

CHAPTER 4

DEMOGRAPHIC AREA ASSESSMENT

4. Demographic Assessment

Evaluating demographic characteristics is a foundational step in the Plan, as it helps identify which populations are most likely to rely on public transportation and where those needs are geographically concentrated. Key factors—including age, income levels, disability status, access to a vehicle, and language barriers—provide important context for understanding mobility challenges across the region.

In the CTCOG region, these indicators are particularly important for identifying communities where residents may face greater difficulty accessing employment, healthcare, education, and essential services. By analyzing these demographic patterns, the plan can better determine what types of transportation services are needed and where investments should be prioritized.

This approach ensures that planning decisions are grounded in data and aligned with real-world conditions, allowing transportation resources to be directed toward populations with the greatest need and supporting a more equitable and effective regional mobility network.

Demographic topics at the County level can be found in the **Appendix C**.

4.1. Populations Distribution and Growth

Understanding the size, distribution, and composition of the region’s population is essential for determining where public transportation services are most needed and how they should be delivered.

4.1.1. Current Population

The CTCOG region—comprised of Bell, Coryell, Hamilton, Lampasas, Milam, Mills, and San Saba counties—had a total population of approximately **560,157 residents in 2025** and is projected to reach **over 588,000 by 2030**, according to the Texas Demographic Center. Population is heavily concentrated in **Bell County**, which alone accounts for more than 70 percent of the region’s total population and anchors the **Killeen–Temple–Belton urbanized area**, as reflected by the highest population density categories shown on **Figure 4.1**.

This concentration of population supports more structured and higher-capacity transit services, including fixed-route operations, higher-frequency corridors, and regional connections. In contrast, the remaining counties—particularly **Hamilton, Mills, and San Saba**, along with more rural portions of Coryell, Lampasas, and Milam counties—are characterized by generally lower population densities and dispersed development patterns, with small, localized concentrations around county seats and community centers. In these areas, **demand-response, microtransit, and coordinated service models** are more appropriate and cost-effective.

These differences in population distribution across the region directly influence the feasibility and design of transit services, reinforcing the need for a coordinated approach that balances urban service enhancements with rural mobility access

Figure 4-1 Population Density

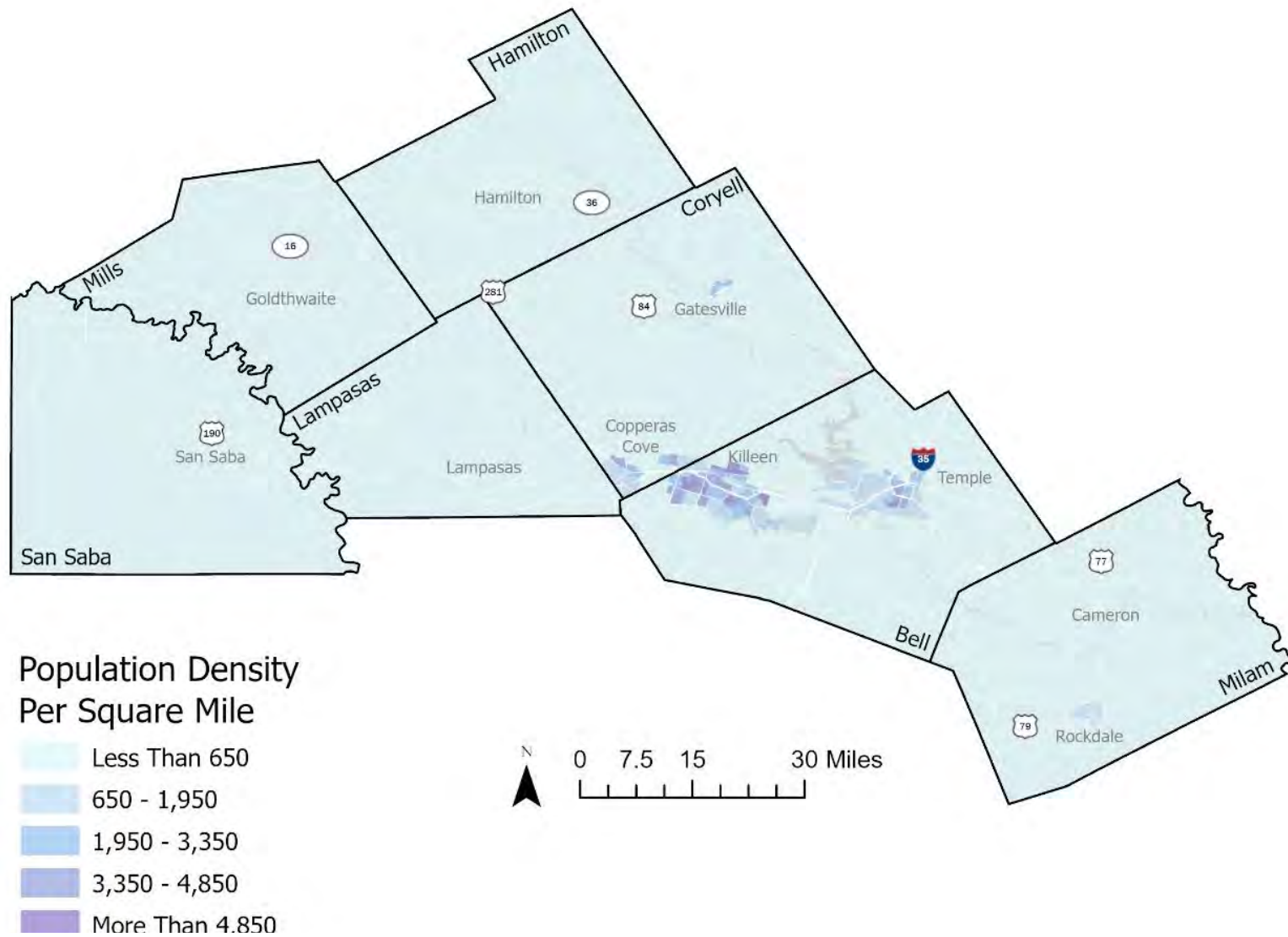
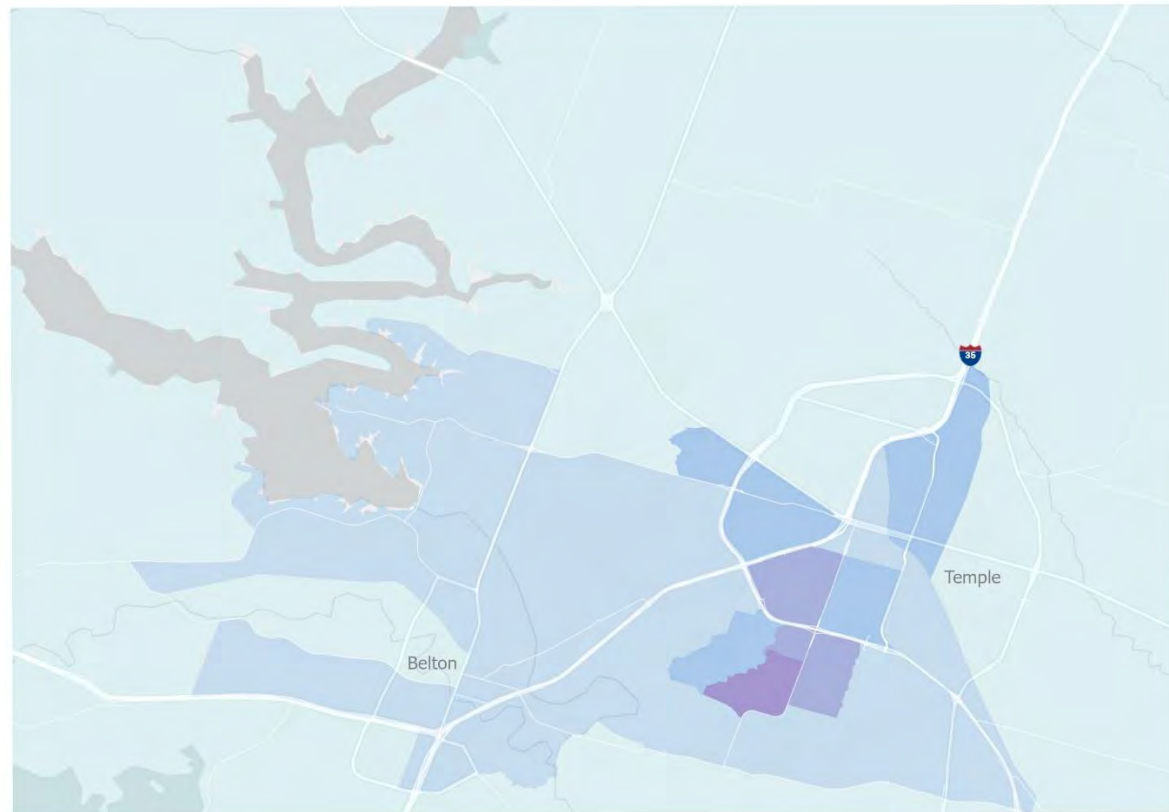


Figure 4-2 Population Density - Small Urbanized Area



Population Density Per Square
Mile

- Less Than 650
- 650 - 1,950
- 1,950 - 3,350
- 3,350 - 4,850
- More Than 4,850

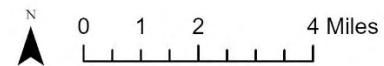


Figure 4-3 Population Density - Small Urbanized Area



Population Density Per Square
Mile

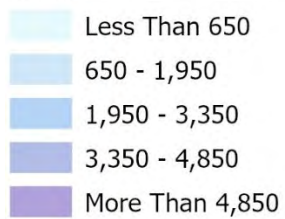


Figure 4-4 Population Density - Copperas Cove

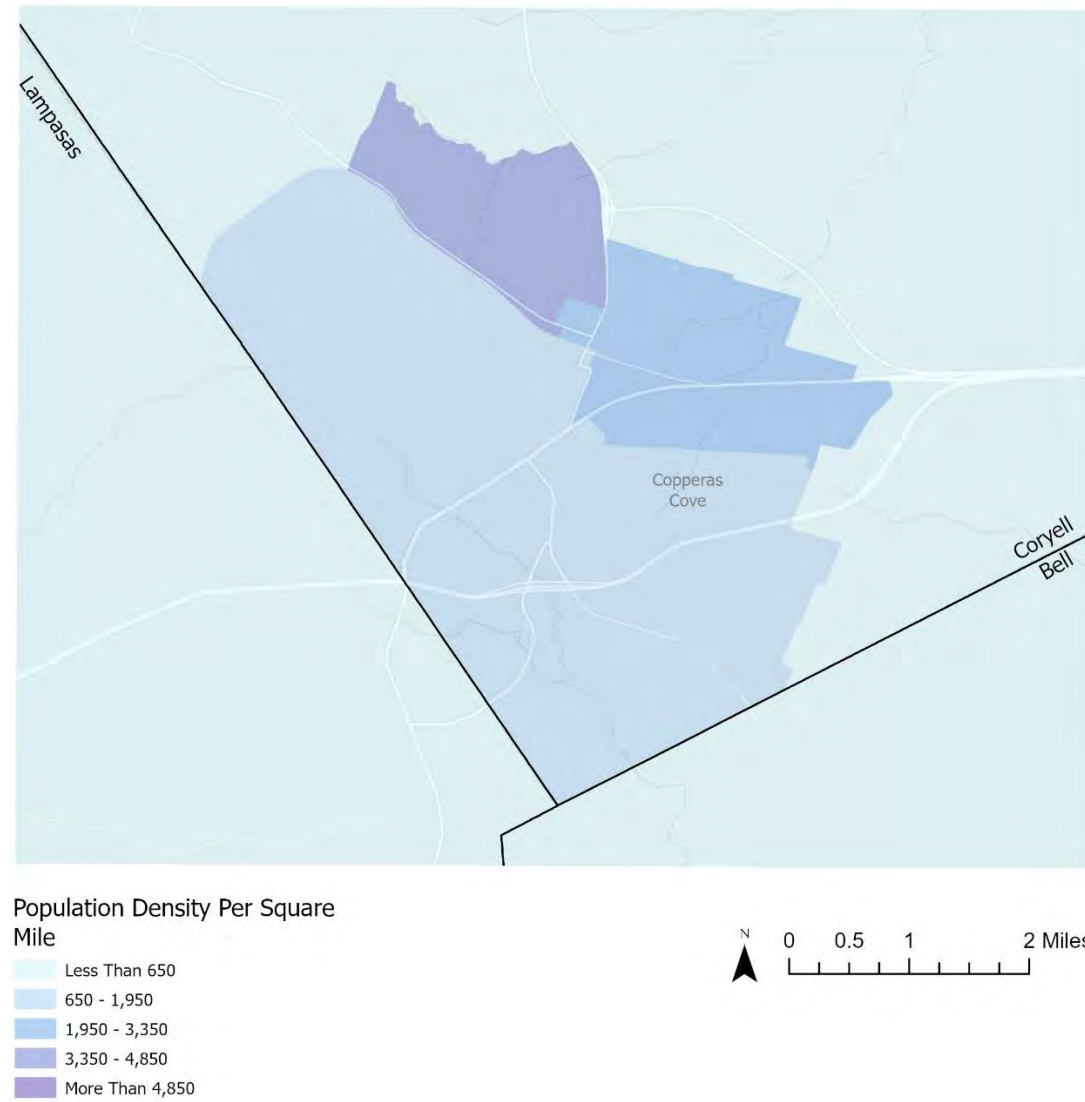
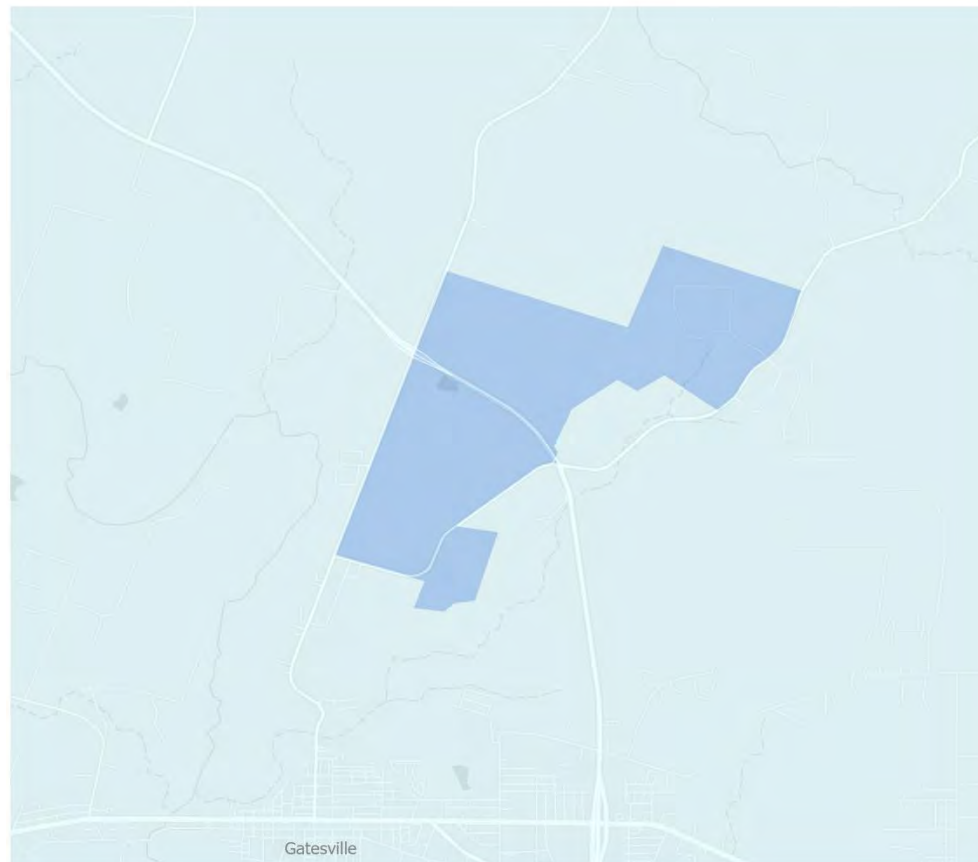


Figure 4-5 Population Density - Gatesville



Population Density Per Square
Mile

-  Less Than 650
-  650 - 1,950
-  1,950 - 3,350
-  3,350 - 4,850
-  More Than 4,850



0 0.3 0.5 1 Miles


Figure 4-6 Population Density - Killeen & Fort Hood

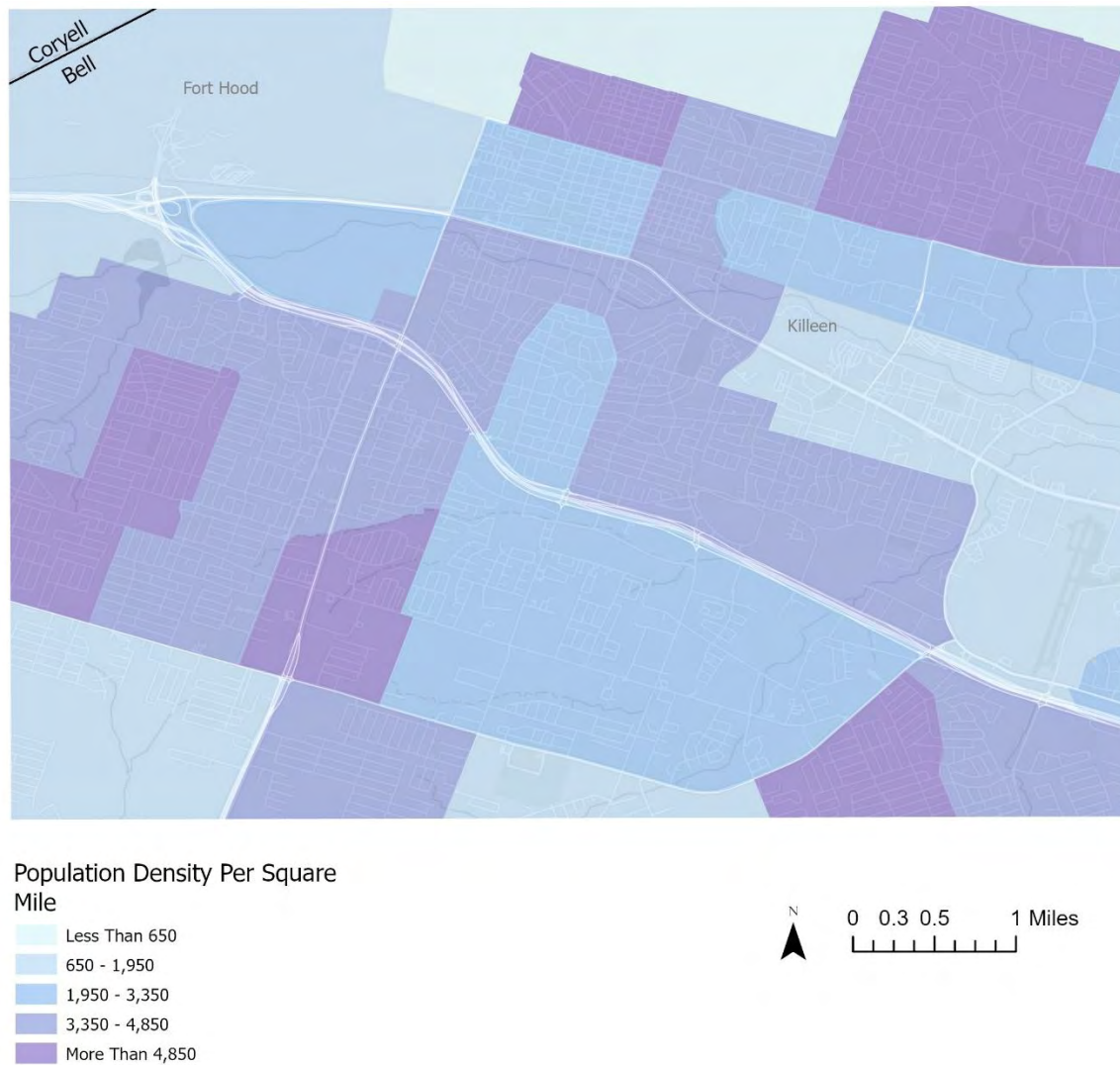


Figure 4-7 Population Density - Rockdale



Population Density Per Square
Mile

-  Less Than 650
-  650 - 1,950
-  1,950 - 3,350
-  3,350 - 4,850
-  More Than 4,850



0 0.3 0.5 1 Miles

4.1.2. Growth Trends

Population projections from the Texas Demographic Center indicate that the CTCOG region is expected to experience **steady long-term growth**, increasing from approximately **560,157 residents in 2025 to nearly 732,390 by 2060**—a net gain of approximately **170,000 residents (31% growth)**.

Growth patterns across the region remain highly uneven (see Table 4.1):

- **Bell County** is projected to account for the majority of regional growth, increasing by approximately **139,000 residents (+34.3%)** between 2025 and 2060, reinforcing its role as the region's primary population and economic center.
- **Coryell County** is also expected to experience strong growth (**+30,800 residents, +35.3%**), while **Lampasas County** will see moderate growth (**+5,400 residents, +22.7%**), reflecting their proximity to Bell County and regional commuting patterns.
- **Hamilton County** is projected to remain relatively stable, with only minimal growth (**+259 residents, +3.0%**).
- **Milam County** is expected to experience a slight population decline (**-901 residents, -3.4%**), indicating relative stability with minor contraction.
- **Mills and San Saba Counties** are projected to experience more notable population declines (**-22.0% and -21.4%, respectively**), consistent with broader rural demographic trends (aging populations and outmigration).

Overall, the region is expected to grow by approximately **172,000 residents (+30.7%)** by 2060, with growth heavily concentrated in the Killeen–Temple–Belton corridor, particularly along major transportation routes, including IH-35 and IH-14 (US 190). This growth is driven by continued expansion associated with **Fort Hood**, regional healthcare systems, higher education institutions, and ongoing commercial development.

As population increases—particularly in Bell and Coryell Counties—travel demand is expected to rise, including:

- Increased commuting trips within the urban core
- Greater regional connectivity needs between smaller communities and major employment and service centers
- Higher demand for access to healthcare, education, and essential services

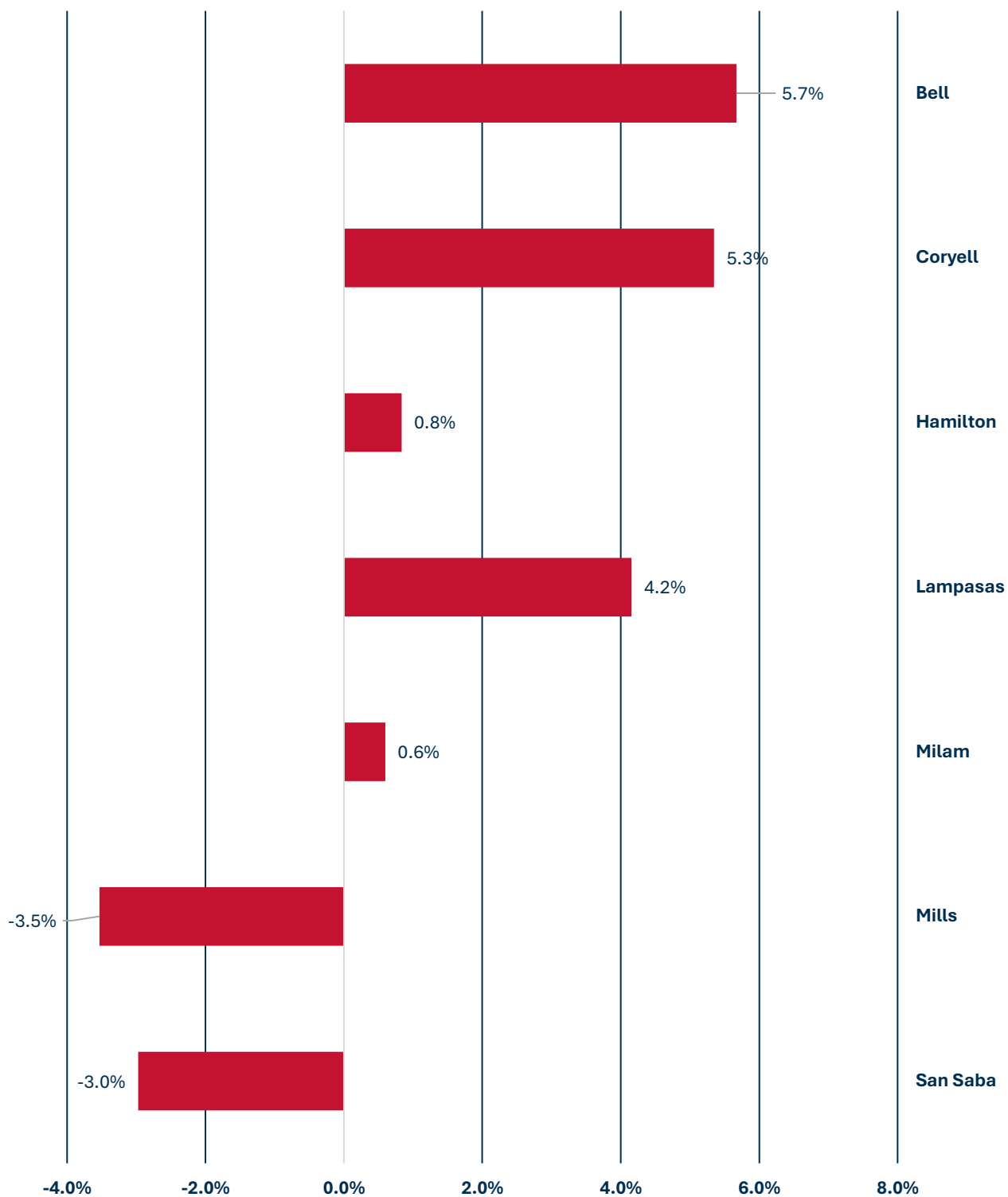
At the same time, population decline or stagnation in more rural counties will increase the importance of efficient, coordinated, and flexible transit services to maintain mobility for residents in those areas.

Table 4-1 Projected Population Growth

County	2025	2030	2040	2050	2060	2025 – 2060 Change	2025 – 2060 % Change
Bell	404,170	427,090	470,487	509,563	542,984	138,814	34.3%
Coryell	87,411	92,086	100,850	109,943	118,244	30,833	35.3%
Hamilton	8,661	8,733	8,872	8,880	8,920	259	3.0%
Lampasas	23,730	24,716	26,581	27,855	29,127	5,397	22.7%
Milam	26,172	26,328	26,282	25,772	25,271	-901	-3.4%
Mills	4,528	4,368	4,091	3,804	3,533	-995	-22.0%
San Saba	5,485	5,322	4,925	4,586	4,311	-1,174	-21.4%
Total	560,157	588,643	642,088	690,403	732,390	172,233	30.7%

Source: Texas Demographic Center. (2026). Projections of the total population of Texas and counties in Texas, 2025–2060 (0.5 migration scenario). Texas Demographic Center.

Figure 4-8 Projected Population Growth (2025-2030)



Note on 2060 Projection Limitations

The long-range population projections developed by the Texas Demographic Center are valuable for understanding general growth patterns but become increasingly uncertain over longer time horizons—particularly for smaller and rural counties.

The 2060 projections are based on a 0.5 migration scenario, which assumes that recent migration trends will continue at approximately half their recent rate. This approach does not fully account for potential variability driven by economic conditions, military activity, infrastructure investments, or regional development shifts.

For lower-population counties, small changes in assumptions can result in relatively large percentage changes, which may appear as notable growth or decline but are not necessarily tied to transportation conditions. As such, these projections should be interpreted as directional indicators rather than precise forecasts, particularly beyond 2040.

To address this uncertainty, this plan emphasizes near- and mid-term planning horizons, while using long-range projections to provide context for broader regional trends rather than as definitive predictors of future transportation demand.

Age Distribution

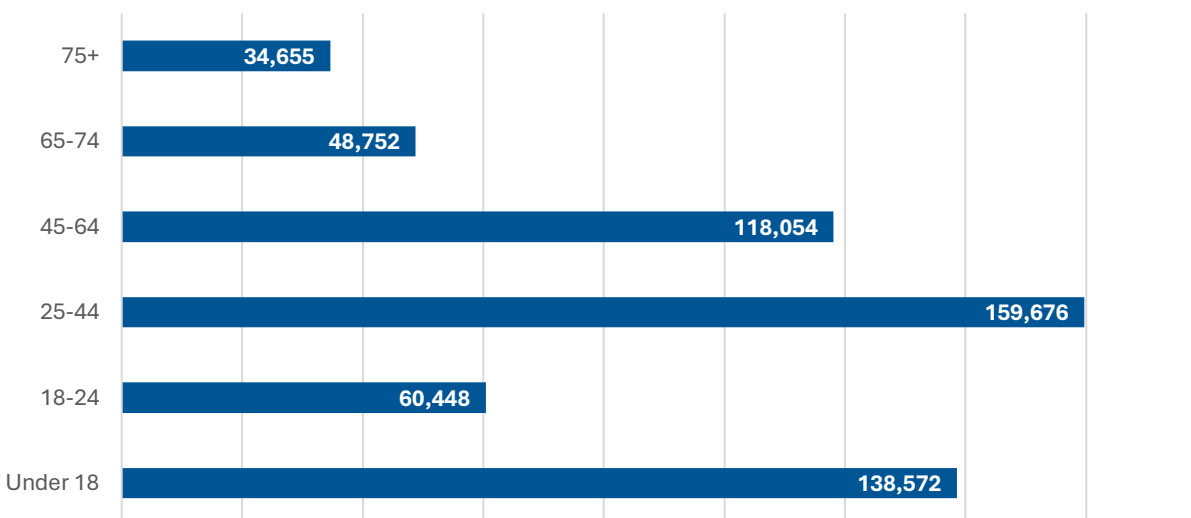
Figure 4.3 illustrates the age distribution across the CTCOG region based on 2025 population estimates from the Texas Demographic Center. The region's population is largely composed of working-age residents, with the largest share between ages 25 and 44 (**159,676 residents, 28.5%**), followed by those under age 18 (**138,572 residents, 24.7%**) and those ages 45 to 64 (**118,054 residents, 21.1%**).

This distribution reflects the region's strong workforce base, supported by major employers such as **Fort Hood**, regional healthcare systems, and commercial activity, while also highlighting a substantial population of children and young families. The large number of residents under age 18 underscores the importance of safe and reliable transportation options that support access to schools, childcare, and community services throughout the region.

Older adults represent a smaller but still significant portion of the population. Residents between ages 65 to 74 account for **48,752 individuals (8.7%)**, while those 75 and older total **34,655 residents (6.2%)**. Higher concentrations of older adults are generally found in the region's more rural counties, including Hamilton, Mills, and San Saba, reflecting broader demographic trends across Central Texas.

As this population continues to age, access to reliable and accessible transportation becomes increasingly important for maintaining independence and ensuring connectivity to healthcare, shopping, and social services. Understanding these age patterns helps inform coordinated transportation planning by identifying populations that are more likely to rely on demand-response services, human-service transportation, and other specialized mobility options.

Figure 4-9 CTCOG Age Distribution



Source: Texas Demographic Center (2026), 2025 age group population estimates (0.5 migration scenario).

4.1.3. Aging Population

The CTCOG region's older adult population (age 65+) is projected to grow substantially over the planning horizon, increasing from approximately **83,400 residents in 2025 to nearly 143,900 by 2060 (+72.5%)**. This growth reflects both the aging of existing residents and continued population expansion in key parts of the region, though trends vary notably by county.

Growth will continue to be driven primarily by **Bell County**, which adds approximately **48,700 older adults (+88.5%)** and remains the dominant contributor to regional demand. However, **Coryell County** emerges as the fastest-growing aging population in relative terms, increasing by more than **111%**, indicating a rapidly expanding need for senior services outside the primary urban core. **Lampasas County** also shows moderate growth (**+23.9%**), while **Hamilton County** remains relatively stable with a slight decline (**-2.9%**).

In contrast, **Milam, Mills, and San Saba Counties** are projected to experience declines in their 65+ populations (**-10.6%, -25.7%, and -27.2%, respectively**), highlighting a divergence within the region where some rural areas may face both population loss and aging-related service challenges. These differing trends underscore the need for a nuanced, geographically responsive approach to mobility and service delivery.

This evolving demographic landscape has important implications for how regional mobility, healthcare access, and human services are planned and coordinated across both urban and rural contexts.

2025–2030: Near-Term Growth and Service Readiness

In the near term, the region's older adult population is projected to grow from approximately **83,400 to over 95,400 (+14%)**. While this growth is more moderate than previously anticipated, it is still concentrated in **Bell and Coryell Counties**, requiring agencies to prioritize capacity building and service reliability

Key actions include:

- Expanding and stabilizing **demand-response and non-emergency medical transportation services**, especially along corridors connecting rural communities to healthcare hubs in **Temple, Killeen, and Copperas Cove**.
- Right-sizing fleets and driver capacity, with a focus on dispatch efficiency, scheduling reliability, and call center performance.
- Targeting **high-demand destinations**—including healthcare campuses, senior housing, and community service providers—for accessibility improvements including sidewalks, curb ramps, and low-floor vehicles.

2030–2060: Diverging Growth Patterns and Regional Coordination

Over the long term, growth patterns become more uneven across the region. While **Bell County continues to anchor overall demand** and **Coryell County experiences rapid proportional growth**, several rural counties are projected to see plateaus or declines in their senior populations.

As the regional 65+ population approaches **144,000 by 2060**, the **Killeen–Temple–Belton area** will remain the primary hub for senior mobility demand and will require a diverse mix of services, including accessible fixed-route transit, ADA paratransit, microtransit, and specialized medical transportation.

At the same time, declining or slow-growing rural populations will increase the importance of efficient, coordinated regional service models. This includes strengthening connections between smaller communities and key destinations (healthcare systems, workforce centers, and social services in urban areas), while ensuring cost-effective service delivery in lower-density environments.

Implications for the Coordination Plan

The projected growth—and increasing variation—of the aging population calls for a flexible and coordinated mobility strategy:

- **Scale Early (2025–2030):** Respond to near-term growth by expanding driver capacity, improving dispatch systems, and strengthening coordination among providers
- **Focus on Primary Demand Centers:** Continue to invest in accessible transit services in Bell County while recognizing emerging demand in Coryell County
- **Address Rural Divergence:** Adapt service models in counties experiencing stagnation or decline by emphasizing efficiency, coordination, and targeted service delivery
- **Enhance Regional Connectivity:** Improve trip brokerage and inter-county coordination to connect residents with healthcare and essential services
- **Prioritize Accessibility:** Continue investments in accessible vehicles, stop improvements, and first/last-mile infrastructure near key senior destinations
- **Monitor and Adjust:** Regularly evaluate demographic shifts to ensure services remain aligned with changing population patterns

Table 4-2 Aging Population Projections

County	2025	2030	2040	2050	2060	2025 – 2060 Change	2025 – 2060 % Change
Bell	55,000	63,988	75,171	86,736	103,660	48,660	88.5%
Coryell	10,739	12,275	14,194	17,230	22,742	12,003	111.8%
Hamilton	2,444	2,581	2,505	2,394	2,373	-71	-2.9%
Lampasas	5,690	6,512	6,842	6,865	7,051	1,361	23.9%
Milam	6,632	7,049	6,740	6,375	5,929	-703	-10.6%
Mills	1,433	1,452	1,338	1,229	1,065	-368	-25.7%
San Saba	1,469	1,516	1,367	1,185	1,069	-400	-27.2%
Total	83,407	95,373	108,157	122,014	143,889	60,482	72.5%

4.1.4. Small Urban vs. Rural Composition

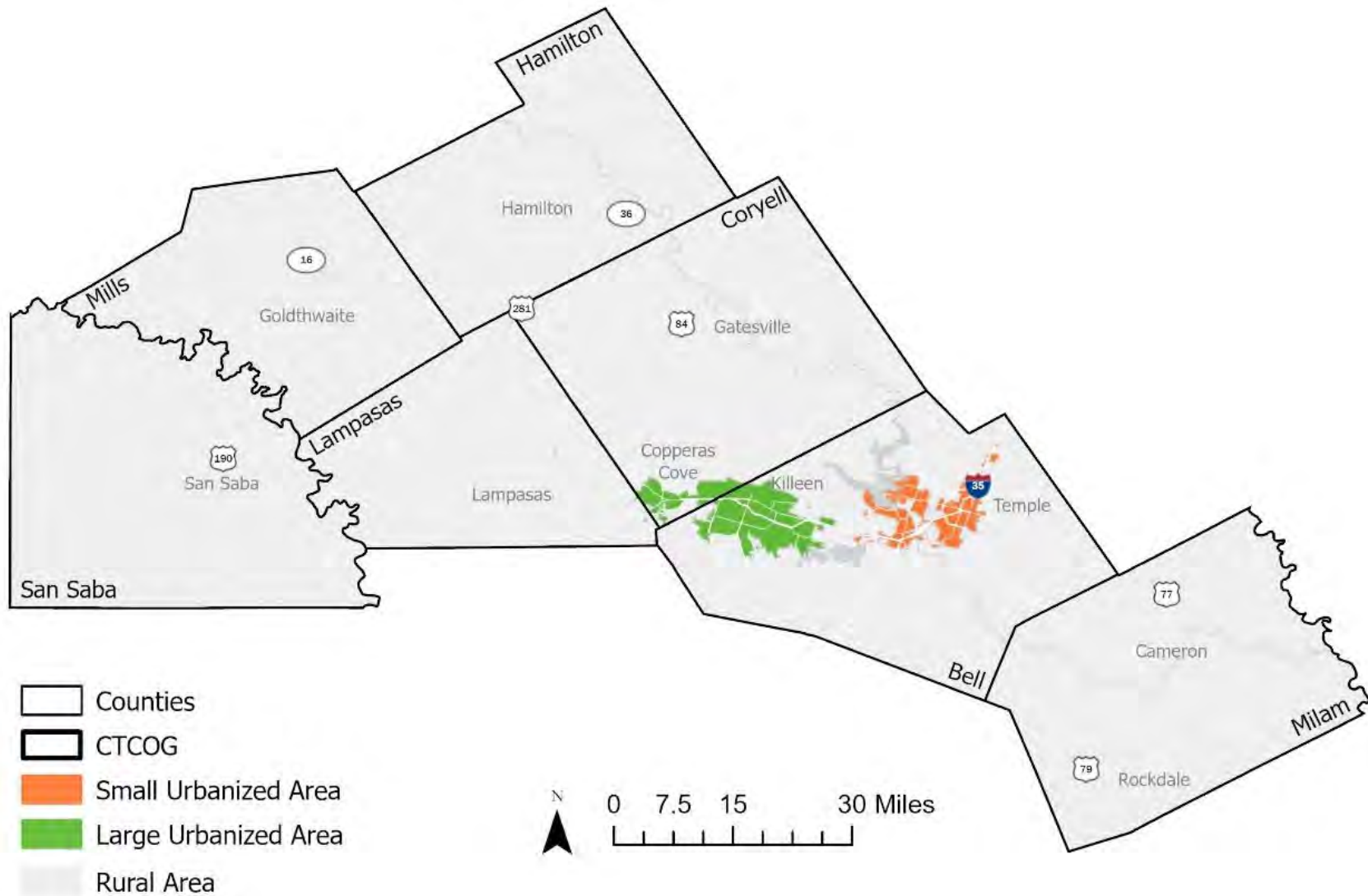
The CTCOG region includes a mix of urbanized, small urban, and rural areas (see Chapter 3), which directly influences the distribution of transit-dependent populations and resulting mobility needs.

Demographic patterns show that most transit-dependent populations—including youth, older adults, individuals with disabilities, low-income households, and zero-vehicle households—are **concentrated within the Killeen–Temple–Belton urbanized area**, where higher densities and proximity to major destinations support more consistent travel demand.

In contrast, rural and smaller communities across the region have lower overall densities but still contain important populations with mobility needs, particularly **older adults and low-income residents**. In these areas, transportation demand is driven more by distance to essential services than by density, often requiring connections to the Killeen–Temple corridor.

These differences are important for interpreting the demographic analysis and identifying where varying service approaches—ranging from higher-capacity urban services to flexible, coordinated rural options—are most appropriate.

Figure 4-10 Urban vs Rural Composition



4.2. Demographic Characteristics

4.2.1. Demographic Distribution and Transit Dependency

Several key demographic characteristics within the CTCOG region provide important insight into where public transportation services are most needed and which populations are most likely to rely on them. While these characteristics are present throughout the region, they are most concentrated in the Killeen–Temple–Belton corridor, with smaller but meaningful clusters in surrounding communities and rural areas where access to services is more limited.

Table 2.3 County Level Demographic Summary

County	Total Population	Total Households	Youth (Under 18)		Older Adults (65+)		Veterans		Persons with Disability		Below Poverty		Hispanic/Latino		White Alone		LEP Households		Zero Vehicle Households	
			Total	%	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%
Bell	379,811	138,557	105,006	27.6%	43,995	11.6%	49,214	13.0%	53,445	14.1%	53,935	14.2%	98,037	25.8%	163,585	43.1%	3,981	2.9%	7,489	5.4%
Coryell	83,772	26,099	19,056	22.7%	9,221	11.0%	10,175	12.1%	12,125	14.5%	6,650	7.9%	16,992	20.3%	46,233	55.2%	610	2.3%	1,246	4.8%
Hamilton	8,320	3,134	1,845	22.2%	2,078	25.0%	568	6.8%	1,677	20.2%	1,489	17.9%	1,129	13.6%	6,900	82.9%	37	1.2%	139	4.4%
Lampasas	22,267	8,147	4,835	21.7%	4,559	20.5%	3,268	14.7%	5,232	23.5%	2,022	9.1%	4,477	20.1%	15,640	70.2%	101	1.2%	241	3.0%
Milam	25,268	10,049	5,798	22.9%	5,405	21.4%	1,351	5.3%	3,942	15.6%	3,907	15.5%	6,466	25.6%	15,695	62.1%	399	4.0%	517	5.1%
Mills	4,499	1,845	809	18.0%	1,298	28.9%	287	6.4%	694	15.4%	332	7.4%	851	18.9%	3,417	76.0%	18	1.0%	33	1.8%
San Saba	5,802	2,095	1,113	19.2%	1,303	22.5%	299	5.2%	813	14.0%	753	13.0%	1,753	30.2%	3,639	62.7%	120	5.7%	67	3.2%
Total	529,739	189,926	138,462	26.1%	67,859	12.8%	65,162	12.3%	77,928	14.7%	69,088	13.0%	129,705	24.5%	255,109	48.2%	5,266	2.8%	9,732	5.1%

Source: U.S. Census Bureau, American Community Survey (ACS) 2019–2023 5-Year Estimates.

Youth Population

Higher concentrations of residents under age 18 are located primarily within the Killeen–Temple–Belton corridor, with additional pockets in Copperas Cove and parts of Lampasas. These patterns reflect the region’s strong base of families and highlight the importance of safe, reliable transportation options that support access to schools, childcare, and community services.

Figure 4-11 Youth Population Density

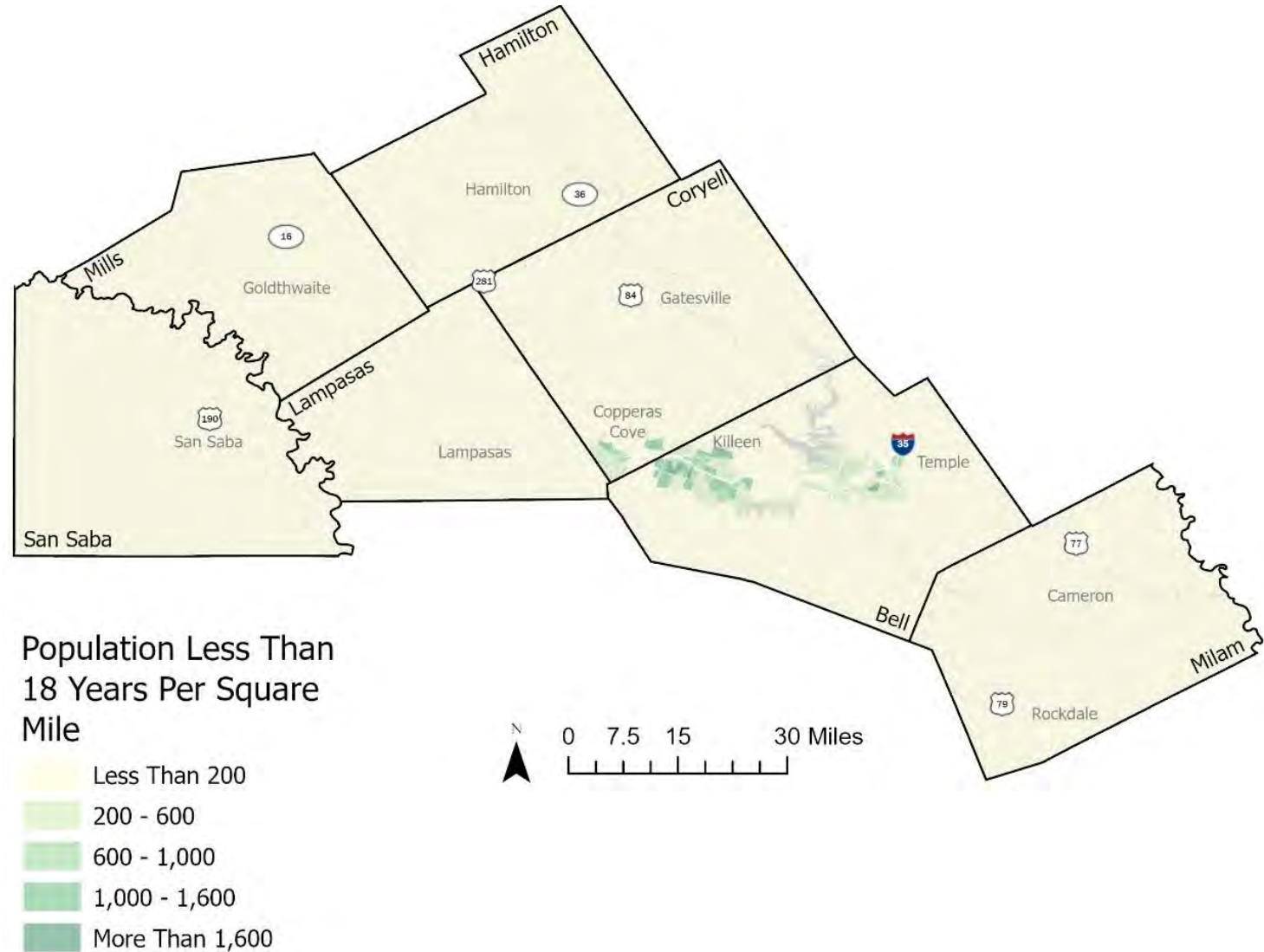


Figure 4-12 Youth Population Density for Small Urbanized Areas

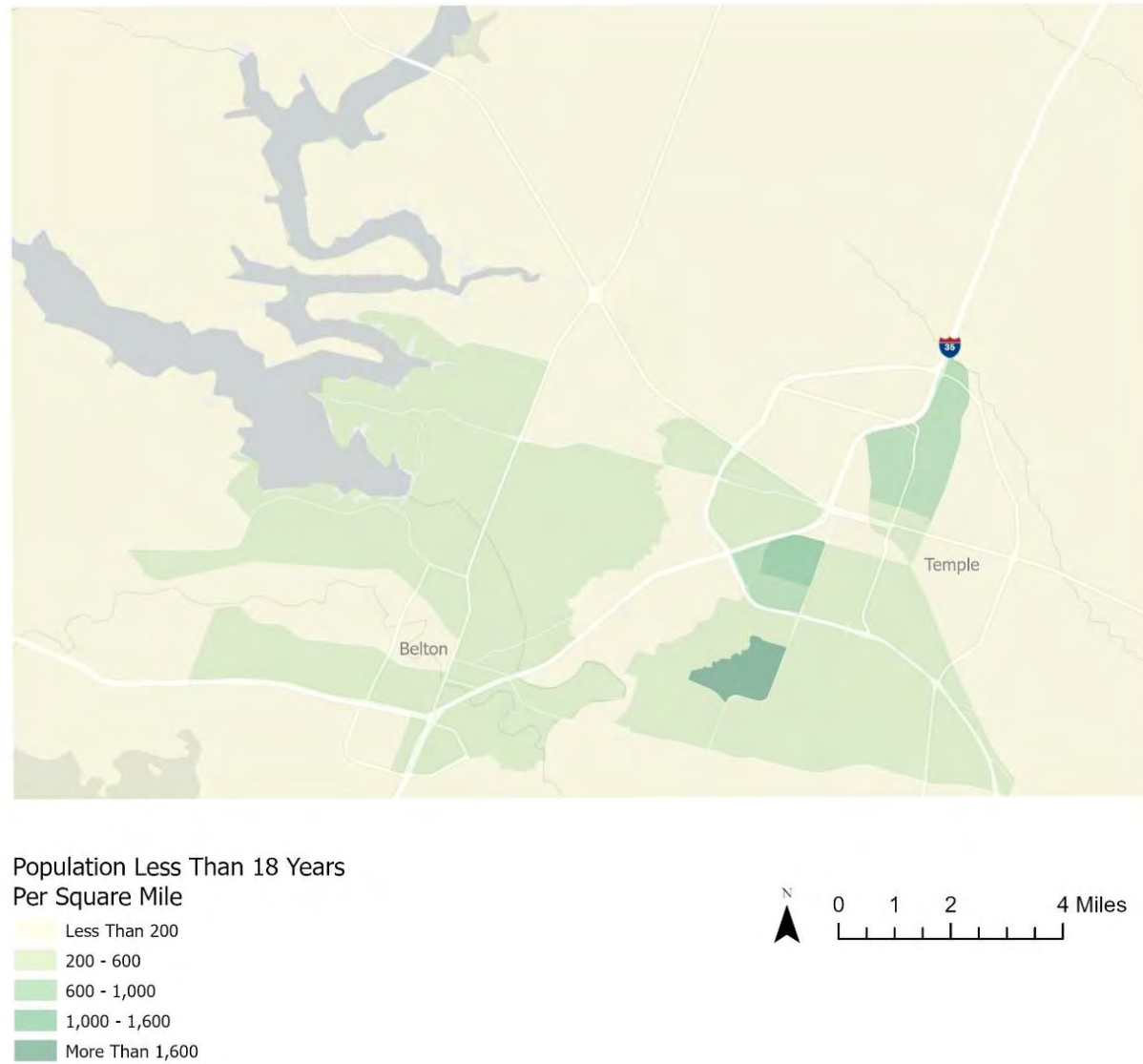


Figure 4-13 Youth Population Density for Large Urbanized Areas



Population Less Than 18 Years
Per Square Mile



0 1 2 4 Miles

Figure 4-14 Youth Population Density for Copperas Cove

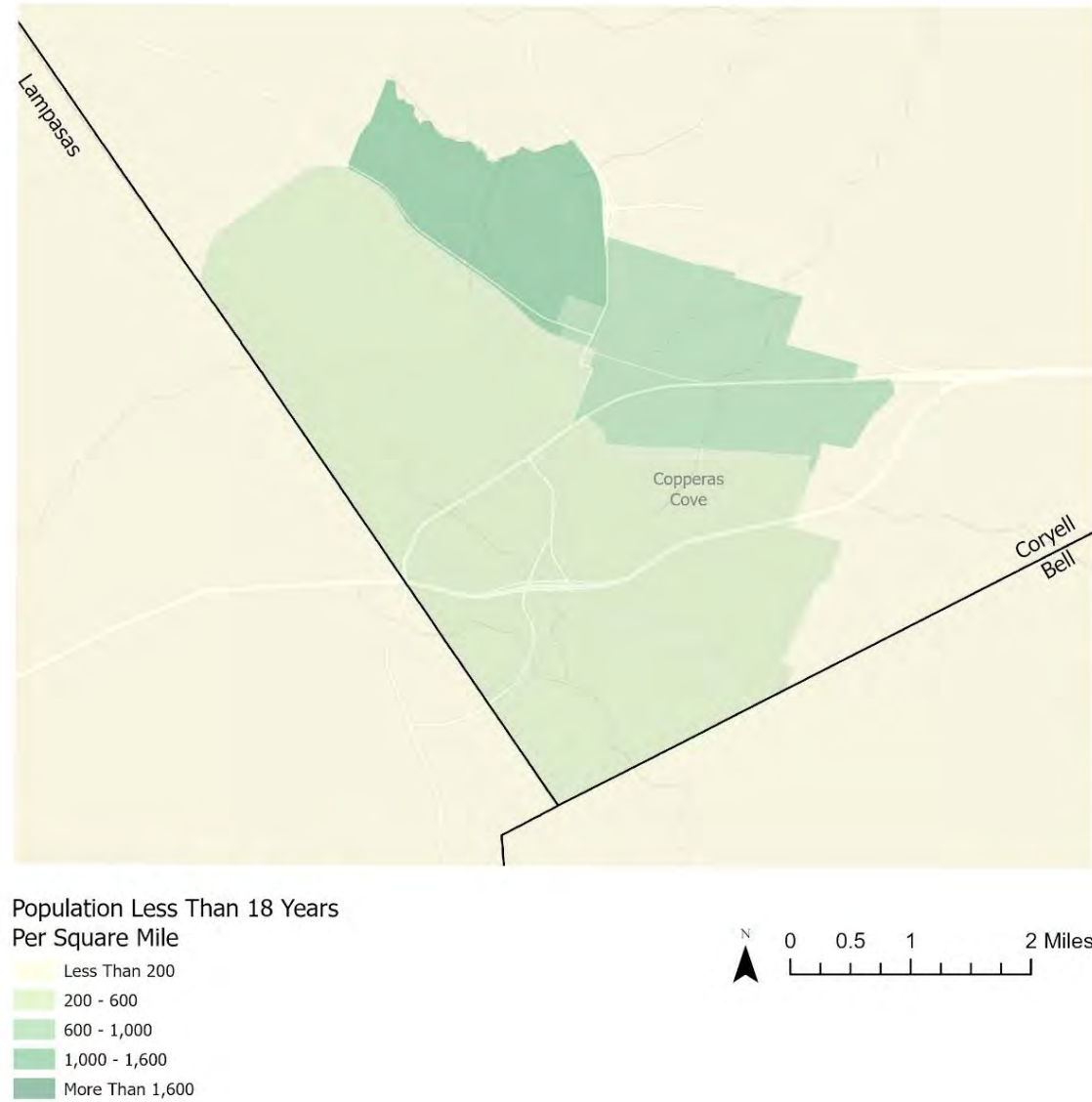


Figure 4-15 Youth Population Density for Gatesville



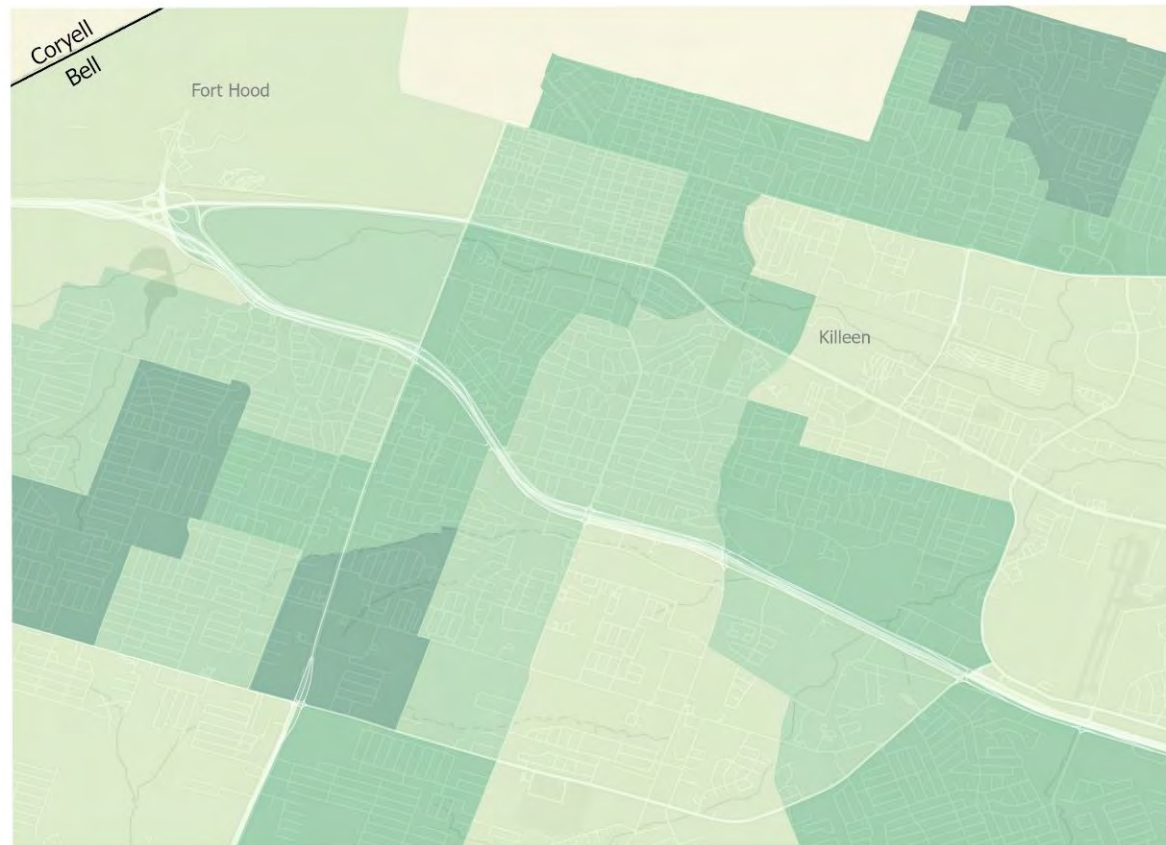
Population Less Than 18 Years
Per Square Mile

-  Less Than 200
-  200 - 600
-  600 - 1,000
-  1,000 - 1,600
-  More Than 1,600



0 0.3 0.5 1 Miles


Figure 4-16 Youth Population Density for Killeen and Fort Hood



Population Less Than 18 Years
Per Square Mile

- Less Than 200
- 200 - 600
- 600 - 1,000
- 1,000 - 1,600
- More Than 1,600

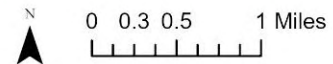
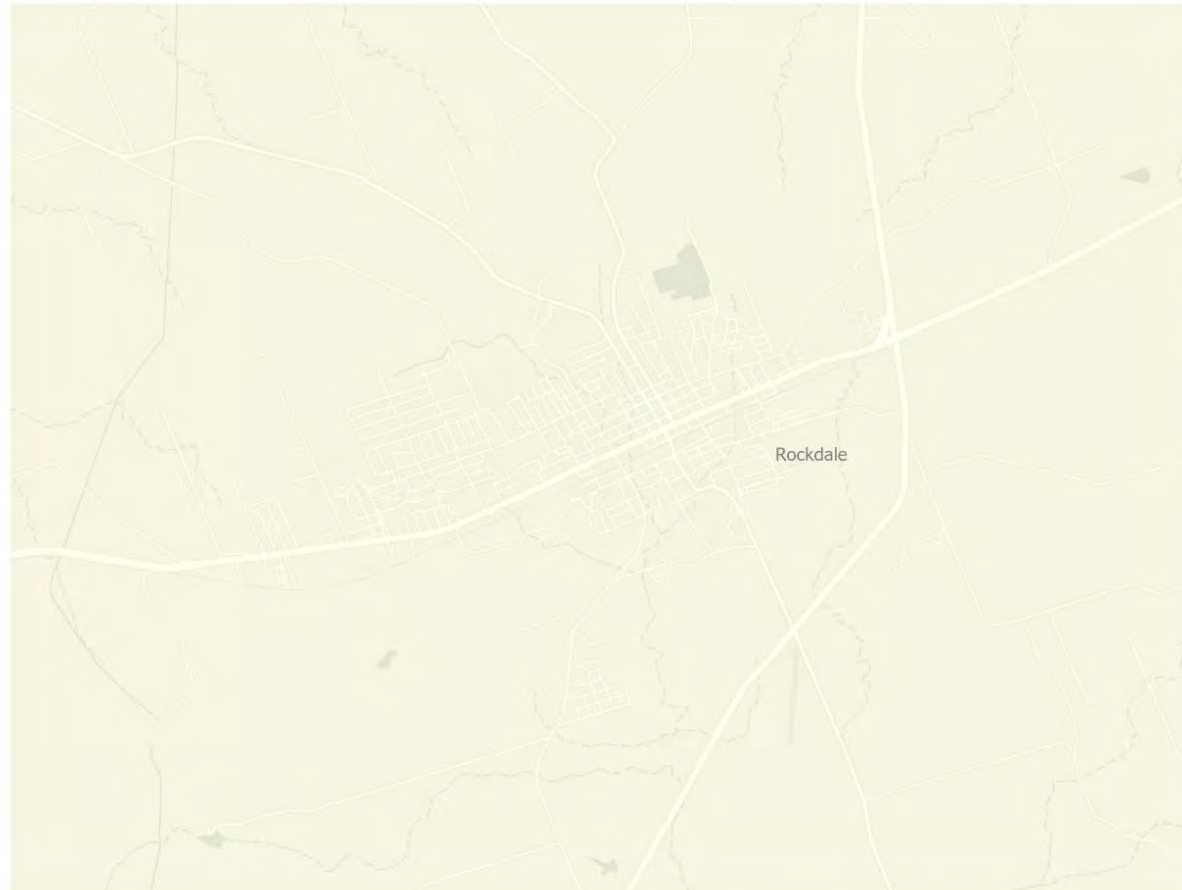


Figure 4-17 Youth Population Density for Rockdale



Population Less Than 18 Years
Per Square Mile

- Less Than 200
- 200 - 600
- 600 - 1,000
- 1,000 - 1,600
- More Than 1,600



0 0.3 0.5 1 Miles

Older Adults

Older adults (those aged 65 years or older) are distributed across both urban and rural areas, with the highest densities in Bell County and smaller clusters in Hamilton, Lampasas, Mills, and San Saba counties. As the population continues to age, particularly in Bell and Coryell Counties, demand for accessible and flexible transportation options—including demand-response and non-emergency medical transportation—will continue to increase, especially for trips to healthcare hubs in Temple and Killeen.

Figure 4-18 Older Adult Population Density (65+)

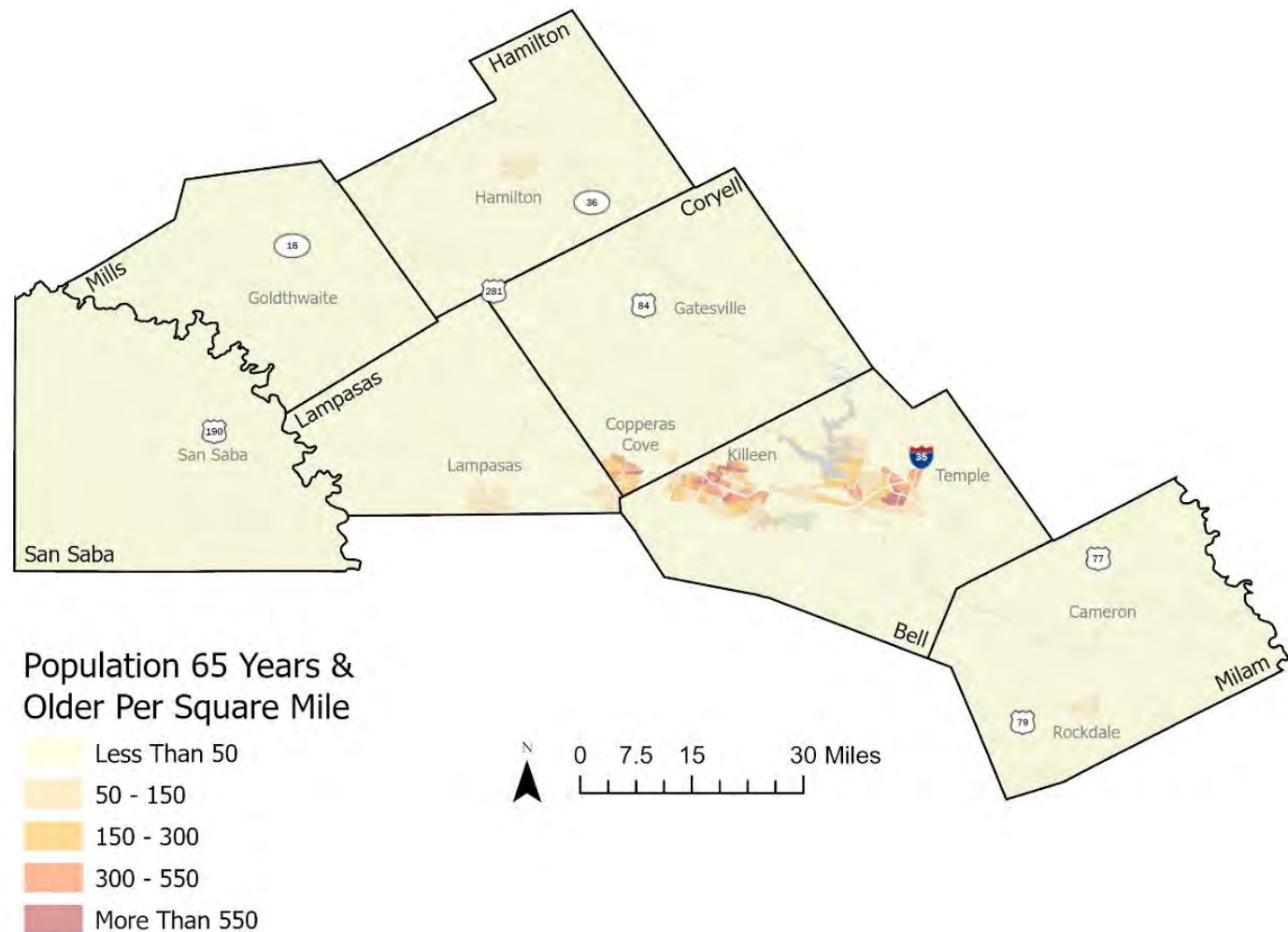
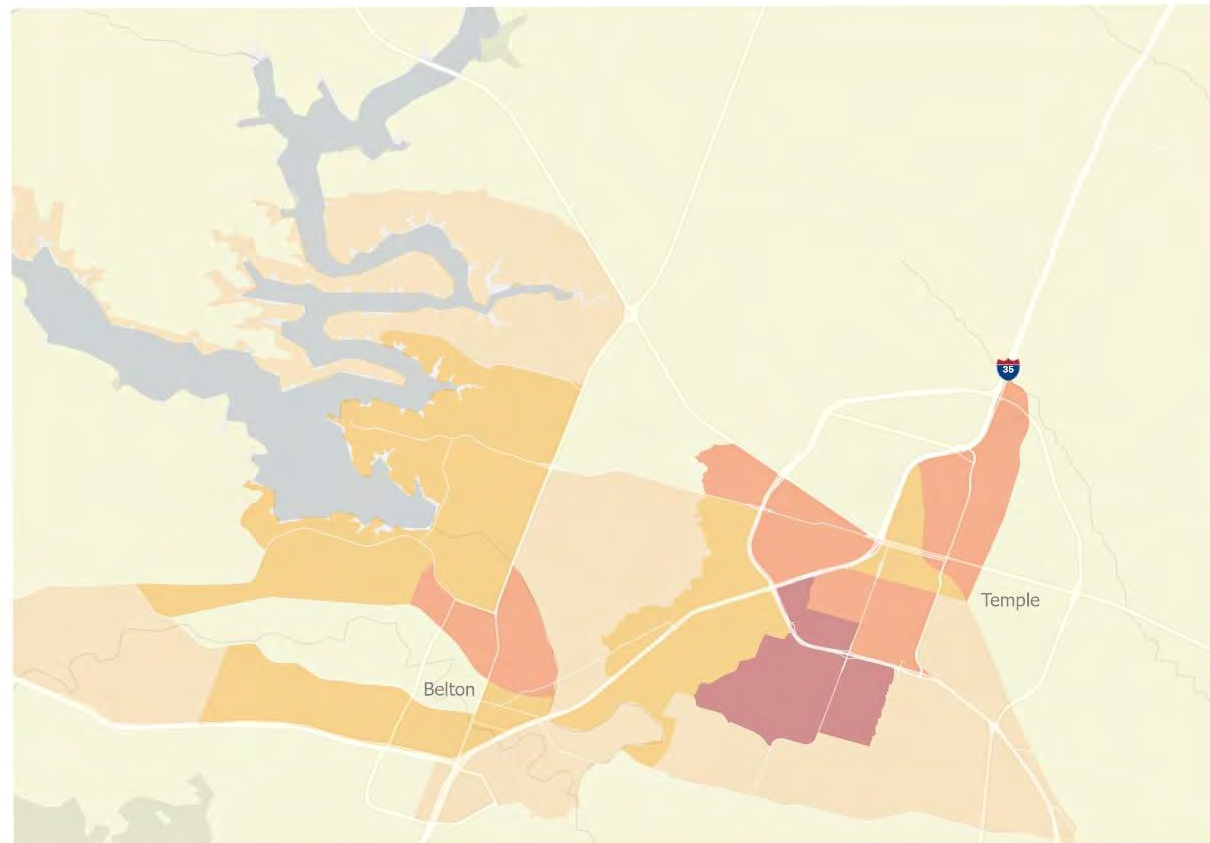


Figure 4-19 Older Adult Population Density (65+) for Small Urbanized Areas



Population 65 Years & Older Per
Square Mile

-  Less Than 50
-  50 - 150
-  150 - 300
-  300 - 550
-  More Than 550

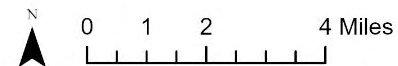


Figure 4-20 Older Adult Population Density (65+) for Large Urbanized Areas

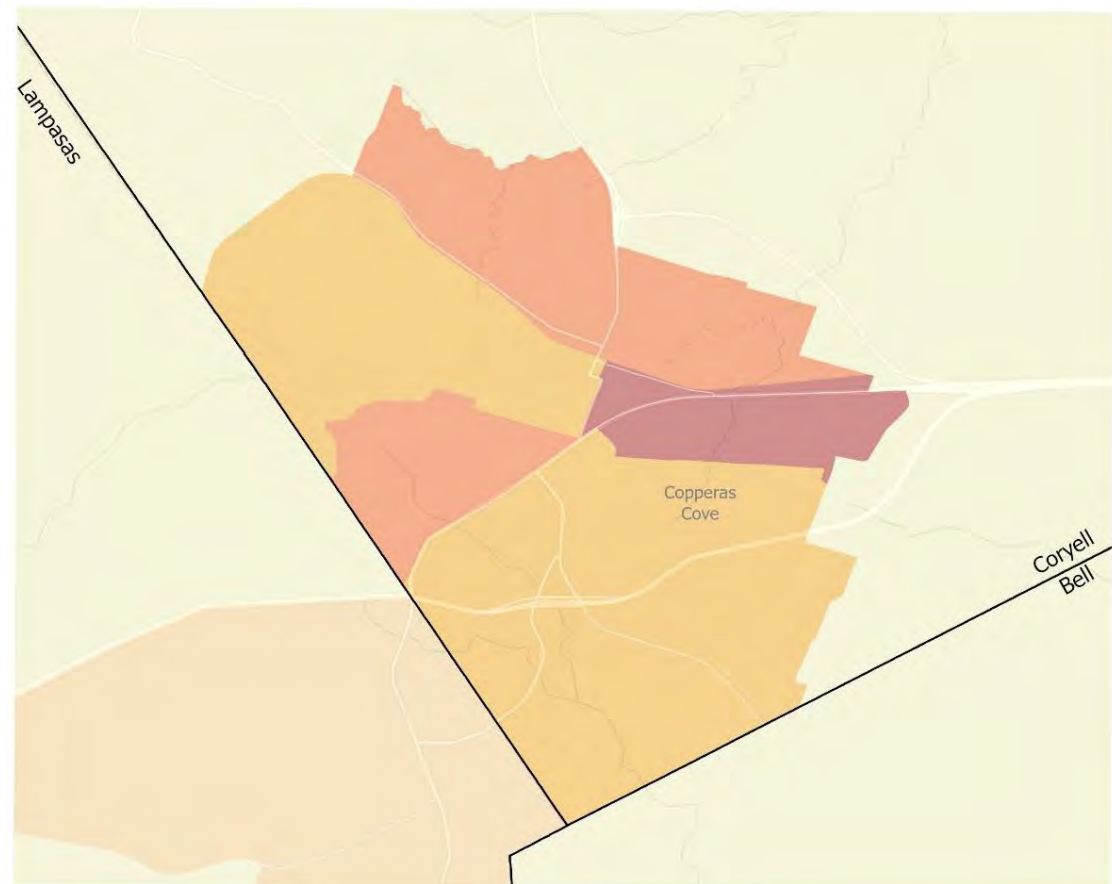


Population 65 Years & Older Per
Square Mile



0 1 2 4 Miles

Figure 4-21 Older Adult Population Density (65+) for Copperas Cove



Population 65 Years & Older Per
Square Mile

- Less Than 50
- 50 - 150
- 150 - 300
- 300 - 550
- More Than 550

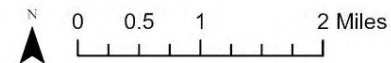
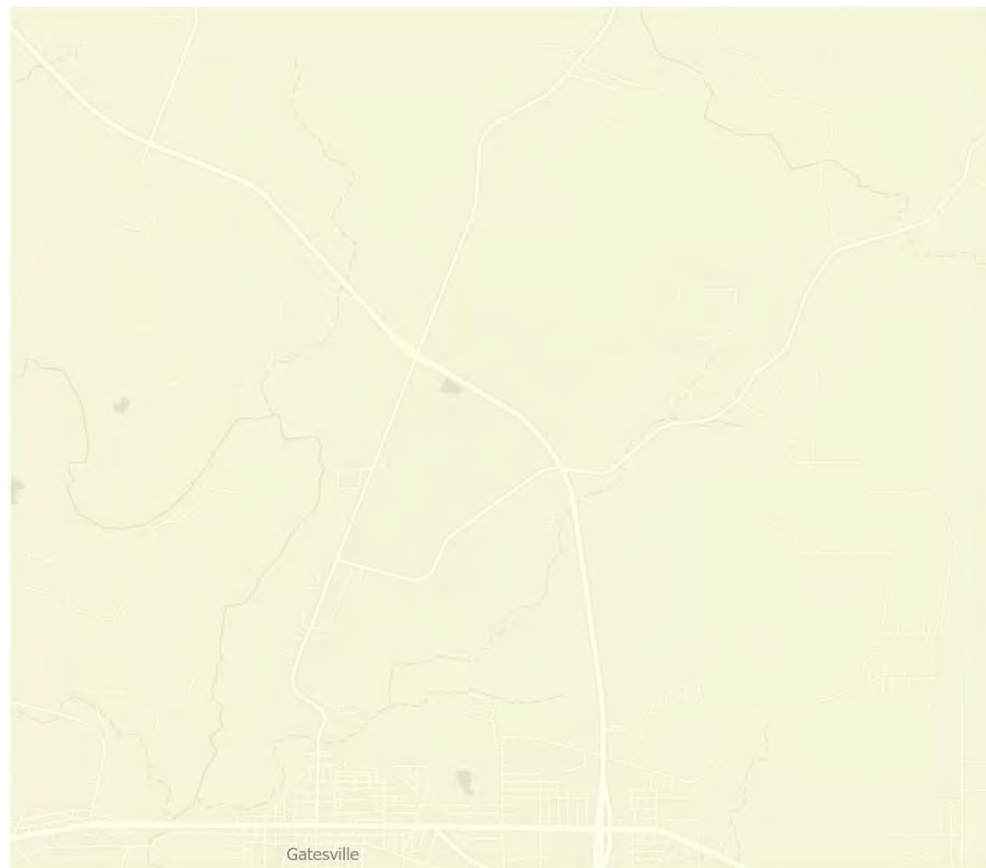


Figure 4-22 Older Adult Population Density (65+) for Gatesville



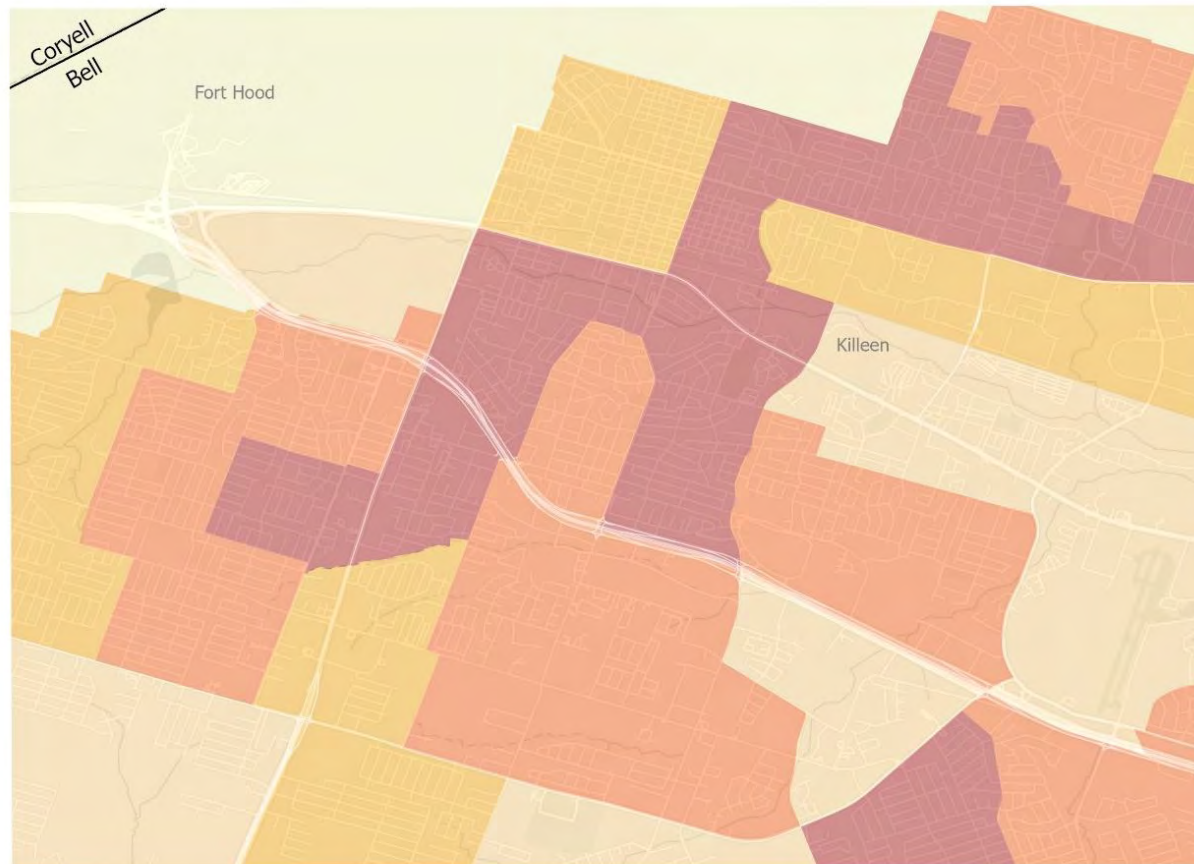
Population 65 Years & Older Per
Square Mile

-  Less Than 50
-  50 - 150
-  150 - 300
-  300 - 550
-  More Than 550



0 0.3 0.5 1 Miles


Figure 4-23 Older Adult Population Density (65+) for Killeen and Fort Hood



Population 65 Years & Older Per
Square Mile

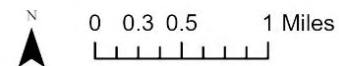
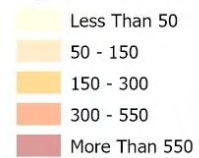


Figure 4-24 Older Adult Population Density (65+) for Rockdale



Population 65 Years & Older Per
Square Mile

- Less Than 50
- 50 - 150
- 150 - 300
- 300 - 550
- More Than 550



0 0.3 0.5 1 Miles

Veteran Population

Veteran populations are highly concentrated in and around Fort Hood, Killeen, and Copperas Cove, with relatively limited presence elsewhere in the region. This distribution reinforces the importance of strong transportation connections to military installations, Veteran Affairs services, and related healthcare facilities.

Figure 4-25 Veteran Population Density

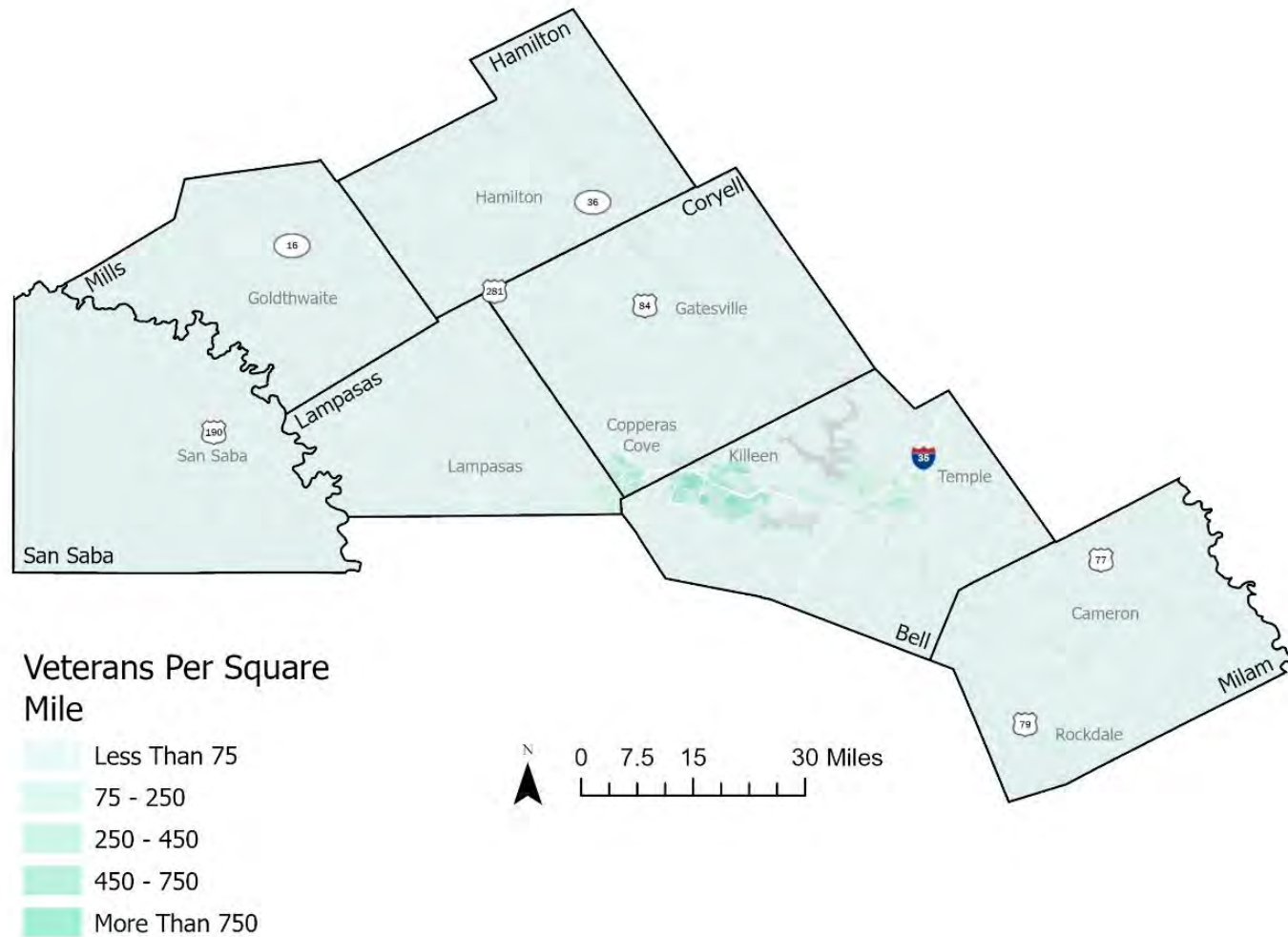
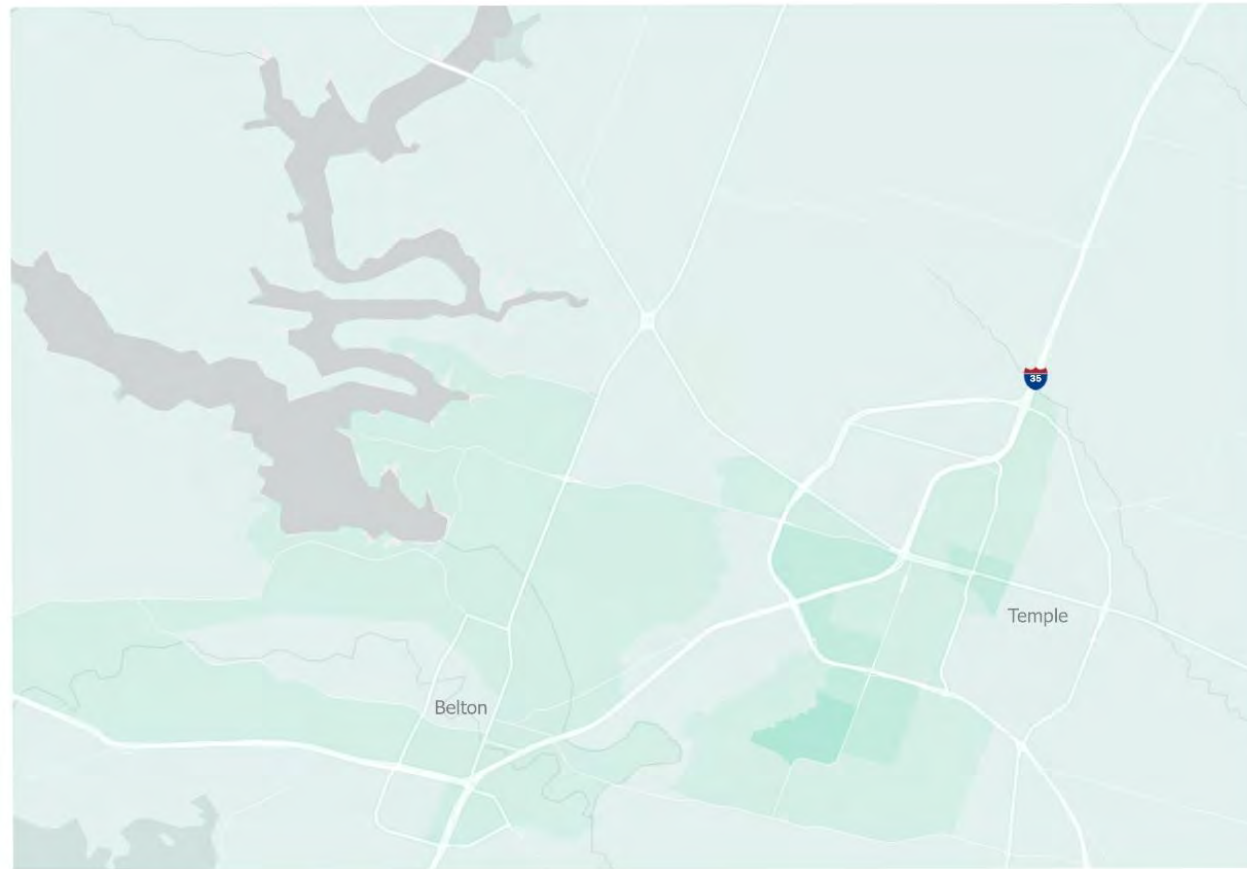


Figure 4-26 Veteran Population Density for Small Urbanized Areas



Veterans Per Square Mile

-  Less Than 75
-  75 - 250
-  250 - 450
-  450 - 750
-  More Than 750

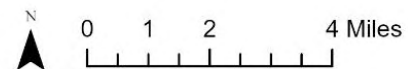


Figure 4-27 Veteran Population Density for Large Urbanized Areas



Veterans Per Square Mile

- Less Than 75
- 75 - 250
- 250 - 450
- 450 - 750
- More Than 750



0 1 2 4 Miles



A horizontal scale bar with markings for 0, 1, 2, and 4 miles.

Figure 4-28 Veteran Population Density for Copperas Cove

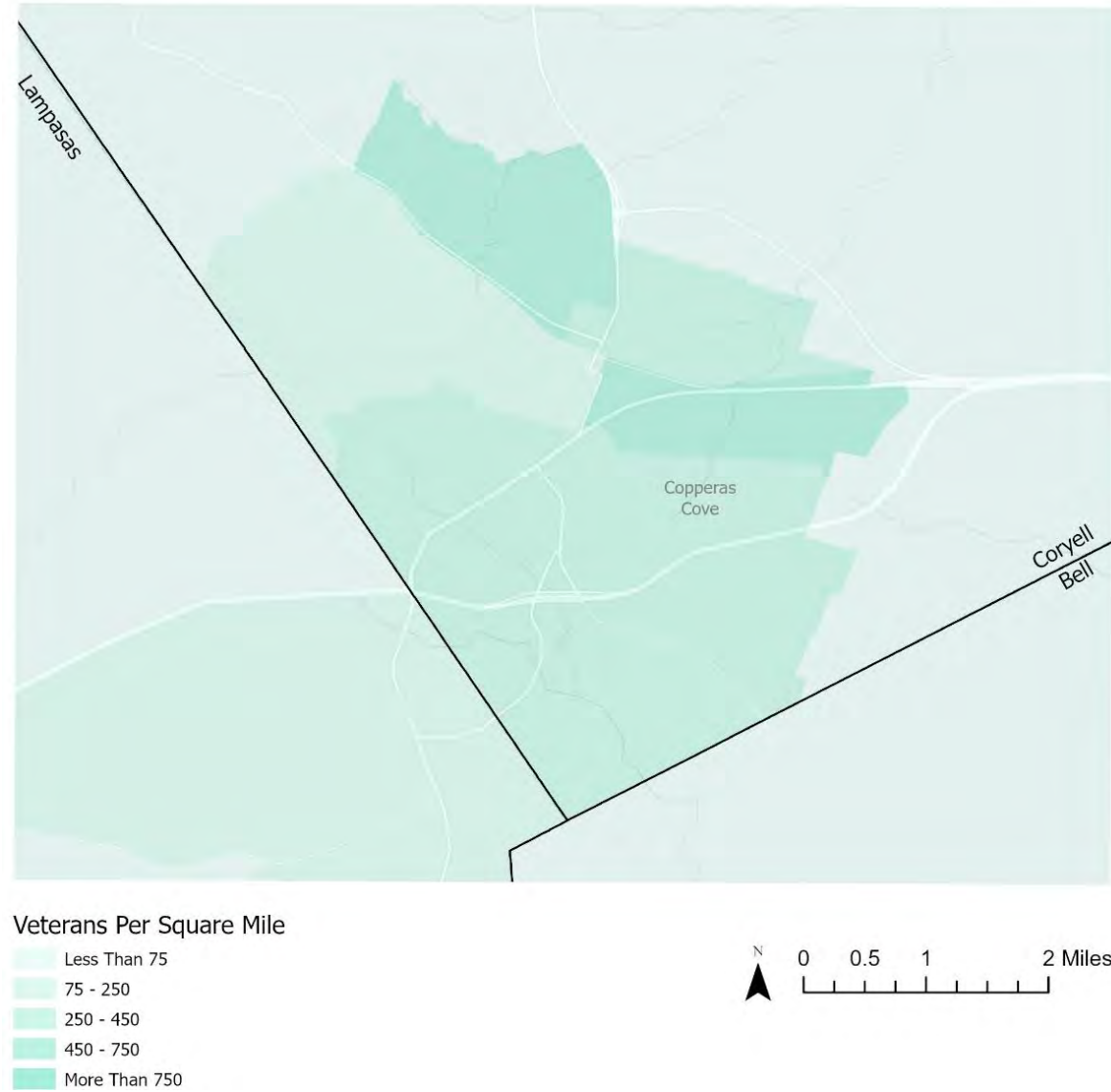
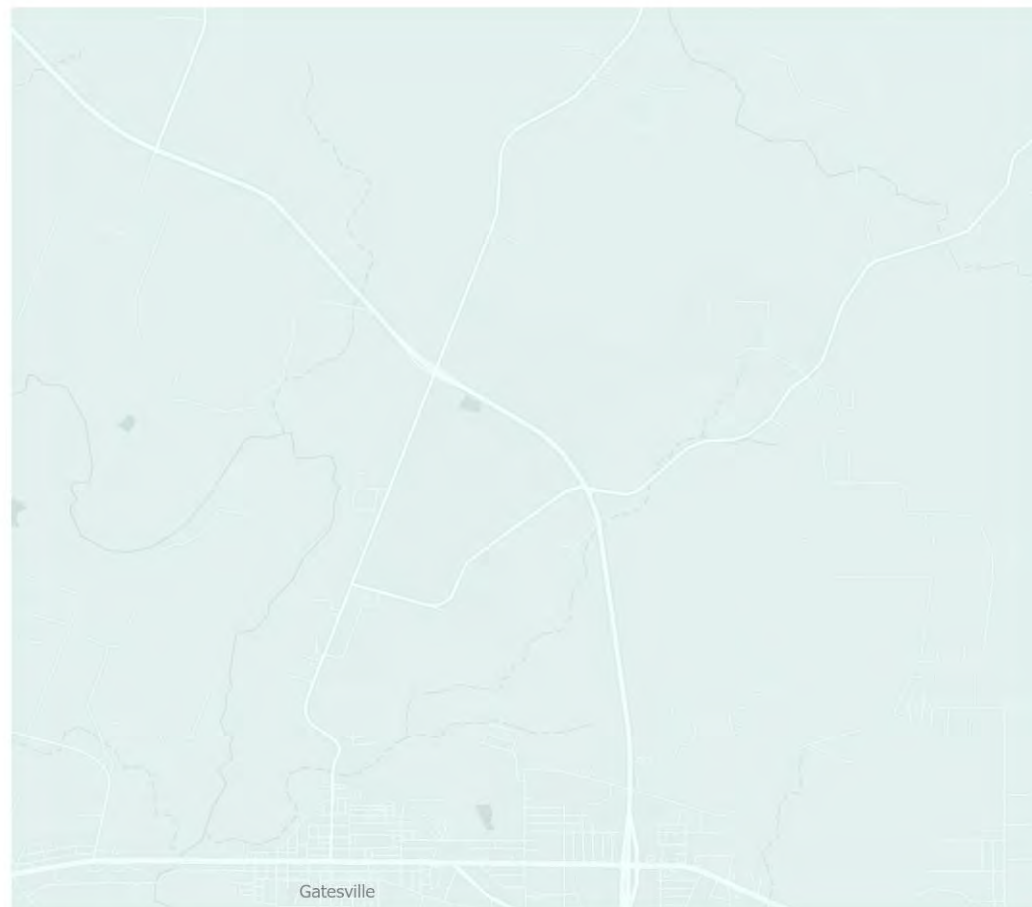


Figure 4-29 Veteran Population Density for Gatesville



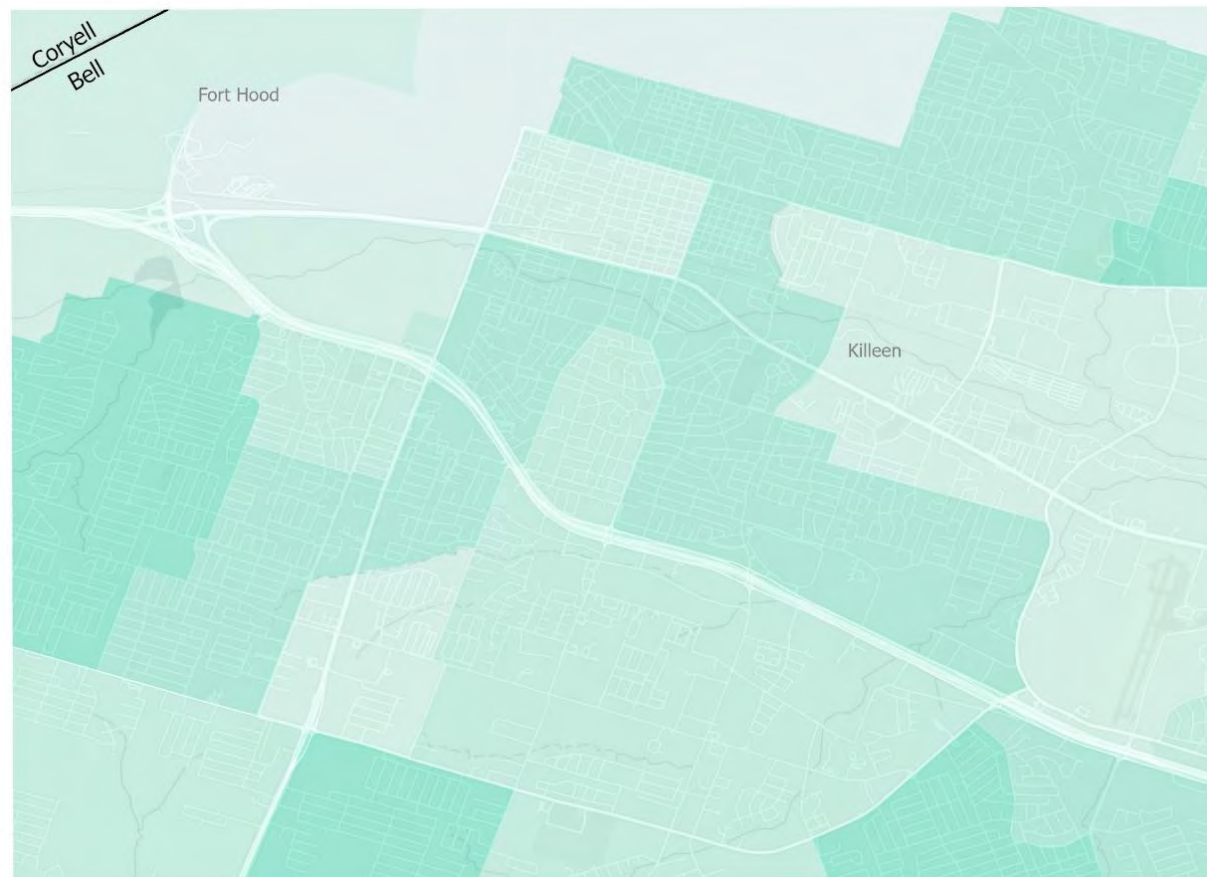
Veterans Per Square Mile

-  Less Than 75
-  75 - 250
-  250 - 450
-  450 - 750
-  More Than 750



0 0.3 0.5 1 Miles


Figure 4-30 Veteran Population Density for Killeen and Fort Hood



Veterans Per Square Mile

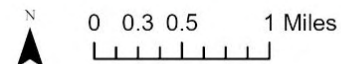
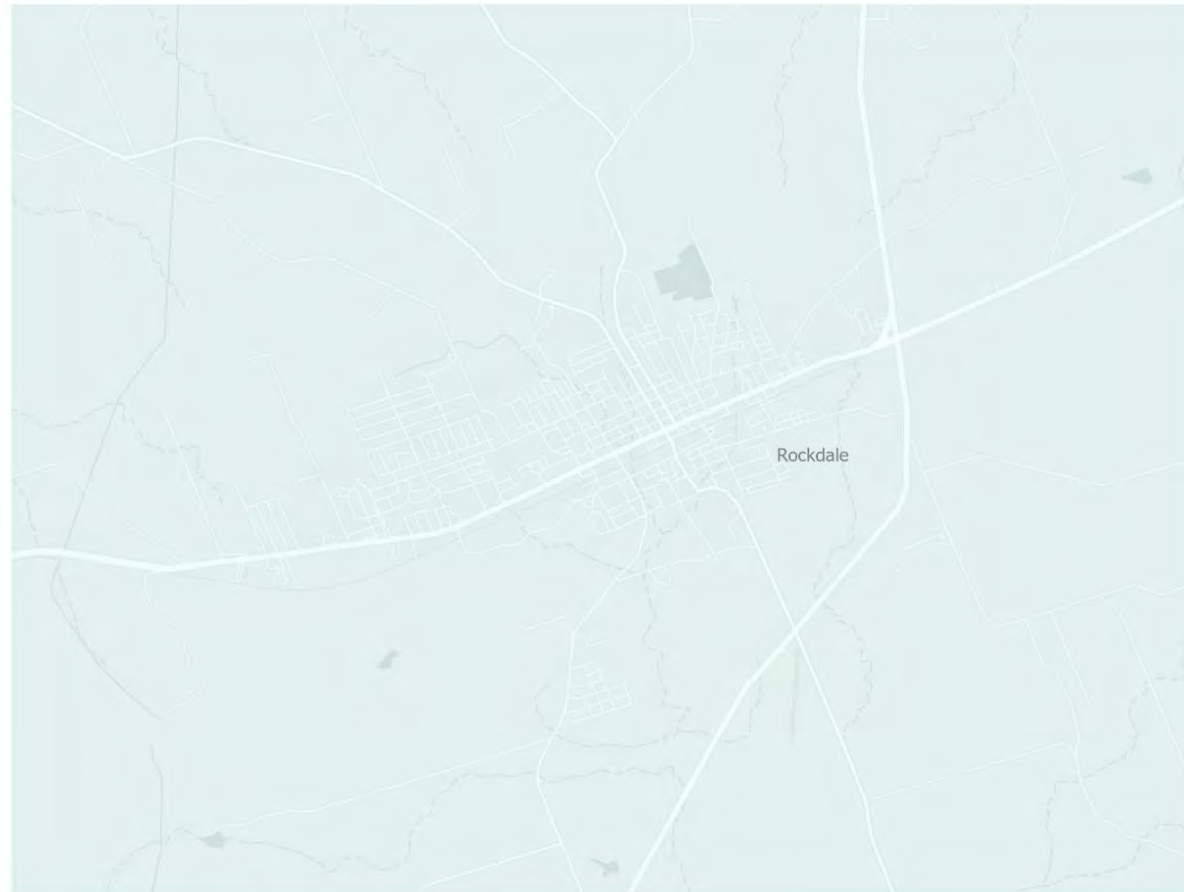


Figure 4-31 Veteran Population Density for Rockdale



Veterans Per Square Mile

-  Less Than 75
-  75 - 250
-  250 - 450
-  450 - 750
-  More Than 750



0 0.3 0.5 1 Miles


Population with Disabilities

Residents with disabilities are present across the region but are most concentrated along the Killeen–Temple corridor. These areas correspond closely with major healthcare and service providers, underscoring the need for ADA-compliant vehicles, accessible infrastructure, and reliable paratransit services

Figure 4-32 Population Density by Disability Status

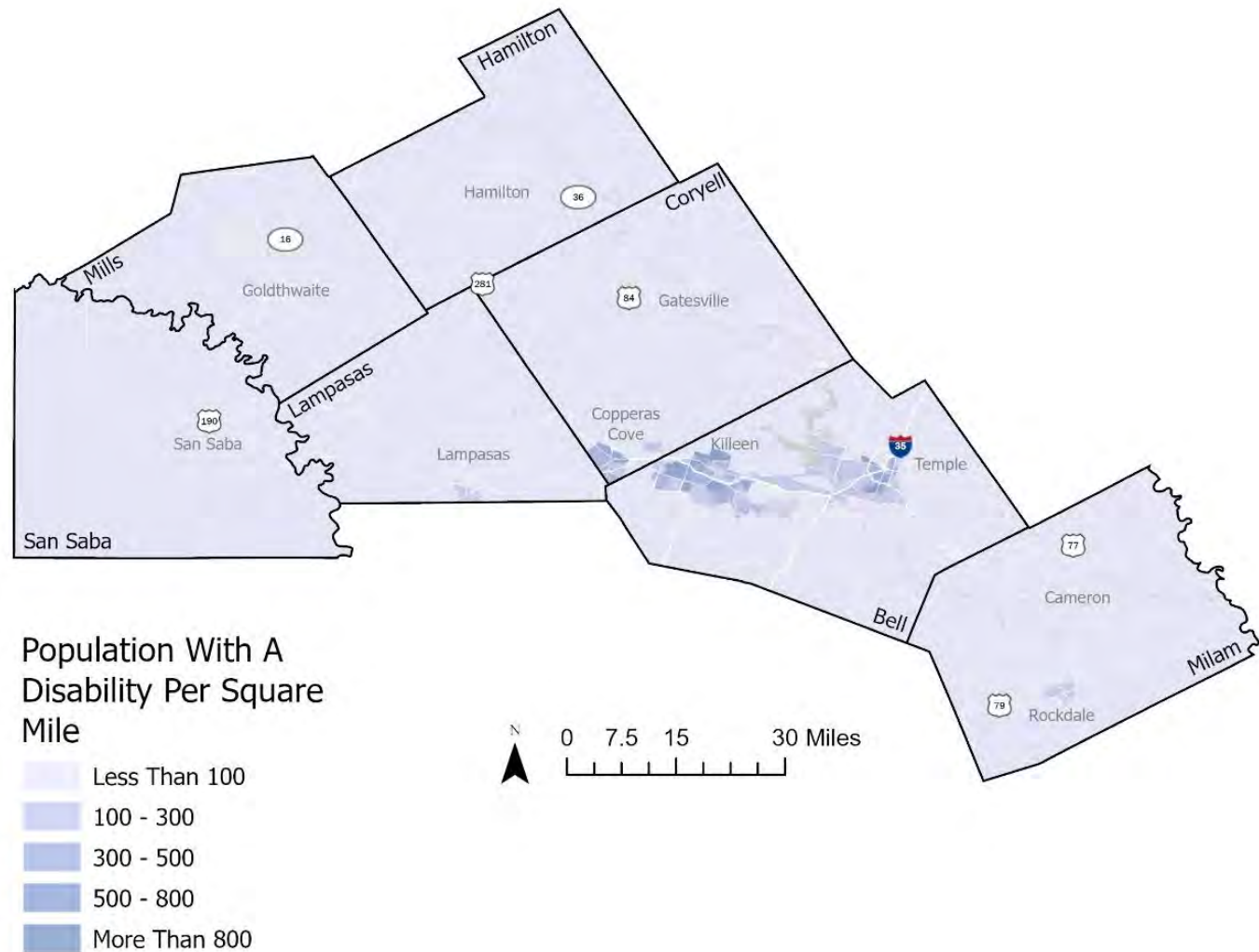
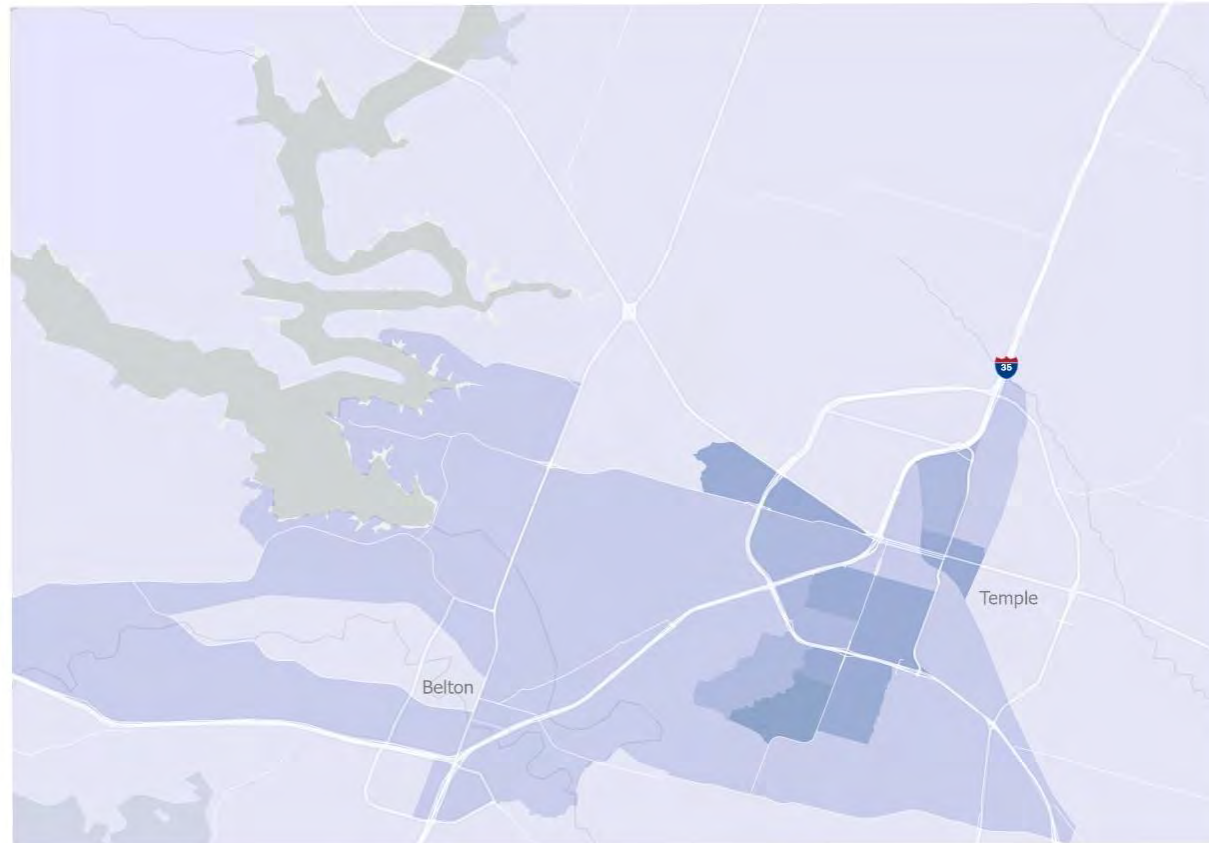


Figure 4-33 Population Density by Disability Status for Small Urbanized Areas



Population With A Disability Per
Square Mile

- Less Than 100
- 100 - 300
- 300 - 500
- 500 - 800
- More Than 800

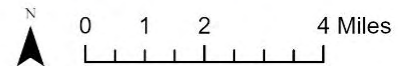


Figure 4-34 Population Density by Disability Status for Large Urbanized Areas



Population With A Disability Per
Square Mile



0 1 2 4 Miles

Figure 4-35 Population Density by Disability Status for Copperas Cove

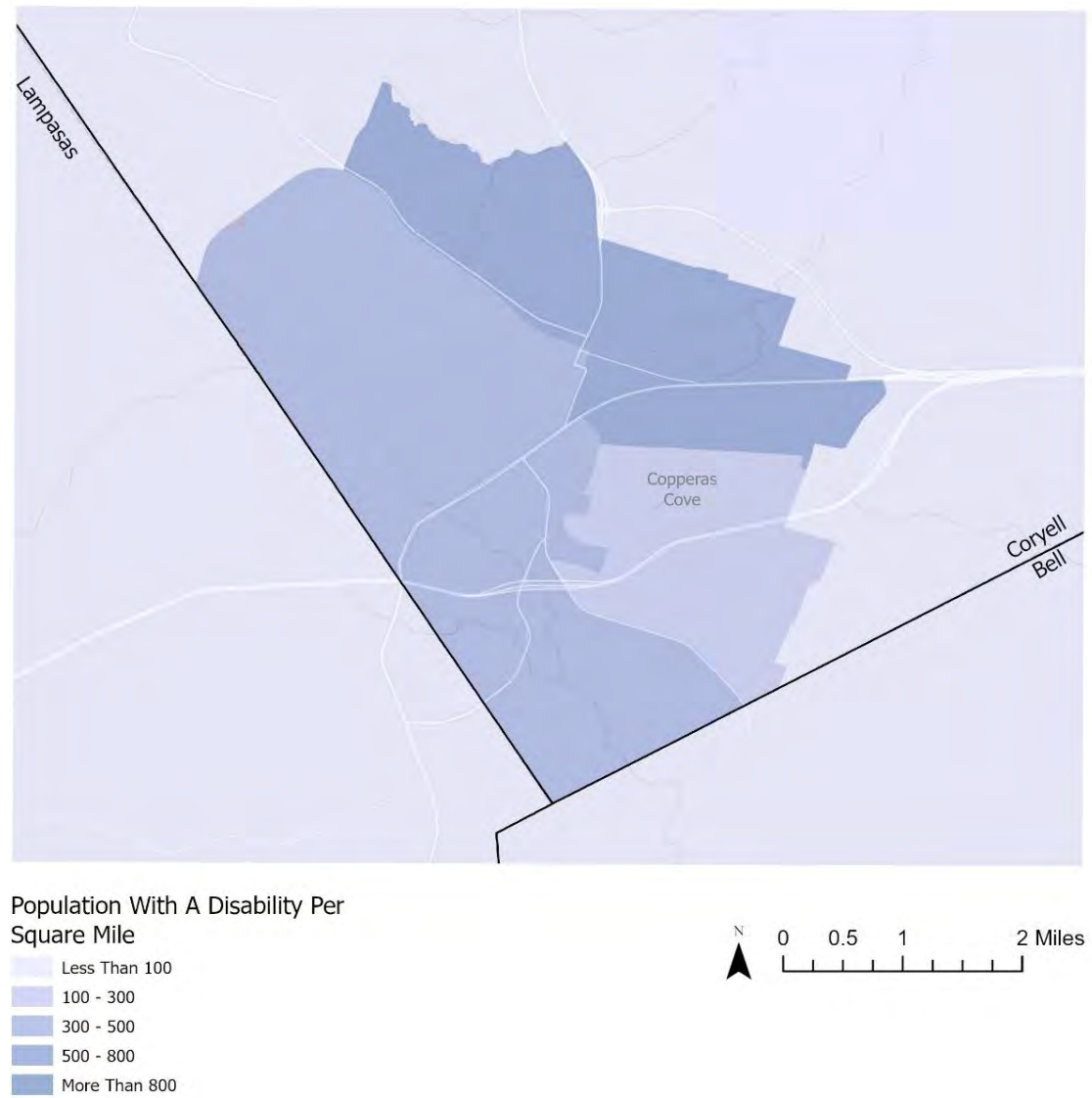
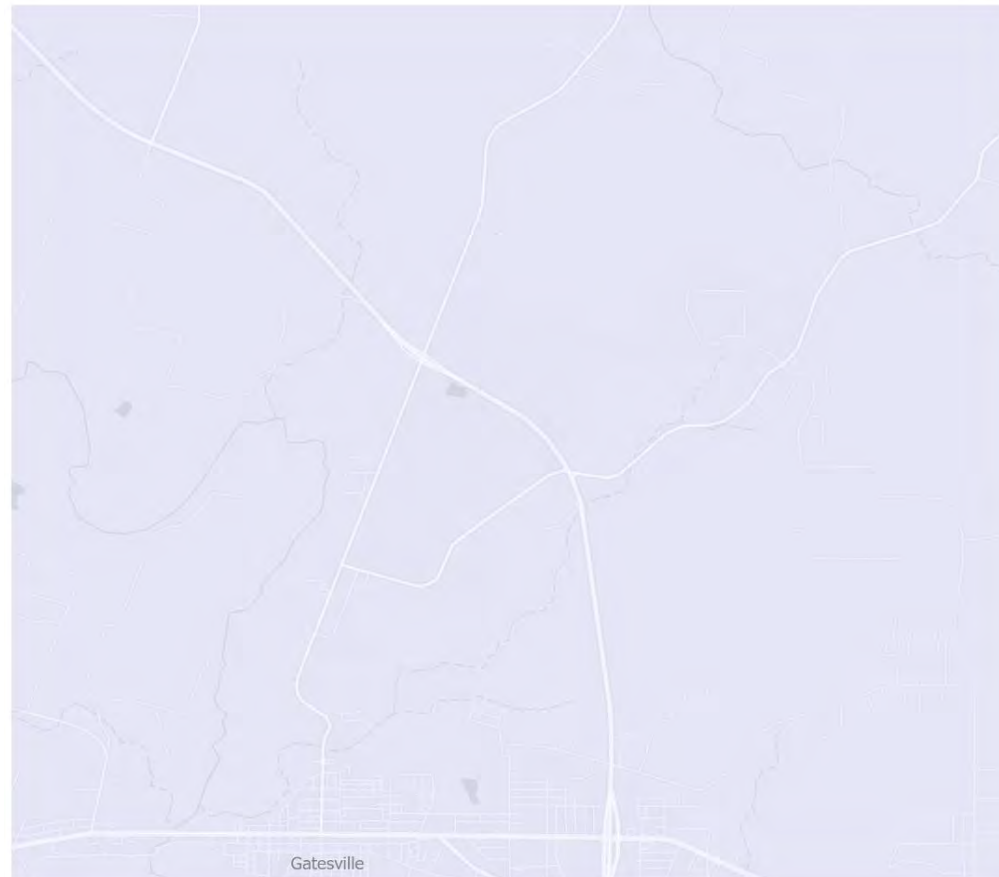


Figure 4-36 Population Density by Disability Status for Gatesville



Population With A Disability Per
Square Mile

-  Less Than 100
-  100 - 300
-  300 - 500
-  500 - 800
-  More Than 800



0 0.3 0.5 1 Miles

Figure 4-37 Population Density by Disability Status for Killeen and Fort Hood



Population With A Disability Per
Square Mile

-  Less Than 100
-  100 - 300
-  300 - 500
-  500 - 800
-  More Than 800

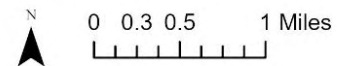
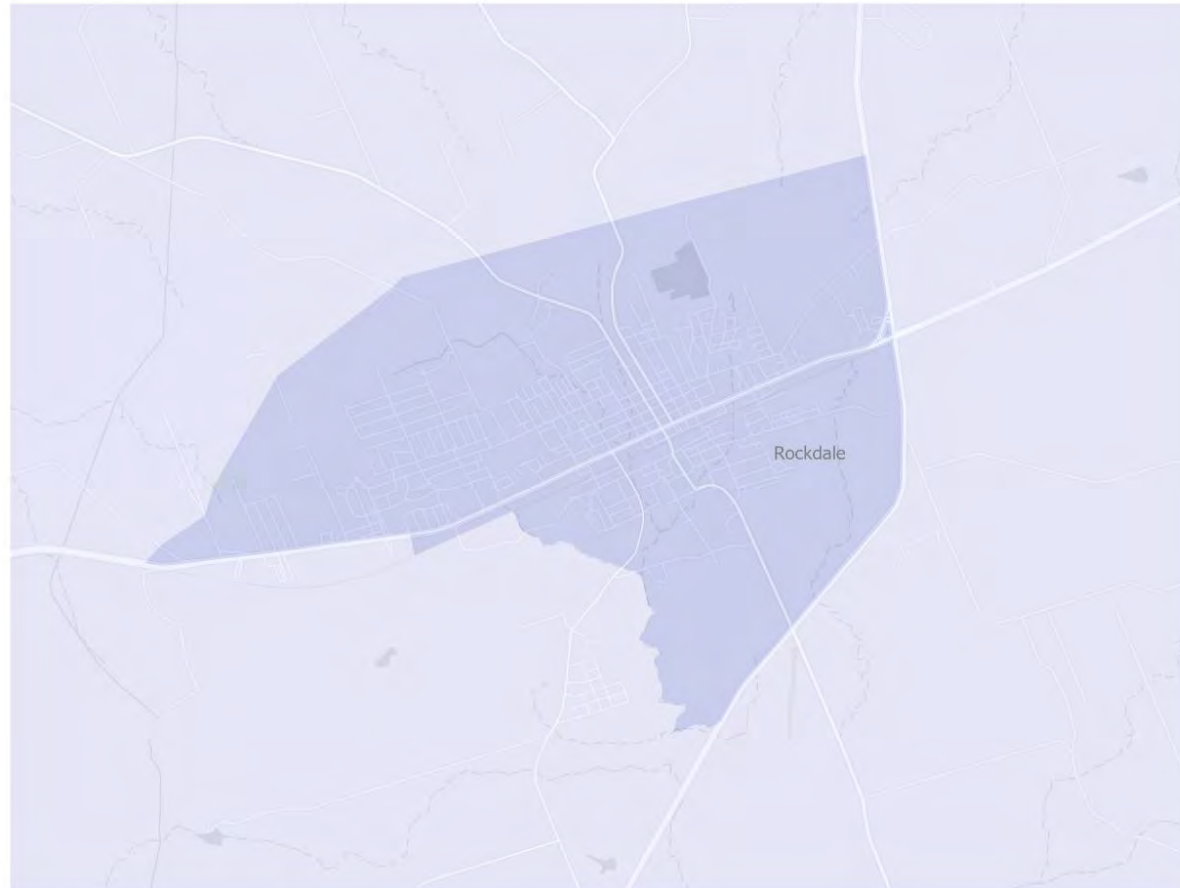


Figure 4-38 Population Density by Disability Status for Rockdale



Population With A Disability Per
Square Mile



0 0.3 0.5 1 Miles

Minority Population

Minority populations are concentrated primarily within Bell County, particularly in Killeen and Temple, with smaller clusters in Copperas Cove and other communities. Ensuring reliable access to employment, education, and healthcare in these areas remains a key consideration for transportation planning.

Figure 4-39 Population Density by Minority Status

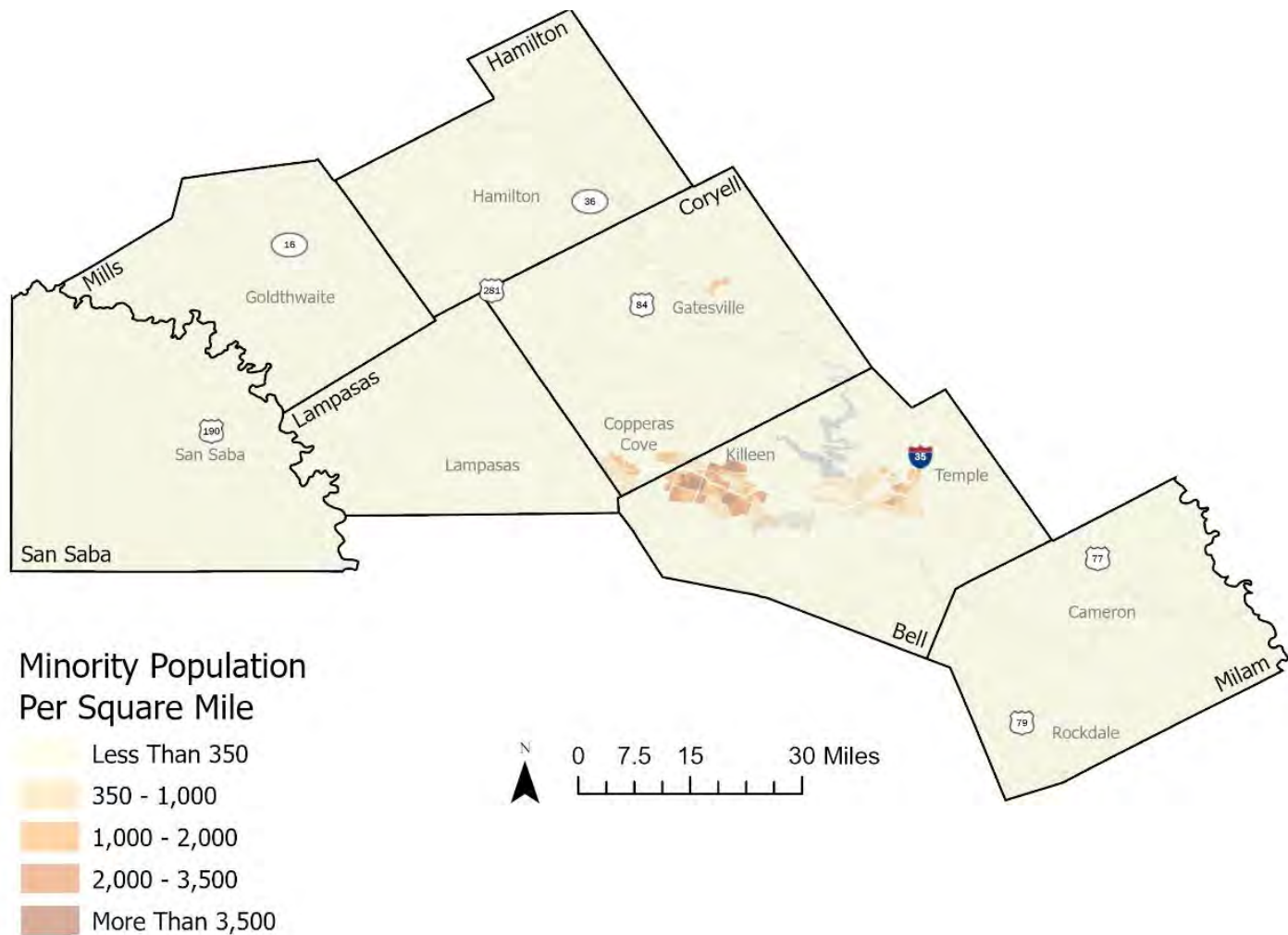
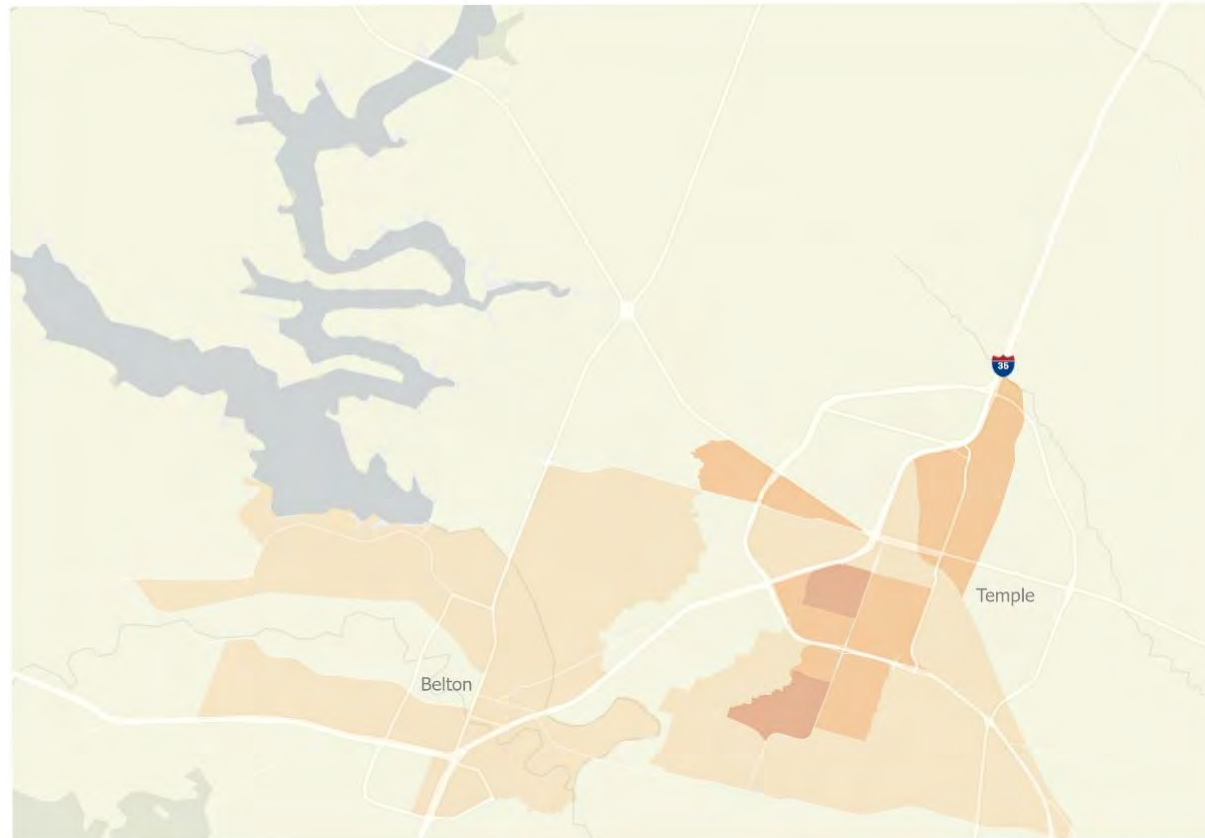


Figure 4-40 Population Density by Minority Status for Small Urbanized Areas



Minority Population Per Square
Mile

- Less Than 350
- 350 - 1,000
- 1,000 - 2,000
- 2,000 - 3,500
- More Than 3,500

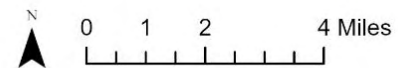


Figure 4-41 Population Density by Minority Status for Large Urbanized Areas



Minority Population Per Square
Mile



0 1 2 4 Miles

Figure 4-42 Population Density by Minority Status for Copperas Cove

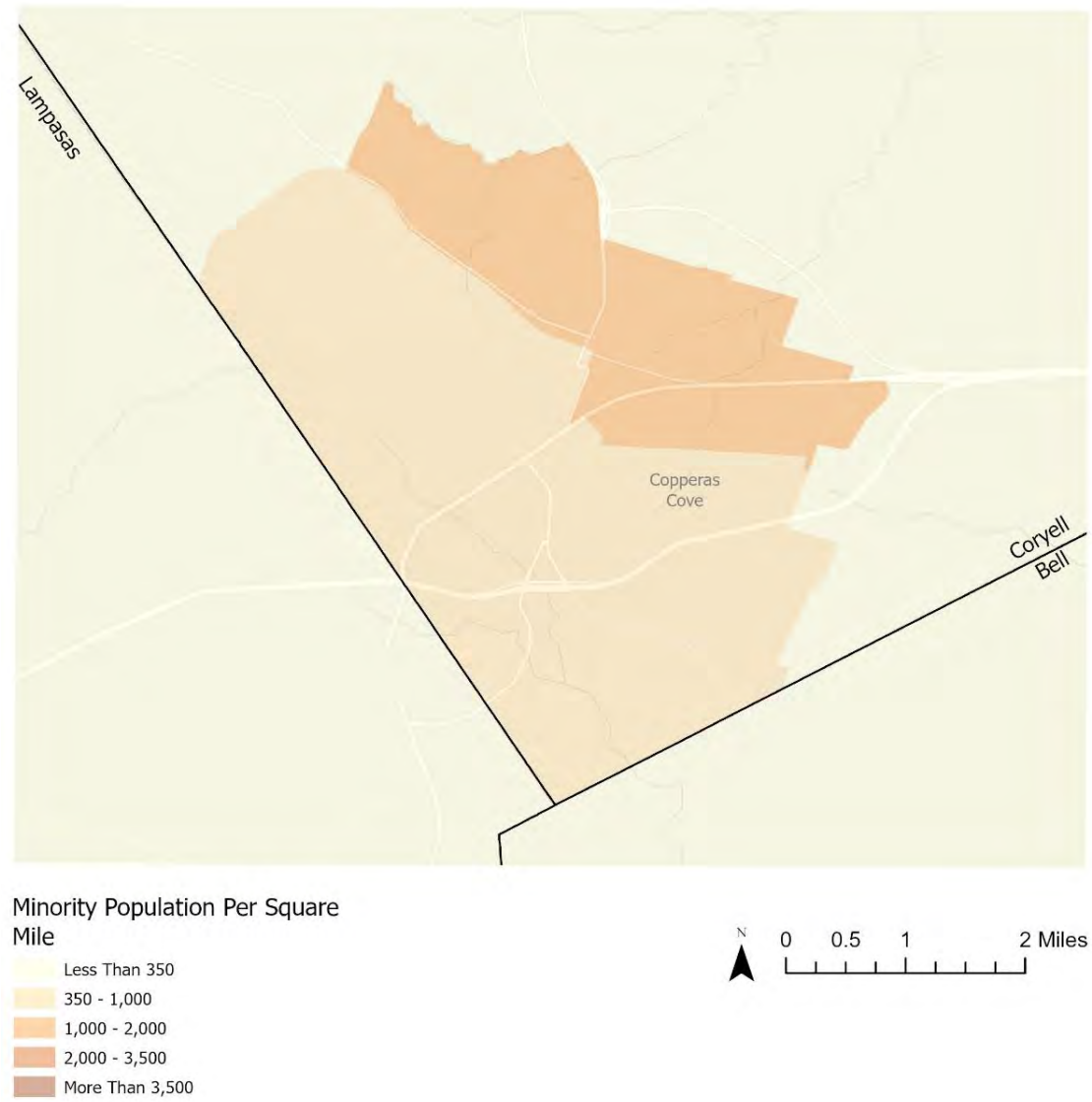
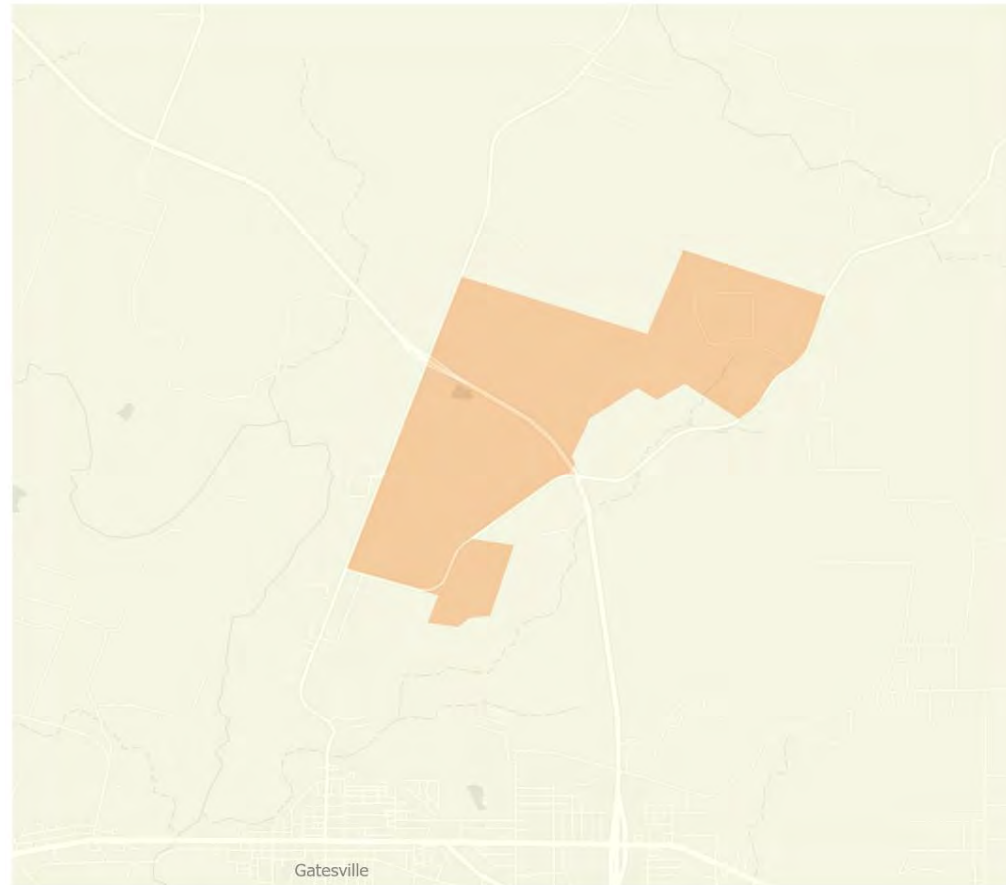


Figure 4-43 Population Density by Minority Status for Gatesville



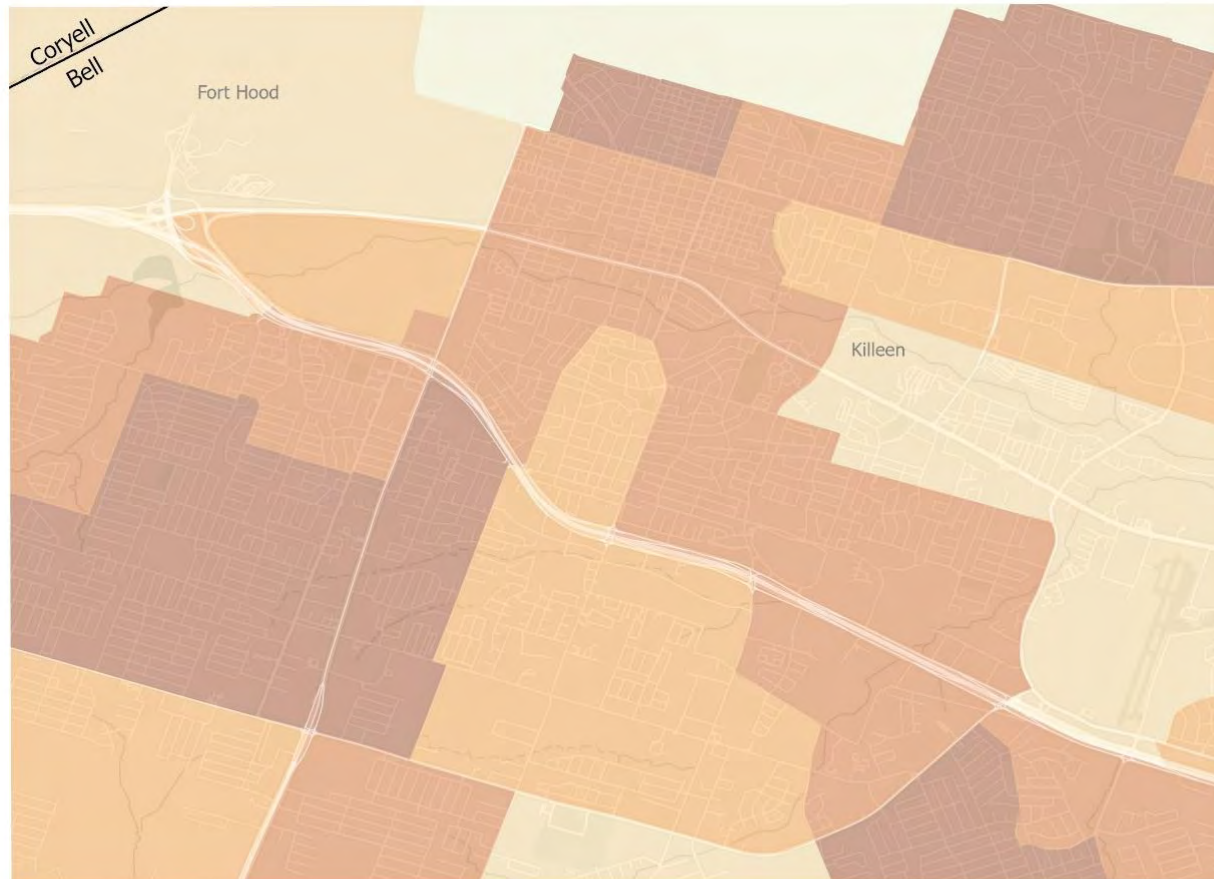
Minority Population Per Square
Mile

- Less Than 350
- 350 - 1,000
- 1,000 - 2,000
- 2,000 - 3,500
- More Than 3,500



0 0.3 0.5 1 Miles

Figure 4-44 Population Density by Minority Status for Killeen and Fort Hood



Minority Population Per Square
Mile

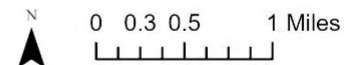
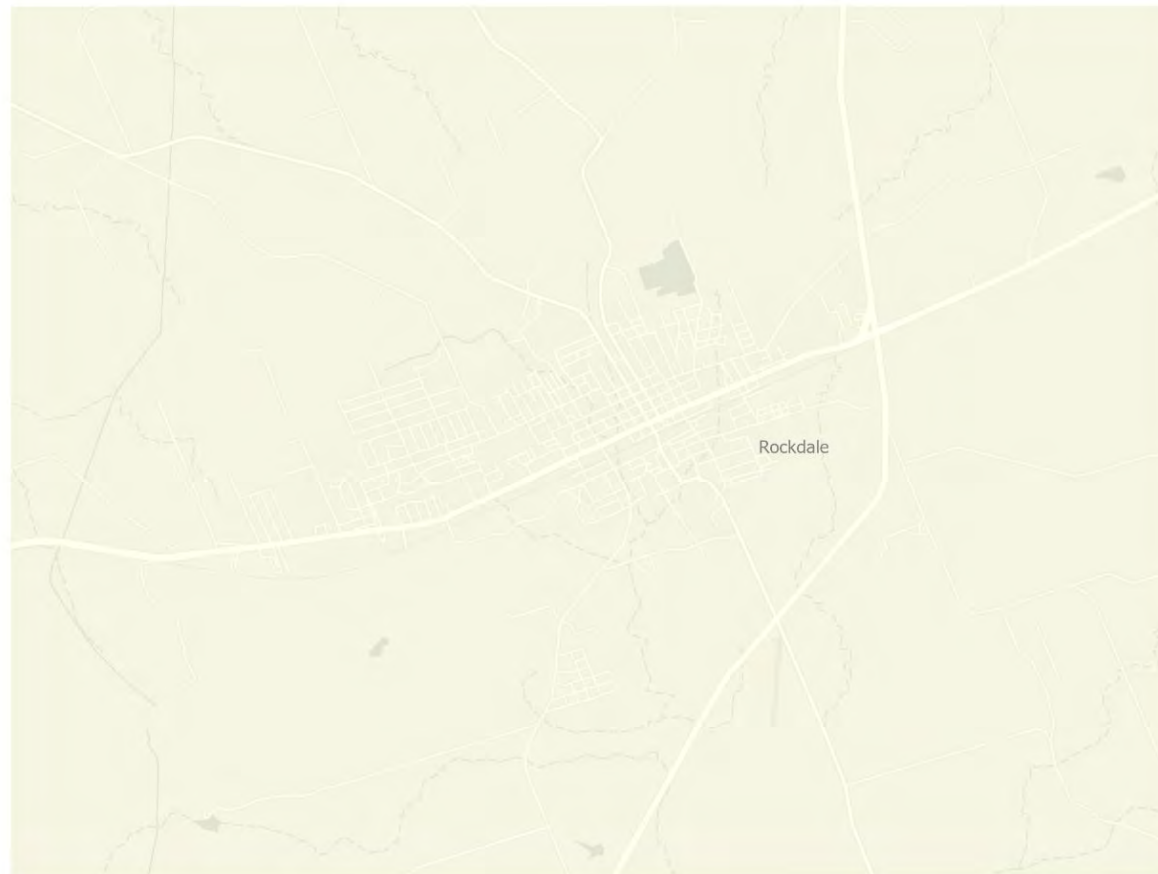


Figure 4-45 Population Density by Minority Status for Rockdale



Minority Population Per Square
Mile

- Less Than 350
- 350 - 1,000
- 1,000 - 2,000
- 2,000 - 3,500
- More Than 3,500



0 0.3 0.5 1 Miles



Household Poverty

Higher concentrations of residents living below the federal poverty level are found along the Killeen–Temple corridor, with additional pockets in smaller communities. In these areas, transportation affordability is a critical concern, reinforcing the role of public transit and coordinated services in connecting residents to jobs and essential destinations

Figure 4-46 Households Living in Poverty

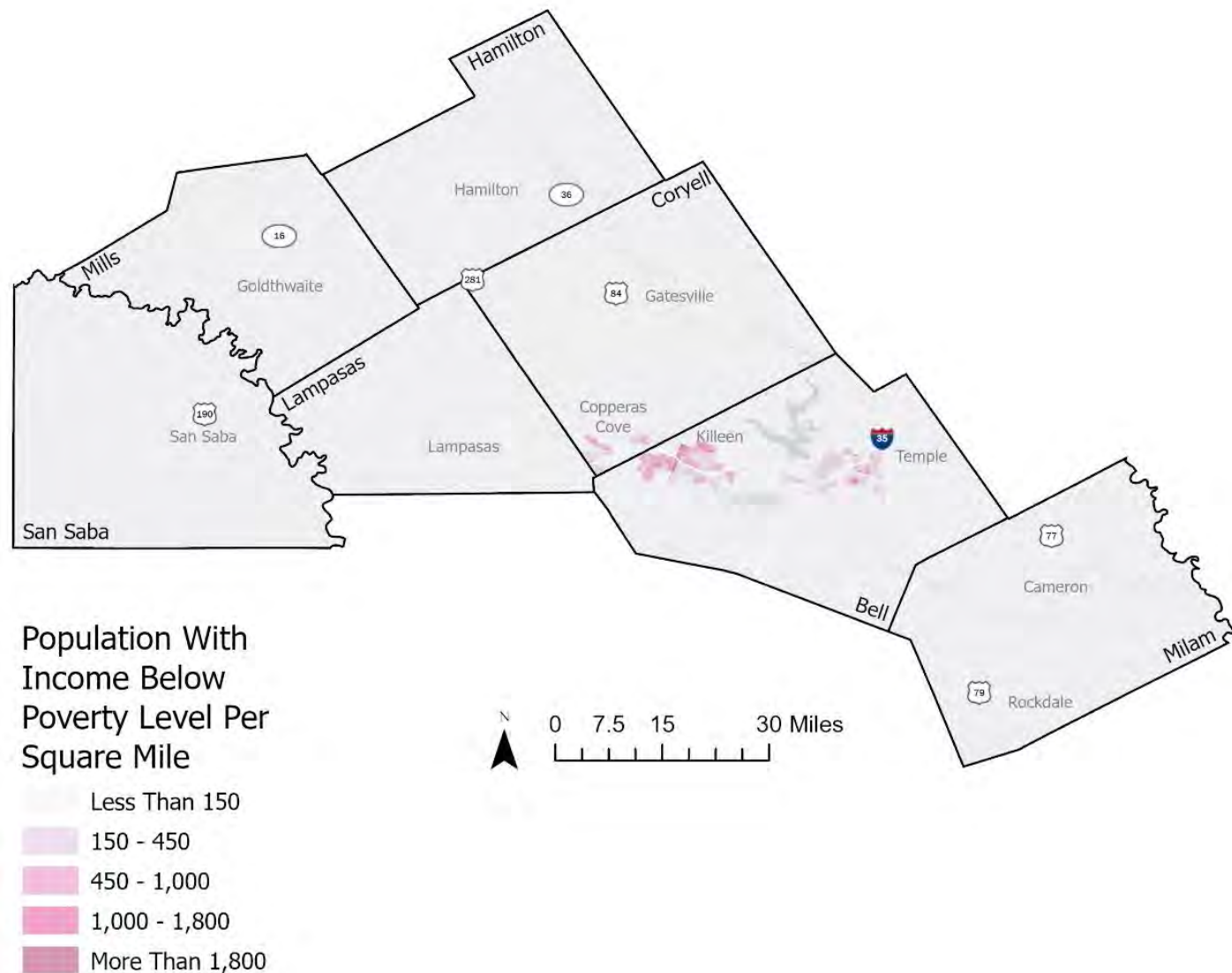
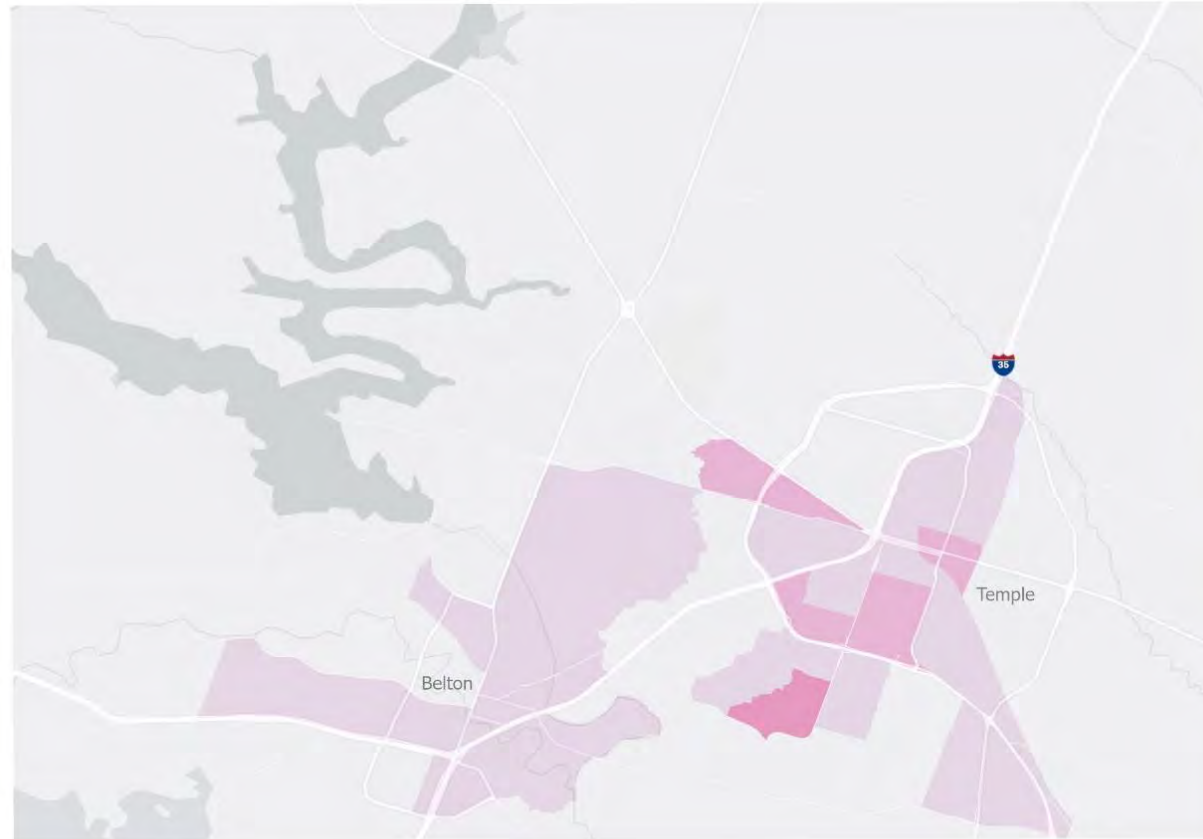


Figure 4-47 Households Living in Poverty for Small Urbanized Areas



Population With Income Below
Poverty Level Per Square Mile

- Less Than 150
- 150 - 450
- 450 - 1,000
- 1,000 - 1,800
- More Than 1,800

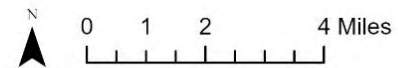


Figure 4-48 Households Living in Poverty for Large Urbanized Areas



Population With Income Below
Poverty Level Per Square Mile

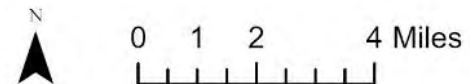


Figure 4-49 Households Living in Poverty for Copperas Cove

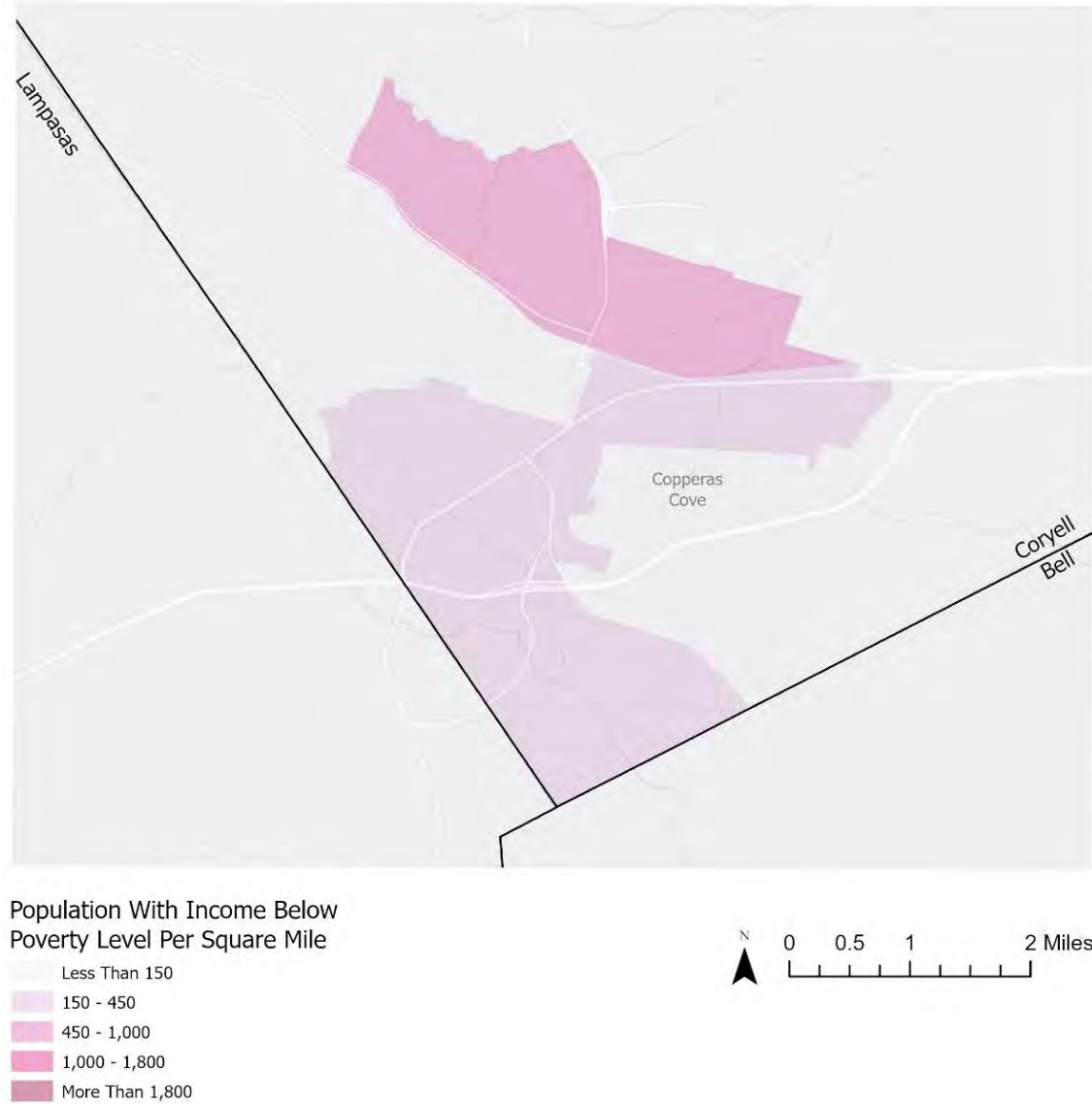
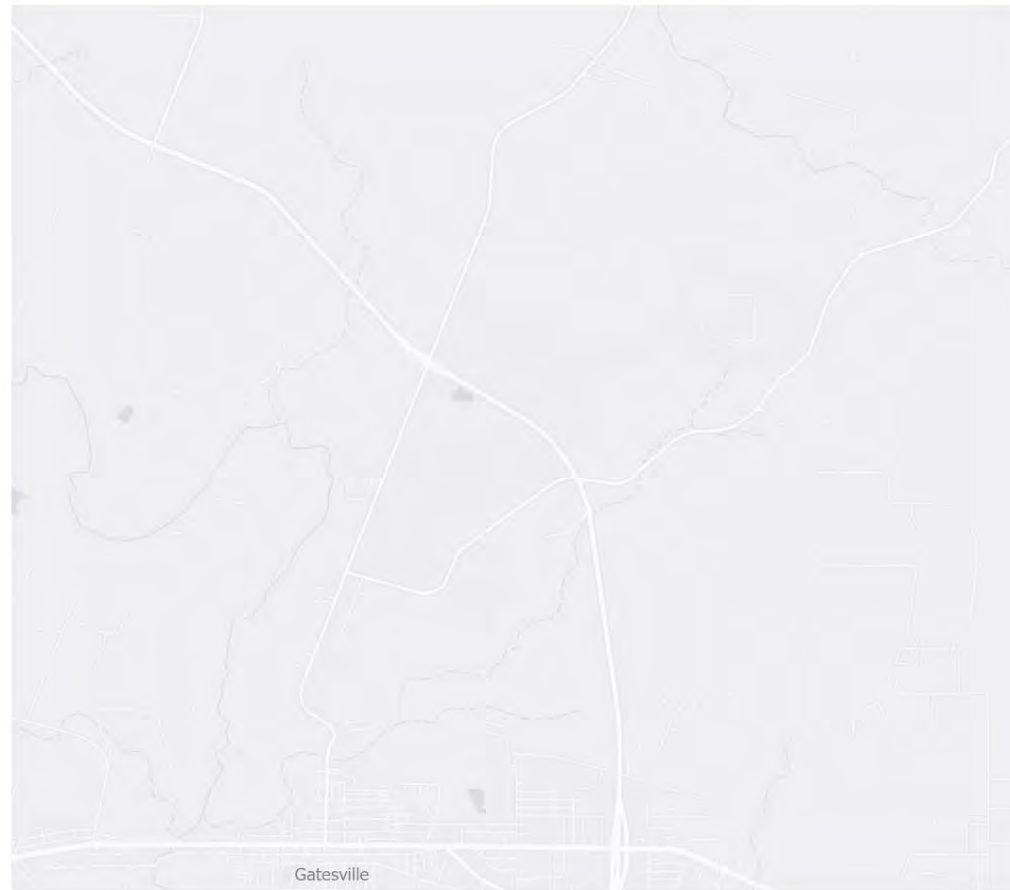


Figure 4-50 Households Living in Poverty for Gatesville



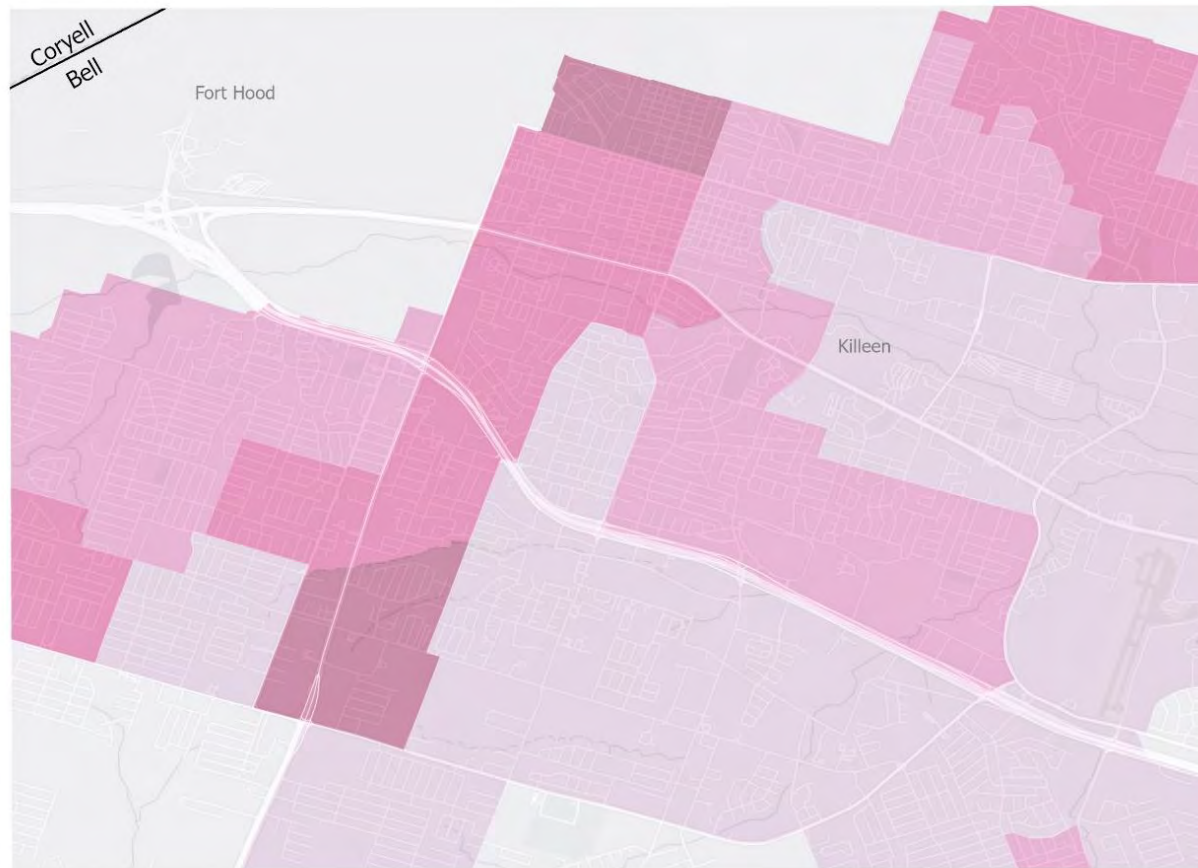
Population With Income Below
Poverty Level Per Square Mile

- Less Than 150
- 150 - 450
- 450 - 1,000
- 1,000 - 1,800
- More Than 1,800



0 0.3 0.5 1 Miles

Figure 4-51 Households Living in Poverty for Killeen and Fort Hood



Population With Income Below
Poverty Level Per Square Mile

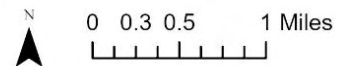
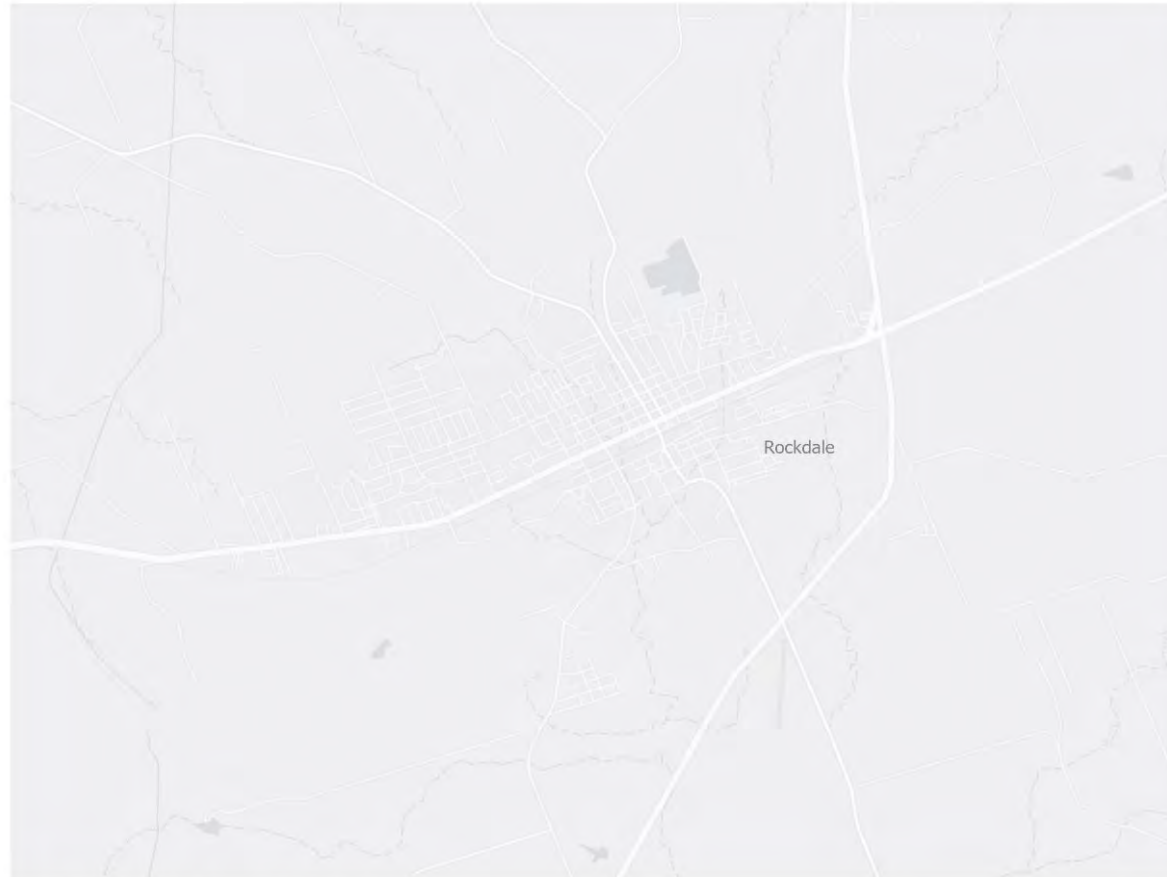


Figure 4-52 Households Living in Poverty for Rockdale



Population With Income Below
Poverty Level Per Square Mile

- Less Than 150
- 150 - 450
- 450 - 1,000
- 1,000 - 1,800
- More Than 1,800



0 0.3 0.5 1 Miles

Limited English Proficiency (LEP)

Households with limited English proficiency are concentrated almost entirely within Bell County, particularly in Killeen and Temple. These populations may face barriers in accessing transportation information, highlighting the need for multilingual communication, targeted outreach, and user-friendly service materials.

Figure 4-53 Limited English Proficiency Population Density

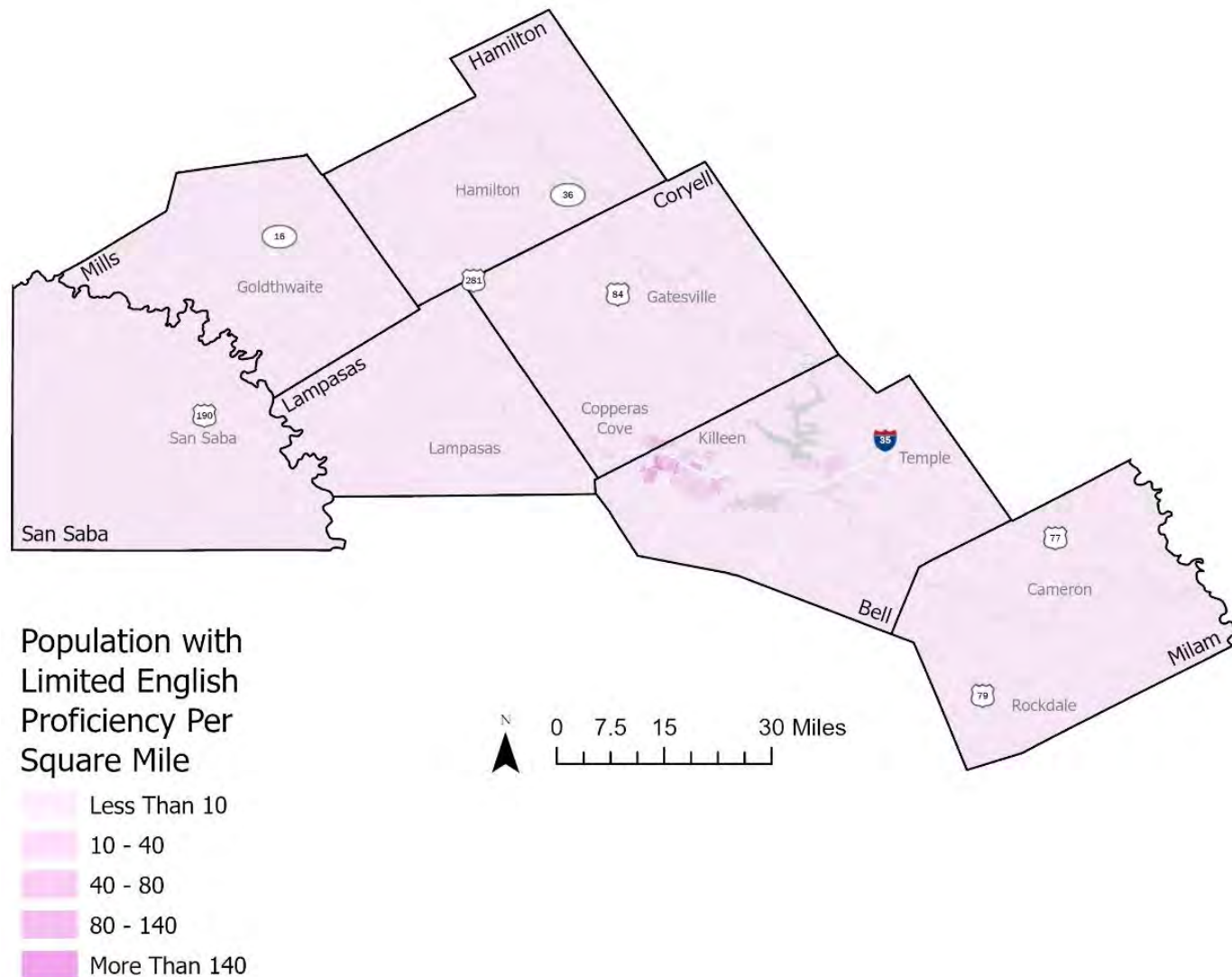
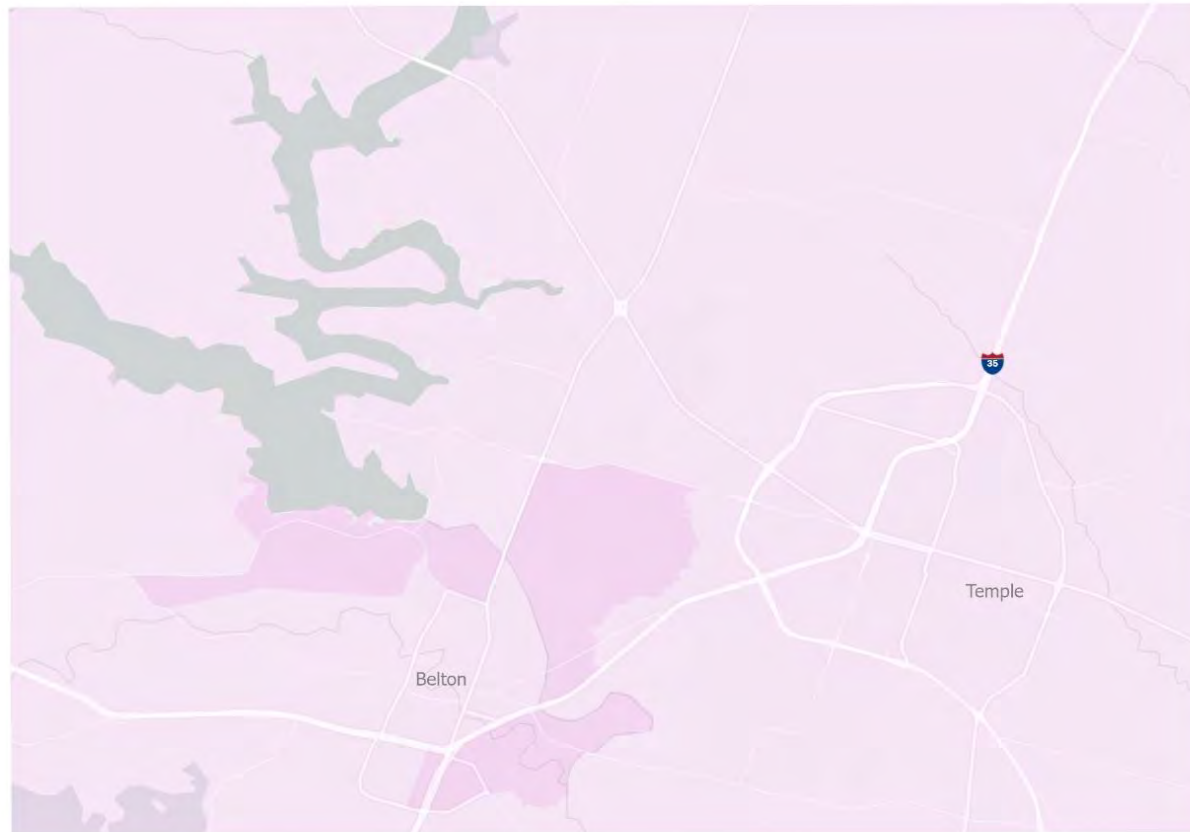


Figure 4-54 Limited English Proficiency Population Density for Small Urbanized Areas



Population with Limited English
Proficiency Per Square Mile

-  Less Than 10
-  10 - 40
-  40 - 80
-  80 - 140
-  More Than 140

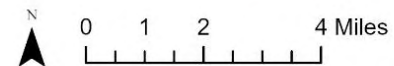


Figure 4-55 Limited English Proficiency Population Density for Large Urbanized Areas



Population with Limited English
Proficiency Per Square Mile

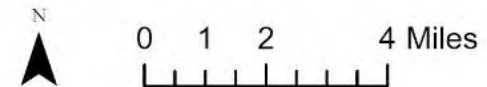


Figure 4-56 Limited English Proficiency Population Density for Copperas Cove

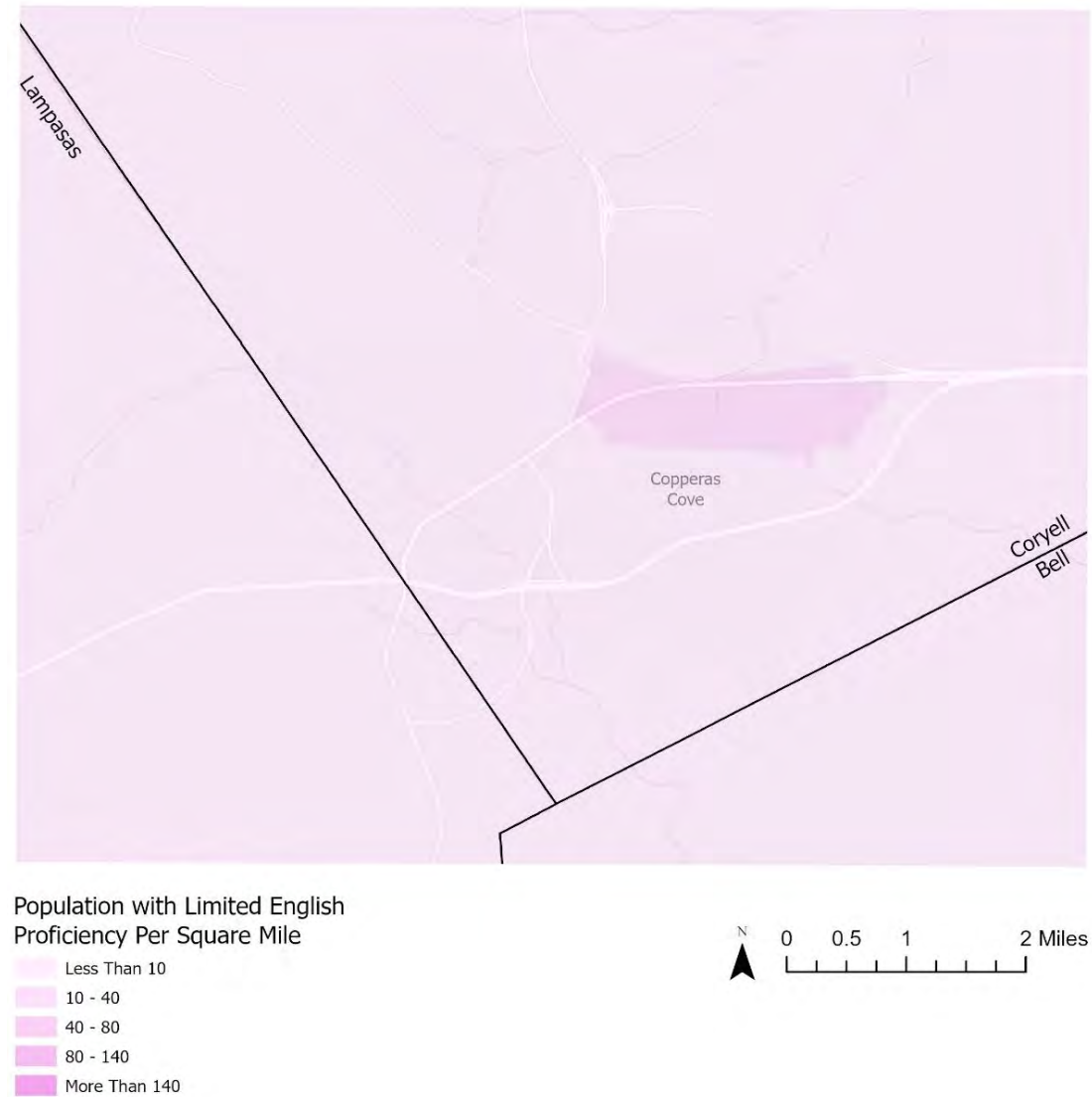
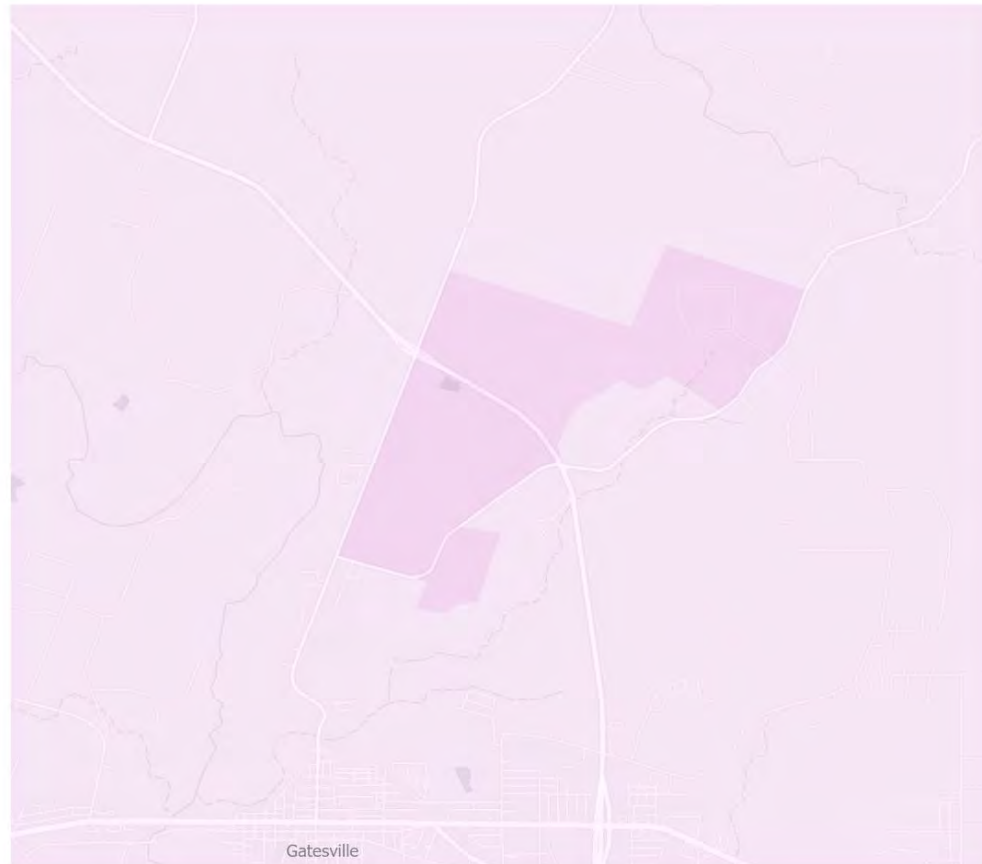


Figure 4-57 Limited English Proficiency Population Density for Gatesville



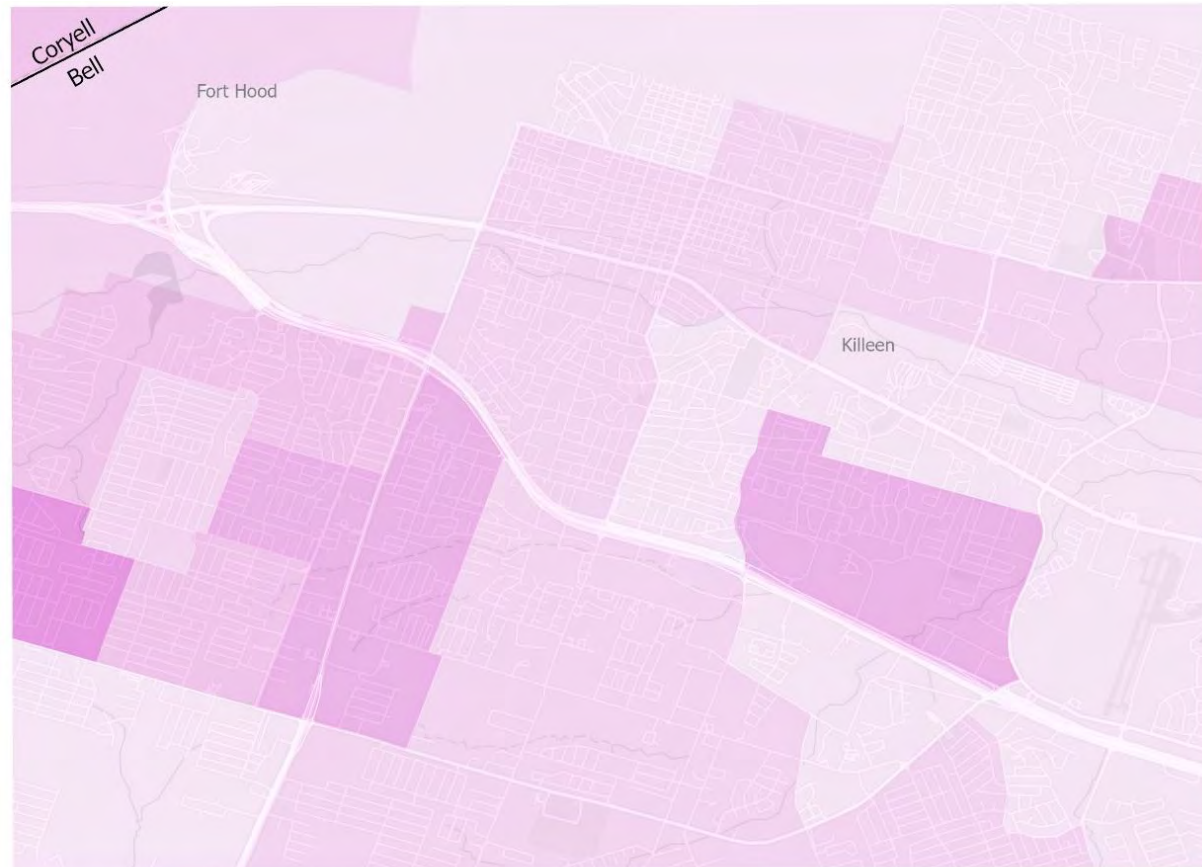
Population with Limited English
Proficiency Per Square Mile

-  Less Than 10
-  10 - 40
-  40 - 80
-  80 - 140
-  More Than 140



0 0.3 0.5 1 Miles


Figure 4-58 Limited English Proficiency Population Density for Killeen and Fort Hood



Population with Limited English
Proficiency Per Square Mile

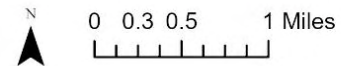
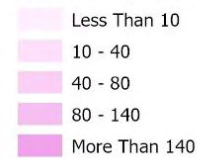
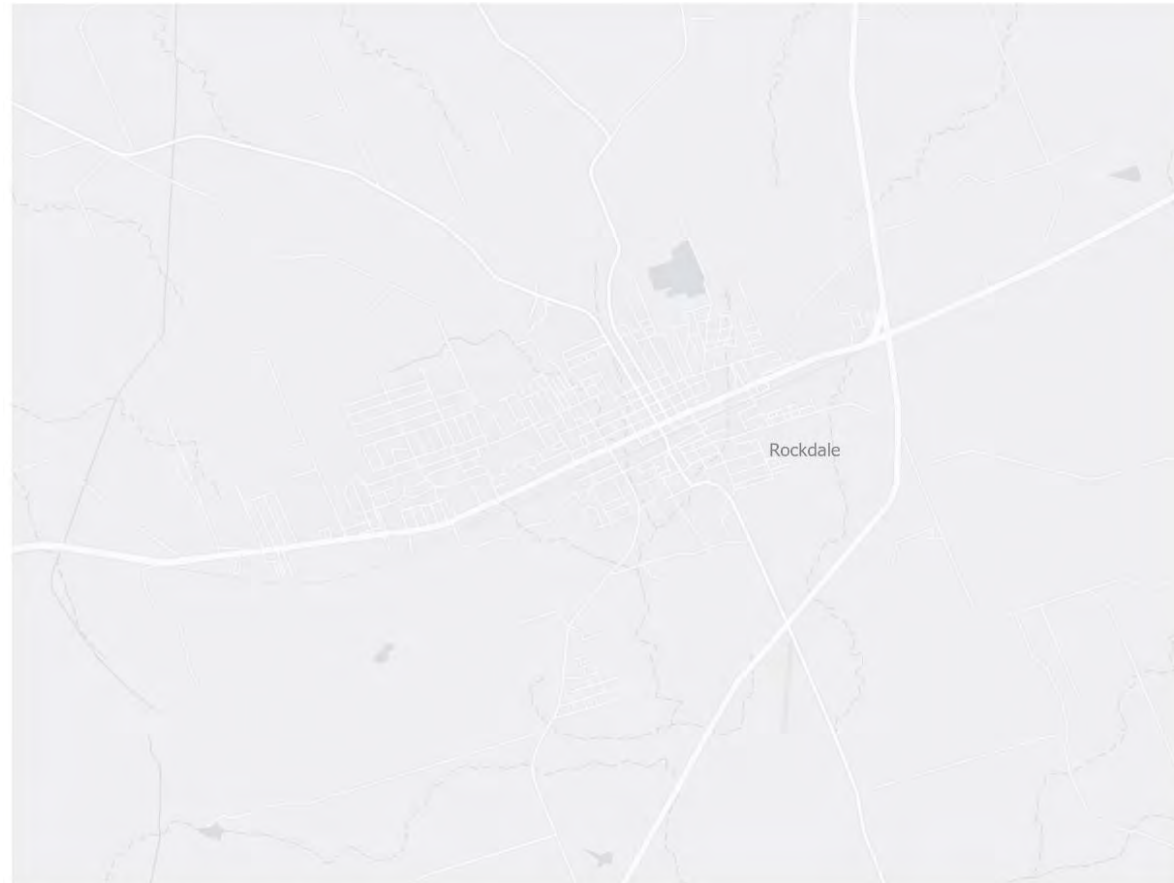


Figure 4-59 Limited English Proficiency Population Density for Rockdale



Population With Income Below
Poverty Level Per Square Mile

- Less Than 150
- 150 - 450
- 450 - 1,000
- 1,000 - 1,800
- More Than 1,800



0 0.3 0.5 1 Miles

Households with Zero Vehicles

Households without access to a personal vehicle are most prevalent in the Killeen–Temple corridor, particularly in Killeen, with smaller concentrations elsewhere. These households are highly dependent on transit and coordinated mobility services, emphasizing the importance of reliable coverage and first/last-mile connections.

Figure 4-60 Households with Zero Vehicles

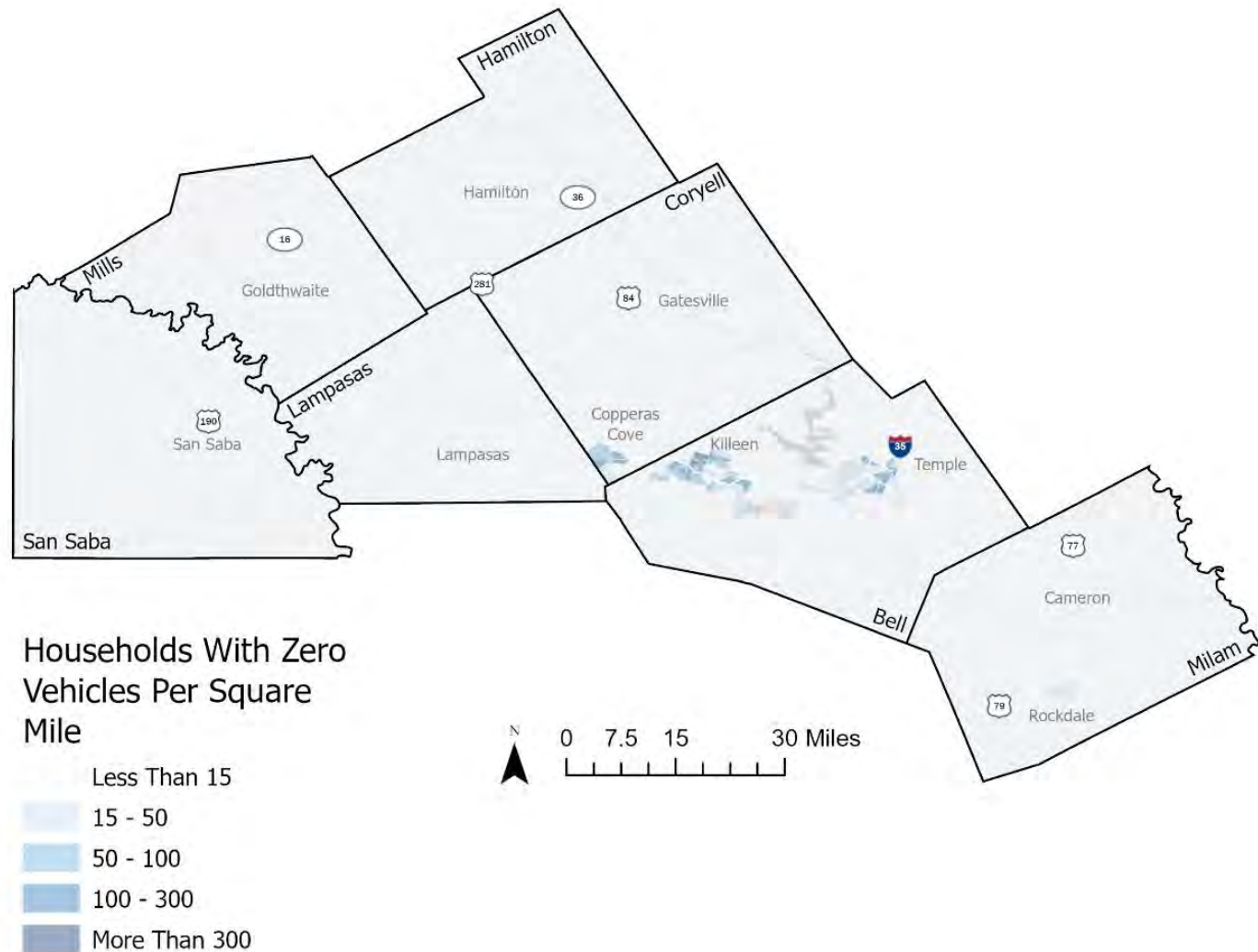
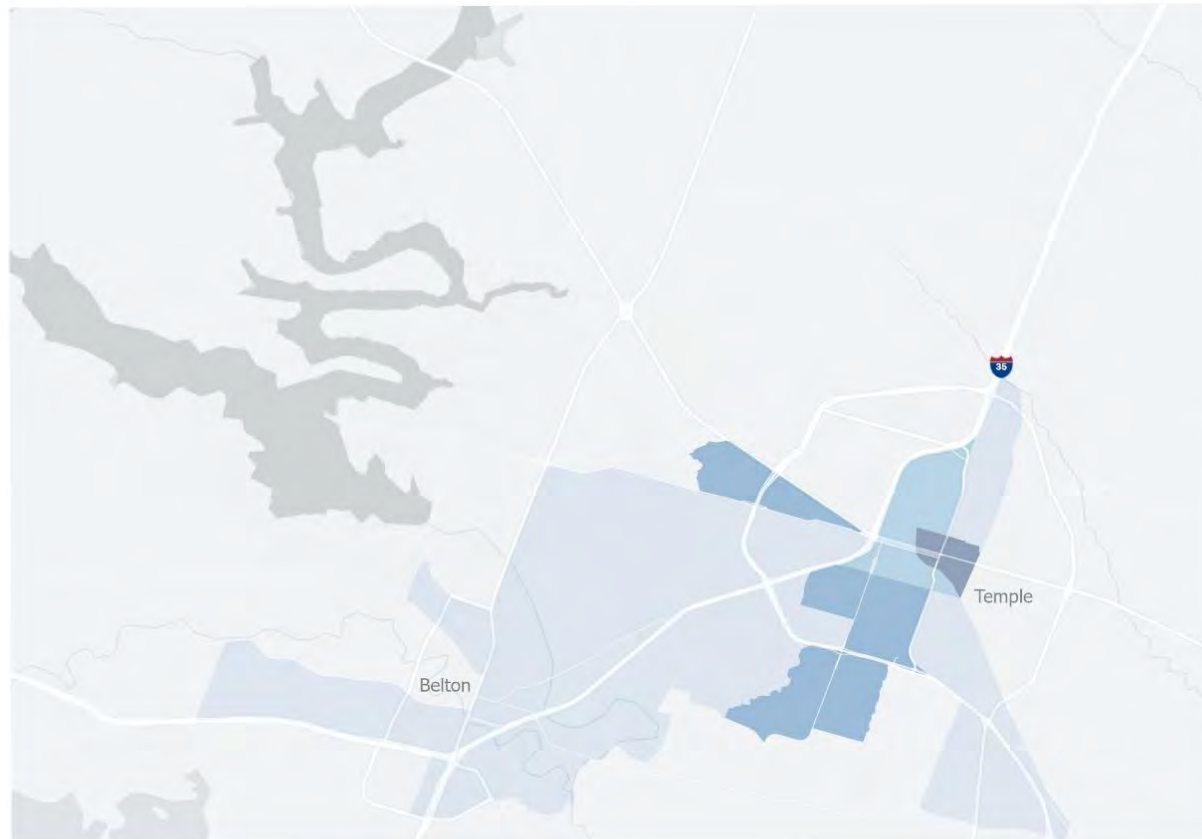


Figure 4-61 Households with Zero Vehicles for Small Urbanized Areas



Households With Zero Vehicles
Per Square Mile

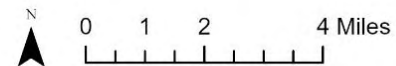
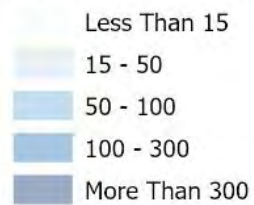


Figure 4-62 Households with Zero Vehicles for Large Urbanized Areas



Households With Zero Vehicles
Per Square Mile



0 1 2 4 Miles

Figure 4-63 Households with Zero Vehicles for Copperas Cove

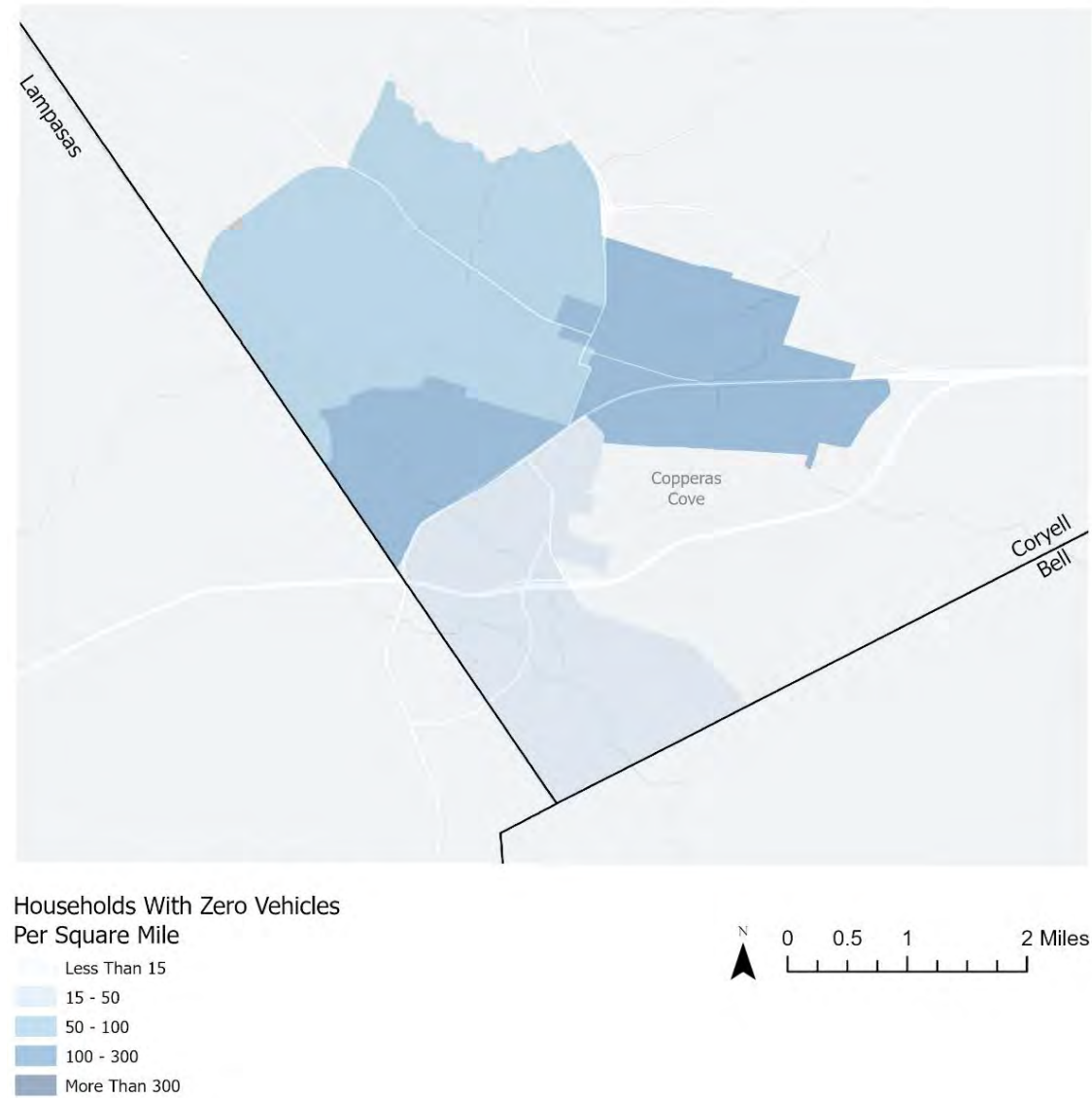
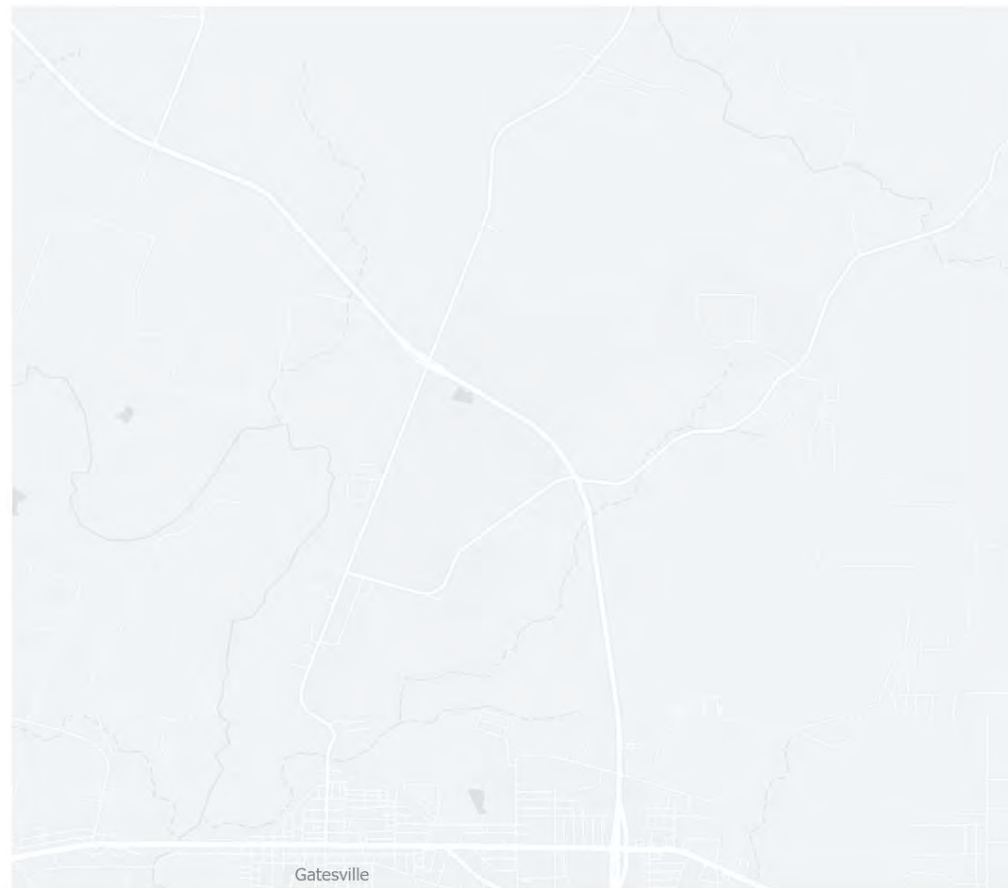


Figure 4-64 Households with Zero Vehicles for Gatesville



Households With Zero Vehicles
Per Square Mile

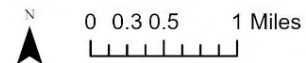
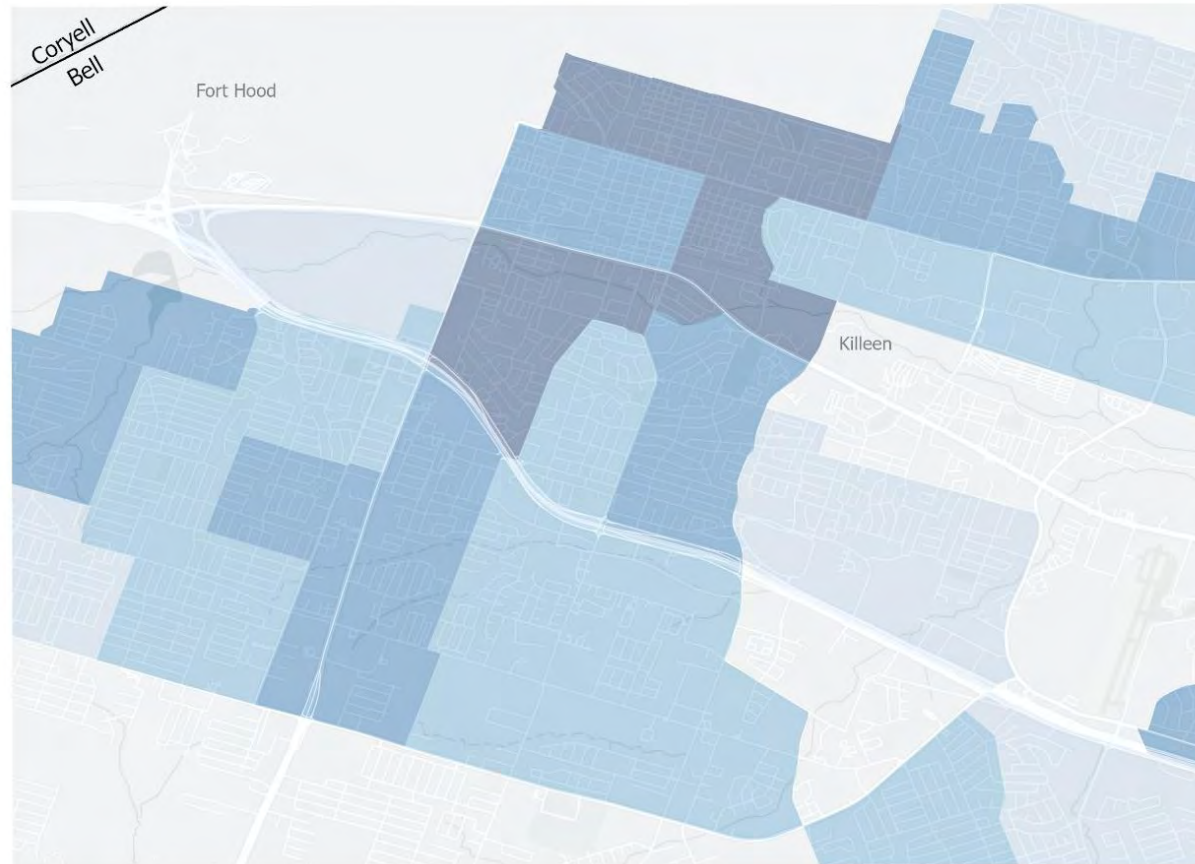


Figure 4-65 Households with Zero Vehicles for Killeen and Fort Hood



Households With Zero Vehicles
Per Square Mile

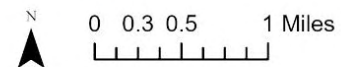


Figure 4-66 Households with Zero Vehicles for Rockdale



Households With Zero Vehicles
Per Square Mile

- Less Than 15
- 15 - 50
- 50 - 100
- 100 - 300
- More Than 300



0 0.3 0.5 1 Miles

4.2.2. Key Findings from Demographic Analysis

Analysis of these demographic indicators reveals a consistent spatial pattern: transit-dependent populations are heavily concentrated within the Killeen–Temple–Belton corridor, which serves as the region’s primary hub for employment, healthcare, education, and social services.

At the same time, smaller clusters of need are present Copperas Cove, Lampasas, Gatesville, and parts of Milam County, along with more dispersed populations in rural areas. In these locations, transportation challenges are driven less by density and more by distance, limited service availability, and the need for coordination across providers.

4.2.3. Regional Synthesis

Taken together, these patterns highlight a dual challenge for the CTCOG region: accommodating high demand in the urban core while ensuring access to essential services in lower-density areas. This requires a balanced approach that combines higher-capacity transit services in the Killeen–Temple corridor with flexible, coordinated solutions—such as demand-response and regional trip connections—in rural communities.

These findings provide a foundation for the Transit Needs Index (TNI) presented in Chapter 6, which integrates these demographic factors to identify priority areas for investment, service enhancements, and improved regional connectivity.