

2022

Transportation Inventory Report



July 2022

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INTRODUCTION

The Transportation Inventory Report for FY 2021-2022 is the Step I in a three-step planning effort, as determined by the Texas Department of Transportation (TxDOT) – Public Transportation Division. This planning effort is made possible through a federally funded grant, which BVCOG was awarded through TxDOT for the time-period of September 2020 through February 2022.

PURPOSE

Providing an inventory of transportation resources within the region provides BVCOG, and its region, a comprehensive look at the vehicles and personnel used to provide transportation to senior citizens and persons with disabilities within the region. This inventory will be used in Step II of this process to identify the needs of the region, and perform an analysis of gaps within the network. Once gaps are identified, a comprehensive plan update will be performed in 2021 to create a vision for the region, based upon this initial information.

METHODOLOGY

Information was gathered at the guidance of the Transportation Workgroup. All direction was led by stakeholders to BVCOG, as dictated through workgroup meetings and other correspondence. Previous inventory reports, contact with health and transportation providers in rural areas and Bryan/College Station, in addition to help of Chamber of Commerce and other Economic Development authorities guided the information-gathering seen in this report. Survey results will be listed in the Appendix.



OVERVIEW

Service Location Chart

The Service Location Chart provides an at-a-glance view of health and human service transportation providers in the region with vehicles available. Services including individual nursing homes and independent school districts are not included in this table, since they are not considered available for health and human service transportation on a regular basis.

Regional Profile

The regional profile provides an overview of the transportation options that are available region-wide or in multiple counties. A regional map to give context of geographical appearance and location of communities is included.

County Profiles

County profiles provide a summary of the services, vehicles, and rides (as reported to BVCOG staff) on a county-wide scale, in addition to population demographics.

Transportation Planning Resources

There are several entities in the region who can assist with various stages of the transportation planning process; they are listed in the transportation planning resources section.

Childcare and Elder Care Centers

Childcare and elder care centers (nursing homes, assisted living facilities, or similar services) that provide transit services will be listed here.

SERVICE LOCATION CHART

Service	Brazos	Burleson	Grimes	Leon	Madison	Robertson	Washington
Fixed Route Bus & Shuttle Service	BTD, TAMU Transit, Ground Shuttle, & Greyhound		Greyhound			Greyhound	
On-Demand Transit Service	BTD, Uber, Lyft, see County Profile for full list	BTD	BTD	BTD	BTD	BTD	BTD & Brenham Mobility
Health/Senior Centers Providing Transportation	Lincoln Recreation Center	Burleson Health Resource Center	Grimes Health Resource Center	Leon Health Resource Center	Madison Health Resource Center	Calvert Senior Center	Washington County Healthy Living Association
Nonprofit Transportation Providers	BVCIL, Carpool, Elder Aid, & BGCBCV	BVCIL	BVCIL	BVCIL	BVCIL	BVCIL	BVCIL & BGCWC
Transportation & Mobility Training	211 Texas	211 Texas	211 Texas	211 Texas	211 Texas	211 Texas	211 Texas
Hospital & Clinic Shuttles	Veterans Affairs Shuttle (to Temple)						

REGIONAL PROFILE

Brazos Valley Region

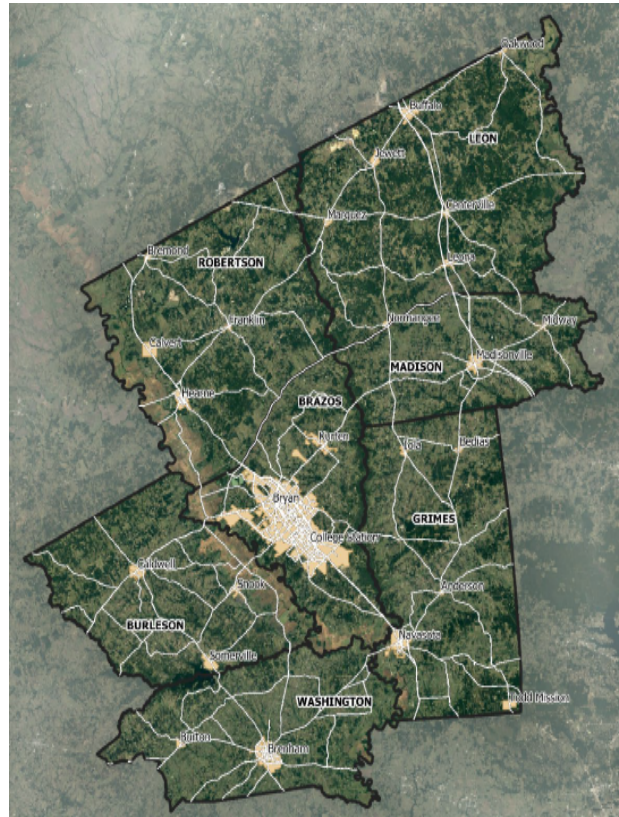
Introduction

The Brazos Valley Region features a diverse group of populations and demographic trends. Many areas of the region are experiencing large rates of growth, leading to new and exciting opportunities for residents of the region. The Brazos Valley 7-county region is home to 377,968 (Lightcast 2022). The Brazos Valley is 5,108 square miles (very similar in size to the US State of Connecticut), but only features a population density of about 74 people per square mile.

Population: 377,968 (Lightcast, 2022)

Scope of Services:

- Fixed Route Bus Service
 - Greyhound Bus Lines
 - Brazos Transit District
- On-Deman Transit Service
 - Brazos Transit District
 - Uber
 - Lyft
- Nonprofit Transportation Providers
 - Brazos Valley Center for Independent Living
- Transportation Education Resources
 - 211 Texas



FIXED ROUTE BUS SERVICE

Greyhound Bus Lines

(979) 822-4346; www.greyhound.com



Greyhound Bus Lines provide a nation-wide bus service with stops in various locations throughout the Brazos Valley Region. The Greyhound station is located in Brazos County (Bryan) with stops located in Grimes County (Navasota) and Robertson County (Hearne). There are two connection routes, one serving Waco and Dallas, while the other serves Houston.

Type of Agency: Private

Location: Bryan, Navasota, and Hearne

Service Area: Brazos, Grimes, and Robertson Counties

Hours of Operation:

- Bryan: 7 AM to 7 PM Monday to Friday, closed weekends & holidays. Picks up at Brazos Transit District bus terminal.
- Navasota: 24 hours (picks up at the Navasota Circle T. This location is a bus stop only).
- Hearne: 12 AM to 2 PM (picks up at the CEFCO Convenience Store in Hearne. This location is a bus stop only).

Audience Served: General population

Scope of Services: General transit service use (fixed routes) and charter

Brazos Transit District

(800) 272-0039; (979) 778-0607 ext. 0; <http://www.btd.org/info-needed-to-ride/>



Brazos Transit District provides a variety of transportation services in the entire Brazos Valley region, and throughout Southeast Texas. Headquartered in Bryan, Brazos Transit provides fixed-route service in Bryan/College Station, in addition to demand and response service in rural areas throughout the region. If you are a Senior (65 years +) or disabled, you can receive a Senior and Disabled Pass which is a reduced price of \$0.50 available for fixed routes only.

Type of Agency: Public

Location: Bryan

Service Area: Brazos Valley

Number of Rides: 300,000 to 500,000 yearly

Hours of Operation: Weekdays 7 AM to 5 PM

For more details visit <http://www.btd.org/fixed-routes/>

Senior & Disabled Application: <https://tinyurl.com/7p2j5ddk>

Audience Served:

- Individuals with disabilities
- Seniors (age 65+)
- People with low incomes

Scope of Services:

- General transit service (fixed routes and demand response)
- Medical (non-emergency)
- ADA Paratransit
- Social/recreational

Vehicle Inventory:

- 5+ buses
- 5+ vans
- 5+ cars

FIXED ROUTE FARES**CASH FARES**

General Public <i>one-way</i>	\$1.00
Children 6-12 <i>one-way</i>	\$0.50
Children under 6 <i>with Paying Customer</i>	FREE
*Blinn & TAMU Students <i>with current student ID</i>	FREE

TICKETS & PASSES

Day Pass	<i>Unlimited trips in one calendar day</i>	\$3.50
Weekly Pass	<i>Unlimited trips in 5 consecutive weekdays</i>	\$15.00
Monthly Pass	<i>Unlimited trips for 31 consecutive days</i>	\$45.00
Multi-Ride Pass	<i>(42 one-way trips)</i>	\$42.00
Ticket Book	<i>(40 one-way trips)</i>	\$40.00
BTD TAMU Pass	<i>For non-students to ride the Aggie Spirit Buses, valid Jan. to Dec.</i>	\$35.00

REDUCED CASH FARES

Seniors <i>one-way with S-Pass (65 and over)</i>	\$0.50
Disabled <i>one-way with D-Pass</i>	\$0.50
Medicare <i>one-way with Medicare Card</i>	\$0.50

REDUCED TICKETS & PASSES

Day Pass	<i>Unlimited trips in one calendar day</i>	\$1.75
Weekly Pass	<i>Unlimited trips in 5 consecutive weekdays</i>	\$7.50
Monthly Pass	<i>Unlimited trips for 31 consecutive days</i>	\$22.50
*S&D Punch Pass	<i>(40 one-way trips)</i>	\$20.00

* S&D Punch Passes are only available to clients who have been issued either a S-Pass or D-Pass card. An S-Pass or D-Pass Card must be shown to the driver each time the S&D Punch Pass is used.

* Current Texas A&M and Blinn students may ride Brazos Transit District Fixed Routes in Bryan/ College Station for no charge if a current student ID is presented to the bus driver.

On-Demand Transit Service

The one-way fare must be paid each time you board the bus. Drivers accept cash, tickets, and passes, but do not accept checks. Please have exact fare ready. Drivers do not carry, handle cash, or make change. Children 2 or under ride free of charge. Children 3 and above are charged full fare. Personal Care Attendants (PCA) ride free with approved application on file. ¹

Fares Within the Same County

General Public One-way.....	\$3.50
Same Day Trips One-way	\$5.50
Additional Trips	\$2.50*

Tickets & Passes

Round Trip Ticket.....	\$7.00
Ticket Book 40 tickets (20 Round Trips)	\$140.00
Multi-Ride Pass 42 punches (21 Round Trips)	\$135.00

Fares County to County

General Public - Crossing 1 County One-way	\$4.00
General Public - Crossing 2 Counties One-way	\$5.00*
Each additional County + plus base fare One-way.....	\$2.00*
Additional trips.....	\$2.50*
Same Day Trips One-way (plus base & county fare)	\$2.00*

Tickets & Passes

Round Trip Ticket Crossing 1 County.....	\$8.00
Ticket Book 40 tickets (20 Round Trips) Crossing 1 County.....	\$160.00
Multi-Ride Pass 42 punches (21 Round Trips) Crossing 1 County.....	\$155.00

¹ (<http://www.btd.org/wp-content/uploads/2021/08/DRRiderGuide.pdf> July 2022).

* Tickets are not available for same day, additional trips, or for those individuals crossing more than one county line to reach their destination. Full payment may be made with cash or a combination of a ticket and cash. Tickets may be purchased by credit card over the phone (979)778-0607 ext. 0, by mail, or a BRAZOS TRANSIT DISTRICT office.

GENERAL TIME SCHEDULES FOR DEMAND & RESPONSE²

BRAZOS COUNTY

Brazos within Brazos	Monday - Friday	6 am to 6 pm
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BURLESON COUNTY

Burleson within Burleson	Monday - Friday	6 am to 6 pm
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Burleson to Brazos	Tuesday & Thursday	Arrive 10 am Depart 3 pm
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GRIMES COUNTY

Grimes within Grimes	Monday - Friday	6 am to 6 pm
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Grimes to Brazos	Monday - Friday	Arrive 10 am Depart 3 pm
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LEON COUNTY

Leon within Leon	Monday - Friday	6 am to 6 pm
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Leon to Brazos	Tuesday & Thursday	Arrive 10 am Depart 3 pm
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² (<http://www.btd.org/demand-and-response/time-schedules/> July 2022)

MADISON COUNTY

Madison within Madison	Monday - Friday	6 am to 6 pm
Madison to Brazos	Monday - Friday	Arrive 10 am Depart 3 pm

ROBERTSON COUNTY

Robertson within Robertson	Monday - Friday	6 am to 6 pm
Robertson to Brazos	Monday - Friday	Arrive 10 am Depart 3 pm

WASHINGTON COUNTY

Washington within Washington	Monday - Friday	6 am to 6 pm
Washington to Brazos	Tuesday & Thursday	Arrive 10 am Depart 3 pm

SOME RESTRICTIONS MAY APPLY BASED ON TIME AND SPACE AVAILABILITY. For further information call dispatch at 1-800-272-0039 or 979-778-4480.

Uber

<https://www.uber.com/>

Type of Agency: Rideshare

Service Areas: Bryan-College Station,

Hours of Operation: 24/7/365 as driver availability allows

Audience Served: General population

Scope of Services:

- Ride Hailing
- Reservations up to 30 days in advance
- Vehicle rental (will bring vehicle to renter)

Vehicle Inventory:

- Fleet consists of drivers' personal vehicles.

Lyft

<https://www.lyft.com/>

Type of Agency: Rideshare

Service Area: Bryan-College Station, Caldwell

Hours of Operation: 24/7/365 as driver availability allows

Audience Served: General population

Scope of Services:

- Ride hailing

Vehicle Inventory:

- Fleet consists of drivers' personal vehicles

TRANSPORTATION EDUCATION RESOURCES

211 Texas

Dial 211; www.211texas.org

211 Texas is a telephone-based information service providing Transportation Resource data in the region.

Type of Agency: Public

Location: College Station

Service Area: Texas

Scope of Services:

- Information and referrals

Nonprofit Transportation Providers

Brazos Valley Center for Independent Living (BVCIL)

(979) 776-5505; www.bvcil.org

BVCIL offers “Above and Beyond” transportation options for individuals with disabilities. This means that if a rider with disabilities has no other means for transportation, they can provide a ride. A rider must have a self-stated disability. The first ride for riders is free, after the first ride a program manager will assist the rider in filling out an intake and will determine available options for them in the future. Transportation includes door-to-door service to community events, meetings, doctors’ appointments, and personal errands. Out of area (Brazos County) and region (Brazos Valley) travel is also available upon scheduling.

Type of Agency: Nonprofit

Location: Bryan

Service Area: Brazos Valley Region

Hours of Operation: 24/7/365 when scheduled

Eligibility: Disabled

Scheduling & Cost:

- B/CS: \$3.50 each way
 - Call to schedule 48 hours in advance
- In Region (6 counties): \$3.50 each way
 - \$1 per county line crossed
 - Call to schedule 5 days in advance
- Out of Area (Houston, Temple, etc.): State average price per mile + \$12/hour
 - Call to schedule 2 weeks in advance

Scope of Services:

- Medical (non-emergency)
- ADA Accessible
- Shopping, Medical, Errands
- Social/Recreational
- Travel Training: If a rider does not understand how to use, access, or know about other transportation options in their area, BVCIL facilitators will train them on how to use and access other transportation resources and systems. This includes options like sidewalk access for anyone regardless of disability.

Vehicle Inventory:

- 1 full size bus with lift
- 2 four transit vans
- 3 mini vans with rear ramps

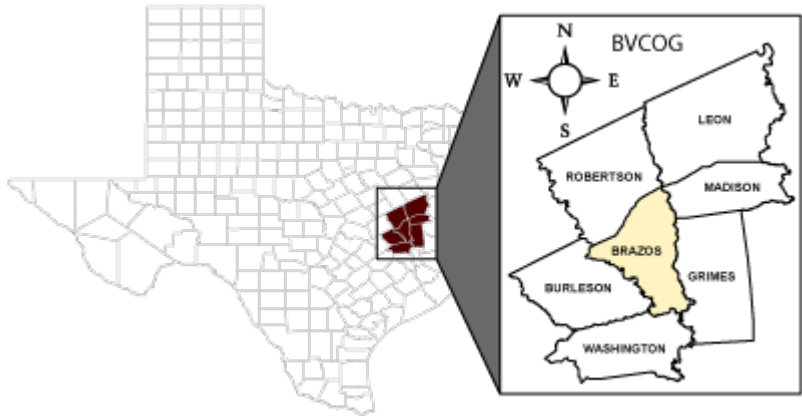


COUNTY PROFILES

BRAZOS COUNTY

Introduction

Brazos County is located in the center of the Brazos Valley Council of Governments coverage area. The cities of Bryan and College Station are located within Brazos County, which serve as the center of commerce within the county and entire region.



Population: 241,813 (Lightcast, 2022)

County Seat: Bryan (Pop: 92,920) (ESRI, 2021)

Incorporated Communities: College Station (Pop: 116,612); Kurten (Pop: 444); Wixon Valley (Pop: 281) (ESRI, 2021)

Scope of Services:

- Fixed Route Bus Service
 - Texas A&M University (Bryan/College Station)
 - Brazos Transit District (see Regional Profile for details)
- On-Demand Transit Service
 - Brazos Transit District (see Regional Profile for details)
 - AA Aggieland Taxi/BCS Taxi
 - Curbside Cab Taxi Service
 - Executive Limousine Service
 - Uber (see Regional Profile for details)
 - Lyft (see Regional Profile for details)
- Health/Senior Centers providing Transportation
 - Lincoln Recreation Center
- Nonprofit Transportation Providers
 - Brazos Valley Center for Independent Living (see Regional Profile for details)
 - Carpool
 - Elder Aid
 - Boys and Girls Club of Brazos Valley
- Hospital/Clinic Shuttles
 - Veterans Affairs Shuttle (to Temple VA Hospital)

Fixed Route Bus Service

Texas A&M Transportation Services (Aggie Spirit Bus)

(979) 847-7433; <https://transport.tamu.edu/transit.aspx>



This bus system serves Texas A&M University in the Bryan/College Station area and goes no further. This system is generally reserved for students and on-campus visitors but a citizen with proper Brazos Transit District passes can ride the system anywhere it goes. The system has a flexible schedule that follows the university's schedule, so a private citizen must plan according in the summer or winter break periods.

Type of Agency: Nonprofit

Location: College Station

Service Area: Bryan/College Station

Hours of Operation: <https://transport.tamu.edu/busroutes/>

Audience Served:

- Texas A&M students
- General population (with proper BTID)

Scope of Services:

- General transit service (fixed routes)
- Charter options
- Social/recreational
- ADA Paratransit

Vehicle Inventory:

- 5+ Buses
- 5+ Transit vans

On-Demand Transit Service

AA Aggieland Taxi/BCS Taxi Cab

979-693-5532; <http://www.bcstaxicab.com/>

Type of Agency: Private

Location: Bryan

Service Area: Brazos County

Hours of Operation: 8 AM to 8 PM every day except Fridays, including holidays

Audience Served:

- General population (can provide transportation for 20+ people)

Scope of Services:

- Taxi
- Airport shuttle

Vehicle Inventory:

- Vans, mini vans, and wagons (number not known)

Curbside Cab Taxi Service

(979) 436-8107; <http://curbsidetaxicabservice.com/>

Type of Agency: Private

Location: Bryan

Service Area: Brazos County (with Houston, Austin, and Dallas airport service)

Hours of Operation: Not known

Audience Served:

- General population

Scope of Services:

- Taxi service
- Airport shuttle

Vehicle Inventory: Not known

Executive Limousine Service

979-412-2819; <https://executivelimousineservices.com/>

Type of Agency: Private

Location: College Station

Service Area: Brazos County (with service to major airports)

Hours of Operation: 24/7/365

Audience Served:

- General population

Scope of Services:

- Limousine
- Airport shuttle
- Charter

Vehicle Inventory: Not known

Health/Senior Centers Providing Transit

Lincoln Recreation Center

(979) 764-3779; https://www.cstx.gov/departments_city_hall/parks/lincolncenter



The Lincoln Recreation Center is located at 1000 Eleanor Street in College Station within W. A. Tarrow Park. Residents can take advantage of youth programs, senior services, special events, and community outreach. The facility includes a gymnasium, game room, fitness room, multipurpose room, zero depth water park, and a 13,000 square foot covered pavilion.

Type of Agency: Public

Location: College Station

Service Area: Brazos Valley Region

Number of Rides: 240+ yearly

Hours of Operation:

- Senior Program Transportation runs Tuesdays, Wednesdays, and certain Fridays. Hours vary but generally leaves from LRC mid-morning and returns early afternoon. ADA accessible.
- Children School Transportation runs weekday mornings before school hours during the school year. ADA accessible.

Audience Served:

- Children and senior citizens

Scope of Services:

- Transportation to school for children
- Transportation to social/recreational activities for seniors

Vehicle Inventory: 3 vans

Nonprofit Transportation Providers

Carpool

(979) 693-9905; <https://carpool.tamu.edu/>



Carpool provides free, safe, nonjudgmental transportation for students and non-students alike on Friday and Saturday nights during the spring and fall TAMU semesters.

Type of Agency: Nonprofit

Location: College Station

Service Area: BCS Metro

Hours of Operation: Friday and Saturday nights from 10 PM to 3 AM during Texas A&M University's spring and fall semesters

Audience Served: General population

Scope of Services: Provides transportation *only* to the location where the rider will be staying for the night

Vehicle Inventory: Rented from Enterprise, fleet varies each weekend

Elder Aid

(979) 823-5127; www.elderaidbcs.org

This volunteer-based operation is located within Brazos County. Their primary client base are elderly individuals who have no access to transportation. Clients are limited to 3 rides per month if there is a volunteer to provide rides. Drivers will pick-up riders, drive them to their appointment, wait for them during their appointment, and drive them back to their residence. Transportation rides should be scheduled 1 week in advance. To secure a ride call the Elder Aid number listed. This service is not ADA Accessible.

Type of Agency: Nonprofit

Location: Bryan

Service Area: Bryan/College Station

Hours of Operation: Weekdays from about 7 AM to 5 PM

Eligibility: Serves low income seniors (aged 60+)

Scope of Services:

- Medical (non-emergency)
- Prescription pick-up/drop-off

Vehicle Inventory: Not known

Boys and Girls Club of Brazos Valley

(979) 822-7516; <https://www.bgcbv.org/>

The Boys and Girls Club locally provides programs as part of the national Boys and Girls Club. Transportation assistance to and from programs and events is provided through the agency.

Type of Agency: Nonprofit

Location: Bryan/College Station

Service Area: Brazos County

Hours of Operation:

- Summer: 8 AM to 5 PM Monday through Friday
- Fall & Spring: 3 to 7 PM Monday through Thursday, and 3 to 6 PM on Fridays

Audience Served: Children

Scope of Services:

- Transportation to programs and events
 - Character and leadership training
 - Education and career training
 - Health and life skills
 - Arts, sports, fitness, and recreation
 - Specialized initiatives

Hospital/Clinic Shuttles

Veterans Affairs Shuttle

(979) 680-0361

Type of Agency: Public

Location: College Station

Service Area: Brazos Valley Region

Hours of Operation: Tuesdays and Thursdays, picks up at 7 AM at College Station VA and returns by 1:30 PM

Audience Served: Veterans

Scope of Services: Medical (non-emergency), limit of 3 riders per trip

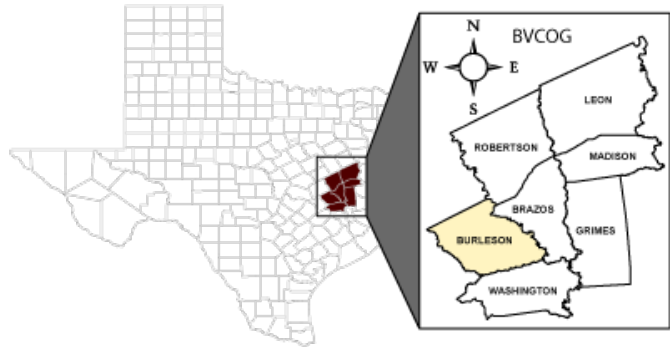
Vehicle Inventory: 1 van (ADA accessible)



BURLESON COUNTY

Introduction

Burleson County is located in the western portion of the Brazos Valley region, between Brazos and Lee Counties. Outside of Burleson County, residents receive many services based in Bryan/ College Station, located 20 miles northeast of Caldwell.



Population: 19,260 (ESRI, 2020³)

County Seat: Caldwell (Pop: 4,370) (ESRI, 2020)

Incorporated Communities: Somerville (Pop: 1,493);
Snook (Pop: 602) (ESRI, 2020)

Scope of Services

- On-Demand Transit Service
 - Brazos Transit District (see Regional Profile for details)
 - Lyft (see Regional Profile for details)
- Health/Senior Centers Providing Transportation
 - Burleson Health Resource Center (Caldwell & Somerville)
- Nonprofit Transportation Providers
 - Brazos Valley Center for Independent Living (see Regional Profile for details)

Health/Senior Centers Providing Transit

Burleson Health Resource Center

(979) 567-3200 (Caldwell) & (979) 596-2315 (Somerville)

<https://www.co.burleson.tx.us/page/living.bhrc>



The Burleson Health Resource Center has offices in Caldwell and Somerville. Their service area includes Burleson County and trips to Bryan/College Station and Brenham for medical appointments.

Type of Agency: Public

Location: Caldwell and Somerville

Service Area: Burleson County

Eligibility: Depending on the type of assistance needed, you may be required to present proof of household income, social security card, and proof of residency.

Number of Rides: 240+ yearly

Hours of Operation: Weekday mornings and afternoon (time varies on number of riders). Rides must be arranged in advance.

Audience Served:

- Individuals with disabilities
- Individuals aged 65+
- People with low incomes
- Children
- Veterans
- Other public members

Scope of Services: Medical (non-emergency)

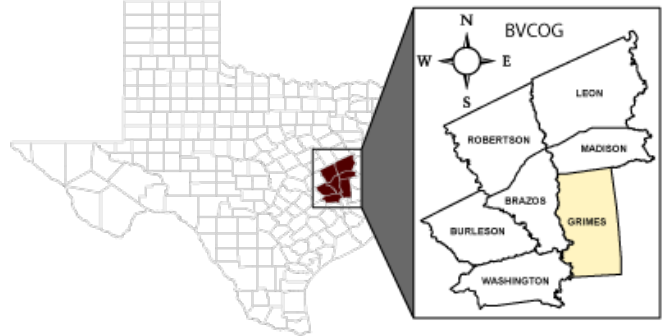
Vehicle Inventory:

- 1 bus (wheelchair accessible)
- 1 van (wheelchair accessible)
- 2 SUVs

GRIMES COUNTY

Introduction

Grimes County is located in the southeastern portion of the Brazos Valley region, between Brazos and Waller Counties. Many Grimes County residents rely upon health and human service providers in both Bryan/College Station and Houston, depending upon location in the county, and type of service.



Population: 31,068 (ESRI, 2021)

County Seat: Anderson (Pop: 257) (ESRI, 2021)

Incorporated Communities: Navasota (Pop: 7,820); Iola (Pop: 457); Bedias (Pop: 431); Plantersville (Pop: 137); Todd Mission (Pop: 126) (ESRI, 2021)

Scope of Services

- On-Demand Transit Service
 - Brazos Transit District (see Regional Profile for details)
 - Uber (see Regional Profile for details)
 - Lyft (see Regional Profile for details)
- Health/Senior Centers Providing Transportation
 - Grimes Health Resource Center (Navasota)
- Nonprofit Transportation Providers
 - Brazos Valley Center for Independent Living (see Regional Profile for details)

Health/Senior Centers Providing Transit

Grimes Health Resource Center

(936) 870-4575; <https://www.grimeshealthresourcecenter.com/>



This health resource center is run out of St. Joseph's Hospital in Navasota. Call Grimes Health Resource office to speak with an Office Manager who will provide further transportation information and assist you with registration.

Type of Agency: Nonprofit

Location: Navasota

Service Area: Grimes County

Number of Rides: 1,360 in FY2021

Eligibility: May require proof of income, social security information, and filling out rider application.

Hours of Operation: Weekday morning (specific times vary on number of riders)

Audience Served:

- Individuals with disabilities
- Individuals aged 65+
- People with low incomes
- Veterans
- Other public members

Scope of Services:

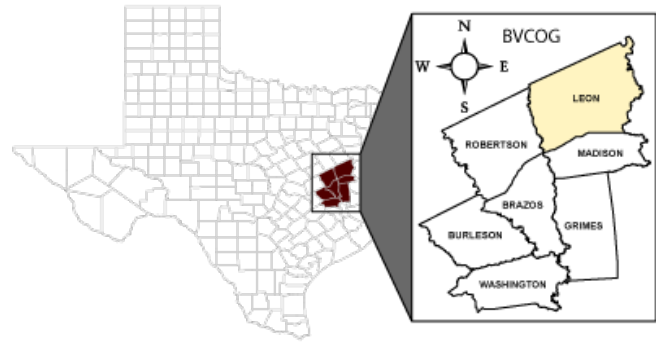
- Medical (non-emergency)
- Shopping

Vehicle Inventory: 1 van

LEON COUNTY

Introduction

Leon County is located in the northern portion of the Brazos Valley region, between Robertson and Houston Counties. Many residents of Leon County rely on services provided in Bryan/College Station, Palestine, and can access Houston or Dallas easily on I-45.



Population: 17,849 (ESRI, 2021)

County Seat: Centerville (Pop: 1,014) (ESRI, 2021)

Incorporated Communities: Buffalo (Pop: 2,005); Jewett (Pop: 1,204); Hilltop Lakes (Pop: 1,123); Normangee (Pop: 669); Oakwood (Pop: 520); Marquez (Pop: 268) Leona (Pop: 197) (ESRI, 2021)

Scope of Services

- On-Demand Transit Service
 - Brazos Transit District (see Regional Profile for details)
 - Lyft (see Regional Profile for details)
- Heath/Senior Centers Providing Transportation
 - Leon Health Resource Center (Centerville)
- Nonprofit Transportation Providers
 - Brazos Valley Center for Independent Living (see Regional Profile for details)

Health/Senior Centers Providing Transit

Leon Health Resource Center

(903) 536-4033; <https://www.co.leon.tx.us/page/leon.HealthResourceCenter>



The Leon Health Resource Center is located at the Health Point building in Centerville, the county seat of Leon County. These vans help Leon county citizens get around and make trips to Bryan/College Station. Call Leon Health Resource office to speak with an Office Manager who will provide further transportation information and assist you with registration.

Type of Agency: Nonprofit

Location: Centerville

Service Area: Leon County

Number of Rides: 730 in 2020

Eligibility: Depending on the type of assistance needed, you may be required to present proof of household income, social security card, and proof of residency.

Hours of Operation: Weekdays (Hours vary based on rider) call ahead to schedule ride.

Audience Served:

- Individuals aged 65+
- People with low incomes

Scope of Services:

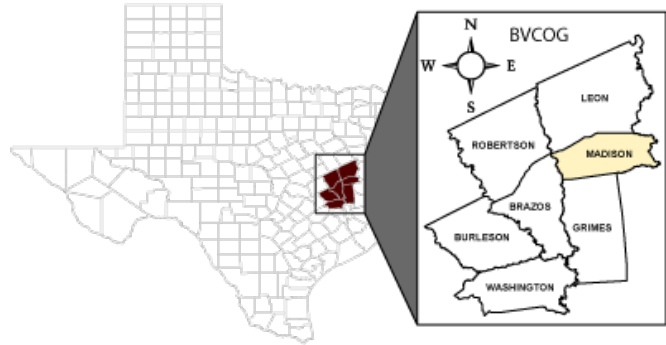
- Medical (non-emergency)
- Entertainment
- Social/shopping

Vehicle Inventory: 2 vans

MADISON COUNTY

Introduction

Madison County is located in the eastern portion of the Brazos Valley region, between Brazos and Houston Counties. Services outside of Madison County for residents are primarily based in Bryan/College Station, and additional services are easily accessible in Huntsville and Houston via I-45.



Population: 15,467 (ESRI, 2021)

County Seat: Madisonville (*Pop:* 4,852) (ESRI, 2021)

Incorporated Communities: Midway (*Pop:* 262) (ESRI, 2021)

Scope of Services

- On-Demand Transit Service
 - Brazos Transit District (see Regional Profile for details)
 - Uber (see Regional Profile for details)
 - Lyft (see Regional Profile for details)
- Health/Senior Centers Providing Transportation
 - Madison Health Resource Center (Madisonville)
- Nonprofit Transportation Providers
 - Brazos Valley Center for Independent Living (see Regional Profile for details)

Health/Senior Centers Providing Transit

Madison Health Resource Center

(936) 349-0714; <https://www.madisonhealthresourcecenter.com/>



This County health resource center is located at the St. Joseph's Hospital south of Madisonville. Transportation Program offers rides at no cost for health-related needs. Transportation is dependent upon volunteer driver availability. To schedule a ride, call at least two days in advance to the Resource Center.

Type of Agency: Nonprofit

Location: Madisonville

Eligibility: Some services may require proof of income, residency, and social security. Eligible riders include people without reliable transportation for health-related reasons like medical appointment or transit to pharmacy, senior center, or grocery store.

Service Area: Madison County

Number of Rides: 100+ in 2020

Hours of Operation: Goes to Madisonville on Monday & Wednesday mornings, and goes to Bryan on Tuesday & Thursday mornings (only from 9 to 11 AM)

Audience Served:

- Individuals aged 65+
- People with low incomes
- Veterans

Scope of Services:

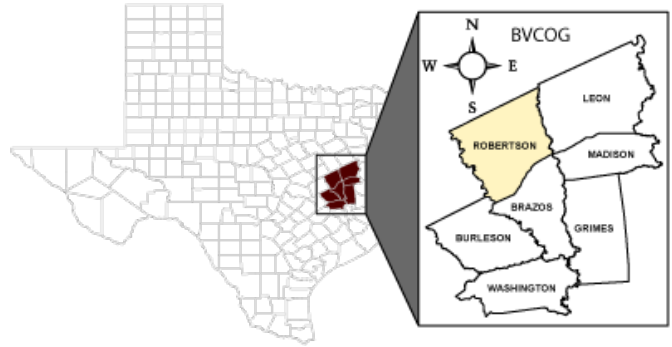
- Medical (non-emergency)
- Social/shopping

Vehicle Inventory: 1 van

ROBERTSON COUNTY

Introduction

Robertson County is located in the northern portion of the Brazos Valley region, between Brazos and Falls/Limestone Counties. Robertson County lies just north of Brazos County and receive many services from Bryan/College Station.



Population: 18,677 (ESRI, 2021)

County Seat: Franklin (Pop: 1,826) (ESRI, 2021)

Incorporated Communities: Hearne (Pop: 4,773); Calvert (Pop: 1,285); Bremond (Pop: 929) (ESRI, 2021)

Scope of Services

- On-Demand Transit Service
 - Brazos Transit District (see Regional Profile for details)
 - Lyft (see Regional Profile for details)
- Health/Senior Centers Providing Transportation
 - Calvert Senior Center
- Nonprofit Transportation Providers
 - Brazos Valley Center for Independent Living (see Regional Profile for details)

Health/Senior Centers Providing Transit

Calvert Senior Center

(979)-364-2676

This senior center is operated in Calvert, Robertson County. Call Calvert Senior Center for more information on scheduling rides to Senior Center and eligibility information.

Type of Agency: Nonprofit

Location: Calvert

Service Area: Robertson County

Hours of Operation: Weekdays early mornings and afternoons (varies)

Audience Served:

- Individuals with disabilities
- Individuals aged 65+

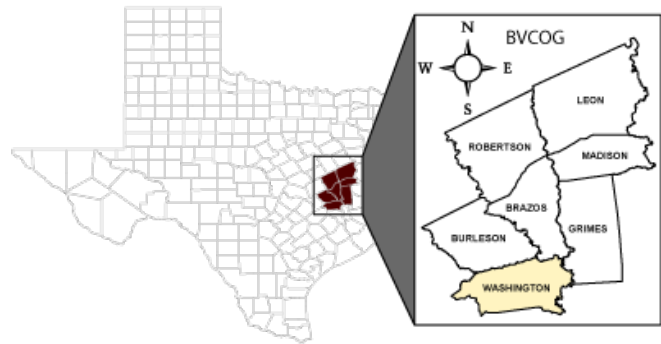
Scope of Services: Social

Vehicle Inventory: 1 van

WASHINGTON COUNTY

Introduction

Washington County is located in the southern portion of the Brazos Valley region, between Grimes and Fayette Counties. Washington County is located in between Austin and Houston on US Hwy 290, and receive many services from Bryan/College Station.



Population: 36,729 (ESRI, 2021)

County Seat: Brenham (*Pop: 17,188*) (ESRI, 2021)

Incorporated Communities: Burton (*Pop: 346*) (ESRI, 2021)

Scope of Services:

- On-Demand Transit Service
 - Brazos Transit District (see Regional Profile for details)
 - Brenham Mobility
 - Uber (see Regional Profile for details)
 - Lyft (see Regional Profile for details)
- Health/Senior Centers Providing Transportation
 - Washington County Healthy Living Association
- Nonprofit Transportation Providers
 - Brazos Valley Center for Independent Living (see Regional Profile for details)
 - Boys and Girls Club of Washington County

On-Demand Transit Service

Brenham Mobility

(979) 251-1660

Brenham Mobility is a wide-ranging “demand and response” transportation provider based out of Burton, providing services to residents in Washington County. Brenham Mobility provides a variety of services, 24 hours a day and 7 days a week, including service to airports in Austin, College Station, and Houston. This provider has two wheelchair accessible vehicles, and is run by a retired paramedic with experience transporting persons with disabilities or health issues.

Type of Agency: Private

Location: Brenham

Service Area: Brazos and Washington Counties

Hours of Operation: 24/7/365

Audience Served:

- Individuals with Disabilities
- Individuals aged 65+
- General population

Scope of Services: Medical (non-emergency)

Vehicle Inventory: 2 vans (wheelchair accessible)

Health/Senior Centers Providing Transit

Washington County Healthy Living Association

(979) 836-6552; <http://www.seniorcenterbrenham.com/>

This senior center is operated in Brenham in Washington County. Visit Washington County Health Association website to download an application to access services and eligibility information.

Type of Agency: Nonprofit

Location: Brenham

Service Area: Washington County

Eligibility: Some services may require proof of income, residency, and social security. Serving populations 60 and up.

Number of Rides: 6,500 yearly

Hours of Operation: Weekdays only. Times vary based on number of riders. Call ahead to schedule transportation.

Audience Served: Individuals aged 65+

Scope of Services:

- Social/shopping
- Medical (non-emergency)

Vehicle Inventory: 1 van (not wheelchair accessible)

Nonprofit Transportation Providers

Boys and Girls Club of Washington County

(979) 277-9383; <https://www.bgc-brenham.org/>

The Boys and Girls Club locally provides programs as part of the national Boys and Girls Club. Transportation assistance to and from programs and events is provided through the agency. Transportation from schools is provided by Durham Transportation to the Club. Please check with you child's school and Durham Transportation for more information. The Junior High and Middle School members typically walk to the club in a group due to the close proximity. If inclement weather, Durham Transportation will provide pickup.

Type of Agency: Nonprofit

Location: Brenham

Service Area: Washington County

Hours of Operation: Afternoons after school hours

Audience Served: Children

Scope of Services:

- Transportation to programs and events
 - Character and leadership training
 - Education and career training
 - Health and life skills
 - Arts, sports, fitness, and recreation
 - Specialized initiatives

AIR TRANSPORTATION & AIRPORT SHUTTLES

American Airlines

(800) 433-7300; <https://www.aa.com>

Type of Agency: Private

Location: Easterwood Airport, College Station

Service Area: Brazos Valley Region

Hours of Operation: American Airlines flies to and from Easterwood Airport on a daily basis only to DFW Airport in Dallas-Fort Worth. Easterwood Airport is open 8AM – 5PM on weekdays and 10AM – 3PM on weekends.

United Airlines

1 (800) 864-8331; <https://www.united.com/ual/en/us/>

Type of Agency: Private

Location: Easterwood Airport, College Station

Service Area: Brazos Valley Region

Hours of Operation: United Airlines flies to and from Easterwood Airport on a daily basis only to IAH Airport in Houston. Easterwood Airport is open 8AM – 5PM on weekdays and 10AM – 3PM on weekends.

Ground Shuttle

(855) 303-4415; www.groundshuttle.com

Ground Shuttle is a private shuttle service which runs between their College Station office and Bush International Airport (IAH) in Houston.

Type of Agency: Private

Location: College Station

Service Area: Brazos Valley Region

Hours of Operation: Weekdays 5:30 AM to 11:30 PM and weekends 6:00 AM to 10:00 PM (check website for specific leave times)

Audience Served: General population

Scope of Services: Fixed route between Bush International Airport in Houston (IAH) and the Ground Shuttle office in College Station

TRANSPORTATION PLANNING RESOURCES

Bryan-College Station Metropolitan Planning Organization

(979) 260-5298; www.bcsmppo.org



The BCSMPO serves as the Transportation Planning entity for the Bryan-College Station Metropolitan Area, which is comprised of Brazos County. Metropolitan Planning Organizations (MPOs) are entities designated by law with the lead responsibility for the development of the area's transportation plans and to coordinate the transportation planning process. All urban areas over 50,000

population are required to have an MPO if the agencies spend Federal money on transportation improvements. The BCSMPO is composed of two active bodies of representation: a Policy Committee and a Technical Advisory Committee. Representatives from both the City of Bryan and College Station, Texas A&M University, Brazos County, Brazos Valley Transit (The District), and the Texas Department of Transportation sit on these committees.

Type of Agency: Public

Location: Bryan

Service Area: Brazos County

Scope of Services:

- Assessing long-range transportation needs
- Develop potential transportation policies
- Track current and future transportation projects

Brazos Transit District

(800) 272-0039; www.btd.org



Brazos Transit District performs transportation planning operations which work, assist, and or provide support to the appointed general public transportation provider on any and all current/future projects or studies being undertaken. This work furthers the positive progression of providing general public transportation for the Brazos Valley Region.

Type of Agency: Public

Location: Bryan

Service Area: Brazos Valley Region and southeast Texas

Scope of Services:

- Assessing long-range transportation needs
- Develop potential transportation policies
- Track current and future transportation projects

Brazos Valley Council of Governments

(979) 595-2800; www.bvcog.org/programs/transportation



The main function of regional transportation at BVCOG is serving as the Regional Planning Organization (RPO/ BVRPO) for transportation in the region, connecting local government leaders with state and federal agencies providing transportation infrastructure and funding. Planning transportation requires collaboration between all levels of government, and with the public. The RPO function, along with transportation grant funding opportunities, provides a link between communities, TxDOT, and other providers of transportation and transportation funding resources. The transportation network of the Brazos Valley, the State of Texas, and the United States is directly correlated with economic development, public safety, and general vitality of communities and residents within the region. Planning regionally allows resources to be efficiently allocated and promoted within the region as a collective unit. In order to achieve regional collaboration, BVCOG houses the RPO of the Brazos Valley (BVRPO) to foster this collaboration.

Type of Agency: Public

Location: Bryan

Service Area: Brazos Valley Region

Scope of Services:

- TxDOT Coordinated Transportation Planning (Health and Human Service Transportation)
- Serves as the Rural Transportation Planning Organization
- Provides funding to rural transportation providers
- Coordinates transportation with other social service organizations, including Workforce, Childcare, and Aging

City of Bryan

(979) 209-5000; www.bryantx.gov



Transportation Planning within the City of Bryan is managed through Planning and Development Services, Engineering and Traffic Operations Divisions. Planning and Development is responsible for development review process, administration of the permits, as well as preparing the City's update to their Comprehensive Plan. Engineering is responsible for implementation of the Capital Improvement Program, right of way acquisition, hiring consultants, as well as review of proposed infrastructure construction plans related to development; Traffic Operations provides technical support to both Planning and Development and Engineering while being responsible for updates to the City's Thoroughfare Plan, Traffic Signal Masterplan, Sidewalk Masterplan, and Bicycle Masterplan.

Type of Agency: Public

Service Area: City of Bryan & ETJ

Scope of Services:

- Planning and development services
- Street and roadway engineering
- Environmental services

City of College Station

(979) 764-3500; www.cstx.gov



Transportation Planning within the City of College Station takes place in the Development Engineering Division. Development Engineering is responsible for development review, administration of flood hazard protection ordinances, impact, the Foxfire Sanitary Sewer Master Plan, as well as preparing, maintaining, and updating the engineering standards manual. Another core of service is planning and implementing a multi-modal transportation system that provides a high degree of mobility for citizens and visitors to the city. Engineering is responsible for leading long-range planning efforts related to transportation and providing support as different aspects of the transportation system are implemented through land acquisition and the development review process.

Type of Agency: Public

Service Area: City of College Station

Scope of Services:

- Development Engineering
- Building services
- Greenways
- GIS analysis

Texas A&M Transportation Institute

(979)-317-2000; <https://tti.tamu.edu/>



The Texas A&M Transportation Institute (TTI) is an agency of the State of Texas and member of the Texas A&M University System. For 70 years, TTI has addressed complex transportation challenges and opportunities with innovation, objectivity and unmatched technical expertise. Our staff delivers excellence, value and thought leadership to ensure our research sponsors achieve their goals. A diverse, interconnected group of 700 professionals, students and support staff from 38 different countries, TTI staff members are recognized state, national and international leaders. TTI researchers play a key role in educating the next generation of transportation professionals, training students both in the laboratory and in the classroom.

Type of Agency: Public

Location: College Station (with other offices statewide)

Service Area: State of Texas & United States

Scope of Services:

- Connected transportation
- Economics
- Environmental planning
- Freight movement
- Human and behavioral studies
- Mobility
- Planning and operations
- Policy planning
- Safety planning
- Security planning
- Workforce development planning

Texas A&M University Transportation Services

(979)-845-9700; <https://transport.tamu.edu/>



The Texas A&M Transportation Services provide planning for the transportation movements of the university and people who work and study on campus. TAMU Transportation Planning includes planning for Aggie Spirit bus service, and all transportation infrastructure on campus.

Type of Agency: Public

Location: College Station

Service Area: Texas A&M Campus, Bryan, and College Station

Scope of Services:

- Transit planning
- Infrastructure planning

Workforce Solutions Brazos Valley

(979) 595-2800; <http://bvjobs.org/>



Workforce Solutions Brazos Valley provides transportation funding for persons using workforce programs. Workforce Solutions Brazos Valley does not have any transportation services, outside of this funding. This funding may be used with a variety of transportation providers within the region.

Type of Agency: Public

Location: Bryan

Service Area: Brazos Valley Region

Scope of Services:

- Provides transportation assistance to certified program customers such as Choices, SNAP, NCP, and all WIOA programs (Adult, DW, Youth, NDWG)
- Provides transportation reimbursement for emergency assistance

CHILD & ELDER CARE CENTERS PROVIDING TRANSPORTION

Childcare Centers

	City	County	Phone
Alisha Hill / Rockin Rebel Roost	Madisonville	Madison	936-348-4238
Christ Lutheran Day School	Brenham	Washington	979-277-9008
Dragonfly Creative Learning Center	Franklin	Robertson	979-828-1810
Dual After School Program	Bryan	Brazos	979-485-2992
Etta Jane Spivey	Madisonville	Madison	936-668-2927
KinderCare 839 (Village Drive)	College Station	Brazos	979-693-9900
KinderCare 841 (Carter Creek)	Bryan	Brazos	979-846-1037
KinderCare 842 (Royal Street)	Bryan	Brazos	979-846-4503
KinderCare 843 (Balcones)	College Station	Brazos	979-696-9062
Methodist Weekday CDC	Brenham	Washington	979-830-8661
Rita's Playschool & Daycare	Madisonville	Madison	936-348-0276
Wee Care for All Child Care Center	Brenham	Washington	979-836-1600

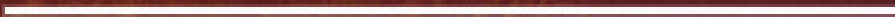
Elder Care Centers

	City	County	Phone
Adar Healthcare & Wellness Center	Madisonville	Madison	936-348-9097
Argent Court	Brenham	Washington	979-836-8000
Bluebonnet Place	College Station	Brazos	979-985-2758
Bremond Nursing & Rehab Center	Bremond	Leon	254-746-7666
Brenham Nursing & Rehab	Brenham	Washington	979-836-9770
Centerville Healthcare Center	Centerville	Leon	903-480-6930
Copperas Hollow Nursing & Rehabilitation	Caldwell	Burleson	979-567-4300
Crestview Retirement Community	Bryan	Brazos	979-364-0687
Crossroads Nursing & Rehabilitation	Hearne	Robertson	979-280-0440
Fortress Health & Rehabilitation	College Station	Brazos	979-694-2200
Franklin Nursing Home	Franklin	Robertson	979-828-5152
Gazebo Terrace Convalescent Center	Brenham	Washington	979-830-7100
Golden Creek Nursing Home	Navasota	Grimes	936-825-4043
High Hope Care Center of Brenham	Brenham	Washington	979-836-6611
Hudson Creek	Bryan	Brazos	979-774-0700
Isle at Watercrest	Bryan	Brazos	979-774-3401
Kruse Village	Brenham	Burleson	979-830-1996
Lampstand Health & Rehabilitation	Bryan	Brazos	979-822-6611
Legacy Nursing & Rehab	Bryan	Brazos	979-776-7521
Navasota Nursing & Rehabilitation	Navasota	Grimes	936-825-6463
St. Joseph Manor Bryan	Bryan	Brazos	979-821-7330
St. Joseph Manor Burleson	Caldwell	Burleson	979-567-0920

2021-2022

Comprehensive Needs Assessment and Gaps Analysis

Brazos Valley Council of
Governments



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Introduction

Background

The Comprehensive Needs Assessment and Gap Analysis Report of the Brazos Valley Region for the FY 2020-2021 is Step 2 in a three-step planning effort, as determined by the Texas Department of Transportation (TxDOT) - Public Transportation Division. This planning effort is made possible through a federally funded grant, which BVCOG was awarded through TxDOT for the time period of September 2020 to February 2022. This report will serve as an update to the 2016 Comprehensive Needs Assessment Report. This series of plans is a result of extensive public outreach and planning processes, which identifies target population, transportation needs, and gaps in services throughout the region.



Defining Need and Gap

Need

A need is identified as a lack of service that is necessary, or is wanted within the region. These needs exist due to circumstances or situations common to elderly persons, persons with disabilities, or even the general public.

Gap

A gap is a break or deficiency which often exists within an existing service, or between multiple services. These gaps often prevent seamless or consistent transitions between transportation services, or the resources (medical, grocery, pharmacy, quality of life).

Purpose

Determining gaps and needs within systems which provide health and human service transportation to residents of the Brazos Valley region is vital in setting a vision for the region. Using data collected during the Transportation Inventory Report, in addition to feedback and collaboration with local government officials, healthcare providers, informed citizens, and transportation riders, this report will provide a comprehensive vision for the region.



Methodology

The Brazos Valley Council of Governments Transportation Department has met and surveyed multiple stakeholders in the region to gather qualitative and quantitative data for the Comprehensive Needs Assessment. The involvement of these agencies and stakeholders represent various public and private interest, which include for-profit and non-profit human service agencies, and public and private paratransit providers in the seven county region. These surveys were conducted through Survey Monkey, an online platform, phone calls, zoom meetings, and in-person meetings.

Further data was collected and used to determine target populations, the mobility disadvantaged. Those who are mobility disadvantaged have demographic and economic characteristics that inhibit a person from being independently mobile and may rely on other people or services for their transportation needs. Traditionally, these people rely on publicly-funded transportation services for these needs. These populations include seniors (65 years of age and older), persons with disability, low-income individuals (those at or below the federal poverty line), households with limited or no access to a personal vehicle, and limited English-speaking households.

Surveys completed by stakeholders contained questions regarding operations, destinations, planning, and challenges. Using this information, staff identified gaps in the regional public transportation system.



Demographic Analysis

Summary

The Brazos Valley Region features a diverse group of populations and demographic trends. Many areas of the region are experiencing large rates of growth, leading to new and exciting opportunities for residents of the region. However, many areas of the region have not experienced this type of growth, and many of these opportunities have not reached region-wide.

Data Sources

The following demographic study has been comprised of multiple data sources: the 2019 American Community Survey 5-Year estimates from the US Census Bureau, the National Center for Veterans Analysis and Statistics from the US Department of Veterans Affairs, Emsi, and Esri.

Geographic Overview

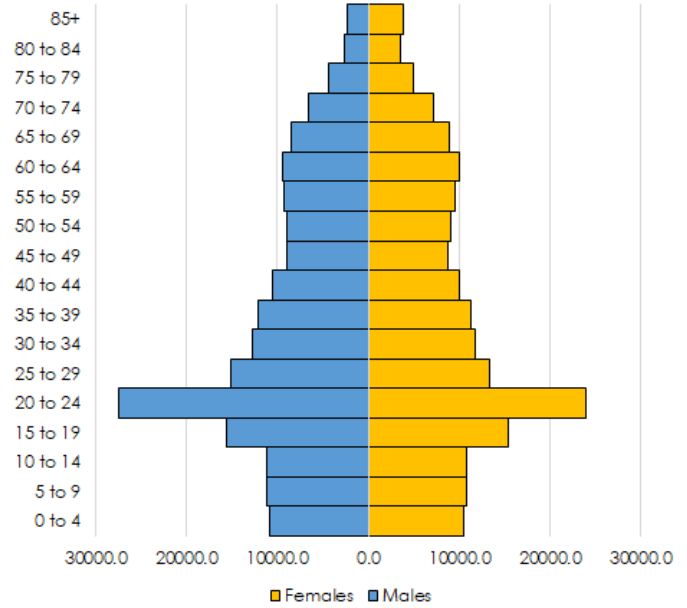
The Brazos Valley seven county region is home to 326,722 people according to 2014 estimates, which is the most recent information available from the US Census Bureau in 2016. There are 167,603 males and 159,119 females to make up that total. The Brazos Valley is 5,108 square miles (very similar in size to the US State of Connecticut), but only features a population density of 64 people per square mile.



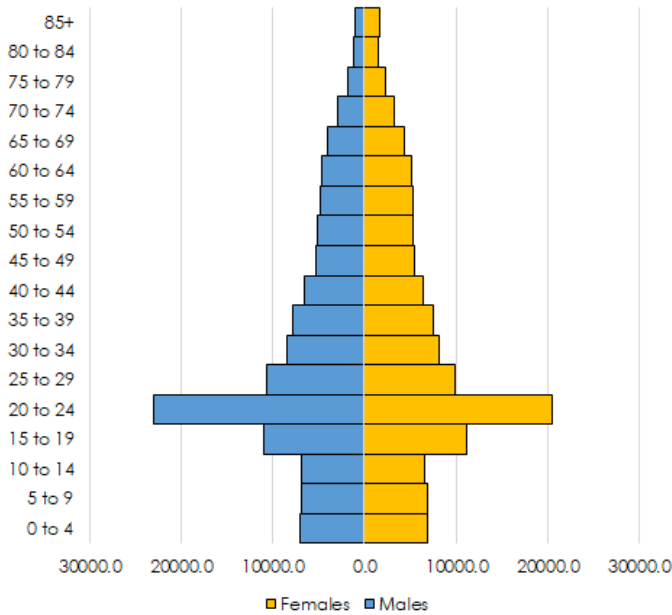
Population and Age

The statistics shown here depict the age and sex distribution of the Brazos Valley, Brazos County, and the six other counties in the region (excluding Brazos County). We have included the latter two population pyramids because Brazos County's age and sex distribution are a major outlier as compared to the other counties in the region due to the presence of Texas A&M University and Blinn College. The other six counties have more in common with each other demographically than they have in common with Brazos County.

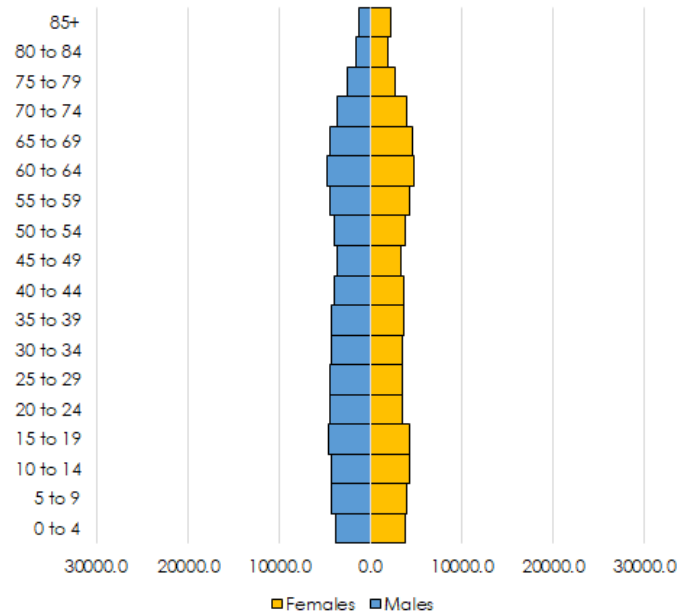
Region Population Pyramid



Brazos County Population Pyramid

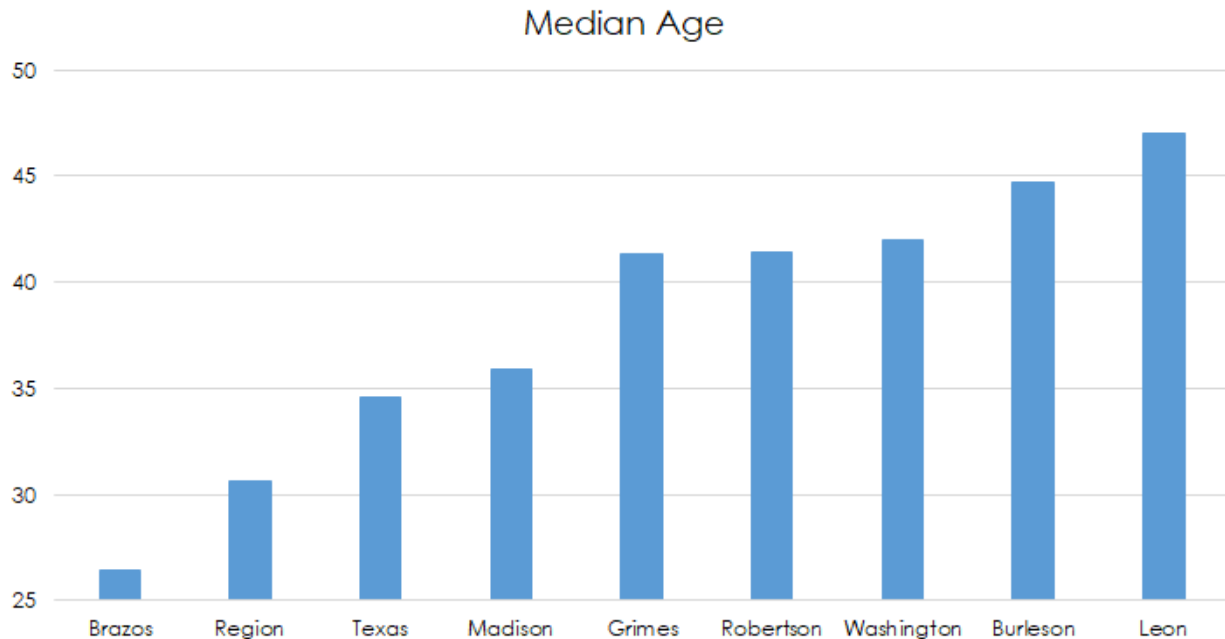


Region w/o Brazos Population Pyramid



Median Age

The following statistics depict the average age of the population in the Brazos Valley, and where various age populations are located (Emsi, 2020).



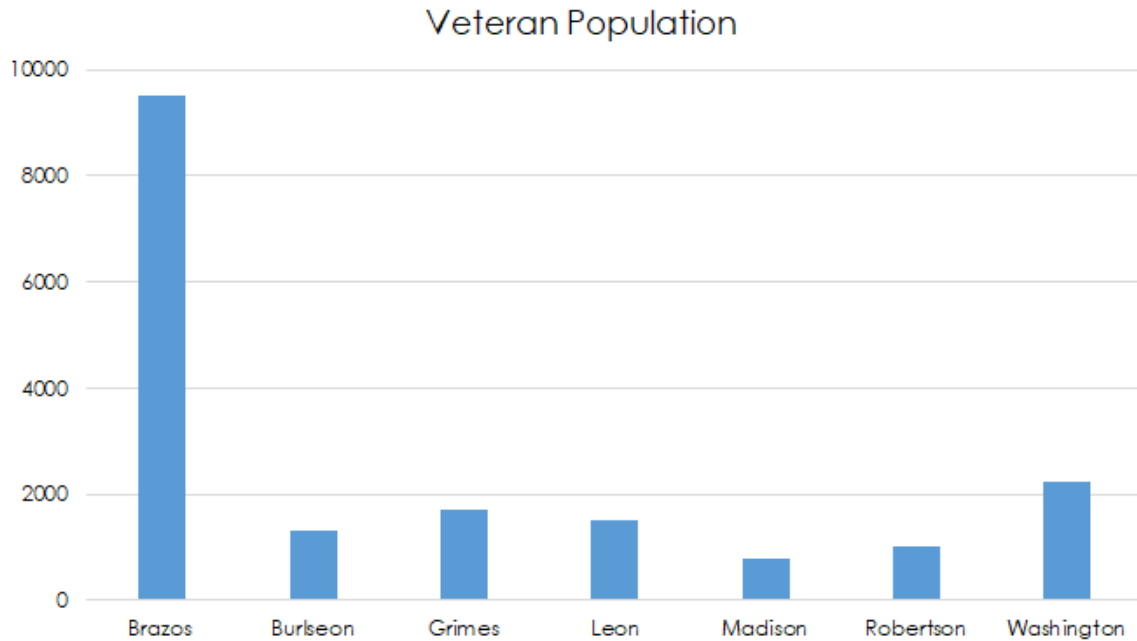
Six of the seven counties in the Brazos Valley are above 35 years of age, with five of them are between the 40 to 49 age range. The United States average age is 38.1 years, which has risen from 37.2 since the 2014 ACS 5-Year Estimate from the US Census Bureau. The Brazos Valley has retained its older population in comparison to national trends during that time span. As the projected population of rural counties in the region continue to rise, the need for alternative forms of transportation is expected to rise. These rural communities will also need to focus on planning and transportation efforts that allow community members to age in place.

Brazos County features a significantly younger average age demographic due to the student population at Texas A&M university and Blinn College. It is still important for public transit opportunities to be provided to this demographic to ensure students can access campus and the workforce population have access to jobs.

Despite the millennial population in Brazos County, the Brazos Valley shows an increasing need for aging, retirement, and transportation services within the next 10 to 20 years.

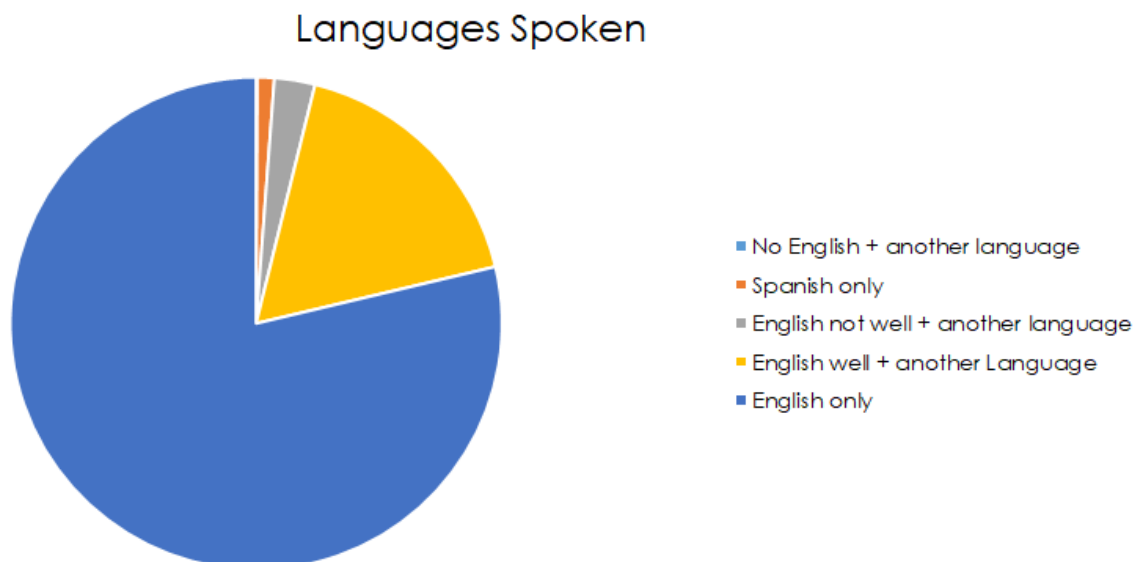
Veteran Population

The following statistics depict the number of veterans in each county in the Brazos Valley, sorted by ages (US Department of Veteran Affairs, 2018).



Languages Spoken

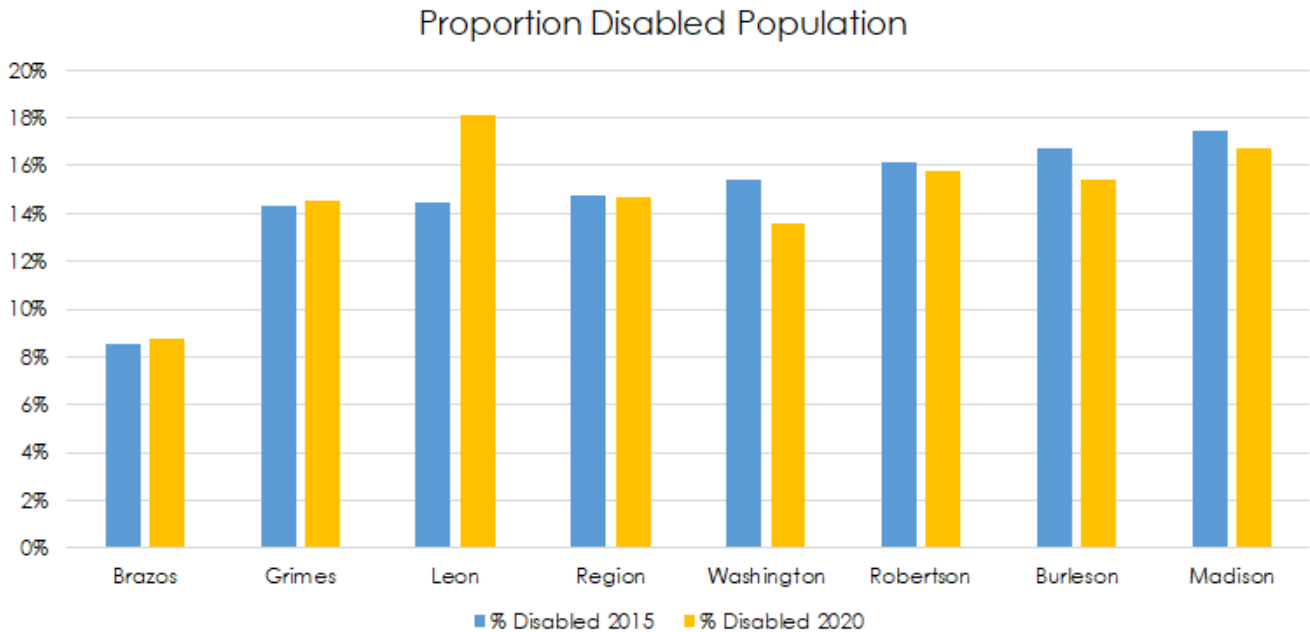
The following statistics depict the languages spoken in Brazos Valley (Esri, 2020)¹.



¹ ESRI is a data system software which draws data from ESRI, MB Research, US Census Bureau, American Community Survey

Population with Disabilities

The following statistics depict the proportion of the population who are disabled in the Brazos Valley and each of its counties (US Census Bureau).

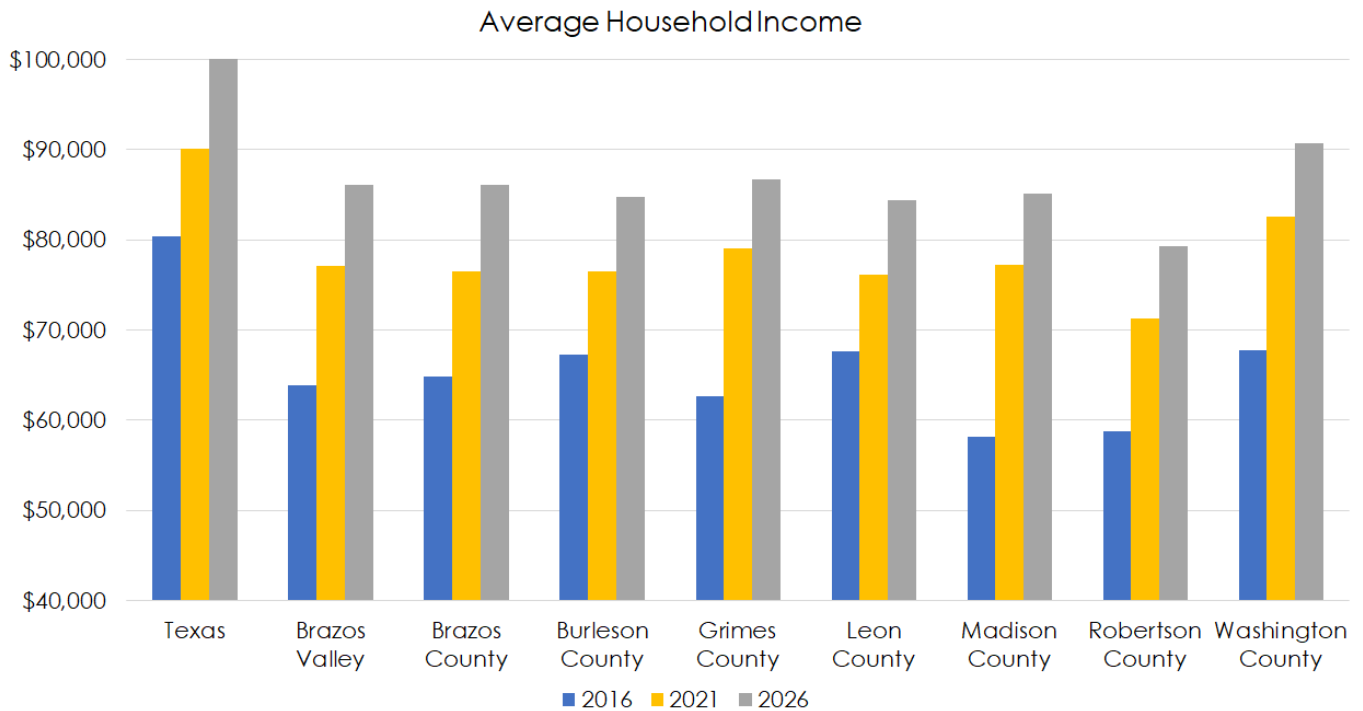


Overall, 15% percent of the Brazos Valley population had at least one disability in both 2015 and 2020. This is somewhat higher than the national average of 12%, and several of the rural counties in the Brazos Valley have disability rates which are significantly higher than the national average, such as Madison and Burleson counties at 17% each.

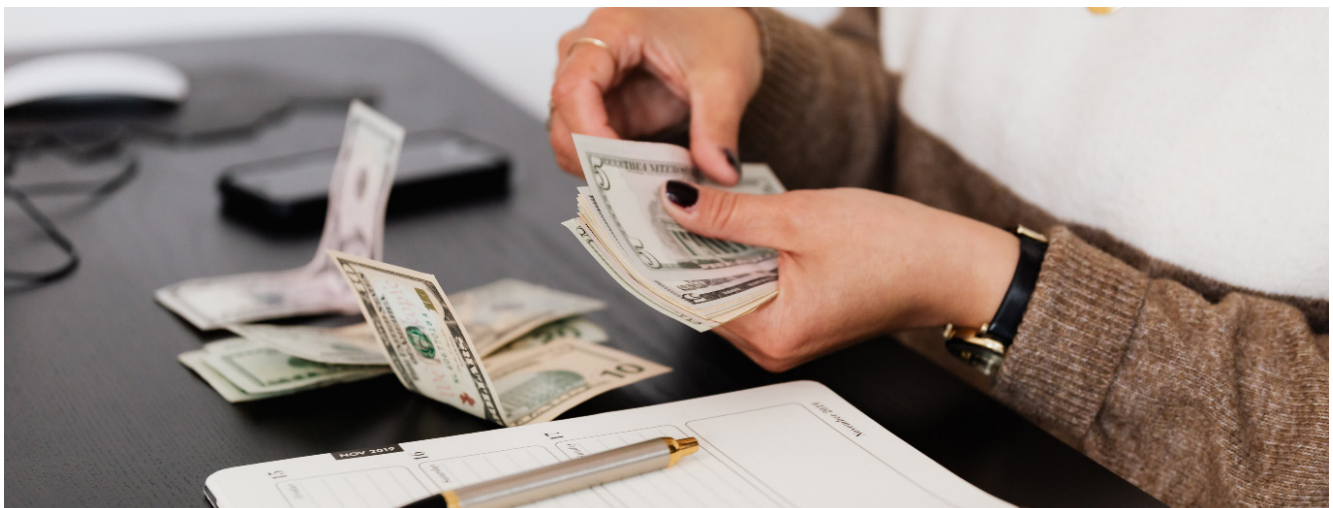
Income

Average Household Income

The following statistics depict income demographics regarding average household income (Esri, 2021).

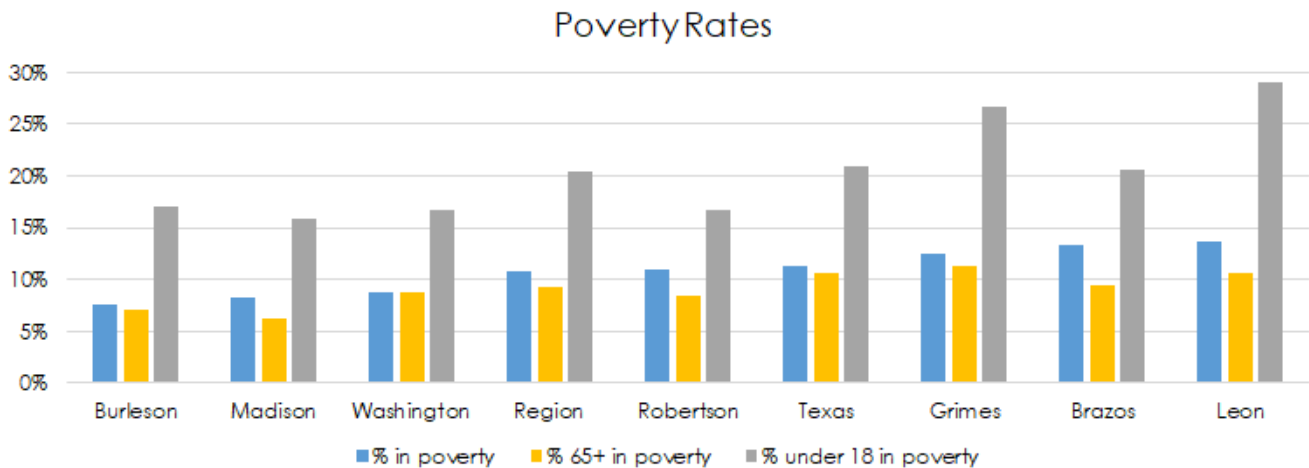


Estimated average income has increased in overall for all counties in Brazos Valley, and is predicted to trend positively by 2026. The largest discrepancy of income in rural areas by 2021 estimates exists between Robertson County and Washington County.

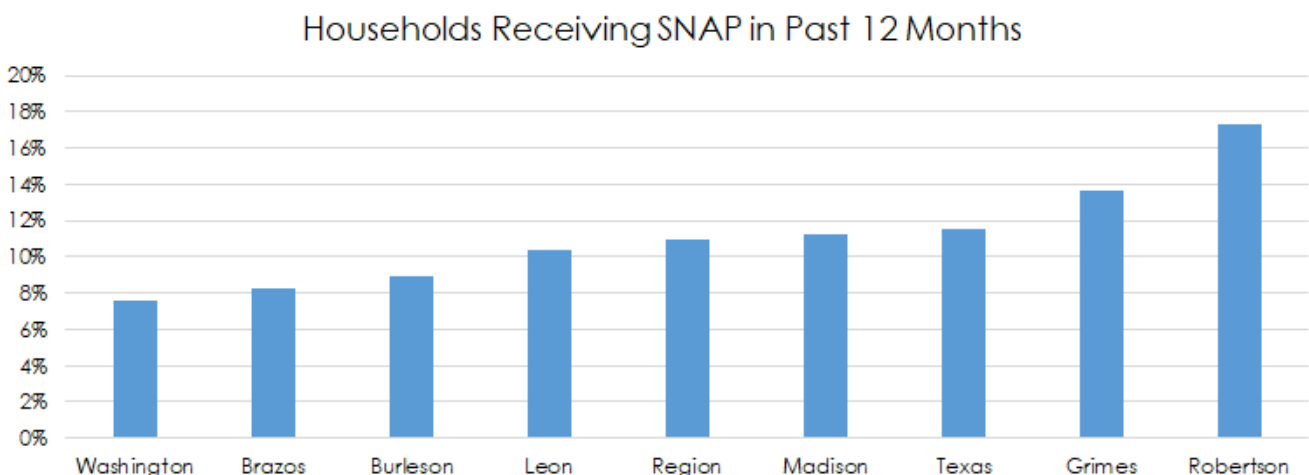


Poverty

The following statistics depict income demographics regarding individuals and households in poverty (Emsi, 2021¹). The poverty percentage shown below is the percentage of people below a set of money income thresholds that vary by family size and composition to determine who is in poverty. If a family's total income is less than the family's threshold, then that family and every individual in it is considered in poverty.



Leon County has the highest percentage of households below the poverty line at 14%, while Burleson County has the lowest percentage at 8%. The region has an average poverty rate of 11%, as does Texas.



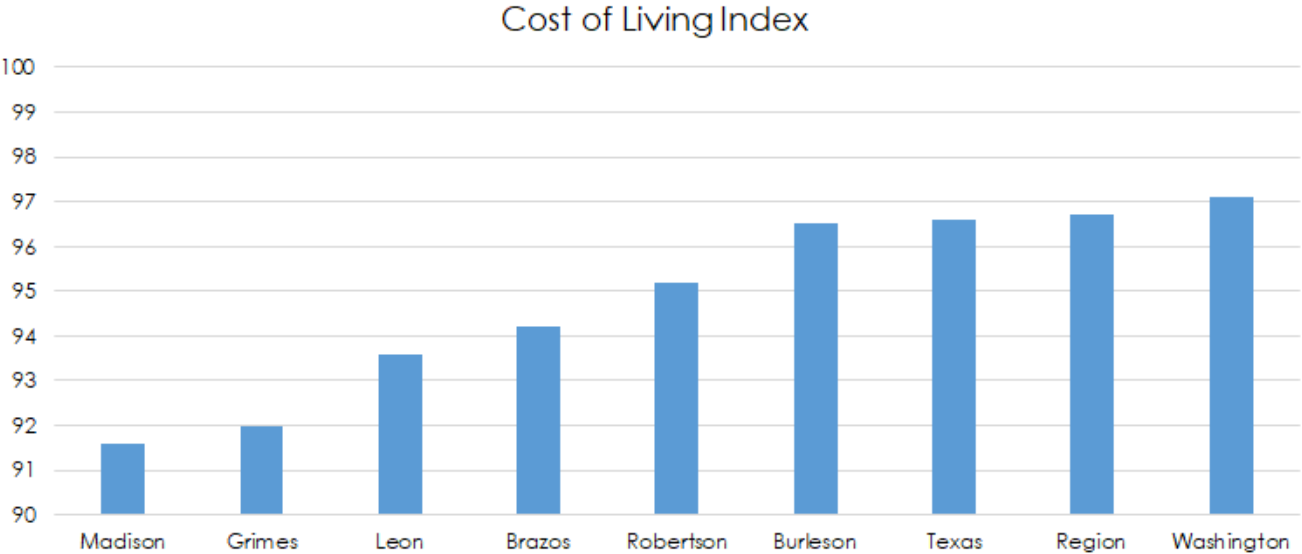
Robertson County has the highest percentage of households receiving SNAP, at 17%, while Washington County has the lowest percentage at 8%. Texas has an estimated 12% of households with SNAP.

¹Emsi, 2021 is a data software which pulls data from the Bureau of Labor Statistics, Bureau of Economic Analysis, U.S. Census Bureau, Railroad Retirement Board, Occupational Information Network, Federal Bureau of Investigation, Integrated Post-Secondary Education Data System, Center for Disease Control, IRS Migration, Council for Community and Economic Research Cost of Living Index, and DatabaseUSA.

Housing

Cost of Living Index

The following statistics depict the cost of living index in each of the seven counties, the region as a whole, and the states (Emsi 2022).



584 | Households with No Fuel for Heating

Madison County has the highest percentage of households with no fuel for heating at 0.9%, while Robertson has the lowest percentage at 0.0%. Texas has an estimated 0.4% of households with no fuel for heating.



4,134 | Households with Incomplete Kitchens

Madison County has the highest percentage of households with incomplete kitchens at 7%, while Washington County has the lowest percentage at 1%. Texas has an estimated 3% of households with incomplete kitchens.



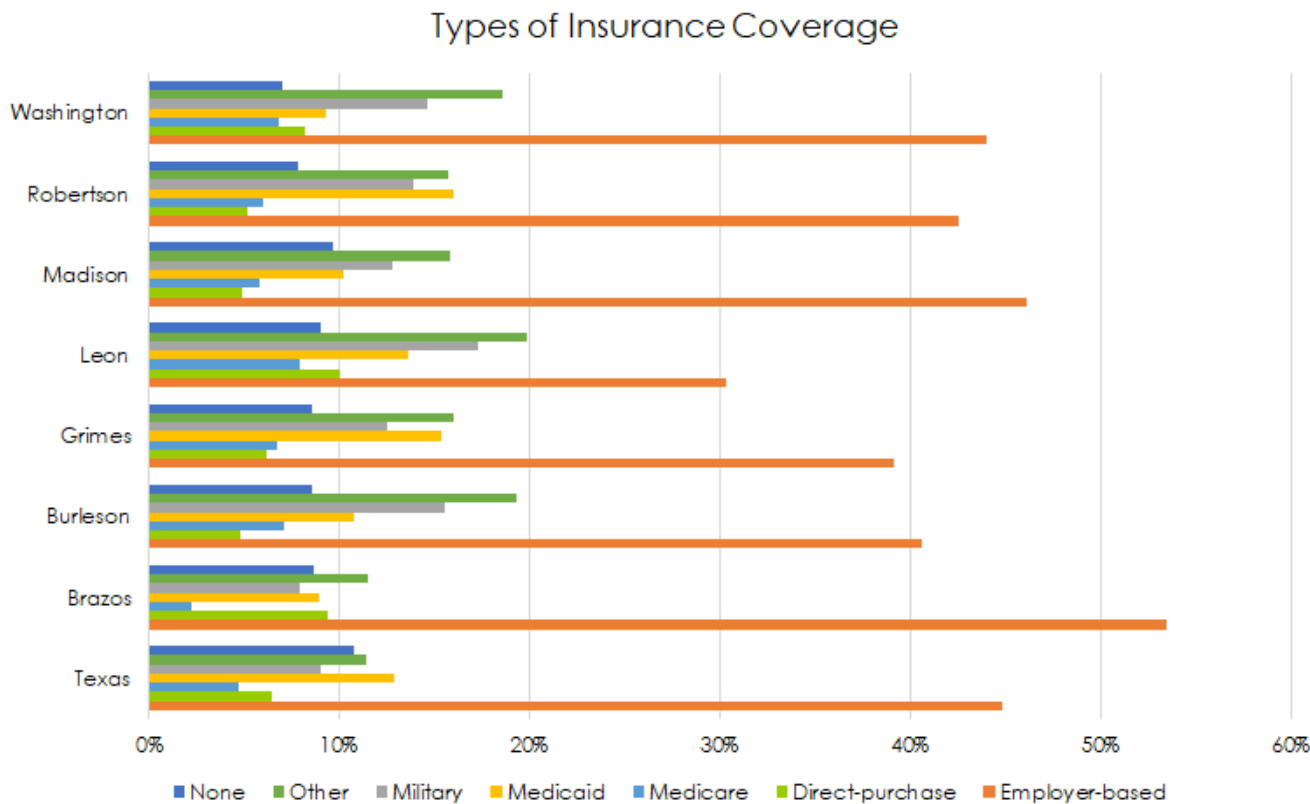
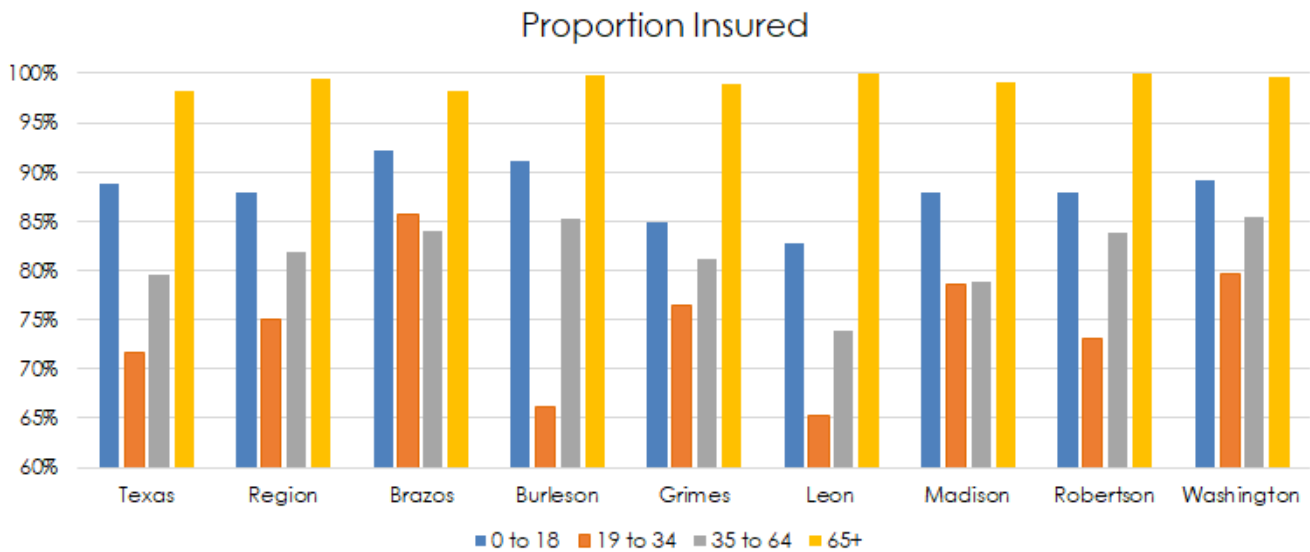
3,664 | Households with Incomplete Plumbing

Robertson County has the highest percentage of households with incomplete plumbing at 8.2%, while Brazos County has the lowest percentage at 0.7%. Texas has an estimated 2.3% of households with incomplete plumbing facilities.

Health Care

Health Insurance Coverage

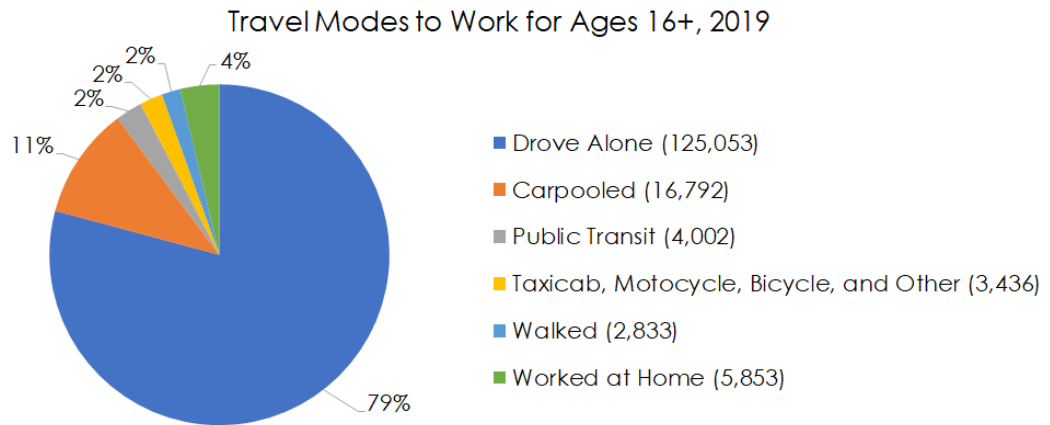
The following statistics depict the proportion of the population with health insurance coverage in each county, as well as the region and state, as well as the types of coverage that are most common in each geographic area (Emsi, 2021).



Transportation

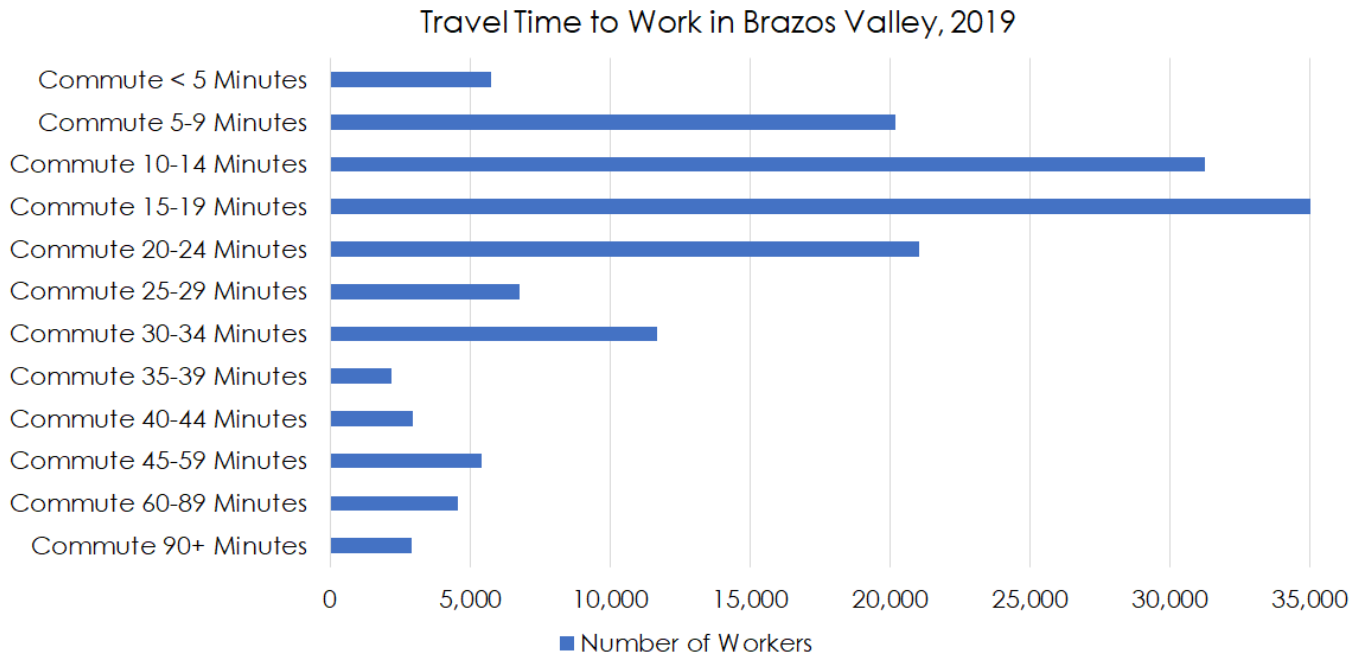
Travel Modes to Work

The following statistics depict the most common modes of travel used by those 16 and older to get to work in the Brazos Valley (Esri, 2021). This data includes Texas A&M and Blinn College students whose occupation is considered "student" and who generally live closer to campus.



Travel Times to Work

Roughly 79% of all commuters in the Brazos Valley travel to their workplace by vehicle alone, while, 11% commute with another passenger (Esri, 2021). Data suggests that commuters are able to find work closer to their place of residence or are moving to urbanized areas.



Surveys

Transportation Provider Survey

There were 19 transportation providers surveyed across the 7 county region. The majority of these providers are non-profit entities, with a few being public and only one being a private entity. All of these providers serve the region, with some also serving counties outside of the region.

Most common service vehicles

- Transit van
- Bus

Most common transportation services provided

- On call or flexible

Top 3 challenges faced by transportation providers

- Funding (56%)
- Driver availability (44%)
- Limited weekend and after-hours demand and response transportation (28%)

Top 3 transportation riders/clients

- Individuals 65 years and older
- Individuals with disabilities
- People with low incomes

Top 3 transportation destinations

- Medical purposes
- Shopping or entertainment
- Community or recreational centers

Transportation Planner Survey

Brazos County hosts 8 planning entities representing 5 counties that help plan for future transportation growth through the utilization of different planning tools. Our rural communities rely on their city organizations to assist with transportation planning, most of which focus on road creation and upkeep. The following information comes from a survey conducted with members of these planning organizations.

Focal points of transportation planning

- o Public transit services
- o Accommodating growth
- o Reducing congestion
- o Street infrastructure development and upkeep

Strengths in transportation planning

- o Communication
- o Collaboration with other planning entities
- o Opportunities to expand health resource centers with non-profits who offer transportation

Challenges in transportation planning

- o Multi-modal transportation options including public transit
- o Congestion
- o Transportation planning
- o Weekend and after-hours services
- o Taxi and ride-share services
- o Funding
- o Skilled drivers (with CDL)
- o Interconnectivity outside of Brazos Valley Region
- o Ridership training / education / information sharing

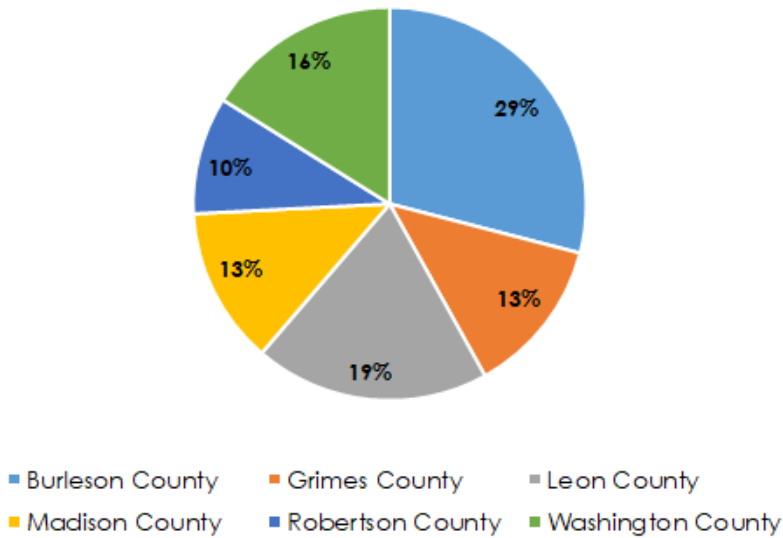
Community Service Organization Survey

Staff surveyed regional community service-based organizations to learn more about the needs of the clients they serve. These 38 organizations provide support to 7 counties in the form of affordable housing, transportation, food, education, basic needs, and more. 14 of these agencies provide transportation services.

The survey identified a lack of widespread resource knowledge and education as the primary barriers to such services within the community. They also identified affordable housing, food security, transportation and mental health support as some of the top needs of low income persons in the region.

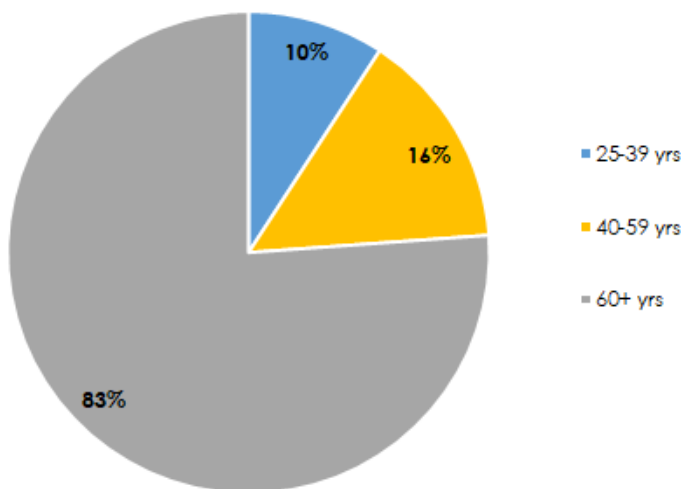
Transportation Rider Survey

Riders Surveyed



The following questions were taken from a transportation rider survey for six of the Brazos Valley counties. The survey was given to transportation riders in the rural counties, excluding Brazos County, to better understand the characteristics of county riders to better assist their transportation needs. A total of 94 riders were surveyed and their answers recorded below.

Rider Ages



The public transit buses surveyed provide transportation specifically for health resource centers and senior centers, however, they will provide transit for all ages, so there is an opportunity to help them expand ridership age through communication and outreach.

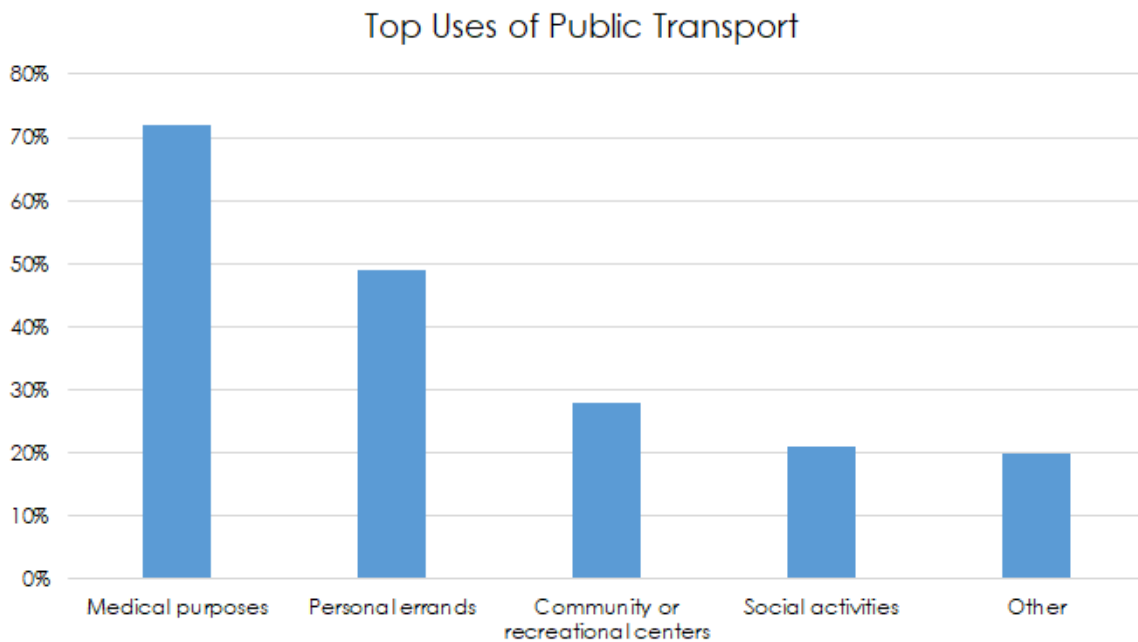
Survey Findings

Our survey found that 49% of riders were traveling to a different county. Most of the services transport to a different county. This is a huge need, as most of our rural counties lack the healthcare services that are needed, however, not all services cross county lines. 11% of riders surveyed were in need of transportation to dialysis appointments.

There is a separate service for veteran medical transport, but it has been closed since the onset of the pandemic. 3% of veterans surveyed said that they were in need of transportation for medical assistance, however, the providers surveyed do not offer transportation to the VA Hospital in Temple, TX.

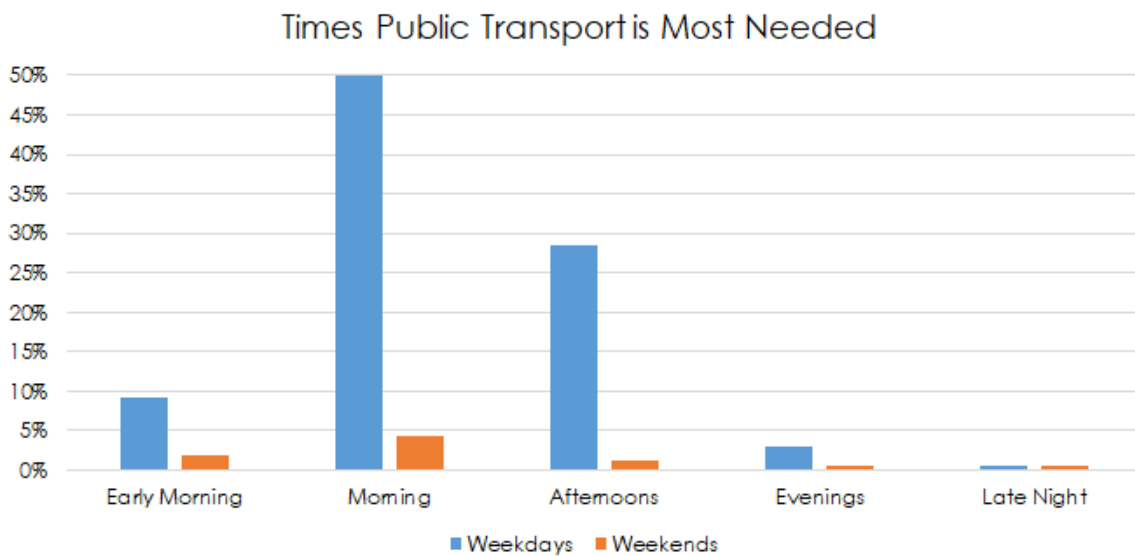
Top Uses of Public Transport

Most riders identified they used transportation for medical purposes, personal errands, and to reach community centers.

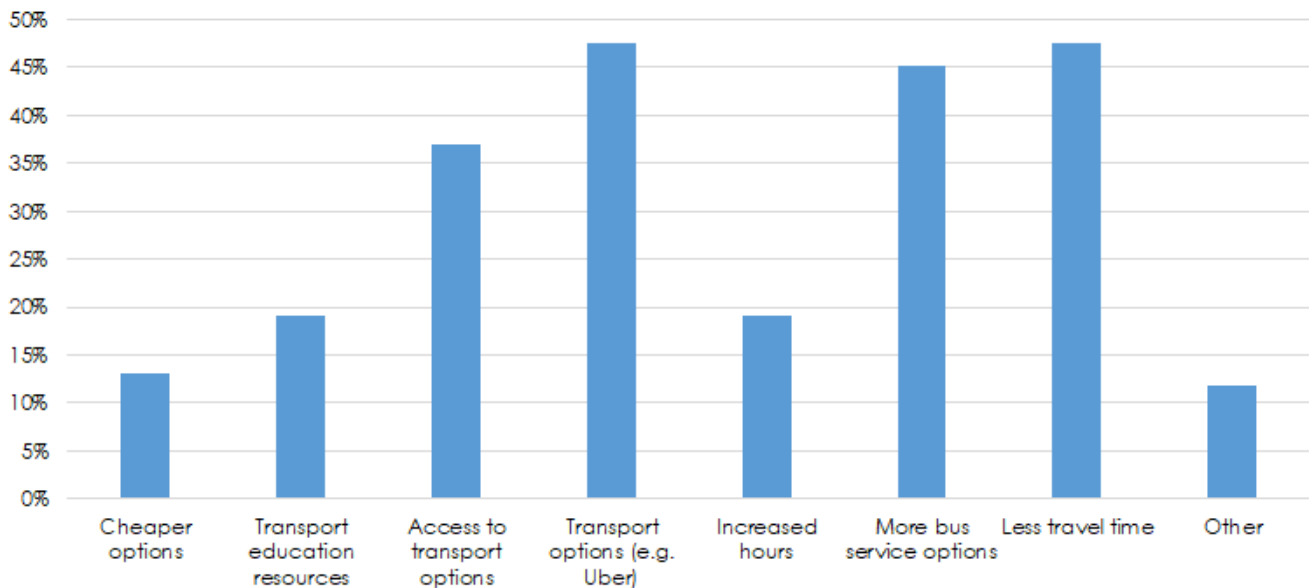


Times Public Transit is Most Needed

Most of the riders surveyed were over 60 and needed medical transportation during office hours, however, there are was some need voiced for weekend mornings as well. The graph below displays the proportion of respondents who identified a need for each day and time.



What would encourage you to use transport services more?

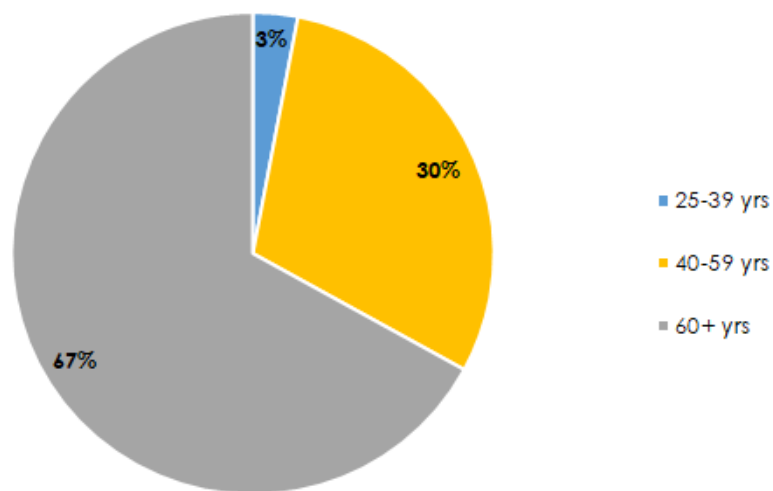


Survey results show that additional service times, accessibility, and more options would encourage increased ridership within current riders.

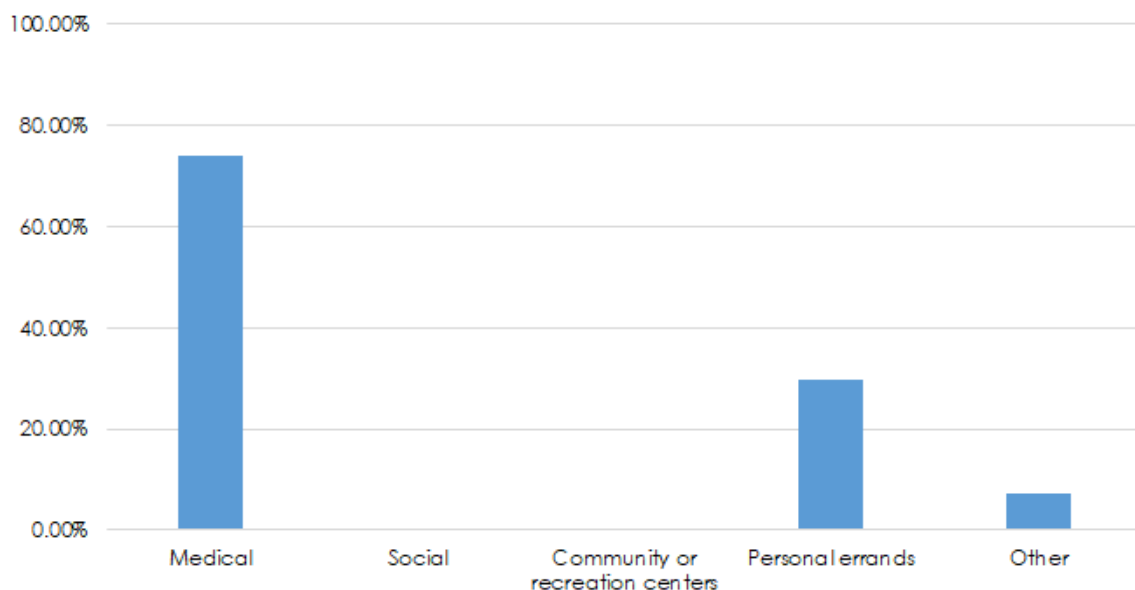
Burleson County

Staff worked with the Burleson County Health Resource Center to survey their transportation riders. Approximately 27 riders were surveyed. This service transports a mix of ages, with the primary riders 60+ years old. Riders are taken primarily to medical appointments and pharmacy visits. 26% of patients reported that a significant portion of their trips are to dialysis appointments.

Rider Ages

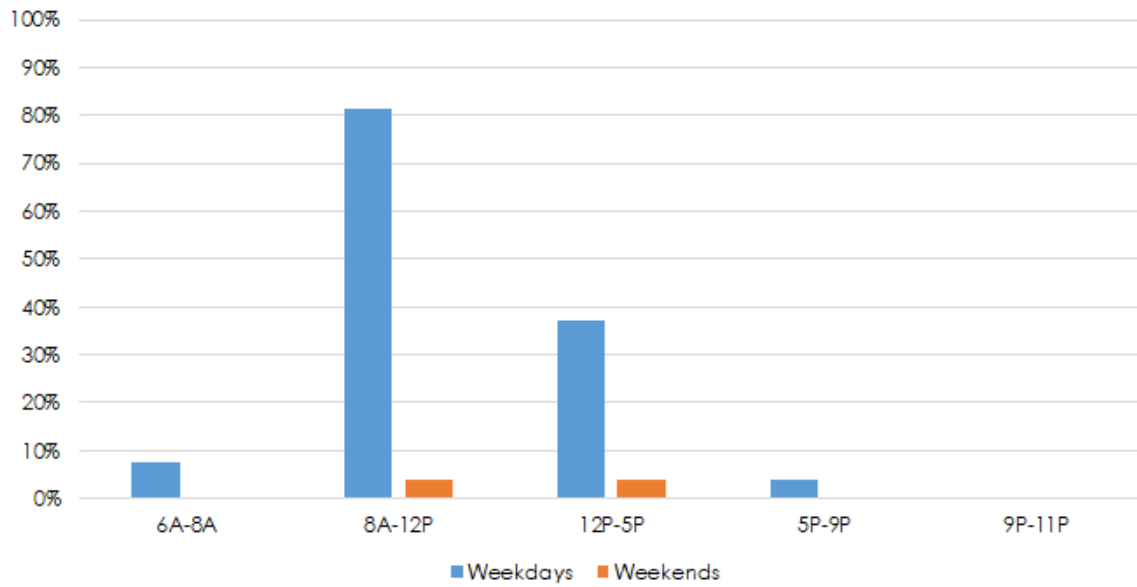


Most Common Destinations

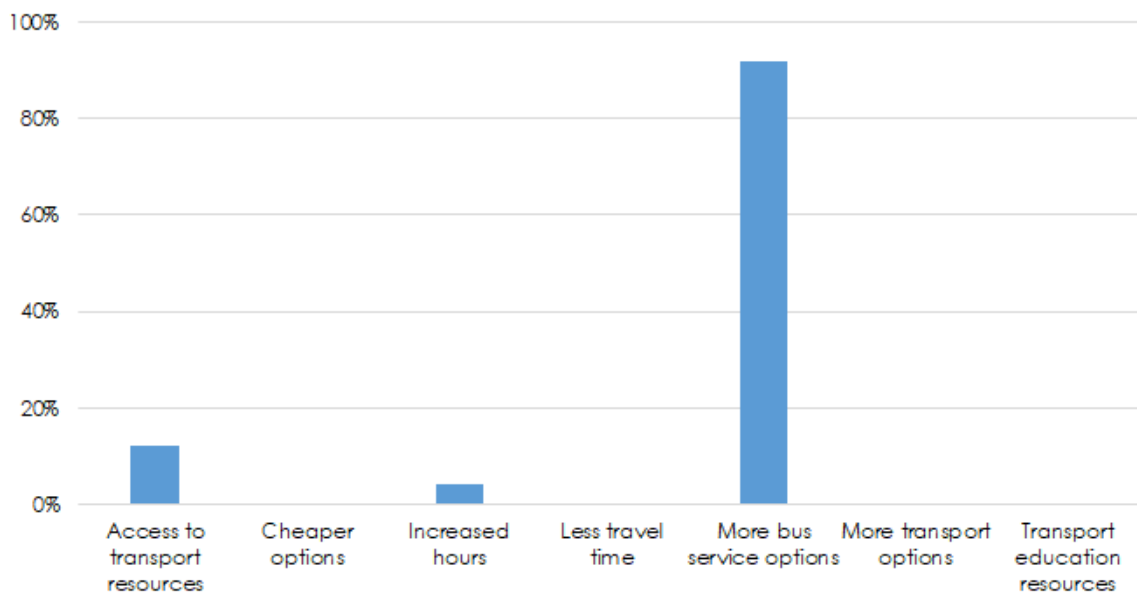


Burleson County

Times Transport Services are Most Needed



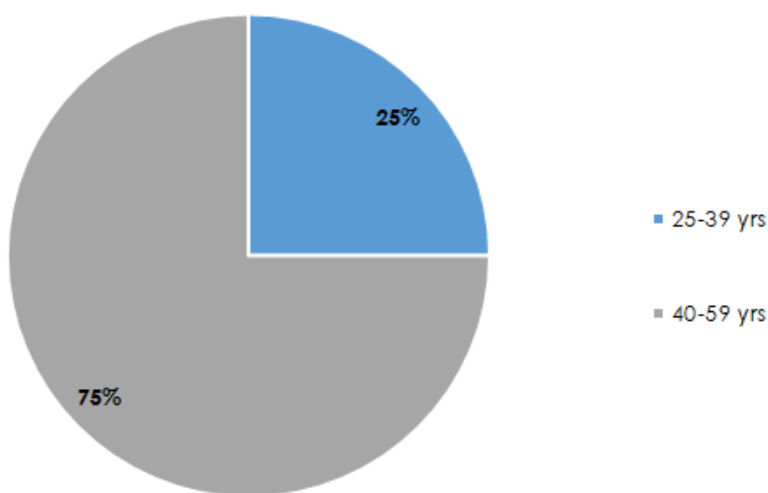
What would encourage you to use transport services more?



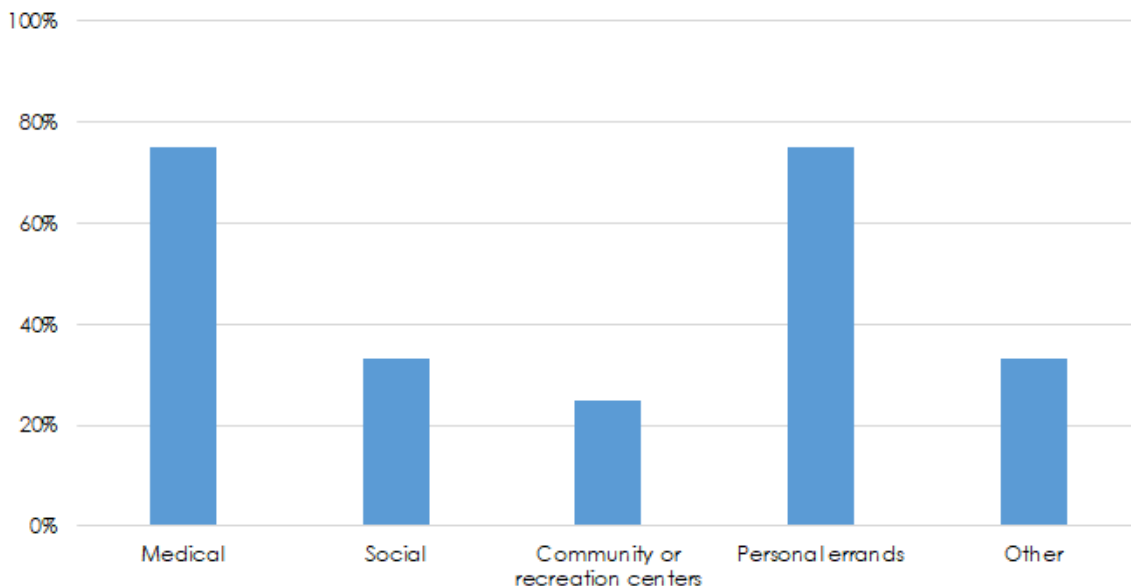
Grimes County

Staff worked with the Grimes Health Resource Center to survey their transportation riders. Approximately 12 riders were surveyed. This service transports a mix of ages, with the primary riders 60+ years old. Riders are taken primarily to run errands at places for groceries and shopping with a few medical appointments. 42% of riders were traveling to a different county.

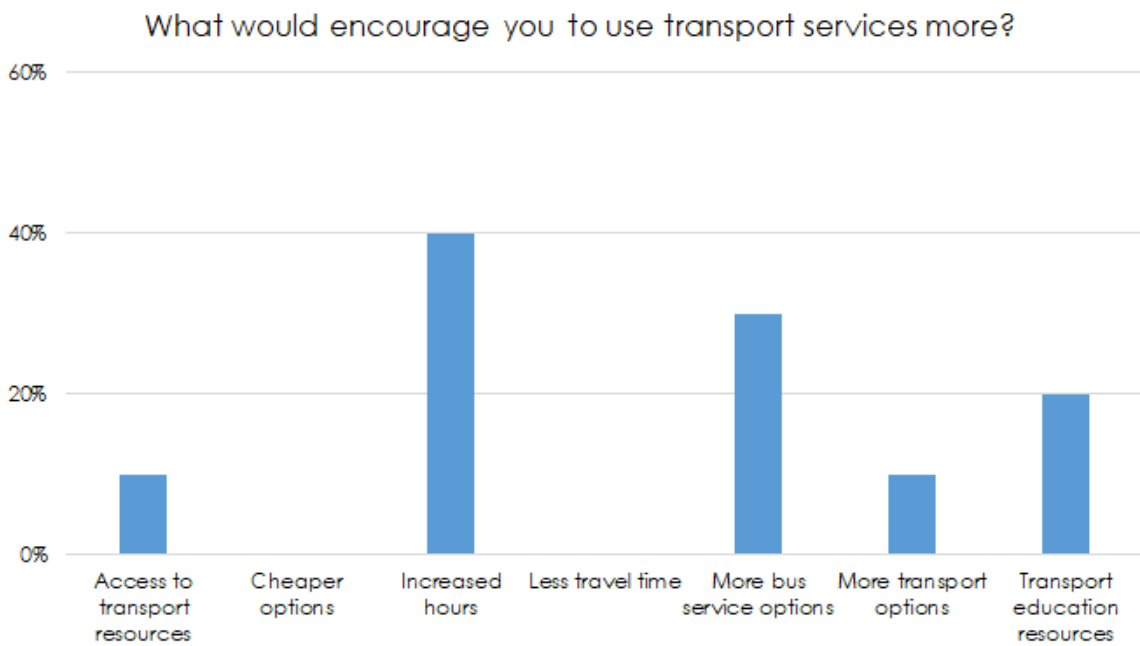
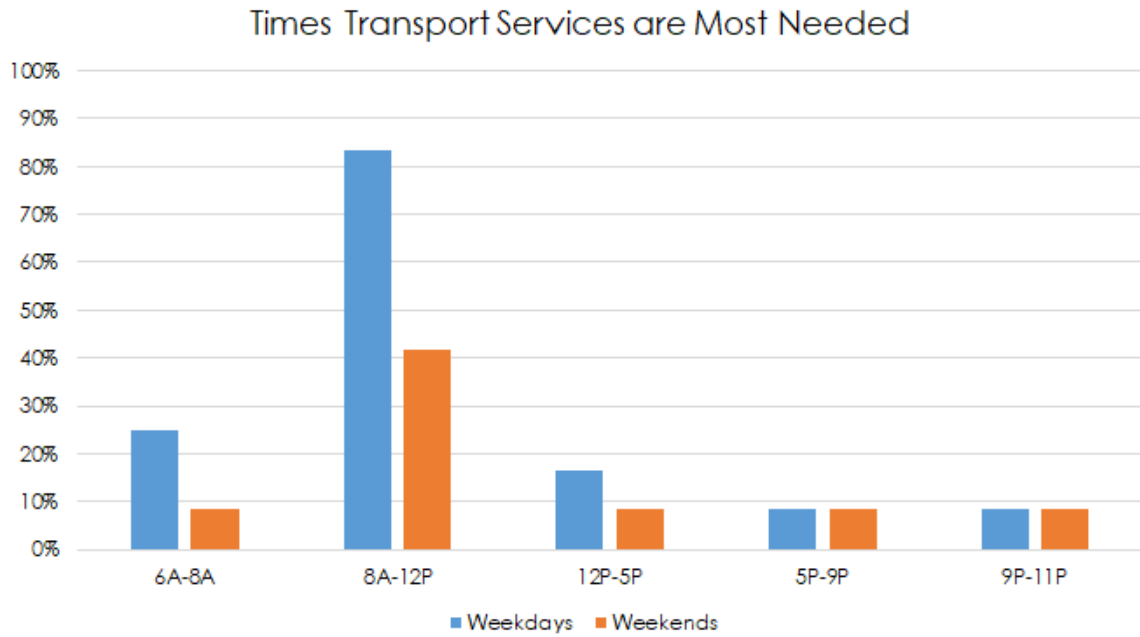
Rider Ages



Most Common Destinations



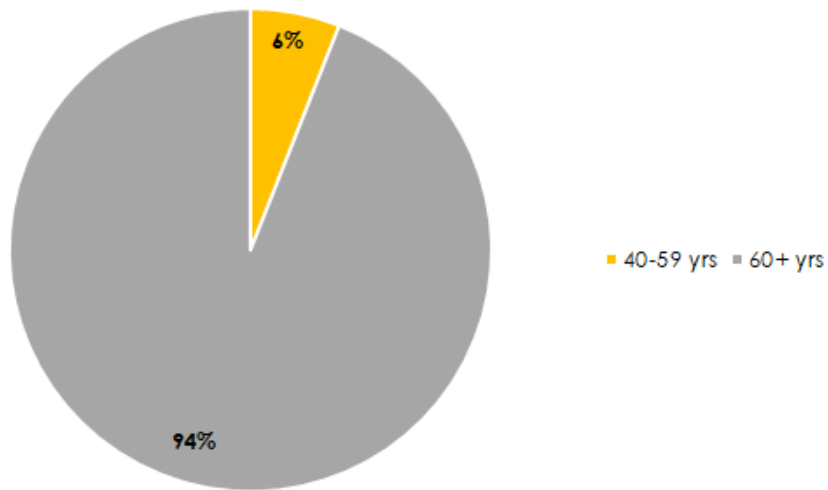
Grimes County



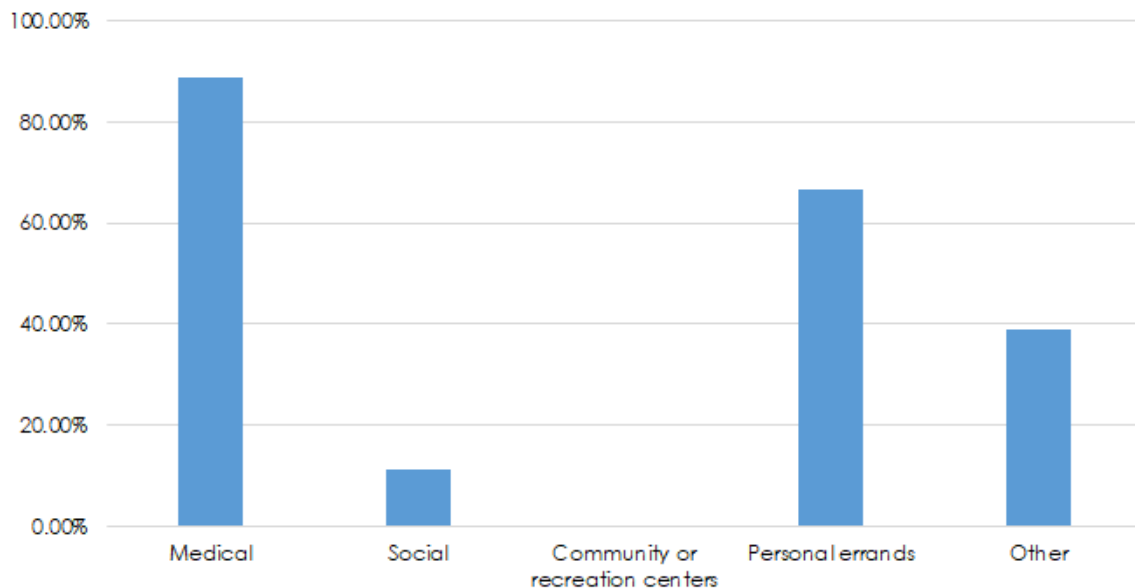
Leon County

Staff worked with the Leon Health Resource Center to survey their transportation riders. Approximately 18 riders were surveyed. This service primarily transports riders 60+ years old. Riders are most often taken to medical appointments and to the grocery store. 12% of riders were in need of transport to dialysis appointments, and 94% were traveling to a different county.

Rider Ages

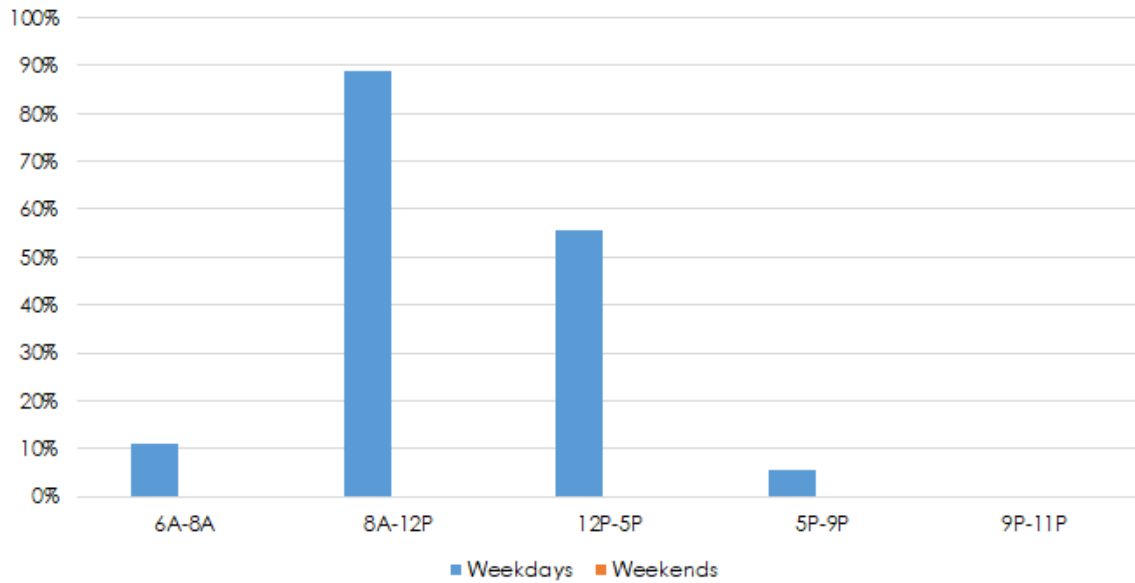


Most Common Destinations

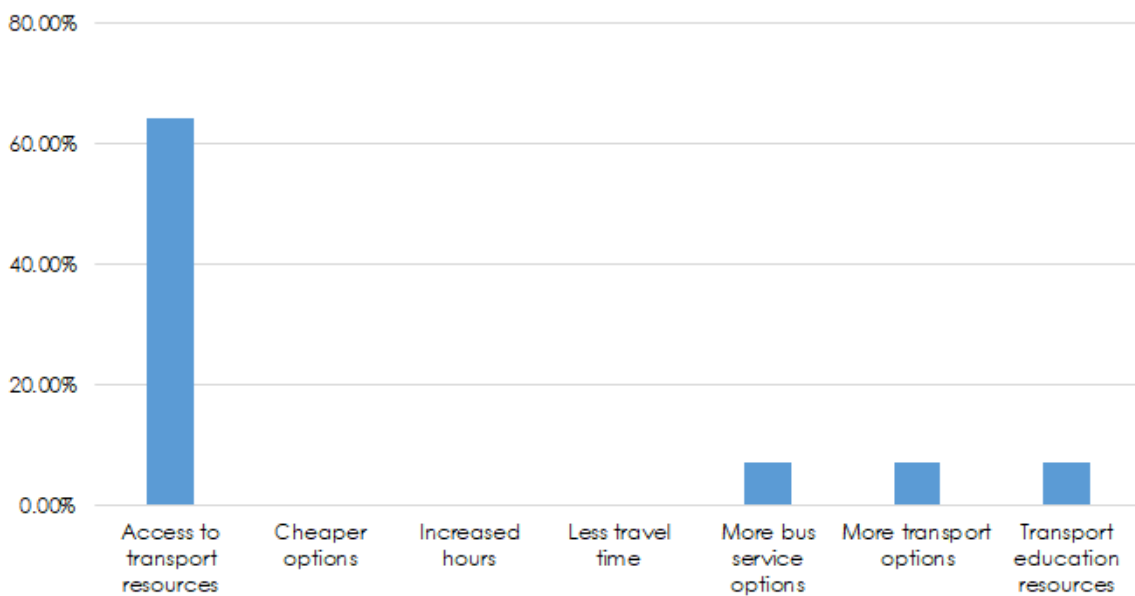


Leon County

Times Transport Services are Most Needed



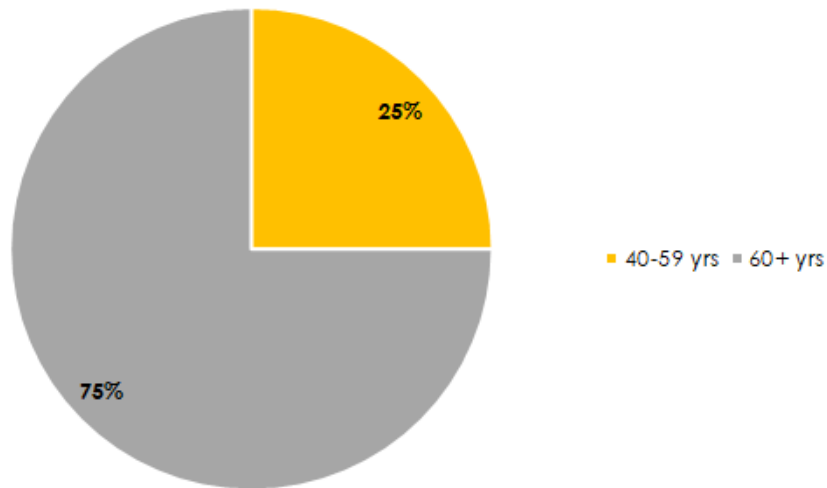
What would encourage you to use transport services more?



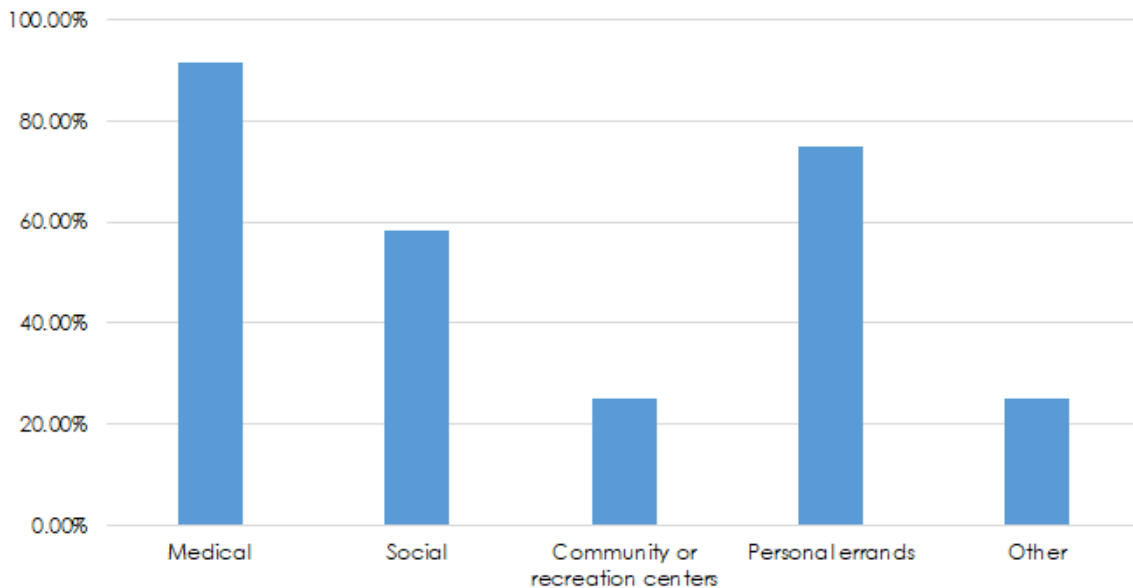
Madison County

Staff worked with the Madison Health Resource Center to survey their transportation riders. Approximately 12 riders were surveyed. This service transports a mix of ages, with the primary riders 60+ years old. Riders are taken primarily to medical appointments and pharmacy visits, but they also transport to the post office and bank for errands. 42% of riders surveyed were traveling to a different county.

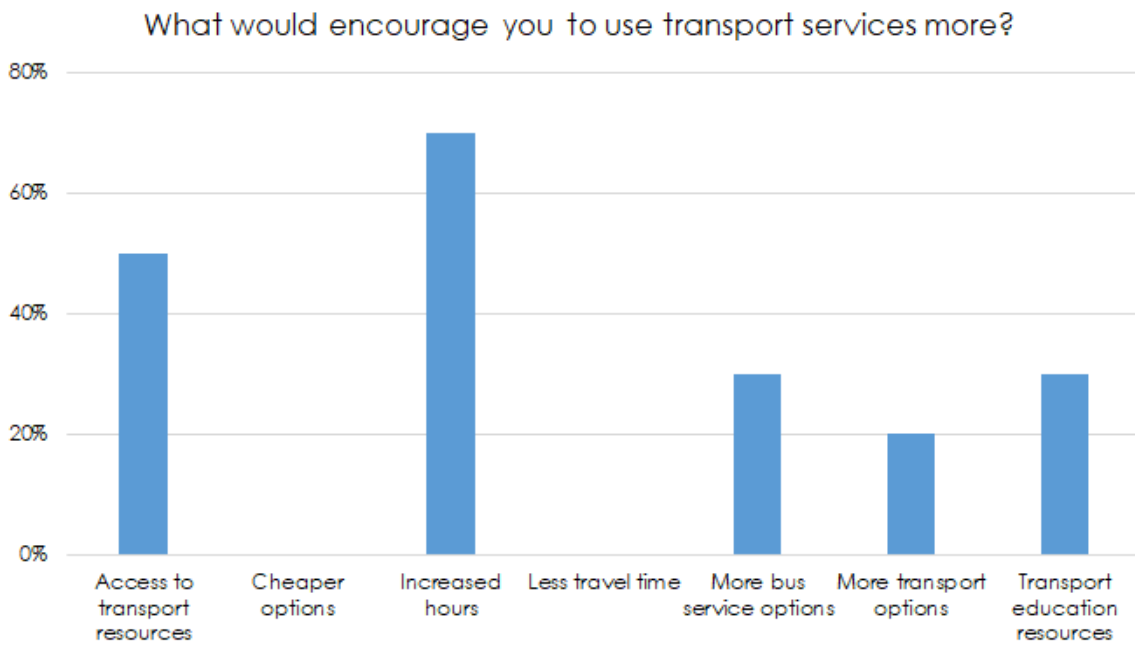
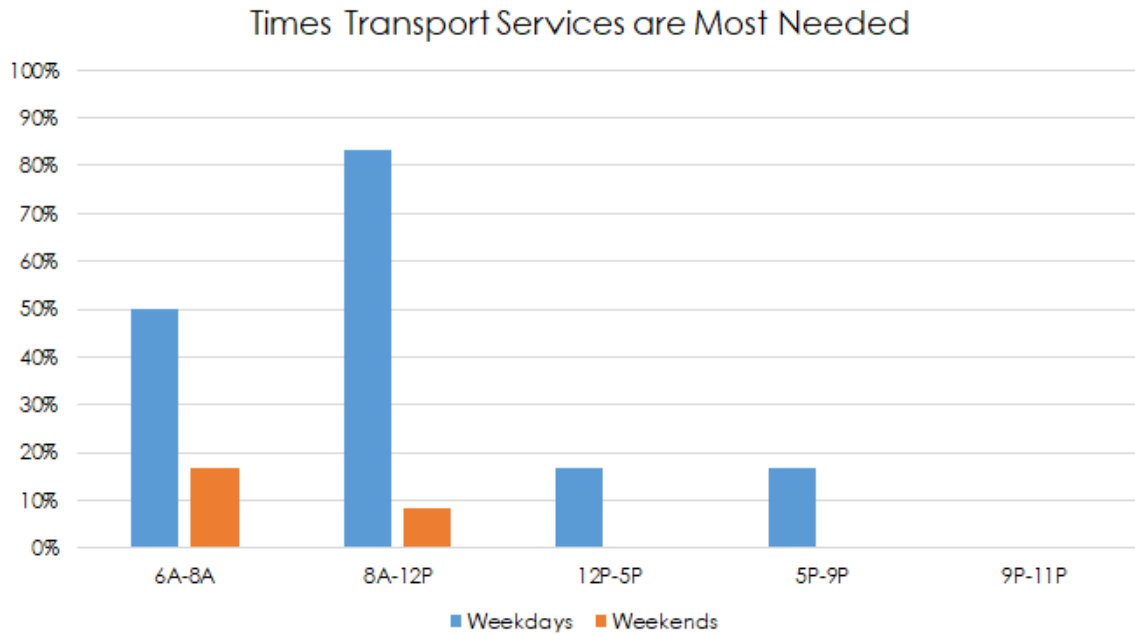
Rider Ages



Most Common Destinations



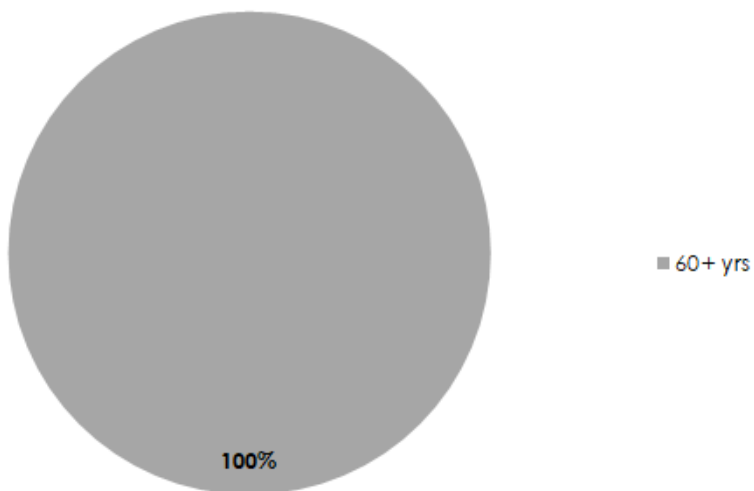
Madison County



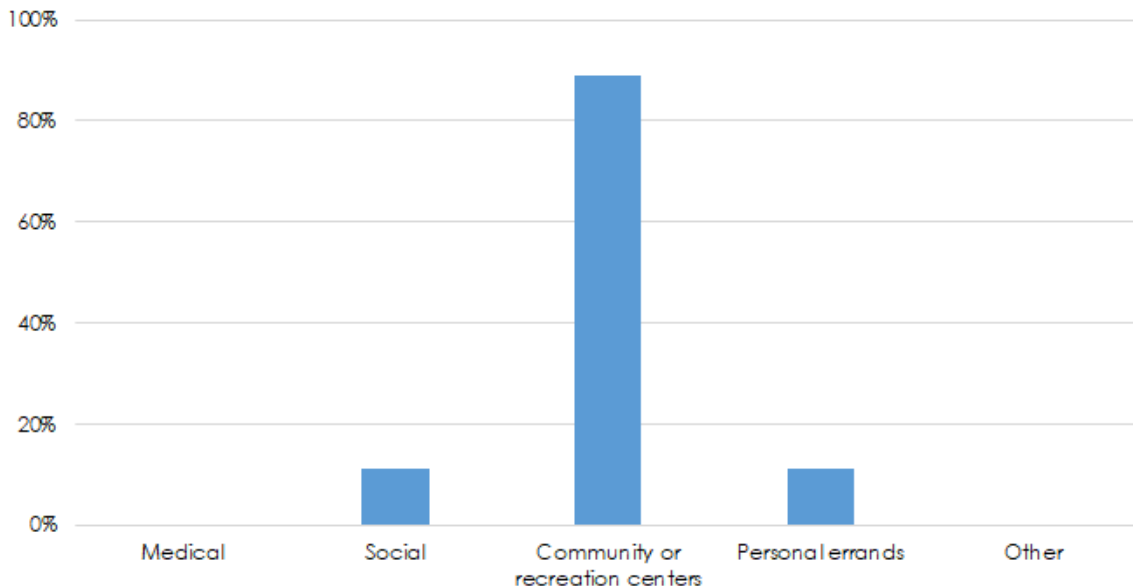
Robertson County

Staff worked with the City of Calvert Senior Center to survey their transportation riders. Approximately 9 riders were surveyed. This service only transports riders 60+ years old. Riders are only taken to and from the senior center.

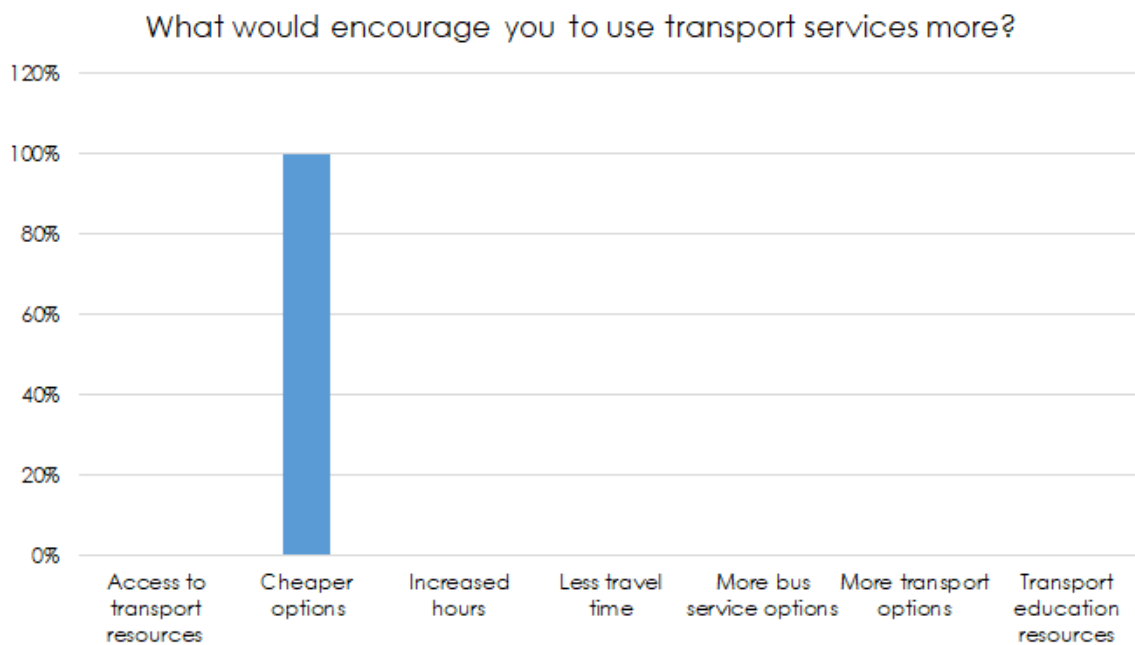
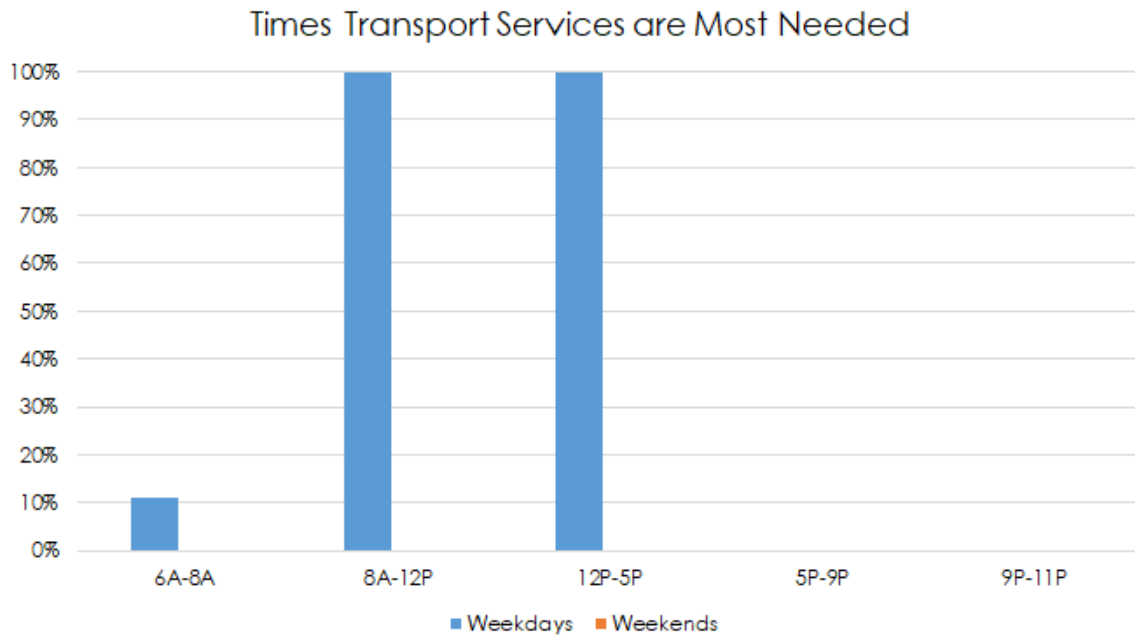
Rider Ages



Most Common Destinations



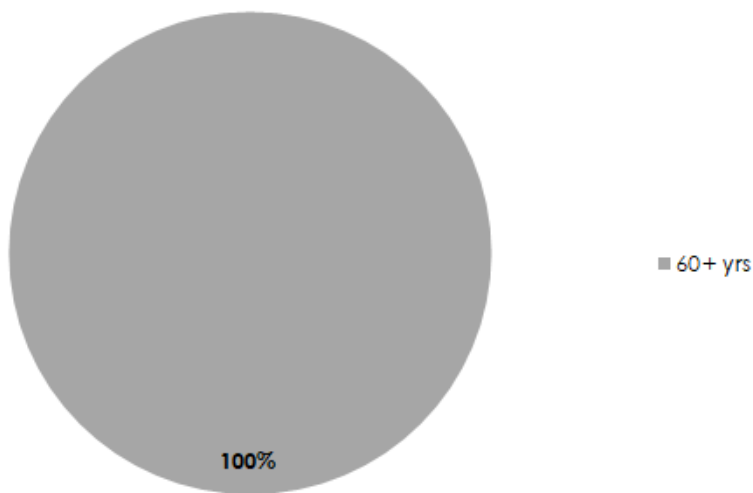
Robertson County



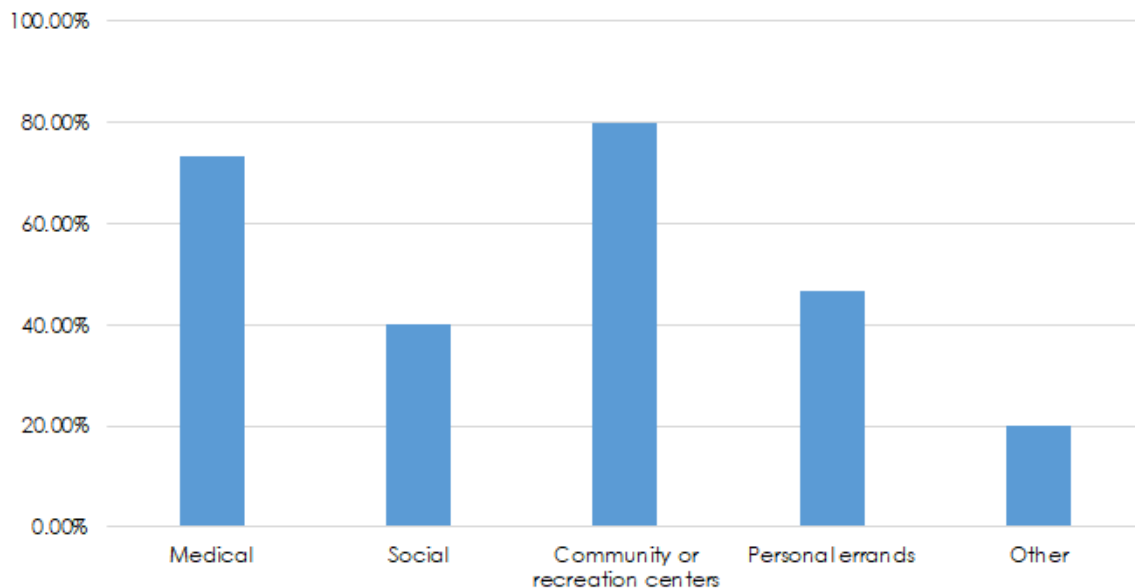
Washington County

Staff worked with the Washington County Healthy Living Senior Center to survey their transportation riders. Approximately 15 riders were surveyed. This service only transports riders 60+ years old. Riders are only taken to and from the senior center.

Rider Ages

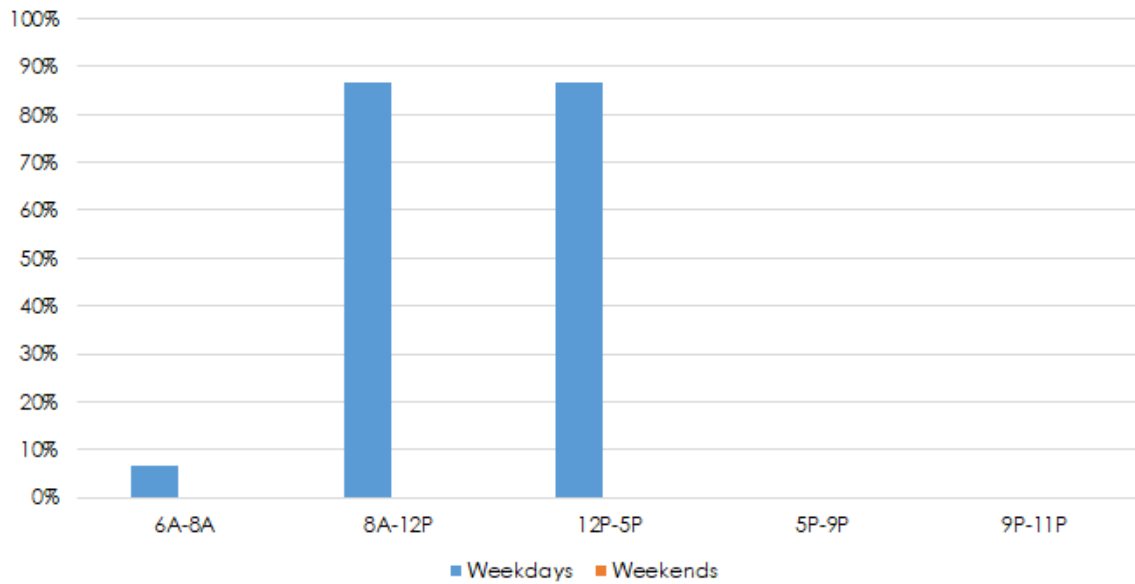


Most Common Destinations

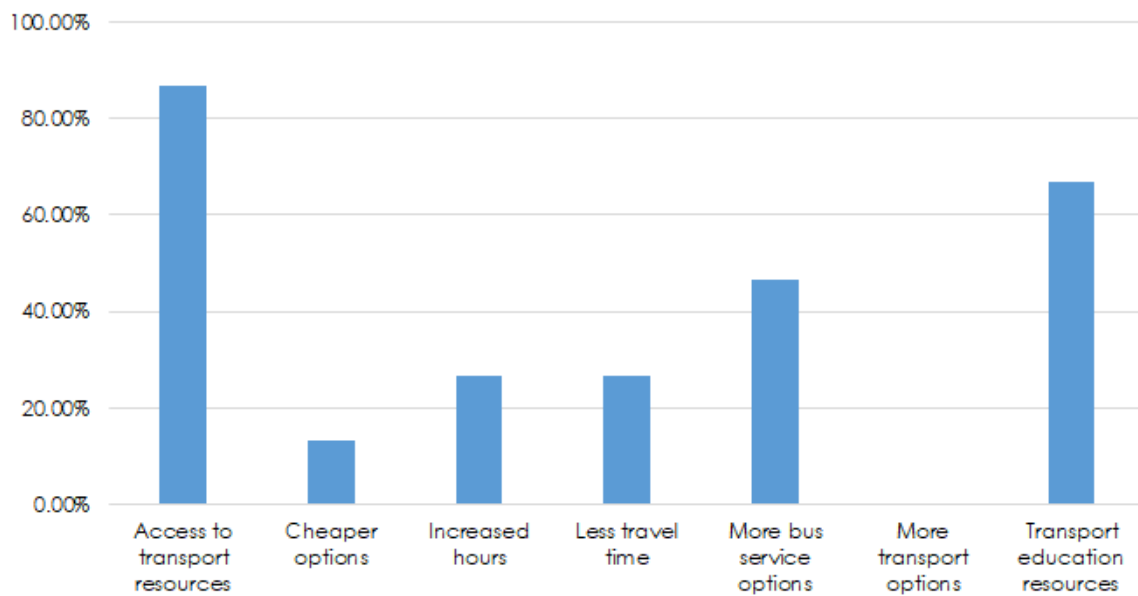


Washington County

Times Transport Services are Most Needed



What would encourage you to use transport services more?



Survey from Transportation Stakeholder Group

Staff put together a stakeholder group of transportation representatives from across the seven-county region. These stakeholder consist of approximately 15 representatives that are involved in transportation planning, providing and representing organizations that serve the aging and veteran populations. We met to discuss the plan and identify gaps in transportation services, communication, and providers.

Service Gaps

- No commuter assistance program
- Senior and medical needs
 - Dialysis overwhelms the system, local centers are closing, limited Saturday transport
 - Disabled persons make up large percentage of groups at health resource centers
- Need fixed route loop through rural communities into BCS
- Labor force shortage
- Limited funding
- Limited weekend and after-hour services
- Accessible vehicles

Communication Gaps

- Digital marketing
- Travel training (connecting riders and public to transport resources)
 - Training medical centers / doctors
 - Commuter assistance program to be the marketing and travel training entity

Provider Gaps

- Transportation to VA hospital
- Funding and limitation on funding use
- Vehicles
- Lack of local CDL drivers or testing centers
- Turnover with social / medical staff
- Driver and volunteer shortages

Bryan-College Station Chamber Transportation Committee Meeting

In November, staff presented at the BCS Chamber Transportation Committee Meeting. Staff shared information on the 5 Year Coordinated Transportation Plan, demographic information, and feedback gathered from surveys. Staff surveyed the meeting attendees on what the transportation related strengths and weaknesses are for Brazos County.

Transportation Strengths

- o Collaboration amongst multiple organizations, including the community planners and providers
- o Transit availability and accessibility. including the benefit of Texas A&M bus system
- o Transportation planning
- o Transportation expertise within the community

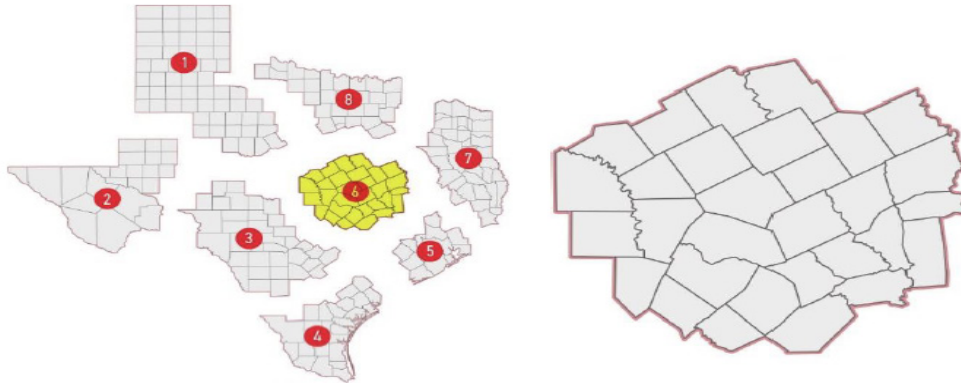
Transportation Weaknesses

- o Funding for projects
- o Lack of weekend and after hour transit options
- o Lack of awareness for all transportation options available
- o Missing infrastructure including interstate, bike, and pedestrian
- o Need additional planning, coordination, and prioritizing amongst city and county leaders



Texas Veterans Needs Assessment 2020

The Texas Veterans Commission (TVC) contracted with the Public Policy Research Institute at Texas A&M in July 2019 to conduct a needs assessment study to identify the pressing needs of Texas veterans and their families. The findings below are for the Central Texas Region



A series of 17 focus groups with Texas veterans and families was conducted. The findings related to transportation needs are below.

Healthcare Needs

- Holistic care support
- Transportation assistance
- Timely care
- Patient advocacy

Organizational Survey Highlights relating to transportation needs are below.

Service Barriers

- Availability of Resources
- Transportation Assistance

Organizations in this region ranked availability of resources (24%) as the top barrier to services in this area followed by transportation (22%). The veterans survey indicated few providers in the area as the fifth barrier to services in this region, which is closely related to the availability of resources. Transportation was not indicated as a barrier by the veterans survey or focus groups, however the group did include transportation support in their definition of healthcare support.

Brazos Transit District 2020 On Board Transit Survey

The Brazos Transit District was able to survey over 250 riders to better understand what their needs are and how they can best serve them. They have provided staff with their findings and these findings are reported below. The majority of riders are living in the Bryan-College Station area.

Transportation Riders/Clients

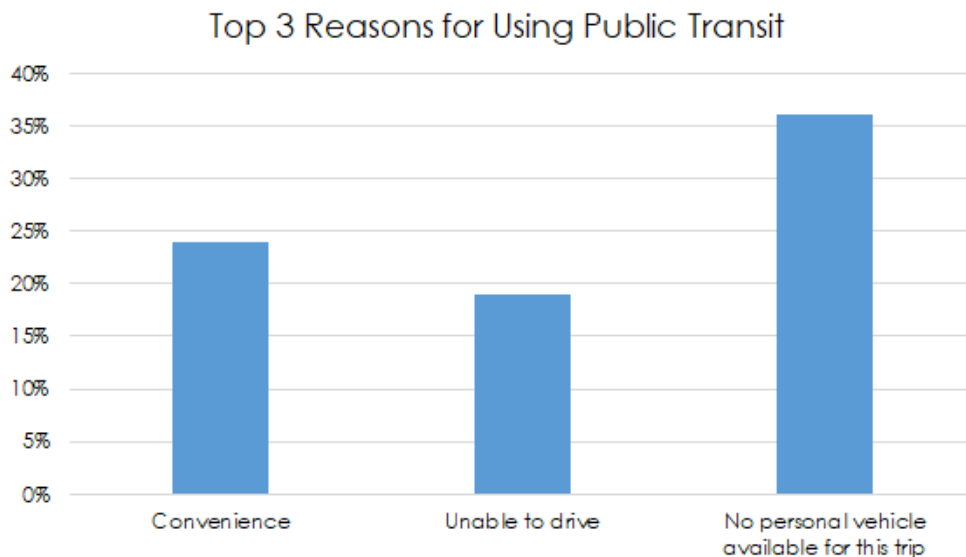
- 33% individuals with disabilities
- 9% veterans
- 47% age 25-44
- 33% employed full-time
- 43% ride 5+ times per week

If the bus service was unavailable, how would you make the trip?

- 32% would walk or use personal mobility device
- 20% would not have been able to make the trip

Top 3 Transportation Destinations

- Home
- Work or work-related
- Shopping



Needs and Gap Analysis

Transportation Service Gaps

Limited weekend and after-hours services

Current transit services provided by Brazos Transit District and the rural Health Resource Centers is limited to daytime work hours, and does not include service during after hours, weekends, and holidays. Similarly, the current funding structure for Brazos Transit District requires a certain level of ridership to maintain funding. If a certain level of demand does not exist for a service, Brazos Transit District is unable to provide the service, at the risk of losing funding. This presents a challenge because there would be a larger level of riders if more service times were offered. This naturally creates a supply and demand gap. The Resource Centers also lack the funding to be able to pay drivers to work weekend and after hours.

Transport options for basic needs (errands and medical)

Two of six of the rural transportation providers surveyed only provide transportation to a senior center. With such a large portion of transportation services dedicated strictly to health centers and senior centers, there is limited transportation for basic needs errands and other basic medical appointments. In addition, many medical services needed are located in a different county. Two of the transportation providers only transport within county. A large gap in transportation services that could be filled is focusing specifically on errands outside of the entities transportation services area already frequenting.



Transportation Service Gaps

Transportation across county lines

Many of our rural community members have needs that our rural counties cannot meet. The medical care in the region is centrally located in Brazos county and outside the region. In addition, being able to provide workforce across county lines is also beneficial and available transportation during additional hours can help retain community members in one county and allow them to be employed in another. Social activities and grocery shopping can be more affordable across county lines as well.

Taxis and rideshares

Taxi and rideshare service availability varies greatly throughout the Brazos Valley region. Some of the rural counties do not have these services at all. Many interviewed riders and stakeholders identified the lack of taxi or rideshare services, and that it is not at an affordable rate for low income seniors or persons with disabilities. Lack-ing this type of transportation greatly limits one's ability to get to a location without planning ahead or significant wait time. These services typically offer holiday, night and weekend service for any age, filling the gaps where the current services lack.

Multi-modal transportation options to enhance connectivity

A large part about providing transportation to the region is understanding all aspects of it. Transit riders typically need a way to access the rider pick-up and then continue to a destination from the drop-off locations. It is important to have transit stations that are located in areas that are walkable and bikeable.



Transportation Planning and Promotion Gaps

Digital marketing and communication

There are currently a handful of consistent people that capitalize on public transportation and transportation services. To expand current transportation service reach and provide transportation for riders who need it, there needs to be a focus on digital marketing and handout production to expand the current provider reach. Similar to digital marketing, planners should clarify and increase avenues to communicate with riders. COVID-19 Pandemic shut down and reduced hours of many services, but this information wasn't readily available to riders. The basics of using transportation should be clear, easy to find and easy to understand. Communication should be at a level clients can understand and should include multiple languages spoken by riders.

Travel Training

Travel Training is the means of connecting riders and the public to route and transportation resources available. To increase ridership, comfortability with riding public transit and knowledge on available resources, travel training for the region should be conducted. Many community members do not use public transit because they don't understand how to use it and are not comfortable with using it. There needs to be greater collaboration and information sharing between local planning entities, transportation and health providers, local governments, and residents to promote transit and public transportation services.

Funding

Limited funding is attendant with many other Transportation Planning problems. Without adequate funding, planner and transportation providers are limited on the resources and services they can provide. Brazos County boasts multiple transportation planning entities in addition to the city planners, but still lack funding to be able to carry out large-scale needed projects. The rural counties have few planning groups, and the cities focus on finding funding to help maintain the roads and sidewalks.

Transportation Planning and Promotion Gaps

Interconnectivity outside of the Brazos Valley region

Interconnectivity outside of the Brazos Valley Region and collaboration with transportation providers is an ongoing issue of importance. Specifically, counties located further from Bryan/College Station and major population centers with health re-sources and larger working industries struggle to find transportation. Many of the resources riders need, especially older riders, are found in larger cities like Houston, Huntsville, Bryan/College Station, Austin, or Temple where the Veterans hospital is located. In addition, for economic purposes, having interstates and highways that go to and through the region provide additional opportunities for human services like medical treatment and jobs, but also allow for the transport of goods and services. Communities must plan for these thoroughfares for increased, but controlled growth. Small, regional airports also allow for connectivity that rural communities can capitalize on.

Planning for multi-modal transportation

Multi-modal transportation options encompasses the different ways public transportation riders get to and from a public transportation center to which they access public transportation services. This could include riding a bike, walking, and driving. Multimodal transportation considers what riders need to better accommodate their using and accessing public transport like providing infrastructure such as sidewalks, biking, or private parking for park and rides.

Transportation Provider Gaps

Limited funding and funding gaps

One of the biggest gaps regional transportation providers identified was funding gaps. Specifically, limited local government support, funding and demand for health and senior center personnel and funding for skilled drivers with CDL's. Limited funding and gaps within funding priorities creates challenges throughout the transportation system and greatly limits the impact transportation services can have on its riding population. Lack of funding can also impact the other two top gap challenges of labor force shortages and limited transportation service times and dates.

Labor force shortage

Even before the large labor shortage of 2021, transportation had a large gap in qualified CDL driver shortage & testing centers to meet the transportation demand. This remains a consistent gap in the transportation system. Transportation providers should focus on seeking funding opportunities that would target CDL trainings. Post COVID, there is an additional shortage in finding drivers based on availability.

ADA accessible vehicles

With only a handful of current transportation options being ADA accessible vehicles, this presents a challenge for the large portion of riders who have disabilities. Based on survey information, there are a significant amount of riders that require ADA transport. Transportation providers lack the funding available to purchase and maintain vehicles.

Accommodating for all types of riders

Low income, elderly citizens ages 60 and up, and disabled citizens are the most common riders. Currently, only a fraction of provided transportation is accommodating to disabled and/or wheel-chair accessible. This limits how many riders can use transportation. Planners need to ensure this population is properly communicated with and accommodated for.

Conclusion

Identifying transportation needs and service gaps is a pivotal step in any planning process and in finding solutions for the greater good of the region. The needs and gaps identified in this report will assist the BVCOG and its regional stakeholders to continue this planning process forward, as we work to address needs and fill gaps identified in this report.

A special thank you to the regional stakeholders who took time to interview for this report. The information gathered throughout the region is pivotal to the continued success of this planning process, and growth of health and human service transportation in the region. Your input will be pivotal in the next and final phase of this planning effort.



2022

Brazos Valley 5 Year Regional Coordinated Transportation Plan

Brazos Valley Council of Governments



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Thank you

This update of the Coordinated Transportation Plan was made possible by transportation providers, planners and stakeholders throughout the region. We would like to thank our staff and numerous stakeholders and active citizens for their participation in this plan.

BVCOG Staff

Michael Parks
Rick Avery
Madison Thomas White
Samantha Surface
Caitlyn Verret

City of Navasota

Brad Stafford
Rayna Willenbrink

Burleson County Health Resource Commission

Albert Ramirez

Grimes Health Resource Commission

Lara Meece

Brazos Valley Community Action Agency

Bryan Jones
Shazia Sultan

MHMR Authority of Brazos Valley

Jermaine East

TxDOT Public Transportation Coordinator

Katherine Hill-Briones

Brazos Valley Center for Independent Living

Jackie Pacha

Workforce Solutions Brazos Valley

Donna Weese

Bryan-College Station MPO

Dan Rudge
Bart Benthul

Brazos Valley Area Agency on Aging

Stacey Urbanczyk
Rachel Foster

Madison Health Resource Commission

Lara Meece

City of College Station

Jason Schubert

Bryan- College Station Chamber of Commerce Transportation

John Nichols

United Way

Peggi Goss

City of Hearne

John Naron

City of Madisonville

Camilla Viator

Head Start

Lucy Monarrez

Texas Veterans Commission

w. Robie

Brazos Transit District

Taslina Khandaker
Jo Marlow

City of Caldwell

Forrest Williams

Executive Summary

Introduction

The following document is the culmination of an 18-month planning process which began September 1, 2020 and concludes February 28, 2022. The following document was developed by a group of stakeholders throughout the Brazos Valley region, led by the Regional Transportation Department of the Brazos Valley Council of Governments. This transportation plan is an update to previous transportation plans written from 2015-2017.

Process

The planning process for this document consisted of three reports with various deliverables and time frames to complete this planning project. The three steps and reports for this project, as laid out by the Texas Department of Transportation, include:

- Transportation Inventory Report (September 2020 to March 2021)
 - o Report tabulating existing services, programs and vehicles
- Comprehensive Needs Assessment & Gap Analysis (March 2021 to January 2022)
 - o Identifies gaps in services, whether geographic, timing or scope of service offered.
 - o Identifies needs of the region which are currently not met.
- Transportation Plan Update (January 2022 to February 2022)
 - o Develops and updates the vision and mission for health & human service transportation in the Brazos Valley Region.
 - o Identifies specific solutions to fixing gaps and needs
 - o Provides guidance to TxDOT and regional stakeholders of priorities which should be funded.

Mission and Vision

Mission: "As regional stakeholders, to identify, plan and execute improvements, additions and promotion of health and human service transportation in the Brazos Valley region."

Vision: "A region-wide system of transportation partners providing transportation service which enhances essential health availability and overall quality of life."

Regional Stakeholders

Burleson Health Resource Center

Bryan/ College Station Metropolitan
Planning Organization

Brazos Valley Community Action Agency

Texas Veterans Commission

Workforce Solutions

Brazos Transit District

Brazos Valley Council of Governments

Grimes Health Resource Center

Madison Health Resource Center

Brazos Valley Area Agency on Aging

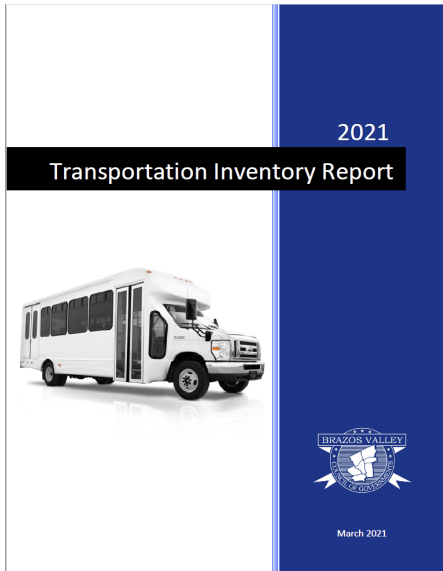
MHMR Authority of Brazos Valley

United Way of Brazos Valley

Brazos Valley Center for Independent Living

Coordinated Regional Transportation Plan

Transportation Inventory Report



The Transportation Inventory Report for FY 2021-2022 is Step I in a three-step planning effort, as determined by the Texas Department of Transportation (TxDOT) Public Transportation Division. Providing an inventory of transportation resources within the region provides BVCOG, and its region, a comprehensive look at the vehicles and personnel used to provide transportation to senior citizens and persons with disabilities within the region.

The following report has been organized into the following sections:

Service Location Chart

The Service Location Chart provides an overall view of health and human service transportation providers in the region with vehicles available to be used for the use of health and human service transportation. Services including individual nursing homes and independent school districts are not included in this table, since they are not considered available for health and human service transportation on a regular basis. A regional map to give context of geographical appearance and location of regional communities will follow the service location chart.

County Profiles

County profiles provide a summary of the services, vehicles, and rides (as reported to BVCOG staff) on a county-wide scale, in addition to population demographics.

Provider Profiles

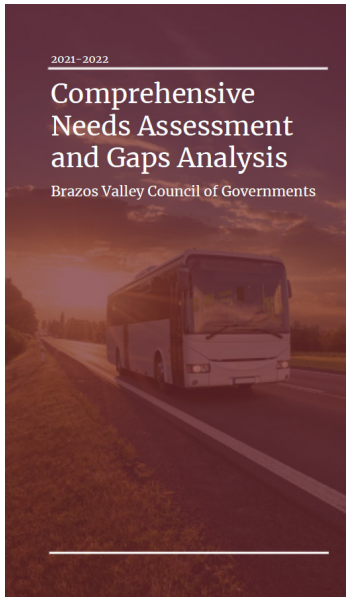
Provider profiles provide a summary of each individual provider's scope of services, times of operation, vehicle inventory, availability of paratransit, and ride numbers (if provided). Provider profiles will be organized by the county that they serve. These profiles were tabulated by individual interviews of transportation providers in late 2020.

Appendix

Childcare Centers, Nursing Homes, and Independent School Districts that provide transit services will be listed here. Description of the methodology used for this report will also be located in the appendix.

Coordinated Regional Transportation Plan

Comprehensive Needs Assessment and Gaps Analysis



The Comprehensive Needs Assessment and Gap Analysis Report of the Brazos Valley Region for the FY 2020-2021 is Step 2 in a three-step planning effort. This step is a result of a series of plans in which extensive public outreach and planning processes, which identifies target population, transportation needs, and gaps in services throughout the region.

The following report has been organized into the following sections:

Demographic Analysis

The Brazos Valley Region features a diverse group of populations and demographic trends. Many areas of the region are experiencing rapid rates of growth, leading to new and exciting opportunities for residents of the region.

Surveys

The BVCOG Transportation Department has met and surveyed multiple stakeholders in the region to gather qualitative and quantitative data for the Comprehensive Needs Assessment. The involvement of these agencies and stakeholders represent various public and private interest, which include for-profit and non-profit human service agencies, and public and private paratransit providers in the seven county region. These surveys were conducted through Survey Monkey (an online platform) phone calls, zoom meetings and in-person meetings.

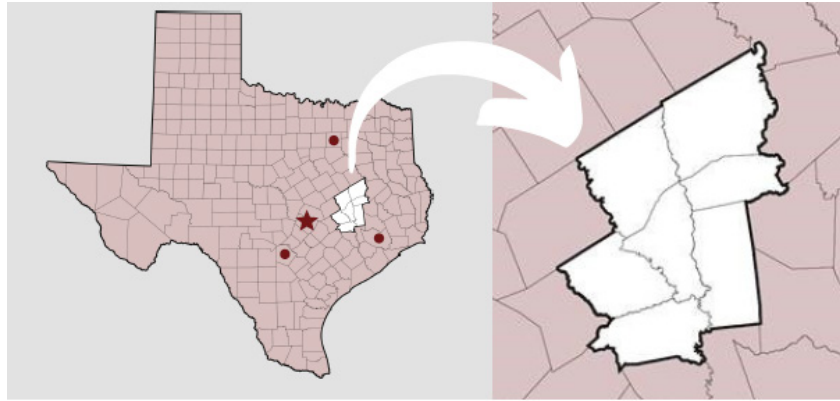
Needs and Gap Analysis

Surveys completed by stakeholders contained questions regarding operations, destinations, planning, and challenges. Using this information, staff identified gaps in the regional public transportation system. The gaps and challenges are separated into three categories; Transportation Service Gaps, Transportation Planning and Promotion Gaps, and Transportation Provider Gaps.

County Profiles

Introduction

The BVCOG region is made up of 7 counties. Each county has differing levels of transportation services and availability based upon population, demographics, and ability to provide these services.



Brazos County

Brazos County is located in the center of the Brazos Valley Council of Governments coverage area. The cities of Bryan and College Station are located within Brazos County, which serve as the center of commerce within the county and entire region.

Population: 232,555

County Seat: City of Bryan

Other Incorporated Communities: College Station, Wixon Valley and Kurten



Burleson County

Burleson County is located in the western portion of the Brazos Valley region, between Brazos and Lee Counties. Outside of Burleson County, residents receive many services based in Bryan/ College Station, located 20 miles northeast of Caldwell.

Population: 18,514

County Seat: Caldwell

Other Incorporated Communities: Somerville and Snook



Grimes County

Grimes County is located in the southeastern Brazos Valley between Brazos and Waller Counties. Many Grimes County residents rely upon health and human service providers in both BCS and Houston, depending upon location in the county, and type of service.

Population: 29,614

County Seat: Anderson

Other Incorporated Communities: Navasota, Iola, Bedias and Todd Mission



County Profiles

Leon County

Leon County is located in the northern portion of the Brazos Valley region, between Robertson and Houston Counties. Many residents of Leon County rely on services provided in Bryan/College Station, Palestine, and can access Houston or Dallas easily on I-45.

Population: 17,493

County Seat: Centerville

Other Incorporated Communities: Buffalo, Jewett, Leona, Marquez, Normangee and Oakwood



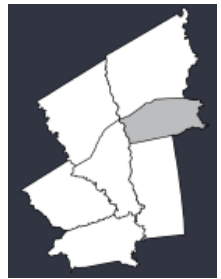
Madison County

Madison County is located in the eastern portion of the Brazos Valley region, between Brazos and Houston Counties. Services outside of Madison County for residents are primarily based in Bryan/College Station, and additional services are easily accessible in Huntsville and Houston via I-45.

Population: 14,427

County Seat: Madisonville

Other Incorporated Communities: Midway



Robertson County

Robertson County is located in the northern portion of the Brazos Valley region, between Brazos and Falls/Limestone Counties. Robertson County lies just north of Brazos County, and many health and human service providers in Bryan/College Station.

Population: 17,155

County Seat: Franklin

Other Incorporated Communities: Hearne, Calvert and Bremond



Washington County

Washington County is located in the southern portion of the Brazos Valley region, between Grimes and Fayette Counties. Washington County is located in between Austin and Houston on US Hwy 290, and receive many services from Bryan/College Station.

Population: 35,771

County Seat: Brenham

Other Incorporated Communities: Burton



Planning Stakeholders

Public Transportation Providers



Brazos Transit District



Brazos Valley Center for Independent Living

Representatives of Non-profit Transportation Providers



Brazos Valley Center for Independent Living



Grimes Health Resource Center



Burleson Health Resource Center



Madison Health Resource Center

Representatives of Metropolitan Planning Organization



Bryan College Station MPO

Representatives of Individuals with Disabilities



Brazos Valley Center for Independent Living



Brazos Valley Area Agency on Aging



MHMR Authority of Brazos Valley



Texas Veterans Commission

Veterans or Representative of Veterans Groups



Texas Veterans Commission

Planning Stakeholders

Advocates for/ Representatives of Individuals 65 and older



Brazos Valley Area Agency on Aging



United Way of Brazos Valley

Advocates for Individuals with Low Incomes



Brazos Valley Community Action Agency



United Way of Brazos Valley

Advocates for/ Representatives of Individuals with Behavioral Health Needs



MHMR Authority of Brazos Valley



United Way of Brazos Valley

Workforce Agencies



Workforce Solutions Brazos Valley

Advocates for Children



United Way of Brazos Valley

Planning for Comprehensive Services

As the regions Council of Governments representing six rural counties and one urban county, Brazos County, the COG conduct wide range comprehensive planning efforts. This five-year plan integrates all comprehensive services from various programs including Section 5310 (Enhanced Mobility of Seniors and individuals with Disabilities) Programs, and other FTA funded programs. The Brazos Valley COG hosts the Center for Regional Services which houses programs including Workforce Solutions, Brazos Valley Community Action Agency, Brazos Valley Center for Independent Living, Brazos Valley Area Agency on Aging, Head Start, Texas Veterans Commission and more. This allows the COG to easily coordinate with entities representing aging populations, persons with disabilities, Medicaid transportation programs, workforce, veterans and more. This five-year transportation plan includes a variety of human services managed at the COG as previously mentioned as well as rural counties including rural Health Resource Commissions. Similarly, the MPO, Regional Mobility Authority, and Chamber of Commerce Transportation Group work closely with the COG and transit providers to comprehensively plan transportation services.

The Brazos Valley COG works alongside more than twenty agencies engaged in transportation. The COG assists in creating a coordinated relationship between them. Each of these entities and organizations mentioned participated in the planning process, input, and finalization of the plan through their inclusion in our regular transportation meetings, surveys to their clients and communities, and workgroups. The needs identified in this plan draw from the input of each entity and the feedback received.

Integrated Planning Process

This transportation plan aligns and is integrated with the larger rural and metropolitan regions transportation planning. This integration happens through ongoing planning meetings, workgroups, and scheduled workshops. Every month the Brazos Valley Council of Governments transportation planning entity attends Regional Mobility Authority, Bryan-College Station Metropolitan Planning Organization (MPO), and Bryan-College Station Chamber of Commerce Transportation meetings. In these meetings each entity discusses their current transportation plans, projects, and priorities. This allows each entity to integrate the objectives of each planning entity into the scope of their plan.

In addition, the Brazos Valley Council of Governments hosts regular transportation meetings with all regional transportation stakeholders including workforce agencies and health and human services agencies like Brazos Valley Area Agency on Aging, Brazos Valley Center for Independent Living, Burleson County Health Resource Commission, Grimes Health Resource Commission, Madison Health Resource Commission, and Head Start. Each of these entities provides input from their communities on planning needs and priorities. Similarly, all our stakeholders (included on page 4) have the opportunity to review and approve the plan before it is officially published. Our plan is then made available to all entities once it is finalized, and plans made by other planning entities are made available for our planning purposes. This allows our organizations to ensure there is transportation integration throughout the entire process.

Sustain Planning & Implementation

Moving forward after the completion of this five-year plan, the Brazos Valley Council of Governments will continue to host regular regional transportation stakeholder meetings and attend monthly transportation planning meetings with local transportation planning organizations. To continue making meaningful impact in our communities and ensuring transportation resources are positively impacting rural communities, the Brazos Valley COG will conduct further transportation research and create new transportation surveys to continue understanding the needs of transportation service users. Outlined in the Performance Measures section of this plan, the COG will continue implementing the goals and objectives of the plan through a tentative timeline. The timeline and priorities in the objectives will be discussed with regional transportation stakeholders in the upcoming meetings after the finalizing of the transportation plan.

To do this the Brazos Valley COG has a dedicated team working on transportation planning efforts. This team continues to work with rural counties Health Resource Commissions, senior centers and agencies engaged in senior and disability ridership programs in the region. Additionally, in house staff at the Brazos Valley Council of Governments who represent veteran, low income, workforce, and child advocacy, will remain a key stakeholder to our meetings and plan implementation moving forward.

Needs and Gap Analysis

Prioritization of Needs and Gaps

The needs and gaps identified in the conducted surveys and through the Stakeholder Meetings in the Comprehensive Needs Assessment and Gaps Analysis Plan guided staff in the process, and led towards additional needs and gaps being identified. All of the needs and gaps were then taken to the Transportation Stakeholder Group to review and identify those of highest priority.

The following priority rankings arose from this Transportation Stakeholder Meeting.

Transportation Service Gaps

- Limited Weekend and After Hour Services
- Transport Options For Basic Needs (Errands & Medical Transport)
- Transportation Across County Lines
- Taxis & Rideshares
- Multi-Modal Transportation Options to Enhance Connectivity

Transportation Planning and Promotion Gaps

- Digital Marketing/ Communication
- Travel Training (Ridership Training and Information Sharing)
- Funding
- Interconnectivity Outside Brazos Valley
- Planning for Multi-Modal Transportation

Transportation Provider Gaps

- Limited Funding Gaps
- Labor Force Shortage
- ADA Accessible Vehicles
- Accommodating for all types of riders

Goals and Objectives

Transportation Service Gaps

Transportation Service Gaps

- Limited Weekend and After Hour Services
- Transport Options For Basic Needs (Errands & Medical Transport)
- Transportation Across County Lines
- Taxis & Rideshares
- Multi-Modal Transportation Options to Enhance Connectivity

Service Gap Goal 1

Reduce gaps in transportation services provided to the region.

Objective 1.1:

Research the need for transportation services to be provided outside of existing services.

- Is there a need for nights/weekend/holiday transportation?
- Is there a need for workforce transportation?
- Are the current transportation services meeting the destination needs of the riders?

Objective 1.2:

Work with existing transportation providers to identify ways to increase service times and locations.

- Identify and/or seek funding opportunities.
- Identify potential partnerships and collaborative opportunities.
- Work to understand needs of private providers (taxis/rideshares) to see how these services could fill identified gaps..

Service Gap Goal 2

Identify ways to promote access to public transit.

Objective 2.1:

Promote park and ride options.

- Identify potential need for park and ride locations.
- Educate transportation planners on benefits of park and ride.

Objective 2.2:

Promote multi-modal transportation options.

- Identify areas of need for connectivity to and from bus pick-up locations.
- Assist with promotion of bike safety and areas of connectivity to transit locations.
- Assist public transit providers with acquiring bike racks for busses.
- Educate transportation planners on benefits of bike lanes and shared use paths.
- Help identify funding sources for bike lanes and shared use paths.

Goals and Objectives

Transportation Service Gaps

Service Gaps Goal 3

Identify areas to increase transportation connectivity across the region.

Objective 3.1:

Research and analyze potential options for future fixed route system from outer counties into the BCS area.

- Work with current providers to better understand desired outer county transportation destinations.
- Identify potential fixed route locations.
- Research funding options for this fixed route system.

Objective 3.2:

Coordinate with other regional councils, MPO's and transportation providers outside of the region regarding their Coordinated Transportation Plans to identify services outside of the Brazos Valley.

- Learn areas/destinations of significance to local residents.
- Identify public transit connectivity locations in region to out of region.



Goals and Objectives

Transportation Planning and Promotion Gaps

Transportation Planning and Promotion Gaps

- Digital Marketing/ Communication
- Travel Training (Ridership Training and Information Sharing)
- Funding
- Interconnectivity Outside Brazos Valley
- Planning for Multi-Modal Transportation

Planning and Promotion Gaps Goal 1

Create a coordinated partnership of transportation providers, planners and rider/rider representatives.

Objective 1.1:

Continue with Transportation Work group meetings so as to encourage the exchange of ideas and an ongoing examination of ways to coordinate and promote transportation services.

- Forge new partnerships.
- Ensure objectives are being met.
- Continue to identify priority gaps/challenges to analyze.

Objective 1.2:

Continue to support and attend transportation related meetings across the region held by other transportation planning and providing entities..

Planning and Promotion Gaps Goal 2

Identify and pursue mechanisms for transportation planning and outreach.

Objective 2.1:

Identify funding opportunities and/or apply for funding for transportation planning to encourage controlled growth, increased connectivity and congestion relief.

- Funding focus on transportation planning.
- Funding focus on multi-modal transportation options.
- Funding focus on roadway maintenance & upkeep.
- Funding focus on roadway or transit safety.
- Funding focus on increasing interconnectivity of transportation and transit options outside of the Brazos Valley Region.

Objective 2.2:

Continue to develop and update the transportation brochure.

- Develop a new brochure with resources each year.
- Identify locations to share this information with.

Goals and Objectives

Transportation Planning and Promotion Gaps

Planning and Promotion Gaps Goal 3

Assist regional transportation providers with outreach and education efforts.

Objective 3.1:

Continue to promote and pursue funding for travel training and disability awareness classes for transportation drivers and riders.

- Identify and/or pursue 5310 Federal Transit Administration funds or other funding opportunities.
- Partner with existing entities to promote and support travel training efforts.

Objective 3.2:

Actively promote existing transportation services to local elected officials.

Objective 3.3:

Assist regional transportation providers with outreach efforts to encourage and increase ridership.

- Identify marketing/communication needs.
- Develop and create marketing materials.
- Distribute marketing materials both paper and electronic.
- Determine if educational materials are needed and develop.



Goals and Objectives

Transportation Provider Gaps

Transportation Provider Gaps

- Limited Funding Gaps
- Labor Force Shortage
- Americans with Disabilities Act (ADA) Accessible Vehicles
- Accommodating for all types of riders

Provider Gaps Goal 1

Identify and pursue funding mechanisms for transportation providers.

Objective 1.1:

Continue to promote and pursue funding for:

- Paid skilled drivers.
- Maintenance.
- New vehicles.
- Fuel.

Provider Gaps Goal 2

Understand the ADA transportation needs of the community..

Objective 2.1:

Research and identify the needs of community members that need ADA accessible vehicles.

- Understand the community needs.
- Are these needs being met, if not what is missing.
- Identify ways these gaps can be filled.
- Apply for funding if necessary.

Provider Gaps Goal 3

Understand the transportation needs of all types of community members.

Objective 3.1:

Continue research to identify the continual public transit needs of all community members.

- Are these needs being met, if not what is missing.
- Identify ways these gaps can be filled.

Objective 3.2:

Research and understand if all types of riders can access the public transit that is offered.

- Can riders get to the transit stations.
- Are transit materials shared in languages spoken in the area.

Performance Measures

T RANSPORTATION SERVICE GAPS:

SERVICE GAP GOAL 1: Reduce gaps in transportation services provided to the region

Performance Measures:

- Conducted minimum ten hours of research on rural transportation rider preferences/needs
- Created three new regional transportation partnership relationships
- Scheduled four meetings with private transit providers

TIMEFRAME: MID-TERM

SERVICE GAP GOAL 2: Identify ways to promote access to Public Transit

Performance Measures:

- Identified two funding sources for bike lanes and shared use paths
- Created a park and ride benefits sheet for planners (resource document)
- Scheduled and host a meeting with Transit providers on potential locations for park and ride

TIMEFRAME: SHORT-TERM

SERVICE GAP GOAL 3: Identify areas to increase transportation connectivity across the region

Performance Measures:

- Hosted at least one meeting annually on fixed route transit with current Transit Providers
- Gathered community wide feedback on greatest transit connectivity complications
 - Created fixed route campaign with Transit Providers and stakeholders to encourage community feedback on locations and preferences
- Identified possible funding options for fixed route system

TIMEFRAME: LONG-TERM

Performance Measures

T **TRANSPORTATION PLANNING AND PROMOTION GAPS:**

PLANNING AND PROMOTION GAP GOAL 1: Create a coordinated partnership of transportation providers, planners, riders, and rider representatives

Performance Measures:

- Attended monthly regional transportation planning meetings including RMA, MPO, and Chamber of Commerce Transportation
- Hosted quarterly transportation stakeholder meetings
- Create five new transportation partnership relationships
- Number of riders present in transportation meetings

TIMEFRAME: SHORT-TERM and LONG-TERM

PLANNING AND PROMOTION GAP GOAL 2: Identify and pursue mechanisms for transportation planning and outreach

Performance Measures:

- Identified and applied for new funding for transportation planning

TIMEFRAME: MID-TERM

- Updated or created a new transportation brochure with regional transportation services
 - Update brochure once annually

TIMEFRAME: SHORT-TERM

PLANNING AND PROMOTION GAP GOAL 3: Assist regional transportation providers with outreach and education efforts

Performance Measures:

- Created marketing and communication materials for all rural regional transportation providers (upon their agreeance)
- Identified two new funding opportunities for 5310 federal Transit Administration funds or other federal funds

TIMEFRAME: SHORT-TERM

Performance Measures

T **TRANSPORTATION PROVIDER GAPS:**

PROVIDER GAP GOAL 1: Identify and pursue funding mechanisms for transportation providers

Performance Measures:

- Identified funding opportunities specifically for paid skilled drivers, maintenance, and vehicles

TIMEFRAME: SHORT-TERM

PROVIDER GAP GOAL 2: Understand the ADA transportation needs of the community

Performance Measures:

- Scheduled four community outreach meetings to talk with transit riders (specifically those needing ADA accessible rides) in rural communities who participate in current transit services
- Schedule one annual meeting with aging and disability transit agencies on ongoing needs of riders

TIMEFRAME: MID-TERM

PROVIDER GAP GOAL 3: Understand the transportation needs of all types of community members

Performance Measures:

- Host local public meeting in at least three rural counties for transit rider to provide transit feedback
- Conducted data analysis and research on current transit riders and remaining gaps in transit

TIMEFRAME: SHORT-TERM/MID-TERM

Conclusion

The Brazos Valley region of Texas is full of opportunities that will only become greater as the region continues to see large numbers of growth and prosperity. As a large section of our population continues to age, along with the general needs of persons with disabilities, low income persons, and other target populations needing transportation, providing access to our communities becomes paramount in ensuring vitality in our communities for all residents.

The objectives identified in this plan will not only work to enhance connectivity to our region, but also promote transit as a valuable asset to our communities. This asset is not only for those dependent upon transportation resources, but to the broader success and vitality of the municipalities, counties and region as a whole. The Brazos Valley Council of Governments would like to thank the stakeholders who participated in this planning effort. Your continued support of transportation efforts within the region allow these enhancements to be made to help our region become more prosperous.

