

**GULF COAST
REGIONALLY COORDINATED
TRANSPORTATION PLAN**

DEMOGRAPHIC PROFILES

REVISED JULY 2016

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INTRODUCTION

The Gulf Coast Planning Region has grown significantly in recent years. Between 2010 and 2015 more than 700,000 people and over 440,000 jobs were added to the region. Current forecasts indicate that by 2040 the region will be home to 10 million people and over 4 million jobs. Additionally, there is an increasing population of elderly persons (65 and older) which was reported at 9% of the population in 2010 and is estimated to double to 18% by 2040.¹

In addition, a new demographic group has emerged in Houston in the last few years consisting of individuals who choose not to purchase a vehicle and use transit service to navigate the city and region. Many are high income individuals without an automobile who are transit riders by choice.

The combined effects of the demographic changes including the increasing population, jobs and the growing proportion of seniors will have a compound effect on the potential need for expanded public, private and non-profit transportation services in the region.

The purpose of the Regionally Coordinated Transportation Plan (RCTP) is to provide more efficient and more effective public transportation services, especially for seniors (65+), persons with disabilities, persons of low incomes, youth, veterans and others.

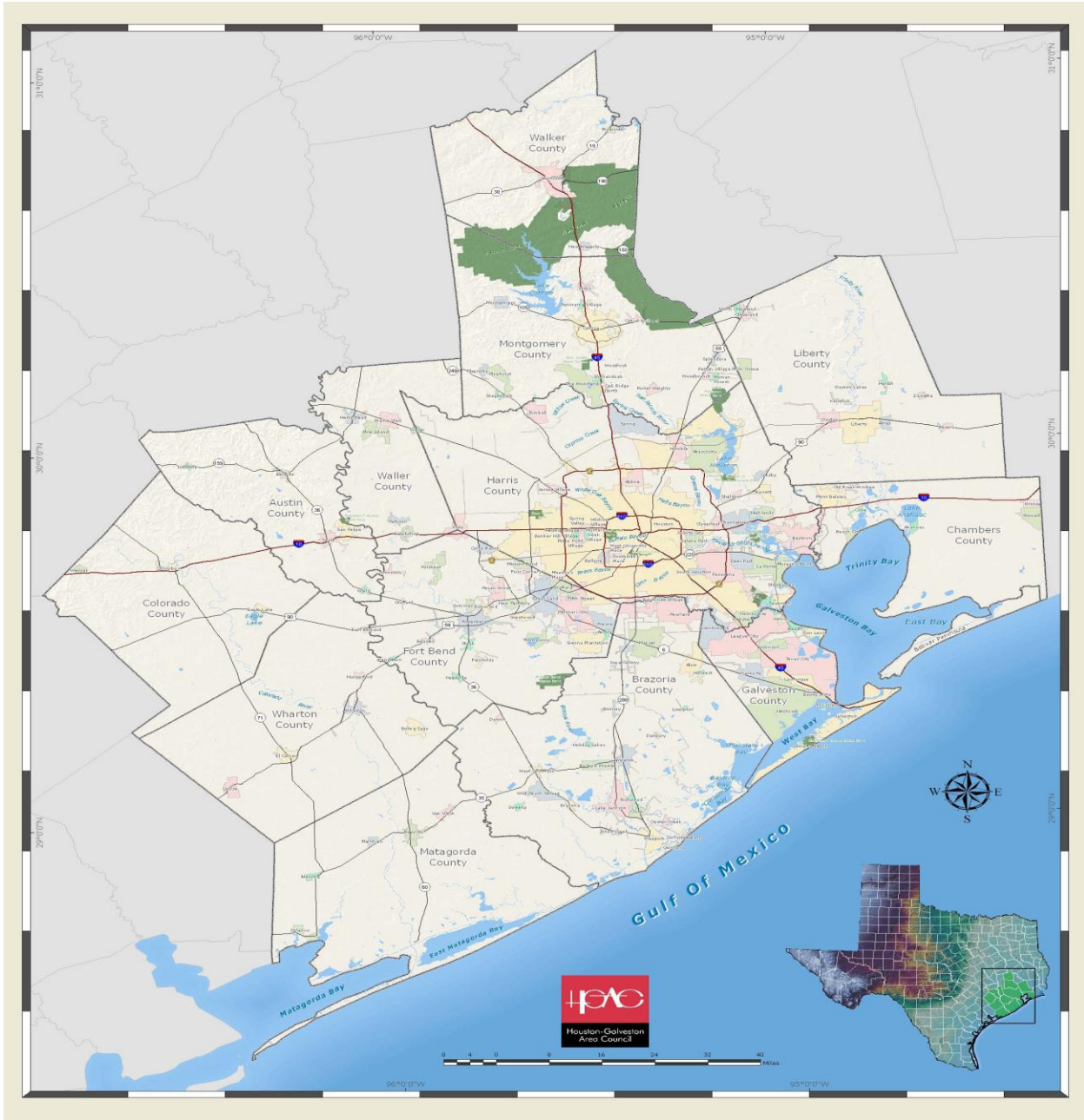
One of the five Big Ideas from the Our Great Region 2040 plan identifies strategies to achieve a world-class transportation system, among others, as a priority by:

- Reducing the time spent in traffic which will require investments in both roadway capacity and alternative modes such as transit, walking, and bicycling infrastructure;
- Increasing the coverage and efficiency of our transit system to better serve existing customers and attract new ones.

Rapid growth and where it is occurring, is an essential component (although not the only one) to the nature of transit in the Gulf Coast Planning Region. The planning region is very big and becoming larger rapidly. Growth in the region easily exceeds 150,000 persons per year. Serving an area of nearly 12,500 square miles (see **Figure 1**) with a population that exceeds 6.8 million people, the H-GAC Planning Region is substantially larger than the state of Massachusetts in both area **and population!**

Figure 1- Gulf Coast/H-GAC Planning Region

¹ Source Houston-Galveston Area Council (H-GAC) Community and Environmental Planning at www.h-gac.com.



As part of the update to the RCTP for the Gulf Coast region, H-GAC staff has prepared transit demographic profiles to summarize current data for further planning purposes.

This technical memorandum includes:

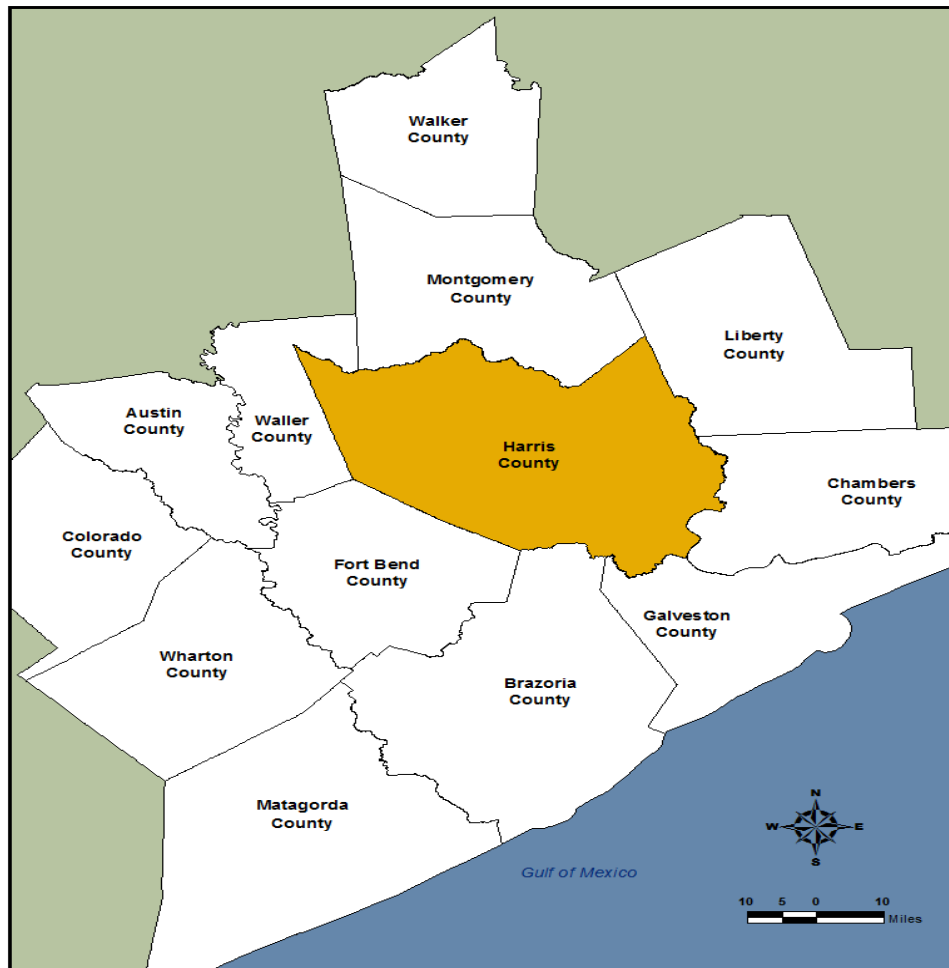
- Summaries of County level demographics
- Transit Need related factors.
- A Description of the Transit Needs Index Methodology and Results

IV. TRANSIT AND DEMOGRAPHIC PROFILES BY COUNTY

Dividing the County's Regions into Three Tiers – Harris County

Analyzing the region as one entity is difficult given the size and the variation of the region. Three county groups consisting of population-related tiers allow a more effective analytical approach to assessing transit services, demographics, and transit needs. Approximately 67% of the 6.8 million population of the H-GAC Planning Region is in Harris County. Conducting nationally-based peer analysis of **Harris County** with its unique challenges and characteristics is a reasonable approach. As a “Megacounty”, contrasting it to other H-GAC Counties is too drastic as to be meaningful since there is no comparable county. See **Figure 2**.

Figure 2 – Harris County in H-GAC Planning Region

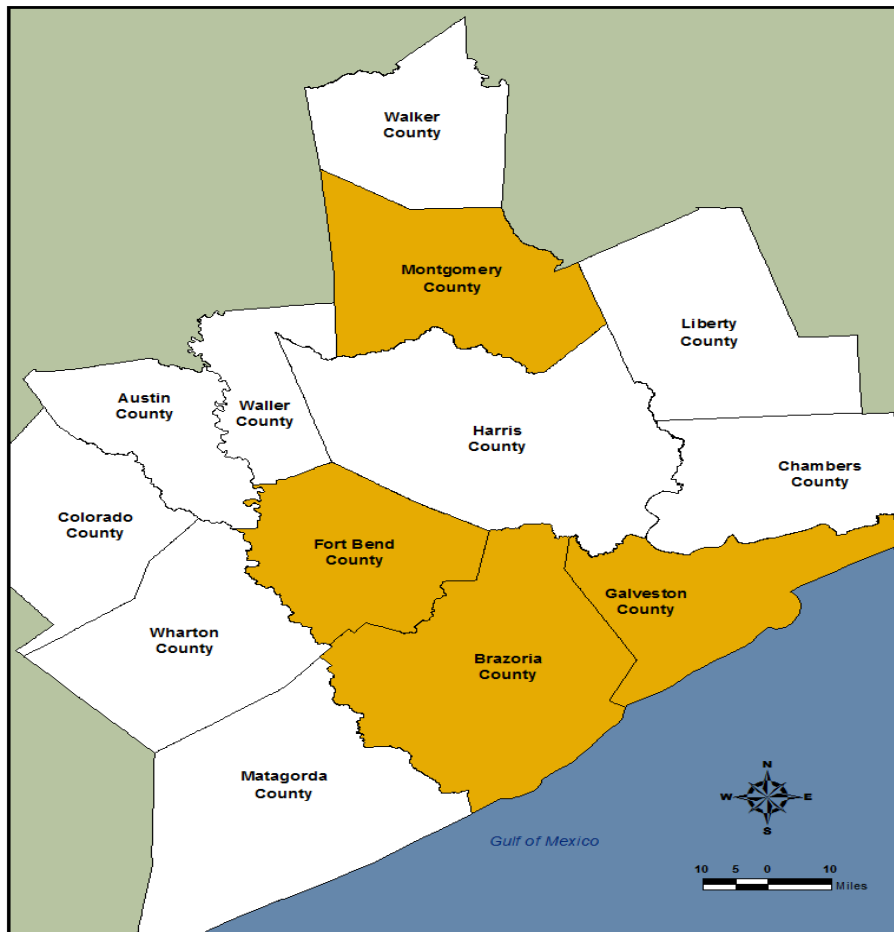


Dividing the County's Regions into Three Tiers—Adjacent/Suburban Counties

Twenty - eight percent of the HGAC Planning Region is comprised of four large primarily suburban counties adjacent to Harris County – Brazoria, Fort Bend, Galveston and Montgomery. All have measurable transit service (but less service than Harris County) with similar and varied features. The adjacent counties warrant separate review because they fit best together.

The four county's total populations are 1,922,199, based on the 2015 US Census County Estimates. Fort Bend and Montgomery County are experiencing among the most rapid growth by percentage of any counties in the United States, and each now exceeds half a million persons. Fort Bend County has more than doubled in population since the 2000 United States Census to 716,087 persons. Montgomery County's growth has been rapid as well. Brazoria County and Galveston County have grown at much slower rates in the last fifteen years, but have experienced robust growth in the northern parts of their respective counties. See **Figure 3**.

Figure 3
Adjacent/Suburban Counties



Ridership Summary of H-GAC Adjacent/Suburban Counties

Total ridership for all suburban/adjacent counties in 2015 was 3,614,715. Impacting ridership considerably is the Metrostar Vanpool program. Trip origins are counted as two trips from the passenger origin considered by the Metrostar program as a valid alternate means of counting passengers.

Most of the adjacent fixed route service is in Galveston County (specifically Island Transit). The majority of demand response service was delivered by Fort Bend Transit. Most vanpool trips in the four adjacent counties originate in Fort Bend County. The majority of commuter bus service (685,000 plus trips) was provided by the Woodlands Express in Montgomery County.

BRAZORIA COUNTY TRANSIT PROFILE

Transit Services

Transit services are delivered in several ways within Brazoria County. Connect Transit is the provider for all fixed route and most demand response transit services in Brazoria County. Vanpool services provide 161,444 annual trips (more than all other transit trips combined within the county).

Connect Transit started in 2010 delivering fixed route service in the Lake Jackson Urbanized Area in the South and Central County which includes the four cities of: Lake Jackson, Angleton, Clute and Freeport. Ridership has increased steadily to 124,305 in 2015, plus 3,765 in ADA Complementary Paratransit Service trips, as required by Federal Law.

Demand response service is provided by Connect Transit in the large rural areas of the central and western portions of Brazoria County which also includes parts of the City of Alvin, total 7,628 trips per year. The northern portion of Brazoria County, primarily comprised of Pearland and part of Alvin, is part of the Houston Urbanized Area. It is not funded by Connects' urban or rural appropriations. Harris County Rides provides a limited amount of contracted shared ride taxi service partially funded by Pearland and surrounding communities (3,950 annual rides) to intra-city, intercity and inter-county destinations.

FORT BEND COUNTY TRANSIT PROFILE

Transit Services

Vanpool ridership is very high in Fort Bend County. At 625,016 trips in 2015, Fort Bend County has easily the most trips among the adjacent counties in the region, and the largest number of vanpool trips per capita among all counties, including Harris County.

Commuter service is growing steadily. Bus service expansion in late 2015 will continue the growth in ridership. The anticipated opening of the Westpark Park and Ride in 2017 or 2018 will also increase the ridership levels of the Fort Bend Public Transportation Department further. Ridership in 2015 for commuter bus service was 251,610.

Demand response service focuses on the need for mobility challenged individuals who required transit service in Fort Bend County. Efforts to expand the amount of demand response service remain a priority since the Fort Bend Public Transportation Department began in 2005. Demand response from the Fort Bend Public Transportation Department was 101,219 in 2015 in the rapidly growing county. American Red Cross, which was previously the main transit provider in Fort Bend County, delivered 4,709 trips in 2015. Richmond and Rosenberg, located in the central part of Fort Bend County, started point deviation service in July 2015. Approximately 1,052 trips were generated in Calendar Year 2015.

GALVESTON COUNTY TRANSIT PROFILE

Transit Services

Galveston County is one of the most diverse counties in the terms of the variety of transit service in the entire H-GAC region. Hurricane Ike reduced the City of Galveston's population from small urban status (at least 50,000 persons) to rural status with resulting difficult funding issues. Island Transit in the City of Galveston, continued to generate 730,742 trips on its fixed and demand response service in 2015. Island Transit remains the largest fixed route and transit service provider in Galveston County.

Fixed route service started in the Texas City area by Connect Transit in 2008, and has grown steadily, generating 168,509 trips in 2015. Demand response service consists of: general demand response service in the Texas City area, required ADA trips in the Texas City and Galveston service areas, rural paratransit and a very small amount (718 trips annually) of user side taxi service in the northern part of the county (League City and Friendswood). Total demand response trips are 37,456.

Commuter bus service existed in 2015 between Mall of the Mainland, Victory Lakes (in League City) and Galveston generating 110,911 trips. Low ridership on the Mall of the Mainland Park and Ride led to its closure in early 2016.

Vanpool service is relatively modest for a suburban/adjacent county. A total of 70,688 trips were generated with origins in Galveston County in 2014, easily the lowest among the four adjacent counties.

MONTGOMERY COUNTY TRANSIT PROFILE

Transit Services

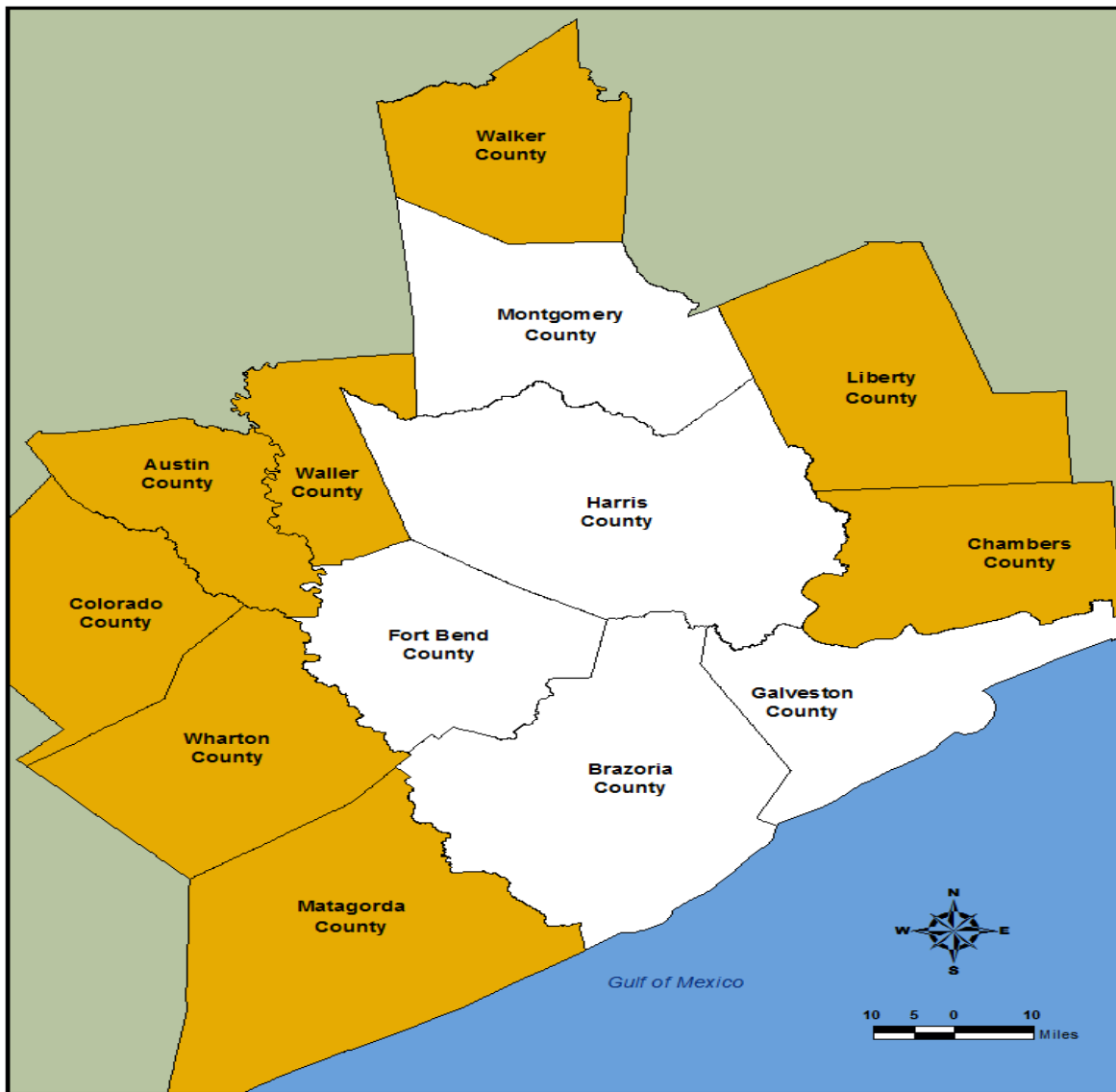
Beginning in 2010, Conroe-Woodlands became the second Large (over 200,000) Urbanized Area (UZA) in the H-GAC planning region. Houston (UZA) was the first. Indicative of the rapid growth of Montgomery County, several modes of transit are provided.

Commuter service is significant in Montgomery County. Commuter bus service from the Woodlands Express was 685,264 trips in 2014. New commuter bus service from Conroe to Houston's Central Business District and the Texas Medical Center is envisioned for 2017. Vanpool ridership was also providing a substantial number of 243,861 passenger trips in 2014.

Woodlands-based fixed route services which include circulator and water taxi services combined for 240,987 trips in 2015. Conroe Connection service did not start until January 2015. Its total ridership in 2015 was 20,265 including required ADA Complementary Paratransit service. Additional service beginning in 2015 was subsidized taxi service. Numbers were not available

Less numerous is the demand response service which covers all areas outside of The Woodlands and Conroe. 1,495 trips are provided by the Bryan based provider, the Brazos Transit District. The not for profit provider, Meals on Wheels – Montgomery County, delivered 23,750 trips, yet it acknowledges significant gaps in meeting existing demand.

Figure 4 – H-GAC Rural County Maps



Dividing the County’s Regions into Three Tiers–Rural Counties

Slightly more than 5% of the planning region’s population is in the eight rural counties. See **Figure 4** above. Rural counties have differing needs, lesser densities, lower ridership and a different transit environment as far as service and transit gaps manifest themselves. Hence, the eight rural counties of Austin, Chambers, Colorado, Liberty, Matagorda, Walker, Waller, and Wharton are analyzed separately.

Ranging in population from 20,870 to 79,654, the rural counties are fundamentally different in nature than the five core counties of the H-GAC region in population and density (Harris, Fort Bend, Montgomery, Brazoria, and Galveston Counties). The total population for the eight rural H-GAC counties is 366,497, according to the 2015 *American County Estimate (ACE)*.

COLORADO VALLEY TRANSIT (CVT) - FOUR COUNTY PROFILE

Covering a 3,200 square mile and a four county area in the rural western portion of the H-GAC Planning Region, the Colorado Valley Transit Service is the largest rural transit provider in the thirteen county planning region with 86,394 total trips in 2015. Trips are not subdivided by county, so the number is the aggregate for the four counties.

CVT provides service through different modes to augment service coverage and effectiveness. Intercity service is provided within and between selected counties to enhance mobility to individuals in various communities. Flexible route service, which delivers service to selected stops and individuals upon request, broadens the range of service coverage in areas of low density. Finally, demand response service supplies countywide coverage for individuals needing transit service. The four counties CVT services are: Austin, Colorado, Waller and Wharton.

AUSTIN COUNTY TRANSIT PROFILE

Ridership includes flexible route service, intercity service and intercity service. Flexible route service is run hourly in Sealy (Sealy Loop). Transit service is provided every other hour between Belleville to Sealy in a flexible route, known as the Belleville Loop. Inter-county service linking Belleville, Sealy, Wallis and San Felipe is also available every ninety minutes. Demand response service is provided in Austin County in smaller rural areas, not serviced by flexible route service.

COLORADO COUNTY TRANSIT PROFILE

Ridership includes intra-city flexible route and demand response service to cover small community and urban areas needs for Colorado County. Hourly flexible route service runs in three intra-city loops in the small communities of Columbus, Eagle Lake and Weimar in Columbus County. Demand response service is provided in the rural areas of Colorado County where flexible route service is not provided.

WALLER COUNTY TRANSIT PROFILE

Ridership includes general demand response service only in CVT's largest and fastest growing county. Previously, flexible routes had serviced communities in Waller County, but low ridership and reduced funding resulted in their termination. Prairie View University offers a student and staff only bus service for university and off campus trips. The Prairie View Bus Service is funded through student fees. Ridership figures are not available.

WHARTON COUNTY TRANSIT PROFILE

Ridership includes hourly intra-city flexible route service in Wharton and El Campo. Intercity service is provided three times daily between Wharton and El Campo, and demand response service is delivered to areas of the county not serviced by the aforementioned routes.

OTHER COUNTY TRANSIT SERVICES

CHAMBERS COUNTY TRANSIT PROFILE

Chambers County is the only county within the H-GAC Planning Region that does not have any general public transit service or has a designated transit service recipient. However, the Senior Citizen's Project of Chambers County provides a limited amount of demand response transportation to seniors and persons with disabilities primarily in western and central Chambers County. Service is partially funded by federal support for seniors and persons with disabilities under what is known as the Federal Transit Administration (5310) program. Total trips provided were 4,384* for calendar 2014.

**2015 ridership numbers were not available*

LIBERTY COUNTY TRANSIT PROFILE

While several modes of transit services are provided in Liberty County, the total amount of transit service is relatively modest for the largest rural county in population (79,654) among H-GAC's planning counties. The cities of Liberty and Dayton have fixed route service that provided 17,482 trips in 2015. Bus service in Cleveland was discontinued due to lack of ridership and limited service was provided countywide in 2015. Ridership countywide was 1,557 trips.

Approximately 37% of the total transit trips are vanpool trips (11,261). The Brazos Transit District outside of Bryan, Texas is the designated federal and state rural recipient and service provider for Liberty County. Total trips were 30,311.

MATAGORDA COUNTY TRANSIT SERVICES

General countywide demand response service only is provided by Friends of Elder Care, Inc., of Bay City. Total annual ridership in 2014 was 25,919. * Tuesday service is available to the Veteran's Administration/Houston, and the Texas Medical Center in Houston; Thursday service is provided to the University of Texas Medical Branch in Galveston. No fixed route or flexible route service is available within the county.

*2015 ridership numbers were not available

WALKER COUNTY TRANSIT PROFILE

The northernmost county in the H-GAC region has seen declining ridership and reduced transit service coverage over the last two decades. Fixed route transit service in Huntsville was eliminated in the mid 1990's, and general demand response provided by the Brazos Transit District was curtailed by reduced state funding in recent years. As a result, service levels are low in Walker County despite the substantial level of transit need, especially in the City of Huntsville.

Public transit service in Walker County is operated (and the designated recipient) is the Brazos Transit District of Bryan, Texas. It provides limited demand response service with only 2,859 trips in calendar 2015. Travel was supplemented with senior trips provided by The Senior Center that delivered 8,790 trips. Private transit services deliver exclusive transportation to student apartments near Sam Houston State. A small number of two-way vanpool trips (1,028 in 2014) van pool trips originated from Walker County.

SECTION III

TRANSIT NEED INDEX METHODOLOGY

The Transit Need Index (TNI) has been used in various forms by H-GAC for more than two decades. Designed as an index to provide a means of assessing service needed, it has targeted transit dependent individuals.

Baseline measurement for the TNI is important. Against what other entities are you scoring your transit need? The United States? State of Texas? Entire H-GAC Region? Rather than contrast highly different counties such as the 20,000 population Colorado County to nearly the 4.6 million population Harris County, three tier groupings similar in nature will be evaluated. Even though urban and rural counties use the same TNI, the urban/rural weights for scoring are different.

The three tier approach mentioned in Section II is applicable to the TNI. Harris County cannot be reviewed against itself. A peer analysis of several other large counties in the Southern United States is conducted based on the National Transit Database in Section III.

The four adjacent counties (Brazoria, Fort Bend, Galveston and Montgomery) are between 330,000 and 750,000 in population. A TNI was conducted among the four counties. The rural areas include comparing the eight counties among themselves as well.

All transit need factors are based on the most recent American Community Survey (2014). Population/density is the exception and is based on the 2015 American County Estimates. Density (population/square miles) is derived from the 2015 population estimates.

How does each transit need factor work? A county can score a one, a two or a three on a transit need factor. Each transit need is scored and weighed by its percentage as a need factor. Three scores are possible – three, two and one.

What do the scores mean? Three means that the county has a significant higher needs on that transit factor than its peers. Two means the county has approximately the same level of need as its peers. One means it has a lesser need relative to its peers.

What is the scoring range? Five is the lowest possible need score; fifteen is the highest possible transit need score. Experience with scoring reveals that most counties are close to 10. See the scoring results for more examples on pages 19, 20 and 22

What are the transit need factors? The factors with an explanation are listed below:

POPULATION PER SQUARE MILE (DENSITY) – Population densities vary greatly both in rural and urban counties and within those counties. Density is important in an urban setting for fixed route bus service, where it is weighed as a 20% factor. Lower rural density and limited scheduled bus means that is only weighed at 10%.

MEDIAN HOUSEHOLD INCOME – The level of overall household resources that exist within a county. Low median income means individuals generally have limited disposable income, and that includes resources for transportation. Unlike all other TNI weighting factors, it should be noted that, a lower number in median income is a higher need factor (score of 3), while high number is a relatively lower need factor (score of 1) with respect to disposable income. Median Household Income is a significant factor in both the rural and urban TNI, and is weighed at 20%.

PERCENTAGE OF CHILDREN 6-17 – Considering the issue of children and coordination of transportation is part of the RCTP, measuring the number of children in each county is a part of the TNI. Both urban and rural TNI weigh this factor at 10%.

PERCENTAGE PERSONS WITH DISABILITIES 18-64 – Persons with disabilities are one of the core users of transit services, especially among those who are considered transportation disadvantaged. Critical in the rural transit market, persons with disabilities are weighed on the TNI scale at 25%. While still very important in the urban market, it is weighed at 15%.

PERCENTAGE OF PERSONS 65 PLUS – Persons 65 plus are another core user of transit services, especially among those who are considered transportation disadvantaged. Critical in the rural transit market, persons over 65 are weighed on the TNI scale at 25%. While still very important on the urban market, it is weighed at 15%.

PERCENTAGE HOUSEHOLDS WITHOUT AN AUTOMOBILE – A household without an automobile is by definition mobility-challenged. Experience has demonstrated that households without an automobile tend to be a larger and a more diverse group with more opportunities for transit usage in urban settings; hence the urban TNI is 20%, while the rural TNI is 10%*

Tables 2 and 3 show the respective transit need index scoring weights for urban and rural areas.

**A new demographic group has emerged in Houston in the last few years. Individuals who choose not to purchase a vehicle and use transit service to navigate the city and region. Many are high income individuals without an automobile who are transit riders by choice.*

TABLE 1
URBAN TRANSIT NEED INDEX – SCORING WEIGHTS

Urban Areas	Scoring Weight
Population Density	20%
Percent Household with Zero Automobiles	20%
Population over 65	15%
Persons with Disabilities 18-64	15%
Children 6-17	10%
Median Household Income	20%
TOTAL	100%

TABLE 2
RURAL TRANSIT NEED INDEX

Rural Areas	Scoring Weight
Population Density	10%
Percent Household with Zero Automobiles	10%
Population over 65	25%
Persons with Disabilities 18-64	25%
Children 6-17	10%
Median Household Income	20%
TOTAL	100%

Aspects of the TNI analysis are adjusted from the 2011 Regionally Coordinated Transportation Plan (RCTP). Among the changes are the following:

- *Percentages of the two indices (urban and rural) are calculated differently;*
- *Analysis of peer counties allows greater comparability;*
- *Percentage of Children 6-17 is added as a 10% factor since some school trips and after school trips are relevant to transit need;*
- *Ethnicity is no longer used as a factor.*

Scoring can range from 5-15. Using the peer system for H-GAC, most scores in all counties fall between 8 and 12 with a few scoring as high as 13. All levels of the scoring range indicate some level of transit need since all communities have at least some population of transit dependent individuals (although some are proportionately smaller than others). When a system scores a 10 or higher **and has very little or no transit service**, it indicates an acute need relative to transit service. See **Table 4** for interpreting transit scores.

**TABLE 3
INTERPRETING TRANSIT SCORES**

Scoring Range	Need Level	Meaning
5-7.9	Moderate Transit Need	Transit need exists in community but ability and resources to access other modes of transportation are generally substantial. Despite this level of need, significant demand response service will be needed for a portion of the population.
8-9.9	Significant Transit Need	Transit need is slightly lower than the regional average, but certain need indicators may be higher. Despite this level of need, significant demand response service will be needed for a portion of the population.
10 -11.9	Substantial Transit Needs	Transit needs are at or slightly higher than the regional average. Transit needs are impacting a substantial portion of the population and if services are not provided, needs are significantly unmet. Usually one or more factors indicate a high need for transit services.
12 - 13.9	Major Transit Needs	Transit needs are high in many, but not all indicators. Service needs substantially exceed the thirteen county HGAC average. Often resources to provide the service to close the gap in these communities will also be limited.
14.0 - 15.0	Acute Transit Needs	Across the board high transit needs. Service needs substantially exceed the thirteen county HGAC average. Often resources to provide the service to close the gap in these communities will also be limited.

HARRIS COUNTY

**HARRIS COUNTY/ NATIONAL PEERS
TRANSIT NEEDS INDEX
TABLE 4**

County	Population 2014	Square Miles	Density	Household Median Income	Persons Over 65	Persons with Disabilities 18 -64	Children 5-17	Percentage Households Without an Automobile
Maricopa (Phoenix), Arizona	3,918,121	9,224	424.77	\$ 53,689	8.70%	10.90%	22.00%	3.10%
Orange, California	3,086,331	948	3,255.62	\$ 75,998	8.40%	8.60%	20.20%	2.10%
San Diego, California	3,183,143	4,526	703.30	\$ 63,996	9.40%	9.70%	23.30%	2.50%
Miami Dade, Florida	2,600,961	2,431	1,069.91	\$ 43,099	14.40%	10.30%	18.60%	4.60%
Dallas, Texas	2,448,943	871	2,811.65	\$ 49,925	6.20%	9.80%	21.20%	3.20%
Harris, Texas	4,269,608	1,778	2,401.35	\$ 53,822	6.60%	9.30%	25.40%	5.60%
TOTAL	19,507,107	19,778	10,667	\$ 340,529	N/A	N/A	N/A	N/A
AVERAGE	3,251,185	3,296	1,778	\$ 56,755	8.25%	9.77%	21.78%	3.52%
STANDARD DEVIATION	718,356	3,197	1,194	\$ 11,609	4.65%	0.79%	2.38%	1.33%

Putting all six transit need index factors together comprise the Transit Needs Index (TNI). See **Table 4**. Most information sources (except population which is the American Community Estimate of 2015) for the index are the American Community Survey of 2014. Square miles were derived from common sources, and density was calculated. Worth noting is that ridership per capita is 20 to 40 times higher in a large urban area versus a rural area.

Conducting peer demographic analysis for the Transit Needs Index and passengers per capita in a county that exceeded 4.50 million in population in 2015, and was the third largest county in the United States requires a different approach. Peers could not be selected within the Houston-Galveston region.

First and second in county population in the United States are Los Angeles and Cook (Chicago) County: Los Angeles is much too large at over 10 million in population, and Cook has an enormous transit volume as a Northern legacy transit system. Nationally, the selected counties were smaller than Harris County, between 2.448 million in Dallas County, and 3.918 million in

Maricopa County (Phoenix). The five peers for demographic analysis (transit need index) were selected from very large and diverse counties located in the southern tier of the United State including; Maricopa (Arizona), Orange (California), San Diego, Miami/Dade and Dallas Counties.

**HARRIS COUNTY/ NATIONAL PEERS
TRANSIT NEEDS INDEX SCORES
TABLE 5**

Transit Need /Score	Maricopa	Orange	San Diego	Miami-Dade	Dallas	Harris
Transit Density	1	3	1	1	3	3
Weight	20%	20%	20%	20%	20%	20%
Net Score	1	3	1	1	3	3
Median Household Income	2	1	2	3	2	2
Weight	20%	20%	20%	20%	20%	20%
Net Score	2	1	2	3	2	2
Percent Children	2	2	2	1	2	3
Weight	10%	10%	10%	10%	10%	10%
Net Score	1	1	1	0.5	1	1.5
Persons with Disabilities	2	3	2	2	2	2
Weight	15%	15%	15%	15%	15%	15%
Net Score	1.5	2.25	1.5	1.5	2.25	1.5
Persons 65 +	2	2	2	3	2	2
Weight	15%	15%	15%	15%	15%	15%
Net Score	1.5	1.5	1.5	3.75	1.5	1.5
ent Household without Automobiles	2	1	2	2	2	3
Weight	20%	20%	20%	20%	20%	20%
Net Score	2	1	2	2	2	3
Total Transit Score	9	9.75	9	11.75	11.75	12.5

Adjacent/Suburban Counties

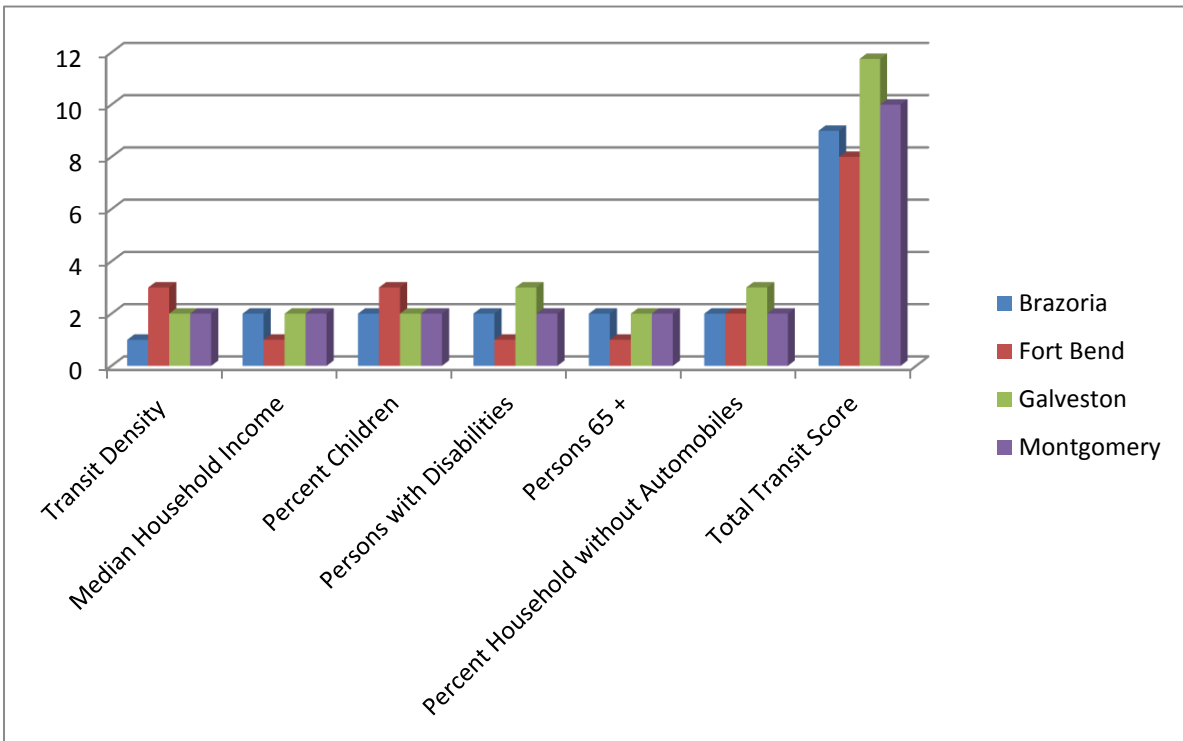
Only four counties comprise the group of peers for the adjacent counties in the H-GAC region. Among the scoring in the Transit Need Index, Galveston County scored the highest with a “12” and Fort Bend County lowest with an “8”. See **Table 6** and **Chart 1**. A bar chart was used due to the number of counties scored.

TABLE 6

TRANSIT NEED INDEX FOR H-GAC ADJACENT/SUBURBAN COUNTIES

County	Density (Persons Per Square Mile)	Median Household Income	65 Plus	Persons with a Disability 18-64	Children 5-17	Percentage Households without an Automobile
Brazoria County	203.81	\$69,092	10.3%	8.6%	15.0%	3.4%
Fort Bend County	713.88	\$86,407	12.0%	7.6%	11.1%	2.6%
Galveston County	346.25	\$61,744	8.4%	10.9%	18.9%	6.2%
Montgomery County	275.30	\$68,840	11.3%	9.3%	16.9%	3.5%

**CHART 1
TRANSIT NEED INDEX SCORING FOR H-GAC
ADJACENT/SUBURBAN COUNTIES**



Rural Counties

H-GAC eight regional counties comprise a group of peers to contrast transit need. Among the scoring of the counties, Wharton County scores the highest at “13” and Chambers County scores the lowest at “8”. See **Charts 7** and **8**.

TABLE 7
TRANSIT NEED INDEX FOR H-GAC RURAL COUNTIES

	Total Population	<i>Population Per Square Mile (Density)</i>	<i>Median HH Income</i>	<i>% Children 6-17</i>	<i>% Disability Status</i>	<i>% 65 Plus</i>	<i>% Households without an Automobile</i>
Austin County	29,563	45	\$54,603	16.57%	5.98%	16.60%	4.40%
Chambers County	38,863	44	\$72,239	19.15%	7.76%	13.70%	2.60%
Colorado County	20,870	21	\$45,262	13.74%	6.72%	20.00%	4.10%
Matagorda County	36,770	23	\$40,410	14.82%	7.90%	14.90%	6.30%
Walker County	70,699	88	\$37,903	9.35%	6.40%	10.70%	4.80%
Waller County	48,656	94	\$50,939	14.93%	7.29%	11.00%	6.10%
Wharton County	41,486	38	\$41,992	13.76%	12.84%	20.98%	6.90%
Liberty County	79,654	68	\$47,722	15.80%	16.70%	12.10%	4.90%
TOTAL RURAL	366,497	43	\$48,310	14.43%	5.47%	13.13%	4.95%
Standard Deviation	21,025	26	\$10,795	2.80%	3.80%	3.93%	1.39%
County Average	45,812	51	\$49,009	14.77%	8.95%	13.50%	5.01%

TABLE 8

TRANSIT NEED INDEX SCORING FOR H-GAC RURAL COUNTIES

Transit Need /Score	Austin	Chambers	Colorado	Liberty	Matagorda	Walker	Waller	Wharton
Transit Density	2	2	2	2	1	3	3	2
Weight	10%	10%	10%	10%	10%	10%	10%	10%
Net Score	1	1	1	1	0.5	1.5	1.5	1.0
Median Household Income	2	1	2	2	2	3	2	2
Weight	20%	20%	20%	20%	20%	20%	20%	20%
Net Score	2	1	2	2	2	3	2	2
Percent Children	2	3	2	2	2	1	2	2
Weight	10%	10%	10%	10%	10%	10%	10%	10%
Net Score	1	1.5	1	1	1	0.5	1	1
Persons with Disabilities	2	2	2	3	2	2	2	3
Weight	25%	25%	25%	25%	25%	25%	25%	25%
Net Score	2.5	2.5	2.5	3.75	2.5	2.5	2.5	3.75
Persons 65 +	2	2	3	2	2	2	1	3
Weight	25%	25%	25%	25%	25%	25%	25%	25%
Net Score	2.5	2.5	3.75	2.5	2.5	2.5	1.25	3.75
Percent Household without Automobiles	2	1	2	2	2	2	2	3
Weight	10%	10%	10%	10%	10%	10%	10%	10%
Net Score	1	0.5	1	1	1	1	1	1.5
Total Transit Score	10	9	11.25	11.25	9.5	11.0	9.25	13