



Brazos County Emergency Services District No. 1

CAPITAL PLAN FY 2026-35



CAPITAL PLAN 2026-35

Brazos County Emergency Services District No. 1



Acknowledgements

This Operations Plan would not have been possible without the guidance and assistance of the South Brazos County ESD 1 Board of Commissioners, the personnel of the South Brazos County ESD 1 Fire Department, and the volunteer members of the South Brazos County Fire Department. We wish to recognize those members for their commitment to the cost-effective delivery of fire-rescue and emergency medical services, and with the development and production of this Plan.

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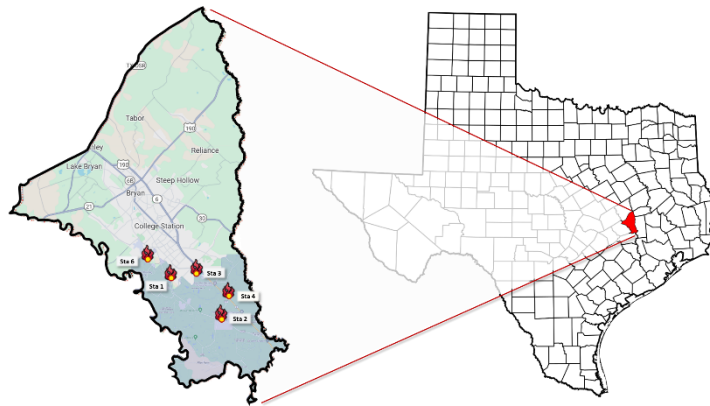
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Introduction

Brazos County Emergency Service District 1 (the “District”) is one of four ESDs in Brazos County, established by the Commissioners Court of Brazos County to provide fire and emergency medical care within the district’s service area. The resident population in the District’s 144-square mile service area is about 13,000, with a population density of about 90 people per square mile.

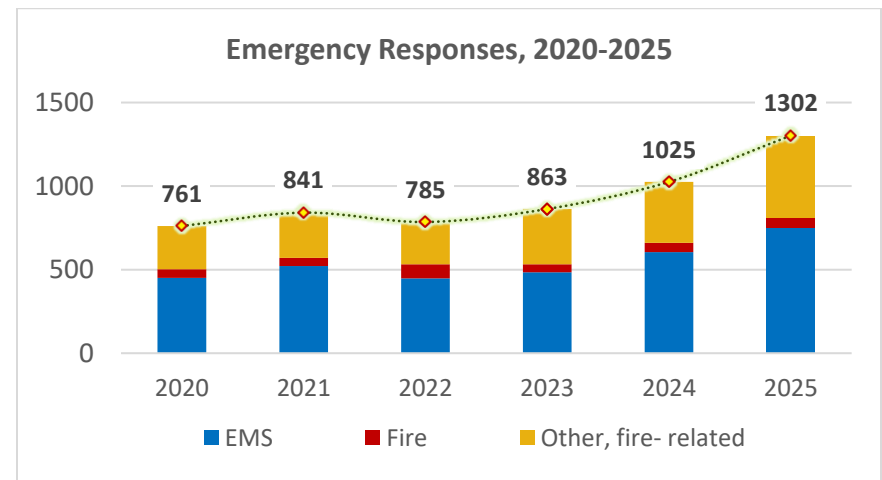
Figure 1. Brazos County ESD 1 Service Area



The District contracts with the all-volunteer South Brazos County Fire Department (SBCFD) for emergency services within the district service area, collects ad valorem taxes and sales tax for the delivery of those services, and provides supplemental paid firefighter/EMTs. As such, the District operates as a combination department -- consisting of full-time, part-time firefighters, and volunteers -- from five stations strategically located throughout the District.

Figure 2. Emergency Responses, 2020-2025

Category	2020	2021	2022	2023	2024	2025
100: Fires	51	48	84	48	55	60
200: Overpressure	2	0	0	0	3	1
300: EMS/Rescue	451	522	448	484	605	752
400: Hazard	22	18	12	19	20	26
500: Service	52	59	54	74	77	210
600: Good Intent	160	158	158	201	201	194
700: False Alarm	21	36	28	34	62	57
800: Weather	2	0	0	2	1	2
900: Other	0	0	1	1	1	0
Total	761	841	785	863	1025	1302



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Initial Strategic Plan

In 2021, the District completed a 5-year strategic plan. That plan provided the District with a systematic and comprehensive approach to (1) evaluate community needs and expectations, (2) identify strategic priorities, and (3) define a timeline for critical actions and resource needs. The key initiatives from that plan were:

Initiative 1—Improve Response Time

- Hire Fire Chief FY 22
- Hire initial duty crew FY 23
- Hire second duty crew FY 27

Initiative 2—Ensure Equipment and Facilities are Safe and Reliable

- Develop 10-year capital plan FY 24
- Fund the capital plan Ongoing
- Implement the capital plan Ongoing

Initiative 3—Improve Critical Infrastructure

- Improve Roadway Conditions Long Term
- Improve mobile water supplies Long Term
- Improve centralized water supply Long Term

The Strategic Plan also included additional recommendations for optimizing cost-effective service delivery as identified in the District's Long-Range Master Plan completed in 2019.

These recommendations included:

- Continue to explore best practices for delivery of fire and EMS while increasing financial and operational transparency.
- Continue to implement the recommendations suggested in previous plans and include a plan review as part of the annual budget process.
- Consider additional funding sources to support services that meet the needs and expectations of the community and people we serve.

Since that time, the District has modified and updated its plan as community and department needs and expectations have changed. However, this is the first formal update to the plan.

Planning Process

In July 2025, the District directed the Department's senior leadership team (SLT) to prepare a comprehensive strategy to guide the organization's activities over the next five-year strategic and operational planning period (2026–2030). There are four elements to the framework of the revised plan:

- 5-year Strategic Plan
- 5-Year Operational Plan
- 10-year Capital Plan (This document)
- 5-year Financial Plan

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The intent of this Plan is to meet the needs and expectations of our community and the people we serve and to provide:

- (1) The District with annual updates to the multi-year plans for effective and cost-efficient delivery fire protection services and emergency medical services within the District;
- (2) Adequate funds to provide the resources necessary to deliver the desired level of fire protection services; and
- (3) Suggestions for continuous improvements in leadership, operational results, and financial stewardship.

Capital Framework

ABOUT THE FRAMEWORK

A well-designed capital framework can be a valuable planning tool for both internal and external audiences and stakeholders. Its structure captures plan content in an easy-to-understand format that can be summarized in an infographic or expanded to deliver detailed information about each action item.

The framework for the Capital Plan was developed around three basic goals:

- Identify community needs and expectations.
- Develop and implement transformational projects and initiatives.
- Ensure the long-term sustainability of strategic projects and initiatives.

In the Capital Plan, the guiding principles of mission, vision, values, expectations, and strategic priorities provides a foundation for each of the goals, perspectives, and action items in the plan. As such, it establishes priorities and ensures the most effective use of District resources.

Next, the capital plan incorporated the use of a “balanced scorecard” planning model to prioritize alignment with the organization's mission and public service goals. This approach helped define and track progress toward strategic goals by balancing viewpoints -- or perspectives -- of community, financial, internal process, professional growth, and future sustainability.

In addition to creating an easily communicated structure, this approach resulted in a work plan that is achievable within the District’s current and planned resource and staffing levels. With this guide for future action in hand, the District will be able to address and overcome identified challenges in an effective and efficient manner.

The following figure describes the Capital Plan.

Details of the Capital Plan are presented in the section beginning on page 8.

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Figure 3. The 2026-35 Capital Plan

FY 2026 Plan, v 2.0	Replace	FY 2024	FY 2025	FY 2026	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	FY 33	FY 34	FY 35	10-year Total
Facilities														
Sta 1 /Admin relocate	2026		\$ 1,100,000	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000,000
Sta 2 remodel	2026	\$ -	\$ 12,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sta 6 new (Dowling)	2026	\$ -	\$ 1,504,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sta 4 relocate	2027	\$ -	\$ -	\$ 1,891,500	\$ 1,271,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,163,000
Sta 5 new (Millican)	2029	\$ -	\$ -	\$ 175,000	\$ -	\$ -	\$ -	\$ -	\$ 120,000	\$ 4,200,000	\$ -	\$ -	\$ -	\$ 4,495,000
Sta 3 relocate (Mesa Verde)	2030	\$ -	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000
Sta 2 relocate/rebuild	2034	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sta 7 new (2040	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Water supply	--	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ 2,616,000	\$ 7,266,500	\$ 1,271,500	\$ -	\$ -	\$ -	\$ 120,000	\$ 4,200,000	\$ -	\$ -	\$ -	\$ 12,858,000
Heavy Apparatus														
Engine 123 (2003)	2024	\$ 1,193,080	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Engine R-125 ex 123	2024	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Engine 121 (2008)	2028	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000
Ladder/Quint 152	2029	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,500,000
Tender 131 (2008)	2030	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 850,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 850,000
Engine 122 (2011)	2031	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000
Engine 124 (2011)	2032	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000	\$ -	\$ -	\$ -	\$ 1,500,000
Tender 132 (2023)	2043	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 1,193,080	\$ -	\$ -	\$ -	\$ 1,500,000	\$ 2,500,000	\$ 850,000	\$ 1,500,000	\$ 1,500,000	\$ -	\$ -	\$ -	\$ 7,850,000
Light Vehicles														
Brush 141 (2004)	2025	\$ -	\$ 285,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
C 101 (2019)	2025	\$ -	\$ 37,000	\$ -	\$ 35,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 35,000
C 102 (2020)	2026	\$ -	\$ -	\$ 50,000	\$ -	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000
Brush 144 (2005)	2027	\$ -	\$ -	\$ -	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000
C 103 (AC) (2019, red)	2027	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000
C 111 (BC)	new	\$ -	\$ -	\$ -	\$ 110,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 110,000
C 110 (C2023)	2033	\$ -	\$ 7,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 110,000	\$ -	\$ -	\$ 110,000
Cascade 150 (use 144 chassis)	2035	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Squad 155 (Mule)	2035	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ 25,000
Brush 143 (2016)	2036	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
New UTV	2037	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Brush 142 (2019)	2039	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ 329,000	\$ 50,000	\$ 435,000	\$ 160,000	\$ -	\$ -	\$ -	\$ -	\$ 110,000	\$ -	\$ 25,000	\$ 780,000
Equipment														
pre-2026		343,000	165,000											
Wildland Gear				\$ 2,000	\$ 2,100	\$ 2,205	\$ 2,315	\$ 2,431	\$ 2,553	\$ 2,680	\$ 2,814	\$ 2,955	\$ 3,103	\$ 25,156
Bunker Gear				\$ 40,000	\$ 42,000	\$ 44,000	\$ 150,000	\$ 48,000	\$ 50,000	\$ 52,000	\$ 54,000	\$ 56,000	\$ 58,000	\$ 594,000
Portable Radios w/ spare batteries				\$ 105,000	\$ 25,000	\$ 26,250	\$ 27,563	\$ 28,941	\$ 30,388	\$ 31,907	\$ 33,502	\$ 35,178	\$ 36,936	\$ 380,664
Other Tools & Equipment				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Equipment		\$ 343,000	\$ 165,000	\$ 147,000	\$ 69,100	\$ 72,455	\$ 179,878	\$ 79,372	\$ 82,940	\$ 86,587	\$ 90,317	\$ 94,132	\$ 98,039	\$ 999,820
Total Capital Improvements		\$ 1,536,080	\$ 3,110,000	\$ 7,463,500	\$ 1,775,600	\$ 1,732,455	\$ 2,679,878	\$ 929,372	\$ 1,702,940	\$ 5,786,587	\$ 200,317	\$ 94,132	\$ 123,039	\$ 22,487,820

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Capital Plan

This Plan provides detailed information about the District's capital plan for physical resources. Physical resources are defined as fixed facilities; fire apparatus and other vehicles; tools and equipment, including PPE (personal protective equipment); and other capital expenditures and outlays that make up the property assets of the District.

Guiding Principles

Mission

To safely deliver the highest quality of emergency services through operational excellence, competence, and care with integrity, compassion, and dedication.

Vision

To make a difference in our community through the highest level of care, education, and emergency response.

Values

- Honesty, Integrity, and Character
- Competence, Quality, and Service
- Accountability, Reliance, and Responsibility

Expectations

To meet the needs and expectations of our community and our response partners.

Every Day • Every Way • Everyone

Operational Philosophy

- Mission First. People Always.
- You Can Count On Us.

Physical Resources

Usually, the single, most expensive infrastructure elements in a public safety agency are the facilities and fire apparatus as shown in the figure below.

Figure 4. Estimated Physical Resource Cost

Resource Type	Cost, \$	Lead time
Large Fire Station	5.0 to 15.0 MM	1 to 2 yrs
Small Fire Station	3.0 to 8.0 MM	1 to 2 yrs
Type 1 Pumper	1.0 to 1.5 MM	2 to 3 yrs
Type 1 Aerial	1.5 to 2.5 MM	2 to 3 yrs
Type 6 Brush truck	250 to 400 K	6 mo to 1 yr
Command vehicle	85 to 150 K	6 mo to 1 yr
Portable radio	8 to 10 K	6 mo to 1 yr
SCBA	8 to 10 K	6 mo to 1 yr
PPE	5 to 8 K	3 to 6 mo

Given the high cost and long-life expectancy of physical resources, the funding of these elements is difficult to absorb in a single year; thus, a multi-year funding strategy and funding source must be identified.

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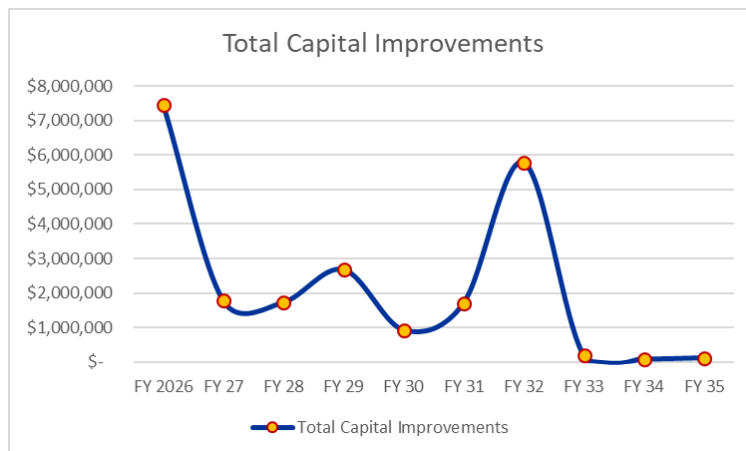
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Options for the procurement of physical resources include purchase, lease-purchase, lease, and joint operation. For the most part, the District has chosen to purchase physical resources. It is common for the district to use District personnel to perform small repairs and contract service providers to perform preventive maintenance and repair work.

In all cases, the specification, procurement, operation, maintenance, repair, and replacement of all physical resources should be accomplished in accordance with properly adopted and clearly established policies and procedures. Likewise, it is important for the District to ensure that all physical resources, processes, and records management are consistent with established safety, compliance, and performance measures.

Figure 5. Capital Plan, Financial Forecast



Key Findings

- The procurement, use, and replacement of physical resources appear to be consistent with District's needs at the time of specification and purchase.
- Capital project planning and funding are separate from the operating budget.
- District and fire department leadership are involved in the capital planning process.
- The District has established a systematic and planned approach to capital replacement strategies that anticipates future needs and operational practices.
- Replacements/refurbishments are planned far enough ahead of actual expense to allow the District time to acquire the funds necessary to implement the plan.

Apparatus and Other Vehicles

Background

Public safety organizations require apparatus and vehicles that meet the needs of the community and requirements for crew safety, compliance with regulatory requirements, function, reliability, and value.

Two national standards are commonly used to guide apparatus specification, inspection, maintenance, testing, and retirement:

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- NFPA 1900-24: Standard for Aircraft Rescue and Firefighting Vehicles, Automotive Fire Apparatus, Wildland Fire Apparatus, and Automotive Ambulances
- NFPA 1910-24: Standard for the Inspection, Maintenance, Refurbishment, Testing, and Retirement of In-Service Emergency Vehicles and Marine Firefighting Vessels

Annex D of both standards recommends that fire apparatus more than 15 years old that have been maintained properly and that are still in serviceable condition be placed in reserve status or upgraded, and apparatus more than 25 years old be taken completely out of service. However, vehicle age alone is not the only factor to be considered. Condition, mileage, and reliability / repair frequency and cost are also considered.

Key Findings

- The District operates a fleet of emergency vehicles that appear to meet current needs. All fire apparatus and other vehicles are purchased with ESD funds and are owned by and titled in the District's name.
- The District has a formalized process for the systematic approach to design, specify, procure, maintain, and replace apparatus and vehicles that meet community needs and department requirements for functionality, crew safety, reliability, and comfort.
- Apparatus and other vehicles are designed, purchased, and maintained to adequately meet the District's goals and objectives.

- The process for writing apparatus replacement specifications relies on input from fire department leadership.

Economic Theory of Vehicle Replacement

ECONOMIC THEORY OF VEHICLE REPLACEMENT

Delaying vehicle and equipment replacement beyond the economic useful life of the asset in general is a short-term budget fix that invariably will lead to a long-term increase in cost and a degradation of the fleet's overall effectiveness and efficiency.

-- APWA

According to the APWA, the economic theory of vehicle replacement uses a life-cycle cost analysis to determine on a case-by-case basis if it is more economical to maintain and retain vehicles or replace them.

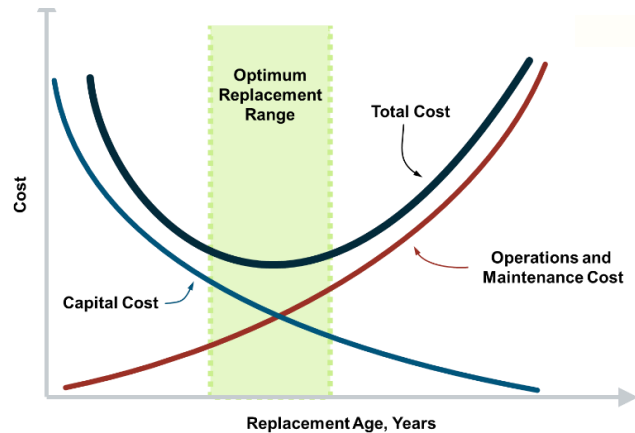
This model maintains that vehicle capital costs decline over time while vehicle and equipment operating costs continue to increase. The combination of these two trends produces a U-shaped total cost curve, and assets should be replaced at the lowest point of this curve as shown here. The criteria described in the following figure should be a useful guide for the District and will provide a simple, formulaic approach to economic fire apparatus and other vehicle replacement.

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Figure 6. Economic Theory of Vehicle Replacement



Source: Calculating Public Fleet Rates, American Public Works Association, 2016.

Fire Apparatus and Other Vehicles

The District has eleven fire apparatus. All are in good condition and are expected to continue in service for the near future, even with the extended life of some vehicles.

- Five Type 1 engines (pumpers) in frontline service, one with CAFS, and no reserve units.
- Four Type 6 engines (brush trucks) in frontline service and no reserve units.
- Two water tanker/tender trucks in frontline service and no reserve units.
- No ladder trucks or rescue trucks.
- Six command / staff / utility vehicles in frontline service and no reserve units.

Figure 7. Vehicle Roster

Unit	Year	Type	Make	Condition	Service
Fire Apparatus					
121	2011	pumper	Spartan	Good	frontline
122	2024	pumper	Spartan	Very good	frontline
123	2008	pumper	Spartan	Good	frontline
124	2011	pumper	Spartan	Good	frontline
125	2003	pumper	Spartan	Fair	reserve
131	2008	tanker/tender	US Tanker	Good	frontline
132	2022	tanker/tender	Metro	Very good	frontline
141	2025	brush truck	Ford 450	Excellent	frontline
142	2024	brush truck	Ford 450	Very good	frontline
143	2016	brush truck	Ford 450	Good	frontline
144	2005	brush truck	Ford 450	Good	frontline
Other vehicles					
101	2024	Command	Ram 2500	Very Good	frontline
102	2020	Command	Chev 1500	Good	frontline
103	2019	Command	Chev 1500	Good	frontline
110	2023	Admin	Chev Tahoe	Very good	frontline
151	1994	Cascade	Ford F 350	Good	frontline
155	2016	ATV	Mule	Very good	frontline

A point system can be used to determine vehicle replacement schedules based on age, miles/hours, service history, condition, and reliability.

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Figure 8: Apparatus Replacement Criteria

Evaluation Components	Points Assignment Criteria
Age	One point for every year of chronological age, based on in-service date.
Miles/Hours	One point for each 10,000 miles or 1,000 hours (one hour = 10 miles).
Service	1, 3, or 5 points are assigned based on type of service unit receives. The more severe the service, the higher the number of points.
Condition	1, 3, or 5 points are assigned based on body condition, rust, interior condition, accident history, anticipated major repairs or upgrades, and similar items. The lower the condition, the higher the number of points.
Reliability	1, 3, or 5 depending on the frequency that a vehicle is out of service for repair. The lower the reliability, the higher the number of points

Point ranges	Rating	Description
< 18	I	Excellent
18 to 22	II	Good
23–27	III	Fair, consider replacement
28 or higher	IV	Critical, consider immediate replacement

Fire apparatus and other vehicles are scheduled for replacement or new purchase as shown here.

Figure 9. Vehicle Purchase Schedule

Unit	Type	Year	Cost	Source
125	pumper	2028	1.5 MM	loan
155	ladder	2029	1.8 MM	loan
131	tender	2030	850 K	loan
121	pumper	2031	1.5 MM	loan
124	pumper	2032	1.5 MM	loan
144	brush truck	2026	300 K	loan
102	command	2026	100 K	loan
105	batt chief	2028	100 K	loan
103	admin	2033	110 K	loan
155	ATV	2035	20 K	loan

Small Tools and Equipment

Small tools and equipment—such as ladders, hoses, nozzles, rescue tools, and hand tools—must be maintained in a state of immediate readiness and reliability. Lack of adequate policies and procedures for the selection, use, care, and replacement of tools and small equipment could place firefighters, EMS personnel, and the public at risk.

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Safety equipment—such as personal protective clothing and breathing apparatus—must be maintained in a state of immediate readiness and reliability. Lack of adequate policies and procedures for the selection, use, care, and replacement of safety equipment could place firefighters, EMS personnel, and the public at risk.

Small tool and equipment purchases, including SCBA and PPE are scheduled for replacement or new purchase as shown here.

Figure 10. Small Tools and Equipment Replacement Schedule

Description	Years	Cost	Source
Bunker gear	2026-35	490 K	loan
Wildland gear	2026-35	25 K	loan
Portable radios	2026-35	381 K	loan
Hose	2026-35	66 K	loan

Fixed Facilities

The District requires fixed facilities that meet the needs of the community, for personnel safety, readiness, and comfort. It is important for the district to select a location, design, build, operate, and maintain a variety of fixed facilities necessary to accomplish the District’s purpose, mission, and functions such as emergency operations, community risk reduction, training, storage, administration, and other support services.

All locations should be strategically located, safe and secure, easily accessible, and well-maintained; provide adequate space for the intended use of daily functions, wellness / fitness, and storage; and be compliant with codes and regulations for their intended use. This ensures that members have the facilities necessary to protect life, property, health, and the environment, both now and in the future.

Finally, given the high investment cost and intended life of each facility, it is important that the location and design are consistent with the needs and expectations of the District and the community, and that all affected stakeholders are involved in the planning, operational, and replacement aspects.

Facilities Plan

In 2023, the District began a comprehensive review of all facilities, with consideration for immediate needs and future community development. The initial results of that program suggested that a 35- to 50-year life cycle for fire stations and other support facilities would be most appropriate for anticipated conditions and use. Immediate needs identified in the study were:

- a staffed station in the northern part of the service area to reduce response times and improve emergency response outcomes;
- relocation of shared meeting and admin spaces from Station 2; and
- development of a comprehensive facilities plan to meet anticipated needs as they arise.

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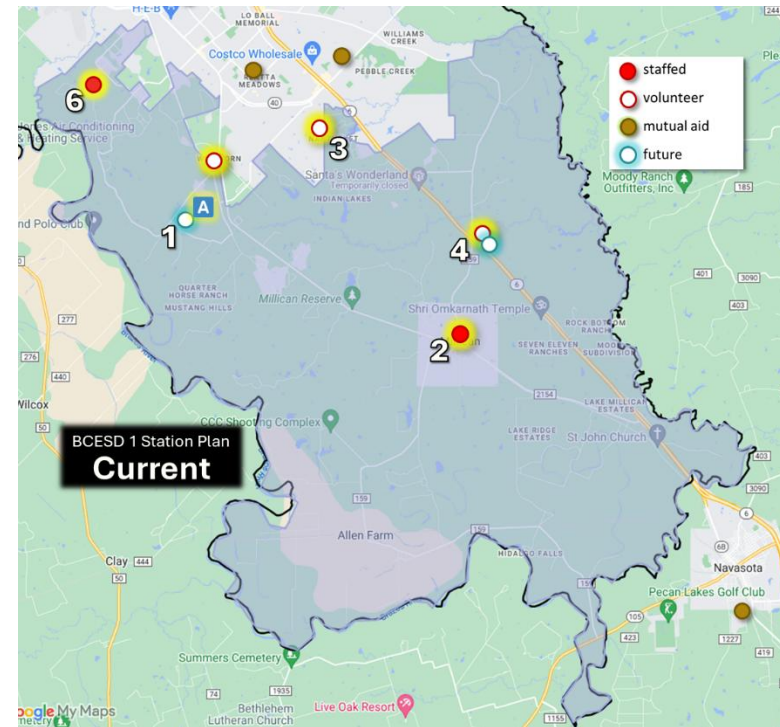
Continued commercial and residential growth is expected throughout the service area, both near- and long-term. This growth will require additional fire stations and the possible relocation of others in the future, with the actual timing to be dependent on the pace of development, community need, and the availability of funding. Key elements to consider as the plan moves forward are based on community needs, expectations, and desired service levels, and include:

- **Resource allocation and response times.** Concentrated near target hazards vs. distributed for equitable response time across all developed areas.
- **Trigger points.** The impact of the number and timing of new rooftops and related commercial growth; the number of responses; and call overlap on first-due unit availability.
- **Sustainability.** Financial affordability and other resource availability.

Current Situation

The current station location and staffing model provide for a response model of the first unit arriving on the scene of an emergency within 20 minutes or less, 90 percent of the time, in all areas of the District except remote areas and an ISO community protection classification (PPC®) rating of 5/5Y. The District currently operates from five fire stations – Station 2 and Station 6 are staffed with paid crews 24/7; the remaining three stations are staffed by volunteers as shown here. The District also uses a storage facility next to Station 2.

Figure 11. Current Station Locations



Station	Location	Type
Admin	17770 Walnut, College Sta, 77845	--
1	14841 South Dowling, College Sta, 77845	Vol
2	2985 Wingfall St., Navasota, 77868	Paid
3	1550 Arrington Rd, College Sta, 77845	Vol
4	20665 SH 6 S, Navasota, 77868	Vol
6	17770 Walnut, College Sta, 77845	Paid

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Key Findings

- The general condition at each facility indicate that personnel take pride in keeping the stations clean, functional, and ready to support the mission.
- As shown in the following figure, the overall building design and condition of the facilities is mixed and suggests there is a need for major refurbishing or complete replacement of existing facilities.

Figure 12. Overall Condition of Fixed Facilities

Facility	Year Built	Condition	Sq Ft	Comments
Sta 1	1992	Fair	4,250	1,2,4
Sta 2	2006	Poor	5,000	1,2,5
storage	1990	Poor	1,800	1,2,3,4
Sta 3	2012	Good	2,000	2,4
Sta 4	2001	Fair	2,400	1,2,4
Sta 6 / Admin	2019	Very Good	6,500	2

1 -- not ADA; 2 -- no sprinkler; 3 -- no emergency power;
4 -- no dorm; 5 -- common dorm

- Apart from Station 2 and the storage building where structural and bay floor issues exist, buildings and outbuildings are clean and in good repair. Maintenance is conducted in a systematic and planned manner. The surrounding grounds are well kept.

- Facilities appear to comply with federal, state, and local codes and regulations at the time of construction and were adequate when originally built with volunteers in mind. However, buildings often are cramped, have no living quarters or dorm spaces, and have design characteristics or functional issues that impact overall operating efficiency.
- All facilities appear to accommodate basic needs: adequate apparatus bay space to house and secure assigned apparatus, member parking, meeting areas, gear storage, bathrooms, and basic security, such as door locks.
- Except for Station 3, all stations have a source of auxiliary power; this is a requirement for any facility that is considered as critical infrastructure.
- In Station 2 and Station 6, station design and operation allow emergency radio traffic to be adequately and clearly heard in all areas of the station.
- All fire stations are secured with keypads and keyed locks. There are no security cameras, fences, or card readers at any facilities.
- Necessary upgrades for safety and health, including mold remediation, have been identified and addressed within the availability of funding.
- No stations have fire alarm or automatic sprinkler systems.

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- Except for Station 2 and Station 6, no stations have living quarters to house personnel on-site. Station 2 and Station 6 have a kitchen, adequate number of beds for on-duty members, individual lockers or storage areas, and washer/dryers.
- Only Station 3 is ADA-compliant.
- There are no decontamination or eyewash stations in current facilities.
- Ice machines are located on the apparatus bay floor. The machines should be moved to an area that will maintain a clean air barrier away from apparatus exhaust to limit contamination.
- There is limited space for additional apparatus, gear storage, wellness / fitness activities, or equipment storage and maintenance. The exercise work-out area often is in the apparatus bay; this could expose members to exhaust fumes and particulates.
- There is limited space for support functions -- logistics, administration, training, and community risk reduction.
- PPE should be stored in an environment that protects the material from vehicle exhaust and damaging UV light. No stations have accommodations for proper PPE storage.
- Only Station 2 has separate washer/dryers -- one for Personal Protective Equipment (PPE) and another for uniforms and station linens. Many forms of cancer have been identified as job-related exposures, and PPE that has been contaminated with cancer-causing fire byproducts is a potential source.
- Major refurbishing -- living quarters, kitchens, individual dorm spaces, ADA compliance, fire alarm and automatic sprinkler system, vehicle exhaust system, and similar projects have proven too costly or otherwise impractical for the long-term capital improvement plan.
- Based on immediate need and the availability of funding, the District should consider the relocation and new construction of all existing stations except Station 6.
- Standard design requirements should be identified for future updates or construction of new fire stations and other buildings to meet standards for the health, safety, and security of a sufficient number of personnel to accomplish the mission of the District, with the safety and health of building occupants as the top priority.

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- Site security might require fencing, access control, security cameras, and other safeguards.
- New fire stations should be designed for rapid access to truck bays from any location in the station and controlled entry onto public roads.
- Stations should be designed to accommodate additional apparatus, personnel, and living space to ensure future flexibility.
- Where the site allows, drive-through bays are preferred to back-in bays.
- Living spaces should be free from exposure to contaminants.
- Consider site space to accommodate the landing of air ambulance helicopters away from traffic lanes to increase firefighter safety, speed the transport of critical-care patients, and minimize traffic disruption.
- Every new fire station and other building should be designed with auxiliary power, e.g., emergency generator, to operate for sustained periods to ensure continuous operation during an emergency.
- Low maintenance materials, ventilation and other environmental strategies should be a factor in design.

Long range station plans

The District's long-range station plan anticipates:

- the immediate need for the relocation of two stations (Phase 1);
- the intermediate need to add a station and relocate another (Phase 2); and
- the long-range need to relocate or add stations to support future economic development and provide additional coverage in the southern end of the District.

The long-range station plan should continue to include adequate capital funding and planning for the refurbishment, relocation, and/or addition of fire stations as buildings age, and community needs change.

This plan is flexible, allows for additional stations to keep pace with long-term economic development, and anticipates continuation of the combination department with both paid and volunteer members.

Phase 1

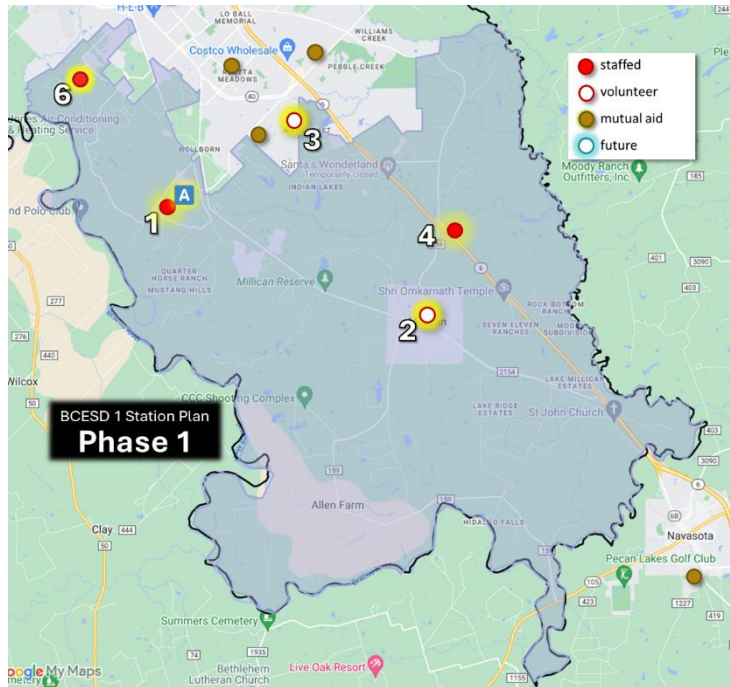
Phase 1 includes the relocation of two fire stations – Station 1 and Station 4 -- and administrative offices in FY 2026. The new office spaces, co-located with Station 1, will be used for District administration support functions. When Phase 1 is complete in late 2027, the District will continue to operate from five fire stations: Stations 1, 4, and 6 will be staffed with paid crews 24/7; the remaining two stations – Stations 2 and 3 will continue to be staffed by volunteers.

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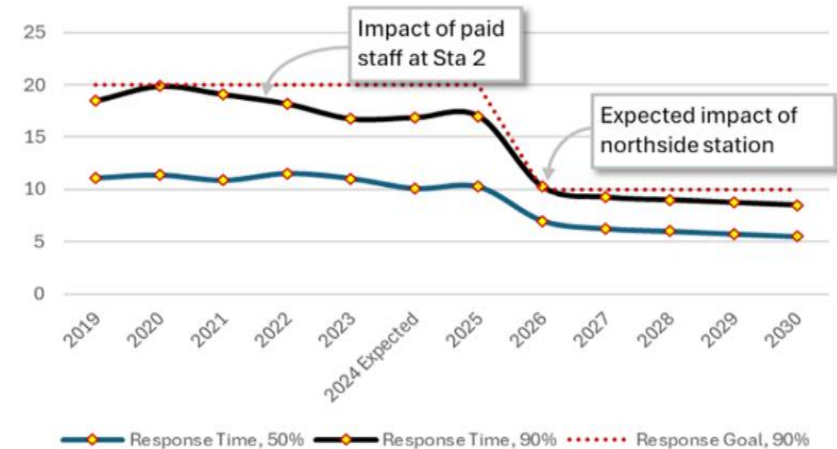
Figure 13. Phase 1 Station Locations



Station	Location	Type
Admin	17770 Walnut, College Sta, 77845	--
1	6055 Koppe Bridge, College Sta, 77845	Vol
2	2985 Wingfall St., Navasota, 77868	Paid
3	1550 Arrington Rd, College Sta, 77845	Vol
4	21053 SH 6 S, Navasota, 77868	Vol
6	17770 Walnut, College Sta, 77845	Paid

The real benefit of this expansion is the expected improvement in response times into the north side of the District. As shown here, the new station location and two-crew staffing model are expected to reduce response times of the first arriving unit from 20 minutes to 10 minutes or less, 90 percent of the time, in all areas of the District except remote areas.

Figure 14. Impact of northside station on response time



This reduction in response time is expected to lead to improved patient outcomes during medical emergencies and reduced fire loss. While it is too early to anticipate future ISO PPC ratings, we expect the rating to improve as these stations, changes in paid staffing, and future additions come online and improve the distribution of emergency resources.

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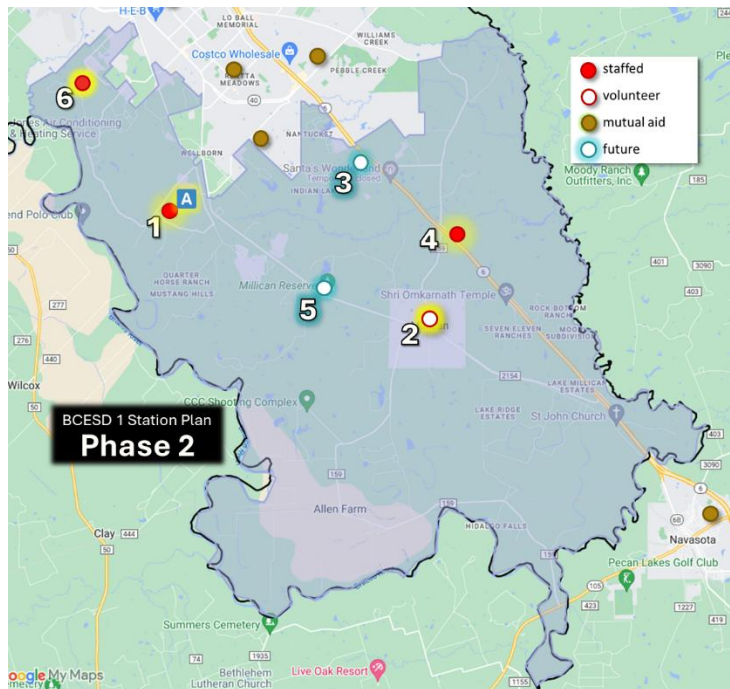
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Phase 2

Phase 2 includes the construction of one new station – Station 5 – and the relocation of another -- Station 3 for a total of six fire stations. Initially, the plan is to staff both Station 3 and 5 with volunteers but eventually add paid crews at Station 5. Phase 2 is not yet scheduled for completion. The timing will depend on several factors, primarily the pace of development in Millican Reserve and other areas of the District, call volume and response overlap, the need for an additional paid crew, and the availability of funding.

Figure 15. Phase 3 Station Locations



Station	Location	Type
Admin	6055 Koppe Bridge, College Sta, 77845	--
1	6055 Koppe Bridge, College Sta, 77845	Paid
2	2985 Wingfall St., Navasota, 77868	Vol
3	Indian Lakes, Southern Pointe -- TBD	Vol
4	21053 SH 6 S, Navasota, 77868	Paid
5	Millican Reserve -- TBD	Paid
6	17770 Walnut, College Sta, 77845	Paid

Specific Station Details

Station 1 is located on a 0.86-acre tract at 14841 South Dowling road inside the city limits of College Station, TX. The station consists of a 4,250 square-foot pole barn building, built in 1992, that includes:

- 1,250± sf ft of fire station spaces, including meeting room, storage, and related operational spaces
- 3,000± sf ft of four drive-through apparatus bays and related operational spaces

Apparatus

- Engine 121
- Tender 131
- Booster 141
- Cascade 150

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Figure 16. Station 1



Figure 17. New Station 1 / Admin Building



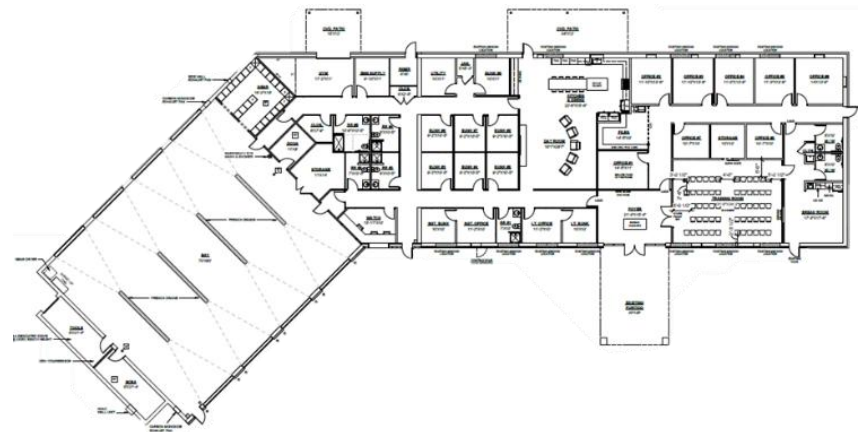
New Station 1/ Admin is to be located on a 6.87-acre tract at 6055 Koppe Bridge. Completion is scheduled for late 2026. When complete, the station will consist of a 15,638 square-foot engineered metal building, to include:

- 4,000± sf ft of general administration services, eight offices, and meeting spaces
- 5,400± sf ft of fire station spaces, including nine dorm rooms, kitchen, living quarters, workout room, storage, and related operational spaces
- 5,000± sf ft of four drive-through apparatus bays and related operational spaces
- 1,200± sf ft of covered patios and front portico

Apparatus (planned)

- Engine 121
- Tender 131
- Booster 141
- Cascade 150

Figure 18. Station 1/ Admin Floor Plan



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Station 2 is located on a 0.97-acre tract at 2985 Wingfall. The station consists of a 5,000 square-foot engineered metal building, built in 2006, that includes:

- 2,000± sf ft of fire station spaces, including four dorm spaces, kitchen, living quarters, and related operational spaces
- 3,000± sf ft of four back-in apparatus bays and related operational spaces

Apparatus

- Engine 122
- Reserve Engine 125
- Tender 132
- Booster 142

Figure 19. Station 2, existing



Note: Station 2 is scheduled to be refurbished or relocated to a yet-to-be determined site as part of long-range plans. No date has been set for completion.

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Station 3 is located on a 0.49-acre tract at 1550 Arrington Road. The station consists of a 2,000 square-foot brick veneer building, built in 2012, to include:

- 600± sf ft of fire station operational spaces
- 1,400± sf ft of two back-in apparatus bays and related operational spaces

Figure 20. Station 3, existing



Apparatus

- Engine 123
- Booster 143

New Station 3 is planned to be relocated to a yet-to-be-determined 2-acre± site in the vicinity of Indian Lakes and Southern Pointe as part of long-range plans. When complete, the station will consist of a 6,496 square-foot engineered metal building, to include:

- 3,082± sf ft of fire station spaces, including six dorm rooms, kitchen, living quarters, workout room, storage, and related operational spaces
- 3,595± sf ft of two drive-through and one back-in apparatus bays, and related operational spaces
- 269± sf ft of covered patios and front portico

Figure 21. Future Station 3



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Station 4 is located on a 2-acre tract at 206645 SH 6 South. The station consists of a 5,000 square-foot engineered metal building, built in 2001, that includes:

- 600± sf ft of fire station operational spaces
- 1,400± sf ft of two back-in apparatus bays and related operational spaces

Figure 22. Station 4



Apparatus

- Engine 124
- Booster 144

Station 4 is scheduled to be relocated to a 2-acre± site just south of the existing station.

New Station 4 is to be located on a 2-acre tract at 21053 SH 6 South. Completion is scheduled for late 2026. When complete, the station will consist of a 6,496 square-foot engineered metal building, to include:

- 3,082± sf ft of fire station spaces, including six dorm rooms, kitchen, living quarters, workout room, storage, and related operational spaces
- 3,595± sf ft of two drive-through and one back-in apparatus bays, and related operational spaces
- 269± sf ft of covered patios and front portico

Figure 23. New Station 4



Apparatus (Planned)

- Engine 124
- Water tanker/tender 134
- Booster 144

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New Station 5 is scheduled to be located on a yet-to-be-determined 2-acre± site in Millican Reserve as part of Phase 3. A completion date has not been established. When complete, the station will consist of a 6,496 square-foot engineered metal building, to include:

- 3,082± sf ft of fire station spaces, including six dorm rooms, kitchen, living quarters, workout room, storage, and related operational spaces
- 3,595± sf ft of two drive-through and one back-in apparatus bays, and related operational spaces
- 269± sf ft of covered patios and front portico

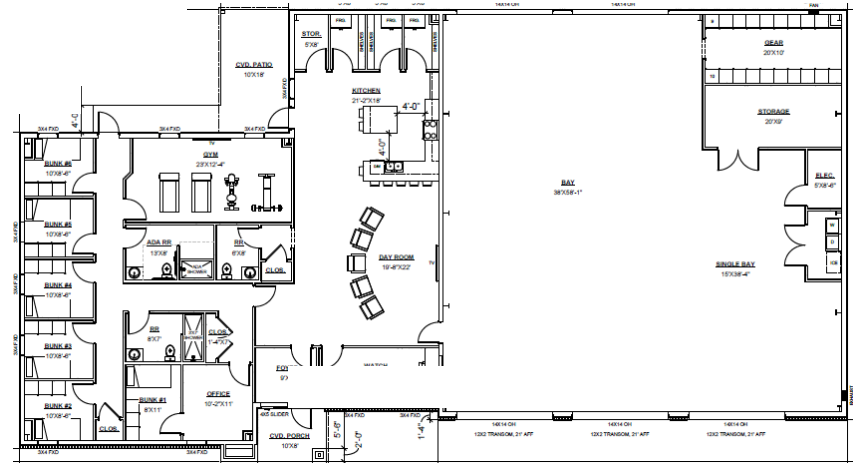
Figure 24. Future Station 5



Apparatus (Planned)

- Engine 125
- Ladder 155

Figure 25. Future Station 3,4, and 5 Floor Plan



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Station 6 is located on a 1.71-acre tract at 11770 Walnut Road. The station was completed in November 2025 and consists of a 6,565 square-foot engineered metal building that includes:

- 2,700± sf ft of fire station spaces, including four dorm rooms, kitchen, living quarters, storage, and related operational spaces
- 2,400± sf ft of one drive-through and two back-in apparatus bays and related operational spaces
- 1,465± sf ft of covered patios and front portico

Figure 26. Station 6



Apparatus (planned)

- Engine 126
- Booster 146

Figure 27. Station 6 Floor Plan, 1st Floor

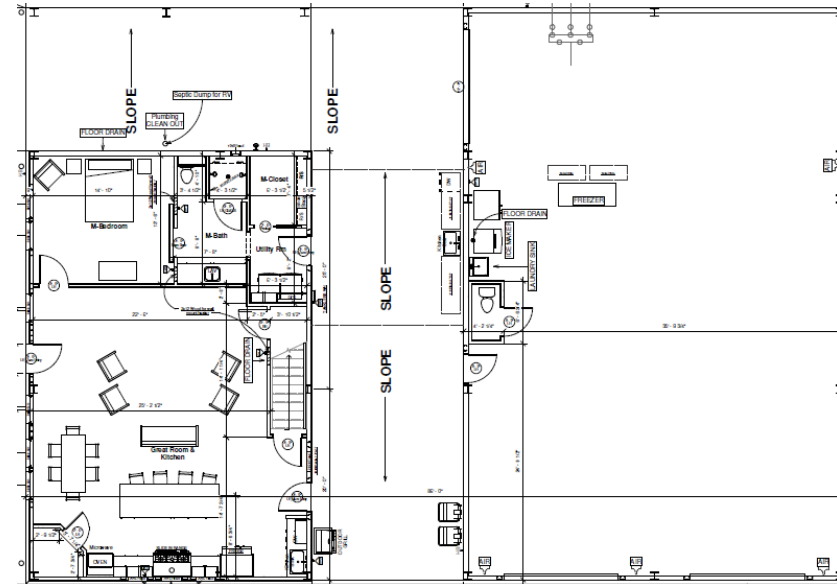
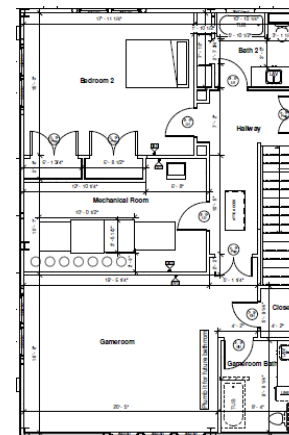


Figure 28. Station 6 Floor Plan, 2nd floor



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- Federal Emergency Management Agency (FEMA)
- Insurance Services Office (ISO)
- Texas A&M Forest Service (TFS)
- Texas Commission on Fire Protection (TCFP)
- Texas Department of State Health Services (DSHS)
- Texas Emergency Management Association (TEMA)
- Texas Fire Chiefs Association (TFCA)
- Texas State Firefighters’ and Fire Marshals’ Association (SFFMA)

