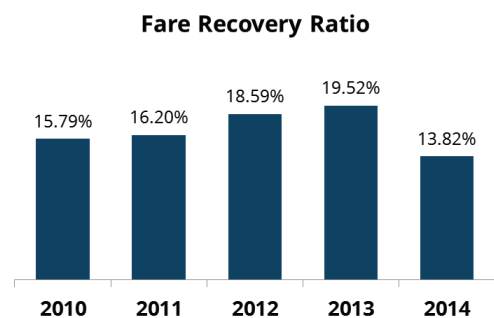
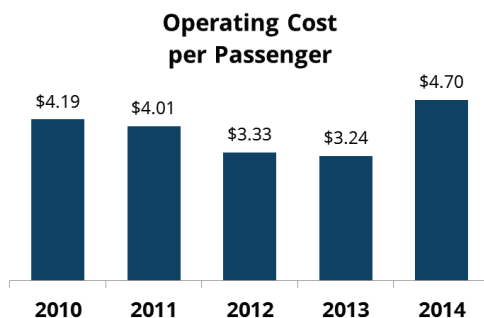
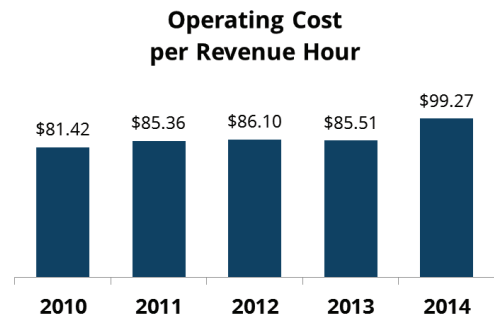
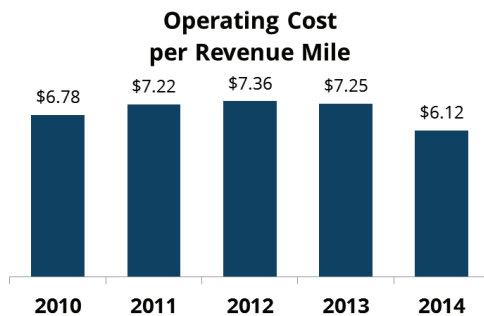
FY 2010–2014 Performance Measures³



Productivity in the Past 5 Years



Efficiency in the Past 5 Years



Projects in the 2015–2018 STIP⁴

| Implementation Year | Project Name | Cost |
|---------------------|--|-------------|
| 2015 | Operating Assistance | \$3,526,358 |
| 2015 | Other Capital Program Items | \$1,541,124 |
| 2015 | Stations Stops/Terminals | \$500,000 |
| 2015 | Planning Assistance - Short Range/Travel | \$25,000 |
| 2015 | Revenue Rolling Stock | \$140,810 |
| 2015 | Other Capital Program Items | \$51,694 |
| 2015 | Revenue Rolling Stock | \$350,000 |
| 2015 | Revenue Rolling Stock | \$350,000 |
| 2015 | Operating Assistance | \$1,392,438 |
| 2015 | Revenue Rolling Stock | \$288,000 |
| 2016 | Operating Assistance | \$3,526,358 |
| 2016 | Other Capital Program Items | \$1,541,124 |
| 2016 | Stations Stops/Terminals | \$500,000 |
| 2016 | Planning Assistance - Short Range/Travel | \$125,000 |
| 2016 | Revenue Rolling Stock | \$140,810 |
| 2016 | Other Capital Program Items | \$51,694 |
| 2016 | Revenue Rolling Stock | \$350,000 |
| 2016 | Operating Assistance | \$1,392,438 |
| 2017 | Operating Assistance | \$3,526,358 |
| 2017 | Other Capital Program Items | \$1,541,124 |
| 2017 | Planning Assistance - Short Range/Travel | \$25,000 |
| 2017 | Revenue Rolling Stock | \$140,810 |
| 2017 | Other Capital Program Items | \$51,694 |
| 2017 | Revenue Rolling Stock | \$375,000 |
| 2017 | Revenue Rolling Stock | \$350,000 |
| 2017 | Operating Assistance | \$1,392,438 |

Continue on the next page

Projects in the 2015-2018 STIP⁴ (Cont'd)

| Implementation Year | Project Name | Cost |
|---------------------|--|-------------|
| 2018 | Operating Assistance | \$3,526,358 |
| 2018 | Other Capital Program Items | \$1,541,124 |
| 2018 | Planning Assistance - Short Range/Travel | \$25,000 |
| 2018 | Revenue Rolling Stock | \$140,810 |
| 2018 | Other Capital Program Items | \$51,694 |
| 2018 | Revenue Rolling Stock | \$375,000 |
| 2018 | Revenue Rolling Stock | \$350,000 |
| 2018 | Operating Assistance | \$1,392,438 |

Data Sources:

¹ Brownsville Metro.

² Texas A&M Transportation Institute, land area calculation based on the boundary of Brownsville metropolitan planning organization.

³ Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011–2014 data.

⁴ Texas Department of Transportation, Proposed 2015–2018 District Statewide Transportation Improvement Programs.

Last Updated:

February, 2016