

**19<sup>th</sup> National Rural Public and Intercity Bus Transportation  
Conference**

**Monday, October 25, 2010**

**Anticipating the Impacts of Census 2010  
on Rural Transit**

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# Discussion Today

- Overview Census process
- Clarify use of terms
- Discuss how urbanized areas are defined
- Significance of Census for rural transit districts in U.S.
- Impact of emerging and expanding urbanized areas in Texas: A case study

# Significance of Decennial Census

- Federal transportation planning requirements
- Basis for defining urbanized and non-urbanized areas
- Metropolitan planning organizations (MPO) and Transportation management areas (TMA)
- Roadway classifications
- Data reporting and reports
- Federal transportation funding
- State or local transportation funding, where applicable

# U.S. Census Schedule

- February – July 2010
- August 24, 2010
  - *Proposed Urban Area Criteria 2010 in the Federal Register*
  - *Comment period ends November 22*
- December 31, 2010
  - Appportionment Data
- April 1, 2011
  - Block Level Population (PL-94-171)
- Spring 2012
  - Urbanized Areas Reported

# Use of Terms

## Census Urban Area

- Urban Area (UA) – densely settled area with population 2,500 or more
  - ▣ Urban Cluster (UC) – urban areas of 2,500 to 49,999 population
  - ▣ Urbanized Area (UZA) – urban areas of 50,000 or more population
- Rural Area – low density areas less than 2,500 population

# Use of Terms

## USDOT Urban Area

- Urbanized Area (UZA) = urban areas with population 50,000 or more
  - Small Urban Area – 50,000 to 199,999
  - Large Urban Area – 200,000 or more
  - Very Large Urban Area – 1 million or more population
- Non-Urbanized Area = areas less than 50,000 population
  - Includes Census defined Urban Clusters
  - Commonly referred to as “Rural”

# Determination of Urbanized Areas

- U.S. Census Bureau determines Urbanized Areas
- Based on analytical measures of size (population and land area) and population density by census block and census block group
  - ▣ “Objective, equitable, and consistent nationwide”
- Does not depend on incorporated status or city limits
- U.S. Census Bureau establishes the criteria for defining urban areas

# Steps in U.S. Census Process to Identify Urbanized Areas (2000 Urban Criteria)

## 1. Initial Core

- ▣ Contiguous census block groups less than 2 square miles with 1,000 people per square mile (ppsm)
- ▣ Contiguous block groups with 500 ppsm
- ▣ Enclave of contiguous territory surrounded by qualifying block groups, so long as the enclave is not greater than 5 square miles

## 2. Hop Connections

- ▣ Adding other territory with qualifying density that can be reached using a “hop” connection – road connection of no greater than 0.5 mile across land that is not classified as “exempted” territory
- ▣ Add qualifying area contiguous to territory added by hop connection

Exempted territory – where normal residential development is significantly constrained by topography or land use reasons.



# Steps in U.S. Census Process to Identify Urbanized Areas (2000 Urban Criteria)

## 3. Jump Connections

- ▣ Adding other area with qualifying density that can be reached using a “jump” connection – road connection of greater than 0.5 mile and no more than 2.5 miles across an area that is not classified as “exempted”
- ▣ Add qualifying area contiguous to territory added by jump connection including any enclave blocks
- ▣ Revisit hop connections

## 4. Airports

- ▣ Adding blocks that approximate the territory of major airports provided at least one block is contiguous to the urban core

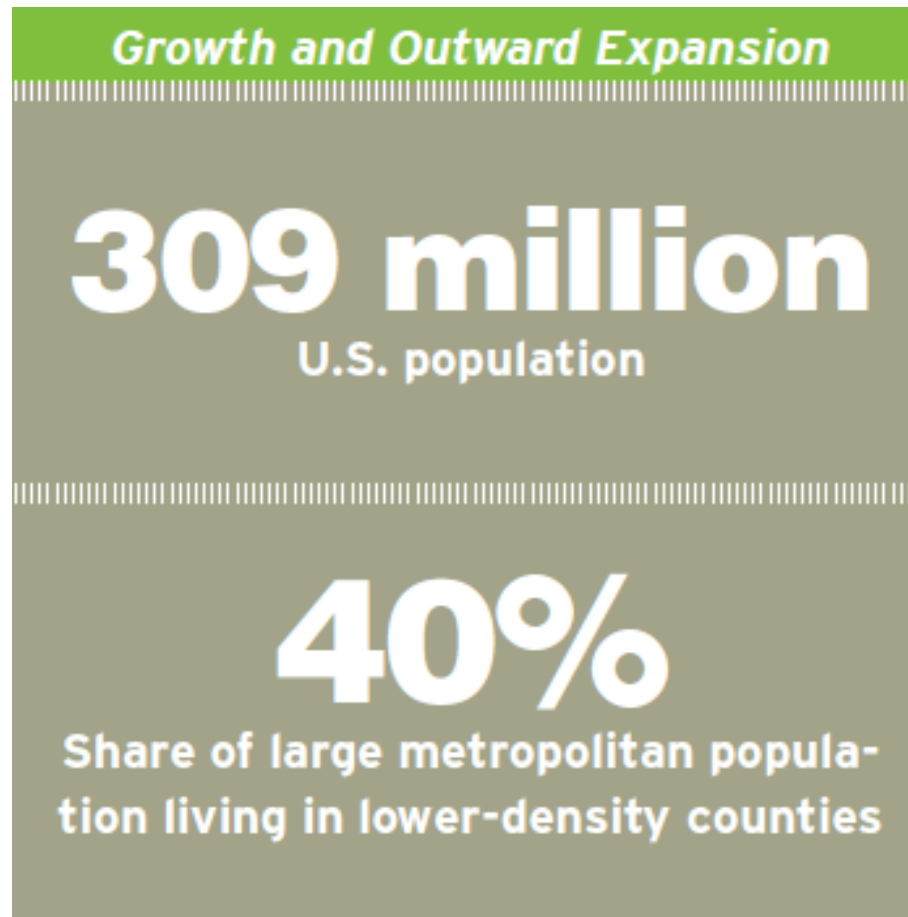
## 5. Indentations

- ▣ Smoothing

# Proposed 2010 Urban Area Criteria for Defining Urban Areas

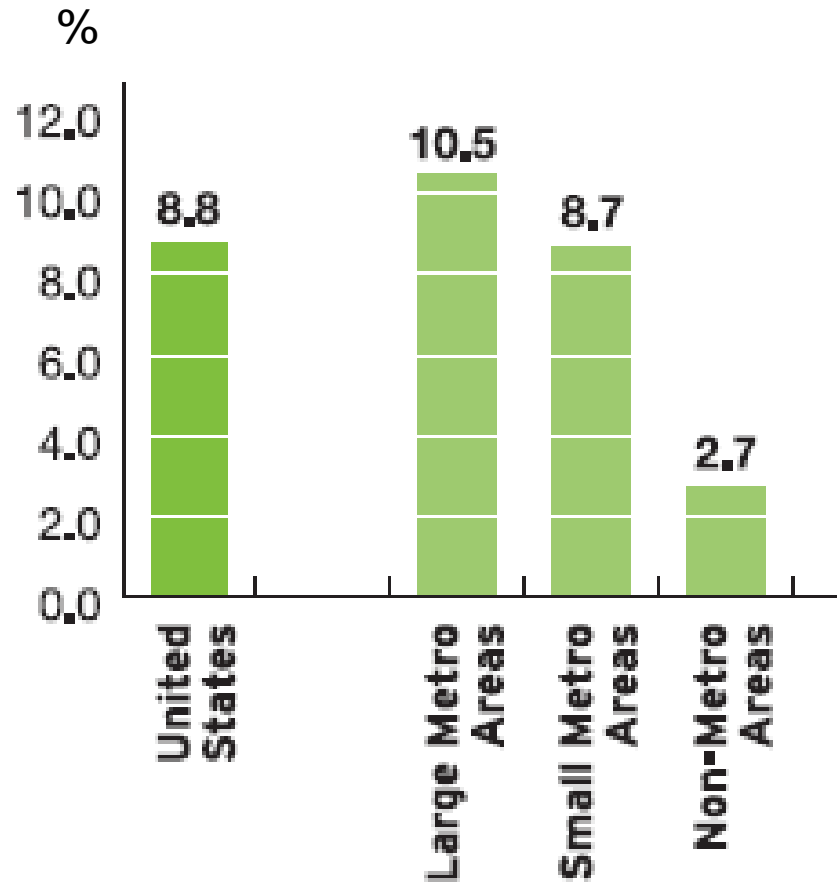
- Use census tract to define initial urban core
- Use land use to identify impervious surface for commercial land uses along border of an urban area
- Use land use to identify wetlands in the exempted area
- Reduce maximum “jump” distance to connect discontinuous urban areas from 2.5 miles to 1.5 miles
- Add airports with 2,500 or more enplanements
- Split contiguous urbanized areas (agglomeration) along metropolitan statistical area (MSA) boundaries

# National Perspective



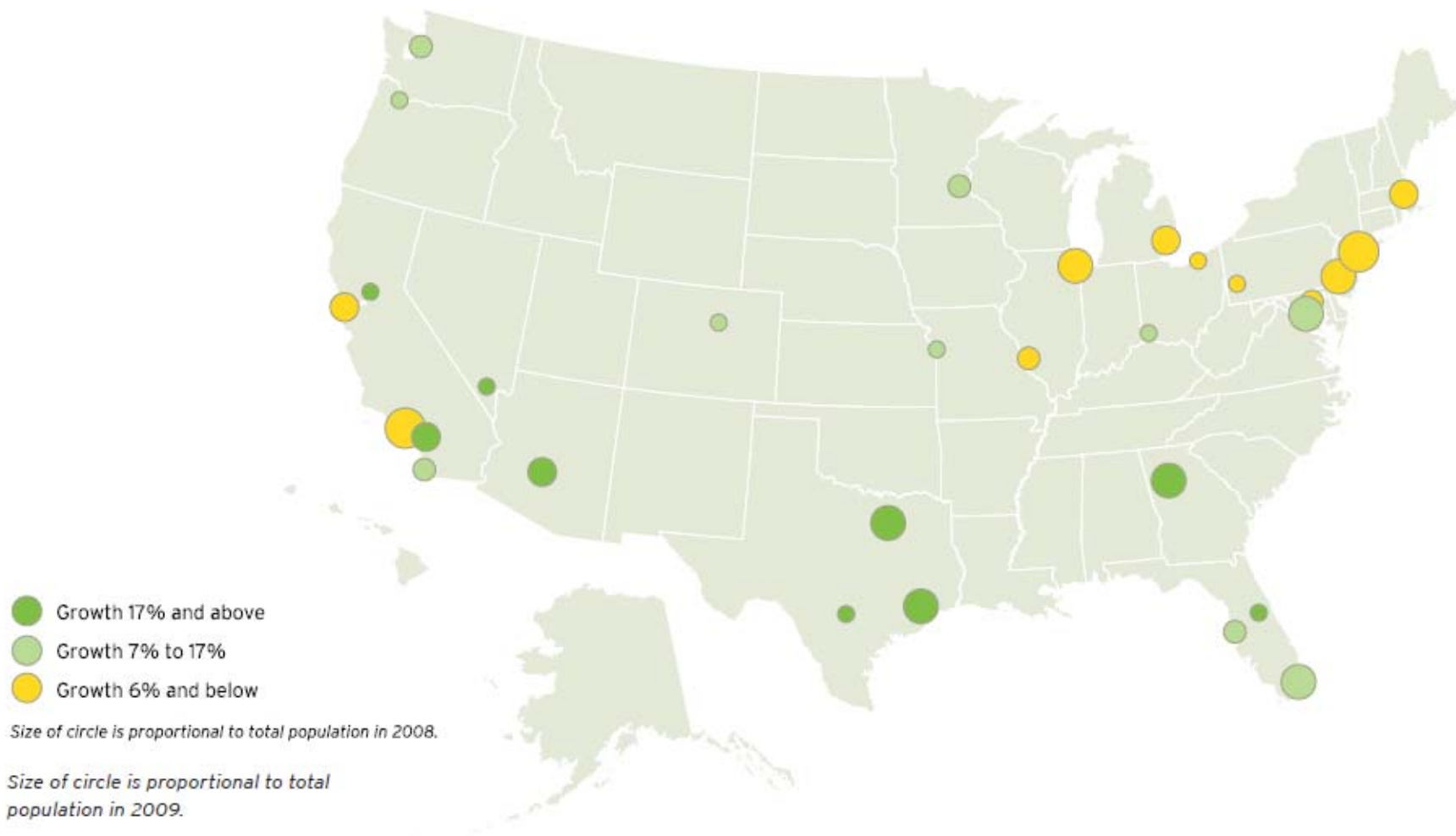
Source: State of Metropolitan America by the Brookings Institute, 2010

# Fastest Growing Areas



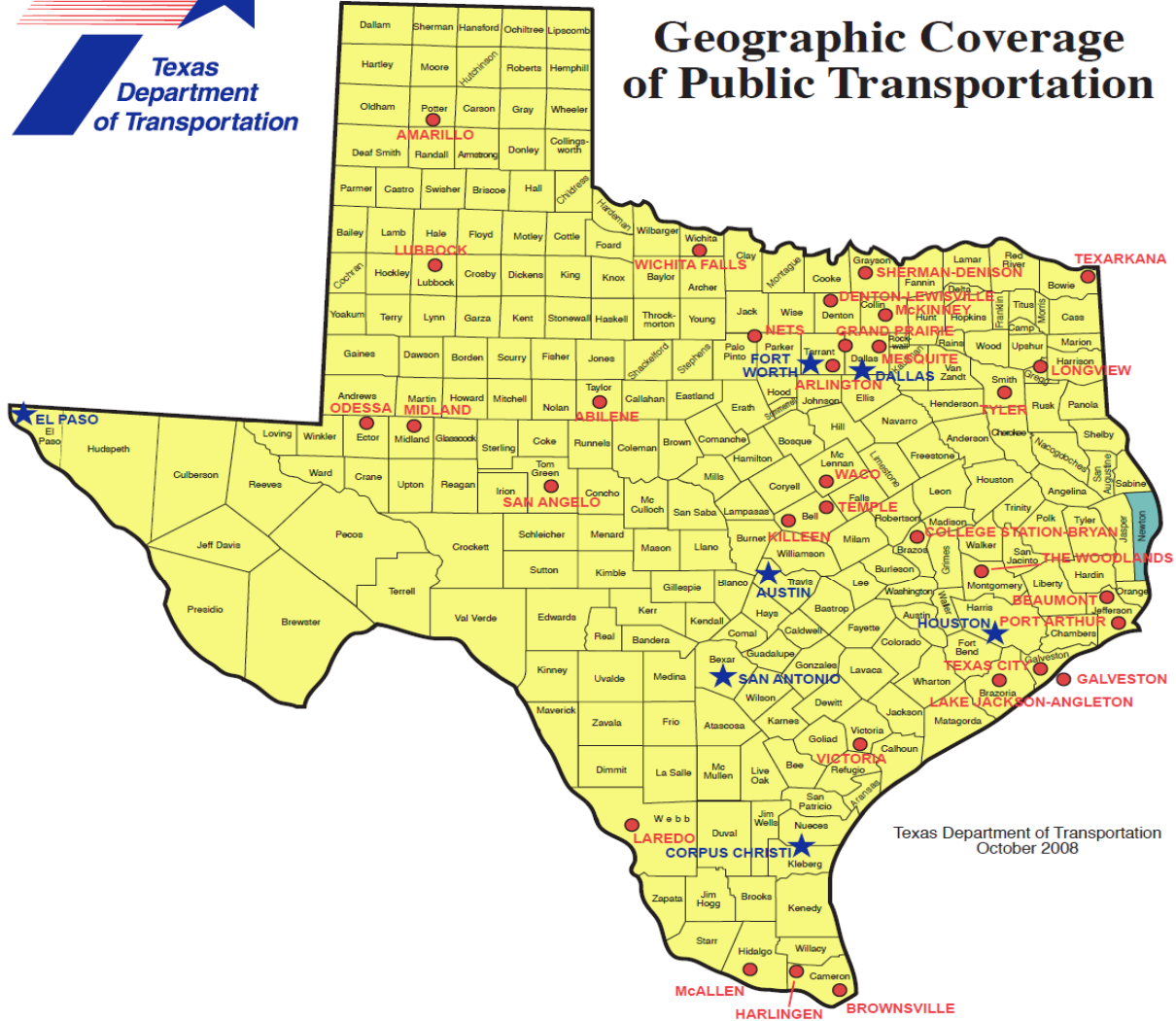
Source: State of Metropolitan America by the Brookings Institute, 2010

# Growth in Population by Region





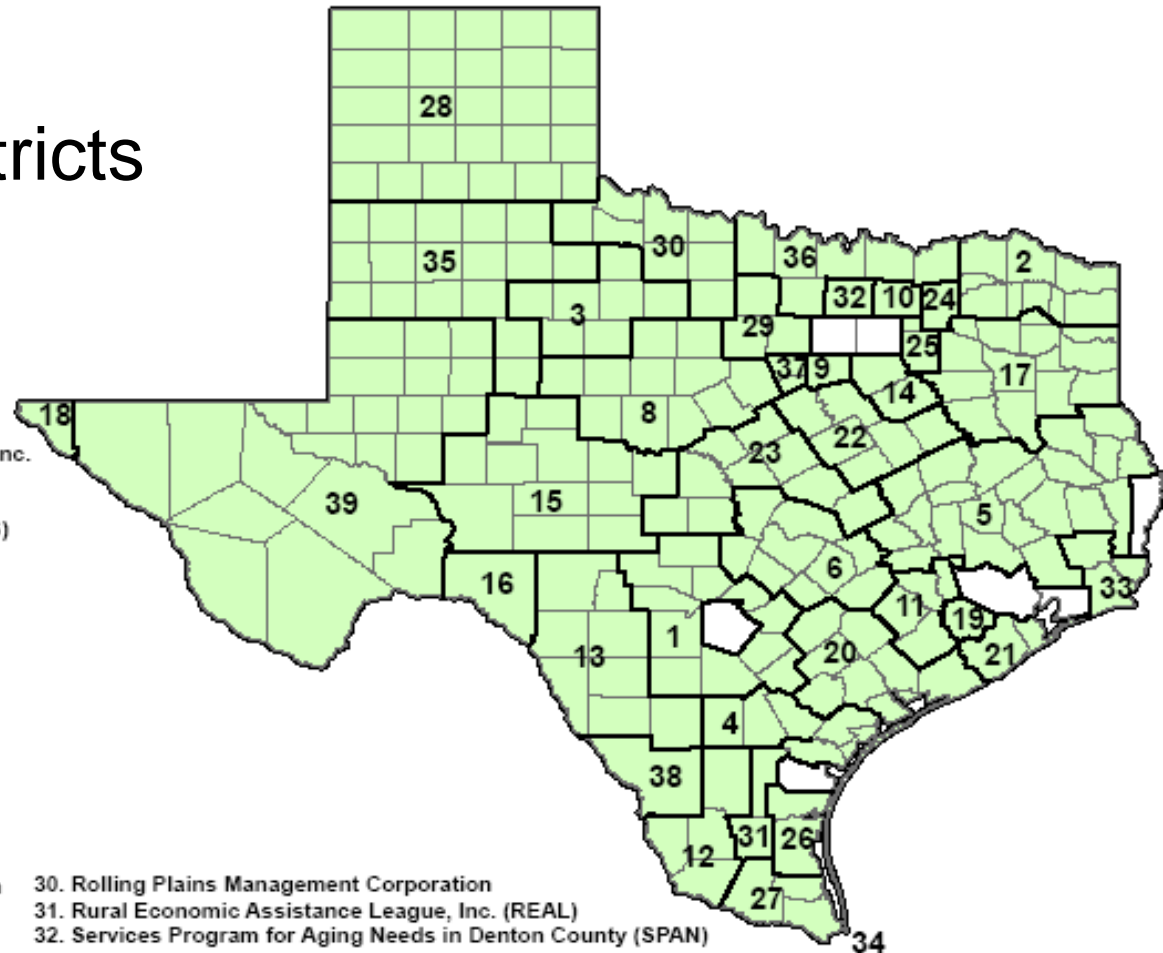
# Geographic Coverage of Public Transportation



Texas Department of Transportation  
October 2008

- ★ Cities served by metropolitan transit authorities
- Cities served by urban transit systems
- Counties served by rural or specialized (elderly & persons with disabilities) transit systems
- Counties not served

# Rural Transit Districts



1. Alamo Area Council of Governments
2. Ark-Tex Council of Governments
3. Aspermont Small Business Development Center, Inc.
4. Bee Community Action Agency
5. Brazos Transit District
6. Capital Area Rural Transportation System (CARTS)
7. Not assigned
8. Central Texas Rural Transit District
9. Cleburne, City of
10. Collin County Committee on Aging
11. Colorado Valley Transit, Inc.
12. Community Action Council of South Texas
13. Community Council of Southwest Texas, Inc.
14. Community Services, Inc. (Corsicana)
15. Concho Valley Transit District
16. Del Rio, City of
17. East Texas Council of Governments
18. El Paso, County of
19. Fort Bend County Rural Transit District
20. Golden Crescent Regional Planning Commission
21. Gulf Coast Center
22. Heart of Texas Council of Governments
23. Hill Country Transit District
24. Senior Center Resources and Public Transit, Inc.
25. Kaufman Area Rural Transportation (KART)
26. Kleberg County Human Services
27. Lower Rio Grande Valley Development Council
28. Panhandle Community Services, Inc.
29. Public Transit Services

30. Rolling Plains Management Corporation
31. Rural Economic Assistance League, Inc. (REAL)
32. Services Program for Aging Needs in Denton County (SPAN)
33. South East Texas Regional Planning Commission
34. South Padre Island (The Wave)
35. South Plains Community Action Association, Inc.
36. Texoma Area Paratransit System, Inc. (TAPS)
37. The Transit System, Inc.
38. Webb County Community Action Agency
39. West Texas Opportunities, Inc.

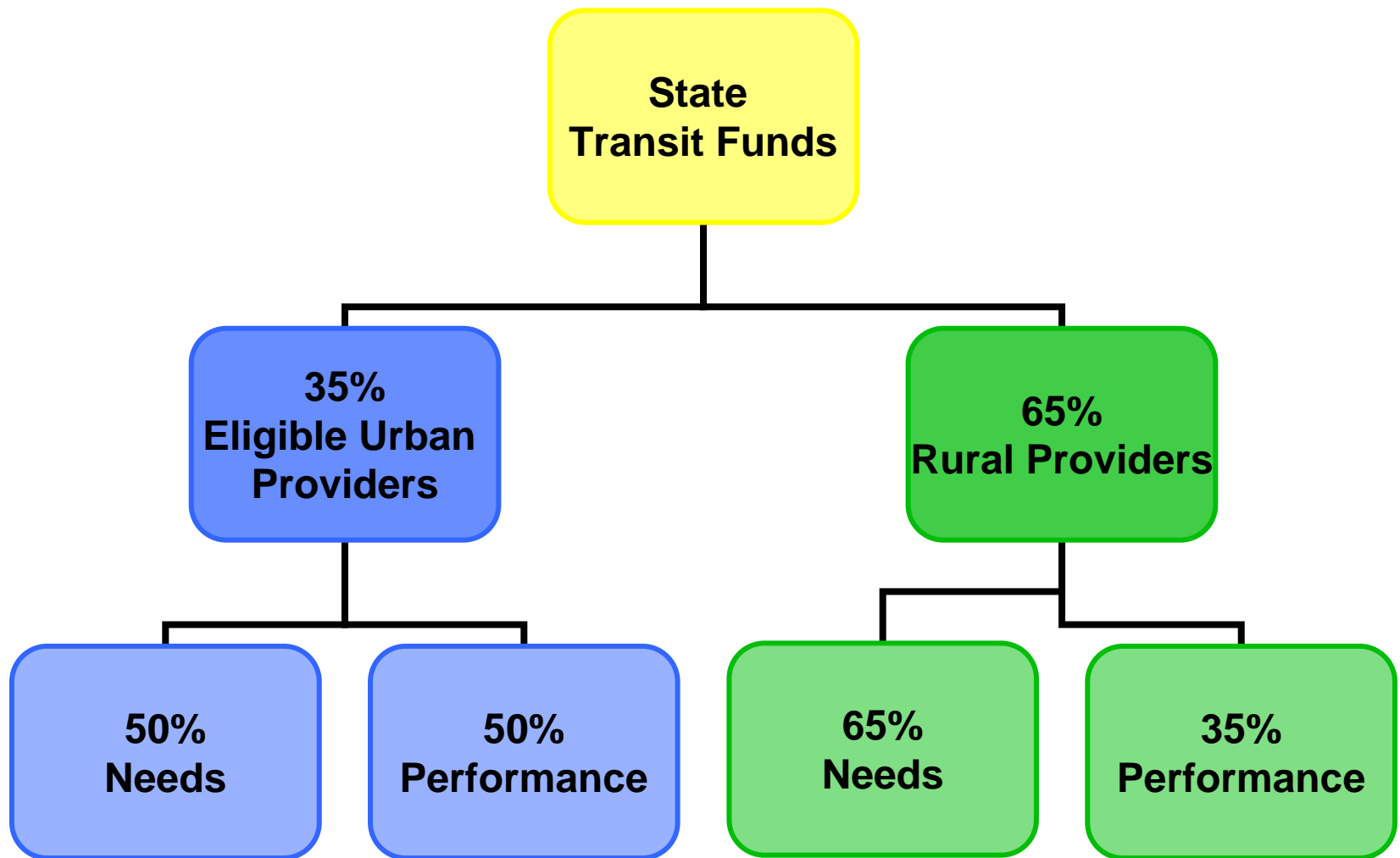
# Overview Texas Funding Formula

- Formula used to allocate
  - ▣ State funds for eligible urban and rural transit districts
  - ▣ Federal Section 5311 funds for rural transit districts
- 30 eligible urban transit districts\*
  - ▣ Urban areas less than 200,000 population
  - ▣ Urban areas >200,000 but without access to a local sales tax for transit
  - ▣ Limited eligibility providers in large urban areas
- 38 rural transit districts

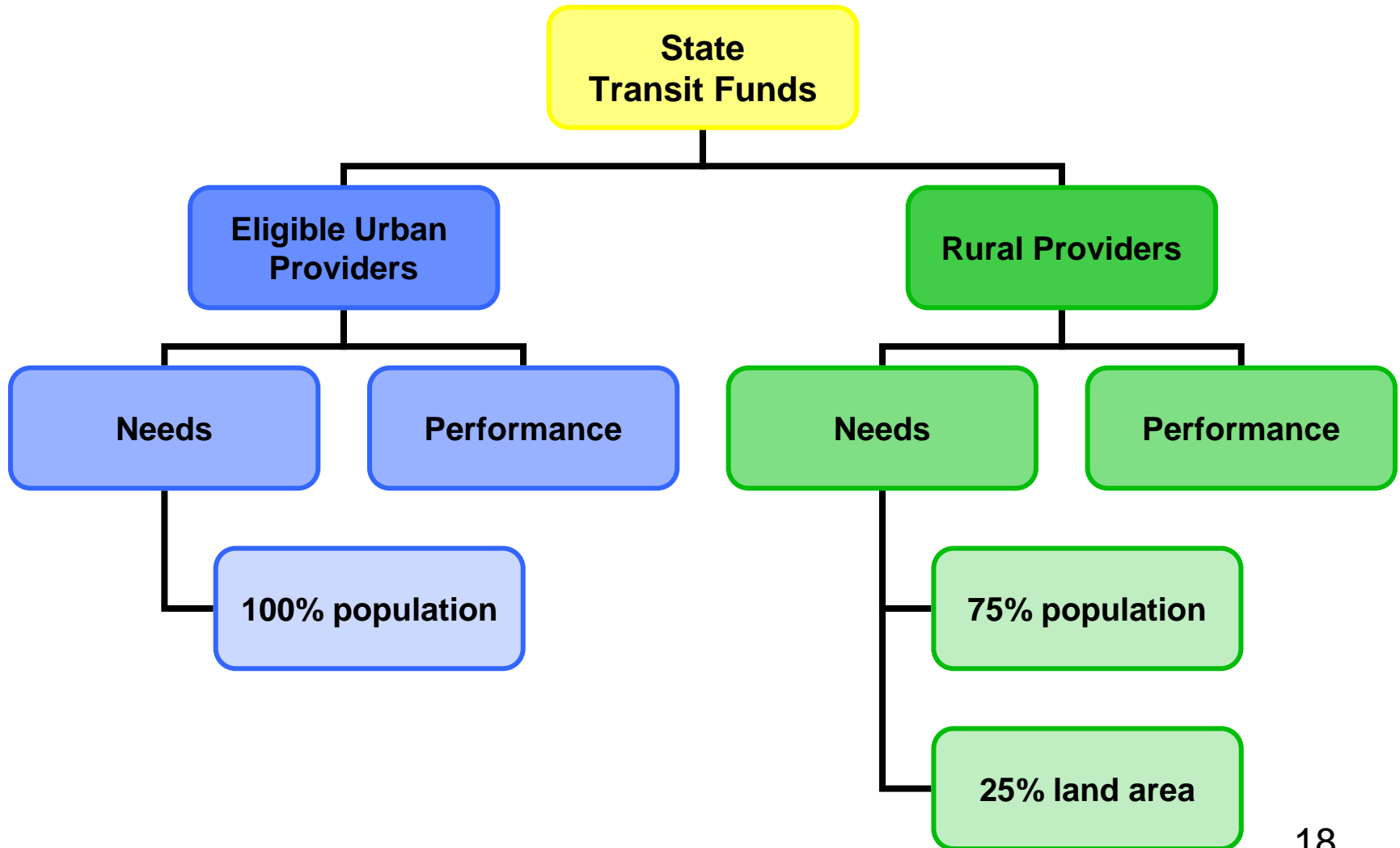
\* *Does not include transit authorities in urban areas >200,0000*



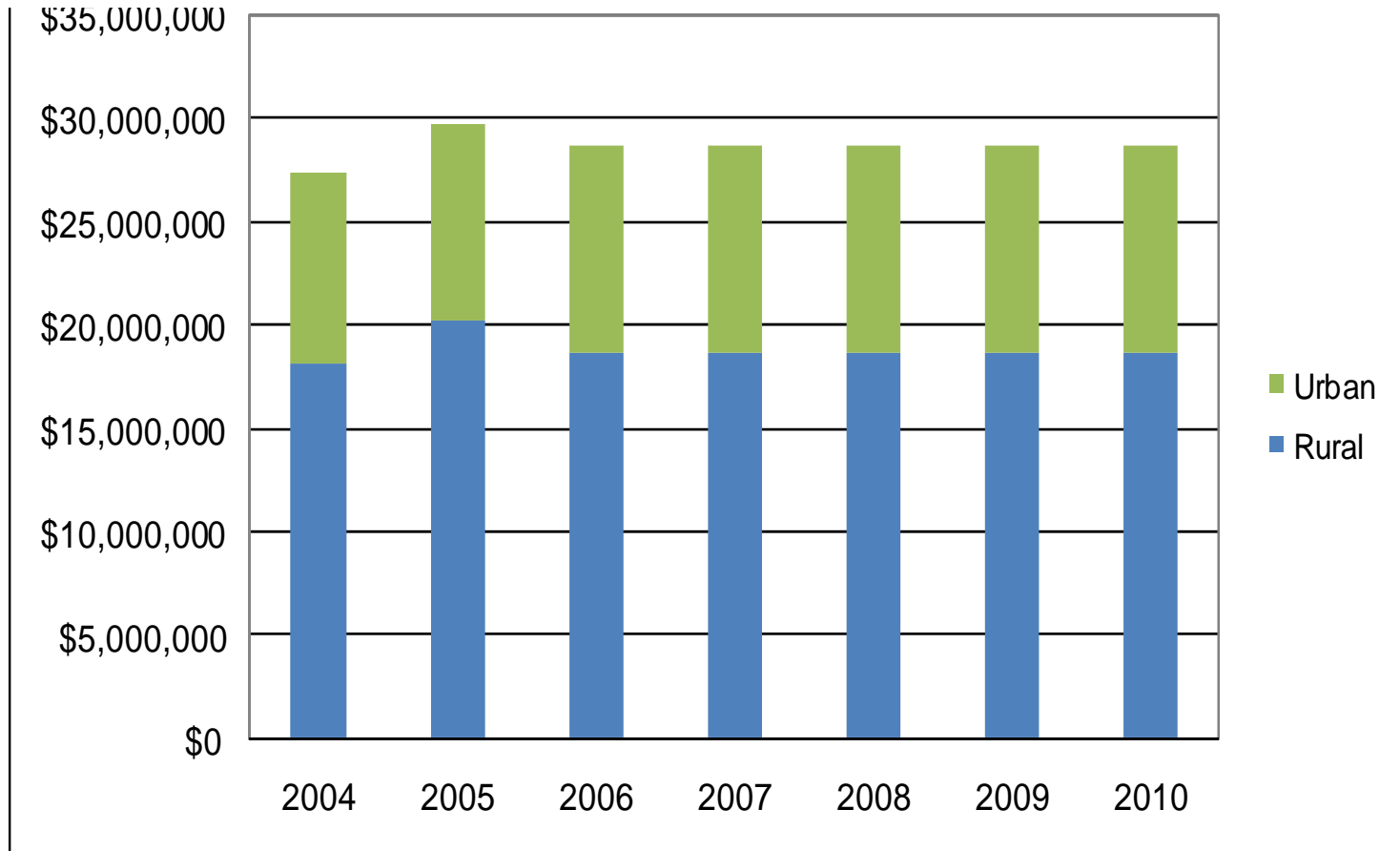
# Texas Transit Funding Formula



# Texas Transit Funding Formula



# Texas State Transit Funding Appropriation



# Texas Department of Transportation

## Research Objectives

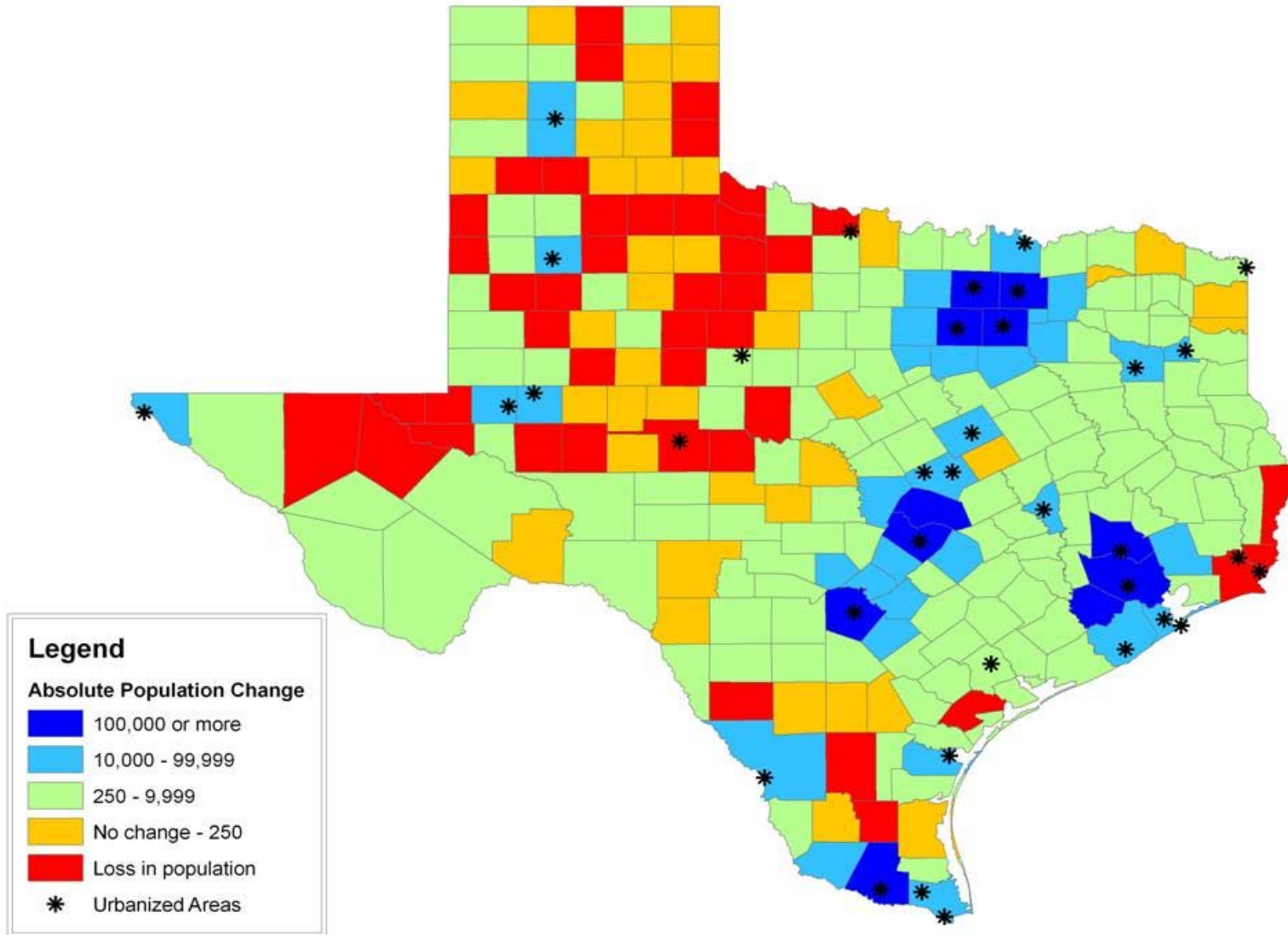
- Estimate 2010 population and land area for public transportation providers in Texas
- Determine impact for the Texas Transit Funding Formula
- Identify key issues relative to public transportation funding allocations
- Recommend actions that may be needed to proactively address these issues

# Projected Census 2010

## Texas as a Percent of U.S.

	<b>2000</b>	<b>2010</b>	<b>% Growth</b>
Texas Population	20,900,000	25,400,000	21.7%
% of U.S. Population	7.3%	8.0%	
Texas Urbanized Population	14,800,000	18,600,000	25.7%
% of U.S. Urbanized Population	7.5%	8.3%	
Texas Non-Urbanized Population	6,100,000	6,800,000	11.5%
% of U.S. Non-Urbanized Population	6.8%	7.2%	

# Absolute Change in Population by County 2000-2010



# Urbanized Areas 2010

## 4 areas of 1 million or more

- Dallas/Ft.Worth/Arlington
- Houston
- San Antonio
- Austin

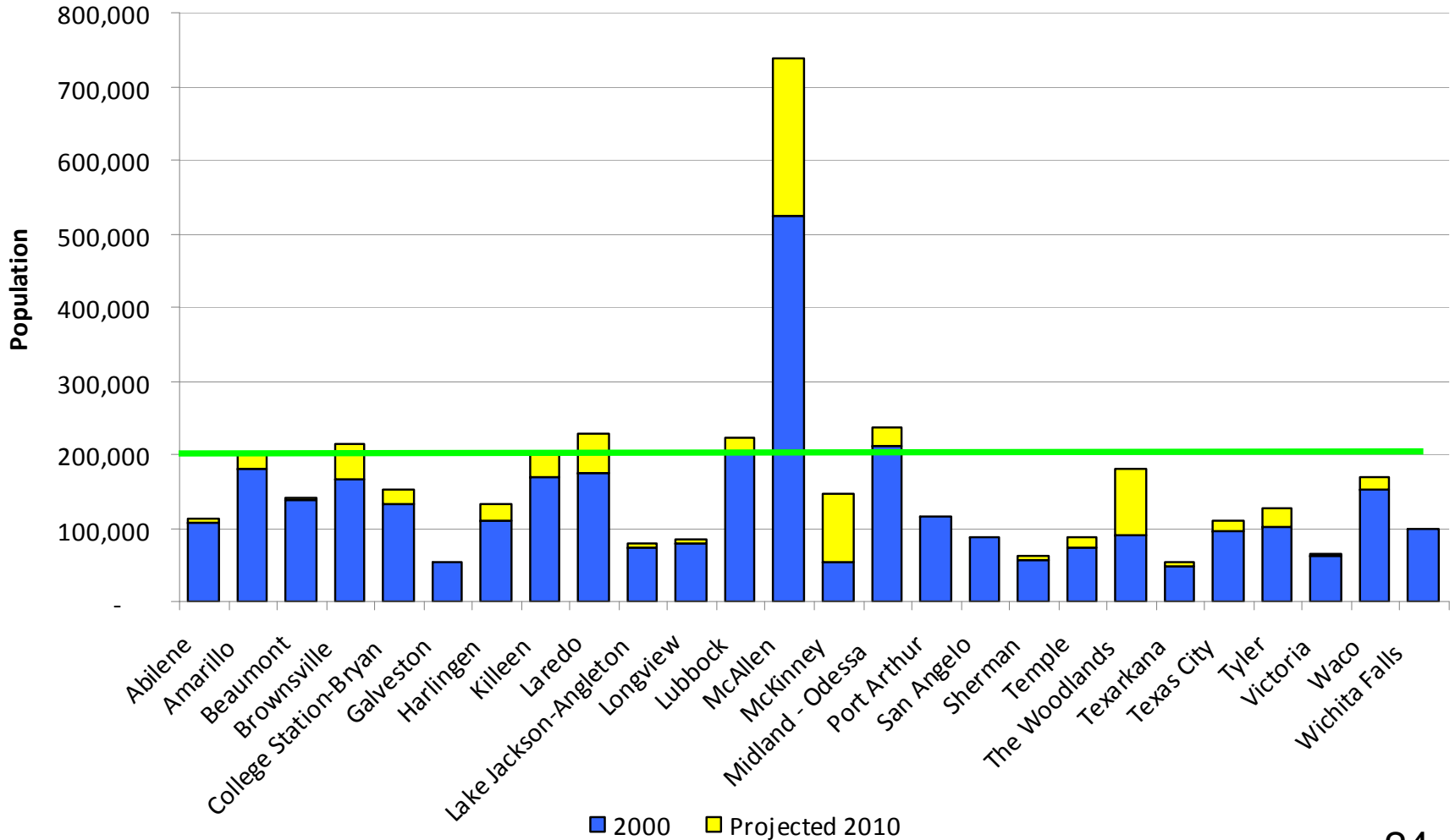
## 9 areas of 200,000 to 1 million

- Corpus Christi
- El Paso
- McAllen
- Denton/Lewisville
- Lubbock
- Amarillo
- Brownsville
- Killeen
- Laredo

## 26 areas of 50,000 to 200,000

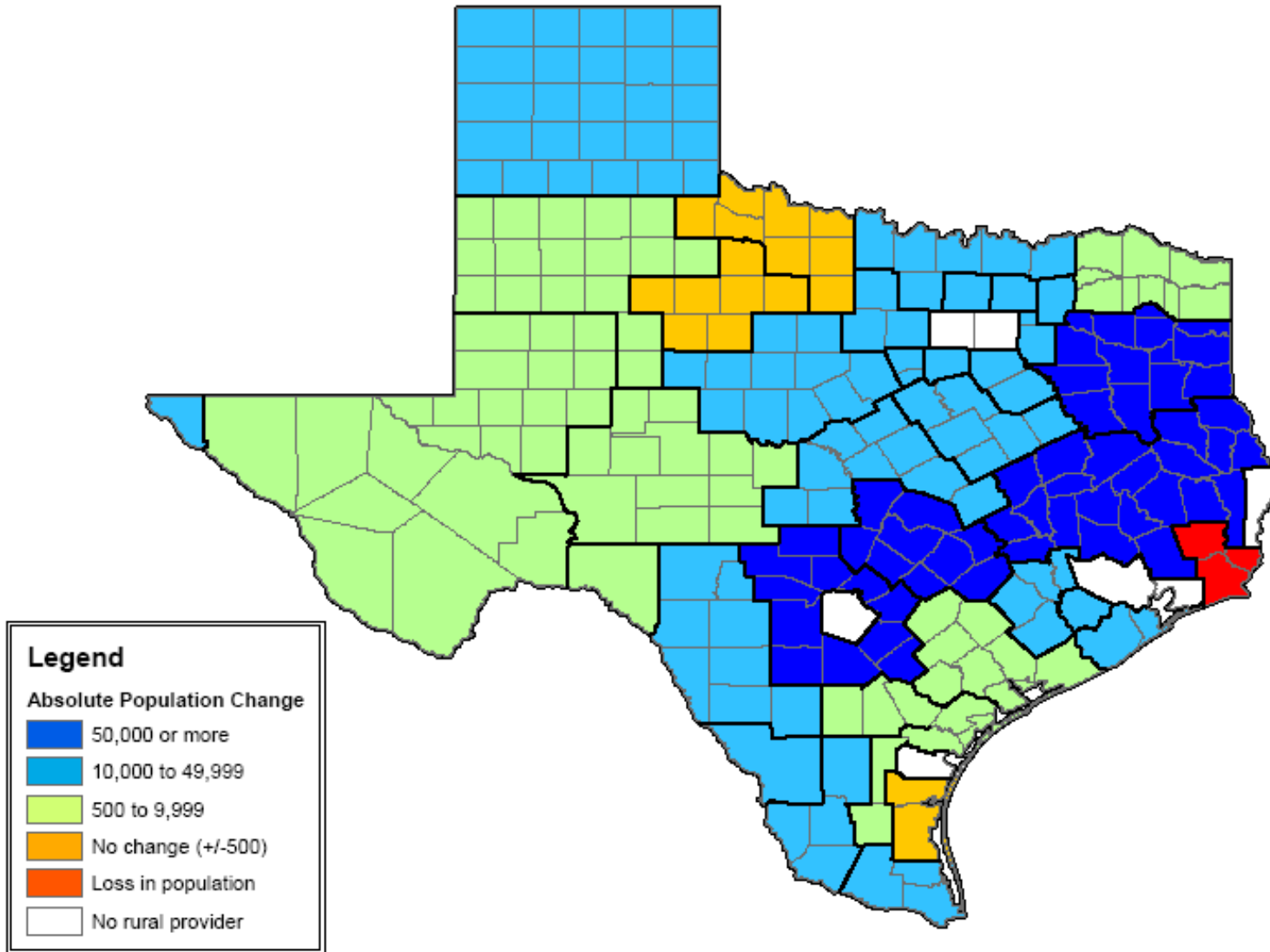
- Abilene
- Beaumont
- College Station/Bryan
- Galveston
- Harlingen
- Lake Jackson/ Angleton
- Longview
- McKinney
- Midland
- Odessa
- Port Arthur
- San Angelo
- Sherman
- Temple
- Texarkana
- Texas City
- The Woodlands
- Tyler
- Victoria
- Waco
- Wichita Falls
- New Braunfels
- San Marcos/Kyle
- Georgetown
- Cleburne
- Conroe

# Change in Population 2000-2010 for State Funded Urban Transit Districts

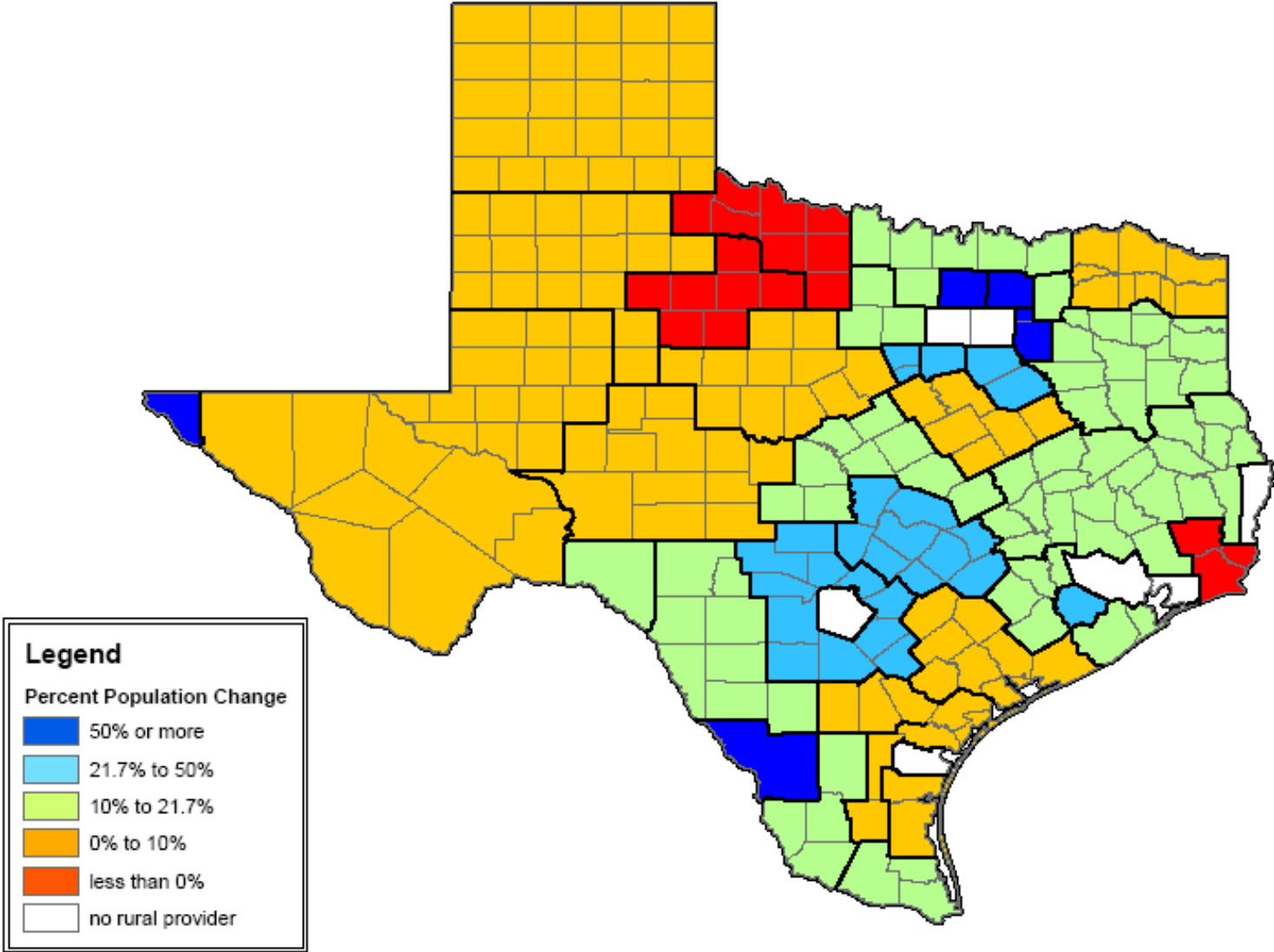




# Absolute Change in Population 2000-2010 by (Existing) Rural Transit District



# % Change Population 2000-2010 by (Existing) Rural Transit District



# Census 2010 “Most Likely” Scenario C

## □ New Small Urban

- New Braunfels (reduces AACOG)
- San Marcos (reduces CARTS)
- Georgetown (reduces CARTS)
- Conroe (reduces BTD rural)
- Cleburne (reduces Cleburne rural)

## □ Mergers with Large

- McKinney with DFWA
- Partial Texas City with Houston (Dickinson)

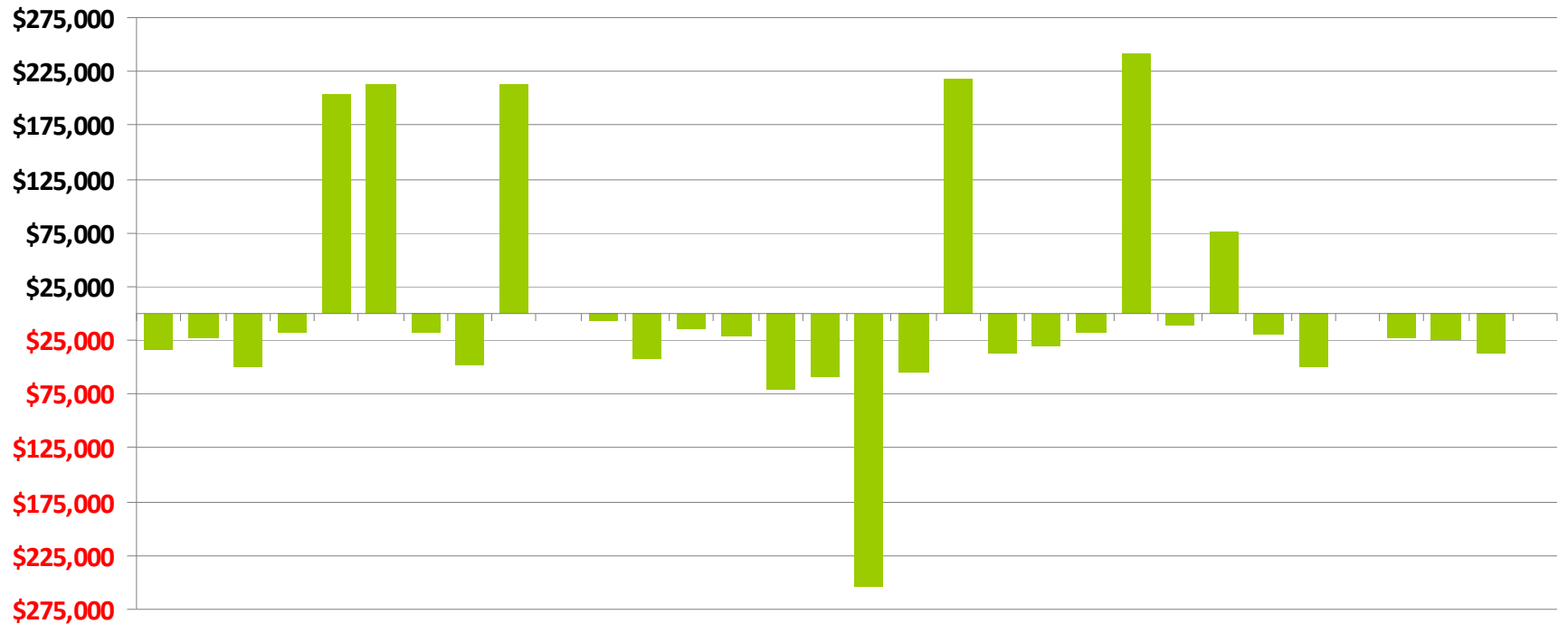
# Scenario C Population in State Funded Transit Districts

	2000	2010	Change
Urban Areas State Funded	30	34	13%
Total Urban Population	3,592,000	4,432,000	23%
Rural Transit Districts	5,763,000	6,456,000	12%
Total State Funded Pop	9,355,000	10,888,000	16%

# Scenario C

## State Urban Transit Funds

**State Funded Urban Transit District**  
**2010 Estimated Census Impact**  
*Excluding Limited Eligibility Providers*



# Scenario C

## State Rural Transit Funds

Rural Transit District  
2010 Estimated Census Impact on State Funding



# State Funding Issues for Discussion

## State Policy Implications

- Funds Needed to Avoid Negative Impacts (Loss of Funds Despite Increase in Population)
- New Small Urban Transit Districts Require Funds
- Transit Investment Per Capita are Declining
- Increase in Funding is Required to Maintain Per Capita Investment

## NEWS

- Recommendation from TxDOT to increase budget for Texas Transit Funding Formula + \$3 million

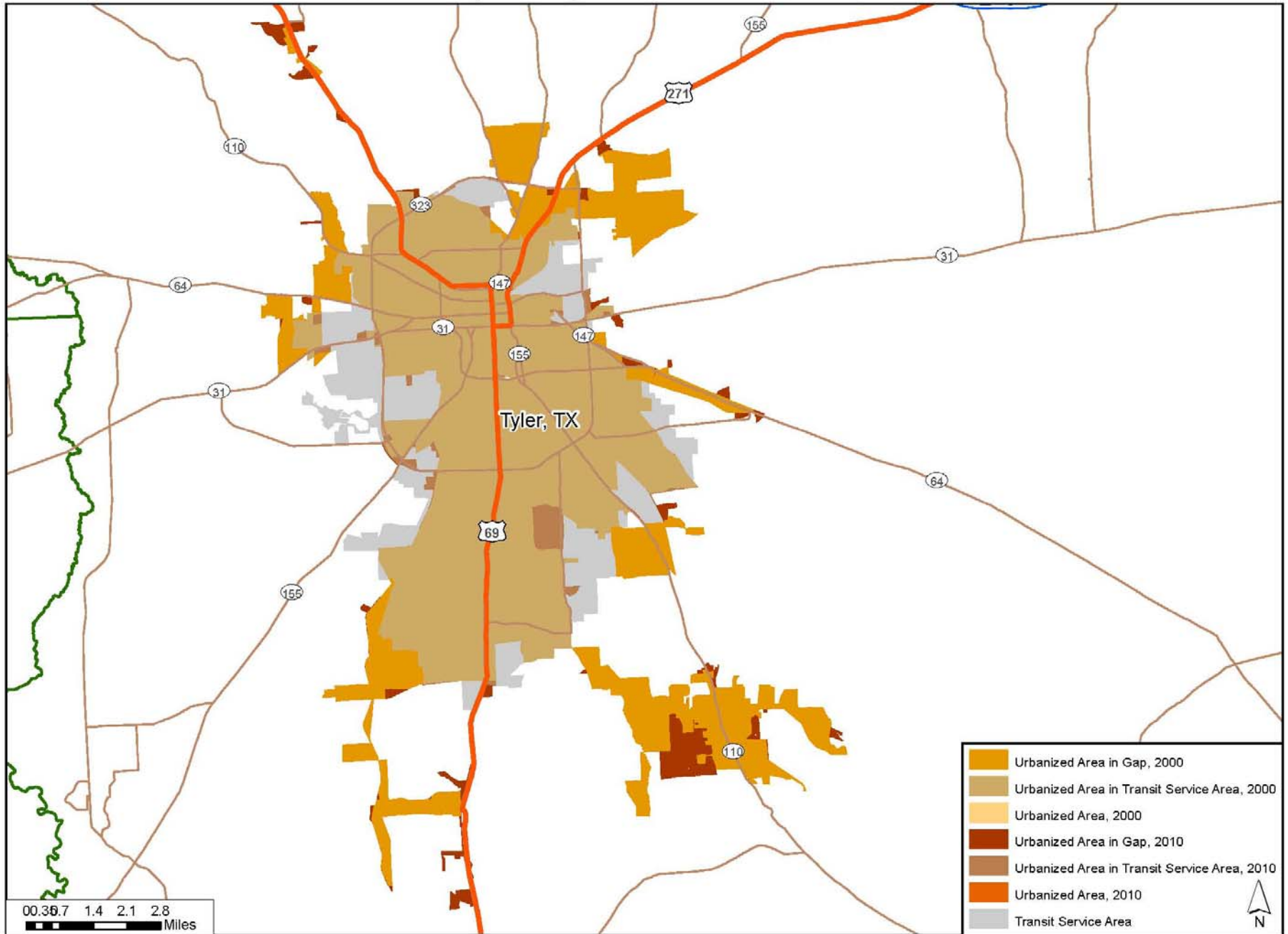
# Federal Funding Issues for Discussion

## Federal Funding

- Required planning to be prepared for status as new UZA; metropolitan planning process
- Increase in UZA  $>200,000$  - Large Urban area rules applied rapidly urbanizing areas
- Possible merger Rural and Small Urban to Large Urban will require local processes for allocation
- Urban area gaps in metro areas and small urban areas



# Transit Service Gaps in Tyler Urbanized Area, 2000 and 2010



# Other Issues for Discussion

## American Community Survey

- Mid-Census Data, however...
- Urbanized Area Definition Does Not Change between Census Periods
- Other Data Differences
  - ▣ Residency rules
  - ▣ Methods of weighting population
  - ▣ Comparability of ACS estimate
  - ▣ Sampling variability
- Special Population Reporting Differs

# Change in Methodology for Persons with a Disability

- Past estimate based on Census 2000
- Now American Community Survey (ACS)
- New disability questions as of 2008
  - New estimates for disability appear to reflect lower percents
  - Data going forward cannot be compared to historical data
- 3-yr ACS data available December 2010 for smaller census places
- Impact on Section 5310 allocation agencies that receive funds based on limited eligibility criteria
- Does not affect eligible passengers for ADA complementary paratransit

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Comments or Questions?

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