1. Report No. FHWA/TX-10/0-6199-1	2. Government Accession No.	3. Recipient's Catalog No.
4. Title and Subtitle ESTIMATED IMPACTS OF THE 2010 CENSUS ON THE TEXAS TRANSIT FUNDING FORMULA		5. Report Date April 2010 Published: September 2010
		6. Performing Organization Code
7. Author(s) Karl Eschbach, Michael Cline, Linda Cherrington, Suzie Edrington, Patricia Ellis, and Edgar Kraus		8. Performing Organization Report No. Report 0-6199-1
9. Performing Organization Name and Address Texas Transportation Institute The Texas A&M University System College Station, Texas 77843-3135 Institute for Demographic and Socioeconomic Research The University of Texas at San Antonio San Antonio, Texas 78249		10. Work Unit No. (TRAIS)
		11. Contract or Grant No. Project 0-6199
12. Sponsoring Agency Name and Address Texas Department of Transportation Research and Technology Implementation Office P.O. Box 5080 Austin, Texas 78763-5080		13. Type of Report and Period Covered Technical Report September 2008–March 2010
		14. Sponsoring Agency Code
15. Supplementary Notes Project performed in cooperation with the Texas Department of Transportation, Federal Transit Administration, and the Federal Highway Administration. Project Title: Estimate the Impact of the 2010 Census on the PTN Funding Formula URL: http://tti.tamu.edu/documents/0-6199-1.pdf		

16. Abstract

Changes in the population and land area of urbanized areas in Texas will play a significant role in determining the allocation of public transportation funds to service providers in Texas after Census 2010. The purpose of this research report is to review the impacts of the changes in urbanized area population and non-urbanized (rural) population and land area for 2010 on the current Texas Transit Funding Formula for allocation of Federal Section 5311 and state rural and urban funds. This collaborative effort between the Texas Transportation Institute and the Institute for Demographic and Socioeconomic Research at the University of Texas at San Antonio draws upon the complementary expertise of public transportation planners, demographers, and geographic information systems professionals of the two research organizations. The research project identifies areas with the potential to exceed 200,000 in population and those non-urbanized areas that have potential to become urbanized (over 50,000 people) in 2010. The implications of these changes will be examined relative to the current public transportation funding allocations. The research staff provides a comprehensive assessment of these changes for the state as a whole and for individual transit service providers.

17. Key Words Public Transit, Government Funding, Census	18. Distribution Statement No restrictions. This document is available to the public through NTIS: National Technical Information Service Springfield, Virginia 22161 http://www.ntis.gov		
19. Security Classif.(of this report) Unclassified	20. Security Classif.(of this page) Unclassified	21. No. of Pages 322	22. Price

Form DOT F 1700.7 (8-72) Reproduction of completed page authorized

ESTIMATED IMPACTS OF THE 2010 CENSUS ON THE TEXAS TRANSIT FUNDING FORMULA

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DISCLAIMER

This research was performed in cooperation with the Texas Department of Transportation (TxDOT), the Federal Transit Administration (FTA), and the Federal Highway Administration (FHWA). The contents of this report reflect the views of the authors, who are responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the official view or policies of the FTA, FHWA, or TxDOT. This report does not constitute a standard, specification, or regulation.

ACKNOWLEDGMENTS

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LIST OF ACRONYMS

AACOG	Alamo Area Council of Governments
ABI	Abilene
ACS	American Community Survey
AMA	Amarillo
ARKT	Ark-Tex Council of Governments
ASBDC	Aspermont Small Business Development Center
BCAA	Bee Community Action Agency
BMT	Beaumont
BRWN	Brownsville
BTD	Brazos Transit District
CACST	Community Action Council of South Texas
CARTS	Capital Area Rural Transportation System
CCSWT	Community Council of Southwest Texas
CDP	Census Designated Place
CLEB	Cleburne
CLEBURB	Cleburne Urbanized Area
COLCO	Collin County Committee on Aging
CONROE	Conroe
CONVA	Concho Valley Council of Governments
CS	Community Services, Inc.
CS-BRY	College Station-Bryan
CTRTD	Central Texas Rural Transit District
CVT	Colorado Valley Transit
DART	Dallas Area Rapid Transit
DCTA	Denton County Transportation Authority
DFWA	Dallas-Ft. Worth-Arlington
DR	Del Rio
EPC	El Paso County
ETCOG	East Texas Council of Governments
FBC	Fort Bend County
GALV	Galveston
GCC	Gulf Coast Center
GCRPC	Golden Crescent Regional Planning Commission
GEORGE	Georgetown
HCTD	Hill Country Transit District
HRL	Harlingen
HTCG	Heart of Texas Council of Governments
KART	Kaufman Area Rural Transportation
KCHS	Kleberg County Human Services
KIL	Killeen
LAR	Laredo
LEP	Limited Eligibility Provider
LJ-ANG	Lake Jackson-Angleton
LNG	Longview

CHAPTER 1: EXECUTIVE SUMMARY

ESTIMATED IMPACT OF THE 2010 CENSUS ON THE TEXAS TRANSIT FUNDING FORMULA

The purpose of this research is to project population growth for the 2010 Census in urbanized and non-urbanized areas in Texas and to identify the impacts on funding allocations to eligible urban and rural transit districts using the Texas Transit Funding Formula. The 2010 Census outcomes will affect each of the 30 state funded urban transit districts and 38 rural transit districts in Texas. The findings from this research will help the Texas Department of Transportation (TxDOT), public transportation providers, metropolitan planning organizations, and stakeholders understand how changes in the urbanized and non-urbanized population and changes in the population demographics will impact public transportation for the state.

Research Approach

The research was a collaborative effort between the Institute for Demographic and Socioeconomic Research (IDSER) at the University of Texas at San Antonio and Texas Transportation Institute (TTI), part of The Texas A&M University System. TxDOT sponsored the research as part of the agency's Research and Technology Implementation program. The scope of research included four primary tasks. First, researchers reviewed the legislative and administrative policies and practices for funding public transportation in Texas that are most likely to be affected by the next decennial census in 2010. In the second task, IDSER developed projections for Census 2010 and projected the number and size of urbanized areas in the state, reporting on population, demographics, and land area. Using the census projections, TTI researchers documented the impact of the changes in population on federal and state funding for rural transit districts and the impact on state funding for urban transit districts. Finally, researchers summarized the research findings and implications of the 2010 Census for the allocation of public transportation funding in Texas.

Urbanized Area Projections and Texas Funding Allocation Scenarios

The Institute for Demographic and Socioeconomic Research projected population for each Texas county and urbanized area and then the Texas Transportation Institute assigned the population and land area to the appropriate transit district. Researchers then identified the changes in population and land area from 2000 to 2010 for existing rural and urban transit districts. Specifically, researchers identified how new urbanized areas will affect current transit districts. As with any population projection, there is some degree of uncertainty. In order to account for this uncertainty, researchers developed three population growth scenarios to reflect the possible impacts of new urbanized areas. Scenario A represents the impact of five new small urbanized areas eligible for state urban transit funds. Scenario B represents the impact of existing rural or urban transit districts becoming part of large urbanized areas and no longer supported by state funding for transit. IDSER and TTI also estimated the most likely Scenario C reflecting new urban transit districts and most likely mergers into large urbanized areas.

RESEARCH FINDINGS

The following section summarizes the research findings.

Population Increase in Urban and Rural Transit Districts

Population is increasing in both urban and rural transit districts in Texas. Populations in both urban and rural transit districts that receive state funds increase under every scenario analyzed. For the most likely scenario, researchers estimate a 21 percent increase in state funded urban transit district population and a 12 percent increase in rural transit district population. The fastest population growth is in counties around the largest metropolitan areas and communities along the Texas border with Mexico. Existing urbanized areas are expanding in terms of population and land area that is urbanized.

Additional Large Urbanized Areas

Four urbanized areas that may reach large urbanized area status with a population of 200,000 or more are Laredo, Brownsville, Killeen, and Amarillo, bringing the total number of large urbanized areas from five (Corpus Christi, El Paso, McAllen, Denton-Lewisville, and Lubbock) to nine. Of the five existing large urbanized areas, McAllen and Lubbock receive Texas transit funding. Under the Texas Transit Funding Formula, the population used to calculate funding for needs is limited to 199,999.

Under Federal Section 5307 funding regulations, an urban transit system in an urbanized area with a population over 200,000 cannot use federal funds for operating expenses. Federal funds may be used for up to 80 percent of capital expenses, including preventive maintenance. State funds may apply as local share; however, additional sources of local funds are required to fully leverage federal dollars. Stakeholders in these urbanized areas should anticipate a change in status of urbanized areas and plan to address funding challenges.

New Small Urbanized Areas

Urbanized areas will continue to expand into rural areas and smaller urban areas (areas defined by the census as urban clusters) will become urbanized as a result of increased population. Rapidly urbanizing rural areas could merge into large urban areas or become new urbanized areas. Assuming that these projections hold, the most likely scenario is that five communities with a population over 50,000 will become small urbanized areas. The new urbanized areas are Cleburne, Conroe, Georgetown, New Braunfels, and San Marcos.

Under the Texas Transit Funding Formula, funds for transit districts in the new urbanized areas will be from the urban category rather than the rural category. The source of federal funds for new urban transit districts will be Federal Section 5307. The transit districts may use Section 5307 funds for up to 50 percent of the operating deficit and up to 80 percent of capital expenses, including preventive maintenance. Administrative expenses are part of operating cost according to Section 5307; administrative expenses will no longer be eligible for 80 percent federal funding as provided under Federal Section 5311 funding guidelines.

Rapidly Urbanizing Rural Areas May Merge into Large Urbanized Areas

The most likely scenario projects that the McKinney urbanized area and a portion of Texas City (Dickinson) will merge into the Dallas-Ft. Worth-Arlington urbanized area and Houston urbanized area, respectively. These areas will be subject to Federal Transit Administration (FTA) funding allocation by the metropolitan planning organization (MPO) and the designated recipient for the very large urbanized area. The MPO and the designated recipient will need policies and methodologies for allocation of funds. The transit agency in the former small urbanized area will be subject to FTA funding eligibility requirements (i.e., no longer be able to use Section 5307 funds for reimbursement of operating expenses) and will no longer be eligible to receive state funds.

Population Increases in Rural Transit Districts despite New Urbanized Areas

The population in rural transit districts is growing even though some rural areas are rapidly urbanizing. The increase in rural population is greater than the loss of population to urbanized areas. Population in rural transit districts will increase 12 percent under any scenario for the change in population in urban transit districts.

Possible Impact of Hurricane Ike on Galveston

The population of Galveston may fall below 50,000 due to the impacts of Hurricane Ike in 2008. Such an outcome would place the current small urbanized area into the rural category. Federal legislation may be proposed to grandfather urbanized areas that are recovering from national disasters at the time of the census in 2010. If Galveston is categorized as a non-urbanized area after the 2010 Census, the transit district may be eligible to join the existing rural transit district for Galveston and Brazoria Counties.

POLICY IMPLICATIONS FOR FUNDING

The policy implications for the findings about the impact of Census 2010 on the Texas Transit Funding Formula include the following.

Population Trends

The majority of FTA funds are allocated based on population and population density. Relative to the nation, Texas' share of the total population for urbanized areas between 50,000 and 199,999 in population has increased from 8.6 percent in 2000 to 9.4 percent in 2008. Texas' share of the total population for non-urbanized areas has grown from 6.8 percent in 2000 to 7.2 percent in 2008.

Texas is the second most populated state, and it experienced the largest numeric population increase between 2000 and 2009. Most of this population growth has occurred in and around metropolitan counties and especially within the metropolitan counties in the Texas Triangle and along the south Texas border. In addition, because of its size and overall population growth, Texas has seen increases in the disabled, the elderly, and low income persons. The implication of these demographic trends means that Texas will see greater demand for public transportation services.

The majority of the populations of people with disabilities and population age 65 and over will be living in communities served by metropolitan transit authorities. However, a larger proportion of population having these characteristics will be living in rural districts. An estimated one-fourth of the state's population will be living in rural districts in 2010, with approximately one-third of the population being age 65 and over or having a disability. These changes will likely increase the demand for public transportation services in rural areas.

Urban and Rural Ratio for Population Eligible for State Transit Funds

The ratio of urban and rural population eligible for funding under the Texas Transit Funding Formula may change. The current percent of state funding allocation is 35 percent to urban and 65 percent to rural. This actual ratio of rural to urban population for the 2000 baseline is 38 percent urban and 62 percent rural. The proportion of population in state funded transit districts will increase for urban as compared to rural according to projected 2010 population.

Limited Eligibility Transit Providers

Four transit providers in Texas are designated as "limited eligibility providers"—Arlington, Northeast Transportation Services (NETS), Grand Prairie, and Mesquite. These transit providers restrict transit eligibility to seniors and people with disabilities. The Texas Transit Funding Formula currently sets aside 6.58 percent of the urban funds for limited eligibility providers based on the Census 2000 eligible population calculation. Two issues suggest this percent estimate is not correct. First, researchers discovered that when the Texas Transit Funding Formula was first applied for limited eligibility providers (in 2006), the eligible population for people with disabilities was based on a Census 2000 report that tallies disabilities rather than people with disabilities. This created an inflated number to represent the eligible population served by limited eligibility providers. Second, the American Community Survey (ACS) is now the source to identify the number of people with disabilities. The ACS has changed the questions to collect data, and the expected impact of the change is a smaller number of persons classified as having a disability. Overall, the number of eligible seniors and people with disabilities in 2010 may be less than in 2000. This will reduce the percent of state funds set aside for limited eligibility transit providers.

Transit Investments per Capita Are Declining

Assuming no new funds, per capita investment in transit will decline with the 2010 Census data. State funds are $10,059,374 per year for urban transit districts and $18,681,694 for rural transit districts. The annual allocation of Federal Section 5311 funds under the Texas Transit Funding Formula is $20,104,753 to rural transit districts. Without an increase in funding, the growth in 2010 population means the investment in public transportation will be less per capita than the existing baseline using the 2000 population.

Funds Are Needed to Avoid Negative Impacts

Without new funds, current state dollars will be reallocated to provide funding for needs and performance for new urbanized areas and to provide funds for urban and rural transit districts with higher growth rates. The same redistribution occurs for Federal Section 5311 funds for rural transit districts. Without an increase in federal funds to address growth in population, the Texas Transit Funding Formula will reallocate funds from some rural transit districts to increase the resources for other rural transit districts. The reallocation of funds means many transit districts will lose funding in order to redistribute dollars to the transit districts with higher population growth.

Increase in Funding Required to Maintain per Capita Investment

Additional funds are required to maintain the investment per capita in 2010 compared to the baseline per capita using 2000 population. The additional state and federal funds required to maintain the per capita investment using 2010 population for Scenario C is $1.9 million in urban state funds (including limited eligibility providers), $2.3 million in rural state funds, and $2.4 million in rural federal funds. This estimate of funds does not include funds for new urban transit districts.

New Small Urban Transit Districts Require Funds

New small urban transit districts will require funding from urban state funds. The most significant impact on the distribution of state funding will occur if the rapidly urbanizing rural areas become new urban transit districts. A new urban transit district requires funds based on needs and performance, or about $200,000 per urban transit district. Additional state funds required for five new urban transit districts under the most likely Scenario C is $1.1 million. Without additional state resources, the requirement to fund new small urban transit districts will require reallocation of funds from existing urban transit districts that are eligible for state funds. Without additional state funds, some urban transit districts will lose funds even though the population in the area is increasing. Total funds required for new urban transit districts to maintain per capita investment for the most likely Scenario C is $5.2 million in state urban and rural funds and $2.4 million in rural federal funds.

Allocation of Section 5310 Funding

The Federal Section 5310 program provides formula funding to states to assist private nonprofit groups in meeting the transportation needs of the elderly (age 65 and over) and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. FTA apportions funds based on each state's share of population for these groups of people. In Texas, TxDOT-PTN allocates Section 5310 funds based on the proportion of the target populations that are in each district.

Researchers projected 2010 populations of persons age 65 and over and people with disabilities by TxDOT district and then estimated the distribution of Section 5310 funding using 2010 population estimates. The change in distribution of Section 5310 funds by TxDOT district ranges from a decrease of 7 percent for the Houston district to an increase of 14.5 percent for the Austin district.

Other Policy Implications

- Sources of Data for Allocation of State Funds for Performance – when areas that were previously part of rural transit districts become a new urban transit district, there is a history of service. TxDOT will need to develop new procedures to establish the performance statistics that will be used to generate performance funds for the new urban transit district.

- Requirements for Metropolitan Planning Processes – new urbanized area stakeholders must anticipate the change in status, as new urbanized areas are required to meet requirements for the metropolitan planning process in order to be eligible for Federal Section 5307 funds.

- Gaps in Providing Transit Service – as urbanized areas expand, there are increasing possibilities that some areas are not included within the jurisdiction of a transit provider. Stakeholders should begin the conversation to determine how transit service will be delivered and funded after new urbanized areas are announced.

- American Community Survey – ACS provides frequent and timely information about the characteristics of the population. While the availability of these data will benefit planning for services, the change in the collection of these data from a once in 10 years to a continually collected survey will provide unique challenges to interpretation and use in allocation formulas.

CHAPTER 2: INTRODUCTION

The purpose of the research for Project 0-6199, *Estimated Impact of the 2010 Census on the Texas Transit Funding Formula,* is to project population growth for the 2010 Census in urbanized and non-urbanized areas in Texas and to identify the impacts on funding allocations using the Texas Transit Funding Formula.

BACKGROUND AND SIGNIFICANCE

The breadth of public transportation in Texas is significant; public transportation provided an estimated more than 300 million passenger trips in 2009 throughout the state. Public transportation services in Texas are provided by many different agencies. Eight transit authorities and 30 urban transit districts provide transit services in 34 urbanized areas with populations of 50,000 or more in Texas. An additional 38 rural transit districts provide transit services in non-urbanized areas, and over 140 organizations provide specialized services to individuals who are elderly and people with disabilities.

Each public transportation provider requires financial assistance. Fare box revenues on average account for about 16 percent of system operating costs (*1*). Transit systems receive funds from the federal government and the State of Texas in addition to locally generated revenues and private sector sources. Federal and state public transportation funds are allocated based on formulas according to population in areas classified as non-urbanized or urbanized. The U.S. Census Bureau defines and designates urbanized areas (UZAs), with the most recent changes in definitions and designations occurring in 2002, following the decennial census. Changes to the current UZAs and additions of new UZAs will occur following the 2010 Census and, as a result, will impact federal and state public transportation funding allocations.

The 2010 Census outcomes will affect each of the 30 state funded urban transit districts, 38 state funded rural transit districts, and 25 metropolitan planning organizations in urbanized areas in Texas. The re-designation of urbanized areas will also influence the areas around each of the eight transit authorities. The changes in urbanized area designation will redefine the sources and eligible uses of funds for public transportation for each existing program. Changes in population and urban designations will also cause changes in allocations to state funded urban and rural transit districts. The purpose of this research is to anticipate the results of the 2010 Census and how formula-driven funding allocations impact public transportation in Texas.

RESEARCH APPROACH AND ORGANIZATION OF THE REPORT

This research is a collaborative effort between the Institute for Demographic and Socioeconomic Research at the University of Texas at San Antonio and the Texas Transportation Institute, part of The Texas A&M University System.

The organization of this report follows the research approach. This report consists of six chapters. Preceding this introduction is the Executive Summary that is also Chapter 1 of the report. This introduction to the research study is Chapter 2. The body of the report follows this chapter:

- Chapter 3 focuses this research report by providing a review of legislative and administrative policies and practices for funding public transportation in Texas and discusses the policies that may be affected by the results of the decennial census in 2010.
- Chapter 4 documents the population, demographic, and urbanized area 2010 Census projections and methodology. Chapter 4 includes population trends for Texas in comparison to other states and the nation as a whole, projected designation and population of urbanized areas in Texas, and a descriptive assessment of the changes in populations of people with disabilities and persons age 65 and over in Texas.
- Chapter 5 documents the impact of the projections for the 2010 Census on federal and state funding for Texas rural transit districts and the impact on state funding for state funded Texas urban transit districts.
- Chapter 6 of the report summarizes the research findings and implications for 2010 Census changes in urbanized area population and non-urbanized area population and land area for public transportation funding in Texas.

The findings from this research about changes in the urbanized and non-urbanized population and in demographic changes in populations will help TxDOT, public transportation providers, metropolitan planning organizations, and stakeholders to understand how these changes will impact public transportation for the state and for individual transit providers should current funding allocations remain in place.

USE OF TERMS

Public transportation is specifically defined in Texas statute to mean "mass transportation of passengers and their hand-carried packages or baggage on a regular and continuing basis by means of surface, fixed guideway, or underground transportation or transit, other than aircraft, taxicab, ambulance, or emergency vehicle" (*2*). This report uses the terms "public transportation" and "transit" interchangeably. This report specifically focuses on rural and urban transit districts, as defined below.

The term transit district refers to the urban and rural transit providers that are funded by the state. Rural transit districts are defined in Texas statute to mean "a political subdivision of this state that provides and coordinates rural public transportation in its territory." Rural public transportation serves non-urbanized areas that provide public transportation to communities with populations of less than 50,000. An urban transit district means a local governmental body or political subdivision of this state that operates a public transportation system in an urbanized area with a population of more than 50,000 but less than 200,000. The term also applies to any urban transportation provider that received public transportation money through TxDOT as of September 1, 1994 (prior to the 2000 Census) (*2*).

CHAPTER 3: ASSESSMENT OF POLICIES AND PRACTICES IMPACTING PUBLIC TRANSPORTATION FUNDING

The purpose of this chapter is to provide a review of legislative and administrative policies and practices for funding public transportation in Texas that are most likely to be affected by the population changes reflected in the 2010 decennial census.

This chapter is organized into five sections. The first section describes the sources and allocation of federal funds for public transportation; particular emphasis is placed on the significance of population data in the formulas for allocation of federal funds. Texas state funding for public transportation is the subject of the second section. The formula for allocating state funds and federal funds in rural areas according to criteria based on need and performance is described. In the case of both federal and state funding allocations, the distinction of "urban areas" is significant. The third section discusses the designation of urban areas by the U.S. Department of Commerce, Bureau of the Census (Census Bureau). The fourth section reviews possible changes in census data reporting that may impact public transportation funding. The fifth section sets the stage for the remainder of the report, providing a discussion of the possible impacts of the 2010 Census on funding for public transportation in Texas.

SECTION 1. FEDERAL FUNDS FOR PUBLIC TRANSPORTATION

Federal funding for public transportation comes primarily through the U.S. Department of Transportation (U.S. DOT). Funding for the U.S. DOT is authorized by the Safe, Accountable, Flexible, and Efficiency Transportation Equity Act – A Legacy for Users (SAFETEA-LU), approved by Congress in August 2005 to fund federal surface transportation programs for 5 years, through September 2009. SAFETEA-LU provides funding for the U.S. DOT and its subsidiary agencies, including the Federal Transit Administration and the Federal Highway Administration (FHWA).

The following discussion of funding for public transportation is based on the provisions of SAFETEA-LU effective through September 2009. Two significant federal initiatives in 2009 will impact funding for public transportation. The first is the American Recovery and Reinvestment Act of February 2009, which is intended to stimulate the economy and invest in transportation infrastructure.[1] The second significant initiative is the reauthorization of federal legislation to provide funding for the surface transportation program beyond fiscal 2009. Neither of these initiatives is within the scope of this report.

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[1] Of the $8.4 billion provided for public transportation in the American Recovery and Reinvestment Act, $6.9 billion will be distributed to public transit systems through FTA formula programs. The remaining $1.5 billion will be available as grants for new major projects and modernizing the nation's urban rail systems. (APTA website http://www.apta.com/media/releases/090214_jobs.cfm)

The FTA allocates funding for transit systems in urbanized and rural areas and for programs for the elderly and people with disabilities. In fiscal 2008, FTA funding for transit was over $9.6 billion.[2] FTA allocates funds based on formulas or discretionary awards. Ten FTA funding programs apportion to urbanized areas or states by specific formula. These formula programs represent $6.8 billion, or almost 71 percent of the Congressional appropriation to FTA in fiscal 2008. Eight FTA programs are based on discretionary funding. The discretionary programs represent $2.8 billion or 29 percent of the FTA appropriation in fiscal 2008 (*3*).

Of the 10 FTA funding programs that are allocated by formula, FTA allocates funds to nine programs (approximately $5.2 billion) based on formulas that include population and land area as criteria.[3] FTA allocated formula funds according to classification of an area as rural or urbanized.

All areas are defined as either urbanized or non-urbanized based on population and population density. The Census Bureau designates urbanized areas based on the most recent decennial census. While the U.S. DOT has no direct role in the designation of these areas, they are critical to the administration of FTA and FHWA transportation programs. UZAs are important to the designation of a metropolitan planning organization and application of metropolitan planning requirements, designation of transportation management areas, application of air quality conformity requirements, and allocation of funding.

Under current definitions, the Census Bureau delineates UZAs according to population densities of census blocks and block groups and their proximity to an urban core—with the sum of the population for these geographic units equaling 50,000 people or more. Similarly, urban areas of less than 50,000 people are designated as urban clusters (UCs). For the purposes of transit funding, all UZAs are considered "urbanized" while all areas outside of UZAs (including UCs) are considered "non-urbanized." For FTA funding allocations, FTA designates UZAs further in three groups according to population: small urban areas with population 50,000 to 199,999, large urban areas with population 200,000 to 999,999, and very large urban areas with a population 1 million and over. Funding formula allocation and restrictions on the use of funds differ by the size of the UZA according to these three groups. Additional discussion of the designation of UZAs by the Census Bureau is included in the third section of this chapter.

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[2] In December 2008, Congress enacted a partial year Continuing Appropriations Act, 2009. The notice only includes the amount of fiscal 2009 funds that is approximately equal to 5⁄12 or 43% of the amounts that were available under the Consolidated Appropriations Act, 2008. This is the limit of funds that are available until an Appropriations Act for fiscal 2009 is enacted or a continued continuing resolution after March 6, 2009, whichever occurs first. (FTA Fiscal Year 2009 Apportionments, Allocations, and Program Information in the *Federal Register*, Vol. 73, No. 244. December 18, 2008)

[3] The formula program that does not use population or land area as criteria is Section 5309 Fixed Guideway Modernization, representing $1.57 billion in fiscal 2008. Funds are allocated by a statutory formula to UZAs with fixed guideway systems that have been in operation for at least 7 years. The formula for allocating funds for this program contains seven tiers. The apportionment of funding for certain areas is specified in law. For other urbanized areas, funding is apportioned based on the latest available data on route miles and revenue vehicle miles on fixed guideway segments at least 7 years old.

The following list of sections from SAFETEA-LU identifies the formula funding category and the basis for formula apportionments.

Section 5307 Urbanized Area Formula Program

The largest FTA funding program is the Section 5307 Urbanized Area Formula Program. The federal appropriation for fiscal 2008 was $3.91 billion, representing 57 percent of all formula funding. Section 5307 authorizes federal capital and, in some cases, operating assistance for transit in UZAs. A UZA is an area with a population of 50,000 or more that has been defined as such in the most recent decennial census (2000) by the Census Bureau.

FTA apportions Section 5307 funds based on legislative formulas. Different formulas apply to UZAs with a population of less than 200,000 (small UZA or small urban area) and to UZAs with a population of 200,000 or more (large UZA or large urban area). FTA allocates to UZAs with a population 1 million or more (very large UZA or very large urban area) based on the same formula as large UZA.

For the small UZAs with a population less than 200,000, FTA bases the formula solely on population and population density. FTA sets aside 1 percent of Section 5307 funds for Small Transit Intensive Cities. FTA apportions these funds to UZAs with a population less than 200,000 that operate at a level of service equal to or above the industry average level of service for all UZAs with a population of at least 200,000 but not more than 999,999. FTA allocates the funds based on level of service and performance in one or more of six categories: passenger miles per vehicle revenue mile, passenger miles per vehicle revenue hour, vehicle revenue miles per capita, vehicle revenue hours per capita, passenger miles per capita, and passenger trips per capita.

For UZAs with a population less than 200,000, FTA apportions Section 5307 funds to the governor of each state for distribution. The governor or designee may determine the suballocation of funds among the small UZAs or elect to obligate the funds in the amounts based on the legislative formula.[4]

For UZAs with a population of 200,000 or more, FTA bases the Section 5307 formula on bus vehicle revenue miles, as well as population and population density. An incentive payment is based on bus passenger miles divided by operating costs. An agency that provides transit using fixed guideway is eligible for additional formula funds based on fixed guideway vehicle revenue miles and fixed guideway route miles. An incentive payment is based on fixed guideway passenger miles divided by operating costs. FTA apportions funds directly to a designated recipient selected locally to apply for and receive federal funds.

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[4] In Texas, the Governor has designated the Texas Transportation Commission as responsible for the allocation of small urban funds. The policy of the Commission is to allocate to each small urban area the amount originally apportioned by FTA formula.

Eligible purposes for use of Section 5307 funds include planning, engineering design, and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment, and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and some Americans with Disabilities Act (ADA) complementary paratransit service costs qualify as capital costs. For most projects, up to 80 percent of project cost use federal funds. The federal contribution may be 90 percent for some projects that support ADA or the Clean Air Act.

Small UZAs with a population of less than 200,000 may also use Section 5307 funds for operating assistance up to 50 percent of the operating deficit (operating expenses less fare revenue). For UZAs with populations of 200,000 or more, operating assistance is not an eligible expense. FTA provides UZAs that reach or exceed the 200,000 population threshold for the first time after the most recent decennial census a transition period of several years to eliminate the use of Section 5307 funds for operating assistance.

In urban areas with a population 200,000 or more, at least 1 percent of the funding apportioned to each area must be used for transit enhancement activities such as historic preservation, landscaping, public art, pedestrian access, bicycle access, and enhanced access for people with disabilities.

Table 1 summarizes the FTA Section 5307 apportionment formula as applied for fiscal 2008 and fiscal 2009. Of the funds appropriated by Congress to fund the Section 5307 program, a 1 percent takedown is authorized for Small Transit Intensive Cities. FTA apportions this amount to state governors based on a separate formula that uses criteria related to specific performance categories. FTA distributes the remaining funds to UZAs according to the formulas identified in Table 1.

Table 1. FTA Fiscal 2008 Section 5307 Urbanized Area Formula for Apportionment.

UZA Population	Distribution Level 1	Distribution Level 2	Distribution Level 3	Apportionment Basis
50,000 – 199,999 population	9.32% Section 5307 available funds	*Not applicable*	*Not applicable*	50% population
				50% population x population density
200,000 and greater population	90.68% Section 5307 available funds	66.71% Bus Tier	73.39% UZAs population >1 million	50% bus revenue vehicle miles
				25% population
				25% population x population density
			26.61% UZAs population 200,000 – 999,999	50% bus revenue vehicle miles
				25% population
				25% population x population density
			9.2% Incentive	bus passenger miles x bus passenger miles/operating cost
		33.29% Fixed Guideway Tier	95.61% Non-incentive	at least 0.75% to each UZA with commuter rail and population 750,000 or greater
				60% fixed guideway revenue vehicle miles
				40% fixed guideway route miles
			4.39% Incentive	at least 0.75% to each UZA with commuter rail and population 750,000 or greater
				fixed guideway passenger miles x fixed guideway passenger miles/operating cost

Source: Department of Transportation, Federal Transit Administration FTA Fiscal Year 2008 Apportionments and Allocations and Program Information, Federal Register, Vol. 73, No. 28. January 28, 2008

Section 5340 Growing States and High-Density States Formula Program

FTA also apportions funds based upon Section 5340 Growing States and High-Density States formula factors. The Section 5340 funds appropriated in fiscal 2008 were $438 million, representing about 6 percent of all formula funding. Under the Section 5340 formula, FTA makes available half of the funds under the Growing States factors and apportions based on state population forecasts for 15 years beyond the most recent decennial census. FTA then allocates amounts apportioned for each state to urbanized and rural areas based on the state's urban/rural population ratio. The High-Density States factors distribute the other half of the funds to states with population densities greater than 370 people per square mile.[5] FTA apportions these funds only to UZAs within those states.

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[5] Texas does not receive funds in the category for High-Density States.

Section 5311 Non-Urbanized Area Formula Program

The Section 5311 Non-Urbanized Area (rural) program provides formula funding to states for the purpose of supporting public transportation in rural areas with a population of less than 50,000. In fiscal 2008, Congress appropriated more than $417 million for transit in rural areas, or about 6 percent of all formula funding. FTA bases 80 percent of the statutory formula on the rural population of the states and 20 percent of the formula on land area. No state may receive more than 5 percent of the amount apportioned for land area. In addition, FTA adds amounts apportioned according to the Growing States formula factors to rural areas. Each state prepares an annual program of projects, which must provide for fair and equitable distribution of funds within the state and must provide for maximum feasible coordination with transportation services assisted by other federal sources.

Funds may be used for capital, operating, and administrative assistance to state agencies, local public bodies, nonprofit organizations, and operators of public transportation services. The maximum federal share for capital and project administration is 80 percent. Projects to meet the requirements of the ADA, the Clean Air Act, or bicycle access projects may be funded at 90 percent federal contribution. The maximum FTA contribution for operating assistance is 50 percent of the net operating costs. State or local funding sources may provide the local share.

FTA makes available 15 percent of the Section 5311 funds in each state for improvement of intercity bus services, also known as the Section 5311(f) program. The funds are to be used for planning, infrastructure, and operating needs related to the linkage of cities through intercity bus carriers unless the chief executive officer of the state certifies that the intercity bus service needs of the state are being met adequately. If all funds are not obligated to intercity bus improvements, the funds may revert to the general Section 5311 program for public transportation in rural areas.

Section 5310 Special Needs of Elderly Individuals and People with Disabilities Program

Section 5310 provides formula funding to states for the purpose of meeting the transportation needs of the elderly and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. FTA apportions these funds based on each state's share of population for these groups of people. The federal appropriation for fiscal 2008 was $127 million, less than 2 percent of all formula funding.

Capital projects are eligible for funding. Most funds are used to purchase vehicles or provide preventive maintenance for transit fleets, but acquisition of transportation services under contract, lease or other arrangements, and state program administration are also eligible expenses. The maximum federal share is 80 percent. State or local funding sources may provide local share.

Section 5316 Job Access and Reverse Commute

The Job Access and Reverse Commute (JARC) program addresses the unique transportation challenges faced by low-income persons seeking to get and keep jobs. FTA allocates JARC funding by formula to states for areas with population below 200,000 and to designated recipients for areas with population of 200,000 or more. States may transfer funds to urbanized or non-urbanized area programs as long as funds are used for JARC program purposes. In fiscal 2008, Congress appropriated $156 million for JARC grants, about 2 percent of all formula funding. Low-income population in urbanized and rural areas is the basis for fund allocation. The formula-based program provides equitable funding distribution to states and communities as well as stable and reliable funding in order to implement locally developed, coordinated public transit-human services transportation plans.

Section 5317 New Freedom Program

The New Freedom Program is a new category of funds introduced in SAFETEA-LU. The federal appropriation was $87.5 million for fiscal 2008, about 1 percent of all formula funding. The purpose of these funds is for public transportation projects that provide new public transportation services and public transportation alternatives beyond those currently required by ADA. The funds are to be used to assist people with disabilities with transportation, including transportation to and from jobs and employment support services.

FTA allocates New Freedom Program funds through a formula based upon population of people with disabilities. FTA makes allocations to designated recipients in areas with a population of 200,000 or more and to states for areas under 200,000 population and non-urbanized areas. States and designated recipients must select grantees competitively. Eligible recipients include local governmental authorities, private nonprofit organizations, operators of public transportation services, and private for-profit operators of public transportation services. Matching share requirements are flexible to encourage coordination with other federal programs that may provide transportation, such as programs sponsored by the departments of Health and Human Services or Agriculture. Projects must be included in a locally developed human service transportation coordinated plan.

Section 5303 Metropolitan Transportation Planning

Congress appropriates federal funding to support a cooperative, continuous, and comprehensive planning program for transportation investment decision-making at the metropolitan area level. State departments of transportation are direct recipients of funds, which are then allocated by formula for planning activities. The total amount appropriated by Congress for fiscal 2008 was $88.5 million, about 1 percent of all formula funding.

FTA allocates 80 percent of funds to states as a basic allocation according to each state's UZA population for the most recent decennial census. FTA provides the remaining 20 percent to states as a supplemental allocation based on an FTA administrative formula to address planning needs in the larger, more complex UZAs. Generally, funds require a 20 percent local match, although FTA planning funds can be awarded as a consolidated planning grant with FHWA, which permits a 10 percent local match.

Section 5304 Statewide Transportation Planning

The Section 5304 program provides financial assistance to states for statewide transportation planning and other technical assistance activities (including supplementing the technical assistance program provided through the Section 5303 Metropolitan Planning Program). The federal appropriation for fiscal 2008 was $18.5 million, about 0.3 percent of all formula funding. FTA apportions the funds to states by a statutory formula that is based on each state's UZA population as compared to the UZA population of all states according to the most recent decennial census.

Section 5311(b) (3) Rural Transit Assistance Program

The Rural Transit Assistance Program (RTAP) provides funding to assist in the design and implementation of training and technical assistance projects, research, and other support services tailored to meet the needs of transit operators in non-urbanized areas. The federal appropriation in fiscal 2008 was $8.8 million, about 0.1 percent of all formula funding. FTA allocates $65,000 to each state and then allocates the balance of funds based on an administrative formula using the non-urbanized population according to the most recent decennial census.

Table 2 summarizes the basis for apportionment of FTA formula programs that use population or land area as variables for allocation according to provisions of SAFETEA-LU and the FTA fiscal year 2008 apportionments.[6] See Table 1 for documentation of Section 5307 not included here. Appendix A provides a summary of the sources of demographic and socioeconomic statistics for the FTA programs.

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[6] Section 5309 Fixed Guideway Modernization does not use population or land area in the apportionment formula.

Table 2. FTA Apportionment Basis for Formula Programs.

Formula Program	Apportionment Basis		Recipient
Section 5340 Growing States and High Density States	50% Growing States	Amounts apportioned to each state based on state population forecasts for 15 years beyond the most recent decennial census Forecasts are based on the trend between the most recent decennial census and Census Bureau estimates for the current year	Funds apportioned to each state are suballocated to urbanized and non-urbanized areas based on forecast population, where available. If the forecast population at the urbanized level is not available, funds are allocated to current urbanized and non-urbanized areas on the basis of population in Census 2000
	50% High Density States	Amounts apportioned to states with population densities greater than 370 people per square mile	Allocated to UZAs within those states
Section 5311 Non-Urbanized Areas	80% population	Amounts apportioned based on the non-urbanized population of each state relative to the national non-urbanized population	Funds are apportioned to each state for the purpose of supporting public transportation in rural areas with a population of less than 50,000
	20% land area	No state may receive more than 5% of amount apportioned for land area	
Section 5310 Special Needs of Elderly Individuals and People with disabilities	Based on Census 2000 state population data for persons aged 65 and over and for people with disabilities	An amount $125,000 is allocated to each state	Funds are allocated to the state
		Balance of funds allocated based on Census 2000 population data for persons aged 65 and over and for people with disabilities	
Section 5316 Job Access and Reverse Commute	Based on the number of low-income individuals residing in a state or large urban area using Census 2000 for individuals whose family income is at or below 150% of the poverty line	20% to states for UZAs with populations ranging from 50,000 to 199,999 persons	Amounts are apportioned to each state for allocation to urban areas with population below 200,000 persons and rural areas
		20% to states for rural areas with populations of less than 50,000	
		60% to UZAs with a population of 200,000 or more	Amounts are apportioned to designated recipients for areas with population 200,000 persons or more
Section 5317 New Freedom	Based on number of people with disabilities over age five residing in a state or large UZA, using data from Census 2000	20% to states for UZAs with populations ranging from 50,000 to 199,999 persons	Amounts are apportioned to the state for urban areas with population below 200,000 persons and non-urbanized areas
		20% to states for rural areas with populations of less than 50,000 persons	
		60% to UZAs with a population of 200,000 or more	Amounts are allocated to designated recipients for areas with population of 200,000 persons or more
Section 5305 Planning Includes 5303 Metropolitan Planning and 5304 Statewide Planning	82.72% Metropolitan Planning (Section 5303)	80% based on each state's UZA population	The state allocates Metropolitan Planning funds to the MPOs in UZAs for projects included in the annual Unified Planning Work Program (UPWP)
		20% supplemental allocation based on FTA administrative formula for planning needs in the larger, more complex UZAs	
	17.28 % Statewide Planning (Section 5304)	Statutory formula based on each state's UZA population as compared to the UZA population of all states	Funds are provided to the state for Statewide Planning and Research programs
Section 5311(b)(3) Rural Transit Assistance	Source of funds is 2% of the total amount apportioned for Section 5311 Non-Urbanized Areas	An amount $65,000 is allocated to each state ($10,000 to territories)	Amounts are allocated to the state to undertake research, training, technical assistance, and other support services to meet the needs of transit operators in non-urbanized areas
		Balance of funds based on an administrative formula using non-urbanized population	

Source: FTA Fiscal Year 2008 Apportionments and Allocations and Program Information, Federal Register, January 28, 2008

Table 3 documents the actual fiscal 2008 Congressional appropriations for FTA formula funds. The 2008 FTA allocations to Texas are indicated also (*4*).

Table 3. FTA Fiscal 2008 Funding by Formula Programs.

Formula Program	Total Federal Appropriation 2008	Apportionment to Texas 2008
Section 5307 Urbanized Area Formula	$3,910,843,000	$229,394,473
Section 5309 Fixed Guideway Modernization	$1,570,000,000	$19,965,674
Section 5340 Growing States and High Density States	$438,000,000	Included in Section 5307 and Section 5311
Section 5311 Non-Urbanized Areas	$417,240,000	$32,047,150
Section 5310 Special Needs of Elderly and People with Disabilities	$127,000,000	$8,020,301
Section 5316 Job Access and Reverse Commute	$156,000,000	$14,229,107
Section 5317 New Freedom	$87,500,000	$6,392,309
Section 5303 Metropolitan Planning	$88,510,400	$6,476,721
Section 5304 Statewide Planning	$18,489,600	$1,326,973
Section 5311(b)(3) Rural Transit Assistance	$8,760,000	$350,191
Total Formula Funds	**$6,822,343,000**	**$318,202,899**

Source: FTA Fiscal Year 2008 Apportionments and Allocations and Program Information, Federal Register, January 28, 2008; Federal Transit Administration. http://www.fta.dot.gov/

In summary, FTA allocates the overwhelming majority of Federal Transit Administration funds on the basis of total population and population density. Special populations (those eligible for Section 5310, Section 5316, and Section 5317 funding) represent approximately 5 percent of formula fund allocations to states based on each state's share of special populations.

SECTION 2. STATE OF TEXAS FUNDS FOR PUBLIC TRANSPORTATION

The Texas Legislature makes appropriations of state funding in support of the 30 urban and 38 rural transit providers in Texas.[7] The Texas Transportation Commission (Commission) sets policy for state and federal funding allocation to public transportation providers in rural areas and in small urban areas in Texas.

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[7] In addition to small urban areas, State of Texas funds are also allocated to transit providers in three large UZAs with a population 200,000 or more. These three areas are Lubbock, McAllen/Hidalgo County urbanized area, and Arlington. The transit providers in these areas are included in the count of 30 urban systems.

State funding levels are established each biennium by the Texas Legislature. The Legislature appropriated $57.4 million in state funds for public transportation for the 2006–2007 biennium, equal to about $28.7 million in state funds for fiscal 2006. The same level of state funding is available to rural transit and eligible small urban operators for the 2008–2009 biennium. Figure 1 displays the Texas state funding levels for transit since 1990.[8]
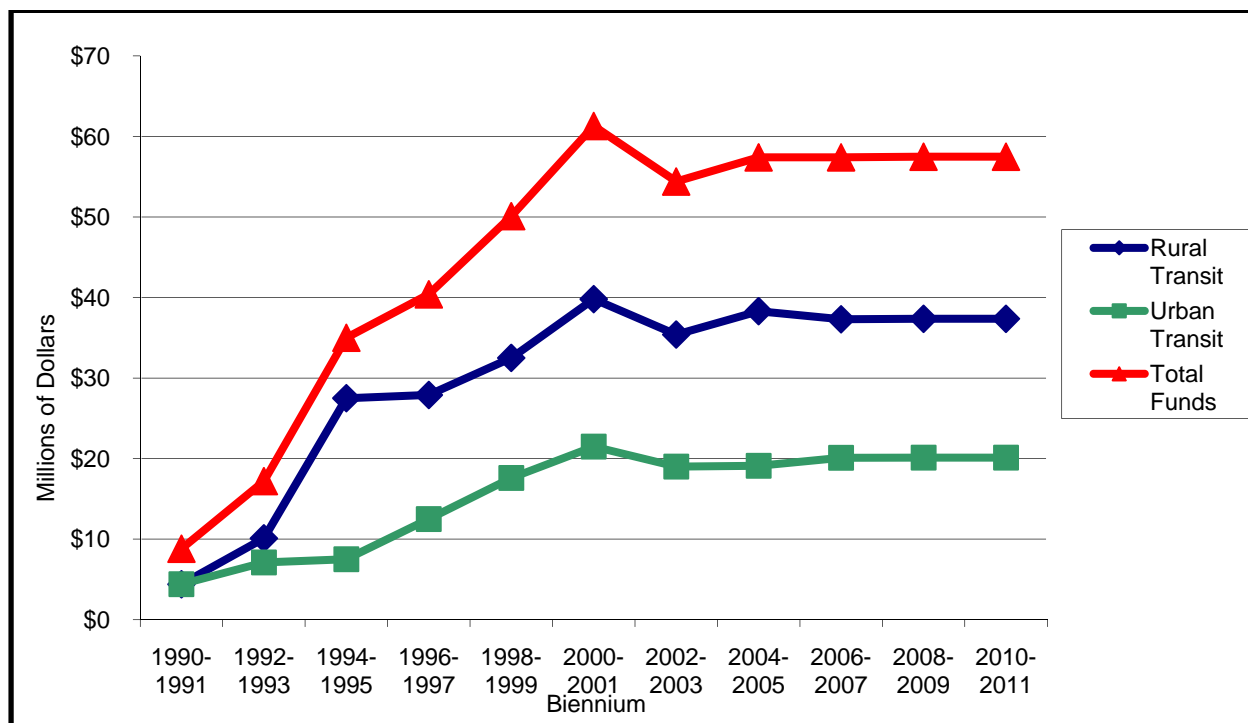
Figure 1. Texas State Appropriations for Public Transportation per Biennium.

Source: Records from TxDOT compiled by TTI

In 2003, the 78th Texas Legislature approved House Bill 3588, which directed the Commission to develop a methodology and formula for allocating urban and rural state public transportation funds and Federal Section 5311 funds among eligible public transportation providers.[9] The legislation states that the formula may take into account a transportation provider's performance, the number of its riders, the need of residents in its service area for public transportation, population, population density, land area, and other factors established by the Commission.

In June 2004, the Commission established formulas to allocate state and federal funds for public transportation based on need and performance. Performance measures shall assess efficiency, effectiveness, and safety among public transportation providers (*5*). Prior to this time, allocations for funding were not based on performance but rather on an allocation of the funds available in

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[8] The higher funding level in 2000-2001 biennium reflects supplemental revenues from oil overcharge funds.

[9] For the UZAs with populations of less than 200,000, the policy of the Commission is to allocate to each designated recipient the amount published in the Federal Register under the FTA Section 5307 formula apportionment funds.

proportion to what was allocated the prior year. In June of 2006, the Commission amended the formula to better reflect the requirements of House Bill 3588 and to reflect the department's goals to reduce congestion, enhance safety, expand economic opportunity, improve air quality, and increase the value of transportation assets. The revised funding formula was developed by TxDOT with the advice and counsel of the Public Transportation Advisory Committee (PTAC) and the technical assistance of TTI (*6*).

Texas Public Transportation Funding Formula

The Texas Public Transportation funding formula allocates funds to each transit provider according to "needs" and "performance." State funding for public transportation is split 35 percent to small urban areas and 65 percent to rural areas. Rural areas receive Federal Section 5311 funds using the same formula as state funds. In fiscal 2008 and 2009, the state funds for public transportation in Texas are $10,059,373 for urban systems and $18,681,694 for rural systems (*7*).

The portion of the formula attributed to needs is allocated to small urban transit systems based on population in each UZA. Rural systems receive the needs allocation based upon population (weighted 75 percent) and land area (weighted 25 percent).

The urban funds are allocated in two tiers. The first tier is all public transportation providers in urban areas that serve the general public. The second tier is four agencies that are "limited eligibility providers." Limited eligibility providers restrict transit eligibility for public transportation to the elderly and people with disabilities. Texas Transportation Code Chapter 456, entitled "Limitations Use of Funds," calls out limits and conditions on "designated recipients not included in a transit authority but located in an urbanized area that includes one or more transit authority and that received state transit funding during the biennium ending August 31, 1997" (Arlington, Northeast Transportation Services, Grand Prairie, Mesquite). These four providers serving elderly and people with disabilities are in a separate pool and performance is compared within the four providers. Funds for these four limited eligibility providers are allocated from the urban pool based on the populations of seniors and people with disabilities in these four service areas, as compared to the total urban population in the urban areas eligible for state funds for transit. Accordingly, TxDOT sets aside 6.58 percent of the urban funds for the limited eligibility providers. In addition, state funds to the four agencies are limited by statute to funding not to exceed the 1996–1997 biennium level (*6*).

The formula uses several measures to allocate the performance-based funds. The formula weights the three performance measures for rural transit providers equally:

- local investment per operating expense – 33 percent,
- revenue miles per operating expense – 33 percent, and
- passengers per revenue mile – 33 percent.

The formula weights each of the four performance measures for urban transit providers differently:

- local investment per operating expense – 30 percent,
- revenue miles per operating expense – 20 percent,
- passengers per revenue mile – 30 percent, and
- passengers per capita – 20 percent.

For any public transportation provider that operates in an urban area with a population equal to or greater than 200,000, the maximum population of 199,999 is used for allocation of funding for need, and the total service area for population is used for calculation of the passengers per capita indicator. Figure 2 illustrates the funding formula.
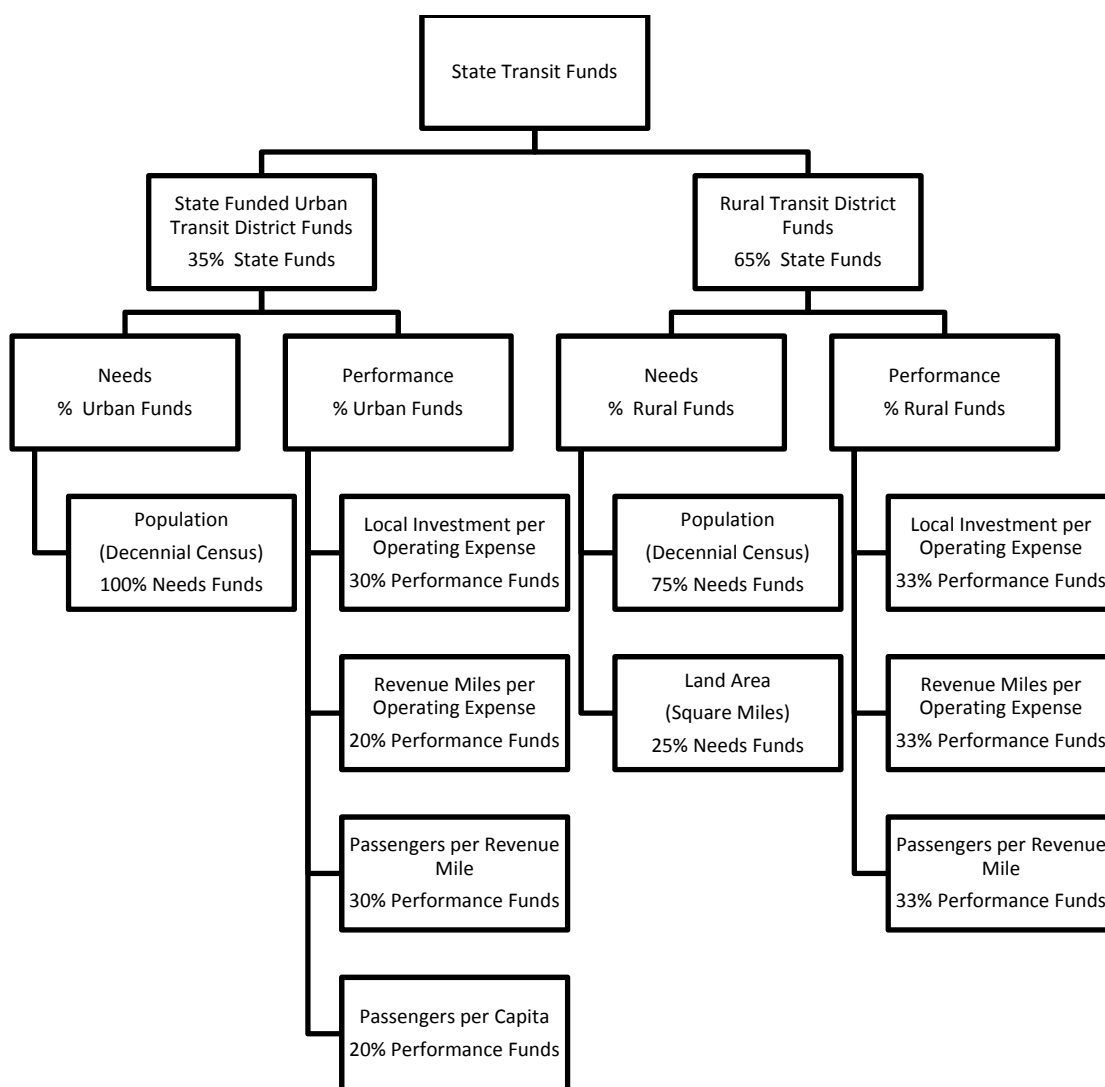
Figure 2. Texas Public Transportation Funding Formula.

FTA apportions Federal Section 5311 funds to each state for the purpose of supporting public transportation in rural areas with a population of less than 50,000. In Texas, some of the federal funds are allocated to rural public transportation providers using the same factors for need and performance as state funds. In fiscal year 2008, the Federal Section 5311 funds for public transportation in Texas were $32,047,150. Texas Administrative Code provides that the funding formula will be used to allocate $20,104,352 annually. If available federal funding exceeds $20,104,352, additional funds may be awarded by the Commission on a pro rata basis, competitively, or a combination of both. Consideration for the award of these additional funds may include, but is not limited to, coordination and technical support activities, compensation for unforeseen funding anomalies, assistance with eliminating waste and ensuring efficiency, maximum coverage in the provision of public transportation services, adjustments for reduction in purchasing power, and reductions in air pollution (*7*).

The initial weighting of needs and performance in the allocation was 80 percent needs and 20 percent performance for 2007. Figure 3 displays the transition of these weights from 2007 to 2010. Small urban systems moved to a higher weighting on performance more quickly than rural systems because small urban systems were already reporting National Transit Database information and so were believed to be better prepared to report performance statistics. The Commission provided rural systems an additional year in order to develop better systems for collecting and reporting quality performance data. Urban systems transition to 50 percent needs and 50 percent performance in 2010. Rural systems transitioned to 65 percent needs and 35 percent performance in 2009. This is the maximum intended weighting for performance for rural systems. The Commission recognized that rural transit providers in Texas meet many challenges in distance and low population density that affect performance.

Needs / Performance

	Urban	Rural
2007	80% / 20%	80% / 20%
2008	65% / 35%	80% / 20%
2009	65% / 35%	65% / 35%
2010	50% / 50%	65% / 35%

Figure 3. Texas Public Transportation Funding Formula.

The implementation of the formula program redistributed funding to providers, resulting in more funds to some providers and fewer funds to other providers. Built into the formula is an annual adjustment of funds until all providers receive the appropriate funding level according to formula. The annual adjustment for any one provider is limited to a maximum 10 percent decrease from year to year to provide funding stability. This limit on the maximum decrease at 10 percent also requires that annual increases are limited so that the total funding is the same.

Summary of Changes in Transit Services after Implementation of the Funding Formula

In the original research statement, the scope of work stated the researchers were to describe how service expansions or reductions have occurred as a result of changes in the funding formula in Texas and as a result of the needs and performance indicators for each service provider. Upon reflection of the outcome of the funding formula since 2006, the researchers find there are not sufficient quantitative data to support that changes in service are a function of the funding formula per se. So many factors influence local service decisions, one cannot isolate the impacts of the implementation of the funding formula. Other factors include implementation of more consistent and accurate data reporting, expansion of the service area and population for a rural transit district, changes in the service area and population between rural transit districts, the annual process of balancing funding allocations to ensure no public transportation provider loses more than 10 percent of funds in one year, implementation of initiatives for regional coordination, changes in the contracts to provide transportation services for the Medical Transportation Program, the rise and fall of fuel prices, and changes in management for several providers.

Of the 30 urban transit providers receiving state funds under the funding formula approved by the Commission in 2006, 15 received an increase in funds from 2006 to 2008, one provider received the same funds, and 14 providers received a decrease in funds.

Reviewing the funding history for 38 rural transit providers that received state and Federal Section 5311 funds under the funding formula, 19 received an increase in state and Federal Section 5311 funds from 2006 to 2008 and 19 providers received a decrease in funds.[10]

Table 4 summarizes the number of agencies that either increased or decreased revenue miles and passengers in the 2 years from 2006 to 2008. The changes in service level and ridership are organized to show the differences according to whether the agency received more or less state funds for urban transit systems and more or less state and federal funds for rural transit systems. A higher percent of agencies that received less funding also decreased revenue miles of service and passengers carried, particularly in the case of rural public transportation providers.

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[10] Another rural transit provider began service during the first year of this comparison and there is not a complete record of performance to compare for this analysis.

Table 4. Increase or Decrease in Revenue Miles and Passengers for Agencies.

2008 Compared to 2006		Urban State Funds				Rural State and Federal Funds		
		More	No Change	Less	TOTAL	More	Less	TOTAL
Number of Agencies		15	1	14	**30**	19	19	**38**
Revenue Miles	# Increase	12	1	9	**22**	13	7	**20**
	%	80	100	64	**73**	68	37	**53**
	# Decrease	3		5	**8**	6	12	**42**
	%	20		36	**27**	32	63	**111**
Passengers	# Increase	12	1	9	**22**	11	6	**17**
	%	80	100	64	**73**	58	32	**45**
	# Decrease	3		5	**8**	8	13	**21**
	%	20		36	**27**	42	68	**55**

SECTION 3. DESIGNATION OF URBAN AREAS BY THE CENSUS BUREAU

In the case of both federal and state funding allocations for public transportation, the distinction of "urban areas" is significant. This section discusses the designation of urban areas by the Census Bureau and describes in detail the process for determining urbanized areas. The Census defines urbanized areas on the basis of population and population density using information provided by the decennial census count. These population totals were reported in Summary Files 1 and 2 for the 2000 Census.[11] Formula funds allocated to states on the basis of total population and population density also use these same sources of information.

Overview of Urban Area Designation

The 1950 Census first defined urbanized areas (UA or UZA) to apply to settled areas of 50,000 or more people (*8*). Until 2000, UZAs included at least one place (incorporated or Census Designated) as well as the built-up area surrounding those places (blocks consisting of at least 1,000 persons per square mile). Table 5 shows other criteria for defining UZAs that have been added and modified over the years. For Census 2000, the Census Bureau utilized geographic information system (GIS) technology to define UZAs based primarily on population density without regard to place designation. In addition, previously designated UZAs were no longer designated as such when the area no longer qualified, which terminated the practice of "grandfathering" UZAs from a previous census. These two changes represented major shifts in the methods of delineation of UZAs. Thus, following Census 2000, there were significant differences between the 1990 and 2000 designation of urban and rural areas as a result of both population and definitional changes.

Under current definitions, a densely settled territory consisting of 2,500 or more people without regard to municipal boundaries defines an urban area. Urban areas are delineated according to

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[11] Other data sets provide 100% count of the population and households; however, these are the primary sources for obtaining these data.

population densities of census blocks or block groups and their proximity to an urban core with the sum of the population of those blocks and block groups equaling at least 2,500 people. Urban clusters are urban areas of 2,500 to 49,999 people, and UZAs are urban areas of 50,000 or more people. The Census Bureau designated 315 urban areas in Texas following Census 2000. Of the total, 281 are UCs and 34 are UZAs. The terms "jump," "hop," and "indentation" in Table 5 are explained later in this chapter in a section that describes the process for determining urbanized areas.

Table 5. Census Urbanized Area Criteria by Year, 1950–2000.

Major Criteria	1950	1960	1970	1980	1990	2000
Threshold Population	50,000	50,000	50,000	50,000	50,000	50,000
Place Definition	Population estimates, precensus surveys, aerial photography	Incorporated Place	Incorporated Place	Incorporated Place of any size w/ densely settled area	Incorporated Place or Census Designated Place of any size w/ densely settled area	Not Based on Place Definitions / Defined by Urban Area definitions derived from block and block group densities
Grandfathering of Previous UZAs		YES	YES	YES	YES	NO
Use of Place Boundaries for Definition	YES	YES	YES	YES	YES	NO
Density of Areas		Enumeration Districts, Census Results	Blocks / Enumeration Districts	Blocks / Enumeration Districts	Blocks	Block Groups / Blocks
Density of Block Groups and Blocks	500 dwelling units (2,000 people per sq mile)	1,000 per sq mile	1,000 per sq mile	1,000 per sq mile	1,000 per sq mile	1,000 people per sq mile (core) / 500 people per sq mile for surrounding blocks
Allowable Jump Distance	1.5 miles				1.5 miles	2.5 miles
Allowable Hop Distance	No Hops	No Hops	No Hops	No Hops	No Hops	0.5 mile
Indentation					2X Area of Circle	4X Area of Circle
Exempted Territory					Less Restrictive	Only Water, Military Reservations, National Parks, Qualified Floodplains

Source: Census Bureau, compiled by Institute for Demographic and Socioeconomic Research, The University of Texas at San Antonio

For FTA funding allocation, FTA further categorizes UZAs according to population size: small urban areas (50,000 to 199,999 people), large urban areas (200,000 to 999,999 people), and very large urban areas (1 million or more people). UZAs may be adjusted by state and local officials in order to account for transportation networks connecting areas within the Census designated UZA. This "smoothing" of UZA boundaries must be approved by the Secretary of the U.S. Department of Transportation. These areas are considered areas within the Urban Area Boundary (UAB) and are referred to as Federal-Aid Urban Areas (FAUA). The populations of Census Bureau designated UZAs are used for determining public transportation funding, even though the UZA may have been adjusted or smoothed for transportation planning purposes.

The FTA considers for public transportation funding purposes, those areas outside of a UZA as rural, whether or not they are inside of an urban cluster (UC). Within the context of discussions about urbanization and transportation planning, UZAs help to define two additional geographic areas.[12] These include metropolitan planning areas (MPA) and metropolitan statistical areas (MSA).

Part of every state's required transportation planning process is a long-range metropolitan transportation plan (MTP) for each population center of 50,000 or more, approved by that region's metropolitan planning organization. The MPA should include, as a minimum, the UZA and the contiguous geographic areas that are likely to become urbanized within the 20-year forecast period covered by the long-range transportation plan. The MPA may consist of the nonattainment/maintenance area as defined by the U.S. Environmental Protection Agency (EPA). MPAs may include entire counties or portions of counties.

MSAs are defined by the U.S. Office of Management and Budget (OMB). The general concept of a metropolitan area is that of a large population nucleus, together with adjacent communities having a high degree of social and economic integration with that core. Metropolitan areas comprise one or more entire counties, except in New England, where cities and towns are the basic geographic units. OMB defines metropolitan areas for purposes of collecting, tabulating, and publishing federal data. Metropolitan area definitions result from applying published standards to Census Bureau data. A metropolitan area identified as a consolidated metropolitan statistical area (CMSA) has a population of 1 million or more and also has separate component areas (PMSAs – primary metropolitan statistical areas) meeting statistical criteria and supported by local opinion.

Process for Determining Urbanized Areas

The following describes the methods used to delineate urbanized areas and urban clusters following Census 2000. Researchers excerpted this information in its entirety from the Federal Register: March 15, 2002 (Volume 67, Number 51), pages 11663–11670. This text includes two subsequent corrections to the original March 15, 2002, published criteria. Thus, this information is the final criteria used for designating urban areas after Census 2000. To be consistent with the Federal Register, UA references urbanized areas and UC as urban clusters in this section.

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[12] For a good discussion of differences in boundaries used within the context of transportation planning, see the Indiana MPO Handbook (http://www.indianampo.com/PDF/INDIANA%20MPO%20HANDBOOK.pdf).

Urban Area Criteria for Census 2000 (9, 10)

The following criteria apply to the 50 states, the District of Columbia, Puerto Rico, American Samoa, the Northern Mariana Islands, and the Virgin Islands of the United States. The criteria also can be applied to Guam, at the request of the governor. Lacking such a request, all urban population in Guam, regardless of cluster size, will be designated as ''urban clusters.''[13]

I. Census 2000 UA and UC Definitions. For Census 2000, a UA consists of contiguous,[14] densely settled census block groups (BGs)[15] and census blocks[16] that meet minimum population density requirements, along with adjacent densely settled census blocks that together encompass a population of at least 50,000 people.

In addition, the Census Bureau will designate a Census 2000 UA when all the territory in a previously existing 1990 UA is not included in any other Census 2000 UA, contains two or more clusters of urban population that reside in more than half the territory of the previously existing UA, and the combined population of the clusters totals 50,000 or greater.[17] For Census 2000, a UC consists of contiguous, densely settled census BGs and census blocks that meet minimum population density requirements, along with adjacent densely settled census blocks that together encompass a population of at least 2,500 people, but fewer than 50,000 people.

All criteria based on land area, population, and population density reflect the information contained in the Census Bureau's Topologically Integrated Geographic Encoding and Referencing (TIGER) database (the Census 2000 TIGER/Line file at the time of initial delineation) and the official Census 2000 redistricting data file (the Public Law 94–171 file at the time of initial delineation).

II. UA and UC Delineation Process Criteria. The following criteria are provided in the sequence in which they are used by the Census Bureau in an automated software program, with limited interactive modifications, to delineate the UAs and UCs. The purpose of providing the criteria in sequence and in technical terms is to ensure that others can develop similar software to replicate the Census Bureau's urban area delineations.

A.   The Census Bureau initiates its delineation of a potential urban area by delineating a densely settled ''Initial Core.'' The Initial Core is defined by sequentially including the following qualifying territory:

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[13] This paragraph was corrected on August 23, 2002, in order to change the criteria for Guam.

[14] Contiguity requires at least one point of intersection.

[15] A census block group is a group of census blocks within a census tract whose numbers begin with the same digit; for example, BG 3 within a census tract includes all census blocks numbered from 3000 to 3999.

[16] A census block is an area normally bounded by visible features, such as streets, streams, and railroads, and by nonvisible features, such as the boundary of an incorporated place, minor civil division (MCD), county, or other Census 2000 tabulation entity.

[17] This paragraph was added as a correction on November 20, 2002.

1. One or more contiguous census BGs that have a total land area less than 2 square miles and a population density of at least 1,000 people per square mile (ppsm).[18] NOTE: All calculations of population density include only land; the areas of water contained within census BGs and census blocks are not used to calculate population density.

2. If no qualifying census BG exists, one or more contiguous census blocks that has a population density of at least 1,000 ppsm.

3. One or more census BGs that have a land area less than 2 square miles, a population density of at least 500 ppsm, and are contiguous with the BGs identified by criterion II.A.1.

4. One or more contiguous census blocks, each of which has a population density of at least 500 ppsm, and at least one of which is contiguous with the qualifying census BGs or census blocks identified by criterion II.A.1., II.A.2., or II.A.3.

5. Any enclave of contiguous territory that does not meet the criteria above but that is surrounded by census BGs and census blocks that qualify for inclusion in the initial core by criteria II.A.1. through II.A.4., provided the area of the enclave is not greater than 5 square miles.

B. The Census Bureau continues its delineation of a potential urban area by adding, to all initial cores that have a population of 1,000 or more,[19] other territory with qualifying density that can be reached using a ''hop'' connection. That is, from the edge of the initial core, the Census Bureau will define a road connection of no greater than 0.5 mile across land that is not classified as ''exempted'' territory[20] and that consists of one or more nonqualifying census blocks that connect the initial core to a contiguous area of census BG(s) and/or census blocks(s) that otherwise qualify based on population density and land area.

1. The territory being added to the initial core using a hop connection, which includes the connecting census block(s), census BG(s), and census block(s) that have a

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[18] The Census Bureau, in agreement with the Department of Defense, imposed restrictions on the selection of features that could be used as block boundaries within military reservations. This resulted in census blocks within military reservations that contain populations of 1,000 or greater, but with unusually low population densities caused by these restrictions. In recognition of this situation, for purposes of urban area delineation, the Census Bureau treats blocks on military reservations that have a population of 2,500 or more as having a population density of 1,000 ppsm, even if the actual density is less than 1,000 ppsm, and those that have a population of 1,000 to 2,499 as having a population density of 500 ppsm.

[19] All cores of less than 1,000 population are not selected as the starting point for the delineation of a separate urban area; however, these core areas still are eligible for inclusion in a UA or UC, using subsequent criteria and procedures.

[20] The Census Bureau defines ''exempted'' territory as areas in which normal residential development is significantly constrained or not possible due to either topographic or land use reasons. Exempted territory is limited to bodies of water, national parks and monuments, military installations, and those segments of a road connection where the populations of the census blocks on both sides of the road are zero and, additionally, the road connection crosses at least 1,000 feet of water. Because the Census Bureau does not have access to or maintain a comprehensive land use database for the entire United States, Puerto Rico, and the Island Areas, only the aforementioned land use types, which are included in or can be derived from the Census Bureau's TIGER database, will be used when identifying exempted territory.

population density of at least 500 ppsm, and any enclave blocks within the connecting block(s) or area with qualifying density, must:

    a. Have a combined overall population density of at least 500 ppsm, or

    b. Have 1,000 or more total population in the qualifying area being added.

2. When adding qualifying territory to the initial core using a hop connection, the Census Bureau tests the five shortest road connections and:

    a. Selects the shortest qualifying road connection that does not exceed 0.5 mile across land that is not classified as ''exempted'' territory, and

    b. Selects the connecting block(s) along that road connection that forms the highest overall population density for the entire area (hop blocks plus initial core).

3. Territory that is added to the initial core by means of a hop connection becomes part of the adjusted initial core. The Census Bureau then determines if there is additional qualifying territory that can be added to the adjusted initial core. All measurements of distance and contiguity to the core are made from the adjusted initial core, not from the original initial core. The Census Bureau continues to add qualifying territory by means of a hop connection, modifies the adjusted initial core to include the added territory, and continues to add more qualifying territory via a hop connection, until no additional territory qualifies to be added via a hop connection.

C. After completing the process that adds all territory to an initial core that can be added via hop connections, those cores that have a population of 1,500 or more, now termed ''interim cores,'' continue the delineation process by adding qualifying territory via a ''jump'' connection.[21] The determination of jumps starts with the interim core that has the greatest population and continues in descending order of population size of each interim core. Starting from the edge of the interim core, the Census Bureau identifies a road connection of greater than 0.5 mile and no more than 2.5 miles across land that is not classified as ''exempted'' territory, and that consists of one or more nonqualifying census blocks that connect the interim core to contiguous qualifying territory based on population density, land area, and connections made using the hop criteria.

1. The territory being added to the interim core using a jump connection, including the connecting census block(s), qualifying census BG(s), and census block(s) that have a population density of at least 500 ppsm, and any enclave blocks within the connecting block(s) or territory with qualifying density, must:

    a. Have a combined overall population density of at least 500 ppsm, or

    b. Have a population of 1,000 or more in the qualifying territory being added.

2. When adding qualifying territory to the interim core using a jump connection, the Census Bureau tests the five shortest road connections and:

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[21] All adjusted initial cores of less than 1,500 population are not selected to continue the delineation of a separate urban area; however, these core areas still are eligible for inclusion in an urban area using subsequent criteria and procedures.

a. Selects the shortest qualifying road connection that does not exceed 2.5 miles across land that is not classified as ''exempted,'' and

b. Selects the connecting block(s) along that road connection that forms the highest overall population density for the entire territory (jump blocks plus qualifying blocks) being added to the interim core.

3. No additional jumps may originate from a qualifying area after the first jump in that direction unless the territory being included as a result of the jump was an interim core with a population of 50,000 or more.

D. After territory has been added to the interim core via jump connections, the Census Bureau again includes additional noncontiguous territory to the adjusted interim core using a hop connection, provided the territory qualifies as defined in the criteria associated with II.B.

E. During all phases in which qualifying territory that is discontiguous to the initial or interim cores is being added to the cores, the Census Bureau adds to the cores any qualifying territory where the hop or jump road connections pass through ''exempted'' territory.

1. Discontiguous territory is added to the cores using hop or jump connections that cross ''exempted'' territory, provided that:

a. The road connection is no greater than 5 miles between the core and the qualifying area, and

b. The road connection does not cross more than a total of 2.5 miles of territory not classified as ''exempted'' (those segments of the road connection where ''exempted'' territory is not on both sides of the road), and

c. The territory being added meets either the population density criteria or total population criteria specified in Sections II.B.1 and II.C.1.

2. The Census Bureau selects the road connection using the criteria specified in Sections II.B.2 and II.C.2.

3. The Census Bureau considers linkages over exempted territory as a hop connection when the total distance of the road segments, excluding the distance across ''exempted'' territory, does not exceed 0.5 mile, and as a jump connection when the total distance of the road segments is from 0.5 to 2.5 miles, excluding the distance across ''exempted'' territory.

F. After all territory has been added to the interim core via jump and hop connections, the Census Bureau adds whole tabulation blocks that approximate the territory of major airports, provided at least one of the blocks that represent the airport is included within or contiguous with the interim core.

G. The Census Bureau then adds to the interim cores territory that constitutes enclaves, provided that:

1. The territory is contiguous, surrounded only by land, and consists of census BGs and census blocks that qualify for inclusion in the interim core, and

a. The area of the enclave is not greater than 5 square miles, or

    b.   All area of the enclave is more than a straight-line distance of 2.5 miles from a land block that is not part of the interim core, or

    2.   The territory is contiguous, surrounded by both land consisting of census BGs and census blocks that qualify for inclusion in the interim core, and water, and the linear contiguity of the enclave to the land that is within the interim core is greater than the linear contiguity of the enclave to the water.

H. The Census Bureau then inspects the interim cores and, where necessary, splits the interim cores into separate interim cores for purposes of identifying individual urban areas, following the criteria specified in Section III.

I. Upon completing the separation of interim cores, the Census Bureau completes the delineation of urban areas by identifying and adding territory that qualifies as ''indentations.''

    1.   The Census Bureau examines and qualifies only those potential indentation areas that are within the same interim core, not between separate interim cores.

    2.   Starting from the outermost part of the potential indentation, the Census Bureau will define a ''closure qualification line,'' defined as a straight line no more than 1 mile in length, that extends from one point along the edge of the interim core across area that is not within the interim core to another point along the edge of the interim core, with both points on land.

    3.   The Census Bureau then determines if there are any tabulation blocks that have at least 75 percent of their area within the territory formed between the closure qualification line and the interim core.

    4.   If there are no blocks that have 75 percent or more of their area within that territory, the potential indentation does not qualify to be added to the interim core.

    5.   If there are any blocks that have 75 percent or more of their area within the territory formed between the closure qualification line and the interim core, the total area of those blocks that meet or exceed the 75 percent criterion is compared to the area of a circle, the diameter of which is the length of the closure qualification line.

    6   Those territories under review that have at least four times the area of the circle qualify as an indentation, and the Census Bureau will add the entire area of all those blocks to the interim core.

    7.   If the collective area of the indentation blocks is less than four times the area of the circle, the Census Bureau defines a different closure qualification line, if possible, and continues the testing and qualification of the potential indentation until it determines if the potential indentation qualifies or fails.

J. As a result of the urban area delineation process, an incorporated place[22] or census designated place (CDP)[23] may be partially within and partially outside an urban area. Any place that is split by an urban area boundary is referred to as an extended place.

III. Splitting UAs. The Census Bureau uses the definition of metropolitan areas (MAs), which include MSAs, CMSAs, and PMSAs, in effect for Census 2000 (those MSAs established by OMB on June 30, 1999) to determine when to define separate contiguous UAs. (Note: UCs are never split to recognize MA boundaries.) After delineating the boundary of each UA, the Census Bureau will examine the relationship between that UA and any MSA, CMSA, or PMSA, using the following criteria to determine if the UA should be split and, if so, where the boundary should be located between the resulting separate UAs.

A. UA Split Criteria when There Are Separate MAs

The Census Bureau splits an initial UA that contains at least 50,000 people in two or more separate MAs when the following conditions exist:

1. The UA has at least 50,000 people in each of at least two different MSAs or PMSAs, and the distance along which their areas are contiguous is less than 3 miles. The split will occur at a location near the MSA or PMSA boundary along which their area of contiguity is less than 3 miles.

2. The UA has at least 50,000 people in each of at least two different CMSAs, and the distance along which their areas are contiguous is less than 3 miles. The split will occur at the CMSA boundary.

B. UA Split Criteria within the Same MA or County

The Census Bureau splits an initial UA within the same MA, or within a county that is not in an MA, when the following conditions exist:

1. The only connection linking or causing contiguity between areas, each of which has an initial core population of at least 50,000, includes either a hop or jump connection, or

2. The connection between areas, each of which has an initial core population of at least 50,000, is not greater than a point-to-point connection.

In both cases, the split will occur at the point-to-point connection or at both ends of the hop or jump connection that initially linked the areas into a single UA.

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[22] An incorporated place is a governmental unit designated as a city, town (except in New England and Wisconsin), village, city and borough, municipality, or borough (except in New York and Alaska); the term also includes all consolidated cities.

[23] A CDP is a statistical equivalent of an incorporated place and represents a locally defined named area. CDPs are called communidades and zonas urbanas in Puerto Rico.

SECTION 4. REVIEW OF CHANGES IN CENSUS DATA REPORTING FOR FUNDING

At this time, the Census Bureau plans to use, with minor modifications, similar methodologies for delineating urban areas as those used following Census 2000.[24] One change under consideration with potential implications for delineating Texas UZAs is the inclusion of commercial and industrial properties located along the urban fringe. For Census 2000, the Census Bureau investigated these types of areas as urban but chose not to include them because there were no national databases from which to derive a standard method of delineation. According to correspondence with the Geographic Standards and Criteria Office of the Census Bureau, the Census Bureau is now considering the use of place of work and landcover data to designate these types of non-residential areas as urban.

Whether or not these changes to the criteria occur will be determined within the next 2 years based upon internal research at the Census Bureau and public comment. As of the time of this publication, the Census Bureau has not published the 2010 final criteria for public comment in the Federal Register. The delineation of urban areas (UZAs and UCs) is scheduled for 2011. This schedule would be 1 year sooner than the announcement of the delineation criteria after Census 2000. For 2000, the Census Bureau requested public comments during 2001 and published the criteria for designating urban areas on March 15, 2002 (*9, 11*, *12*). The Census Bureau published the first list of urban areas on May 1, 2002, followed by two revisions. On November 20, 2002, the Census Bureau published the final corrected list of urban areas. This is the current official list of urban areas for the United States (*10, 13*, *14*, *15*).

As of the date of this report, the Census Bureau intends to follow the essential elements of the Federal Register designation of urban areas criteria following the 2010 Census. Minor changes in criteria are expected but will not be fully known until they are published in the Federal Register in 2010 or 2011.

Urbanized areas are defined on the basis of population and population density using information provided by the decennial census count as reported in Summary Files 1 and 2 for the 2000 Census.[25] Formula funds allocated to states on the basis of total population and population density also use these same sources of information. The 2000 Census reported no characteristics of the population on the basis of the 100 percent count with the exceptions of age, sex, race/ethnicity, and household relationships. Rather, characteristics of the population were obtained from the results of a sample survey that formed part of the decennial census. The Census Bureau administered this sample survey, often called the "long form," to approximately one in six households nationwide. The sampling fraction varied widely in different jurisdictions, with larger sample fractions in smaller jurisdictions (by population) and in rural areas, and smaller sample fractions in urban areas and larger jurisdictions. The long form contained all items also included in the short form, and thus also contributed to results reported in 100 percent

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[24] Christopher Henrie, Geographic Standards and Criteria, Geography Division, U.S. Census Bureau, Personal communication, September 23, 2008.

[25] Other data sets provide 100% count of the population and households; however, these are the primary sources for obtaining these data.

count data. For the 2000 Census, the population estimates derived from this sample survey are reported primarily in Summary Files 3 and 4.

For the 2010 Census, the dual structure of a short-form and long-form census has been eliminated. The 2010 census will be a short-form only census. The short form will include only questions about name, age and birthdate, sex, race, Hispanic origin, household relationships, and housing tenure (renter/owner status of householder). Estimates of other characteristics including employment, income and poverty status, disability, migration, and journey-to-work that were formerly derived from sampled responses to the long-form survey are now derived from a separate continuous measurement program of the Census Bureau, the American Community Survey (*16*).

The ACS is a continuously collected survey, which incorporates a rolling sample of households. The ACS was in test development since before the 2000 Census. It began full implementation in 2005 (household population) and 2006 (group quarters population.) As discussed below, ACS releases data for some reporting areas on an annual basis, based on reporting thresholds set to ensure minimum acceptable levels of precision due to sampling error. Data from multiyear averages will be reported on a yearly basis for all areas beginning in 2010. The ACS will provide more timely information about the characteristics of households and the population than what was previously reported.

While the timeliness of the information provided will be a welcome benefit of the ACS over using data that are several years old, the design of the ACS does present challenges to the interpretation and use of the data for transportation planning and allocation of federal and state transportation funds. The purpose of this section is to provide an overview of the ACS and its relevance to transit funding. This section begins with an overview of the ACS followed by a discussion about the use and limitations for using the ACS for funding allocation.

The American Community Survey

The ACS is a continuously collected survey of the population of the United States. ACS reports the survey results based upon pooled sample data for 1-, 3-, and 5-year periods. Since 2005, ACS has reported the 1-year ACS estimates for all areas of 65,000 or more people. ACS has reported two sets of 3-year ACS estimates since 2005 (the 2005–2007 estimates and the 2006–2008 estimates). These estimates report characteristics of the population for all areas with populations at or above 20,000. In 2010, ACS will report the first 5-year estimates for all geographies. Beginning in 2012, ACS will control all ACS estimates to population estimates that use the 2010 decennial census counts as a basis for estimation. Table 6 shows the release schedule for the ACS.

Note: On the following table, the columns represent the calendar year (CY) when data are released and the rows represent the year (or years) of data collection.

Table 6. Release Schedule for the American Community Survey.

Data Product	Population Size of Area	CY 2006	CY 2007	CY 2008	CY 2009	CY 2010	CY 2011	CY 2012	CY 2013
1-Year Estimates for Data Collected in:	65,000+	2005	2006	2007	2008	2009	2010	2011#	2012
3-Year Estimates for Data Collected in:	20,000+			2005-2007	2006-2008	2007-2009	2008-2010	2009-2011#	2010-2012
5-Year Estimates for Data Collected in:	All Areas*					2005-2009	2006-2010	2007-2011#	2008-2012

Source: U.S. Census Bureau
* Five-year estimates will be available for areas as small as census tracts and block groups.
#First year that data will be weighted based upon information derived from the 2010 decennial census.

Continuous measurement and multiyear averaging presents numerous challenges to the collection, reporting, interpretation, and programmatic use of survey-based data. For example, year-round collection of data implies that there may be issues of systematic seasonal differences in reporting of variables such as school enrollment and place of residence, compared to reporting at a single fixed point of time in April. Aggregations of census responses over an extended period for a small area may include, for example, responses from housing units located in the same place before and after a tear-down and redevelopment of housing stock. Responses to questions about income collected across several years may need differential adjustment for inflation.

The U.S. Census Bureau has published several guidebooks that provide a comprehensive overview of the ACS, which includes information on how to interpret and use the data. Among these guidebooks, one was written specifically for employees of state and local governments. This guidebook is entitled: *A Compass for Using and Understanding American Community Survey Data: What State and Local Governments Need to Know* (*17*). In addition, Cambridge Systematics prepared a technical guidebook designed specifically for transportation planning (*18*). Both of these are recommended reading for users of the ACS.

This technical section is not meant to cover all of the details presented in these documents. Instead, three general issues relative to the understanding of estimates reported by the ACS should be noted. These issues include: 1) differences in residency rules between the decennial census and the ACS, 2) methods of weighting the population estimates, and 3) comparability of ACS estimates.

Residency Rules

The decennial census counts individuals at their "usual place of residence." The usual place of residence is the location where a person lives and sleeps most of the time or is the place that the individual considers his or her usual residence. This residence may or may not be the same as the legal or voting residence of the individual. The ACS samples individuals based upon their current residence. Individuals living in a sampled housing unit for more than two months are

considered residents of that particular sampling unit. Alternatively, if an individual is away from their usual residence (as defined by the decennial census) when the residence is contacted for the ACS, they would not be considered a part of the sampling unit and thus their demographic and socioeconomic characteristics would not be included in the survey. At the state level and for most sub-state areas these changes in residency rules will not affect the resulting estimates. However, in areas with large seasonal populations, and particularly those where the characteristics of the seasonal population differ significantly from the year-round population, these residency rules could change the demographic characteristics ascribed to the populations living in the areas relative to what would have been reported in the decennial census (*16, 17, 18, 19*). This is the case, for example, in tourist/resort areas where seasonal residents are likely to be persons of higher income and wealth than full-year residents, who may be disproportionately service industry workers.

Weighting to Census Bureau Estimates

Like the former long form, the ACS reports the demographic and socioeconomic characteristics of the population, which are considered estimates and not actual counts. However, ACS controlled estimates derived from the long form to the 100 percent-count decennial census of which it formed a part, providing a snapshot of the population as counted during the decennial year. By contrast, ACS bases data upon a 12-, 36-, and 60-month rolling sample that is on-going before, during, and after the Census itself is administered.

The Census Bureau has long had a program of post-census estimation of population. Between censuses, the Census Bureau estimation branch estimates the population for each city, state, and county in the United States, fixed on the midyear point of July 1. State and county estimates include demographic detail by age, gender, and race/ethnic categories. The estimates use vital registration records of births and deaths, administrative records such as immigration data about legal admissions, and Internal Revenue Service data about internal movement of tax filers. The estimates have long served as the basis for calculation of vital rates, that is, birth rates and death rates, and disease incidence rates, for the purpose of monitoring the nation's health. They are also used for allocation of resources in many formula distributions in funding in lieu of using counts from the prior census to allocate for a decade period.

In the ACS system, ACS uses the estimate totals by gender, age, race, and Hispanic origin as control totals for estimates reported from the ACS results. Thus, for example, when ACS reports the population results for the 12-month aggregation of data for Harris County, Texas, for 2008, the total (3,984,349) is exactly identical to the estimated population reported some months before by the Census Bureau estimates branch. Thus, this total is not directly information from a survey, but is really the product of the Census Bureau's estimation program. The same is also true of race/Hispanic origin, age, and gender counts reported from the ACS for Harris and other large counties. The ACS survey records are weighted by the Census Bureau so that they conform to the estimates at certain geographic levels for these core demographic characteristics. This is a technique that is commonly—nearly universally—used in reporting survey research results.

By contrast, the Census Bureau's estimates branch does not directly estimate information such as the disability rate or the percentage of adults who are high school graduates for an area. These

results are only available in official statistics from the ACS, now that the long-form census sample program has been eliminated. Characteristics like the disability rate are affected by the estimates program only indirectly. For example, if African American respondents are more likely to report a disability than non-Hispanic white respondents, a larger estimate for the African American population will result in a higher reported disability rate compared to a situation where the estimated African American population is smaller, all else equal.

Another aspect of the system of weighting the ACS that introduces some confusion is that the estimates program estimates of population totals and race, ethnicity, age, and sex counts only agree for units of geography that are weighting areas. Weighting areas are typically counties or groups of counties. Harris County total population reported by the ACS agrees with the estimated total for the county because Harris County is a weighting area. However, for the city of Houston, the official census estimate for 2008 is 2,242,193, while the ACS reports a total population of 2,023,601 ± 27,497. The estimate total is far from the ACS total, and indeed does not lie within the confidence interval of the ACS reported estimate. In this case, the official policy of the Census Bureau is to use the estimate total reported from the Estimates Branch rather than the ACS population total. Note that the Estimates Branch does not estimate race/ethnic totals for cities, so only the ACS estimates for these characteristics are available.

ACS bases multiyear estimates (3- and 5-year ACS estimates) on the average of the population and housing estimates for the included years using the most recent population estimates.[26] Currently, population estimates are benchmarked to the 2000 Census. Beginning in 2011, population and housing estimates will be benchmarked to the 2010 Census. If the 2010 population estimates vary significantly from the 2010 Census counts, substantial differences may exist between the populations reported prior to and following the 2011 ACS. In addition, due to the nature of population estimates, the estimates produced by the ACS will be more accurate in years immediately following the decennial census and less so for estimates produced at the end of the decade.

Comparability between ACS Reporting Data for Different Periods

The long-form data reported for previous decennial censuses estimated the characteristics of the population living in a particular area on April 1 of the decennial year. The ACS estimates the characteristics of the population averaged over the survey collection time period. For different geographic units, based on the size of the unit, the data available will differ. For example, large cities and counties (population > 65,000) will have annual data reported. Smaller cities and counties will have data reported for 3-year periods. Once implementation is complete, census tracts and cities and counties with population under 20,000 will have data reported annually for 5-year period estimates. For example, the first data release of 5-year average data will cover the years 2005 to 2009 and will be released late in 2010.

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[26] The U.S. Census Bureau estimates population and housing on a yearly basis. With each new estimate, previous years are adjusted to correspond to the latest estimate. Each new set of estimates produced each year are considered "vintages."

An implication of this system is that geographic units of different size will have current data releases covering different periods. For example, large counties will see the release in 2010 of data for 1-year data aggregations for 2009, 3-year aggregations for the period spanning 2007 to 2009, and 5-year aggregations spanning the period from 2005 to 2009. An urbanized area of population 50,000 will have data for the 2007 to 2009 period and data for the 2005 to 2009 period. A city of 10,000 will have current data for the period 2005 to 2009 only.

What is the best data to represent a given city? There is a trade-off between currency and precision. The 5-year survey data release is based on a larger sample than a 1-year release. The 1-year release reflects more current conditions. For a large county or city like Dallas, Travis, and Austin, the 1-year release may be sufficiently precise because the size of the unit means that 1 year of data is from a large sample. For smaller "large" cities of, for example, 70,000, it may be advisable to use the 3-year data pool even if the 1-year release is available.

A question of comparability and equity is introduced because different geographic units of different sizes have different releases available. Thus, large cities will always have current 1-year data releases available, while smaller cities may only have a 5-year release covering an older time period. Thus, effects of an economic slowdown may be reflected immediately in a higher poverty or unemployment rate in its annual release, while a smaller city will need to wait 3 to 5 years for the same conditions to be reflected. For comparability among different places, there may be an advantage to using 5-year data to maintain comparability, if geographic areas of different sizes are tracked simultaneously through ACS data. If the ACS is used for funding allocation or other planning purposes, any comparisons between geographic areas should be made only on the basis of the same period estimates (*17*). Only the 5-year ACS estimates will provide data for all geographies, while the 3-year ACS estimates will provide data for all urbanized areas (and urban clusters with estimated populations above 20,000).

There is one additional issue relative to comparability of estimates. In order to improve on the estimates provided by the ACS, the Census Bureau is continually evaluating survey instruments and implementation procedures. In addition, when required by legislative action, some questions may be added to or dropped from the ACS questionnaires. As a result of these changes, estimates may not be comparable across time. This complicates the reporting of 3- and 5-year period estimates. For instance, after evaluating the questions relative to disabilities, the Census Bureau refined the format of the questions probing disability status beginning in 2003 (*20*). After further analysis and feedback from the National Center for Health Statistics, the Census Bureau made substantial changes to the disability section of the survey questionnaire (*21*). As a result, the estimates provided by ACS for periods beginning in 2003 and ending in 2007 are not comparable to pre-2003 estimates, or the 2000 Census and ACS estimates of disability for 2008 and beyond will not be comparable to estimates for previous periods. As a result, 3-year period estimates of disability for geographic areas of 20,000 or more and 5-year period estimates for all areas will not be available until the 2008–2010 and 2008–2012 ACS period estimates are published.

Sampling Variability

Another limitation of the ACS is a by-product of its currency. Like long-form data, American Community Survey bases data on a sample. The reported point estimate for a variable is really

the center of a distribution of plausible values for the true value that is being estimated by the sample data. This variability is frequently expressed through a confidence interval or margin of error. Unlike the long-form data releases, ACS releases data every year. Successive annual reports of the same variable can be expected to yield point estimates that range widely from year to year. For example, the table reporting means of transportation to work for the Bryan-College Station urbanized area reported in 2006 that 2,431 persons in this area used public transportation, with a margin of error of ±874. For 2007, reported values were 1,374 (±602), and for 2008, the values were 2,083 (±1,159). It is unlikely that these changes in public transportation use reflect actual variability in use from year to year, and quite likely that they reflect primarily sampling variability.

ACS single-year data releases have more sampling variability than estimates from the long form because the sample sizes are smaller. However, ACS introduces another element of instability because unlike the 2000 Census Summary File 3, data from the ACS are released annually. Using Census long-form data, variables like disability counts and rates, poverty counts and rates, and public transit ridership counts and rates are fixed for a decade. The census point estimates may be updated by estimation techniques, for example, updating the estimates of number of disabled persons by applying the base census rate of disability by age to estimates of changing population size and age structure. The disadvantages of the decennial snapshot are that the estimate base becomes out-of-date as the decade progresses and that a single-sample value becomes fixed for a decade. The advantage of a decennial-only snapshot is that it provides a stable environment for planning and allocation. ***Annual updates of data with large sampling variability may create an unstable environment for allocation if the most recent estimates are substituted annually.***

Demographic Information Used for Transit Funding

For many federal regulations that describe funding allocation formulas, the sources of the data are not explicitly defined. However, based upon the description of the programs, it can be inferred that the data used for these formulas were previously derived from the decennial census (*22*). Table 7 shows the demographic data elements used for allocating transit funds, the primary sources used from the 2000 Census to report these data items, and the primary sources available for these data items after the reporting of the 2010 Census.

Table 7. Source of Demographic Characteristic Information for 2000 and 2010.

Characteristic	Census Description	Section*	Primary Source (2000)	Source (2010)
Total Population	Total Population	5303, 5304, 5305, 5307, 5311, 5340	SF-1	Census 2010
Population Density (Urban status)	Population per Square Mile	5303, 5304, 5305, 5307, 5311, 5340	SF-1	Census 2010
Low Income	Individuals with Income < 150% of Poverty	5316	SF-3	ACS
Elderly	Persons Age 65+	5310	SF-1	Census 2010; ACS for urbanized areas; Census estimates for states/counties
Disabled	Persons Age 5+ with at Least 1 Disability	5310, 5317	SF-3	ACS

Source: FTA Fiscal Year 2008 Apportionments and Allocations and Program Information, Federal Register, January 28, 2008.

Formula Programs Using Total Population and Land Area as a Factor in Funding Allocation

State Level

Total population is available through the decennial census and in population estimates that are produced on a yearly basis. These estimates serve as a control for the ACS, and beginning in 2011, the estimates will use information derived from the 2010 Census. Since the ACS uses the population estimates as a control, the use of total population as a factor at the state level will not change.

Urbanized Areas

Using information derived from the 2010 Census, urbanized areas will be defined in 2012. In the previous decade, urbanized areas designated following the 2000 Census remained in place throughout the decade. The proposed criteria and final criteria for designating urbanized areas have not yet been published, so it is not yet known if the Census Bureau will re-define urbanized areas within the 2010–2020 decade based upon new information. Because the urbanized areas are defined on the basis of complete counts (i.e., the decennial census), it is likely that no updates will occur unless the Census Bureau chooses to use information derived from other internal data sources. However, estimates of the total population of the designated areas will be reported through the ACS. These data will refer to the estimated populations found within the geographic extent of the urban areas as designated in 2012 and do not include estimated populations in any areas that may otherwise be considered "urban." Thus, any expansions of the urban extent of urbanized areas based upon new development will not be reflected in the estimated populations reported in the ACS. The square mileage of urbanized and non-urbanized areas will remain the same as what will be reported when new urban areas are designated following the 2010 Census.

As discussed above, after the decennial census, the U.S. Census Bureau estimates the populations of the nation, states, counties, and incorporated places on a yearly basis. These data are considered official estimates and are used as a basis for allocation of some federal program funds (*17*, *23*, *24*, *25*). With the exception of metropolitan statistical areas—conglomerations of counties—the U.S. Census Bureau does not directly estimate the populations of statistical areas through the official estimates program. Urban areas (urbanized areas and urban clusters) constitute statistical areas because they are not defined on the basis of legal definitions (such as municipal boundaries). In order to report the characteristics of the population living in urban areas, the U.S. Census Bureau estimates the total population living in urban areas indirectly using data from the ACS sample, which uses the county population estimates as a control.

During the intercensal period, these ACS estimates may show areas surpassing or falling below certain population thresholds that are used as a basis for transit funding (i.e., 50,000; 200,000; 1 million). For instance, according to the 2005–2008 3-year ACS report, Austin, Laredo, and San Marcos urban areas surpassed the 1 million, 200,000, and 50,000 population thresholds, respectively. In addition, although the estimated populations for the Galveston, Conroe, and New Braunfels urban areas were below 50,000, the upper bound of the margin of error was above the 50,000 population threshold for each of these areas. On a statewide basis, if the ACS estimates were used as a factor for funding allocation of federal funds, the impact would be minimal because urban areas in other states experience population change as well and thus Texas' share of urbanized population and urbanized population above 200,000 would change only slightly. Table 8 shows Texas' share of the population in areas with populations above 200,000 and 50,000 for 2000 and for the 2005–2008 ACS estimates.

Table 8. Texas Share of the National Population in Urbanized Areas of 50,000 to 199,999 and 200,000 or More.

Classification	2000	2005–2008 ACS
Urbanized Areas 50,000–199,999	7.6	8.0
Urbanized Areas > 200,000	7.3	7.9

Source: U.S. Census Bureau

Agencies serving specific areas may seek to change their designation when ACS estimates show populations above designated thresholds. Since the ACS estimates do not incorporate complete counts of the population and new information regarding the geographic extent of the urban area, the use of these population estimates would be beyond the original intent of the estimates for urban areas. However, the ACS population estimates could be used as a basis for identifying areas that may transition to new transportation and transit management designations following the 2020 Census when population estimates approach or exceed the 50,000; 200,000; or 1 million population thresholds. Thus TxDOT Public Transportation Division could work with municipalities and transit agencies in planning for these transitions.

TxDOT District

TxDOT districts are a conglomeration of counties. As such, total population is available through the decennial census and in population estimates that are produced on a yearly basis by the U.S. Census Bureau and the Texas State Data Center. The U.S. Census Bureau estimates serve as a control for the ACS, and beginning in 2011, the estimates will be derived from information obtained through the 2010 Census. The ACS will not report estimated population for all geographies for all period estimates (1-year, 3-year, and 5-year). Only the 5-year reports will provide estimates for the population of all counties. Figure 4 shows the counties that have data reported for the 2005–2008 ACS 3-year estimates (5-year estimates have not yet been released). Appendix B lists these areas.
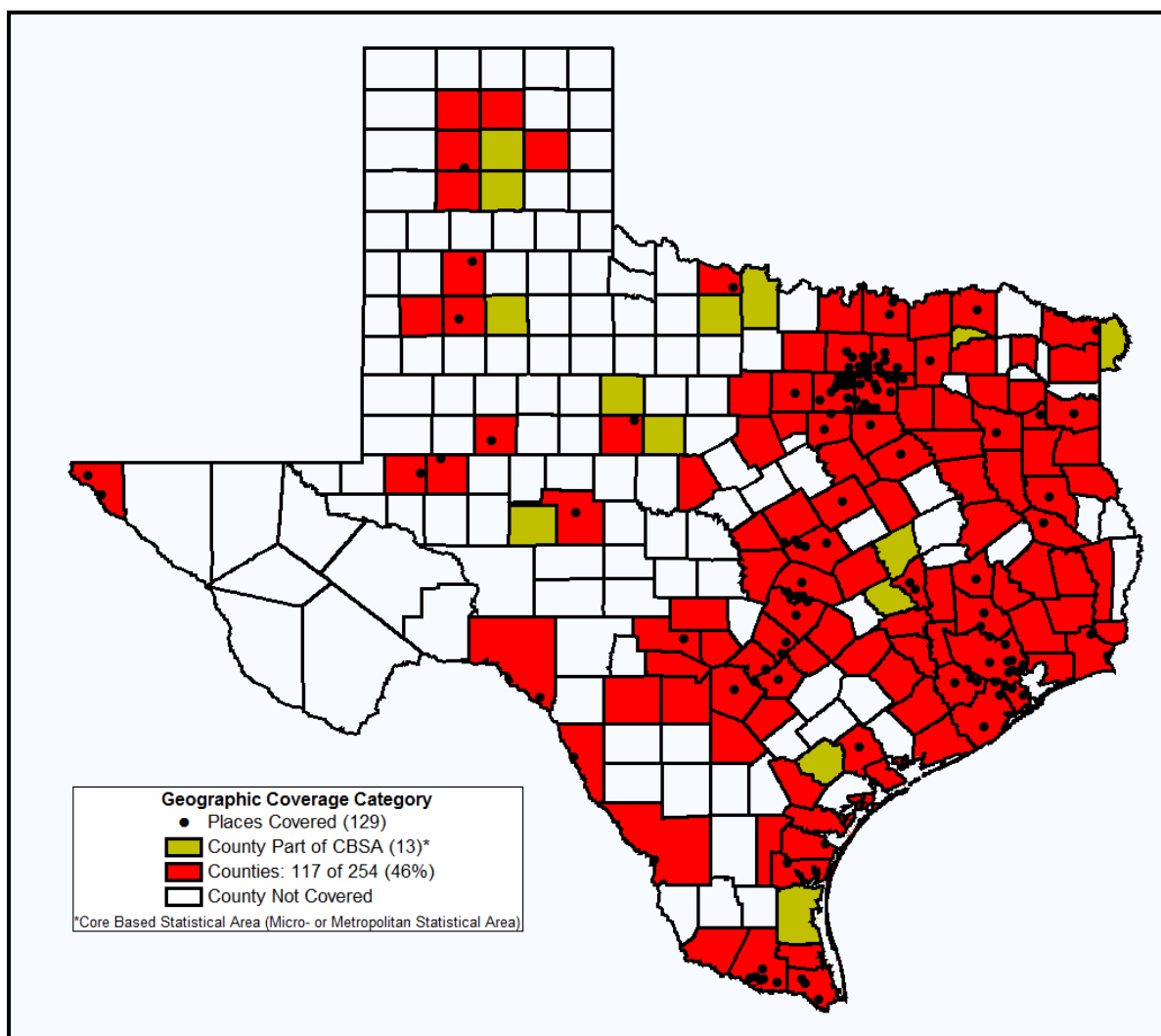
Figure 4. Local Areas Included in the American Community Survey 3-Year Estimates.

Formula Programs Using Characteristics of the Population as a Factor in Funding Allocation

The decennial census will report the age, sex, and race/ethnicity of the population for all reported geographies and will include these characteristics in population estimates for counties. These characteristics will also be reported in the ACS on a rolling basis, with the availability of 1-year, 3-year, and 5-year estimates dependent upon the geographic area's estimated population size. Thus data on the age of the population will be readily available through several different data sets and can be referenced to the 2010 Census. However, if allocations are based upon estimates of special populations (i.e., the disabled population), then the same source of the information used for the special population should be used.

For instance, the New Freedom program allocates funds to agencies and states based upon the state's share of the national disabled population living in urbanized areas of 200,000 or more people, the state's share of the national disabled population living in urbanized areas of less than 200,000 people, and the state's share of the national disabled population living in non-urbanized areas. Because the 3-year ACS estimates report information for areas of 20,000 or more in population, the 3-year ACS estimates could be used to allocate these funds according to these different thresholds. However, any state funds distributed to agencies within the state will require estimates of the disabled population living within defined regions. These defined regions would include areas not reported in the ACS 3-year estimates. Only the ACS 5-year estimates will report disability data for all geographies.[27] This also applies to the JARC program. FTA allocates JARC funds on the same basis as the New Freedom program except that the low-income population is the group used to indentify need. Individuals whose family income is at or below 150 percent of the poverty line are considered "low income."

One issue is the U.S. Census has determined that disabilities were likely over-reported in Census 2000 due to possible misinterpretation of written instructions in the mail survey (*26*). As a result, the Census changed the order in which questions about disabilities were asked and added additional instructions. The ACS for 2006–2008 now captures this change for larger populations (65,000 and over). The ACS made additional changes in the data collection instrument to document people with disabilities in 2008. Preliminary indications are that the number of people with disabilities as of ACS 2010 data may be lower than Census 2000 data.

Population for Limited Eligibility Transit Providers

The Texas Transit Funding Formula allocates urban transit funds to limited eligibility transit providers (four providers in the Dallas-Ft. Worth-Arlington [DFWA] urbanized area) by setting aside a portion of urban funds based on the populations of seniors and people with disabilities in these four service areas, as compared to the total urban population in the urban areas eligible for state funds for transit. Population age 65 and over as reported by the U.S. Census defines the

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[27] The U.S. Census Bureau changed the ways in which questions about disabilities were asked so that the data on disabilities from the ACS are not directly comparable to the 2000 Census data. An additional change was made for the 2008 ACS so that any ACS data collected for 2008 and the following years will not be comparable to ACS data report for years prior to 2008.

population of seniors. Population of people with disabilities is defined as an individual ages 5 to 64 with a U.S. Census defined disability (*20*).

TxDOT currently sets aside 6.58 percent of urban funds for limited eligibility providers based on the Census 2000 eligible population calculation. There are two issues that suggest this percent estimate is not correct. First, researchers discovered that when the Texas Transit Funding Formula was first applied for limited eligibility providers (in 2006) the eligible population for people with disabilities was based on a Census 2000 report that tallies *disabilities* rather than *people with disabilities*. This created an inflated number to represent the eligible population served by limited eligibility providers. Second, the likely over-reporting that was determined by the U.S. Census to have occurred also indicates number of people with disabilities as of ACS 2010 data may further lower the percent of limited eligibility provider eligible population. Chapter 5 discusses the impact of this possibility on public transportation funding.

Summary

As the information in this section has shown, the transportation planning community will have more frequent and timely information about the characteristics of the population over the next decade than what was previously provided. However, as with any survey (including the long-form survey of previous decennial censuses), the ACS has limitations that must be accounted for in any analysis or use of the information. This is of particular importance if funding will be allocated according to ACS estimates.

SECTION 5. POTENTIAL IMPACTS OF THE 2010 CENSUS ON FUNDING FOR PUBLIC TRANSPORTATION

The following section provides a discussion of the possible impacts of the 2010 Census on funding for public transportation in Texas. This discussion is intended to help focus the analysis for future chapters.

Impacts of the 2010 Census on Federal Funding Formulas

Funding for public transportation in Texas will be impacted by the national results of the 2010 Census. Population is a factor in the apportionment and allocation of federal funds for 9 out of 10 FTA formula programs. Population changes in Texas compared to national trends will influence if more, or less, federal funds for public transportation will come to Texas. The following demographic factors are of particular interest:

- Texas growth in population as compared to other states (growing states allocations);
- Texas population as a proportion of the national population (for formulas that apportion funds based on each state's population as a share of the national total population);
  - total state population;
  - state population for persons aged 65 and over;
  - state population for people with disabilities (over age 5);
  - state population for individuals living below poverty (low income);

- Texas population in UZAs as a proportion of the national population in UZAs (for formulas that apportion funds based on each state's urbanized population as a share of the national total urbanized population);
  - total UZA population;
  - urban population for people with disabilities;
  - urban population for individuals living below poverty (low income);
- number of UZAs in Texas and the number of UZAs for each category of size (small urban, large urban, very large urban);
- population and population density in each UZA as determined after the 2010 Census; and
- Texas population in non-urbanized areas as a proportion of the national population in non-urbanized areas.

Population and the Federal Reauthorization Legislation

The reauthorization of federal legislation to provide funding for surface transportation programs beyond fiscal 2009 will be a subject of Congressional discussion through the remaining months of the year. Reauthorization may change some of the factors in the apportionment and allocation of federal funds for formula programs. While we cannot know what the final outcome of the reauthorization bill might be, there are industry led initiatives that provide some insight. Appendix C provides excerpts from notices posted by public transportation industry associations to announce recommendations for the next federal surface transportation authorizing law.

Potential Impacts of the 2010 Census on the Texas Public Transportation Funding Formula

Population is one of the significant allocation variables in the Texas Public Transportation funding formula. The most recent decennial U.S. Census establishes "population" for the state and for urbanized and non-urbanized areas. The 2010 Census will revise the population used in the allocation formulas for every public transportation provider. The following are possible outcomes of the 2010 Census that could affect the allocation of funding to urban public transportation providers and rural public transportation providers (rural transit districts).

Urbanized Areas

- Additional UZAs >50,000 population – Urban areas that meet or exceed the minimum population of 50,000 to establish a new UZA will increase the population and land area included in the urbanized category and reduce the population and land area in non-urbanized areas. For example, after Census 2000, three new UZAs were established for Lake Jackson-Angleton, McKinney, and The Woodlands.

- Increase in UZAs >200,000 population – An existing UZA that increases population to 200,000 or more will move from the classification of small urban (50,000 to 199,999 population) to large urban (200,000 or more population).[28] For example, after Census 2000, Lubbock became a large urban area with a population of 202,225. The status as a large urban area has several implications:

  - FTA formula funding category changes from small urban to large urban. FTA makes funds available directly to the designated recipient and not to the state for allocation.

  - The transit agency in the former small UZA will be subject to FTA funding eligibility requirements for the large UZA. For example, Section 5307 funds may not be used for reimbursement of operating expenses in a large UZA.

  - Participation in the urban state funding formula may not apply if the subject urban area otherwise meets the requirements of state statute to call an election and create a transit authority or transit department with a dedicated sales tax. For example, after Census 2000, the UZA for Denton-Lewisville in Denton County was eligible to create a new county transit authority under Texas Transportation Code, Chapter 460.

  - If the large UZA continues to be eligible for state funds, as Lubbock was after Census 2000, then formula limits on total population for allocation of state funds for need will be limited to 199,999.

- UZAs may be combined to create a larger UZA – For example, after Census 2000, the small urbanized areas of Denton and Lewisville were combined to create a new UZA with a population of more than 200,000 persons.

- Existing small UZAs could be included in a larger UZA – The methodology for delineation of an urbanized area could find that population and population density are sufficient for urbanized areas that were separate in 2000 could now qualify as one contiguous urbanized area. A large or very large UZA could expand to take in a nearby small UZA.

  - The transit agency in the former small UZA will be subject to FTA funding allocation by the MPO and the designated recipient for the large or very large UZA. The MPO and the designated recipient will need policies and methodologies for allocation of funds to multiple transit providers.

  - The transit agency in the former small UZA will be subject to FTA funding eligibility requirements for the large or very large UZA. For example, the small urban area will no longer be able to use Section 5307 funds for reimbursement of operating expenses.

  - The former small UZA will no longer be eligible to receive state funds if the larger UZA is not eligible.

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[28] An existing urbanized area that reaches a population of 1 million or more will move from the classification of large (200,000 to 999,999 population) to very large (1 million or more population). Although the funding categories are the same for large and very large UZA, the factors for calculation of funding amounts are different for each category.

- Parts of an existing small UZA could be included in a larger UZA – The methodology for delineation of an urban area could result in part of an existing urban area being absorbed into larger UZA. For example, after Census 2000, parts of urban Galveston County became part of the Houston UZA and were no longer included in the Texas City UZA population and land area.

  - The population and land area to calculate population density will affect the federal and state funds allocated by formula including population or categories of population (persons over 65, people with disabilities, low-income population).

- Previously designated UZAs that no longer qualify will not be grandfathered – If an existing small UZA falls below 50,000 population, the urban area will qualify as a UC and will be classified as non-urbanized for eligibility for public transportation funding.

  - The area will not be eligible for federal or state funds for an urbanized area.

  - The area will be included in the non-urbanized area category for Texas allocation of Federal Section 5311 and state funds.

Non-Urbanized (Rural) Areas

- Increasing the land area and population that is urbanized will have concomitant impact of decreasing the land area and (possibly) the population in non-urbanized areas.

Urban State Funding Formula Implications

- Increased number of eligible UZAs – The more UZAs in the small urban area pool, the smaller the share of state funds for each UZA as long as the total state dollars available do not change.

- Distribution of state funds for urban and rural categories – The current Texas Public Transportation funding formula distributes state funds 35 percent for eligible urban public transportation providers and 65 percent for rural public transportation providers.

  - The distribution was decided on a policy basis and was not directly determined by population. However, the distribution of population included in the allocation of funds as of Census 2000 was 37 percent urban and 63 percent rural (see Table 9).

  - The total Texas population after Census 2000 was 20,851,820. Of that total, 14,795,862 persons were in urbanized areas and 6,055,958 persons were in rural areas. The urbanized population considered in the state funding formula includes persons in UZAs eligible for state funding (3,356,007), plus the population of seniors and people with disabilities in the service areas for limited eligibility providers (236,313) (see Table 9). All of the rural population is included in the allocation of funds in the state funding formula, including rural population that is within the jurisdiction of a transit authority.

  - After the 2010 Census the distribution of population between urban and rural could be significantly different.

Table 9. Census 2000 Texas Population.

	2000 Population	% of Urban	% of Total
Rural Population	6,055,958		63.00
Eligible Urban Area Population	3,356,007	93.42	
Limited Eligibility Population Providers	236,313	6.58	
Urban Population	3,592,320	100.00	37.00
Total Rural and Urban Population	9,648,278		100.00

- Needs allocation for UZAs is based on population – UZAs will have a change in the needs-based funding due to different population increases (and decreases, if any) among UZAs. Funding is based upon a combination of needs and performance. The formula divides urban state funding 50 percent for needs and 50 percent for performance for 2010. Each urban public transportation provider will receive a share of the needs funding based upon the portion of the eligible urbanized population residing in the UZA, according to the 2010 Census. Since all UZAs will have different changes in population since Census 2000, the urban public transportation providers will experience a change in the share of needs-based funding for the first time since the formula was adopted. The 2010 Census will also result in modified UZA boundaries. The modified boundaries will introduce further changes in relative distribution of population among UZAs, compounding the impacts of differential population change between UZAs.

- Performance allocation for UZAs includes a per capita measure – Changes in population distribution will impact the performance measure "passengers per capita," representing 20 percent of the funding from the performance-based pool.

New urban public transportation providers will not initially receive funds from the performance-based pool under the current formula since the new entity will have no performance upon which to base the allocation. Data for the first year of service will generate state performance-based funds in 2 years. For example, new service in fiscal year 2009 will generate performance-based state funds for 2011.

Rural State and Federal Funding Formula Implications

- Reduced area for rural transit districts – Changing UZA boundaries will decrease the land area and perhaps the population in some rural transit districts.

- Distribution of state funds for urban and rural categories – The current Texas Public Transportation funding formula distributes state funds 35 percent for eligible urban public transportation providers and 65 percent for rural public transportation providers. The distribution of population included in the allocation of funds as of Census 2000 was 37 percent urban and 63 percent rural. After the 2010 Census the distribution of population between urban and rural could be significantly different. *See discussion of the same point for urban state funding above.*

- The formula bases needs allocation for rural transit districts on population and land area – Rural transit districts receive rural state funding and Federal Section 5311 funding based

upon needs (65 percent) and performance (35 percent). The needs allocation for rural transit districts includes two factors—75 percent of the allocation is based upon relative population and 25 percent of the allocation is based upon relative land area for all rural transit districts in the state. Rural transit districts will have a change in the needs-based funding allocation based upon different population and land area among the rural transit districts.

- Performance allocation for rural areas does not include a measure based upon population – None of the indicators used for the performance-based allocation for rural transit districts includes factors that would be directly influenced by the 2010 Census. However, rural transit districts that lose land and population to existing or new UZAs will be challenged to maintain passengers per revenue mile performance. This may adversely impact those agencies' performance-based allocation.

The areas that do become urbanized will have, by definition, a relatively higher population density. The remaining rural transit district may have lower population density after the 2010 Census. Maintaining service effectiveness within those transit districts with low population density will be very challenging. "Passengers per revenue mile" is one of the three factors used to calculate the performance-based rural allocation. This weighted measure accounts for one-third of the total performance-based funding allocation, or about 12 percent of overall funding (35 percent x 33 percent).

Additional Considerations for Public Transportation

- Results of Census 2000 provided evidence of a gap in the planning process for communities near rapidly growing UZAs. The MTP for long-range planning is expected to include areas to be urbanized within the next 20 years. This required multimodal planning process too often does not happen. Key stakeholders of non-urbanized communities may not have been part of the process and are not prepared for the change in status and funding eligibility for UZAs (*27*).
- Communities that reach a population greater than 50,000 will be responsible for planning processes specific to UZAs. A new UZA is no longer eligible for rural transportation funding, but public officials in the new UZA may not have prepared necessary transportation plans to be eligible for Section 5307 urbanized area formula funds. There is a demonstrated need to address planning for public transportation in UCs that are predicted to become urbanized by 2010. Rural funds cannot be used to provide transit services in the new UZA. Instead, the new UZA will become eligible for funding from federal and state urban funding sources. The new UZA will need to develop a financial and service plan to access the urban funding sources (*27*).

- As the UZAs of existing large and very large UZAs continue to expand, there will be an increase in the urban areas that fall outside the jurisdictional boundaries of current transit authorities. This ring of urban area is not included in the taxing jurisdiction and service area of the transit authority, but the area is also no longer eligible to receive federal and state funds for non-urbanized areas, and there may not be a strategy to develop local share funding or to access federal funds. The MPO and the designated recipient will need policies and methodologies for allocation of funds and ways to provide public transportation to these areas.

- As the urbanized areas of existing small UZAs continue to expand, there will be an increase in the urban area outside the city limits of the existing municipal transit system. This ring of urban area is not included in the city limits of the municipal transit system, but the area is also no longer eligible to receive federal and state funds for non-urbanized areas. The MPO and the designated recipient will need policies and methodologies for allocation of funds and ways to provide public transportation to these areas.

- Seven counties in Texas are not a part of a rural transit district. Five of the seven counties are the rural part of a county that is predominantly urbanized: Harris, Dallas, Tarrant, Bexar, and Nueces. All of Nueces County is in the jurisdiction of the Corpus Christi Regional Transit Authority. The remaining two counties are Chambers and Newton Counties.

CHAPTER 4: TEXAS POPULATION, DEMOGRAPHIC TRENDS, AND URBANIZED AREA PROJECTIONS

The purpose of Chapter 4 is to document the population, demographic, and urbanized area 2010 Census projections. Chapter 4 includes population trends for Texas in comparison to other states and the nation as a whole, projected designation and population of urbanized areas in Texas, and a descriptive assessment of the changes in populations of people with disabilities and persons age 65 and over in Texas.

This chapter is organized into four sections. The first section describes changes in demographics for the State of Texas as compared to other states and the nation as a whole. The second section provides a descriptive assessment of changes in populations of people with disabilities and persons age 65 and over in Texas. The third section provides a summary of the projected changes in the number of urbanized areas for Texas as well as their projected populations for 2010. The fourth section gives an overview of the projected 2010 population and geographic extents for existing and potential urbanized areas.

SECTION 1. TEXAS DEMOGRAPHIC CHANGES COMPARED TO THE NATION

Nine of the 10 formula based Federal Transit Administration funding programs use formulas that include demographic based criteria (*28*, *29*). This section begins with an overview of population changes for the state of Texas compared to other states and the nation as a whole. This is followed by an overview of estimated population changes in urban and rural areas for the state compared to the nation. The last part of this section compares Texas' estimated share of special populations that are used as a basis for selected formula funding programs. These include the elderly (persons age 65 and over), disabled, and low-income population. FTA programs allocate funding to the 50 states, the District of Columbia, Puerto Rico, Guam, and the Northern Marianas Islands. Due to data limitations, in this analysis, national comparisons exclude all territories except Puerto Rico and in some instances, where noted, Puerto Rico is included. The effects of omitting these areas are minimal due to the relative population sizes of these territories.

Trends in Total Population

Following California, Texas has the second largest population in the nation (see Table 10). According to the U.S. Census Bureau, the population of Texas was an estimated 24.8 million in 2009, up from 20.9 million in 2000 (*30*, *31*). Relative to the nation, Texas' share of the total population has increased from 7.3 percent in 2000 to 8.0 percent in 2009.

Table 10. Top 10 States Ranked by Estimated Population in 2008.

Rank	State	2000 Census	Share of U.S. (%)	Estimated Population 2009	Share of U.S. (%)
1	California	33,871,648	11.9	36,961,664	11.9
2	*Texas*	*20,851,820*	*7.3*	*24,782,302*	*8.0*
3	New York	18,976,457	6.7	19,541,453	6.3
4	Florida	15,982,378	5.6	18,537,969	6.0
5	Illinois	12,419,293	4.4	12,910,409	4.2
6	Pennsylvania	12,281,054	4.3	12,604,767	4.1
7	Ohio	11,353,140	4.0	11,542,645	3.7
8	Michigan	9,938,444	3.5	9,969,727	3.2
9	Georgia	8,186,453	2.9	9,829,211	3.2
10	North Carolina	8,049,313	2.8	9,380,884	3.0
	U.S. and Puerto Rico	**285,230,516**	**100.0**	**310,973,838**	**100.0**

Source: Census 2000 and U.S. Census Bureau, July 1, 2009, Population Estimates for States

Census estimates for July 1, 2009, pertain to a date just 9 months before Census Day, April 1, 2010. If the estimates are correct, extrapolation of short-term exponential growth rates over the last estimate period (2008 to 2009) yields an approximate projection of the population of states and the United States and Puerto Rico in 2010. According to this extrapolation, Texas' population will increase to 25.1 million people in 2010 and account for approximately 8 percent of the total U.S. population, including Puerto Rico (see Table 11).

It is important to recognize that the Census estimates reported in Table 10 and underlying the short-term projection in Table 10 are estimates rather than counts and include a margin of estimate error. Census estimates of the Texas population prior to the 2000 census underestimated the actual count by approximately 500,000. Similar errors—either up or down—have possibly occurred this decade. The completeness of the next enumeration may also affect population size and shares after the next census.

Table 11. Top 10 States Ranked by Projected Population in 2010 (excluding Puerto Rico).

Rank	State	2000 Census	Share of U.S. (%)	Projected Population 2010	Share of U.S. (%)
1	California	33,871,648	12.0	37,249,491	11.9
2	*Texas*	*20,851,820*	*7.4*	*25,146,465*	*8.0*
3	New York	18,976,457	6.7	19,596,490	6.3
4	Florida	15,982,378	5.7	18,623,626	6.2
5	Illinois	12,419,293	4.4	12,960,972	4.2
6	Pennsylvania	12,281,054	4.4	12,633,389	4.1
7	Ohio	11,353,140	4.0	11,553,355	3.7
8	Michigan	9,938,444	3.5	9,945,028	3.4
9	Georgia	8,186,453	2.9	9,828,708	3.1
10	North Carolina	8,049,313	2.9	9,482,041	3.0
	U.S. and Puerto Rico	**285,230,516**	**100.0**	**312,972,041**	**100.0**

Source: Census 2000 and U.S. Census Bureau, July 1, 2009, Population Estimates for States extrapolated to 2010.

Between 2000 and 2009, Texas was the fastest growing state in numeric terms and the sixth fastest growing state in percentage terms (see Table 12 and Table 13). Texas accounted for 15.3 percent of the nation's population growth between 2000 and 2009. There has been considerable volatility in the leader board in state growth rates in the last decade, given the severe recession affecting some formerly fast growing states, including especially Florida, Nevada, and Arizona. In the past year, these states would have been ranked, respectively, 33rd, 17th, and 8th in growth rate.

The FTA's Growing States program (Section 5340) allocates funds to the fastest growing states based upon a 15-year forecast of trends in population change between the most recent decennial census and the most recent population estimates. Recognizing that the Census Bureau projections have not fully captured recent population growth trends, in percentage terms the 2005 interim projections of the U.S. Census Bureau (*32*) predict that the population of the state of Texas will increase by 25 percent between 2010 and 2025, which would place it as the fourth fastest growing state (see Table 14). In numeric terms, Texas will grow by 6.2 million during this same 15-year period, ranking just below Florida (a 6.7 million increase) and about equal to California (a 6.2 million population increase [not shown in table]). To place this in perspective, between 2010 and 2025, Texas will add more people than what were present in the state of Washington in 2000. At 30.9 million people, Texas' share will account for 8.8 percent of the total population in the United States in 2025 (see Table 14 [total population excludes Puerto Rico]).

Table 12. Top 10 States Ranked by Estimated Numeric Population Change, 2000–2009.

Rank	State	2000 Census	Estimated Population 2009	Numeric Change	Share of Growth (%)
1	*Texas*	*20,851,820*	*24,782,302*	*3,930,482*	*15.3*
2	California	33,871,648	36,961,664	3,090,016	12.0
3	Florida	15,982,378	18,537,969	2,555,591	9.9
4	Georgia	8,186,453	9,829,211	1,642,758	6.4
5	Arizona	5,130,632	6,595,778	1,465,146	5.7
6	North Carolina	8,049,313	9,380,884	1,331,571	5.2
7	Virginia	7,078,515	7,882,590	804,075	3.1
8	Washington	5,894,121	6,664,195	770,074	3.0
9	Colorado	4,301,261	5,024,748	723,487	2.8
10	Nevada	1,998,257	2,643,085	644,828	2.5
	U.S. and Puerto Rico	**285,230,516**	**310,973,838**	**25,743,222**	**100.0**

Source: Census 2000 and U.S. Census Bureau, July 1, 2009, Population Estimates for States.

Table 13. Top 10 States Ranked by Estimated Percent Population Change, 2000–2009.

Rank	State	2000 Census	Estimated Population 2008	Percent Change
1	Nevada	1,998,257	2,643,085	32.3
2	Arizona	5,130,632	6,595,778	28.6
3	Utah	2,233,169	2,784,572	24.7
4	Georgia	8,186,453	9,829,211	20.1
5	Idaho	1,293,953	1,545,801	19.5
6	*Texas*	*20,851,820*	*24,782,302*	*18.8*
7	Colorado	4,301,261	5,024,748	16.8
8	North Carolina	8,049,313	9,380,884	16.5
9	Florida	15,982,378	18,537,969	16.0
10	South Carolina	4,012,012	4,561,242	13.7
	U.S. and Puerto Rico	**285,230,516**	**310,973,838**	**9.0**

Source: Census 2000 and U.S. Census Bureau, July 1, 2009, Population Estimates for States.

Table 14. Top 10 States Ranked by Projected Population Percent Change 2010–2025.

Rank	State	Census 2000	Projected Population 2010	Projected Population 2025	Share of U.S. Population 2025 (%)	Percent Change 2010–2025	Numeric Change 2010–2025	Share of Growth 2010–2025 (%)
1	Arizona	5,130,632	6,637,381	9,531,537	2.7	43.6	2,894,156	7.1
2	Nevada	1,998,257	2,690,531	3,863,298	1.1	43.6	1,172,767	2.9
3	Florida	15,982,378	19,251,691	25,912,458	7.4	34.6	6,660,767	16.4
4	*Texas*	*20,851,820*	*24,648,888*	*30,865,134*	*8.8*	*25.2*	*6,216,246*	*15.3*
5	Utah	2,233,169	2,595,013	3,225,680	0.9	24.3	630,667	1.6
6	North Carolina	8,049,313	9,345,823	11,449,153	3.3	22.5	2,103,330	5.2
7	Washington	5,894,121	6,541,963	7,996,400	2.3	22.2	1,454,437	3.6
8	Idaho	1,293,953	1,517,291	1,852,627	0.5	22.1	335,336	0.8
9	Oregon	3,421,399	3,790,996	4,536,418	1.3	19.7	745,422	1.8
10	Georgia	8,186,453	9,589,080	11,438,622	3.3	19.3	1,849,542	4.6
	United States	**281,421,906**	**308,935,581**	**349,439,199**	**100.0**	**13.1**	**40,503,618**	**100.0**

Source: Census 2000 and U.S. Census Bureau, Population Division, Interim State Population Projections, 2005.

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Trends in Urbanized and Non-Urbanized Population

Population trends of the 1990s have continued into this decade. Texas population growth has centered primarily in the major metropolitan areas in the Texas Triangle (San Antonio–Austin–Dallas-Ft. Worth–Houston) and along the south Texas border (see Figure 5). In addition to these regions, all metropolitan central city counties except Wichita, Jefferson, and Orange experienced population growth between 2000 and 2008 (*31*). In contrast, the Census Bureau estimates that almost half of the 254 Texas counties lost population between 2000 and 2008 (119 counties). Most of these counties are non-metropolitan and located primarily in West Texas, though some counties in the coastal bend area, East Texas, and in the strip of counties that abut the immediate border counties are also affected.

The Census Bureau defines urban territory, which falls within an urbanized area or an urban cluster. Urbanized areas and urban clusters include densely settled territory, including core census blocks or block groups that have a population density of at least 1,000 people per square mile and surrounding census blocks that have an overall density of at least 500 people per square mile. Urban areas have populations of at least 50,000, while urban clusters have populations between 2,500 and 50,000 persons. Census blocks are "statistical areas bounded by visible features, such as streets, rivers, and railroad tracks, and by nonvisible boundaries, such as city and county limits, and short line-of-sight extensions of streets and roads." They are the primary building blocks of census hierarchy of statistical areas covering the United States and its territories and are nested hierarchically within block groups, census tracts, and counties.

In order to make a rough estimate of Texas' shares of UZA population, we assumed that the ratio of a county's urban area population (both urban clusters and urbanized areas) to total county population were the same in 2008 as in 2000. Researchers applied these ratios for 2000 to the U.S. Census Bureau's July 1, 2008, population estimates for all counties (or county equivalents) for the United States and Puerto Rico. In cases where an urban area was located in more than one county in 2000, researchers summed the resulting urban area population for each county to obtain an aggregated total for the urban area.

These methods define a UZA as any urban area exceeding the 50,000 population threshold in 2008. Researchers summed the urbanized area populations to obtain an estimate of total urbanized area population for the state. These estimates are limited by assuming the 2000 ratios of county population remain the same. They also assume that changes in definitional criteria following the 2010 Census will have limited impacts on the overall ratios of urban area population to county population. However, the results provide a reasonable estimate of urbanized area populations.
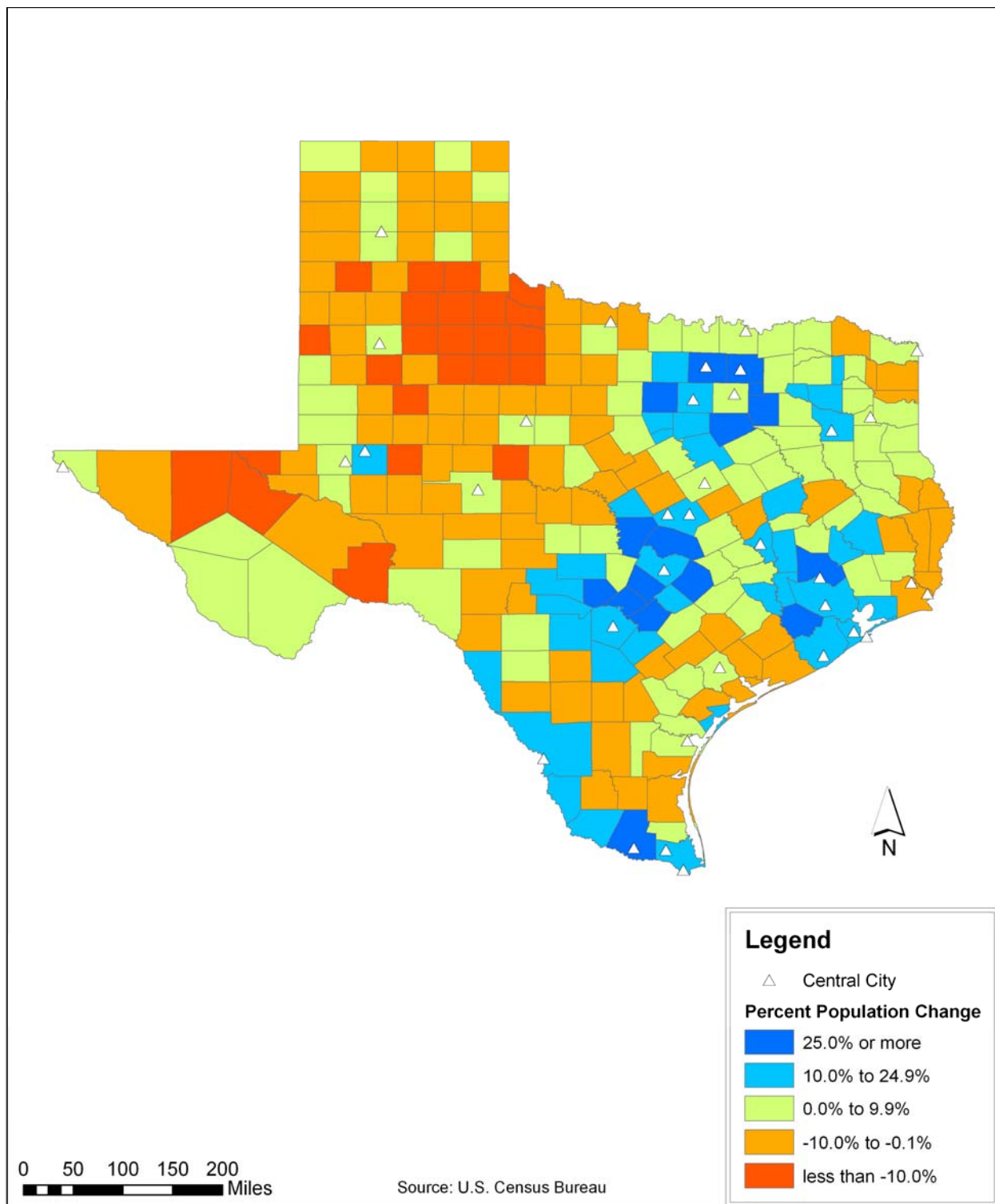
Figure 5. Percent Population Change by County, 2000–2008.

According to these estimates, Texas' population living in urbanized areas accounted for approximately 8.3 percent of the total U.S. urbanized population in 2008, up from 7.5 percent in 2000 (see Table 15 and Figure 6). In 2000, 14.8 million people were living in urbanized areas of 50,000 or more in Texas. This figure increased to an estimated 17.8 million people in 2008. In the aggregate, the share of the total population living in urbanized areas continues to increase at both the national and state level. Texas' population growth relative to other states means that Texas' share of the national urbanized population will likely increase between 2000 and 2010.

Table 15. Total Population by Area in Texas, 2000 and 2008.

	Census 2000	Share of U.S. (%)	2008 Estimate	Share of U.S. (%)
Urbanized Areas	14,795,862	7.5	17,753,983	8.3
50,000 to 199,999	2,630,638	8.6	2,977,992	9.4
> 200,000	12,165,224	7.3	14,775,991	8.1
Rural or Urban Cluster	6,055,958	6.8	6,572,991	7.2
Total	20,851,820	7.3	24,326,974	8.0

Derived from U.S. Census Bureau, Census 2000 and Estimates Branch, Vintage 2008.

According to these estimates, 300,000 more people were living in small urban areas (areas of 50,000 to 199,999 people) in 2008 than were living in the same areas in 2000 (Table 15). This aggregate total includes new population for the smallest urbanized areas resulting from population growth of existing urbanized areas, as well as new urbanized areas that were created when existing urban clusters reached the 50,000 population threshold using our estimation methodology. Texas accounted for approximately 8.1 percent of the national population living in large urbanized areas in 2008 and 9.4 percent of the national total of small urbanized areas.

Population growth has not been limited to urbanized areas. Overall, Texas' rural and urban cluster population increased from 6.1 million in 2000 to 6.6 million in 2008 (see Figure 7). Texas' share of this population was estimated to be 7.2 percent in 2008, remaining virtually unchanged from its share in 2000 (6.8 percent).

In order to project Texas' shares of urban, total, and non-urbanized population for 2010, researchers extrapolated population trends by county linearly to 2010 and applied the same ratios of urban to county population to the 2010 projected population by county. Researchers summed populations of urbanized areas for 2010 in the same manner as the population estimates for 2008. Assuming that the 2000–2008 trends in population change continue, then Texas' share of U.S. population and population in urbanized and large urbanized areas (population 200,000 or more) will increase slightly (see Figure 2). At the same time, Texas share of non-urbanized population and small urbanized population will remain stable at 7.0 percent and 9.1 percent, respectively.
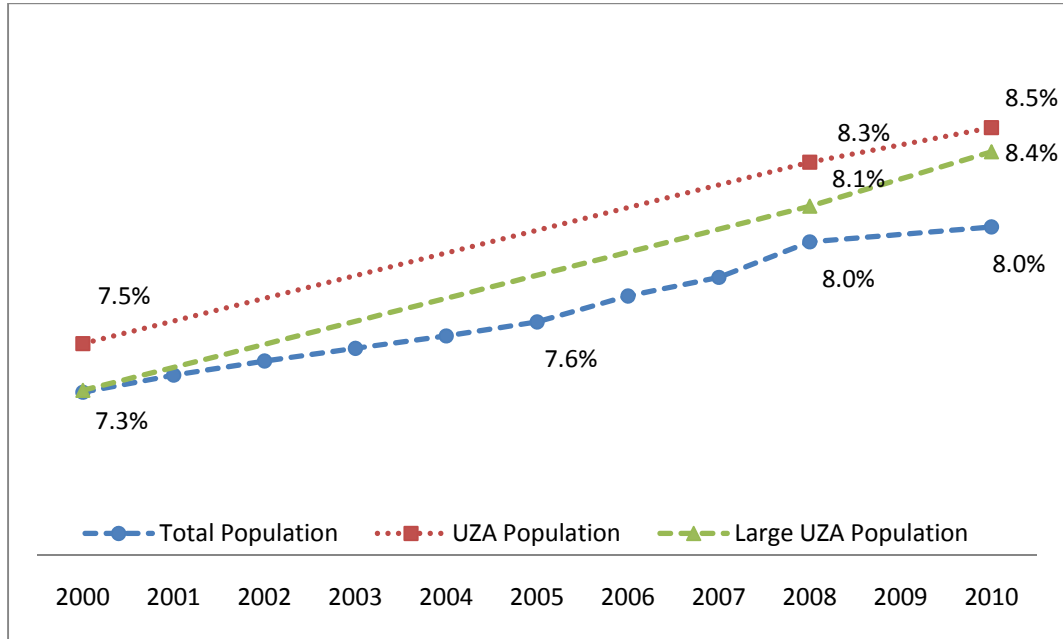
**Figure 6. Texas Shares of U.S. Urbanized and Total Population,
2000, 2008 (estimated), and 2010 (projected).**
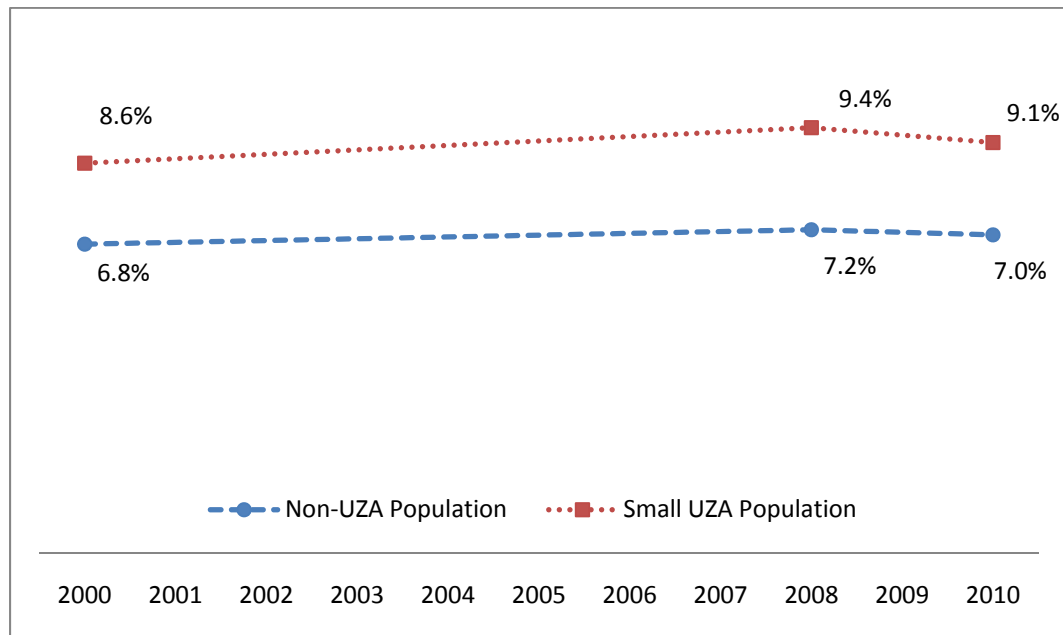
**Figure 7. Texas Shares of U.S. Small Urbanized and Rural/Urban Cluster Population,
2000, 2008 (estimated), and 2010 (projected).**

Trends in Special Populations

In addition to population growth, changes in the characteristics of Texas' population will increase the demand for services provided by public transportation agencies. These include special services for the elderly, the disabled, and individuals living in poverty. Funding for services provided for special populations are supplemented by several FTA programs including Section 5310 (Elderly and Disabled), Section 5316 (Low Income – Job Access and Reverse Commute), and Section 5317 (Disabled). Like other FTA formulas, a state's federal funding level is determined by the state's share of the national population of each of these groups (disabled, elderly, and low-income individuals). In order to understand changes in Texas' relative share of these populations to the nation as a whole, state estimates for these special groups were obtained from the Census Bureau Vintage 2008 Population Estimates[29] and the 2007 ACS (*33*).[30]

Population Age 65 and Over

At 2.1 million people, Texas had the fourth largest older (age 65 or older) population in the nation in 2000. According to census estimates, the number of people age 65 and over living in Texas increased to an estimated 2.5 million in 2008 (see Table 16). Although Texas had the second largest total population in the nation, Texas' older population was smaller than the older population of three states (California, Florida, and New York). Texas' share of this population has increased from 5.8 percent in 2000 to 6.3 percent in 2007. In relative terms, the population of Texas is among the youngest of any state in the United States. In 2008, it ranked 48th in the United States in the proportion of its population that was age 65 or older.

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[29] The Census Population Estimates Program annually produces population estimates based upon the last decennial census for general purpose governmental units (i.e., nation, state, county). Each year, the Census Bureau re-calculates the estimates in the time series for previously released years using the most up-to-date demographic components of change and legal boundaries available. Each annual time series is described by the "Vintage" year, which is the latest year in the time series. For example, if the latest year in the time series of estimates is July 1, 2008, then all estimates in this time series are identified as belonging to "Vintage 2008."

[30] The ACS replaces the sample survey that was included as a part of the decennial census in years past (often called the long-form survey). The ACS collects data on households and the population on a continuous basis and reports the data for 1-, 3-, or 5-year periods. Sample sizes restrict reporting of the 1-year data to only those geographic areas larger than 65,000, while 5-year data will be reported for areas as small as the Census tract. Data from the ACS will be the most comprehensive federal data available for some subjects that were previously a part of the decennial Census. Among other things, these subjects include household income and poverty status and disability status of persons. In terms of demographic characteristics, only information about the age, sex, race, and ethnicity of the population will be collected and reported as part of the 2010 decennial census.

Table 16. Top 10 States Ranked by Estimated Population Age 65 and Over, 2008.

Rank	State	2000 Census	Share of U.S. (%)	2008 Estimate	Share of U.S. (%)
1	California	3,590,395	10.1	4,114,496	10.4
2	Florida	2,812,899	7.9	3,187,797	8.1
3	New York	2,447,963	6.9	2,607,672	6.6
4	*Texas*	*2,064,330*	*5.8*	*2,472,223*	*6.3*
5	Pennsylvania	1,915,844	5.4	1,910,571	4.8
6	Illinois	1,502,734	4.2	1,575,308	4.0
7	Ohio	1,509,968	4.3	1,570,837	4.0
8	Michigan	1,222,429	3.5	1,304,322	3.3
9	New Jersey	1,110,694	3.2	1,150,941	2.9
10	North Carolina	965,918	2.7	1,139,052	2.9
	U.S. and Puerto Rico	**35,416,890**	**100.0**	**39,409,722**	**100.0**

Source: U.S. Bureau of the Census, Estimates Branch, Vintage 2008.

Population of People with Disabilities

In 2008, an estimated 3.0 million people age 5 and older living in Texas had at least one disability according to the ACS (see Table 17). This was the second largest population of people with disabilities in the nation and accounted for 14 percent of the total disabled population for the U.S. and Puerto Rico. In 2008, the disabled population in Texas was equivalent to the total population of the state of Iowa in 2008. Due to changes in the ways in which disability questions were asked in the ACS as compared to the 2000 Census, the 2008 estimated disabled population could not be compared directly with the disabled population for 2000.

Table 17. Top 10 States Ranked by Estimated Civilian Non-Institutionalized Population Age 5 and Older with at Least One Disability, 2008.

Rank	State	2008 Estimate ACS	Share of U.S. (%)
1	California	3,692,623	10.0
2	*Texas*	*2,767,633*	*7.5*
3	Florida	2,323,044	6.3
4	New York	2,158,905	5.8
5	Pennsylvania	1,617,733	4.4
6	Ohio	1,484,918	4.0
7	Illinois	1,308,724	3.5
8	Michigan	1,303,149	3.5
9	North Carolina	1,174,724	3.2
10	Georgia	1,112,789	3.0
	U.S. and Puerto Rico	**36,916,538**	**100.0**

Source: American Community Survey, 2008.

Low-Income Persons

The Job Access and Reverse Commute program (Section 5316) allocates federal dollars to states based upon the number of people living within 150 percent of poverty (classified as low income). According to the ACS estimates, there were 6.3 million low-income people living in Texas in 2008, approximately 17 percent of the total number of low-income people in the nation as a whole (see Table 18). While this population has increased along with the total size of the population, Texas' share of the total national population living within 150 percent of poverty has remained virtually unchanged. The economic downturn that began at the end of 2008 and impacted other states more severely than Texas may change Texas' total share of this population in 2010—but is not likely to change its overall ranking compared to other states.

Table 18. Top 10 States Ranked by Estimated Number of Civilian Non-Institutionalized Persons below 150% of Poverty, 2008.

Rank	State	2000 Census	Share of U.S. (%)	2008 Estimate ACS	Share of U.S. (%)
1	California	7,986,887	13.4	8,242,034	12.2
2	*Texas*	*5,270,683*	*8.8*	*6,313,951*	*9.3*
3	Florida	3,384,828	5.7	4,108,899	6.1
4	New York	4,178,786	7.0	4,100,219	6.1
5	Illinois	2,152,488	3.6	2,498,305	3.7
6	Pennsylvania	2,227,895	3.7	2,420,987	3.6
7	Ohio	1,996,472	3.3	2,413,405	3.6
8	Puerto Rico	2,421,385	4.1	2,392,758	3.5
9	Georgia	1,719,251	2.9	2,284,692	3.4
10	Michigan	1,719,066	2.9	2,224,040	3.3
	U.S. and Puerto Rico	**59,741,534**	**100.0**	**67,732,229**	**100.0**

Source: American Community Survey, 2008.
Note: Persons for whom poverty status is determined.

Conclusion

Texas ranks among the top 10 of states for all categories of demographic characteristics that are related to transit funding. Texas is the second most populated state, and it experienced the largest numeric population increase between 2000 and 2009. Most of this population growth has occurred in and around metropolitan counties and especially within the metropolitan counties in the Texas Triangle and along the south Texas border. In addition, because of its size and overall population growth, Texas has experienced increases in the disabled, the elderly, and low-income persons. The implication of these demographic trends means that Texas will have greater demand for public transportation services. At the same time, Texas may see increases in the federal allocations of public transit funds if the current SAFETEA-LU funding formulas remain in their current form.

SECTION 2. CHANGES IN POPULATIONS OF PEOPLE WITH DISABILITIES AND AGE 65 AND OVER

The purpose of this section is to provide a descriptive assessment of the changes in the populations of people with disabilities and persons age 65 and over for areas within Texas served by public transportation systems. The areas reported here aggregated county level data in order to approximate transit service areas. Appendix D describes the methodology used to generate the projected changes.

Population Age 65 and Over

In addition to the growth in the total population, increases in the number of people age 65 and over will impact the demand for public transportation services. According to these population projections, for the state as a whole, between 2000 and 2010, the population age 65 and over will grow at about the same rate as the total population (see Table 19). However, this growth rate does not hold true for all areas. Those areas that are served exclusively by rural transit systems are likely to experience faster growth of the elderly population than the population as a whole. In fact, 79 percent of the rural areas is likely to experience larger percentage change in the elderly population than the population as a whole (see Table 20). Overall, 60 percent (or 38) of the areas served by transit systems is likely to see rates of growth of the elderly population at or above the rates of growth for the population as a whole (see Table 20).

Table 19. Population by Transit Service Area Type and for the State of Texas, 2000–2010.

	Total Population		Age 65 and Over	
	Numeric	%	Numeric	%
MTA Counties	2,348,536	21.1	186,565	20.6
Urban Counties	1,213,293	26.7	98,408	21.0
Rural Counties	960,298	18.5	159,242	22.9
State of Texas	**4,522,127**	**21.7**	**444,215**	**21.4**

Table 20. Total Texas Areas by Type Compared to Areas Projected to Experience Growth in the Population Age 65 and Over Equal to or Exceeding Total Growth.

	Total Areas		Population Growth 65 and Older Equal to or Exceeding Total Growth	
	Number	%	Number	%
MTA Counties	8	12.7	3	37.5
Urban Counties	21	33.3	8	38.1
Rural Counties	34	54.0	27	79.4
State of Texas	**63**	**100.0**	**38**	**60.3**

Not surprisingly, those areas of high population growth overall are also the areas with large percentage increases in the population age 65 and over. These areas include suburban and urban counties around Dallas-Ft. Worth, Houston, and Austin. As shown in Figure 8, of the areas served principally by urban or metropolitan transit systems, the areas that are likely to see large percentage increases in the elderly population include:

- Denton County (Denton-Lewisville/Services Program for Aging Needs/Special Programs for Aging Needs [SPAN] – 80 percent);
- Montgomery County (The Woodlands/Brazos Transit – 77 percent);
- Travis, Williamson, and Hays Counties (Capital Metro/Capital Area Rural Transportation System – 48 percent); and
- Brazoria County (Lake-Jackson-Angleton/Gulf Coast Center – 42 percent).

Rural transit districts that will see the largest percentage increases in these populations include:

- Fort Bend County (103 percent);
- Kaufman Area Rural Transit (Kaufman and Rockwall Counties – 80 percent);
- The Transit System (Hood and Somerville Counties – 52 percent); and
- Johnson County (served by the City of Cleburne – 44 percent) – see Figure 9.

As a result of these changes, some shifts in the rankings of areas by population age 65 and over will change. For instance, ranked 21st among all counties in 2000, Collin County is likely to be ranked 12th in the total number of people age 65 and over (see Table 21).
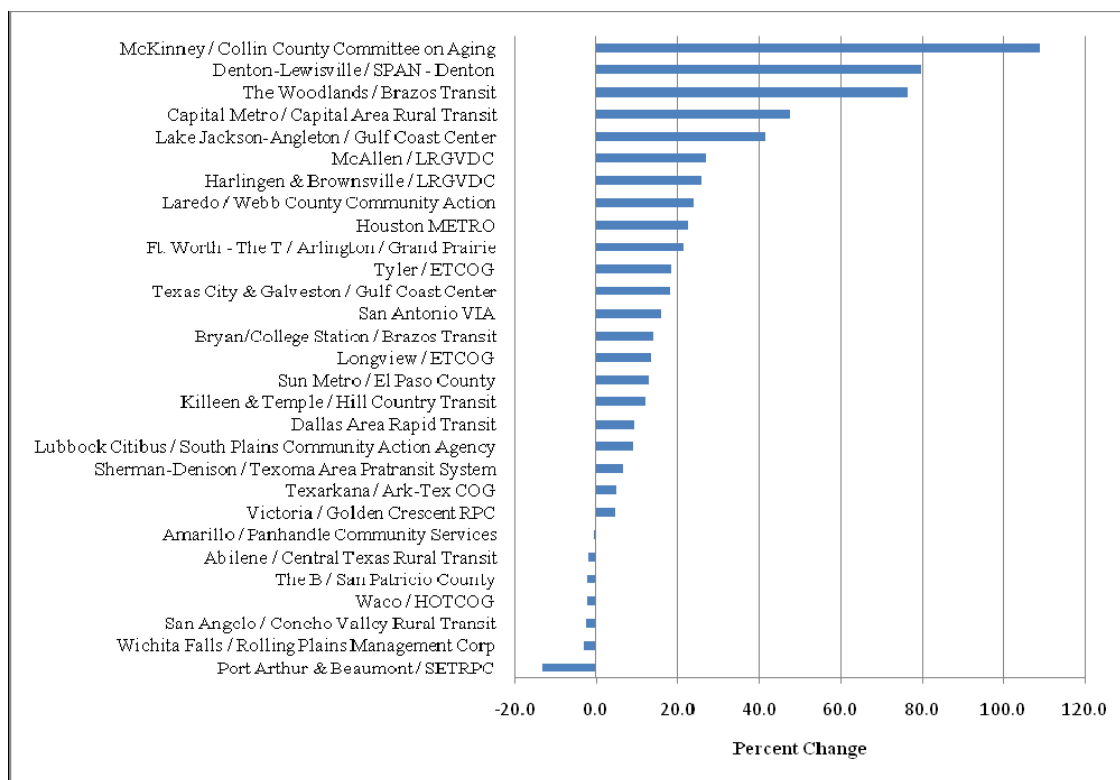
Note: Includes portions of rural transit districts operating in urban counties.

Figure 8. Projected Change in Population Age 65+ by MTA or Urban Service Areas, 2000–2010.
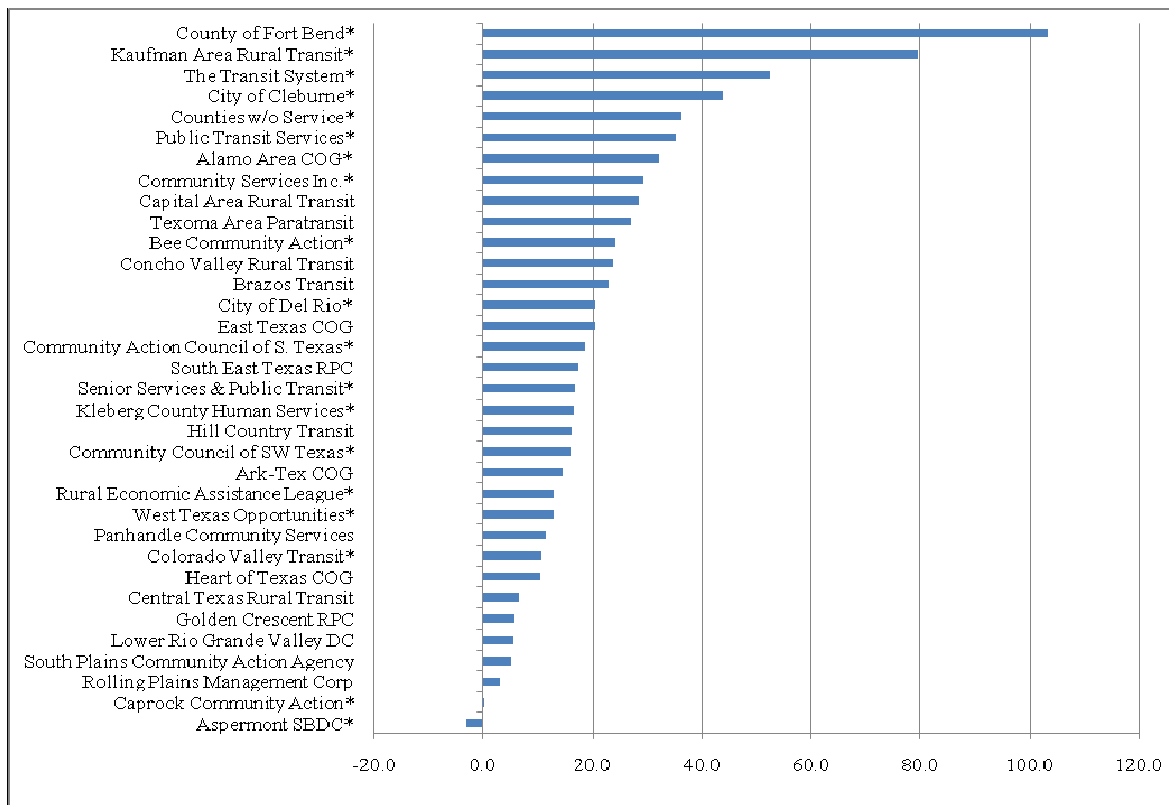
Includes all counties located within the district.

Figure 9. Projected Change in Population Age 65+ by Rural Service Areas, 2000–2010.

Table 21. Population Age 65+, Percent of Population, and Numeric and Percent Change by Transit Service Area and Ranked by Total Population Age 65+, 2000–2010.

Transit Service Area	Rank in 2000	Number of Counties	Population Age 65+		Percent Age 65+		Population Change		
			2000	2010	2000	2010	Age 65+ (Numeric)	Total (%)	Age65+ (%)
1. Houston METRO	1	1	252,895	310,296	7.4	7.6	57,401	20.5	22.7
2. Dallas Area Rapid Transit	2	1	178,872	195,537	8.1	8.0	16,665	9.8	9.3
3. San Antonio VIA	3	1	144,398	167,394	10.4	10.2	22,996	17.5	15.9
4. Ft. Worth—The T/Arlington/Grand Prairie	4	1	120,585	146,555	8.3	8.0	25,970	26.2	21.5
5. Capital Metro/Capital Area Rural Transportation System	6	3	80,698	119,218	7.0	7.5	38,520	37.3	47.7
6. Brazos Transit*	5	19	84,606	103,883	14.4	16.1	19,277	10.0	22.8
7. East Texas Council of Governments (COG)*	7	12	72,336	87,096	15.8	17.3	14,760	9.6	20.4
8. Alamo Area COG	9	11	60,648	80,199	14.6	14.6	19,551	32.8	32.2
9. Sun Metro/El Paso County	8	1	66,073	74,665	9.7	9.7	8,592	13.8	13.0
10. McAllen/Lower Rio Grande Valley Development Council (LRGVDC)	10	1	55,274	70,187	9.7	8.9	14,913	39.3	27.0
11. West Texas Opportunities	11	22	48,248	54,539	12.0	12.7	6,291	7.3	13.0
12. McKinney/Collin County Committee on Aging (COA)	21	1	25,852	54,018	5.3	6.4	28,166	71.3	109.0
13. Harlingen & Brownsville/LRGVDC	14	1	37,375	47,028	11.2	11.3	9,653	24.5	25.8
14. The Woodlands/Brazos Transit	22	1	25,548	45,083	8.7	9.5	19,535	62.2	76.5
15. Panhandle Community Services*	13	25	39,768	44,298	13.8	14.3	4,530	7.2	11.4
16. The B/San Patricio County	12	2	42,050	41,182	11.0	10.4	-868	3.7	-2.1
17. County of Fort Bend	31	1	20,169	40,958	5.7	7.1	20,789	62.9	103.1
18. Denton-Lewisville/SPAN—Denton	26	1	21,703	38,992	5.0	5.5	17,289	63.1	79.7
19. Ark-Tex COG*	16	8	29,189	33,440	16.1	17.4	4,251	5.9	14.6
20. Texas City & Galveston/Gulf Coast Center	18	1	27,765	32,821	11.1	11.2	5,056	17.5	18.2
21. Capital Area Rural Transportation System*	24	6	24,529	31,516	14.4	14.2	6,987	30.5	28.5
22. Central Texas Rural Transit*	17	10	28,739	30,631	17.4	17.4	1,892	6.4	6.6

Table 21. Population Age 65+, Percent of Population, and Numeric and Percent Change by Transit Service Area and Ranked by Total Population Age 65+, 2000–2010 (Continued).

Transit Service Area	Rank in 2000	Number of Counties	Population Age 65+		Percent Age 65+		Population Change		
			2000	2010	2000	2010	Age 65+ (Numeric)	Total (%)	Age65 + (%)
23. Lake Jackson-Angleton/Gulf Coast Center	28	1	21,330	30,226	8.8	9.5	8,896	32.0	41.7
24. Port Arthur & Beaumont/South East Texas Regional Planning Commission (SETRPC)	15	1	34,269	29,775	13.6	12.3	-4,494	-3.7	-13.1
25. Lubbock Citibus/South Plains CAA	20	1	26,744	29,170	11.0	10.9	2,426	10.4	9.1
26. Tyler/East Texas COG (ETCOG)	23	1	24,602	29,143	14.1	14.1	4,541	18.4	18.5
27. Texoma Area Paratransit*	29	5	21,170	26,915	14.5	16.0	5,745	15.1	27.1
28. Waco/Heart of Texas COG (HOTCOG)	19	1	27,449	26,860	12.9	11.5	-589	9.4	-2.1
29. Hill Country Transit*	27	8	21,513	25,041	13.7	14.4	3,528	10.8	16.4
30. Killeen & Temple/Hill Country Transit	30	1	20,865	23,411	8.8	8.0	2,546	22.4	12.2
31. Golden Crescent Regional Planning Commission (RPC)*	25	7	22,053	23,334	16.0	16.0	1,281	5.7	5.8
32. Community Services Inc.	34	2	16,773	21,677	10.7	10.3	4,904	34.8	29.2
33. Heart of Texas COG*	32	5	18,798	20,731	17.4	17.7	1,933	8.6	10.3
34. Public Transit Services	40	3	15,077	20,400	12.1	13.0	5,323	26.5	35.3
35. Kaufman Area Rural Transit	48	2	11,272	20,240	9.9	10.5	8,968	68.6	79.6
36. South East Texas RPC*	37	2	16,640	19,536	12.5	14.3	2,896	3.0	17.4
37. Abilene/Central Texas Rural Transit	33	2	18,618	18,281	12.6	12.0	-337	3.2	-1.8
38. City of Cleburne	46	1	12,645	18,186	10.0	10.7	5,541	33.5	43.8
39. Laredo/Webb County Community Action	42	1	14,656	18,134	7.6	7.0	3,478	33.4	23.7
40. Sherman-Denison/Texoma Area Paratransit	35	1	16,720	17,806	15.1	14.7	1,086	9.2	6.5
41. Colorado Valley Transit	38	4	16,067	17,775	13.6	13.0	1,708	16.3	10.6
42. Longview/ETCOG	41	1	14,757	16,732	13.3	13.6	1,975	10.4	13.4
43. Wichita Falls/Rolling Plains Management Corp	36	1	16,718	16,225	12.7	12.7	-493	-3.0	-2.9
44. South Plains Community Action Agency*	39	10	15,258	16,039	14.5	15.0	781	1.8	5.1

Table 21. Population Age 65+, Percent of Population, and Numeric and Percent Change by Transit Service Area and Ranked by Total Population Age 65+, 2000–2010 (Continued).

Transit Service Area	Rank in 2000	Number of Counties	Population Age 65+		Percent Age 65+		Population Change		
			2000	2010	2000	2010	Age 65+ (Numeric)	Total (%)	Age65 + (%)
45. Community Council of SW Texas	45	8	13,118	15,211	12.0	12.6	2,093	10.2	16.0
46. Bee Community Action	49	5	11,144	13,843	14.7	16.9	2,699	8.2	24.2
47. San Angelo/Concho Valley Rural Transit	43	1	13,969	13,624	13.4	13.1	-345	-0.2	-2.5
48. Amarillo/Panhandle Community Services	44	1	13,302	13,234	11.7	10.5	-68	11.3	-0.5
49. Texarkana/Ark-Tex COG	47	1	12,319	12,907	13.8	13.9	588	4.1	4.8
50. The Transit System	55	2	8,256	12,576	17.2	19.9	4,320	32.0	52.3
51. Bryan-College Station-Brazos Transit	50	1	10,223	11,629	6.7	6.6	1,406	15.2	13.8
52. Senior Services & Public Transit	53	1	9,658	11,270	12.6	12.5	1,612	17.5	16.7
53. Victoria/Golden Crescent RPC	51	1	10,059	10,528	12.0	11.8	469	6.0	4.7
54. Community Action Council of S. Texas	54	4	8,751	10,385	10.4	10.4	1,634	19.0	18.7
55. Rolling Plains Management Corp*	52	7	9,941	10,264	18.5	18.5	323	3.1	3.2
56. Concho Valley Rural Transit*	57	11	6,870	8,501	17.0	20.0	1,631	5.0	23.7
57. Caprock Community Action	56	6	7,973	8,003	14.2	14.5	30	-1.4	0.4
58. Rural Economic Assistance League	58	2	6,020	6,800	12.7	13.5	780	6.4	13.0
59. Counties w/o Service	61	2	4,484	6,110	10.9	12.0	1,626	23.4	36.3
60. City of Del Rio	59	1	4,913	5,916	11.0	11.8	1,003	11.6	20.4
61. Aspermont Small Business Development Center (SBDC)	60	6	4,507	4,373	23.6	23.4	-134	-2.1	-3.0
62. Kleberg County Human Services	62	2	3,383	3,940	10.6	12.1	557	1.6	16.5
63. Lower Rio Grande Valley Development Council (DC)*	63	1	2,328	2,460	11.6	11.2	132	9.7	5.7

^Percent change in total population shown here for comparison.
*Does not include counties served by urban/MTA districts.

Note: Numbers for urban/MTA districts reflect county populations of major urban counties served by urban transit districts. Numbers include populations located in rural districts operating in urban counties.

According to these population projections, the proportion of the statewide population served by the different types of transit districts will remain virtually the same as was the case for 2000 (see Table 22). However, for some districts the proportion of the population age 65 and over will increase as a result of larger increases in the population age 65 and over relative to other ages (see Figures 8 and 9). This is particularly the case for districts serving primarily rural areas. In fact, according to these projections, the rate of change for the population age 65 and over is larger than the rate of change for the total population for 38 of the 63 districts as depicted here.

Table 22. Percent of Total Population and Population Age 65+ by Transit Service Area Type and State of Texas, 2000 and 2010.

	Total Population			
	2000		2010	
	Number	**%**	**Number**	**%**
MTA Counties	11,111,844	53.3	13,460,380	53.0
Urban Counties	4,540,394	21.8	5,753,687	22.7
Rural Counties	5,199,582	24.9	6,159,880	24.3
State of Texas	**20,851,820**	**100.0**	**25,373,947**	**100.0**

	Population Age 65+			
	2000		2010	
	Number	**%**	**Number**	**%**
MTA Counties	907,274	43.8	1,093,839	43.5
Urban Counties	468,414	22.6	566,822	22.5
Rural Counties	696,844	33.6	856,086	34.0
State of Texas	**2,072,532**	**100.0**	**2,516,747**	**100.0**

People with Disabilities

The U.S. Census Bureau provides estimates of the number of persons age 5 and older with at least one disability, which is derived from a series of questions asked of a sample of the population as part of the ACS. The largest proportion of the disabled population is located in MTA areas because the majority of the Texas population will be located in these same areas (see Table 23). However, due primarily to differences in the age structure of the population and the relationship between age and disability status, those districts serving rural counties will have a higher proportion of the state's disabled population than the share of the total population in 2010.

Table 23. Total Population and Disabled Population by Transit Service Area Type and as a Percent of the State Total, 2010.

	Total Population				
	2000			**2010**	
	Number	**%**		**Number**	**%**
MTA Counties	11,111,844	53.3		13,460,380	53.0
Urban Counties	4,540,394	21.8		5,753,687	22.7
Rural Counties	5,199,582	24.9		6,159,880	24.3
State of Texas	**20,851,820**	**100.0**		**25,373,947**	**100.0**

	Disabled Population				
	2000			**2010**	
	Number	**%**		**Number**	**%**
MTA Counties				1,539,011	46.7
Urban Counties	-- NA --			760,931	23.1
Rural Counties				996,555	30.2
State of Texas				**3,296,497**	**100.0**

In general, the number of disabled people in a district correlates with the total number of people living in a district. However, when ranked by the population that is disabled, some areas will rank higher than they would if they were ranked by total population alone (see Table 24). With the exception of four counties served by transit agencies (Brazos, Collin, Denton, and Fort Bend), researchers project at least 10 percent of the population of each district's service area to be disabled. In several districts, researchers project more than 15 percent of the population to be disabled. According to these projections, in at least nine districts (as depicted here) 20 percent or more of the population will be disabled. These districts include Texarkana/Ark-Tex (Bowie County, 22 percent), Aspermont SBDC (21 percent), Ark-Tex (21 percent), Rolling Plains Management Corporation (20 percent), Bee Community Action Agency (20 percent), Southeast Texas Regional Planning Commission (20 percent), The Transit System (20 percent), Heart of Texas Council of Governments (29 percent), and The Rural Economic Assistance League ([20 percent]—see Table 24 and Figures 10 and 11).

Table 24. Total Population, Disabled Population, and Percent Disabled for Transit Service Areas, Ranked by Disabled Population, 2010.

Transit Service Area	Number of Counties	Total Population	Disabled Population	Percent Disabled
1. Metropolitan Transit Authority	1	4,096,052	435,690	10.6
2. Dallas Area Rapid Transit	1	2,435,919	268,170	11.0
3. San Antonio VIA	1	1,636,642	231,947	14.2
4. Ft. Worth—The T/Arlington/Grand Prairie	1	1,825,548	204,110	11.2
5. Capital Metro/Capital Area Rural Transportation System	3	1,592,206	161,281	10.1
6. Brazos Transit*	19	646,275	118,951	18.4
7. McAllen/LRGVDC	1	793,137	114,506	14.4
8. Sun Metro/El Paso County	1	773,125	104,917	13.6
9. East Texas COG*	12	503,200	96,655	19.2
10. Alamo Area COG	11	551,165	85,876	15.6
11. The B/San Patricio County	2	394,785	70,038	17.7
12. West Texas Opportunities*	22	430,726	67,269	15.6
13. McKinney/Collin County Committee on Aging	1	842,364	65,729	7.8
14. Denton-Lewisville/SPAN—Denton	1	706,103	62,858	8.9
15. The Woodlands/Brazos Transit	1	476,502	61,819	13.0
16. Harlingen & Brownsville/LRGVDC	1	417,404	55,266	13.2
17. County of Fort Bend	1	577,444	52,652	9.1
18. Texas City & Galveston/Gulf Coast Center	1	293,945	40,906	13.9
19. Panhandle Community Services*	25	310,221	40,621	13.1
20. Ark-Tex COG*	8	191,784	40,427	21.1
21. Lake Jackson-Angleton/Gulf Coast Center	1	319,043	40,115	12.6
22. Lubbock Citibus/South Plains Community Action Agency	1	267,891	38,567	14.4
23. Port Arthur & Beaumont/SETRPC	1	242,826	38,085	15.7
24. Laredo/Webb County Community Action	1	257,590	35,738	13.9
25. Capital Area Rural Transportation System*	6	221,721	35,603	16.1
26. Waco/HOTCOG	1	233,552	34,326	14.7
27. Killeen & Temple/Hill Country Transit	1	291,382	33,509	11.5
28. Tyler/ETCOG	1	206,781	33,341	16.1
29. Community Services Inc.	2	210,898	32,715	15.5
30. Central Texas Rural Transit*	10	176,048	31,906	18.1
31. Texoma Area Paratransit*	5	168,627	30,738	18.2
32. South East Texas RPC*	2	137,092	27,530	20.1
33. Golden Crescent RPC*	7	145,676	26,968	18.5
34. City of Cleburne	1	169,350	26,368	15.6
35. Hill Country Transit*	8	174,314	24,536	14.1
36. Kaufman Area Rural Transit	2	192,855	24,436	12.7

Table 24. Total Population, Disabled Population, and Percent Disabled for Transit Service Areas, Ranked by Disabled Population, 2010. (Continued)

Transit Service Area	Number of Counties	Total Population	Disabled Population	Percent Disabled
37. Heart of Texas COG*	5	117,337	23,455	20.0
38. Abilene/Central Texas Rural Transit	2	152,068	23,152	15.2
39. Longview/ETCOG	1	122,993	22,105	18.0
40. Public Transit Services	3	157,167	21,918	13.9
41. Colorado Valley Transit	4	137,092	21,902	16.0
42. Texarkana/Ark-Tex COG	1	92,942	20,639	22.2
43. Community Council of SW Texas	8	120,725	20,155	16.7
44. Wichita Falls/Rolling Plains Mgmnt Corp	1	127,695	19,719	15.4
45. Sherman-Denison/Texoma Area Paratransit	1	120,798	18,500	15.3
46. Amarillo/Panhandle Community Services	1	126,354	17,832	14.1
47. Community Action Council of S. Texas	4	100,195	17,386	17.4
48. Bee Community Action	5	82,047	16,720	20.4
49. South Plains Community Action Agency*	10	107,201	16,210	15.1
50. Victoria/Golden Crescent RPC	1	89,158	16,177	18.1
51. Senior Services & Public Transit	1	89,977	15,993	17.8
52. San Angelo/Concho Valley Rural Transit	1	103,750	15,929	15.4
53. Bryan-College Station-Brazos Transit	1	175,512	14,971	8.5
54. The Transit System	2	63,252	12,699	20.1
55. Rolling Plains Management Corp*	7	55,487	11,428	20.6
56. Rural Economic Assistance League	2	50,321	10,030	19.9
57. City of Del Rio	1	50,067	8,093	16.2
58. Counties w/o Service	2	50,732	7,986	15.7
59. Caprock Community Action	6	55,193	7,822	14.2
60. Concho Valley Rural Transit*	11	42,501	7,768	18.3
61. Kleberg County Human Services	2	32,460	5,987	18.4
62. Aspermont SBDC	6	18,695	3,972	21.2
63. Lower Rio Grande Valley DC*	1	22,035	3,780	17.2

*Does not include counties served by urban/MTA districts.
Note: Numbers for urban/MTA districts reflect county populations of major urban counties served by urban transit districts.
Numbers include populations located in rural districts operating in urban counties.
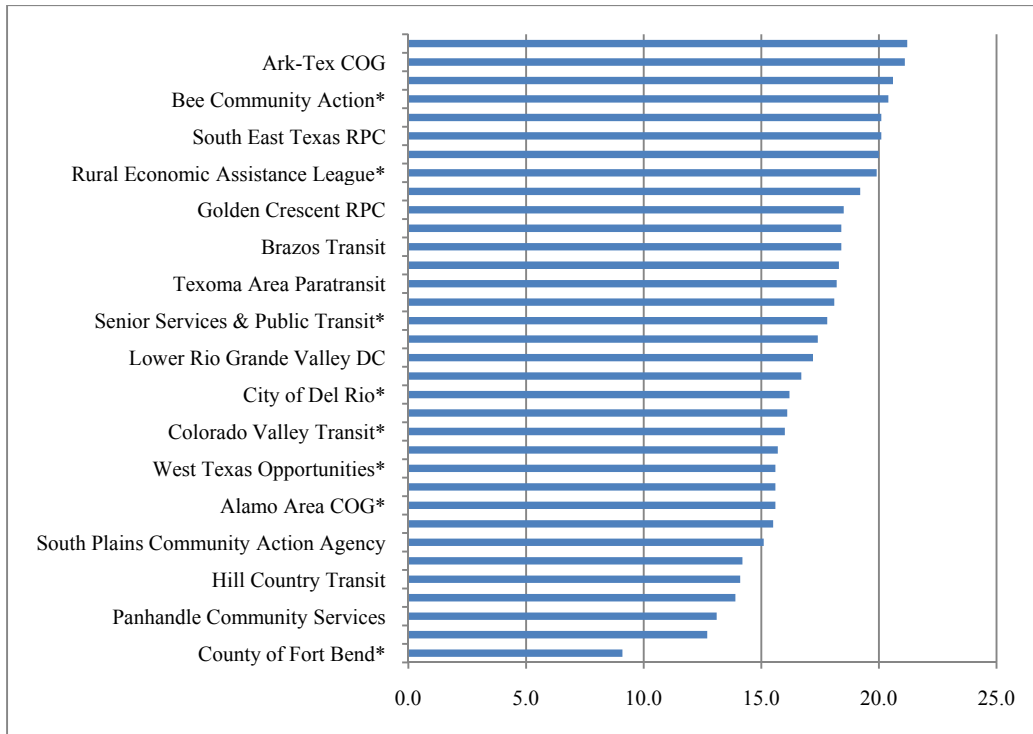
Figure 10. Percent of Total Population with at Least One Disability by Rural Transit Service Area, 2000 and 2010 (Projected).
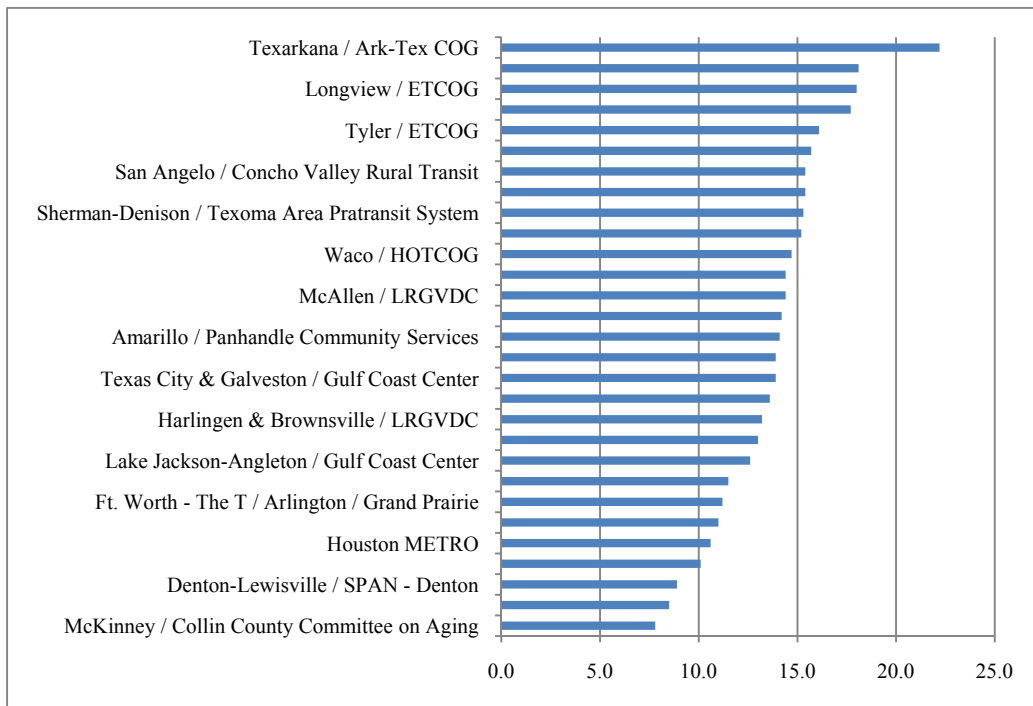
Figure 11. Percent of Total Population with at Least One Disability by MTA and Urban Transit Service Area, 2000 and 2010 (Projected).

Summary

The majority of the disabled and elderly populations will be living in counties served by metropolitan transit authorities—where the majority of the state's population lives. However, a larger *proportion* of the population having these characteristics will be living in counties served by rural districts than the proportion of the total population as a whole. Whereas approximately one-fourth of the state's total population will be living in rural districts in 2010, approximately one-third of these special populations will be located in these same areas. Only eight districts (as defined here) will experience declines in the population age 65 and over, meaning that increased demand for services should occur in most areas as a result of increases in the elderly population. In addition, although some areas will have a small proportion of the population who are disabled or elderly, rapid population growth in general will increase the number of people with these characteristics. This will be the case for some rapidly growing suburban counties such as Collin, Denton, and Ft. Bend, in which the population age 65 and over will double between 2000 and 2010 (according to these projections). Finally, although not directly impacting the population counts for 2010, baby boomers (the population group consisting of people age 45 to 64 in 2010) will begin to enter the elderly population in subsequent years, which will likely impact demand on public transportation services.

SECTION 3. SUMMARY OF CHANGES TO URBANIZED AREA POPULATIONS 1990–2010

Section 1 of this chapter provides a summary of estimated and projected changes in shares of urbanized population for the state of Texas as a whole relative to other states. This share of urbanized population projection is based upon estimates and projections prepared by the U.S. Census Bureau and assumes that the ratios of urban area population to county population remain the same for post-2000 years as they were for Census 2000. This section provides a summary of the projected changes in the *number* of urbanized areas for Texas as well as *each* of the urbanized area projected populations for 2010. Appendix D explains the methods used to derive these projections. In addition, Section 4 of this chapter includes descriptions of potential changes for each urban area.

This section begins with an overview of changes to urbanized population from 1990 to 2000, followed by a summary of potential changes for 2010. Finally, this section lists projected populations by urbanized areas. For purposes of this section, the term urbanized refers to areas meeting prescribed density thresholds with a population of 50,000 or more. Contrast this to urban, which also includes urban clusters of at least 2,500 but less than 50,000 as well as urbanized area.

Following the 1990 Census, 32 urbanized areas were defined (see Table 25). There were 11.4 million people living within these urbanized areas in 1990, accounting for 67 percent of the Texas population. Following Census 2000, three new areas were designated as urbanized and two merged, resulting in a total of 34 urbanized areas. There were 14.8 million people living in these urbanized areas in 2000, accounting for 71 percent of the Texas population.

Table 25. Urbanized Area Changes, 1990–2000.

	1990	2000
Total Urbanized Areas (number)	32	34
Total Urbanized Population	11.4 Million	14.8 Million
Population in Urbanized Areas (%)	67	71
Total Rural/Urban Cluster Population	5.6 Million	6.0 Million
Population in Rural/Urban Cluster Areas (%)	33	29
Total Population	17.0 Million	20.9 Million

Table 26 and Table 27 lists the urbanized areas by class size and for each decade. In 2000, there were three urbanized areas of 1 million or more population (very large urban). These were the same urbanized areas designated as very large urban in 1990 (Dallas, Houston, and San Antonio). Following Census 2000, two additional areas were added to the 200,000 to 1 million size class (large urban). These included the merged urbanized areas of Denton and Lewisville (Denton-Lewisville) and Lubbock. Lake Jackson-Angleton, McKinney, and The Woodlands were designated as new urbanized areas following Census 2000.

Table 26. Designated Urbanized Areas, 1990 (32 Areas).

- **3 areas of 1 million or more people**
    - Dallas-Ft. Worth
    - Houston
    - San Antonio
- **4 areas of 200,000 to 1 million people**
    - Austin
    - Corpus Christi
    - El Paso
    - McAllen-Edinburg-Mission
- **25 areas of 50,000 to 200,000 people**
    - Abilene
    - Amarillo
    - Beaumont
    - Brownsville
    - Bryan-College Station
    - Denton
    - Galveston
    - Harlingen
    - Killeen
    - Laredo
    - Lewisville
    - Longview
    - Lubbock
    - Midland
    - Odessa
    - Port Arthur
    - San Angelo
    - Sherman-Denison
    - Temple
    - Texarkana
    - Texas City
    - Tyler
    - Victoria
    - Waco
    - Wichita Falls

Table 27. Designated Urbanized Areas, 2000 (34 Areas).

- **3 areas of 1 million or more people**
    - Dallas-Ft. Worth-Arlington
    - Houston
    - San Antonio
- **6 areas of 200,000 to 1 million people**
    - Austin
    - Corpus Christi
    - *Denton-Lewisville*
    - El Paso
    - *Lubbock*
    - McAllen
- **25 areas of 50,000 to 200,000 people**
    - Abilene
    - Amarillo
    - Beaumont
    - Brownsville
    - College Station-Bryan
    - Galveston
    - Harlingen
    - Killeen
    - *Lake Jackson-Angleton*
    - Laredo
    - Longview
    - *McKinney*
    - Midland
    - Odessa
    - Port Arthur
    - San Angelo
    - Sherman-Denison
    - Temple
    - Texarkana
    - Texas City
    - *The Woodlands*
    - Tyler
    - Victoria
    - Waco
    - Wichita Falls

Note: New or merged urbanized areas in italics.

In order to project populations for urban areas in Texas and compare areas across the state, researchers used the Texas State Data Center Population Projections for Counties (Scenario 2000–2007) as a control to which projections of smaller areas was prepared (*34*). Researchers used the cohort-component method as a basis for developing the Texas State Data Center Population Projections. Researchers trended historical rates for mortality, fertility, and net migration to future years based upon a set of assumptions. The population projection scenario used here is similar to the other population projection scenarios prepared by the Texas State Data Center except that it uses 2000–2007 trends in net migration to predict future population. Because this scenario takes into account recent trends, it was felt that this scenario would better reflect the population for 2010. Assuming that current trends continue through April 1, 2010 (the Census date), and that currently designated urban areas do not merge with adjacent urban areas, there is potential for 38 to 40 urbanized areas in Texas after the 2010 Census (up from 34 currently designated areas—see Table 28). The population of urbanized areas would increase to 18.6 million, or 73 percent of the Texas population. At the same time, while the ratio of rural population to total population would decline, the total number of persons living in rural areas would increase by approximately 800,000.

Table 28. Urbanized Area Changes Assuming the Addition of All New Urbanized Areas Including Eagle Pass, 2000–2010.

	2000	2010
Total Urbanized Areas (number)	34	40
Total Urbanized Population	14.8 Million	18.6 Million
Population in Urbanized Areas (%)	71	73
Total Rural Population	6.0 Million	6.8 Million
Population in Rural Areas (%)	29	27
Total Population	20.9 Million	25.4 Million

According to these projections, following the 2010 Census there will be 4 very large urban areas (1 million persons or more), 7 to 9 large urban areas (200,000 to 999,999 people), and 27 small urban areas ([50,000 to 199,999 people] see Table 29). Researchers project four urbanized areas to change classification from small to large urban area, although two of these are projected to have populations just above the 200,000 population threshold (Amarillo and Killeen). The difficulty in predicting future populations in general means that these areas may fall below the 200,000 population in 2010.

Six smaller urban areas have the potential to become urbanized areas following the 2010 Census. Of these six, the projected populations for Cleburne and Eagle Pass are just at or below the 50,000 population threshold for defining urbanized areas. Table 29 at the end of this section lists the 2000 population and projected populations for each urban area.

Denton and Lewisville merged to create one new urbanized area following Census 2000. Due to extensive residential development in and around Frisco, McKinney, and Little Elm, the Dallas-Ft. Worth-Arlington urbanized area is likely to merge with the McKinney urbanized area and the Little Elm urban cluster following the 2010 Census under the 2000 urban area criteria (*9, 10*). In addition, portions of Texas City-La Marque could merge with the Houston urbanized area. The Census Bureau is considering using other sources of information to include additional built-up urban areas that do not meet population density thresholds (commercial and industrial property) as well as additional areas between existing urban areas where residential development is constrained or limited. At the time of this report, the proposed criteria have not been published in the Federal Register, so the impact of these changes is not fully understood. However, the items under discussion could lead to the merger of some existing urbanized areas as well as the inclusion of additional area within existing urbanized areas. Denton-Lewisville could merge with Dallas-Ft. Worth-Arlington, and The Woodlands could merge with Houston depending upon the final criteria used for delineating urbanized areas following the 2010 Census. The next section describes the potential impacts of changes in the urban area criteria for specific areas.

In order to prepare for public transportation needs and allocation of resources following the results of the 2010 Census, researchers prepared population projections of urbanized (see Table 30). According to these projections, researchers identified six areas as areas that will likely become urbanized after 2010. In addition, three to five areas are likely to surpass key population

thresholds and shift to new urban area classifications. The next section describes the changes likely to occur for each urbanized area.

Table 29. Potential Urbanized Areas, 2010 (40 Areas), Includes Eagle Pass.

- **4 areas of 1 million or more people**
  - Dallas-Ft. Worth-Arlington
  - Houston
  - San Antonio
  - *Austin*
- **9 areas of 200,000 to 1 million people**
  - Corpus Christi
  - El Paso
  - McAllen
  - Denton-Lewisville
  - Lubbock
  - *Laredo*
  - *Brownsville*
  - *Amarillo*
  - *Killeen*
- **27 areas of 50,000 to 200,000 people**
  - Abilene
  - Beaumont
  - *Cleburne*
  - College Station-Bryan
  - *Conroe*
  - *Eagle Pass*
  - Galveston
  - *Georgetown*
  - Harlingen
  - Lake Jackson-Angleton
  - Longview
  - McKinney
  - Midland
  - *New Braunfels*
  - Odessa
  - Port Arthur
  - San Angelo
  - *San Marcos-Kyle*
  - Sherman
  - Temple
  - Texarkana
  - Texas City
  - The Woodlands
  - Tyler
  - Victoria
  - Waco
  - Wichita Falls

- *Notes*
  - *Amarillo and Killeen could fall just below the 200,000 population threshold*
  - *Cleburne could fall just below the 50,000 population threshold*
  - *Eagle Pass is projected to be just below the 50,000 population threshold*

- ***Potential Mergers***
  - *High likelihood:*
    - *McKinney with Dallas-Ft. Worth-Arlington*
    - *Portions of Texas City-La Marque with Houston*
    - *Little Elm urban area with Dallas-Ft. Worth-Arlington*
  - *Likelihood assuming changes to urban criteria*
    - *Denton-Lewisville with Dallas-Ft. Worth-Arlington*
    - *The Woodlands with Houston*
  - *Other potential mergers*
    - *Conroe with The Woodlands*
    - *Portions of San Marcos-Kyle with Austin*
    - *Cleburne urban area with Dallas-Ft. Worth-Arlington*

Table 30. Historical and Projected Populations of Urbanized Areas in Texas.

Urban Area	Total Population 2000	2010	Change Numeric	Percent
Abilene	107,041	112,000	4,959	4.6
Amarillo	179,312	201,000	21,688	12.1
Austin	901,920	1,183,000	281,080	31.2
Beaumont	139,304	140,000	696	0.5
Brownsville	165,776	215,000	49,224	29.7
Cleburne	36,863	52,000	15,137	41.1
College Station-Bryan	132,500	152,000	19,500	14.7
Conroe	41,402	58,000	16,598	40.1
Corpus Christi	293,925	304,000	10,075	3.4
Dallas-Ft Worth-Arlington	4,145,659	5,115,000	969,341	23.4
Denton-Lewisville	299,823	432,000	132,177	44.1
Eagle Pass	41,829	47,000	5,171	12.4
El Paso	648,465	714,000	65,535	10.1
Galveston	54,770	54,000	(770)	-1.4
Georgetown	32,663	59,000	26,337	80.6
Harlingen	110,770	132,000	21,230	19.2
Houston	3,822,509	4,831,000	1,008,491	26.4
Killeen	167,976	200,000	32,024	19.1
Lake Jackson-Angleton	73,416	79,000	5,584	7.6
Laredo	175,586	227,000	51,414	29.3
Longview	78,070	83,000	4,930	6.3
Lubbock	202,225	225,000	22,775	11.3
McAllen	523,144	740,000	216,856	41.5
McKinney	54,525	147,000	92,475	169.6
Midland	99,221	112,000	12,779	12.9
New Braunfels	39,709	62,000	22,291	56.1
Odessa	111,395	123,000	11,605	10.4
Port Arthur	114,656	114,000	(656)	-0.6
San Angelo	87,969	88,000	31	0.0
San Antonio	1,327,554	1,567,000	239,446	18.0
San Marcos-Kyle	47,333	80,000	32,667	69.0
Sherman	56,168	62,000	5,832	10.4
Temple	71,937	86,000	14,063	19.5
Texarkana	48,767	54,000	5,233	10.7
Texas City	96,417	111,000	14,583	15.1
The Woodlands	89,445	183,000	93,555	104.6
Tyler	101,494	125,000	23,506	23.2
Victoria	61,529	65,000	3,471	5.6
Waco	153,198	170,000	16,802	11.0
Wichita Falls	99,396	97,000	(2,396)	-2.4
Total	15,085,079	18,601,000	3,565,339	23.6

SECTION 4. SUMMARY OF PROJECTED POPULATION AND GEOGRAPHIC EXTENT BY URBANIZED AREAS

This section provides an overview of the projected 2010 population and geographic extents for existing and potential urbanized areas. The section begins with a summary of 2000 Census designated urban clusters that are likely to become UZAs following the 2010 Census. Then an overview of areas that are projected to surpass the 200,000 or 1 million population thresholds is provided. This is followed by a discussion about urban areas that may merge. Finally, the last portion of this section provides historical and projected populations and a summary of the potential changes for each urban area. The existing urbanized areas are listed in alphabetical order. Where applicable, information about potential mergers of urban areas summarized in the first part of this section is repeated for each alphabetically listed urbanized area. The 2000 population for the urban area (urbanized area or urban cluster) is listed along with the projected population for 2010. To illustrate potential changes described in some summaries of these urban areas, researchers provided maps. For some areas where there is no potential for merger with another existing urban area or there is no potential for the population to surpass a key population threshold, only the historical and projected populations are listed. Appendix E provides maps of each urban area. Appendix D provides an overview of the methods used to project populations for these areas.

Assumptions, Limitations, and Selected Definitions

Appendix D more fully describes the methods for projecting the populations and geographic extent of Texas urban areas. The delineation of urban areas began with the assumption that the existing Census 2000 designated urban areas would remain. Territory that is projected to meet the Census 2000 criteria for defining urban areas was added to these initial urban areas (see Section 3 in Chapter 3 for an overview of the Census 2000 urban area criteria). The Census Bureau plans to make only minor modifications to the Census 2000 criteria (*35*), but some proposed changes could influence the extent of existing urban areas and could lead to the mergers of others such as Denton-Lewisville and Dallas-Ft. Worth-Arlington.

In most cases, territory defined as urban following the 2000 Census will likely remain urban in 2010, although there is a possibility that changes in Census geography or changes in population densities could lead to these areas being redefined as rural in 2010. For instance, a 2000 defined Census block located on the urban fringe that includes 1 square mile in area could be split into two blocks for 2010. If the population is located only in one-half of the original block and no other criterion is met, the second half could be defined as rural, thus leading to a loss of urban area in this case. Blocks could also become rural as a result of losses in population. However, the cases where urban areas will become rural will be limited.

In the following analysis, researchers used the Census 2000 definitions for urban areas to define urban areas for 2010. Section 3 of Chapter 3 describes these criteria. In the following summaries we refer to the urban area criteria of *hops*, *jumps,* and *point-to-point* connections. In short, *hops* connect initially defined urban areas to blocks located 0.5 miles away and having at least 500 persons per square mile. *Jumps* connect initially defined urban areas with other groupings of blocks that meet specific criteria. Jumps can occur across a distance of less than 2.5 miles (or 5 miles in the case of "exempt territory"[31]). A *point-to-point* connection refers to areas that touch but do not share boundaries.

New or Merged Urbanized Areas

Conroe

Population in 2000: 41,402

Projected Population: 58,000

The population of the Census 2000 designated Conroe urban cluster is likely to surpass the 50,000 population threshold for designation as an urbanized area. The population of the Conroe urban area is concentrated within territory surrounded by a highway loop; however, additional concentrations of population outside of this main area were considered part of the Conroe urban cluster. This extended territory was connected to the initial core of the Conroe urban area through a jump connection via Interstate Highway 45. The extended territory of the Conroe urban area is near The Woodlands urbanized area. These two areas are separated by a flood plain, which restricts the connections between the two areas to a jump, or hop connection. Under the current criteria, if these two areas link via a point-to-point, hop, or jump connection, then these areas will remain as two separate urbanized areas because both will meet the 50,000 population threshold (see Appendix E).

New Braunfels

Population in 2000: 39,709

Projected Population: 62,000

The population of the New Braunfels urban area is likely to surpass the 50,000 threshold for designation as an urbanized area. The potential for merger with San Antonio is limited by the distance between the two urban areas. If any connection were to occur it would be through a jump connection. Under the current criteria, if these two areas link via a point-to-point, hop, or jump connection, then these areas will remain as two separate urbanized areas because both will meet the 50,000 population threshold (see Appendix E). The New Braunfels urban area is located in both Comal and Guadalupe Counties.

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[31] Exempt territory is defined as an area where residential development is constrained or limited. For Census 2000, these areas included military installations, national parks, and water bodies.

San Marcos-Kyle

Population in 2000: 47,333

Projected Population: 80,000

The San Marcos-Kyle urban cluster, located in Hays, Caldwell, and Guadalupe Counties, includes portions of both the cities of San Marcos and Kyle. The population of the San Marcos-Kyle urban area is likely to surpass the 50,000 threshold for designation as an urbanized area. The shape of the 2000 Census blocks between San Marcos and Kyle are mostly long and narrow, causing the boundaries of the blocks to be located closer to both communities and allowing for a jump connection when the two core areas are located less than 2.5 miles from each other. Changes in Census block and tract boundaries could create a split between San Marcos and Kyle. If the two areas split, San Marcos would likely remain above the 50,000 population threshold.

Following Census 2000, territory in and around the city of Buda was included within the Austin urbanized area as a result of a jump connection (where territory is added when the core population areas are within 2.5 miles of the initial or adjusted cores (*9*). If the urban area criteria remain the same for 2010 then these two areas are likely to remain connected through a jump. The distance between the Census 2000 designated urban areas of San Marcos-Kyle and Austin is more than 5 miles. Extensive residential development has occurred in and around Kyle and Buda, but areas of low population density remain. Because Austin and Buda are connected via a jump connection, San Marcos-Kyle and Austin could not be connected through a jump connection but rather through a series of contiguous blocks (where blocks of 500 or more persons per square mile are located adjacent to the initial or adjusted core).

Georgetown

Population in 2000: 32,763

Projected Population: 59,000

The population of the Georgetown urban area is likely to surpass the 50,000 threshold for designation as an urbanized area. The distance between the Census 2000 designated urban areas of Georgetown and Austin is more than 2.5 miles and the gap is projected to remain assuming Census 2000 urban area criteria. If the two areas link, the connection will likely be through a hop or jump. In this case, assuming that these population projections hold, then Georgetown would remain separate from Austin because the initial and adjusted core includes at least 50,000 people (see Appendix E). The likely scenario assumes that these two areas will remain separate due to these factors.

Cleburne

Population in 2000: 36,863

Projected Population: 52,000

The population of the Cleburne urban area is likely to approach or just surpass the 50,000 population threshold for designation as an urbanized area. A portion of the city of Burleson is located within the Cleburne urban cluster (2000). This urban area also includes the cities of Joshua and Cleburne. The remaining portion of the city of Burleson is located within the Dallas-Ft. Worth-Arlington urbanized areas. It appears that this part of Burleson was included within the Census 2000 designated Dallas-Ft. Worth-Arlington UZA as a result of a jump connection. If this was the case, then this prevented a connection to the Cleburne urban area even though the distance to the Cleburne urban area was less than 2.5 miles (see Appendix E). Although there is a possibility that all or parts of the Cleburne urban area could merge with Dallas-Ft. Worth-Arlington, the factors that kept these two areas separate are likely to remain. Thus, the likely scenario assumes that these urban areas remain separate.

Eagle Pass

Population in 2000: 41,829

Projected Population: 47,000

If these projections hold, the Eagle Pass urban area will approach the population threshold of 50,000. Under these population projections, Eagle Pass will fall just below the population threshold for designating it as an urbanized area after 2010.

Areas Projected to Surpass Major Population Thresholds

Austin (1 Million)

Population in 2000: 901,920

Projected Population: 1,183,000

Laredo (200,000)

Population in 2000: 175,586

Projected Population: 227,000

Brownsville (200,000)

Population in 2000: 165,776

Projected Population: 215,000

Amarillo (200,000)

Population in 2000: 179,312

Projected Population: 201,000

The Amarillo urbanized area is projected to approach the 200,000 population threshold. Both the preliminary projections used for initial screening and the final projections place the population of the area just above 200,000. However, as in all projections, there is a degree of uncertainty, so the population may fall just below the threshold in 2010.

Killeen (200,000)

Population in 2000: 167,976

Projected Population: 200,000

The Killeen urbanized area is projected to approach the 200,000 population threshold. Both the preliminary projections used for initial screening and the final projections place the population of the area just above 200,000. However, as in all projections, there is a degree of uncertainty, so the population may fall just below the threshold in 2010.

Potential Mergers of Urbanized Areas

Dallas-Ft. Worth-Arlington/McKinney

The Dallas-Ft. Worth-Arlington and McKinney urbanized areas are likely to merge as a result of the two areas becoming contiguous with a connection that is larger than a point-to-point connection or a jump or hop. If the two areas link to each other as a result of a hop, jump, or point-to-point connection, then these two urban areas will remain split. In the latter case, assuming that these population projections hold, the McKinney urban area would remain separate from the Dallas-Ft. Worth-Arlington urbanized area because the initial core of each includes at least 50,000 people (see Appendix E).

In addition to these potential mergers of urbanized areas, the urban area of Little Elm is likely to merge with the Dallas-Ft. Worth-Arlington urbanized area. The population projection for the Dallas-Ft. Worth-Arlington urbanized area assumes inclusion of the population of the former Little Elm urban cluster and surrounding population.

Houston/The Woodlands

Following the 2000 Decennial Census, The Woodlands urbanized area was not included within the Houston urbanized area due to criteria concerning territory where residential development is constrained or limited. The distance between Houston and The Woodlands was less than 1 mile in some places, and territory is adjacent in at least one area. However, these two areas (Houston and The Woodlands) were split because each area had an initial core population of at least 50,000 and the only connections between the two areas was through a point-to-point connection (*9*). The land area between these two urbanized areas consists of flood plain (Spring Creek), which constrains residential development. The U.S. Census Bureau designated some areas where residential development is constrained as "exempted territory." However, the territory between The Woodlands and Houston was not considered exempted because the U.S. Census Bureau did not have a comprehensive land use database that could have been used to identify all areas where residential development was constrained. Therefore, the only areas exempted in 2000 were bodies of water, military installations, and national parks and monuments. In 2010, The U.S. Census Bureau may use ancillary information including employment and land use data in order to identify other exempted territories in 2010. If these data are used to identify these other types of exempted territories, then The Woodlands and Houston could merge following the 2010 Decennial Census.

Houston/Texas City-La Marque

The 2000 Census designated Texas City-La Marque urbanized area split from the Houston urbanized area because the two were linked by only a point-to-point connection and each had at least 50,000 people in their initial cores. Residential development between these two urban areas has occurred since 2000. Thus, it is likely that all or portions of the Texas City-La Marque urbanized area will become a part of the Houston urbanized area. If any link remains between core population areas, the split would occur at that point, assuming that the population threshold of 50,000 is met for the initial cores of both areas. For instance, the Census 2000 designated urban area of Texas City-La Marque consists of two population cores connected via a point-to-point connection between the cities of Santa Fe and Dickinson. If this remains the only connection between the two initial core areas and the northern portion of Texas City-La Marque connects to the Houston urbanized area, then the split would occur at this point (assuming no changes in urban area criteria).

Changes by Area (Listed Alphabetically)

Abilene

Population in 2000: 107,041

Projected Population: 112,000

Amarillo

Population in 2000: 179,312

Projected Population: 201,000

The Amarillo urbanized area is projected to approach the 200,000 population threshold. Both the preliminary projections used for initial screening and the final projections place the population of the area just above 200,000. However, as in all projections, there is a degree of uncertainty, so the population may fall just below the threshold in 2010.

Austin

Population in 2000: 901,920

Projected Population: 1,183,000

The Austin urbanized area is projected to surpass the 1 million population threshold and become classified as a very large urban area following the 2010 Census. Following Census 2000, territory in and around the city of Buda was included within the Austin urbanized area as a result of a jump connection (where territory is added when the core population areas are within 2.5 miles of the initial or adjusted cores [*9*]). If the urban area criteria remain the same for 2010, then these two areas are likely to remain connected through a jump. The distance between the Census 2000 designated urban areas of San Marcos-Kyle and Austin is more than 5 miles. Extensive residential development has occurred in and around Kyle and Buda, but areas of low population density remain. Because Austin and Buda are connected via a jump connection, San Marcos-Kyle and Austin could not be connected through a jump connection but rather through series of contiguous blocks or a hop (where blocks of 500 or more persons per square mile are located adjacent to the initial or adjusted core) (see Figure 12).
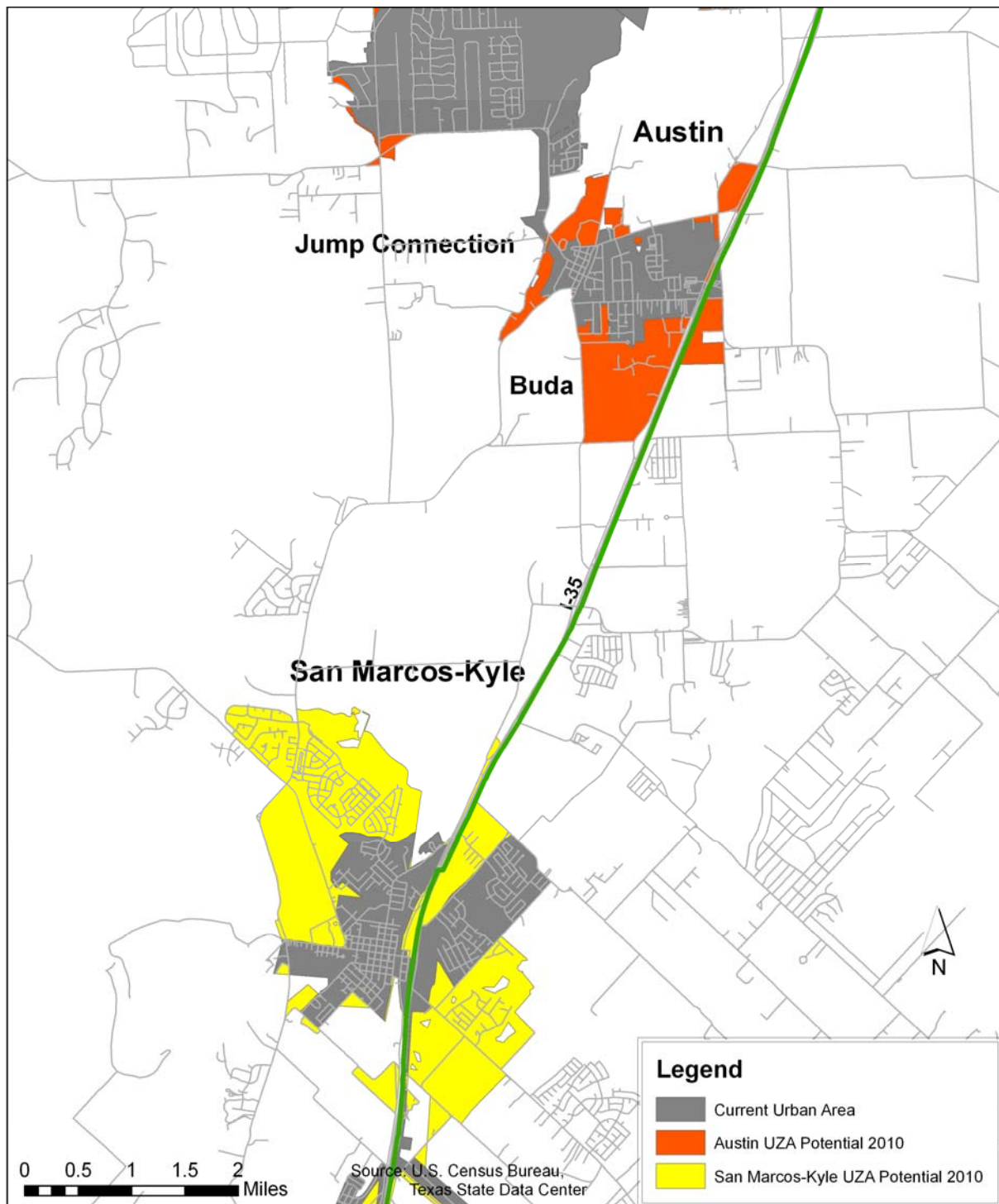
Figure 12. Austin, Buda, and San Marcos-Kyle.

The population of the Georgetown urban area is likely to surpass the 50,000 threshold for designation as an urbanized area. The distance between the Census 2000 designated urban areas of Georgetown and Austin is more than 2.5 miles and the gap is projected to remain, assuming Census 2000 urban area criteria. If the two areas connect the connection will likely be through a

hop or jump. In this case, assuming that these population projections hold, then Georgetown would remain separate from Austin because the initial and adjusted core includes at least 50,000 people (see Appendix E). The likely scenario assumes that these two areas will remain separate due to these factors (see Figure 13).
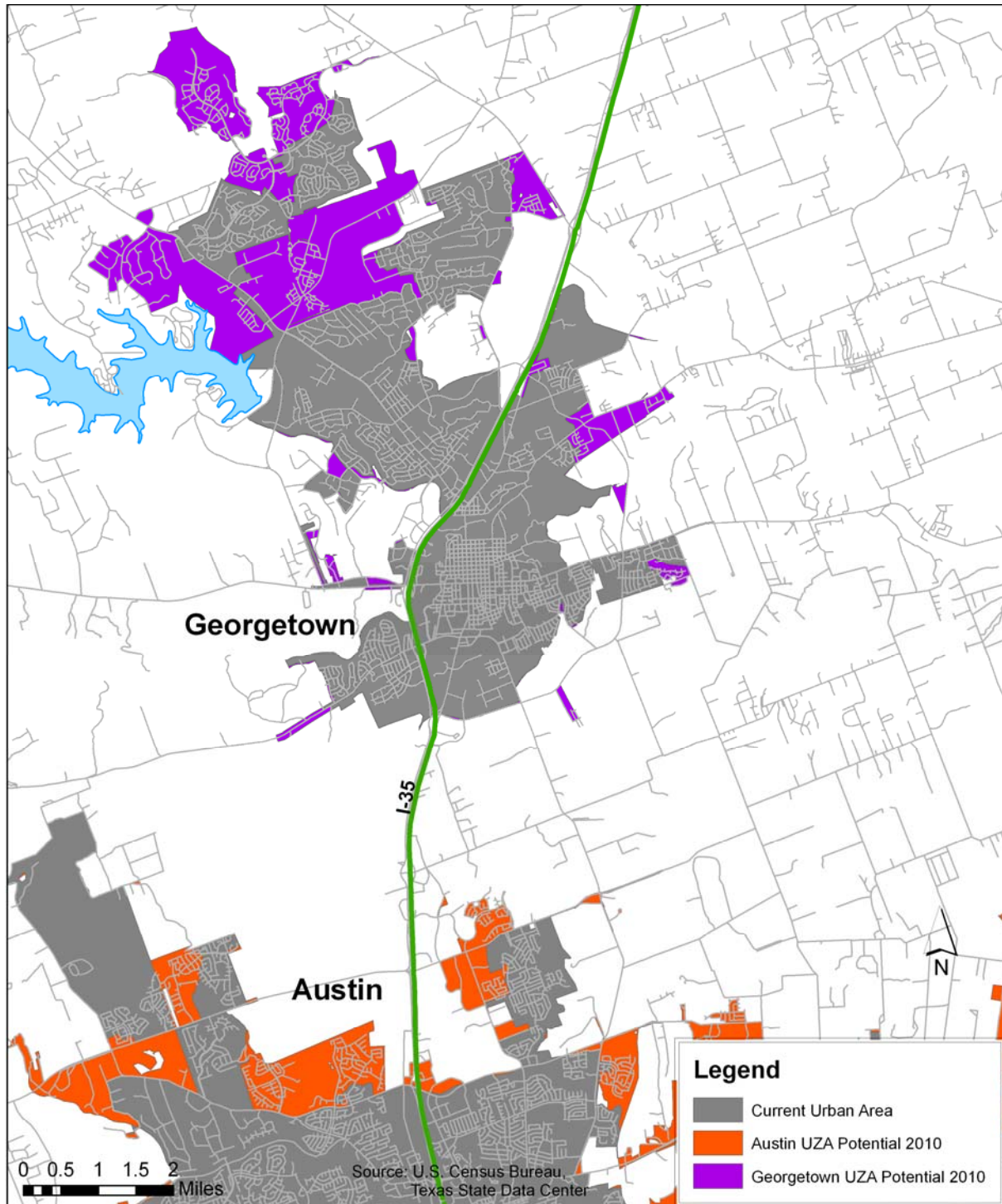
Figure 13. Austin and Georgetown.

Beaumont

Population in 2000: 139,000

Projected Population: 140,000

The population projection for the Beaumont urbanized area shows no significant change from 2000. The Census 2000 designated urban areas of Beaumont and Port Arthur were not connected because the connection between the two was a jump. In 2010, any connections between the two are likely to be through a jump or hop connection. In this case, assuming that these population projections hold, then Beaumont would remain separate from Port Arthur because the initial cores of both urban areas include at least 50,000 people (see Appendix E).

Brownsville

Population in 2000: 165,776

Average of Scenarios for Initial Screening: 210,000

The Brownsville urbanized area is projected to exceed the 200,000 population threshold in 2010. The distance between the 2000 designated urbanized areas of Brownsville and Harlingen is over the 2.5 mile threshold for a jump connection. The gap between these two areas may lessen; however, it is not expected that these two areas would connect. If these areas connected through a jump or hop, they would be split into two different urbanized areas because the initial cores of both urban areas include at least 50,000 people (see Appendix E).

Bryan-College Station

Population in 2000: 132,500

Projected Population: 152,000

Corpus Christi

Population in 2000: 293,925

Projected Population: 304,000

Dallas-Ft. Worth-Arlington

Population in 2000: 4,145,659

Projected Population: 5,115,000

In addition to the expansion of the urbanized area, two potential mergers could occur. Each of these potential mergers are described below:

Potential Merger of Dallas-Ft. Worth-Arlington and Denton-Lewisville Urbanized Areas

Following the 2000 Decennial Census, Denton and Lewisville were combined as one urbanized area separate from the Dallas-Ft. Worth-Arlington urbanized area due to two differing criteria concerning territory where residential development is constrained or limited. In the case of Denton and Lewisville, the area between the two is considered exempted territory because it consists of water (a portion of Lake Lewisville) (*9*). The distance between Denton-Lewisville and Dallas-Ft. Worth-Arlington was less than 1 mile in some places. However, these two areas (Denton-Lewisville and Dallas-Ft. Worth-Arlington) were split because each area had an initial core population of at least 50,000 and the only connections between the two areas were hops and jumps (*9*). The land area between these two urbanized areas consists of commercial property and freeway right-of-way as well as the Trinity River flood plain. Like the water between Denton and Lewisville, these factors restrict residential development. However, the territory was not considered exempted because the U.S. Census Bureau did not have a comprehensive land use database that could have been used to identify all areas where residential development was constrained. Therefore, the only areas exempted in 2000 were bodies of water, military installations, and national parks and monuments. For 2010, the U.S. Census Bureau may include employment and land use information to identify other exempted territories in 2010. If these data are used to identify additional exempted territories, then Denton-Lewisville and Dallas-Ft. Worth-Arlington could merge following the 2010 Decennial Census.

Potential Merger of Dallas-Ft. Worth-Arlington and McKinney Urbanized Areas

The Dallas-Ft. Worth-Arlington and McKinney urbanized areas are likely to merge as a result of the two areas becoming contiguous with a connection that is larger than a point-to-point connection or a jump or hop. If the two areas link to each other as a result of a hop, jump, or point-to-point connection, then these two urban areas will remain split. In the latter case, assuming that these population projections hold, the McKinney urban area would remain separate from the Dallas-Ft. Worth-Arlington urbanized area because the initial core of each includes at least 50,000 people (see Appendix E).

In addition to these potential mergers of urbanized areas, the urban area of Little Elm is likely to merge with the Dallas-Ft. Worth-Arlington urbanized area. The population projection for the Dallas-Ft. Worth-Arlington urbanized area assumes inclusion of the population of the former Little Elm urban cluster and surrounding population.

Denton-Lewisville

Population in 2000: 299,823

Projected Population: 432,000

Following the 2000 Decennial Census, Denton and Lewisville were combined as one urbanized area separate from the Dallas-Ft. Worth-Arlington urbanized area due to two differing criteria concerning territory where residential development is constrained or limited. In the case of Denton and Lewisville, the area between the two is considered exempted territory because it consists of water (a portion of Lake Lewisville) (*9*). The distance between Denton-Lewisville and Dallas-Ft. Worth-Arlington was less than 1 mile in some places. However, these two areas (Denton-Lewisville and Dallas-Ft. Worth-Arlington) were split because each area had an initial core population of at least 50,000 and the only connections between the two areas were hops and jumps (*9*). The land area between these two urbanized areas consists of commercial property and freeway right-of-way as well as the Trinity River flood plain. Like the water between Denton and Lewisville, these factors restrict residential development. However, the territory was not considered exempted because the U.S. Census Bureau did not have a comprehensive land use database that could have been used to identify all areas where residential development was constrained. Therefore, the only areas exempted in 2000 were bodies of water, military installations, and national parks and monuments. For 2010, the U.S. Census Bureau may include employment and land use information to identify other exempted territories in 2010. If these data are used to identify additional exempted territories, then Denton-Lewisville and Dallas-Ft. Worth-Arlington could merge following the 2010 Decennial Census (see Figure 14).

El Paso

Population in 2000: 648,465

Projected Population: 714,000

Galveston

Population in 2000: 54,770

Projected Population: 54,000

The population of Galveston is projected to remain unchanged from the population present in 2000. However, the research team was limited to the use of historical data and thus this projection does not include information relative to the impacts of Hurricane Ike. Unless there is a special exemption for Galveston due to special circumstances, population loss after Ike may lead to the loss of designation of Galveston as an urbanized area.
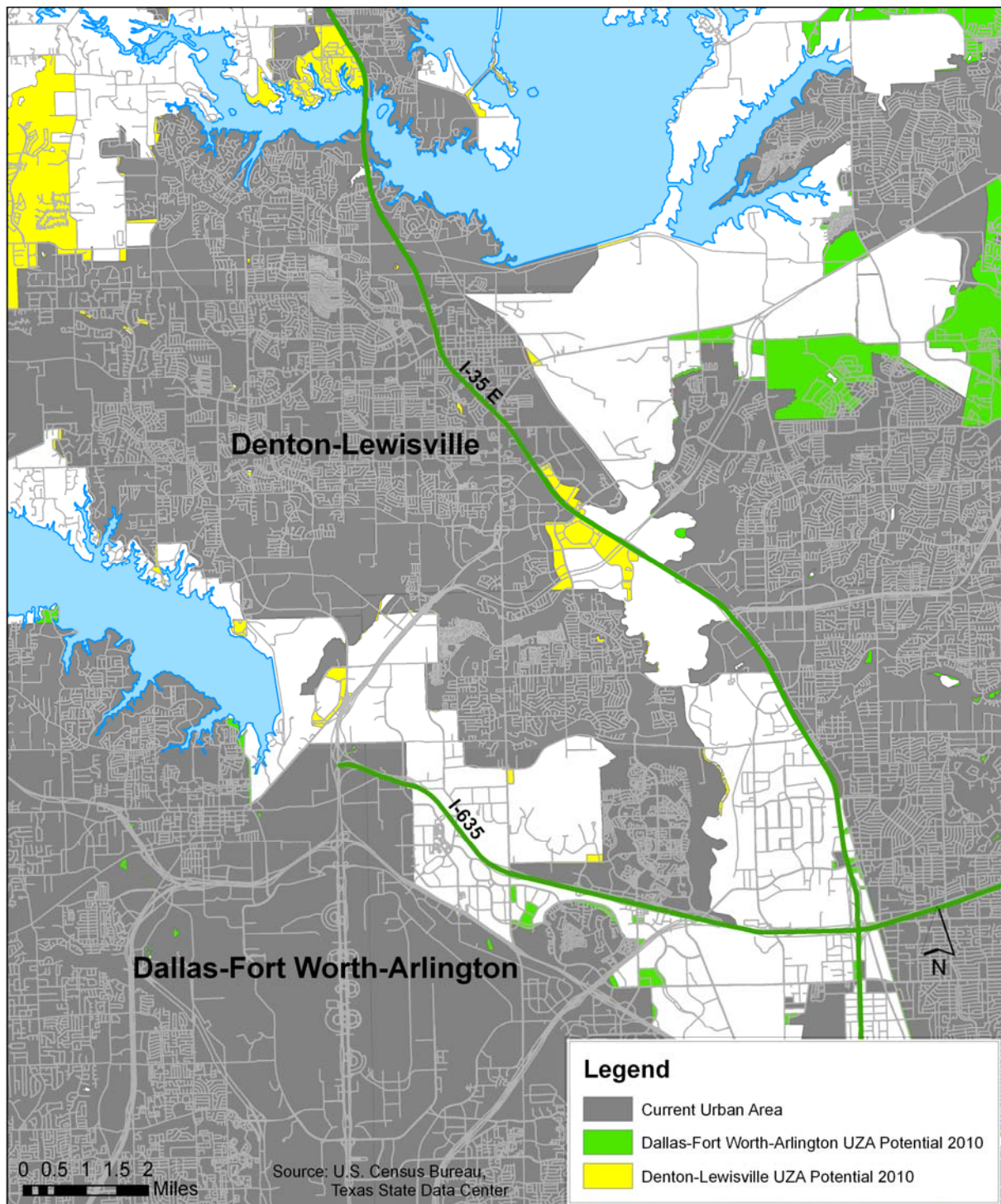
Figure 14. Denton-Lewisville and Dallas-Ft. Worth-Arlington.

Legend

Current Urban Area

Dallas-Fort Worth-Arlington UZA Potential 2010

Denton-Lewisville UZA Potential 2010

Source: U.S. Census Bureau, Texas State Data Center

0 0.5 1 1.5 2 Miles

I-35 E

I-635

Denton-Lewisville

Dallas-Fort Worth-Arlington

N

Harlingen

Population in 2000: 110,770

Projected Population: 139,000

The 2000 designated urbanized areas of Harlingen and McAllen are adjacent. These two areas were defined as separate urbanized areas as a result of each being within a separate metropolitan statistical area. Harlingen was located within the Brownsville-Harlingen-San Benito MSA (Cameron County), while McAllen was part of the McAllen-Edinburg-Mission MSA (Hidalgo County). If Cameron and Hidalgo Counties became a part of a single MSA, then these two areas could become a single urbanized area.

Houston

Population in 2000: 3,822,509

Projected Population: 4,831,000

Potential Merger of Houston and The Woodlands Urbanized Areas

Following the 2000 Decennial Census, The Woodlands urbanized area was not included within the Houston urbanized area due to criteria concerning territory where residential development is constrained or limited. The distance between Houston and The Woodlands was less than 1 mile in some places, and territory is adjacent in at least one area. However, these two areas (Houston and The Woodlands) were split because each area had an initial core population of at least 50,000 and the only connections between the two areas was through a point-to-point connection (*9*). The land area between these two urbanized areas consists of flood plain (Spring Creek), which constrains residential development. The U.S. Census Bureau designated some areas where residential development is constrained as "exempted territory." However, the territory between The Woodlands and Houston was not considered exempted because the U.S. Census Bureau did not have a comprehensive land use database that could have been used to identify all areas where residential development was constrained. Therefore, the only areas exempted in 2000 were bodies of water, military installations, and national parks and monuments. In 2010, The U.S. Census Bureau may use ancillary information including employment and land use data in order to identify other exempted territories in 2010. If these data are used to identify these other types of exempted territories, then The Woodlands and Houston could merge following the 2010 Decennial Census.

Potential Merger of Houston and Texas City-La Marque Urbanized Areas

The 2000 Census designated Texas City-La Marque urbanized area was split from the Houston urbanized area because the two were linked by only a point-to-point connection and each had at least 50,000 people in their initial cores. Residential development between these two urban areas has occurred since 2000. Thus it is likely that all or portions of the Texas City-La Marque urbanized area will become a part of the Houston urbanized area. If any link remains between

core population areas, the split would occur at that point, assuming that the population threshold of 50,000 is met for the initial cores of both areas. For instance, the Census 2000 designated urban area of Texas City-La Marque consists of two population cores connected via a point-to-point connection between the cities of Santa Fe and Dickinson. If this remains the only connection between the two initial core areas and the northern portion of Texas City-La Marque connects to the Houston urbanized area, then the split would occur at this point (assuming no changes in urban area criteria).

Killeen

Population in 2000: 167,976

Projected Population: 200,000

The Killeen urbanized area is projected to approach the 200,000 population threshold. Both the preliminary projections used for initial screening and the final projections place the population of the area just above 200,000. However, as in all projections, there is a degree of uncertainty, so the population may fall just below the threshold in 2010.

Lake Jackson-Angleton

Population in 2000: 73,416

Projected Population: 79,000

Laredo

Population in 2000: 175,586

Projected Population: 227,000

The Laredo urbanized area is projected to exceed the 200,000 population threshold in 2010.

Longview

Population in 2000: 78,070

Projected Population: 83,000

Lubbock

The Lubbock urbanized area will remain above the 200,000 population threshold.

Population in 2000: 202,225

Projected Population: 225,000

McAllen-Edinburg-Mission

Population in 2000: 523,144

Projected Population: 740,000

The 2000 designated urbanized areas of Harlingen and McAllen are adjacent. These two areas were defined as separate urbanized areas as a result of each being within a separate metropolitan statistical area. Harlingen was located within the Brownsville-Harlingen MSA (Cameron County), while McAllen was part of the McAllen-Edinburg-Mission MSA (Hidalgo County). If Cameron and Hidalgo Counties became a part of a single MSA, then these two areas could become a single urbanized area if the connection between the two is larger than a point-to-point connection.

McKinney

Population in 2000: 54,525

Projected Population: 147,000

Potential Merger of Dallas-Ft. Worth-Arlington and McKinney Urbanized Areas

Residential development to the west and south of McKinney could link both urban areas if the connections to each consist of more than a hop, jump, or point-to-point connection. If the two areas connect as a result of a hop, jump, or point-to-point connection, then these two areas will remain separate. In this case, assuming that these population projections hold, the McKinney urban area would remain separate from the Dallas-Ft. Worth-Arlington urbanized area because the initial core includes at least 50,000 people (see Appendix E) (see Figure 15).
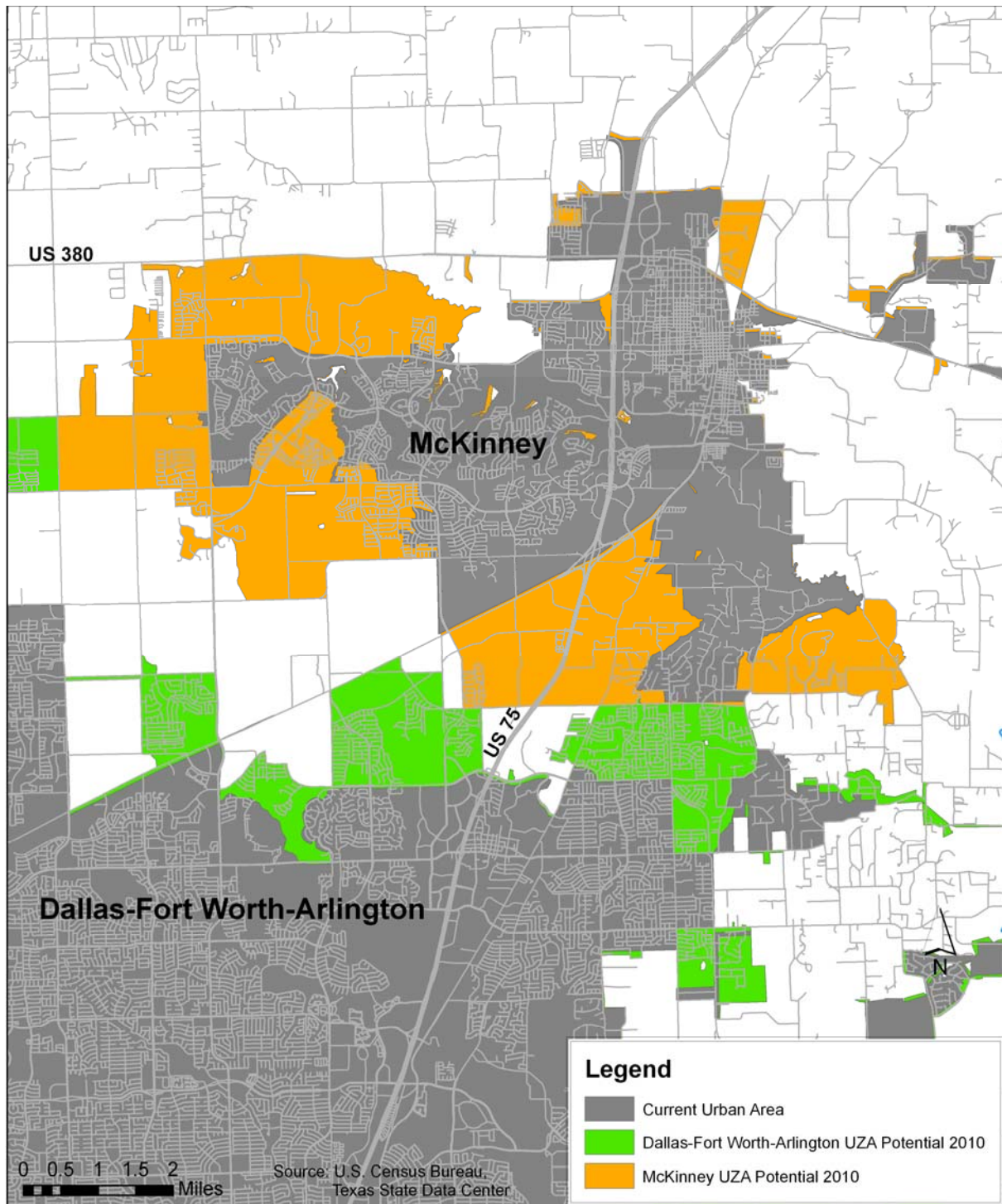
Figure 15. McKinney and Dallas-Ft. Worth-Arlington.

97

Midland

Population in 2000: 99,221

Projected Population: 112,000

The Midland and Odessa urbanized areas are not connected to each other because: 1) they are each in separate metropolitan statistical areas; and 2) the distance between the two is greater than 2.5 miles, thus precluding a jump connection. These factors are not likely to change following the 2010 Census. Even if these two areas linked via a jump connection, the two would be split because core population of each surpasses the 50,000 population threshold (see Appendix E).

Odessa

Population in 2000: 111,395

Projected Population: 123,000

The Census 2000 designated Midland and Odessa urbanized areas are not connected to each other because: 1) they are each in separate metropolitan statistical areas; and 2) the distance between the two is greater than 2.5 miles, thus precluding a jump connection. These factors are not likely to change following the 2010 Census. Even if these two areas linked via a jump connection, the two would be split because the initial core population of each surpasses the 50,000 population threshold (see Appendix E).

Port Arthur

Population in 2000: 113,000

Average of Scenarios for Initial Screening: 112,000

The Census 2000 designated urban areas of Beaumont and Port Arthur were not connected because the connection between the two was a jump. In 2010, any connections between the two are likely to be through a jump or hop connection. In this case, assuming that these population projections hold, then Beaumont would remain separate from Port Arthur because the initial cores of both urban areas include at least 50,000 people (see Appendix E). The likely scenario assumes that these two areas will remain separate due to these factors.

San Angelo

Population in 2000: 87,969

Projected Population: 88,000

San Antonio

Population in 2000: 1,327,554

Projected Population: 1,567,000

The population of the New Braunfels urban area is likely to surpass the 50,000 threshold for designation as an urbanized area. The potential for merger with San Antonio is limited by the distance between the two urban areas. If any connection were to occur it would be through a jump connection. Under the current criteria, if these two areas link via a point-to-point, hop, or jump connection, then these areas will remain as two separate urbanized areas because both will meet the 50,000 population threshold (see Appendix E). The New Braunfels urban area is located in both Comal and Guadalupe Counties.

Sherman

Population in 2000: 56,168

Projected Population: 62,000

Texarkana (Texas only)

Population in 2000: 48,767

Projected Population: 54,000

Texas City-La Marque

Population in 2000: 96,417

Projected Population: 111,000

The 2000 Census designated Texas City-La Marque urbanized area was split from the Houston urbanized area because the two were linked by only a point-to-point connection and each had at least 50,000 people in their initial cores. Residential development between these two urban areas has occurred since 2000. Thus it is likely that all or portions of the Texas City-La Marque urbanized area will become a part of the Houston urbanized area. If any link remains between core population areas, the split would occur at that point, assuming that the population threshold of 50,000 is met for the initial cores of both areas. For instance, the Census 2000 designated urban area of Texas City-La Marque consists of two population cores connected via a point-to-point connection between the cities of Santa Fe and Dickinson. If this remains the only connection between the two initial core areas and the northern portion of Texas City-La Marque connects to the Houston urbanized area, then the split would occur at this point (assuming no changes in urban area criteria) (see Figure 16).
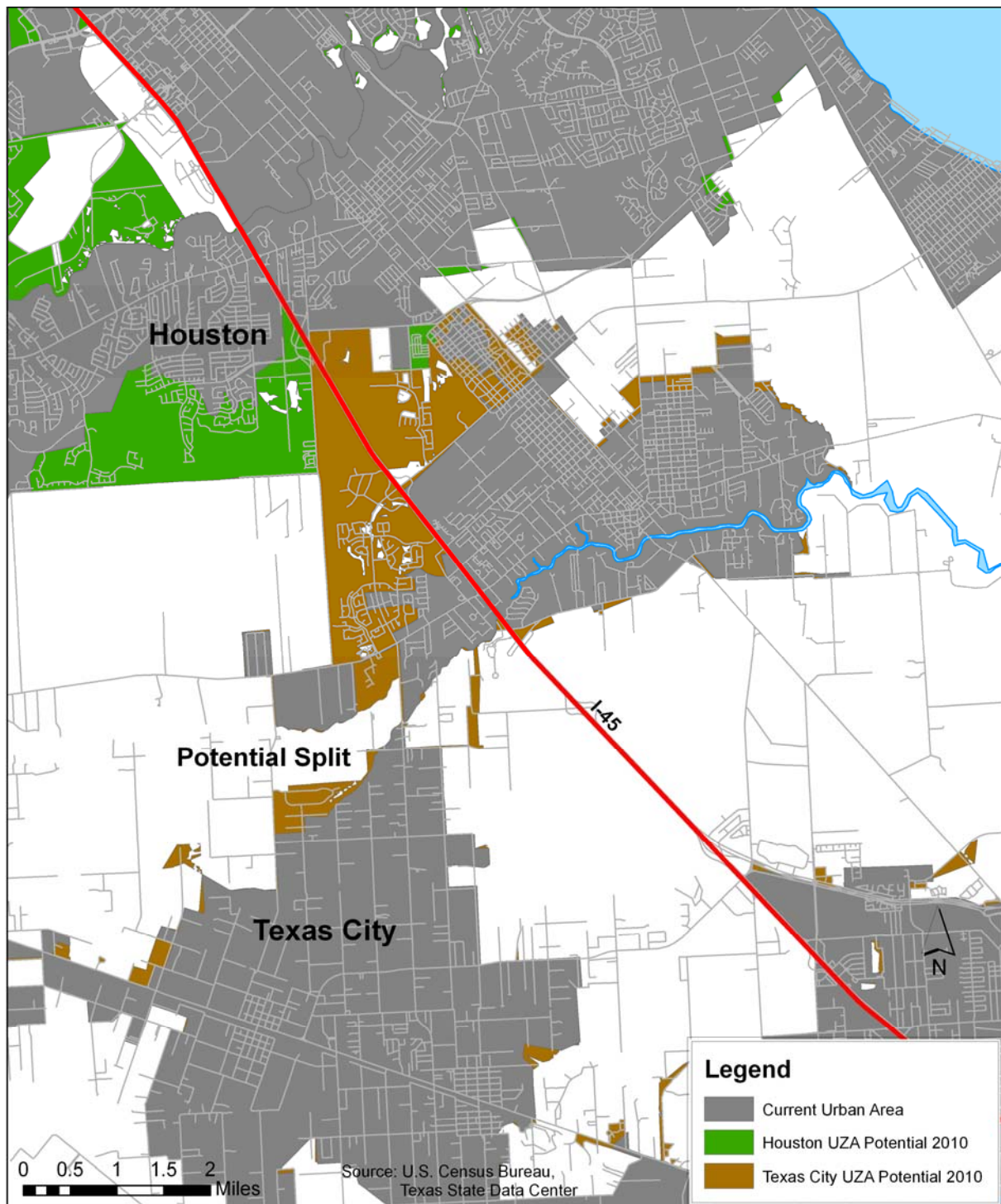
Figure 16. Houston and Texas City-La Marque.

The Woodlands

Population in 2000: 89,445

Projected Population: 183,000

Following the 2000 Decennial Census, The Woodlands urbanized area was not included within the Houston urbanized area due to criteria concerning territory where residential development is constrained or limited. The distance between Houston and The Woodlands was less than 1 mile in some places, and territory is adjacent in at least one area. However, these two areas (Houston and The Woodlands) were split because each area had an initial core population of at least 50,000 and the only connections between the two areas was through a point-to-point connection (*9*). The land area between these two urbanized areas consists of flood plain (Spring Creek), which constrains residential development. The U.S. Census Bureau designated some areas where residential development is constrained as "exempted territory." However, the territory between The Woodlands and Houston was not considered exempted because the U.S. Census Bureau did not have a comprehensive land use database that could have been used to identify all areas where residential development was constrained. Therefore, the only areas exempted in 2000 were bodies of water, military installations, and national parks and monuments. In 2010, The U.S. Census Bureau may use ancillary information including employment and land use data in order to identify other exempted territories in 2010. If these data are used to identify these other types of exempted territories, then The Woodlands and Houston could merge following the 2010 Decennial Census.

The population of the Census 2000 designated Conroe urban cluster is likely to surpass the 50,000 population threshold for designation as an urbanized area. The population of the Conroe urban area is concentrated within territory surrounded by a highway loop; however, additional concentrations of population outside of this main area were considered part of the Conroe urban cluster. This extended territory was connected to the initial core of the Conroe urban area through a jump connection via Interstate Highway 45. The extended territory of the Conroe urban area is near The Woodlands urbanized area. These two areas are separated by a flood plain, which restricts the connections between the two areas to a jump or hop connection. Under the current criteria, if these two areas link via a point-to-point, hop, or jump connection, then these areas will remain as two separate urbanized areas because both will meet the 50,000 population threshold (see Appendix E) (see Figure 17).

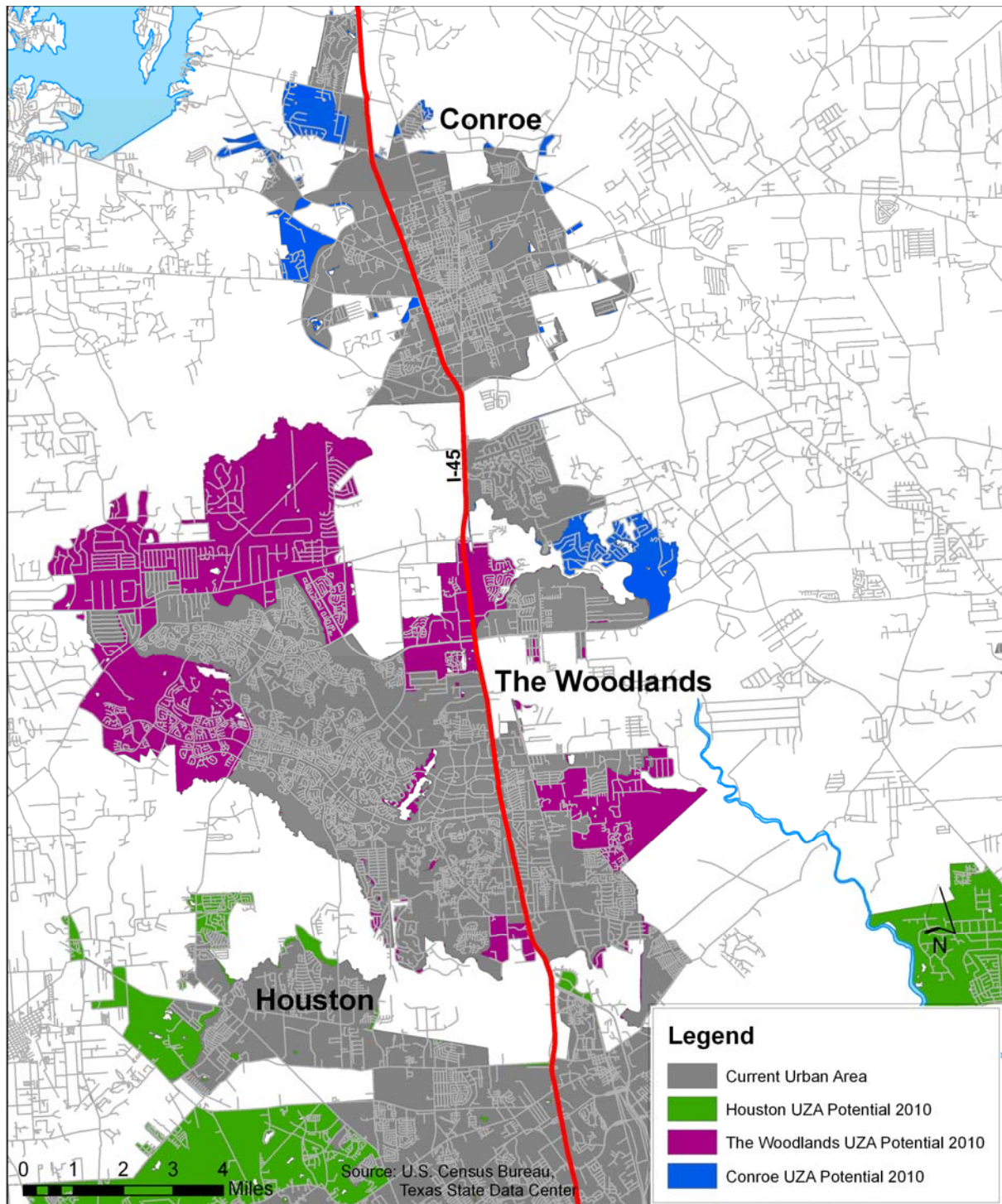**Figure 17. Conroe, The Woodlands, and Houston.**

Temple

Population in 2000: 71,937

Projected Population: 86,000

Tyler

Population in 2000: 101,494

Projected Population: 125,000

Waco

Population in 2000: 153,198

Projected Population: 170,155

Wichita Falls

Population in 2000: 99,396

Projected Population: 97,000

Victoria

Population in 2000: 61,529

Projected Population: 65,000

CHAPTER 5: ESTIMATE OF THE 2010 CENSUS IMPACT ON THE TEXAS TRANSIT FUNDING FORMULA

The purpose of this chapter is to document the impact of the projections for the 2010 Census on federal and state funding for rural transit districts and the impact on state funding for eligible urban transit districts. Appendix F documents the IDSER projections of 2010 population and land area for each county and urbanized area; Appendix G documents the IDSER projections of 2010 population for each urbanized area

This analysis relies on the population and land area projections by county and urbanized area as projected by IDSER. Researchers identified the changes in population and land area by Texas transit district for existing rural and urban transit districts. Based upon the allocation of population and land area by transit district, researchers identified how new urbanized areas will affect current transit districts. Researchers developed three population growth scenarios to reflect the possible impacts of new urbanized areas. Researchers applied each of the population growth scenarios to the current Texas Transit Funding Formula to identify the impacts on funding by transit provider. Based upon the outcomes of the funding analysis, researchers documented findings and key policy implications for application of the Texas Transit Funding Formula based on projected changes in population and land area.

This report consists of two sections. The first section documents the change in population and land area by transit district for existing rural and urban transit districts, identifies how new urbanized areas will affect current rural transit districts, and identifies the development of three population scenarios to reflect the possible impacts of new urbanized areas. Section 2 applies each of the population scenarios to the current Texas Transit Funding Formula to identify the impacts on funding by transit provider. The Appendices to this report include information to support the research methodology.

SECTION 1. CHANGE IN POPULATION AND LAND AREA BY TRANSIT DISTRICT

The purpose of this section is to document the projected 2010 change in population and land area by transit district for rural transit districts and urban transit districts that are eligible for state funding. This section also identifies how new urbanized areas in 2010 will affect current transit districts and develops three scenarios to reflect the possible impacts of new urbanized areas on the allocation of transit funding.

Projected 2010 Population and Land Area for Rural Transit Districts

IDSER projected 2010 population for each county in Texas. Researchers summarized the Census 2000 and 2010 projections by county as Appendix F and by urbanized area as Appendix G. Researchers then used county and urbanized area data from the 2000 Census and the 2010 projections by IDSER to assign county population and land area to each Texas transit district.

Table 31 provides an example of the assignment process for Wichita County for the 2010 Census projection. Wichita County is projected to have a population of 127,695 in 2010. Researchers assigned the Wichita Falls urbanized area 2010 population (as provided by IDSER) to the

Wichita Falls Transit System (state funded urban transit district) and the remaining non-urbanized area population to Rolling Plains Management Corporation (rural transit district). Researchers used this same process to assign land area projections for each county.

Table 31. Example for Allocation of County Population to Transit Providers.

County	Transit Provider	Projected 2010 County Population	Large Urbanized Area	Urbanized State Funded Urban Transit District	State Funded Limited Eligibility Population	Non-Urbanized State Funded Rural Transit District
Wichita	Wichita Falls Transit System (Urban)	127,695		96,194		
	Rolling Plains Management Corporation–Sharp Lines (Rural)					31,501

Researchers conducted the county by county assignment of population until a picture of the impact of population changes on *existing* transit districts was complete. Table 32 provides the results of the population and land area change by *existing* rural transit district. Figure 18 illustrates the projected percent change in population by existing rural transit district, and Figure 19 illustrates the projected absolute change in population by existing rural transit district. Table 32 shows that many rural transit districts have a loss in land area. Urbanized areas are projected to expand in geographic size and therefore reduce the surrounding rural area. For example, projections show the El Paso County rural transit district will decrease in land area by 28 square miles as a result of the growth in the El Paso urbanized area. Despite the loss of the urbanized land area, the majority of rural areas continue to experience net population growth.

Table 32. Population and Land Area 2000 and 2010 for Existing Rural Transit Districts (Sorted by Percent Population Change).

Rural Transit Districts	Population				Land Area (Sq. Miles)			
	2000	2010	Change	Percent	2000	2010	Change	Percent
Rural Totals	**5,762,803**	**6,766,971**	**1,004,168**	**17**	**251,954**	**251,583**	**(371)**	**0.1**
El Paso, County of	31,157	59,174	28,017	90	809	781	(28)	−3.5
Collin County COA	56,516	100,216	43,700	77	689	650	(39)	−5.7
Webb Co. CAA	17,531	30,388	12,857	73	3,314	3,313	(2)	−0.1
Kaufman Area RT	82,737	132,068	49,331	60	896	886	(10)	−1.1
SPAN	62,453	99,474	37,021	59	748	711	(37)	−5.0
CARTS	427,869	633,043	205,174	48	7,192	7,137	(55)	−0.8
Fort Bend County	37,891	50,701	12,810	34	747	705	(43)	−5.7
Transit System Inc., The	47,909	63,252	15,343	32	609	609	-	0.0
Alamo Area COG	392,995	501,680	108,685	28	10,130	10,121	(9)	−0.1
Cleburne, City of	103,238	130,161	26,923	26	710	707	(3)	−0.4
Community Services, Inc.	135,414	170,698	35,284	26	1,924	1,921	(3)	−0.2
Public Transit Services	117,544	141,657	24,113	21	2,765	2,763	(2)	−0.1
Community Act. CST	84,180	100,195	16,015	19	5,149	5,149	-	0.0
LRGV DC	122,660	144,271	21,611	18	2,641	2,614	(27)	−1.0
Snr Ctr Res. & Public Tr.	76,596	89,977	13,381	17	841	841	-	0.0
Brazos Transit District	798,164	928,675	130,511	16	16,910	16,865	(45)	−0.3
Colorado Valley Transit	117,124	135,438	18,314	16	3,220	3,220	(0)	0.0
Hill Country Transit Dist.	155,387	179,046	23,659	15	8,321	8,313	(7)	−0.1
Texoma Area Para. Syst.	200,664	226,167	25,503	13	5,601	5,599	(2)	0.0
Del Rio, City of	44,856	50,067	5,211	12	3,170	3,170	-	0.0
Gulf Coast Center	102,725	114,403	11,678	11	1,570	1,545	(25)	−1.6
CC of Southwest Texas	109,525	120,725	11,200	10	1,138	11,138	-	0.0
East Texas COG	565,616	624,278	58,662	10	9,613	9,607	(6)	−0.1
Bee Community AA	75,844	82,047	6,203	8	4,051	4,051	-	0.0
South Padre Island	2,422	2,627	205	8	2	2	-	0.0
Heart of Texas COG	168,338	180,734	12,396	7	5,478	5,473	(5)	−0.1
Golden Crescent RPC	160,333	169,456	9,123	6	7,088	7,087	(1)	0.0
Central Texas Rural TD	184,925	195,080	10,155	5	0,693	10,690	(3)	0.0
Panhandle Comm. Serv.	223,550	235,286	11,736	5	25,749	25,744	(4)	0.0
REAL	96,923	102,017	5,094	5	2,491	2,491	(0)	0.0
Ark-Tex COG	221,701	230,739	9,038	4	5,761	5,761	(1)	0.0
Concho Valley COG	56,505	58,541	2,036	4	15,309	15,309	(1)	0.0
Kleberg County HS	31,963	32,460	497	2	2,328	2,328	-	0.0
South Plains CAA	201,705	206,432	4,727	2	15,342	15,337	(5)	0.0
West Texas Opportunities	190,752	195,180	4,428	2	44,056	44,053	(3)	0.0
Rolling Plains MC.	86,084	85,719	(365)	0	6,553	6,553	(0)	0.0
Aspermont SBDC	39,877	39,478	(399)	0	6,317	6,317	-	0.0
South East Texas RPC	131,130	125,421	(5,709)	−4	2,027	2,023	(3)	−0.2

Figure 18. 2010 Percent Population Change by Rural Transit District.

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.

Legend

50% or more	No change (+/-2.5%)
20% to 49.9%	Loss in population
2.5% to 19.9%	No rural provider

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.

Legend

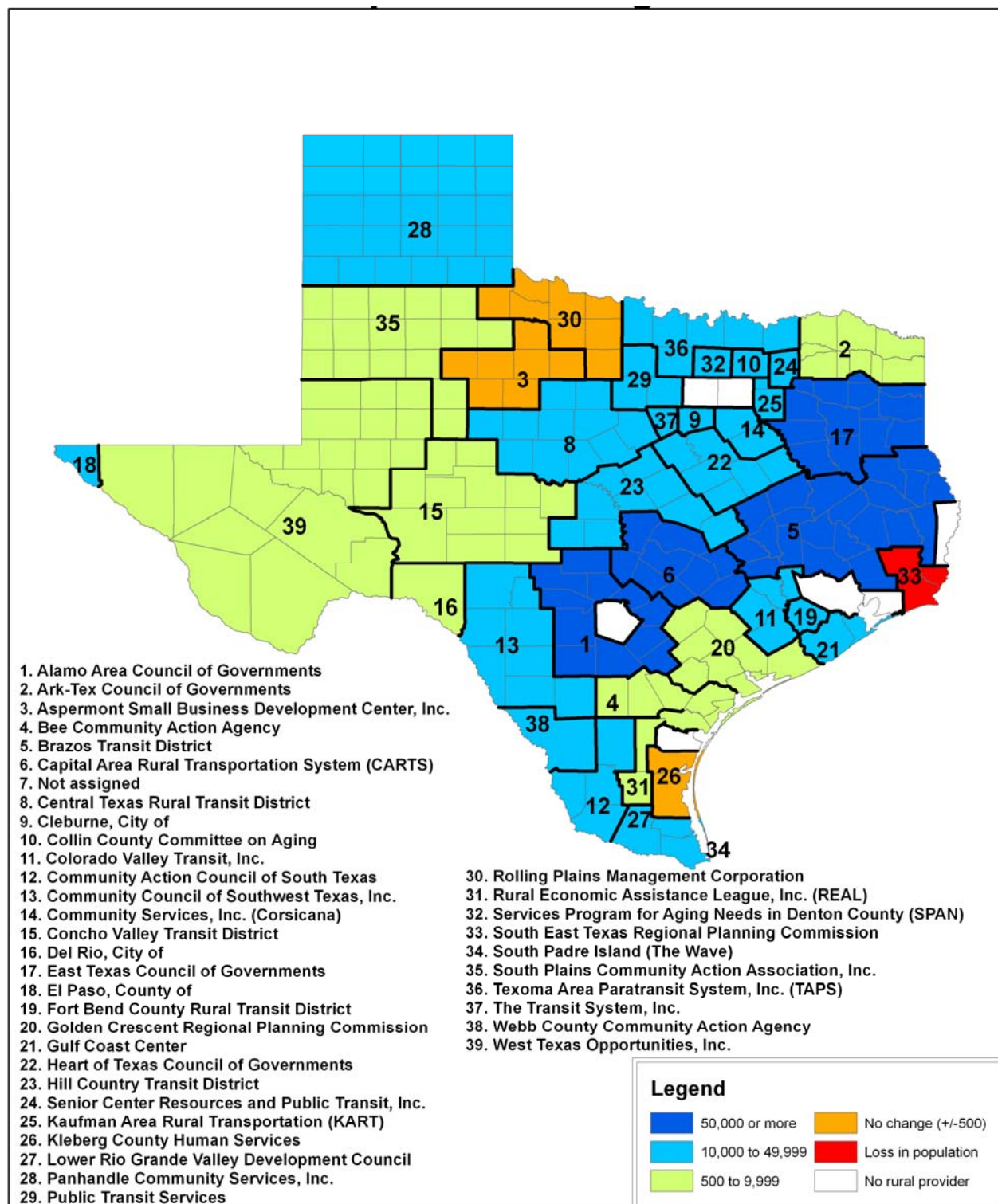|			
■ (dark blue)	50,000 or more	■ (orange)	No change (+/-500)
■ (light blue)	10,000 to 49,999	■ (red)	Loss in population
■ (green)	500 to 9,999	□ (white)	No rural provider

Figure 19. 2010 Absolute Population Change by Rural Transit District.

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Projected 2010 Population for Urban Transit Districts

Table 33 provides the population change for each *existing* urban transit district that is eligible for state funding except the limited eligibility transit providers in the Dallas-Ft. Worth-Arlington urbanized area. The limited eligibility transit providers are discussed in the section that follows. The Census 2000 and IDSER projections for 2010 are also summarized by urbanized area in Appendix G. A population change of ±2.5 percent is assumed to reflect *no change in population.* Figure 20 is a map of metropolitan transit authorities and state funded urban transit districts.

Table 33. Population 2000 and 2010 for Existing Urban Transit Districts.

	Population by State Funded Urban Transit District Sorted by Percent Population Change				
	2000	**Projected 2010**	**Change**	**Percent**	**Notes**
Urban Totals	**3,356,007**	**4,094,827**	**738,820**	**22**	
McKinney	54,525	145,824	91,299	**167**	
The Woodlands	89,445	180,880	91,435	**102**	
McAllen	523,144	739,217	216,073	**41**	>200,000
Brownsville	165,776	214,428	48,652	**29**	>200,000
Laredo	175,586	227,202	51,616	**29**	>200,000
Tyler	101,494	125,471	23,977	**24**	
Temple	71,937	86,175	14,238	**20**	
Harlingen	110,770	132,033	21,263	**19**	
Killeen	167,976	200,475	32,499	**19**	>200,000
College Station-Bryan	132,500	151,722	19,222	**15**	
Texas City	96,417	110,875	14,458	**15**	
Amarillo	179,312	201,289	21,977	**12**	>200,000
Midland – Odessa (a)	210,616	235,546	24,930	**12**	>200,000
Lubbock	202,225	223,853	21,628	**11**	>200,000
Sherman	56,168	62,140	5,972	**11**	
Texarkana	48,767	53,987	5,220	**11**	
Waco	153,198	170,155	16,957	**11**	
Lake Jackson-Angleton	73,416	78,789	5,373	**7**	
Longview	78,070	83,225	5,155	**7**	
Victoria	61,529	65,378	3,849	**6**	
Abilene	107,041	112,253	5,212	**5**	
Beaumont	139,304	140,223	919	**0**	
Port Arthur	114,656	114,274	(382)	**0**	
San Angelo	87,969	87,710	(259)	**0**	
Galveston (b)	54,770	54,240	(530)	**0**	
Wichita Falls	99,396	97,463	(1,933)	**0**	

(a) Note Midland and Odessa are two separate urbanized areas but one urban transit district
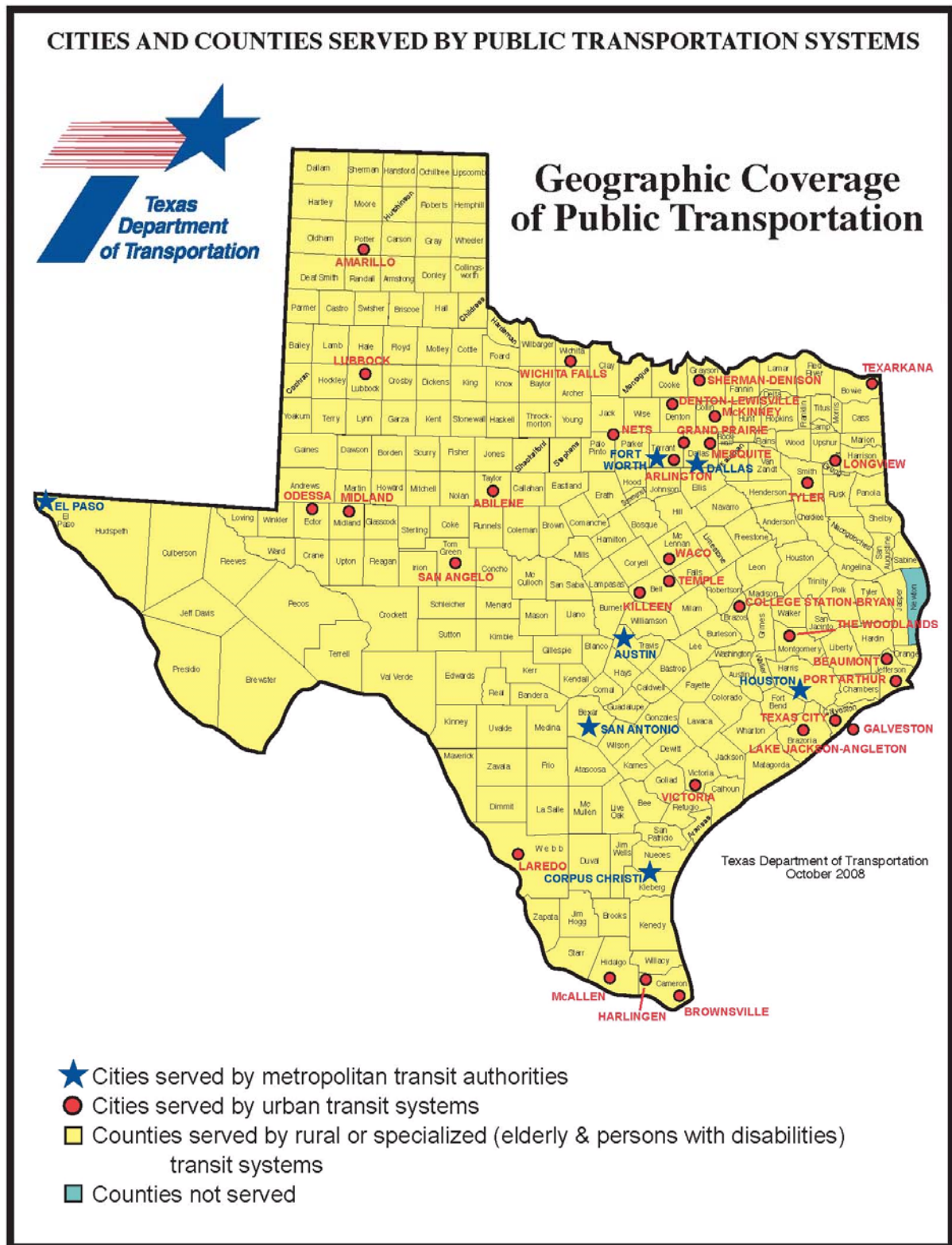*(b) Estimate based on trends before Hurricane Ike*

Figure 20. Texas Urban Transit Districts.

The data show significant population growth in the rural transit districts surrounding major metropolitan areas and along the Texas border with Mexico. Rural areas surrounding many of the metropolitan areas are growing at a rate faster than the metropolitan area. Table 34 shows the rural transit districts that are growing faster than the immediate surrounding metropolitan area.

Table 34. Rural Transit Districts near Metropolitan Areas with Population Growth.

Urbanized Area and Rural Transit District	Census 2000	Projected 2010	Change	Percent
Dallas-Ft. Worth-Arlington UZA	4,145,659	5,115,000	969,341	23
Collin County Committee on Aging	56,516	100,216	43,700	**77**
Kaufman Area Rural Transit	82,737	132,068	49,331	**60**
Cleburne, City of	103,238	130,161	26,923	**26**
Community Services Incorporated	135,414	170,698	35,284	**26**
Laredo UZA	175,586	227,000	51,414	29
Webb Community Action Assoc.	17,531	30,388	12,857	**73**
El Paso UZA	648,465	714,000	65,535	10
El Paso County	31,157	59,174	28,017	**90**
Houston UZA	3,822,509	4,831,000	1,008,491	26
Fort Bend County	37,891	50,701	12,810	**34**
Austin UZA	901,920	1,183,000	281,080	31
Capital Area Rural Transportation System	427,869	633,043	205,174	**48**
San Antonio UZA	1,327,554	1,567,000	239,446	18
Alamo Area COG	392,995	501,680	108,685	**28**

Population for Limited Eligibility Transit Providers

The four transit providers in Texas located in the Dallas-Ft. Worth-Arlington urbanized area that are designated as "limited eligibility providers"—Arlington, NETS, Grand Prairie, and Mesquite—are grandfathered to be funded by the state in Texas Transportation Code, Chapter 456 under § 456.006 (b) entitled "Limitations Use of Funds." This statute calls out limits and conditions on "designated recipients not included in a transit authority but located in an urbanized area that includes one or more transit authorities and that received state transit funding during the biennium ending August 31, 1997" (Arlington, NETS, Grand Prairie, Mesquite).

As discussed in Chapter 3, the Texas Transit Funding Formula allocates urban transit funds to limited eligibility transit providers by setting aside a portion of urban funds. The set aside amount is based on the populations of seniors and people with disabilities in these four service areas, as compared to the total urban population in the urban areas eligible for state funds for transit. Population of seniors is the population age 65 and over as reported by the U.S. Census. The formula calculates populations of people with disabilities as an individual ages 5 to 64 with

a U.S. Census defined disability. TxDOT currently sets aside 6.58 percent of urban funds for limited eligibility providers based on the Census 2000 eligible population calculation.

This 6.58 percent estimate is likely to be inflated, as it is based on a Census 2000 report that tallies *disabilities* rather than *people with disabilities* and the U.S. Census has determined that disabilities were likely over-reported in Census 2000 due to possible misinterpretation of written instructions in the mail survey (see Chapter 3). Researchers therefore revised the source of the data to estimate the eligible population for limited eligibility providers. This research assumes the ACS most recent 3-year populations for *people with disabilities* ages 5 to 64 and Census 2000 data for persons age 65 and over. ACS does not yet report data for age at a level of detail to make it possible to estimate 2010 percent of persons age 65 or older for each of the cities served by NETS. Actual counts by age will be available from Census 2010.

For projected 2010 population scenarios developed in this report, researchers used the revised source data to first calculate the percent of eligible population to total population for each of the limited eligibility providers (see Table 35).

Table 35. Limited Eligibility Population as a Percent of Total Population.

| | | Revised Calculation | | |
Provider	Original Calculation	Persons Age 65 and over (Census 2000)	People with disabilities Age 5–64 (ACS 2006–2008)	Revised Eligible Population
Arlington	**25.9%**	7.17%	12.09%	**19.3%**
Grand Prairie	**29.8%**	7.11%	14.09%	**21.2%**
Mesquite	**27.5%**	7.95%	12.13%	**20.1%**
NETS	**24.8%**	9.66%	10.28%	**19.9%**

Using IDSER projected 2010 populations for the cities served by the four limited eligibility transit providers, researchers applied the revised eligible population percent to project the 2010 eligible population as shown in Table 36.

Table 36. Limited Eligibility Providers 2000 and Projected 2010.

Limited Eligibility Providers	2000 Total Population	2000 Eligible Population	Projected 2010 Total Population	Projected Percent Eligible Population	Projected Eligible Population
Arlington	335,164	86,396	387,086	19.3	74,561
Grand Prairie	126,889	37,995	154,157	21.2	32,673
Mesquite	123,800	34,209	136,565	20.1	27,424
NETS	313,030	77,713	341,014	19.9	68,002
Total Limited Eligibility Providers	**898,883**	**236,313**	**1,018,822**	**19.9**	**202,660**

SECTION 2. NEW URBANIZED AREA EFFECT ON CURRENT TRANSIT DISTRICTS

After the initial assignment of population and land area to existing transit districts, researchers reviewed the implications of changes in population in high growth areas for transit providers. Researchers conducted an initial screening for areas near urbanized thresholds of 50,000 (small urbanized areas), 200,000 (large urbanized areas), and 1 million (very large urbanized areas). New urbanized areas may have a significant impact on the application of the state transit funding formula. The impacts are different depending on if areas of high population growth become new small urbanized areas or if the areas become part of the existing metropolitan areas:

- **new small urbanized areas over 50,000 in population:**
  - more eligible state funded urban transit districts,
  - decreased population for the rural transit districts;

- **rapidly urbanizing rural areas merge into large urbanized areas:**
  - eligible state funded urban transit districts merge into a large urbanized areas that are not eligible for state funding, and
  - decreased population and land area for the rural transit districts.

IDSER identified areas that are most likely to reach the 50,000 population threshold and become a new urbanized area or merge into a nearby large urbanized area. These areas include:

- Cleburne,
- Conroe,
- Georgetown,
- New Braunfels, and
- San Marcos-Kyle.

IDSER also identified three existing small urbanized areas that may merge in total or in part into a nearby large urbanized area. Section 4 of Chapter 4 describes these area projections and include:

- McKinney,
- The Woodlands, and
- Texas City-La Marque.

SECTION 3. SCENARIOS TO REFLECT THE IMPACTS OF NEW URBANIZED AREAS

Based on documentation provided by IDSER, researchers identified two scenarios that are significant to transit funding:

- Scenario A. New Small Urbanized Areas and
- Scenario B. Mergers to Large Urbanized Areas.

Both of the scenarios are defined to reflect a distinction in the probable impact on the Texas Transit Funding Formula. Scenario A assumes the rapidly urbanizing rural areas will become small urbanized areas, eligible for state urban funds. Scenario B assumes the rapidly urbanizing rural areas will become part of large urbanized areas, no longer eligible for state transit funding. In the case of both scenarios, population and land area that were rural after Census 2000 will be urbanized in 2010. The impact on rural population and land area is the same for both scenarios. For each scenario, researchers calculated the percent of eligible population to total population for the limited eligibility providers and then allocated funding accordingly.

Scenario A

For Scenario A, researchers estimated the maximum number of possible state funded urban transit districts based on projected new urbanized areas in 2010 as provided by IDSER. Scenario A includes the following possible new urban transit districts:

- Cleburne (affects Cleburne Rural Transit District),
- Conroe (affects Brazos Rural Transit District),
- Georgetown (affects Capital Area Rural Transportation System),
- New Braunfels (affects Alamo Area Council of Governments), and
- San Marcos-Kyle (affects Capital Area Rural Transportation System).

Table 37 documents 2000 and 2010 population for urbanized transit districts, including five new small urbanized areas. As with any projection or estimate of population, these projections have some degree of uncertainty. A population change of ±2.5 percent for any urbanized transit district is assumed to reflect *no change in population* (0 percent).

Table 38 documents 2000 and 2010 population for rural transit districts after the new urbanized areas are recognized. Table 39 provides the same information as Table 38 but for the land area (rather than population) for rural transit districts. Many rural transit districts decrease in land area as portions of the rural areas become urbanized. However, most rural transit districts that decrease in land area in Table 39 still increase in population in Table 38. This is because the population increase in the remaining rural area is greater than the population in the areas that are reclassified as urbanized in Scenario A. There is a net increase in population in the (smaller) rural area.

Table 37. Scenario A: Population 2000 and 2010 State Funded Urban Transit Districts.

State Funded Urban System	2000	Projected 2010	Change	Percent	Notes
Current Urban Transit Districts:					
Abilene	107,041	112,253	5,212	5	
Amarillo	179,312	201,289	21,977	12	>200,000
Beaumont	139,304	140,223	919	0	
Brownsville	165,776	214,428	48,652	29	>200,000
College Station-Bryan	132,500	151,722	19,222	15	
Galveston (a)	54,770	54,240	(530)	0	
Harlingen	110,770	132,033	21,263	19	
Killeen	167,976	200,475	32,499	19	>200,000
Laredo	175,586	227,202	51,616	29	>200,000
Lake Jackson-Angleton	73,416	78,789	5,373	7	
Longview	78,070	83,225	5,155	7	
Lubbock	202,225	223,853	21,628	11	>200,000
McAllen	523,144	739,217	216,073	41	>200,000
McKinney	54,525	145,824	91,299	167	
Midland-Odessa	210,616	235,546	24,930	12	>200,000
Port Arthur	114,656	114,274	(382)	0	
San Angelo	87,969	87,710	(259)	0	
Sherman	56,168	62,140	5,972	11	
Temple	71,937	86,175	14,238	20	
The Woodlands	89,445	180,880	91,435	102	
Texarkana	48,767	53,987	5,220	11	
Texas City	96,417	110,875	14,458	15	
Tyler	101,494	125,471	23,977	24	
Victoria	61,529	65,378	3,849	6	
Waco	153,198	170,155	16,957	11	
Wichita Falls	99,396	97,463	(1,933)	0	
State Funded Urban Totals	**3,356,007**	**4,094,827**	**738,820**	**22**	
Possible New Urban Transit Districts:					
Cleburne	-	51,866	51,866	100	
Conroe	-	58,417	58,417	100	
Georgetown	-	58,851	58,851	100	
New Braunfels	-	62,419	62,419	100	
San Marcos-Kyle	-	79,748	79,748	100	
Revised State Funded Urban Totals	**3,356,007**	**4,406,128**	**1,050,121**	**31**	
Limited Eligibility Providers					
Arlington	86,396	74,561			
Grand Prairie	37,995	32,673			
Mesquite	34,209	27,424			
NETS	77,713	68,002			
Total Limited Eligibility	**236,313**	**202,660**	**(33,653)**	**(14)**	>200,000
Total Urban and Limited Eligibility	**3,592,320**	**4,608,788**	**1,016,468**	**28**	

(a) Estimate based on trends before Hurricane Ike

Table 38. Scenario A: Population 2000 and 2010 for Rural Transit Districts.

Current Rural Transit District	2000	Projected 2010	Change	Percent	Impacted by New UZA
Alamo Area COG	392,995	439,261	46,266	12	New Braunfels
Ark-Tex COG	221,701	230,739	9,038	4	
Aspermont Small Bus. Dvlpmt Ctr.	39,877	39,478	(399)	0	
Bee Community Action Agency	75,844	82,047	6,203	8	
Brazos Transit District	798,164	870,258	72,094	9	Conroe
Capital Area Rural Transportation System	427,869	494,444	66,575	16	San Marcos-Kyle and Georgetown
Central Texas Rural Transit District	184,925	195,080	10,155	5	
Cleburne, City of	103,238	78,295	(24,943)	−24	City of Cleburne
Collin County Committee on Aging	56,516	100,216	43,700	77	
Colorado Valley Transit	117,124	135,438	18,314	16	
Community Act. Council of South Texas	84,180	100,195	16,015	19	
Community Council of Southwest Texas	109,525	120,725	11,200	10	
Community Services, Inc.	135,414	170,698	35,284	26	
Concho Valley COG	56,505	58,541	2,036	4	
Del Rio, City of	44,856	50,067	5,211	12	
East Texas COG	565,616	624,278	58,662	10	
El Paso, County of	31,157	59,174	28,017	90	
Fort Bend County	37,891	50,701	12,810	34	
Golden Crescent RPC	160,333	169,456	9,123	6	
Gulf Coast Center	102,725	114,403	11,678	11	
Heart of Texas COG	168,338	180,734	12,396	7	
Hill Country Transit District	155,387	179,046	23,659	15	
Kaufman Area Rural Transportation	82,737	132,068	49,331	60	
Kleberg County Human Services	31,963	32,460	497	2	
Lower Rio Grande Valley Dev. Council	122,660	144,271	21,611	18	
Panhandle Community Services	223,550	235,286	11,736	5	
Public Transit Services	117,544	141,657	24,113	21	
Rolling Plains Management Corp.	86,084	85,719	(365)	0	
Rural Economic Assist. League	96,923	102,017	5,094	5	
SPAN	62,453	99,474	37,021	59	
Snr. Center Res. & Public Transit Inc.	76,596	89,977	13,381	17	
South East Texas RPC	131,130	125,421	(5,709)	−4	
South Padre Island, Town of	2,422	2,627	205	8	
South Plains Comm. Action Assoc.	201,705	206,432	4,727	2	
Texoma Area Paratransit System	200,664	226,167	25,503	13	
Transit System Inc., The	47,909	63,252	15,343	32	
Webb Co. Community Action Agency	17,531	30,388	12,857	73	
West Texas Opportunities, Inc.	190,752	195,180	4,428	2	
Rural Totals	**5,762,803**	**6,455,670**	**692,867**	**12**	

Table 39. Scenario A: Land Area 2000 and 2010 for Rural Transit Districts (Sq Miles).

Current Rural Transit District	2000	Projected 2010	Change	Percent	Impacted by New/Merged or Expanded UZA
Alamo Area COG	10,130	10,090	(40)	−0.4	SA, New Braunfels
Ark-Tex COG	5,761	5,761	(1)	0.0	Texarkana
Aspermont Small Bus. Dvlpmt Ctr.	6,317	6,317	-	0.0	
Bee Community Action Agency	4,051	4,051	-	0.0	
Brazos Transit District	16,910	16,835	(75)	−0.4	CS-B, TWO, Conroe
Capital Area Rural Transportation System	7,192	7,082	(110)	-1.5	Austin, Georgetown San Marcos-Kyle
Central Texas Rural Transit District	10,693	10,690	(3)	0.0	Abilene
Cleburne, City of	710	677	(33)	−4.6	Cleburne
Collin County Committee on Aging	689	650	(39)	−5.7	McKinney
Colorado Valley Transit	3,220	3,220	(0)	0.0	
Community Act. Council of South Texas	5,149	5,149	-	0.0	
Community Council of Southwest Texas	11,138	11,138	-	0.0	
Community Services, Inc.	1,924	1,921	(3)	−0.2	DFWA
Concho Valley COG	15,309	15,309	(1)	0.0	San Angelo
Del Rio, City of	3,170	3,170	-	0.0	
East Texas COG	9,613	9,607	(6)	−0.1	Tyler, Longview
El Paso, County of	809	781	(28)	−3.5	El Paso
Fort Bend County	747	705	(43)	−5.7	Houston
Golden Crescent RPC	7,088	7,087	(1)	0.0	Victoria
Gulf Coast Center	1,570	1,545	(25)	−1.6	Texas City, LJ-A
Heart of Texas COG	5,478	5,473	(5)	−0.1	Waco
Hill Country Transit District	8,321	8,313	(7)	−0.1	Killeen, Temple
Kaufman Area Rural Transportation	896	886	(10)	−1.1	DFWA
Kleberg County Human Services	2,328	2,328	-	0.0	
Lower Rio Grande Valley Dev. Council	2,641	2,614	(27)	−1.0	McAllen, Hgn Brownsville
Panhandle Community Services	25,749	25,744	(4)	0.0	Amarillo
Public Transit Services	2,765	2,763	(2)	−0.1	DFWA
Rolling Plains Management Corp.	6,553	6,553	(0)	0.0	
Rural Economic Assist. League	2,491	2,491	(0)	0.0	
SPAN	748	711	(37)	−5.0	Denton-Lewisville
Snr Center Res. & Public Transit Inc.	841	841	-	0.0	
South East Texas RPC	2,027	2,023	(3)	−0.2	Beaumont
South Padre Island, Town of	2	2	-	0.0	
South Plains Comm. Action Assoc.	15,342	15,337	(5)	0.0	Lubbock
Texoma Area Paratransit System	5,601	5,599	(2)	0.0	Sherman-Denison
Transit System Inc., The	609	609	-	0.0	
Webb Co. Community Action Agency	3,314	3,313	(2)	−0.1	Laredo
West Texas Opportunities, Inc.	44,056	44,053	(3)	0.0	Midland-Odessa
Rural Totals	**251,954**	**251,437**	**(516)**	**−0.2**	

With the addition of five new urban transit districts in Scenario A, the total number of state funded urban transit districts increases from 30 current to 35 (including 4 limited eligibility transit providers). Estimates show four additional state funded urban transit districts increasing in population to more than 200,000, increasing the number of large urban areas eligible for state funding from three to seven, as shown in Table 37.

In Scenario A, the <u>number</u> of *rural* transit districts remains at 38. The addition of the five new state funded urban transit districts in Scenario A does not affect the total <u>number</u> of rural transit districts but does reduce the population in the rural transit districts affected. As shown in Table 38, three of four rural transit districts that lose some population due to the new small urbanized areas (Alamo Area Council of Governments, Capital Area Rural Transportation System, and Brazos Transit District) are projected to experience population growth despite the loss of an urbanized area. A portion of Cleburne County will remain as a rural area even after the creation of a new Cleburne urbanized area; the overall population and land area for rural Cleburne County is significantly smaller due to the new urban transit district. Table 39 documents land area loss for several rural transit districts (in addition to the four rural transit districts affected by the new urbanized areas). This loss of land area is due to the fact that IDSER projects that urbanized areas will grow (land area and population) into the rural transit district boundaries. For example, the urbanized area for the City of El Paso is expected to increase by 28 square miles into the El Paso County rural transit district.

Scenario B

For Scenario B, researchers assumed the maximum number of possible mergers of transit districts into large urbanized areas based on the information provided by IDSER. Scenario B includes the following potential mergers that impact state funded urban and rural transit districts:

- **Merged areas that are currently state funded urban transit districts:**
    - The Woodlands with Houston,
    - McKinney with DFWA,
    - Partial Texas City (Dickinson) with Houston;

- **Merged areas that are currently a part of rural transit districts:**
    - Cleburne with DFWA,
    - Conroe with The Woodlands and Houston,
    - Georgetown with Austin,
    - New Braunfels with San Antonio, and
    - San Marcos with Austin.

Table 40 provides the outcome of Scenario B projected population for state funded urban transit districts. The change in rural transit districts is the same across all scenarios (see Table 38 for rural transit districts).

Table 40. Scenario B: Population 2000 and 2010 for State Funded Urban Transit Districts.

State Funded Urban System	2000	Projected 2010	Change	Percent	Impacted by Merger to Large UZA
Abilene	107,041	112,253	5,212	5	
Amarillo	179,312	201,289	21,977	12	
Beaumont	139,304	140,223	919	1	
Brownsville	165,776	214,428	48,652	29	
College Station-Bryan	132,500	151,722	19,222	15	
Galveston (a)	54,770	54,240	(530)	−1	
Harlingen	110,770	132,033	21,263	19	
Killeen	167,976	200,475	32,499	19	
Laredo	175,586	227,202	51,616	29	
Lake Jackson-Angleton	73,416	78,789	5,373	7	
Longview	78,070	83,225	5,155	7	
Lubbock	202,225	223,853	21,628	11	
McAllen	523,144	739,217	216,073	41	
McKinney	54,525	-	(54,525)	−100	DFWA
Midland-Odessa	210,616	235,546	24,930	12	
Port Arthur	114,656	114,274	(382)	0	
San Angelo	87,969	87,710	(259)	0	
Sherman	56,168	62,140	5,972	11	
Temple	71,937	86,175	14,238	20	
The Woodlands	89,445	-	(89,445)	−100	Houston
Texarkana	48,767	53,987	5,220	11	
Texas City	96,417	79,122	(17,295)	−18	Dickinson to Houston
Tyler	101,494	125,471	23,977	24	
Victoria	61,529	65,378	3,849	6	
Waco	153,198	170,155	16,957	11	
Wichita Falls	99,396	97,463	(1,933)	−2	
State Funded Urban Totals	**3,356,007**	**3,736,370**	**380,363**	**11**	
New Urbanized Areas:					
Cleburne		n/a	0		DFWA
Conroe		n/a	0		Houston
Georgetown		n/a	0		Austin
New Braunfels		n/a	0		San Antonio
San Marcos-Kyle		n/a	0		Austin
Limited Eligibility Providers					
Arlington	86,396	74,561			
Grand Prairie	37,995	32,673			
Mesquite	34,209	27,424			
NETS	77,713	68,002			
Total Limited Eligibility	**236,313**	**202,660**	**(33,653)**	**(14)**	
Total Urban and Limited Eligibility	**3,592,320**	**3,939,030**	**346,710**	**10**	

(a) Estimate based on trends before Hurricane Ike

In Scenario B, researchers analyze the impact of the merger of areas located in current small urbanized areas into large urbanized areas as a result of Census 2010. Three current state funded urban transit districts are assumed to merge into large urbanized areas (McKinney, The Woodlands, and part of Texas City). These mergers reduce the total number of state urban transit districts from the existing 30 to 28 (including 4 limited eligibility transit providers). For the five newly urbanized areas that are currently a part of rural transit districts, these mergers decrease population and land area for existing rural transit districts, with no change in the number of rural transit districts. The same changes occur for rural transit districts in Scenarios A and B. The same population and land area become state funded urban transit districts in Scenario A or large urbanized areas in Scenario B.

Scenario C

Actual population changes may include both new small urbanized areas and mergers into larger urbanized areas. IDSER projected the most likely changes in urbanized areas for 2010, including the most likely new urbanized areas and most likely mergers to large urbanized areas. Scenario C represents the most likely change in population and land area for state funded transit districts as follows:

- **Most likely new state funded urban transit districts:**
  - Cleburne,
  - Conroe,
  - Georgetown,
  - New Braunfels,
  - San Marcos-Kyle;

- **Most likely mergers with large urbanized areas:**
  - McKinney with DFWA and
  - Partial Texas City (Dickinson) with Houston.

The impacts on rural population and land area are the same for Scenario C as Scenarios A and B. Table 41 provides the outcome of Scenario C projected population for state funded urban transit districts. Rural transit district change is the same across all scenarios (see Table 38 and Table 39 for Rural Transit Districts).

Table 41. Scenario C: Population 2000 and 2010 for State Funded Urban Transit Districts.

State Funded Urban System	2000	Projected 2010	Change	Percent	Merged to Large UZA
Current Urban Transit Districts:					
Abilene	107,041	112,253	5,212	5	
Amarillo	179,312	201,289	21,977	12	
Beaumont	139,304	140,223	919	1	
Brownsville	165,776	214,428	48,652	29	
College Station-Bryan	132,500	151,722	19,222	15	
Galveston (a)	54,770	54,240	(530)	-1	
Harlingen	110,770	132,033	21,263	19	
Killeen	167,976	200,475	32,499	19	
Laredo	175,586	227,202	51,616	29	
Lake Jackson-Angleton	73,416	78,789	5,373	7	
Longview	78,070	83,225	5,155	7	
Lubbock	202,225	223,853	21,628	11	
McAllen	523,144	739,217	216,073	41	
McKinney	54,525		(54,525)	−100	Merge to DFWA
Midland-Odessa	210,616	235,546	24,930	12	
Port Arthur	114,656	114,274	(382)	0	
San Angelo	87,969	87,710	(259)	0	
Sherman	56,168	62,140	5,972	11	
Temple	71,937	86,175	14,238	20	
The Woodlands	89,445	180,880	91,435	102	
Texarkana	48,767	53,987	5,220	11	
Texas City	96,417	79,122	(17,295)	−18	Dickinson to Houston
Tyler	101,494	125,471	23,977	24	
Victoria	61,529	65,378	3,849	6	
Waco	153,198	170,155	16,957	11	
Wichita Falls	99,396	97,463	(1,933)	−2	
State Funded Urban Totals	**3,356,007**	**3,917,250**	**561,243**	**17**	
Possible New Urban Transit Districts:					
Cleburne	-	51,866	51,866	100	
Conroe	-	58,417	58,417	100	
Georgetown	-	58,851	58,851	100	
New Braunfels	-	62,419	62,419	100	
San Marcos-Kyle	-	79,748	79,748	100	
Revised State Funded Urban Totals	**3,356,007**	**4,228,551**	**872,544**	**26**	
Limited Eligibility Providers					
Arlington	86,396	74,561			
Grand Prairie	37,995	32,673			
Mesquite	34,209	27,424			
NETS	77,713	68,002			
Total Limited Eligibility	**236,313**	**202,660**	**(33,653)**	**(14)**	
Total Urban and Limited Eligibility	**3,592,320**	**4,431,211**	**838,891**	**23**	

(a) Estimate based on trends before Hurricane Ike

The addition of these five new urban transit districts and the merger of McKinney to DFWA and partial Texas City to Houston change the total number of state funded urban transit districts from 30 to 34 (including 4 limited eligibility transit providers). The merger of the two small urbanized areas to large urbanized areas does not affect the number of rural transit districts or the rural population and land area. The rural transit district changes in Scenario C are the same as those in Scenarios A and B.

Summary

Table 42 provides a summary of the population and land area allocations to rural transit districts and state funded urban transit districts for each of three scenarios:

- Scenario A. New Small Urbanized Areas,
- Scenario B. Mergers to Large Urbanized Areas, and
- Scenario C. Most Likely.

Scenario A and Scenario B reflect a distinction in the probable impact of new small urbanized areas and mergers of areas into large urbanized areas. Scenario A provides the impact of rural areas becoming small urbanized and therefore eligible for state urban funds. Scenario B provides the impact of existing rural or urban transit districts becoming part of large urbanized areas and therefore no longer supported by state funding for transit. Scenario C provides a most likely scenario as defined by IDSER and includes both new small urbanized areas and mergers into larger urbanized areas.

In all three scenarios, the impact on rural transit districts is the same, with rural transit districts remaining at a total of 38 and a population increase of 12 percent. For state funded urban transit districts, Scenario A has the greatest number of urban transit districts and the greatest increase in population, 31 percent. Scenario B results in the least number of urban transit districts and the least increase in population, 11 percent. Although limited eligibility provider total area population grows by 13 percent, eligible population decreases 14 percent due to the revised eligible population calculation for people with disabilities.

Table 42. Summary of Three Scenarios.

State Funded	No. of Transit Providers	2000 Population	Projected 2010 Population	Change	Percent
Urban Transit Districts					
Scenario A	31	3,356,007	4,406,128	1,050,121	31
Scenario B	24	3,356,007	3,736,370	380,363	11
Scenario C	30	3,356,007	4,228,551	872,544	26
Limited Eligibility Providers					
All Scenarios Total Population	4	898,883	1,018,822	119,939	13
Eligible Population Only		236,313	202,660	(33,653)	(14)
Rural Transit Districts					
All Scenarios	38	5,762,803	6,455,670	692,867	12
Rural Land Area in Square Miles		*251,954*	*251,437*	*(516)*	*−0.2*

SECTION 4: IMPACT OF CHANGES IN 2010 POPULATION ON FUNDING FORMULA

The purpose of this section is to apply each of the population scenarios using the current Texas Transit Funding Formula to identify the impacts on funding by transit provider:

- No New Urbanized Areas,
- Scenario A. New Small Urbanized Areas,
- Scenario B. Mergers to Large Urbanized Areas, and
- Scenario C. Most Likely.

Researchers projected funding for each state funded urban and rural transit district. For each scenario, researchers determined the transit district needs funding factors and the performance funding factors in order to allocate funds. Appendix H and Appendix I provide the methodology for determining the funding allocation for needs and performance for each transit district and the calculations.

Texas Transit Funding Formula

Chapter 3 describes the Texas Transit Funding Formula, as applied. This section repeats for clarity a brief description of the Texas Transit Funding Formula. The Texas Transit Funding Formula allocates funds to each transit district according to needs and performance. Figure 21 illustrates the Texas Transit Funding Formula. State funding for public transportation is split 35 percent to urban transit and 65 percent to rural transit. Federal Section 5311 (rural) funds are distributed to rural areas using the same formula as state rural funds.
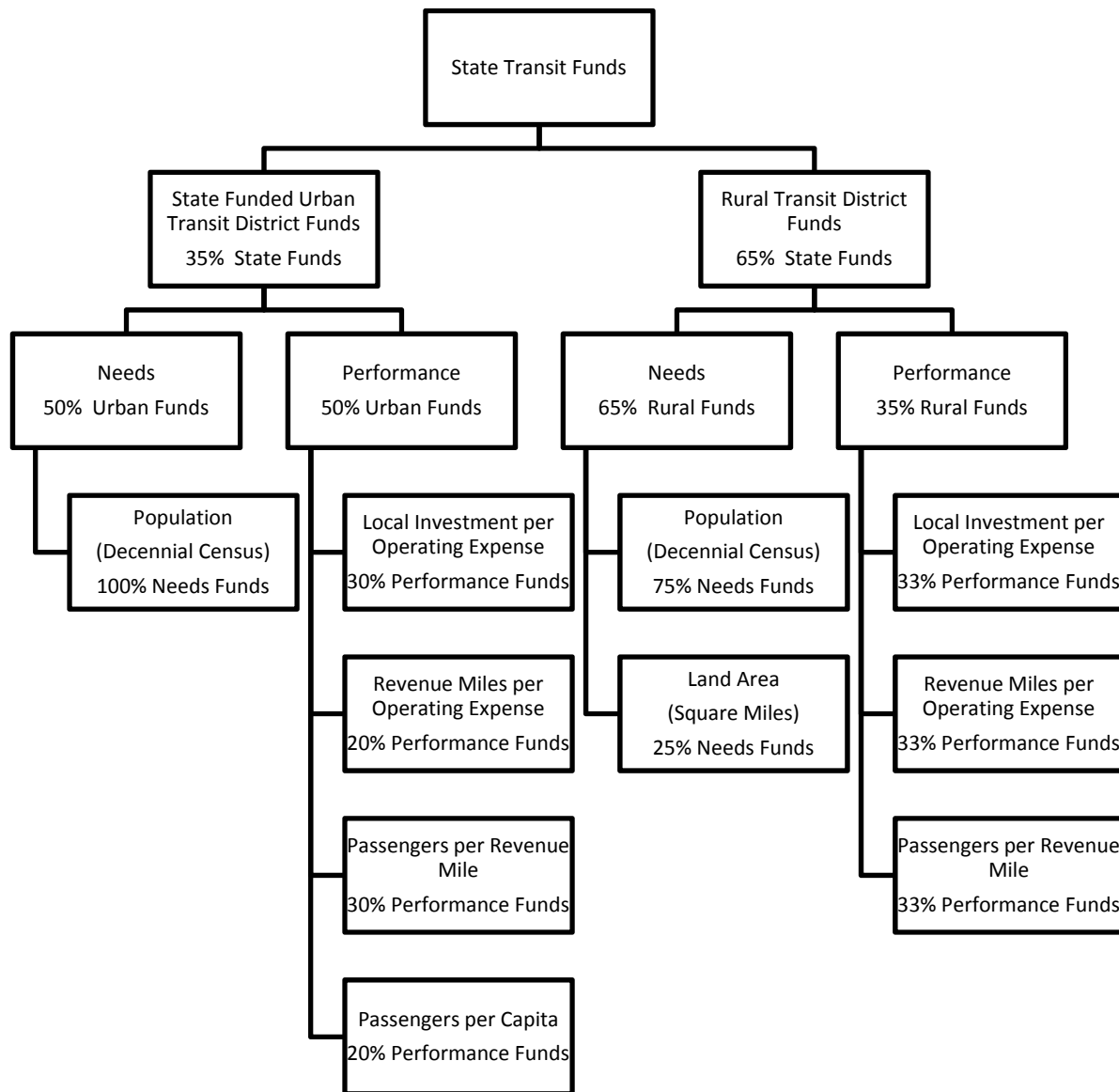
Figure 21. Texas Transit Funding Formula.

The formula allocates urban transit funds 50 percent to needs and 50 percent to performance. The formula allocates the portion of the formula attributed to needs to urban transit districts based on population in each urbanized area. The formula uses the maximum population of 199,999 for any state funded urban transit district with a population equal to or greater than 200,000 for allocation of funding for need. The formula uses several measures to allocate the performance based funds. The formula weights four performance measures for urban transit differently:

- local investment per operating expense – 30 percent,
- revenue miles per operating expense – 20 percent,

- passengers per revenue mile – 30 percent, and
- passengers per capita – 20 percent.

The formula bases population used to calculate the passengers per capita measure for urban transit districts on total service area population. This differs from the needs factor calculation, where the maximum population to calculate needs factor is199,999.

The formula allocates rural transit funds 65 percent to needs and 35 percent to performance. The formula allocates the portion of the formula attributed to needs to rural transit systems based on 75 percent population and 25 percent land area. The formula weights three performance measures for rural transit the same:

- local investment per operating expense – 33.33 percent,
- revenue miles per operating expense – 33.33 percent, and
- passengers per revenue mile – 33.33 percent.

Assumptions for Funding Analysis

The applications of the Texas Transit Funding Formula in this chapter are based on the following assumptions for funding analysis:

- Annual state funds available for public transportation remain at the same level as 2009: $28,741,068.
- The distribution of annual state funds for public transportation between urban and rural is 35 percent to urban and 65 percent to rural: $10,059,374 for urban transit districts and $18,681,694 for rural transit districts.
- The annual allocation of Federal Section 5311 non-urbanized funds for distribution by the Texas Transit Funding Formula to rural transportation providers is $20,104,753.
- The formula is applied exactly the same for state rural transit funds and Federal Section 5311 funds. Therefore, the results for rural transit districts are presented based on the sum of annual state ($18,681,694) and federal ($20,104,352) funds (= $38,786,046).
- References to "baseline" funding for each transit district are calculated using 2000 Census population and land area for needs.
- Assumptions for performance indicators are the same for the baseline and for all scenarios:
  - 2009 performance indicators for rural transit districts,
  - 2008 performance indicators for urban transit districts (2009 urban transit district data were not finalized at the time of this research), and
  - for any new urban transit district, researchers used the 2008 median performance for all urban transit service providers for each performance indicator.

Urban Funds for Limited Eligibility Providers

The formula allocates funding for urban transit in two tiers—urban transit districts and limited eligibility providers. Funds for the four limited eligibility providers are first set aside based on the populations of seniors and people with disabilities in the four service areas, as compared to

the total urban population in the urban areas eligible for state funds for transit. The formula for the percent limited eligibility provider set aside is:

Eligible Population / (Eligible Population + State Funded Urban Transit District Population) =
Percent of Urban Transit Funds Allocated to Limited Eligibility Providers

TxDOT currently sets aside 6.58 percent of the urban funds for limited eligibility providers based on the Census 2000 eligible population calculation. Table 43 calculates the projected 2010 set aside amount for each of the three scenarios.

Table 43. Projected 2010 Limited Eligibility Provider Set-Aside Percent.

| | Population | | | | |
	Existing	No New Urbanized Areas	Scenario A	Scenario B	Scenario C
A. Limited Eligibility Provider – Total Eligible Population	236,313	202,660	202,660	202,660	202,660
B. Urban Transit District Population	3,356,007	4,094,827	4,406,128	3,736,370	4,228,551
C. Total	3,592,320	4,297,487	4,608,788	3,939,030	4,431,211
Percent Limited Eligibility (A/C)	**6.58**	**4.72**	**4.40**	**5.14**	**4.57**

Each of the scenarios reduces the set-aside amount for limited eligibility providers as compared to the current 6.58 percent. The impact is a reduction in funding available to the limited eligibility providers.[32] The set asides for limited eligibility providers are as follows:

- Existing   6.58 percent of $10,059,374 urban funds = $661,907
- No New Urbanized Areas   4.72 percent of $10,059,374 urban funds = $474,378
- Scenario A   4.40 percent of $10,059,374 urban funds = $442,336
- Scenario B   5.14 percent of $10,059,374 urban funds = $517,547
- Scenario C   4.57 percent of $10,059,374 urban funds = $460,062

Results for No New Urbanized Areas Scenario

The results for the No New Urbanized Areas scenario are presented to provide a point of comparison to Scenarios A, B and C. The No New Urbanized Areas scenario assumes the existing number of transit districts do not change—only population and land area changes. Researchers provide the No New Urbanized Areas scenario to document the impact of population growth on existing transit districts. The results of the No New Urbanized Areas scenario are presented in Tables 44, 45, and 46.

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[32]The Transportation Code limits formula or discretionary funding for each of the four limited eligibility providers limits funding not to exceed the amount they *each* received in the 1996–1997 biennium (*32*): Arlington $341,663; Grand Prairie $170,584; Mesquite $142,456; and NETS $116,134. The cap is not exceeded in any of the scenarios developed in this report.

Table 44. No New Urbanized Areas–Urban Transit State Funding Summary of Results.

State Funded Urban System	Baseline Total	2010 Projected No New Urbanized	Difference
Total Urban	**$10,059,374**	**$10,059,374**	**$0**
Existing Urban Districts	**$9,397,468**	**$9,584,996**	**$187,529**
Population	*3,356,007*	*4,094,827*	*738,820*
Abilene	$364,513	$357,729	($6,783)
Amarillo	$405,819	$406,963	$1,145
Beaumont	$439,859	$422,203	($17,656)
Brownsville	$569,719	$595,615	$25,896
College Station-Bryan	$373,278	$381,052	$7,773
Galveston	$511,198	$509,769	($1,429)
Harlingen	$213,120	$224,853	$11,733
Killeen	$404,769	$423,882	$19,113
Lake Jackson-Angleton	$173,061	$169,369	($3,692)
Laredo	$708,885	$721,991	$13,105
Longview	$238,830	$235,222	($3,608)
Lubbock	$634,681	$607,565	($27,117)
McAllen	$467,943	$437,499	($30,444)
McKinney	$254,272	$375,223	$120,951
Midland-Odessa	$440,264	$409,268	($30,996)
Port Arthur	$300,837	$283,504	($17,333)
San Angelo	$266,188	$253,643	($12,546)
Sherman	$236,608	$238,446	$1,838
Temple	$262,261	$272,948	$10,687
Texarkana	$250,284	$252,823	$2,540
Texas City	$210,550	$215,641	$5,091
The Woodlands	$417,689	$535,144	$117,455
Tyler	$274,861	$293,438	$18,577
Victoria	$273,655	$272,220	($1,435)
Waco	$401,623	$402,702	$1,078
Wichita Falls	$302,699	$286,286	$16,413
Limited Eligibility Providers	**$661,908**	**$474,378**	**($187,529)**
Eligible Population	*236,313*	*202,660*	*33,653*
Arlington	$213,559	$153,602	($59,956)
Grand Prairie	$151,799	$108,895	($42,903)
Mesquite	$139,416	$97,678	($41,738)
NETS	$157,134	$114,202	($42,932)

Table 45. No New Urbanized Areas–Rural Transit *State* Funding Summary of Results.

Rural Transit District	Baseline Total	2010 Projected No New Urbanized	Difference from Baseline
Total	**$18,681,694**	**$18,681,694**	**$0**
Alamo Area COG	$900,803	$954,961	$54,158
Ark-Tex COG	$640,334	$600,626	($39,708)
Aspermont Small Bus. Dvlpmt. Ctr.	$268,166	$258,330	($9,836)
Bee Community Action Agency	$288,586	$279,235	($9,351)
Brazos Transit District	$1,628,661	$1,617,004	($11,657)
Capital Area Rural Transportation System	$1,032,678	$1,208,024	$175,346
Central Texas Rural Transit District	$627,089	$597,581	($29,508)
Cleburne, City of	$289,202	$301,224	$12,022
Collin County Committee on Aging	$233,830	$278,880	$45,050
Colorado Valley Transit	$396,015	$393,222	($2,793)
Community Act. Council of South Texas	$359,063	$361,006	$1,943
Community Council of Southwest Texas	$494,477	$484,034	($10,443)
Community Services, Inc.	$423,691	$439,356	$15,665
Concho Valley COG	$411,007	$400,685	($10,322)
Del Rio, City of	$277,937	$274,537	($3,400)
East Texas COG	$1,110,851	$1,057,300	($53,551)
El Paso, County of	$255,042	$285,036	$29,994
Fort Bend County	$280,889	$288,660	$7,771
Golden Crescent RPC	$543,451	$518,193	($25,258)
Gulf Coast Center	$261,982	$253,361	($8,621)
Heart of Texas COG	$463,548	$440,841	($22,707)
Hill Country Transit District	$530,944	$526,451	($4,493)
Kaufman Area Rural Transportation	$331,927	$378,799	$46,872
Kleberg County Human Services	$197,045	$190,245	($6,800)
Lower Rio Grande Valley Dev. Council	$353,318	$353,439	$121
Panhandle Community Services	$841,610	$805,424	($36,186)
Public Transit Services	$412,604	$417,461	$4,857
Rolling Plains Management Corp.	$384,665	$364,143	($20,522)
Rural Economic Assist. League	$389,401	$373,615	($15,786)
SPAN	$269,408	$304,138	$34,730
Snr Center Res. & Public Transit Inc.	$295,721	$295,843	$122
South East Texas RPC	$371,103	$332,731	($38,372)
South Padre Island, Town of	$462,634	$462,391	($243)
South Plains Comm. Action Assoc.	$651,085	$610,406	($40,679)
Texoma Area Paratransit System	$531,036	$518,407	($12,629)
Transit System Inc., The	$215,727	$225,198	$9,471
Webb Co. Community Action Agency	$263,272	$276,508	$13,236
West Texas Opportunities, Inc.	$992,892	$954,399	($38,493)

Table 46. No New Urbanization–Rural Transit _Federal_ Funding Summary of Results

Rural Transit District	Baseline Total	2010 Projected No New Urbanized	Difference from Baseline
Total	**$20,104,352**	**$20,104,352**	**$0**
Alamo Area COG	$969,402	$1,027,685	$58,283
Ark-Tex COG	$689,097	$646,365	($42,732)
Aspermont Small Bus. Dvlpmt Ctr.	$288,588	$278,003	($10,585)
Bee Community Action Agency	$310,562	$300,500	($10,062)
Brazos Transit District*	$1,752,688	$1,740,142	($12,546)
Capital Area Rural Transportation System	$1,111,318	$1,300,017	$188,699
Central Texas Rural Transit District	$674,842	$643,087	($31,755)
Cleburne, City of	$311,225	$324,162	$12,937
Collin County Committee on Aging	$251,636	$300,118	$48,482
Colorado Valley Transit	$426,172	$423,166	($3,006)
Community Act. Council of South Texas	$386,406	$388,497	$2,091
Community Council of Southwest Texas	$532,132	$520,893	($11,239)
Community Services, Inc.	$455,956	$472,814	$16,858
Concho Valley COG	$442,306	$431,198	($11,108)
Del Rio, City of	$299,102	$295,443	($3,659)
East Texas COG	$1,195,445	$1,137,816	($57,629)
El Paso, County of	$274,465	$306,742	$32,277
Fort Bend County	$302,279	$310,643	$8,364
Golden Crescent RPC	$584,835	$557,654	($27,181)
Gulf Coast Center	$281,934	$272,656	($9,278)
Heart of Texas COG	$498,849	$474,413	($24,436)
Hill Country Transit District	$571,376	$566,541	($4,835)
Kaufman Area Rural Transportation	$357,204	$407,646	$50,442
Kleberg County Human Services	$212,051	$204,733	($7,318)
Lower Rio Grande Valley Dev. Council	$380,223	$380,354	$131
Panhandle Community Services	$905,701	$866,759	($38,942)
Public Transit Services	$444,025	$449,252	$5,227
Rolling Plains Management Corp.	$413,958	$391,874	($22,084)
Rural Economic Assist. League	$419,056	$402,067	($16,989)
SPAN	$289,925	$327,299	$37,374
Snr Center Res. & Public Transit Inc.	$318,242	$318,372	$130
South East Texas RPC	$399,362	$358,068	($41,294)
South Padre Island, Town of	$497,864	$497,602	($262)
South Plains Comm. Action Assoc.	$700,667	$656,890	($43,777)
Texoma Area Paratransit System	$571,476	$557,886	($13,590)
Transit System Inc., The	$232,155	$242,348	$10,193
Webb Co. Community Action Agency	$283,321	$297,565	$14,244
West Texas Opportunities, Inc.	$1,068,507	$1,027,082	($41,425)

Results for Scenario A: New Small Urbanized Areas

The results for Scenario A are presented in two parts, first the results for urban transit districts and second the results for rural transit districts.

Scenario A: New Small Urbanized Areas

Scenario A assumes five new state funded urban transit districts, increasing the number of state funded urban transit districts from 30 to 35 (including the 4 limited eligibility providers).

- Cleburne (impacts Cleburne Rural Transit District),
- Conroe (impacts Brazos Rural Transit District),
- Georgetown (impacts Capital Area Rural Transportation System),
- New Braunfels (impacts Alamo Area Council of Governments), and
- San Marcos-Kyle (impacts Capital Area Rural Transportation System).

Table 47 documents the results of the analysis for Scenario A for urban transit districts. Appendix J shows the detailed calculations. Key findings for Scenario A urban transit districts are as follows.

Requirements for an Increase in Funding

The amount needed to fund the five new urban transit districts for both needs and performance is approximately **$1,050,000** (see Table 47):

- Cleburne $ 197,000
- Conroe $ 205,000
- Georgetown $ 206,000
- New Braunfels $ 210,000
- San Marcos $ 232,000
- Total $ 1,050,000

The increase in population served for the existing 26 urban transit districts (excluding four limited eligibility providers) is 22 percent, or 739,000 people (see Table 47). The baseline state transit funds per capita for urban transit districts is $2.80 ($10,059,374 − $661,907 = $9,397,467/ 3,356,007), using Census 2000 population (see Table 47). To maintain an equivalent per capita investment using the projected 2010 population, the necessary increase in state funding for the existing 26 urban transit districts is **$2,069,000** (739,000 x $2.80).

The total estimated requirement for additional state urban funds under Scenario A is **$3,119,000** ($1,050,000 + $2,069,000).

Table 47. Scenario A. Urban Transit State Funding Summary of Results.

Principal City	Baseline Total	2010 Projected No New Urbanized	Difference from Baseline	Scenario A Projected 2010 Total	Difference from Baseline
Total Urban	**$10,059,374**	**$10,059,374**	**$0**	**$10,059,374**	**$0**
Existing Urban Districts	**$9,397,468**	**$9,584,996**	**$187,529**	**$8,569,549**	**($827,919)**
Population	*3,356,007*	*4,094,827*	*738,820*	*4,094,827*	*738,820*
Abilene	$364,513	$357,729	($6,783)	$318,041	($46,472)
Amarillo	$405,819	$406,963	$1,145	$366,646	($39,173)
Beaumont	$439,859	$422,203	($17,656)	$375,318	($64,541)
Brownsville	$569,719	$595,615	$25,896	$532,933	($36,786)
College Station-Bryan	$373,278	$381,052	$7,773	$341,301	($31,978)
Galveston	$511,198	$509,769	($1,429)	$454,498	($56,699)
Harlingen	$213,120	$224,853	$11,733	$204,160	($8,960)
Killeen	$404,769	$423,882	$19,113	$380,499	($24,270)
Lake Jackson-Angleton	$173,061	$169,369	($3,692)	$151,711	($21,350)
Laredo	$708,885	$721,991	$13,105	$647,622	($61,263)
Longview	$238,830	$235,222	($3,608)	$209,757	($29,073)
Lubbock	$634,681	$607,565	($27,117)	$544,306	($90,375)
McAllen	$467,943	$437,499	($30,444)	$392,121	($75,822)
McKinney	$254,272	$375,223	$120,951	$334,045	$79,773
Midland-Odessa	$440,264	$409,268	($30,996)	$369,064	($71,201)
Port Arthur	$300,837	$283,504	($17,333)	$252,929	($47,908)
San Angelo	$266,188	$253,643	($12,546)	$225,691	($40,498)
Sherman	$236,608	$238,446	$1,838	$209,642	($26,966)
Temple	$262,261	$272,948	$10,687	$241,101	($21,160)
Texarkana	$250,284	$252,823	$2,540	$223,843	($26,441)
Texas City	$210,550	$215,641	$5,091	$194,229	($16,320)
The Woodlands	$417,689	$535,144	$117,455	$476,273	$58,584
Tyler	$274,861	$293,438	$18,577	$263,737	($11,124)
Victoria	$273,655	$272,220	($1,435)	$240,513	($33,142)
Waco	$401,623	$402,702	$1,078	$361,413	($40,210)
Wichita Falls	$302,699	$286,286	$16,413	$255,154	($47,545)
New Urban Transit Districts				**$1,047,491**	**$1,047,491**
Population				*311,301*	*311,301*
Cleburne (New)				$196,820	$196,820
Conroe (New)				$205,189	$205,189
Georgetown (New)				$205,743	$205,743
New Braunfels (New)				$210,301	$210,301
San Marcos (New)				$232,438	$232,438
Limited Eligibility Providers	**$661,908**	**$474,378**	**($187,529)**	**$442,336**	**($219,572)**
Eligible Population	*236,313*	*202,660*	*33,653*	*202,660*	*(33,653)*
Arlington	$213,558	$153,602	($59,956)	$143,227	($70,331)
Grand Prairie	$151,798	$108,895	($42,903)	$101,540	($50,258)
Mesquite	$139,415	$97,678	($41,738)	$91,080	($48,335)
NETS	$157,134	$114,202	($42,932)	$106,488	($50,646)

Funding for Limited Eligibility Providers

The change in basis for estimating seniors and people with disabilities for limited eligibility providers creates a challenge to estimate 2010 funding requirements. At a minimum, funding requirements under Scenario A will be $442,000 for 202,660 eligible persons, or about $2.18 per capita. This funding level is $220,000 less than the baseline of $662,000 for 236,313 eligible population and $2.80 per capita.

A target of $2.80 per capita for the limited eligibility population will require funding of $568,000, or an additional **$126,000** over $442,000. This is still below the baseline of $662,000.

Impact of No New Funding

Without an increase in funding, the baseline funding for Scenario A will be reallocated to include five additional urban transit districts and high growth transit districts (McKinney and The Woodlands). A total of $1,190,000 will be required, $1,050,000 for new urbanized areas and $140,000 for McKinney and The Woodlands (Table 47).

Assuming baseline state funds of $10,059,374 do not change, the funds for additional needs will come from existing urban transit providers and limited eligibility providers. The four limited eligibility transit providers will lose $220,000, or an average $55,000 each in annual state funding ($220,000/4 = $55,000). This will leave a balance of $970,000 ($1,190,000 − $220,000 = $970,000) to be reallocated from the remaining 24 existing urban transit districts. Each transit district will lose on average $40,000 in annual state funding ($970,000/24 = $40,000). Figure 22 illustrates the impact on each urban transit district (scale is set to be the same for all scenarios).
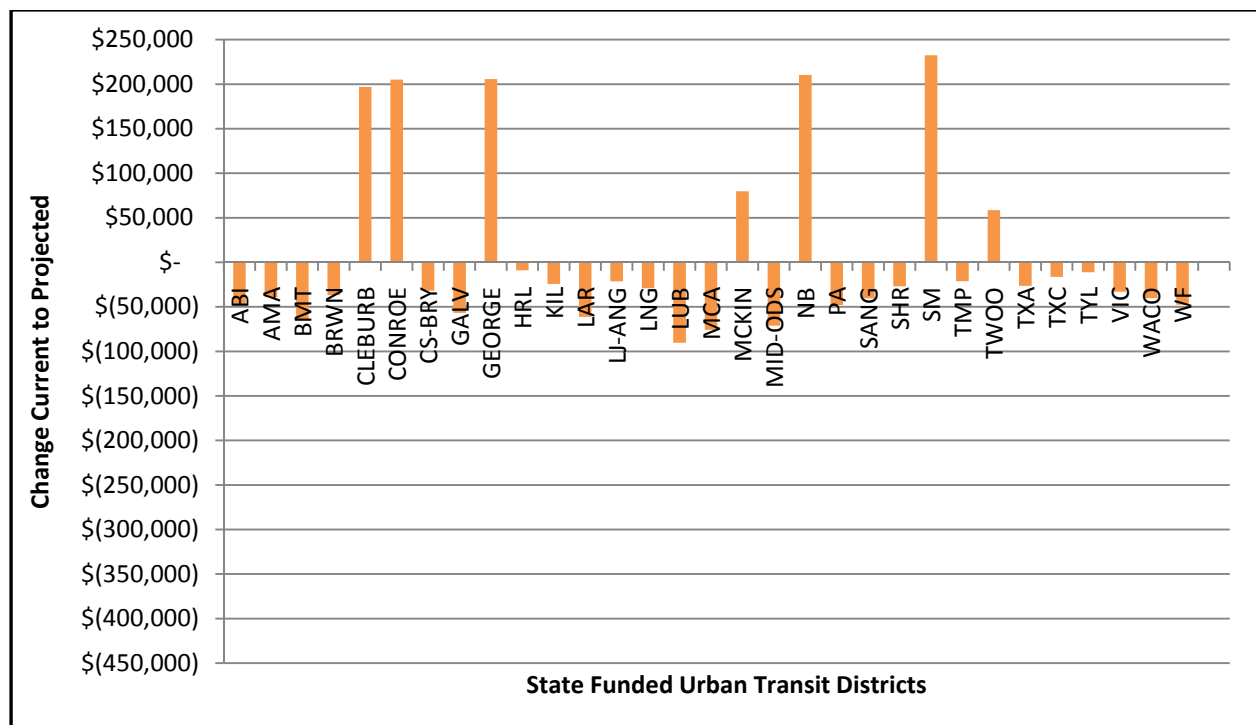
Figure 22. Scenario A: Urban Transit District State Funding Impact if No New Funds.

Without an increase in funding to address population increases, the per capita investment will decrease from $2.80 in the baseline to $2.18, calculated from the projected 2010 population for Scenario A ($10,059,374 / [4,094,827 + 311,301 + 202,660] = 4,608,788) (see Table 47).

Scenario A: Rural Transit Districts

Scenario A assumes four rural transit districts have portions of areas that become five small urbanized areas (Alamo Area Council of Governments [New Braunfels], Brazos Transit District [Conroe], Capital Area Rural Transportation System [San Marcos and Georgetown], and Cleburne). This means a loss of land area and population, and that loss will impact the transit funding formula for the needs factor. However, the growth in population for the remainder of the rural service area is large enough to at least partially offset the loss in population for the new urbanized areas for three of the four rural transit districts. If the city of Cleburne becomes an urbanized area, the remaining population in rural Cleburne County is 78,295, and the rural transit district will have a net loss in state and federal funds ($53,000 state and $57,000 federal). In the case of Capital Area Rural Transportation System, the increase in population in the rest of the transit district is greater than the loss of population to the two new urbanized areas.

Table 48 documents the results of the analysis for Scenario A for rural transit system state funding and Table 49 for rural transit systems federal. Appendix J shows the detailed calculations. Key findings for Scenario A for rural transit districts are as follows.

Requirements for an Increase in Funding

The net increase in population for the 38 rural transit districts (after adjusting for new urbanized population) is 12 percent, or 693,000. According to the baseline for rural transit districts, state transit funds per capita are $3.24 ($3.49 federal) using Census 2000 population (see Table 38). To maintain an equivalent per capita investment using the projected 2010 rural population, the necessary increase in state funding for the existing 38 rural transit districts is **$2,250,000** (693,000 x $3.24). The necessary increase in Federal Section 5311 funding is **$2,420,000** (693,000 x $3.49).

Table 48. Rural Transit State Funding Summary of Results.

Rural Transit District *Impacted by new urbanized area*	Baseline Total	2010 Projected No New Urbanized	Difference from Baseline	2010 Projected with New Urbanized	Difference from Baseline
Total	**$18,681,694**	**$18,681,694**	**$0**	**$18,681,694**	**$0**
Alamo Area COG*	$900,803	$954,961	$54,158	$899,103	($1,700)
Ark-Tex COG	$640,334	$600,626	($39,708)	$615,562	($24,772)
Aspermont Small Bus. Dvlpmt. Ctr.	$268,166	$258,330	($9,836)	$261,002	($7,164)
Bee Community Action Agency	$288,586	$279,235	($9,351)	$284,578	($4,008)
Brazos Transit District*	$1,628,661	$1,617,004	($11,657)	$1,594,660	($34,001)
Capital Area Rural Transportation System*	$1,032,678	$1,208,024	$175,346	$1,052,835	$20,157
Central Texas Rural Transit District	$627,089	$597,581	($29,508)	$610,331	($16,758)
Cleburne, City of*	$289,202	$301,224	$12,022	$236,137	($53,065)
Collin County Committee on Aging	$233,830	$278,880	$45,050	$285,438	$51,608
Colorado Valley Transit	$396,015	$393,222	($2,793)	$402,086	$6,071
Community Act. Council of South Texas	$359,063	$361,006	$1,943	$367,441	$8,378
Community Council of Southwest Texas	$494,477	$484,034	($10,443)	$491,927	($2,550)
Community Services, Inc.	$423,691	$439,356	$15,665	$450,406	$26,715
Concho Valley COG	$411,007	$400,685	($10,322)	$404,571	($6,436)
Del Rio, City of	$277,937	$274,537	($3,400)	$277,816	($121)
East Texas COG	$1,110,851	$1,057,300	($53,551)	$1,097,858	($12,993)
El Paso, County of	$255,042	$285,036	$29,994	$289,043	$34,001
Fort Bend County	$280,889	$288,660	$7,771	$291,939	$11,050
Golden Crescent RPC	$543,451	$518,193	($25,258)	$529,365	($14,086)
Gulf Coast Center	$261,982	$253,361	($8,621)	$260,768	($1,214)
Heart of Texas COG	$463,548	$440,841	($22,707)	$452,620	($10,928)
Hill Country Transit District	$530,944	$526,451	($4,493)	$537,987	$7,043
Kaufman Area Rural Transportation	$331,927	$378,799	$46,872	$387,421	$55,494
Kleberg County Human Services	$197,045	$190,245	($6,800)	$192,430	($4,615)
Lower Rio Grande Valley Dev. Council	$353,318	$353,439	$121	$362,789	$9,471
Panhandle Community Services	$841,610	$805,424	($36,186)	$820,967	($20,643)
Public Transit Services	$412,604	$417,461	$4,857	$426,690	$14,086
Rolling Plains Management Corp.	$384,665	$364,143	($20,522)	$369,729	($14,936)
Rural Economic Assist. League	$389,401	$373,615	($15,786)	$380,173	($9,228)
SPAN	$269,408	$304,138	$34,730	$310,695	$41,287
Snr Center Res. & Public Transit Inc.	$295,721	$295,843	$122	$301,672	$5,951
South East Texas RPC	$371,103	$332,731	($38,372)	$340,988	($30,115)
South Padre Island, Town of	$462,634	$462,391	($243)	$462,512	($122)
South Plains Comm. Action Assoc.	$651,085	$610,406	($40,679)	$624,006	($27,079)
Texoma Area Paratransit System	$531,036	$518,407	($12,629)	$533,100	$2,064
Transit System Inc., The	$215,727	$225,198	$9,471	$229,327	$13,600
Webb Co. Community Action Agency	$263,272	$276,508	$13,236	$278,572	$15,300
West Texas Opportunities, Inc.	$992,892	$954,399	($38,493)	$967,150	($25,742)

Table 49. Rural Transit *Federal* Funding Summary of Results.

Rural Transit District *Impacted by new urbanized area*	Baseline Total	2010 Projected No New Urbanized	Difference from Baseline	2010 Projected with New Urbanized	Difference from Baseline
Total	**$20,104,352**	**$20,104,352**	**$0**	**$20,104,352**	**$0**
Alamo Area COG*	$969,402	$1,027,685	$58,283	$967,573	($1,829)
Ark-Tex COG	$689,097	$646,365	($42,732)	$662,438	($26,659)
Aspermont Small Bus. Dvlpmt Ctr.	$288,588	$278,003	($10,585)	$280,878	($7,710)
Bee Community Action Agency	$310,562	$300,500	($10,062)	$306,250	($4,312)
Brazos Transit District*	$1,752,688	$1,740,142	($12,546)	$1,716,098	($36,590)
Capital Area Rural Transportation System*	$1,111,318	$1,300,017	$188,699	$1,133,011	$21,693
Central Texas Rural Transit District	$674,842	$643,087	($31,755)	$656,809	($18,033)
Cleburne, City of*	$311,225	$324,162	$12,937	$254,119	($57,106)
Collin County Committee on Aging	$251,636	$300,118	$48,482	$307,175	$55,539
Colorado Valley Transit	$426,172	$423,166	($3,006)	$432,706	$6,534
Community Act. Council of South Texas	$386,406	$388,497	$2,091	$395,423	$9,017
Community Council of Southwest Texas	$532,132	$520,893	($11,239)	$529,388	($2,744)
Community Services, Inc.	$455,956	$472,814	$16,858	$484,706	$28,750
Concho Valley COG	$442,306	$431,198	($11,108)	$435,380	($6,926)
Del Rio, City of	$299,102	$295,443	($3,659)	$298,971	($131)
East Texas COG	$1,195,445	$1,137,816	($57,629)	$1,181,462	($13,983)
El Paso, County of	$274,465	$306,742	$32,277	$311,055	$36,590
Fort Bend County	$302,279	$310,643	$8,364	$314,171	$11,892
Golden Crescent RPC	$584,835	$557,654	($27,181)	$569,677	($15,158)
Gulf Coast Center	$281,934	$272,656	($9,278)	$280,627	($1,307)
Heart of Texas COG	$498,849	$474,413	($24,436)	$487,088	($11,761)
Hill Country Transit District	$571,376	$566,541	($4,835)	$578,955	$7,579
Kaufman Area Rural Transportation	$357,204	$407,646	$50,442	$416,924	$59,720
Kleberg County Human Services	$212,051	$204,733	($7,318)	$207,085	($4,966)
Lower Rio Grande Valley Dev. Council	$380,223	$380,354	$131	$390,416	$10,193
Panhandle Community Services	$905,701	$866,759	($38,942)	$883,486	($22,215)
Public Transit Services	$444,025	$449,252	$5,227	$459,183	$15,158
Rolling Plains Management Corp.	$413,958	$391,874	($22,084)	$397,885	($16,073)
Rural Economic Assist. League	$419,056	$402,067	($16,989)	$409,124	($9,932)
SPAN	$289,925	$327,299	$37,374	$334,355	$44,430
Snr Center Res. & Public Transit Inc.	$318,242	$318,372	$130	$324,645	$6,403
South East Texas RPC	$399,362	$358,068	($41,294)	$366,95	($32,408)
South Padre Island, Town of	$497,864	$497,602	($262)	$497,733	($131)
South Plains Comm. Action Assoc.	$700,667	$656,890	($43,777)	$671,526	($29,141)
Texoma Area Paratransit System	$571,476	$557,886	($13,590)	$573,698	$2,222
Transit System Inc., The	$232,155	$242,348	$10,193	$246,791	$14,636
Webb Co. Community Action Agency	$283,321	$297,565	$14,244	$299,786	$16,465
West Texas Opportunities, Inc.	$1,068,507	$1,027,082	($41,425)	$1,040,801	($27,706)

Impact of No New Funding

Without an increase in funding, the baseline funding for Scenario A will be reallocated among 38 rural transit districts. Twenty-two transit districts lose funds and 16 gain funds (see Table 48). The existing investment of state and federal funds per capita is $3.24 for state funds and $3.49 for federal funds, based on Census 2000 population. Without an increase in funding, the state and federal investment per capita will drop to $2.89 state and $3.11 federal based on projected 2010 population.

Most rural transit districts increase in population (35 of the 38). However, because the needs factor is a ratio of the needs of each rural transit district to the state total of all rural transit district needs, a rural transit district may increase in population but decrease in needs factor due to the change in ratio. In general, the rural transit districts with the highest rates of growth will receive more funding and the rural transit districts with the lower rates of growth (or loss of population) will lose funds from the state and from Federal Section 5311. For example, East Texas Council of Governments has a population increase of 59,000; however, because the rate of increase in population in East Texas is not as great as that in other rural transit districts, the East Texas Council of Governments needs factor drops from 8.32 to 8.21 percent, resulting in a decrease in funding (see Appendix J). Nineteen of the 35 rural transit districts increase in population but decrease in funding.

Figure 23 and Figure 24 illustrate the impact on each rural transit district. A total of $667,000 ($320,000 state funds and $347,000 federal funds) is reallocated from 22 rural transit districts that lose funds (an average of $30,000 per rural transit district) to the benefit of 16 rural transit districts that gain funds (an average of $42,000 per rural transit district). The rural transit districts with the largest increase in funds are Collin County Committee on Aging, Kaufman Area Rural Transit, and SPAN.
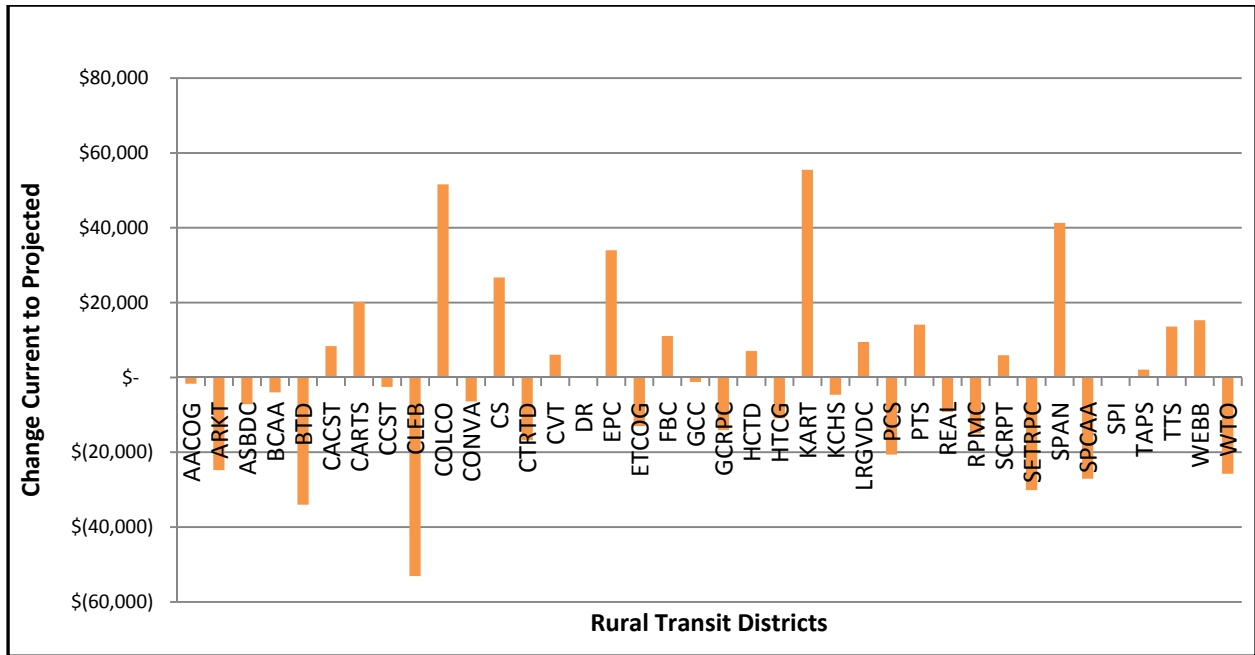
Figure 23. Scenario A: Rural Transit District State Funding Impact if No New Funds.
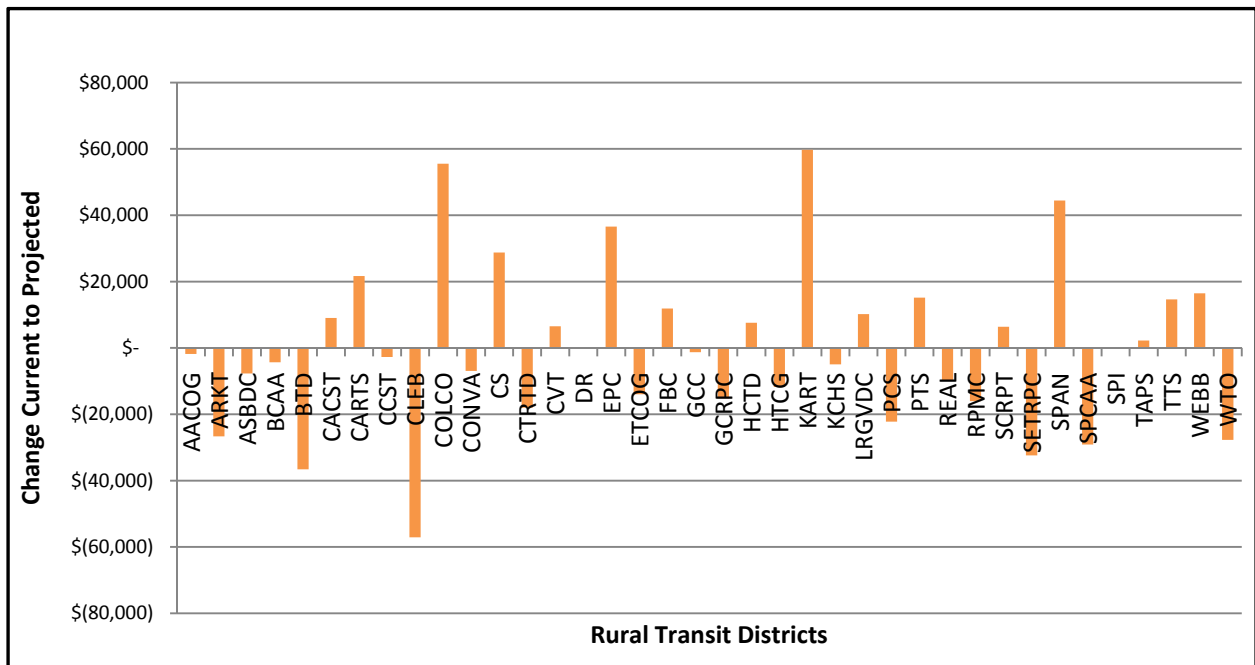
Figure 24. Scenario A: Rural Transit District Federal Funding Impact if No New Funds.

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Results for Scenario B: Mergers to Large Urbanized Areas

Scenario B is based on the merger of urban and rural transit districts into large urbanized areas, decreasing the number of state funded urban transit districts from 26 to 24 (excluding the 4 limited eligibility providers). The following state funded urban transit districts merge into large urbanized areas under Scenario B:

- The Woodlands with Houston,
- McKinney with DFWA, and
- Partial Texas City (Dickinson) with Houston – Texas City remains as urban district.

Current areas in rural transit districts that merge into large urbanized areas under the assumptions for Scenario B are:

- Cleburne with DFWA,
- Conroe with Houston,
- Georgetown with Austin,
- New Braunfels with San Antonio, and
- San Marcos with Austin.

Table 50 documents the Scenario B analysis for urban transit districts. Appendix K shows the detailed calculations. Key findings for Scenario B for urban transit districts are as follows.

Requirements for an Increase in Funding

The increase in population served for the 24 urban transit districts that remain urban transit districts after mergers (26 less McKinney and The Woodlands equals 24) is 17 percent, or 541,628 persons (see Table 50). The baseline for state transit funds per capita for urban transit districts is $2.80, using Census 2000 population. To maintain an equivalent per capita investment of $2.80 using the projected 2010 population, the necessary increase in state funding for the existing 24 urban transit districts is **$1,517,000** (541,628 x $2.80).

The total estimated requirement for additional state urban funds under Scenario B is **$1,517,000**.

Table 50. Scenario B. Urban Transit State Funding Summary of Results.

Principal City *Impacted by Merger to Very Large Urbanized Area*	Baseline Total	2010 Projected No New Urbanized	Difference from Baseline	Scenario B Projected 2010 Total	Difference from Baseline
Total Urban	**$10,059,374**	**$10,059,374**	**$0**	**$10,059,374**	**$0**
Existing Urban	**$8,514,956**	**$8,458,988**	**($55,968)**	**$9,350,812**	**$835,856**
Population	*3,115,620*	*3,657,248*	*541,628*	*3,657,248*	*541,628*
Abilene	$364,513	$357,729	($6,783)	$396,366	$31,853
Amarillo	$405,819	$406,963	$1,145	$452,189	$46,370
Beaumont	$439,859	$422,203	($17,656)	$468,877	$29,018
Brownsville	$569,719	$595,615	$25,896	$656,277	$86,558
College Station-Bryan	$373,278	$381,052	$7,773	$422,106	$48,828
Galveston	$511,198	$509,769	($1,429)	$550,879	$39,681
Harlingen	$213,120	$224,853	$11,733	$249,822	$36,702
Killeen	$404,769	$423,882	$19,113	$471,953	$67,184
Lake Jackson-Angleton	$173,061	$169,369	($3,692)	$188,560	$15,499
Laredo	$708,885	$721,991	$13,105	$789,909	$81,024
Longview	$238,830	$235,222	($3,608)	$260,298	$21,468
Lubbock	$634,681	$607,565	($27,117)	$669,142	$34,461
McAllen	$467,943	$437,499	($30,444)	$487,048	$19,105
Midland – Odessa	$440,264	$409,268	($30,996)	$453,790	$13,526
Port Arthur	$300,837	$283,504	($17,333)	$315,495	$14,658
San Angelo	$266,188	$253,643	($12,546)	$281,297	$15,109
Sherman	$236,608	$238,446	$1,838	$265,365	$28,757
Temple	$262,261	$272,948	$10,687	$304,607	$42,346
Texarkana	$250,284	$252,823	$2,540	$278,144	$27,860
Tyler	$274,861	$293,438	$18,577	$324,385	$49,524
Victoria	$273,655	$272,220	($1,435)	$301,285	$27,630
Waco	$401,623	$402,702	$1,078	$446,521	$44,898
Wichita Falls	$302,699	$286,286	$16,413	$316,497	$13,798
Merged Urbans	**$882,511**	**$1,126,008**	**243,497**	**$191,015**	**($691,496)**
Population	*240,387*	*437,579*	*197,192*	*79,122*	*(161,265)*
McKinney*	$254,272	$375,223	$120,951	$0	($254,272)
Texas City*	$210,550	$215,641	$5,091	$191,015	($19,535)
The Woodlands*	$417,689	$535,144	$117,455	$0	($417,689)
Limited Eligibility Provider	**$661,907**	**$474,378**	**($187,529)**	**$517,547**	**($144,360)**
Eligible Population	*236,313*	*202,660*	*33,653*	*202,660*	*(33,653)*
Arlington	$213,559	$153,602	($59,956)	$167,580	($45,979)
Grand Prairie	$151,799	$108,895	($42,903)	$118,805	($32,994)
Mesquite	$139,416	$97,678	($41,738)	$106,566	($32,850)
NETS	$157,134	$114,202	($42,932)	$124,595	($32,539)

Funding for Limited Eligibility Providers

The change in basis for estimating seniors and people with disabilities for limited eligibility providers creates a challenge to estimate 2010 funding requirements. At a minimum, funding requirements under Scenario B will be $518,000, or about $2.55 per capita for the 202,660 eligible persons. This funding level is $144,000 less than the baseline of $662,000 and $2.80 per capita.

A target of $2.80 per capita for the limited eligibility population will require funding of $568,000, or an additional **$50,000** over $518,000. This is still below the baseline of $662,000.

Impact of No New Funding

Under Scenario B, the mergers of McKinney, The Woodlands, and a portion of Texas City into large urban areas will release $692,000 in state urban funds (see Table 50). Based on the revised basis for estimating seniors and people with disabilities, the four limited eligibility providers will lose $144,000, or an average $36,000 per provider ($144,000/4 = $36,000). The total funding adjustment, $836,000 ($692,000 + $144,000 = $836,000), will be reallocated among the remaining 24 urban transit districts. Each of the 24 urban transit districts will gain on average $35,000 ($836,000/24 = $35,000). Figure 25 illustrates the impact on each urban transit district.
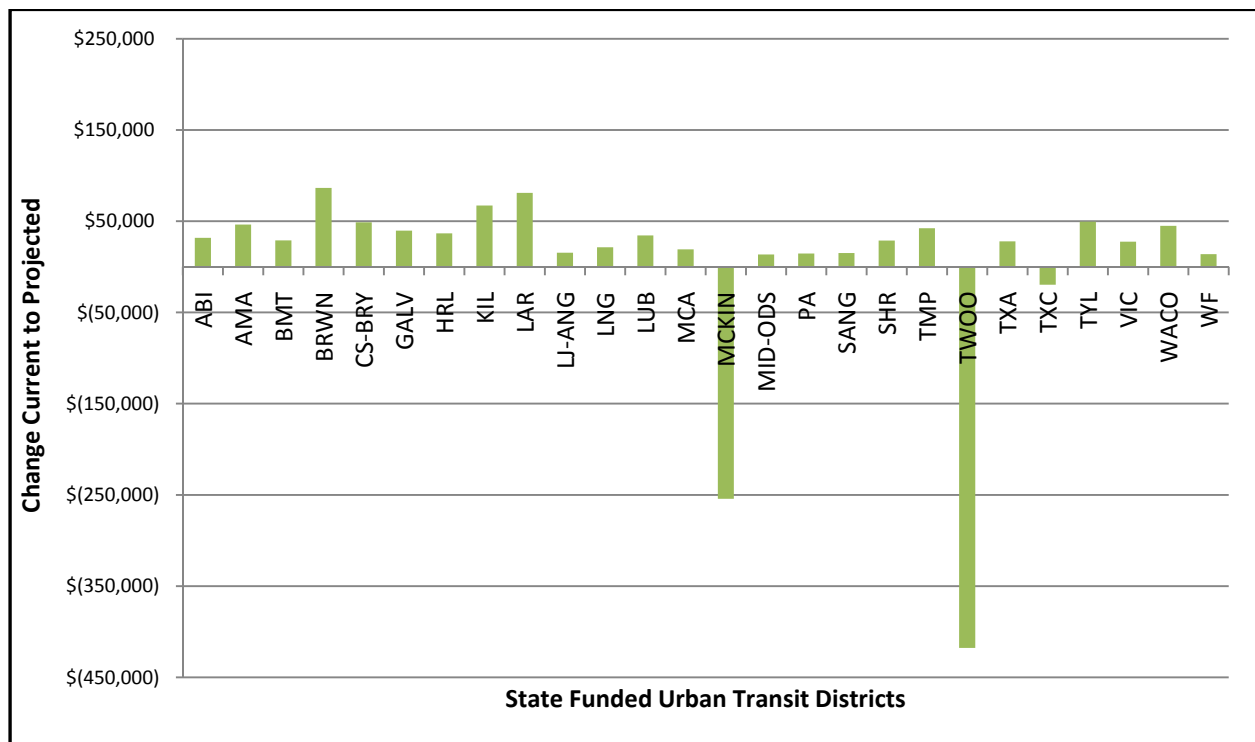
Figure 25. Scenario B: Urban Transit District State Funding Impact if No New Funds.

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However, the funding adjustment does not fully address increases in population in the urban transit districts after mergers. Without an increase in funding, the per capita investment will decrease from $2.80 in the baseline to $2.55, calculated from the projected 2010 population for Scenario B ($10,059,374 / [3,657,248 + 79,122 + 202,660] = 3,939,030).

Scenario B: Rural Transit Districts

Scenario B assumes that areas of four rural transit districts will merge into large urban areas (Alamo Area Council of Governments [New Braunfels into San Antonio], Brazos Transit District [Conroe into Houston], Capital Area Rural Transportation System [San Marcos and Georgetown into Austin], and Cleburne [Cleburne urbanized area into DFWA]). In Scenario B, the same newly urbanized areas that are no longer in rural transit districts are the same as Scenario A (in Scenario A the newly urbanized areas become small urbanized areas and in Scenario B the same areas merge into large urbanized areas). The effect on rural transit district funding is the same across all scenarios. See Scenario A for a discussion of the impacts on rural transit districts (see Table 48 and Table 49).

Results for Scenario C: Most Likely

Scenario C represents the most likely change in population and land area for state funding transit districts as follows:

- **Most likely new state funded urban transit districts:**
  - Cleburne (impacts Cleburne Rural Transit District),
  - Conroe (impacts Brazos Rural Transit District),
  - Georgetown (impacts Capital Area Rural Transportation System),
  - New Braunfels (impacts Alamo Area Council of Governments),
  - San Marcos-Kyle (impacts Capita Area Rural Transportation System);

- **Most likely mergers with large urbanized areas:**
  - McKinney with DFWA, and
  - Partial Texas City (Dickinson) with Houston.

Scenario C increases the number of state funded urban transit districts from 30 to 34 (including 4 limited eligibility providers). Table 51 documents the results of the analysis for Scenario C for urban transit districts. Appendix L shows the detailed calculations.

Table 51. Scenario C. Urban Transit State Funding Summary of Results.

Principal City *Impacted by Merger to Large UZA*	Baseline Total	2010 Projected No New Urbanized	Difference from Baseline	Projected 2010 Total	Difference from Baseline
Total Urban	**$10,059,374**	**$10,059,374**	**$0**	**$10,059,374**	**$0**
Total Existing Urban (without Mergers)	**$8,932,644**	**$8,994,131**	**61,487**	**$8,347,349**	**($585,295)**
Population	*3,205,065*	*3,838,128*	*633,063*	*3,838,128*	*633,063*
Abilene	$364,513	$357,729	($6,783)	$330,623	($33,890)
Amarillo	$405,819	$406,963	$1,145	$382,640	($23,178)
Beaumont	$439,859	$422,203	($17,656)	$389,786	($50,073)
Brownsville	$569,719	$595,615	$25,896	$551,232	($18,487)
College Station-Bryan	$373,278	$381,052	$7,773	$355,138	($18,140)
Galveston	$511,198	$509,769	($1,429)	$463,755	($47,443)
Harlingen	$213,120	$224,853	$11,733	$213,888	$767
Killeen	$404,769	$423,882	$19,113	$397,596	($7,173)
Lake Jackson-Angleton	$173,061	$169,369	($3,692)	$159,139	($13,922)
Laredo	$708,885	$721,991	$13,105	$667,168	($41,717)
Longview	$238,830	$235,222	($3,608)	$218,126	($20,704)
Lubbock	$634,681	$607,565	($27,117)	$563,476	($71,206)
McAllen	$467,943	$437,499	($30,444)	$409,001	($58,942)
Midland-Odessa	$440,264	$409,268	($30,996)	$384,999	($55,265)
Port Arthur	$300,837	$283,504	($17,333)	$263,602	($37,235)
San Angelo	$266,188	$253,643	($12,546)	$235,356	($30,832)
Sherman	$236,608	$238,446	$1,838	$219,067	($17,541)
Temple	$262,261	$272,948	$10,687	$251,288	($10,974)
Texarkana	$250,284	$252,823	$2,540	$231,429	($18,854)
The Woodlands	$417,689	$535,144	$117,455	$494,372	$76,683
Tyler	$274,861	$293,438	$18,577	$274,262	($599)
Victoria	$273,655	$272,220	($1,435)	$249,718	($23,937)
Waco	$401,623	$402,702	$1,078	$376,410	($25,213)
Wichita Falls	$302,699	$286,286	$16,413	$265,275	($37,424)
Merged Urban	**$464,822**	**$590,864**	**$126,042**	**$161,002**	**($303,820)**
Population	*150,942*	*256,699*	*105,757*	*79,122*	*(71,820)*
McKinney*	$254,272	$375,223	$120,951		($254,272)
Texas City*	$210,550	$215,641	$5,091	$161,002	($49,548)
New Urban				**$1,090,961**	**$1,090,961**
Population				*311,301*	*311,301*
Cleburne (New)				$204,282	$204,282
Conroe (New)				$213,049	$213,049
Georgetown (New)				$213,630	$213,630
New Braunfels (New)				$218,405	$218,405
San Marcos (New)				$241,595	$241,595
Limited Eligibility Providers	**$661,908**	**$474,378**	**($187,529)**	**$460,062**	**($201,845)**
Population	*236,313*	*202,660*	*33,653*	*202,660*	*(33,653)*
Arlington	$213,559	$153,602	($59,956)	$148,967	($64,592)
Grand Prairie	$151,799	$108,895	($42,903)	$105,609	($46,189)
Mesquite	$139,416	$97,678	($41,738)	$94,730	($44,686)
NETS	$157,134	$114,202	($42,932)	$110,756	($46,378)

Key findings for Scenario C urban transit districts are as follows.

Requirements for an Increase in Funding

The amount needed to fund the five new urban transit districts for both needs and performance is approximately **$1,091,000** (see Table 19).

- Cleburne $ 204,000
- Conroe $ 213,000
- Georgetown $ 214,000
- New Braunfels $ 218,000
- San Marcos $ 242,000
- Total $ 1,091,000

The increase in population in the existing 24 urban transit districts that remain urban transit districts after mergers (excluding four limited eligibility providers) is 20 percent, or 633,063 people (see Table 51). The baseline state funds per capita for urban transit districts is $2.80, using Census 2000 population. To maintain an equivalent per capita investment using the projected 2010 population, the necessary increase in state funding for the existing 24 urban transit districts is **$1,773,000** (663,063 x $2.80).

The total estimated requirement for additional state urban funds under Scenario C is $**2,864,000** ($1,091,000 + $1,773,000).

Funding for Limited Eligibility Providers

The change in basis for estimating seniors and people with disabilities for limited eligibility providers creates a challenge to estimate 2010 funding requirements. At a minimum, funding requirements under Scenario C will be $460,000 for 202,660 eligible population, or about $2.27 per capita. This funding level is $202,000 less than the baseline of $662,000 and $2.80 per capita.

A target of $2.80 per capita for the limited eligibility population will require funding of $568,000, or an additional **$108,000** over $460,000. This is still below the baseline of $662,000.

Impact of No New Funding

Without an increase in funding, the baseline funding for Scenario C will be reallocated to include five additional urban transit districts and the one high growth transit district (The Woodlands). A total of $1,169,000 will be required, $1,091,000 for new urbanized areas and $78,000 for the urban transit districts receiving more state funds (see Table 51).

Under Scenario C, the mergers of McKinney and a portion of Texas City into large urban areas will release $304,000 in state urban funds (see Table 51). Based upon the revised basis for estimating seniors and people with disabilities, the four limited eligibility providers will lose $202,000, or an average $51,000 per provider ($202,000/4 = $51,000). The funding adjustments

will partially account for the $1,169,000 funds needed for new urban areas and the growth of The Woodlands. An additional $663,000 ($1,169,000 − $304,000 − $202,000 = $663,000) will be reallocated from the other existing transit districts. The $663,000 will be reallocated among 23 urban transit districts (see Table 51). Each transit district will lose, on average, $29,000 ($663,000/23 = $29,000). Figure 26 illustrates the impact on each urban transit district.
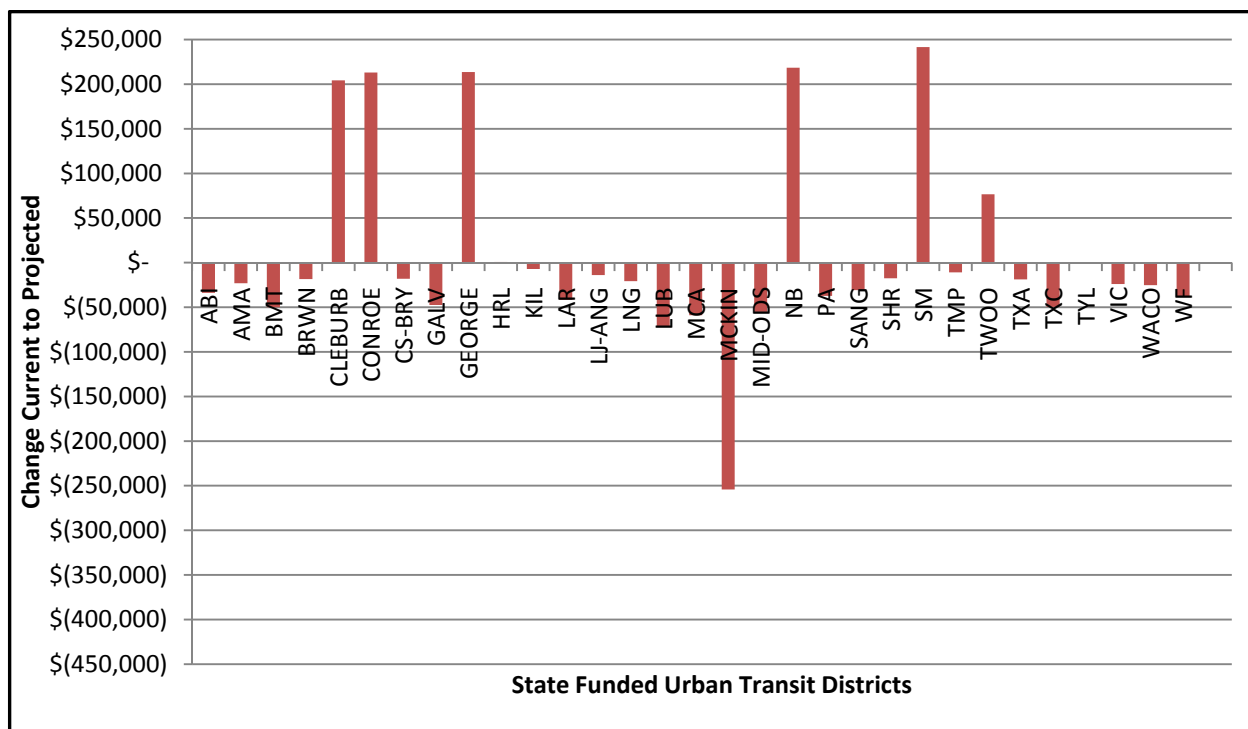
Figure 26. Scenario C: Urban Transit District State Funding Impact if No New Funds.

Without an increase in funding, the per capita investment will decrease from $2.80 in the baseline to $2.28, calculated using the projected 2010 population for Scenario C ($10,059,374 / [3,838,128 + 79,122 + 311,300 + 202,660] = 4,421,210) (see Table 51).

Scenario C: Rural Transit Districts

Scenario C assumes four rural transit districts have portions of areas that become five small urbanized areas (Alamo Area Council of Governments [New Braunfels], Brazos Transit District [Conroe], Capital Area Rural Transportation System [San Marcos and Georgetown], and Cleburne). In Scenario C, the same newly urbanized areas that are no longer in rural transit districts are the same as Scenario A. The effect on rural transit district funding is the same across all scenarios. See Scenario A for a discussion of the impacts on rural transit districts (see Table 48 and Table 49).

Summary of Funding Analysis by Scenario

Table 52 provides a summary of the state funding analysis by scenario for each urban transit district. Table 53 provides the summary for state and federal funding by scenario for each rural

transit district. Each table documents the difference in funding from baseline by scenario for each transit district.

Table 52. Urban Transit State Funding Differences from Current Funding.

Principal City	Scenario A Difference	Scenario B Difference	Scenario C Difference
Total Urban Transit Districts	**$219,570**	**$144,360**	**$201,845**
Abilene	($46,472)	$31,853	($33,890)
Amarillo	($39,173)	$46,370	($23,178)
Beaumont	($64,541)	$29,018	($50,073)
Brownsville	($36,786)	$86,558	($18,487)
Cleburne (New)	$196,820		$204,282
College Station-Bryan	($31,978)	$48,828	($18,140)
Conroe (New)	$205,189		$213,049
Galveston	($56,699)	$39,681	($47,443)
Georgetown (New)	$205,743		$213,630
Harlingen	($8,960)	$36,702	$767
Killeen	($24,270)	$67,184	($7,173)
Lake Jackson-Angleton	($21,350)	$15,499	($13,922)
Laredo	($61,263)	$81,024	($41,717)
Longview	($29,073)	$21,468	($20,704)
Lubbock	($90,375)	$34,461	($71,206)
McAllen	($75,822)	$19,105	($58,942)
McKinney (Merged Scenario B & C)	$79,773	($254,272)	($254,272)
Midland – Odessa	($71,201)	$13,526	($55,265)
New Braunfels (New)	$210,301		$218,405
Port Arthur	($47,908)	$14,658	($37,235)
San Angelo	($40,498)	$15,109	($30,832)
San Marcos (New)	$232,438		$241,595
Sherman	($26,966)	$28,757	($17,541)
Temple	($21,160)	$42,346	($10,974)
Texarkana	($26,441)	$27,860	($18,854)
Texas City (Partial Merged Scenario B & C)	($16,320)	($19,535)	($49,548)
The Woodlands (Merged Scenario B)	$58,584	($417,689)	$76,683
Tyler	($11,124)	$49,524	($599)
Victoria	($33,142)	$27,630	($23,937)
Waco	($40,210)	$44,898	($25,213)
Wichita Falls	($47,545)	$13,798	($37,424)
Limited Eligibility Providers	**($219,572)**	**($144,360)**	**($201,845)**
Arlington	($70,331)	($45,979)	($64,592)
Grand Prairie	($50,258)	($32,994)	($46,189)
Mesquite	($48,335)	($32,850)	($44,686)
NETS	($50,646)	($32,539)	($46,378)

Table 53. Rural Transit State and Federal Funding Differences from Baseline Funding.

	Scenario A, B, & C Difference in Funding		
Rural Transit District	**State Funding**	**Federal Funding**	**Total**
Alamo Area COG	($1,700)	($1,829)	($3,529)
Ark-Tex COG	($24,772)	($26,659)	($51,431)
Aspermont Small Bus. Dvlpmt Ctr.	($7,164)	($7,710)	($14,874)
Bee Community Action Agency	($4,008)	($4,312)	($8,320)
Brazos Transit District	($34,001)	($36,590)	($70,591)
Capital Area Rural Transportation System	$20,157	$21,693	$41,850
Central Texas Rural Transit District	($16,758)	($18,033)	($34,791)
Cleburne, City of	($53,065)	($57,106)	($110,171)
Collin County Committee on Aging	$51,608	$55,539	$107,147
Colorado Valley Transit	$6,071	$6,534	$12,605
Community Act. Council of South Texas	$8,378	$9,017	$17,395
Community Council of Southwest Texas	($2,550)	($2,744)	($5,294)
Community Services, Inc.	$26,715	$28,750	$55,465
Concho Valley COG	($6,436)	($6,926)	($13,362)
Del Rio, City of	($121)	($131)	($252)
East Texas COG	($12,993)	($13,983)	($26,976)
El Paso, County of	$34,001	$36,590	$70,591
Fort Bend County	$11,050	$11,892	$22,942
Golden Crescent RPC	($14,086)	($15,158)	($29,244)
Gulf Coast Center	($1,214)	($1,307)	($2,521)
Heart of Texas COG	($10,928)	($11,761)	($22,689)
Hill Country Transit District	$7,043	$7,579	$14,622
Kaufman Area Rural Transportation	$55,494	$59,720	$115,214
Kleberg County Human Services	($4,615)	($4,966)	($9,581)
Lower Rio Grande Valley Dev. Council	$9,471	$10,193	$19,664
Panhandle Community Services	($20,643)	($22,215)	($42,858)
Public Transit Services	$14,086	$15,158	$29,244
Rolling Plains Management Corp.	($14,936)	($16,073)	($31,009)
Rural Economic Assist. League	($9,228)	($9,932)	($19,160)
SPAN	$41,287	$44,430	$85,717
Snr Center Res. & Public Transit Inc.	$5,951	$6,403	$12,354
South East Texas RPC	($30,115)	($32,408)	($62,523)
South Padre Island, Town of	($122)	($131)	($253)
South Plains Comm. Action Assoc.	($27,079)	($29,141)	($56,220)
Texoma Area Paratransit System	$2,064	$2,222	$4,286
Transit System Inc., The	$13,600	$14,636	$28,236
Webb Co. Community Action Agency	$15,300	$16,465	$31,765
West Texas Opportunities, Inc.	($25,742)	($27,706)	($53,448)

Scenario C Modified: Urbanized Area below 50,000 Population

The population of Galveston may fall below 50,000 due to the impacts of Hurricane Ike in 2008. Such an outcome would place the current small urbanized area into the rural category. Federal legislation may be proposed to grandfather urbanized areas that are recovering from national disasters at the time of the census in 2010.

If Galveston is categorized as a non-urbanized area after the 2010 Census, the transit district may be eligible to join the existing rural transit district for Galveston and Brazoria Counties. Chapter 458 of the Texas Transportation Code addresses Rural and Urban Transit Districts (*36*). The statute states that any rural transit district must be along county lines and an unserved rural area may join an existing rural transit district on the adoption of a resolution by the commissioners court of the county to that effect. The existing transit provider for Galveston and Brazoria Counties is Gulf Coast Center.

CHAPTER 6: ESTIMATE OF THE 2010 CENSUS IMPACT ON THE ALLOCATION OF SECTION 5310 FUNDING

The purpose of Chapter 6 is to document the impact of projected Census 2010 change in populations of persons age 65 and over and people with disabilities on the allocation of Section 5310 funding by TxDOT. Chapter 6 includes three sections including: an overview of Section 5310 funding formula, a projection of urban and rural populations of persons age 65 and over and people with disabilities by TxDOT district, and Section 5310 funding by TxDOT district based on 2010 projected populations.

SECTION 1. SECTION 5310 FUNDING OVERVIEW

The FTA Section 5310 program provides formula funding to states to assist private nonprofit groups in meeting the transportation needs of the elderly (age 65 and over) and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. FTA apportions funds based on each state's share of population for these groups of people. Each state is responsible for administration of its program and for allocation of funds to individual subrecipients within the state. A state or local governmental authority may use up to 10 percent of the amounts apportioned to the state under this section to administer, plan, and provide technical assistance for projects funded under Section 5310.

In Texas, TxDOT Public Transportation Division allocates Section 5310 funds by TxDOT district (see Figure 30) for both urbanized and rural areas. After setting aside a portion of the funds to administer the program, TxDOT-PTN distributes Section 5310 funds as follows: 25 percent is allocated to each of the 25 TxDOT districts (1 percent each), and the remaining 75 percent is distributed based on each district's proportional share of the target populations. TxDOT-PTN then sub-allocates the Section 5310 funds for each TxDOT district to either the urbanized or the non-urbanized (rural) category based on proportion of the target populations that are in each district.
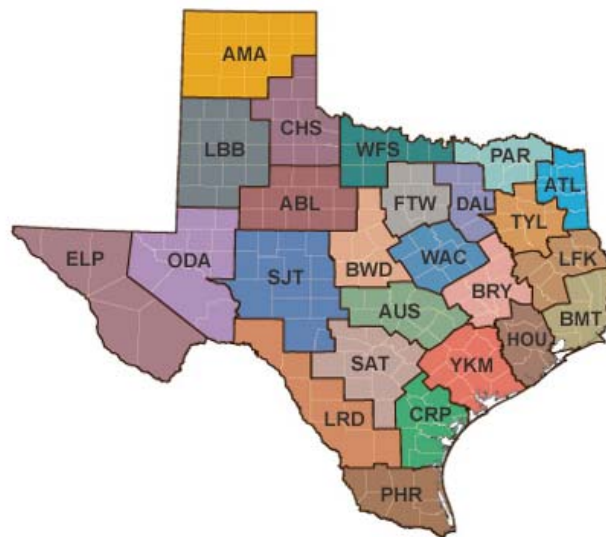
Figure 27. TxDOT District Map.

The allocations are based on the most recent decennial census counts for individuals age 65 and over and individuals age 5 and over with a disability. There is some duplication. Individuals counted as a person over the age of 65 may be also counted as an individual with a disability.

SECTION 2. TXDOT DISTRICT PROJECTIONS – PEOPLE WITH DISABILITIES AND AGE 65 AND OVER

In order to calculate the allocation of Section 5310 funds by TxDOT district, researchers projected urban and rural populations of persons age 65 and over and people with disabilities for each district. Researchers first calculated the total population by TxDOT district and projected 2010 populations of persons age 65 and over and people with disabilities. Second, researchers sub-allocated these target populations to urbanize and non-urbanized (rural) categories.

Projected Populations by TxDOT District

To calculate the 2010 population by TxDOT district, researchers used the Texas State Data Center and IDSER projections as described in Appendix M. Researchers aggregated county-level projections for populations of persons age 65 and over and people with disabilities to each TxDOT district where the county resides. Table 54 provides the projected 2010 TxDOT district total population, population of persons age 65 and over, and population of people with disabilities by TxDOT district. The projected population of people with disabilities from Census 2000 to projected 2010 indicates a decrease. This decrease in people with disabilities is a result of the Census Bureau change in the ordering of the ACS questions relative to disability. Appendix M describes in detail the methodology used to determine the 2010 populations of persons age 65 and over and people with disabilities.

Table 54. Census 2000 and 2010 Projected Population by TxDOT District – Age 65 and Over and People with Disabilities.

District	No. of Counties	Total Population		Age 65+		Individuals 5+ with Disabilities	
		2000	2010	2000	2010	2000	2010
Abilene	13	252,753	258,340	36,173	36,196	51,326	41,687
Amarillo	17	350,605	384,956	44,399	48,677	66,536	50,780
Atlanta	9	303,557	323,623	44,330	50,034	76,778	67,011
Austin	11	1,349,581	1,837,749	111,841	160,317	227,225	202,740
Beaumont	8	552,822	570,545	71,769	75,400	127,129	96,751
Brownwood	9	126,210	135,364	23,307	25,858	28,895	24,419
Bryan	10	370,948	414,592	41,456	47,906	62,296	55,020
Childress	13	42,625	42,697	8,690	8,765	8,990	7,460
Corpus Christi	10	549,025	574,949	64,681	67,821	124,361	104,906
Dallas	7	3,414,427	4,388,139	254,472	330,464	679,791	453,908
El Paso	6	704,318	800,637	69,411	79,160	152,426	110,284
Fort Worth	9	1,827,017	2,316,580	166,173	209,756	359,614	283,211
Houston	6	4,573,386	5,805,295	350,766	462,903	958,936	636,352
Laredo	8	329,483	407,002	30,007	35,951	73,960	60,514
Lubbock	17	429,458	455,760	52,372	55,871	85,770	66,077
Lufkin	9	284,315	314,191	44,102	55,687	69,373	64,340
Odessa	12	311,458	336,134	36,139	40,691	62,023	51,351
Paris	9	337,130	372,119	50,809	58,289	81,057	66,808
Pharr	8	1,004,222	1,329,066	103,084	129,592	235,290	190,117
San Angelo	15	154,379	156,441	22,593	24,277	32,068	25,741
San Antonio	12	1,798,385	2,173,831	201,204	241,688	399,419	314,907
Tyler	8	593,394	667,497	89,466	106,134	140,567	119,881
Waco	8	624,850	711,995	70,391	74,817	121,050	96,194
Wichita Falls	9	245,566	249,308	36,189	38,672	48,907	43,081
Yoakum	11	321,906	347,137	48,708	51,821	66,580	62,957
State	**254**	**20,851,820**	**25,373,947**	**2,072,532**	**2,516,747**	**4,340,367**	**3,296,497**
Percent Change			**22%**		**21%**		**−24%**

TxDOT District Projected Urbanized and Non-Urbanized (Rural) Populations – Persons Age 65 and Over and People with Disabilities

The methodology to sub-allocate the projected 2010 populations of persons age 65 and over and people with disabilities to urbanized and non-urbanized categories is described in detail in Appendix N. To describe briefly, researchers first projected 2010 urbanized area populations by TxDOT district using methodology described in Appendix B. Second, researchers used 2000 urbanized and non-urbanized population data for these target populations and 2010 projected total population data to estimate 2010 persons age 65 and over and people with disabilities

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populations by urban and rural categories. Table 55 provides Census 2000 and projected Census 2010 populations for persons age 65 and over. Table 56 provides the Census 2000 and projected Census 2010 populations for people with disabilities. Table 57 provides the combined total populations for persons age 65 and over and people with disabilities and difference in Census 2000 and projected Census 2010. There is an overall 9 percent decrease in the combined totals due to the change in disability count from Census 2000 to projected Census 2010.

Table 55. Census 2000 and Projected 2010 Urban and Rural Population Projection for Persons Age 65 and Over by TxDOT District.

District	Total Age 65+		Urban Age 65+		Rural Age 65+	
	2000	2010	2000	2010	2000	2010
Abilene	36,173	36,196	13,362	14,013	22,811	22,183
Amarillo	44,399	48,677	22,175	24,893	22,224	23,784
Atlanta	44,330	50,034	7,149	7,866	37,181	42,168
Austin	111,841	160,317	54,752	80,101	57,089	80,216
Beaumont	71,769	75,400	35,045	34,628	36,724	40,772
Brownwood	23,307	25,858	6	22	23,301	25,836
Bryan	41,456	47,906	8,524	9,761	32,932	38,145
Childress	8,690	8,765	–	–	8,690	8,765
Corpus Christi	64,681	67,821	32,154	37,532	32,527	30,289
Dallas	254,472	330,464	219,057	282,376	35,415	48,088
El Paso	69,411	79,160	63,963	70,422	5,448	8,738
Fort Worth	166,173	209,756	119,988	160,387	46,185	49,369
Houston	350,766	462,903	310,486	401,548	40,280	61,355
Laredo	30,007	35,951	13,630	17,637	16,377	18,314
Lubbock	52,372	55,871	22,379	24,772	29,993	31,099
Lufkin	44,102	55,687	–	–	44,102	55,687
Odessa	36,139	40,691	24,673	27,593	11,466	13,098
Paris	50,809	58,289	9,075	10,040	41,734	48,249
Pharr	103,084	129,592	83,137	112,869	19,947	16,723
San Angelo	22,593	24,277	12,247	12,211	10,346	12,066
San Antonio	201,204	241,688	137,710	181,380	63,494	60,308
Tyler	89,466	106,134	24,408	28,428	65,058	77,706
Waco	70,391	74,817	36,984	42,928	33,407	31,889
Wichita Falls	36,189	38,672	12,561	12,317	23,628	26,355
Yoakum	48,708	51,821	7,580	8,054	41,128	43,767
State	**2,072,532**	**2,516,747**	**1,271,045**	**1,601,778**	**801,487**	**914,969**
Percent Change		**21%**		**26%**		**14%**

Table 56. Census 2000 and Projected 2010 Urban and Rural Population Projection for People with Disabilities by TxDOT District.

District	Total People with Disabilities		Urban People with Disabilities		Rural People with Disabilities	
	2000	2010	2000	2010	2000	2010
Abilene	51,326	41,687	23,320	19,433	28,006	22,254
Amarillo	66,536	50,780	35,872	27,990	30,664	22,790
Atlanta	76,778	67,011	12,750	11,485	64,028	55,526
Austin	227,225	202,740	147,771	141,651	79,454	61,089
Beaumont	127,129	96,751	59,020	43,004	68,109	53,747
Brownwood	28,895	24,419	75	221	28,820	24,198
Bryan	62,296	55,020	16,732	15,140	45,564	39,880
Childress	8,990	7,460	–	–	8,990	7,460
Corpus Christi	124,361	104,906	66,882	62,887	57,479	42,019
Dallas	679,791	453,908	606,551	406,226	73,240	47,682
El Paso	152,426	110,284	140,145	98,208	12,281	12,076
Fort Worth	359,614	283,211	283,658	235,503	75,956	47,708
Houston	958,936	636,352	865,081	584,889	93,855	51,463
Laredo	73,960	60,514	38,390	32,903	35,570	27,611
Lubbock	85,770	66,077	40,309	32,391	45,461	33,686
Lufkin	69,373	64,340	–	–	69,373	64,340
Odessa	62,023	51,351	39,607	33,981	22,416	17,370
Paris	81,057	66,808	13,423	11,089	67,634	55,719
Pharr	235,290	190,117	182,586	151,338	52,704	38,779
San Angelo	32,068	25,741	18,193	14,369	13,875	11,372
San Antonio	399,419	314,907	301,692	259,179	97,727	55,728
Tyler	140,567	119,881	40,192	35,491	100,375	84,390
Waco	121,050	96,194	74,378	60,207	46,672	35,987
Wichita Falls	48,907	43,081	18,631	15,851	30,276	27,230
Yoakum	66,580	62,957	12,189	11,357	54,391	51,600
State	**4,340,367**	**3,296,497**	**3,037,447**	**2,304,793**	**1,302,920**	**991,704**
Percent Change		**−24%**		**−24%**		**−24%**

Table 57. Census 2000 and Projected 2010 Populations
Persons Age 65 and Over and People with Disabilities by TxDOT District.

District	Census 2000 Total	Urban	Rural	Projected Census 2010 Total	Urban	Rural	Difference Total		Urban	Rural
Abilene	87,499	36,682	50,817	77,883	33,446	44,437	(9,616)	−11%	(3,236)	(6,380)
Amarillo	110,935	58,047	52,888	99,457	52,883	46,574	(11,478)	−10%	(5,164)	(6,314)
Atlanta	121,108	19,899	101,209	117,045	19,351	97,694	(4,063)	−3%	(548)	(3,515)
Austin	339,066	202,523	136,543	363,057	221,752	141,305	23,991	7%	19,229	4,762
Beaumont	198,898	94,065	104,833	172,151	77,632	94,519	(26,747)	−13%	(16,433)	(10,314)
Brownwood	52,202	81	52,121	50,277	243	50,034	(1,925)	−4%	162	(2,087)
Bryan	103,752	25,256	78,496	102,926	24,901	78,025	(826)	−1%	(355)	(471)
Childress	17,680	0	17,680	16,225	—	16,225	(1,455)	−8%	0	(1,455)
Corpus Christi	189,042	99,036	90,006	172,727	100,419	72,308	(16,315)	−9%	1,383	(17,698)
Dallas	934,263	825,608	108,655	784,372	688,602	95,770	(149,891)	−16%	(137,006)	(12,885)
El Paso	221,837	204,108	17,729	189,444	168,630	20,814	(32,393)	−15%	(35,478)	3,085
Fort Worth	525,787	403,646	122,141	492,967	395,890	97,077	(32,820)	−6%	(7,756)	(25,064)
Houston	1,309,702	1,175,567	134,135	1,099,255	986,437	112,818	(210,447)	−16%	(189,130)	(21,317)
Laredo	103,967	52,020	51,947	96,465	50,540	45,925	(7,502)	−7%	(1,480)	(6,022)
Lubbock	138,142	62,688	75,454	121,948	57,163	64,785	(16,194)	−12%	(5,525)	(10,669)
Lufkin	113,475	0	113,475	120,027	—	120,027	6,552	6%	0	6,552
Odessa	98,162	64,280	33,882	92,042	61,574	30,468	(6,120)	−6%	(2,706)	(3,414)
Paris	131,866	22,498	109,368	125,097	21,129	103,968	(6,769)	−5%	(1,369)	(5,400)
Pharr	338,374	265,723	72,651	319,709	264,207	55,502	(18,665)	−6%	(1,516)	(17,149)
San Angelo	54,661	30,440	24,221	50,018	26,580	23,438	(4,643)	−8%	(3,860)	(783)
San Antonio	600,623	439,402	161,221	556,595	440,559	116,036	(44,028)	−7%	1,157	(45,185)
Tyler	230,033	64,600	165,433	226,015	63,919	162,096	(4,018)	−2%	(681)	(3,337)
Waco	191,441	111,362	80,079	171,011	103,135	67,876	(20,430)	−11%	(8,227)	(12,203)
Wichita Falls	85,096	31,192	53,904	81,753	28,168	53,585	(3,343)	−4%	(3,024)	(319)
Yoakum	115,288	19,769	95,519	114,778	19,411	95,367	(510)	0%	(358)	(152)
Totals	**6,412,899**	**4,308,492**	**2,104,407**	**5,813,244**	**3,906,571**	**1,906,673**	**(599,655)**	**−9%**	**(401,921)**	**(197,734)**

SECTION 3. TXDOT DISTRICT SECTION 5310 FUNDING PROJECTIONS

The Texas Section 5310 fiscal year 2010 apportionments was $8,619,667. Of this amount, up to 10 percent of the total apportionment may be set aside for state administration. In fiscal year 2010, TxDOT-PTN set aside approximately 7.7 percent or $660,000 for state administration of the program leaving a total of $7,959,667 to be allocated by formula across the 25 TxDOT districts. The formula allocates 25 percent evenly across all districts and 75 percent based on the ratio of persons age 65 and over and people with disabilities in the TxDOT district as compared to the state totals. In fiscal year 2010, 25 percent of the Section 5310 $7,959,667 balance or $1,989,917 was distributed evenly across the 25 TxDOT districts with each district receiving $79,597. The remaining 75 percent or $5,969,750 was distributed by formula as a proportion of Census 2000 persons age 65 and over and people with disabilities in the TxDOT district (see Appendix N for formula specifics). Table 58 provides the fiscal year 2010 Section 5310 funding allocation by TxDOT district.

Table 58. Census 2000 Populations
Fiscal Year 2010 Section 5310 Allocation by TxDOT District.

District	25% Base Allocation	Persons Age 65+ and People with Disabilities	75% Allocation	Total Allocation	Urban Persons Age 65+ and People with Disabilities	Urban Allocation	Rural Allocation
Abilene	$79,597	87,499	$81,453	**$161,050**	36,682	$67,517	$93,533
Amarillo	$79,597	110,935	$103,269	**$182,866**	58,047	$95,685	$87,181
Atlanta	$79,597	121,108	$112,739	**$192,336**	19,899	$31,602	$160,734
Austin	$79,597	339,066	$315,636	**$395,233**	202,523	$236,071	$159,162
Beaumont	$79,597	198,898	$185,154	**$264,751**	94,065	$125,209	$139,542
Brownwood	$79,597	52,202	$48,595	**$128,192**	81	$199	$127,993
Bryan	$79,597	103,752	$96,582	**$176,179**	25,256	$42,887	$133,292
Childress	$79,597	17,680	$16,458	**$96,055**	0	$0	$96,055
Corpus Christi	$79,597	189,042	$175,979	**$255,576**	99,036	$133,892	$121,684
Dallas	$79,597	934,263	$869,703	**$949,300**	825,608	$838,896	$110,404
El Paso	$79,597	221,837	$206,507	**$286,104**	204,108	$263,239	$22,865
Fort Worth	$79,597	525,787	$489,454	**$569,051**	403,646	$436,860	$132,191
Houston	$79,597	1,309,702	$1,219,188	**$1,298,785**	1,175,567	$1,165,768	$133,017
Laredo	$79,597	103,967	$96,783	**$176,380**	52,020	$88,252	$88,128
Lubbock	$79,597	138,142	$128,596	**$208,193**	62,688	$94,477	$113,716
Lufkin	$79,597	113,475	$105,634	**$185,231**	0	$0	$185,231
Odessa	$79,597	98,162	$91,379	**$170,976**	64,280	$111,961	$59,015
Paris	$79,597	131,866	$122,754	**$202,351**	22,498	$34,524	$167,827
Pharr	$79,597	338,374	$314,991	**$394,588**	265,723	$309,868	$84,720
San Angelo	$79,597	54,661	$50,884	**$130,481**	30,440	$72,663	$57,818
San Antonio	$79,597	600,623	$559,118	**$638,715**	439,402	$467,269	$171,446
Tyler	$79,597	230,033	$214,137	**$293,734**	64,600	$82,489	$211,245
Waco	$79,597	191,441	$178,212	**$257,809**	111,362	$149,969	$107,840
Wichita Falls	$79,597	85,096	$79,216	**$158,813**	31,192	$58,213	$100,600
Yoakum	$79,597	115,288	$107,321	**$186,918**	19,769	$32,052	$154,866
Totals	**$1,989,917**	**6,412,899**	**$5,969,742**	**$7,959,667**	**4,308,492**	**$4,939,562**	**$3,020,105**

To project the impact of Census 2010 on the Section 5310 apportionment, researchers assumed the same funding level as fiscal year 2010 of $8,619,667. Using the projected Census 2010 populations of persons age 65 and over and people with disabilities, researchers calculated the distribution of Section 5310 monies to each TxDOT district. Table 59 provides the projected Section 5310 funding distribution based on Census 2010 population estimates. Table 60 provides the difference in Section 5310 allocation of funds in fiscal year 2010 using Census 2000 populations and projected funds using Census 2010 populations.

Table 59. Projected Census 2010 Populations–Section 5310 Allocation by TxDOT District.

District	25% Base Allocation	Persons Age 65+ and People with Disabilities	75% Allocation	Total Allocation	Urban Persons Age 65+ and People with Disabilities	Urban Allocation	Rural Allocation
Abilene	$79,597	77,883	$79,980	**$159,577**	33,446	$68,528	$91,049
Amarillo	$79,597	99,457	$102,135	**$181,732**	52,883	$96,630	$85,102
Atlanta	$79,597	117,045	$120,196	**$199,793**	19,351	$33,032	$166,761
Austin	$79,597	363,057	$372,831	**$452,428**	221,752	$276,339	$176,089
Beaumont	$79,597	172,151	$176,786	**$256,383**	77,632	$115,617	$140,766
Brownwood	$79,597	50,277	$51,631	**$131,228**	243	$634	$130,594
Bryan	$79,597	102,926	$105,697	**$185,294**	24,901	$44,828	$140,466
Childress	$79,597	16,225	$16,662	**$96,259**	0	$0	$96,259
Corpus Christi	$79,597	172,727	$177,377	**$256,974**	100,419	$149,398	$107,576
Dallas	$79,597	784,372	$805,489	**$885,086**	688,602	$777,019	$108,067
El Paso	$79,597	189,444	$194,544	**$274,141**	168,630	$244,021	$30,120
Fort Worth	$79,597	492,967	$506,239	**$585,836**	395,890	$470,471	$115,365
Houston	$79,597	1,099,255	$1,128,849	**$1,208,446**	986,437	$1,084,421	$124,025
Laredo	$79,597	96,465	$99,062	**$178,659**	50,540	$93,603	$85,056
Lubbock	$79,597	121,948	$125,231	**$204,828**	57,163	$96,013	$108,815
Lufkin	$79,597	120,027	$123,258	**$202,855**	0	$0	$202,855
Odessa	$79,597	92,042	$94,520	**$174,117**	61,574	$116,480	$57,637
Paris	$79,597	125,097	$128,465	**$208,062**	21,129	$35,142	$172,920
Pharr	$79,597	319,709	$328,316	**$407,913**	264,207	$337,098	$70,815
San Angelo	$79,597	50,018	$51,365	**$130,962**	26,580	$69,594	$61,368
San Antonio	$79,597	556,595	$571,580	**$651,177**	440,559	$515,423	$135,754
Tyler	$79,597	226,015	$232,100	**$311,697**	63,919	$88,151	$223,546
Waco	$79,597	171,011	$175,615	**$255,212**	103,135	$153,916	$101,296
Wichita Falls	$79,597	81,753	$83,954	**$163,551**	28,168	$56,351	$107,200
Yoakum	$79,597	114,778	$117,868	**$197,465**	19,411	$33,395	$164,070
Totals	**$1,989,917**	**5,813,244**	**$5,969,750**	**$7,959,667**	**3,906,571**	**$4,956,104**	**$3,003,563**

Table 60. Section 5310 Projected Funding Difference by TxDOT District.

	Census 2000 Population – Fiscal Year 2010 Section 5310 Funds			Projected Census 2010 Population – Fiscal Year Section 5310 Funds			Difference			
	Total Allocation	Urban Allocation	Rural Allocation	Total Allocation	Urban Allocation	Rural Allocation	Total Allocation		Urban	Rural
Abilene	$161,050	$67,517	$93,533	$159,577	$68,528	$91,049	($1,473)	-0.9%	$1,011	($2,484)
Amarillo	$182,866	$95,685	$87,181	$181,732	$96,630	$85,102	($1,134)	-0.6%	$945	($2,079)
Atlanta	$192,336	$31,602	$160,734	$199,793	$33,032	$166,761	$7,457	3.9%	$1,430	$6,027
Austin	$395,233	$236,071	$159,162	$452,428	$276,339	$176,089	$57,195	14.5%	$40,268	$16,927
Beaumont	$264,751	$125,209	$139,542	$256,383	$115,617	$140,766	($8,368)	-3.2%	($9,592)	$1,224
Brownwood	$128,192	$199	$127,993	$131,228	$634	$130,594	$3,036	2.4%	$435	$2,601
Bryan	$176,179	$42,887	$133,292	$185,294	$44,828	$140,466	$9,115	5.2%	$1,941	$7,174
Childress	$96,055	$0	$96,055	$96,261	$0	$96,261	$206	0.2%	$0	$206
Corpus Christi	$255,576	$133,892	$121,684	$256,974	$149,398	$107,576	$1,398	0.5%	$15,506	($14,108)
Dallas	$949,300	$838,896	$110,404	$885,086	$777,019	$108,067	($64,214)	-6.8%	($61,877)	($2,337)
El Paso	$286,104	$263,239	$22,865	$274,141	$244,021	$30,120	($11,963)	-4.2%	($19,218)	$7,255
Fort Worth	$569,051	$436,860	$132,191	$585,836	$470,471	$115,365	$16,785	2.9%	$33,611	($16,826)
Houston	$1,298,785	$1,165,768	$133,017	$1,208,446	$1,084,421	$124,025	($90,339)	-7.0%	($81,347)	($8,992)
Laredo	$176,380	$88,252	$88,128	$178,659	$93,603	$85,056	$2,279	1.3%	$5,351	($3,072)
Lubbock	$208,193	$94,477	$113,716	$204,828	$96,013	$108,815	($3,365)	-1.6%	$1,536	($4,901)
Lufkin	$185,231	$0	$185,231	$202,855	$0	$202,855	$17,624	9.5%	$0	$17,624
Odessa	$170,976	$111,961	$59,015	$174,117	$116,480	$57,637	$3,141	1.8%	$4,519	($1,378)
Paris	$202,351	$34,524	$167,827	$208,062	$35,142	$172,920	$5,711	2.8%	$618	$5,093
Pharr	$394,588	$309,868	$84,720	$407,913	$337,098	$70,815	$13,325	3.4%	$27,230	($13,905)
San Angelo	$130,481	$72,663	$57,818	$130,962	$69,594	$61,368	$481	0.4%	($3,069)	$3,550
San Antonio	$638,715	$467,269	$171,446	$651,177	$515,423	$135,754	$12,462	2.0%	$48,154	($35,692)
Tyler	$293,734	$82,489	$211,245	$311,697	$88,151	$223,546	$17,963	6.1%	$5,662	$12,301
Waco	$257,809	$149,969	$107,840	$255,212	$153,916	$101,296	($2,597)	-1.0%	$3,947	($6,544)
Wichita Falls	$158,813	$58,213	$100,600	$163,551	$56,351	$107,200	$4,738	3.0%	($1,862)	$6,600
Yoakum	$186,918	$32,052	$154,866	$197,463	$33,394	$164,069	$10,545	5.6%	$1,342	$9,203
Totals	$7,959,667	$4,939,562	$3,020,105	$7,959,667	$4,956,103	3,003,564	$0	0.0%	$16,541	($16,541)

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CHAPTER 7: FINDINGS AND KEY POLICY IMPLICATIONS

The purpose of this chapter is to discuss findings for the projected changes in population for 2010 and to present the key policy implications in the allocation of funding using the Texas Transit Funding Formula.

RESEARCH FINDINGS

The following section summarizes research findings about projected changes in population and urbanized area of 2010 that affect the Texas transit funding.

Population Increase in Urban and Rural Transit Districts

Population is increasing in both urban and rural transit districts. Population in both urban and rural transit districts that receive state funds increases under every scenario analyzed, as illustrated in Table 61.

Table 61. Population Increase 2000 to 2010 for Baseline and Each Scenario.

	2000	2010	Increase	Percent Increase
Baseline				
State Funded Urban Transit	3,592,320	4,297,487	705,167	20
Rural Transit Districts	5,762,803	6,766,971	1,004,168	17
	9,355,123	11,064,458	1,709,335	18
Scenario A–New Urban				
State Funded Urban Transit	3,592,320	4,608,788	1,016,468	28
Rural Transit Districts	5,762,803	6,455,670	692,867	12
	9,355,123	11,064,458	1,709,335	18
Scenario B–Mergers				
State Funded Urban Transit	3,592,320	3,939,030	346,710	10
Rural Transit Districts	5,762,803	6,455,670	692,867	12
	9,355,123	10,394,700	1,039,577	11
Scenario C–Most Likely				
State Funded Urban Transit	3,592,320	4,359,121	766,801	21
Rural Transit Districts	5,762,803	6,455,670	692,867	12
	9,355,123	10,814,791	1,459,668	16

The fastest population growth is in counties around the largest metropolitan areas and communities along the Texas border with Mexico. Existing urbanized areas are expanding in terms of population and land area that is urbanized.

Additional Large Urbanized Areas

Four urbanized areas may reach status as a large urbanized area with a population of 200,000 or more: Laredo, Brownsville, Killeen, and Amarillo. This brings the total number of large urbanized areas from five (Corpus Christi, El Paso, McAllen, Denton-Lewisville, and Lubbock) to nine. Of the five existing large urbanized areas, McAllen and Lubbock receive Texas transit

funding. Under the Texas Transit Funding Formula, the population used to calculate funding for needs is limited to 199,999.

Under Federal Section 5307 funding regulations, an urban transit system in an urbanized area with a population over 200,000 cannot use federal funds for operating expenses. Use of federal funds is up to 80 percent of capital expenses, including preventive maintenance. State funds may be used as local share; however, additional sources of local funds may be required to fully leverage federal dollars. Stakeholders in these urbanized areas should anticipate a change in status of urbanized areas and plan to address funding challenges.

New Small Urbanized Areas

Increasing population in rural Texas will create more urbanized areas. Rapidly urbanizing rural areas could merge into large urban areas or become new urbanized areas. The most likely scenario is that five communities with a population over 50,000 will become small urbanized areas. The new urbanized areas are Cleburne, Conroe, Georgetown, New Braunfels, and San Marcos.

Under the Texas Transit Funding Formula, funds for transit districts in the new urbanized areas will be from the urban category rather than the rural category. The source of federal funds for new urban transit districts will be Federal Section 5307. The transit districts may use Section 5307 funds for up to 50 percent of the operating deficit and up to 80 percent of capital expenses, including preventive maintenance. Administrative expenses are considered part of operating cost according to Section 5307; administrative expenses will no longer be eligible for 80 percent federal funding as provided under Section 5311 funding guidelines.

Areas Merged into Very Large Urbanized Areas

The most likely scenario projects that McKinney urbanized area and a portion of Texas City (Dickinson) will merge into the Dallas-Ft. Worth-Arlington UZA and Houston UZA, respectively. These areas will be subject to FTA funding allocation by the MPO and the designated recipient for the very large UZA. The MPO and the designated recipient will need policies and methodologies for allocation of funds. The transit agency in the former small UZA will be subject to FTA funding eligibility requirements (i.e., no longer be able to use Section 5307 funds for reimbursement of operating expenses) and will no longer be eligible to receive state funds.

Population Increases in Rural Transit Districts despite New Urbanized Areas

The population in rural transit districts is growing even though some rural areas are rapidly urbanizing. The increase in rural population is greater than the loss of population to urbanized areas. Population in rural transit districts will increase 12 percent under any scenario for the change in population in urban transit districts (see Table 61).

Urbanized Area below 50,000 Population

The population of Galveston may fall below 50,000 due to the impacts of Hurricane Ike in 2008. Such an outcome would place the current small urbanized area into the rural category. Federal legislation may be proposed to grandfather urbanized areas that are recovering from national disasters at the time of the census in 2010. If Galveston is categorized as a non-urbanized area after the 2010 Census, the transit district may be eligible to join the existing rural transit district for Galveston and Brazoria Counties.

POLICY IMPLICATIONS FOR FUNDING

The following section discusses the key policy implications of the projected change in population (and land area) in the allocation of funding using the Texas Transit Funding Formula.

Transit Investments per Capita are Declining

Assuming no new funds, per capita investment in transit will decline with the 2010 Census data. State funds are $10,059,374 per year for urban transit districts and $18,681,694 for rural transit districts. The annual allocation of Federal Section 5311 funds under the Texas Transit Funding Formula is $20,104,753 to rural transit districts. Without an increase in funding, the growth in 2010 population means the investment in public transportation will be less per capita than the existing baseline using 2000 population, as documented in Table 62.

Table 62. Transit Funds per Capita for Baseline and Each Scenario.

	Assuming No New Funds			
	Baseline	**Scenario A**	**Scenario B**	**Scenario C**
	2000 Population	**2010 New Urban**	**2010 Mergers**	**2010 Most Likely**
Urban State	$2.80	$2.18	$2.55	$2.28
Limited Eligibility	$2.80	$2.18	$2.55	$2.27
Rural State	$3.24		$2.89	
Federal 5311	$3.49		$3.11	

New Small Urban Transit Districts Require Funds

New small urban transit districts will require funding from urban state funds. The most significant impact on the distribution of state funding will occur if the rapidly urbanizing rural areas become new urban transit districts (Scenarios A and C). A new urban transit district requires funds based on needs and performance, or about $200,000 per urban transit district. Table 63 highlights the additional state funds required for five new urban transit districts under Scenarios A and C.

Table 63. Required Funding for New Urbanized Areas.

	Scenario A	Scenario B	Scenario C
	2010 **New Urban**	**2010** **Mergers**	**2010** **Most Likely**
New Urban Transit Districts (5)	$1,050,000	$0	$1,091,000

Includes Needs and Performance Allocation

Without additional state resources, the requirement to fund new small urban transit districts will require reallocation of funds from existing urban transit districts that are eligible for state funds. Without additional state funds, some urban transit districts will lose funds even though the population in the area is increasing.

Increase in Funding Required to Maintain per Capita Investment

Additional funds are required to maintain the investment per capita in 2010 compared to the baseline per capita using 2000 population. Table 64 documents the additional state and federal funds required to maintain the per capita investment using 2010 population. The estimate of funds does not include funds for new urban transit districts reported in Table 63.

Table 64. Additional Funding to Maintain Baseline per Capita.

	Baseline	Scenario A	Scenario B	Scenario C
	2000 **Population**	**2010** **New Urban**	**2010** **Mergers**	**2010** **Most Likely**
Urban State*	$2.80	$2,069,000	$1,517,000	$1,773,000
Limited Eligibility State	$2.80	$126,000	$50,000	$108,000
Rural State	$3.24	$2,250,000		
Federal 5311	$3.49	$2,420,000		

Using 2010 Population

Table 65 summarizes total funds required for new urban transit districts (see Table 63) and to maintain per capita investment based on projected 2010 population in urban and rural transit districts (Table 64). State and federal funds are documented.

Table 65. Total Funds Required Based on Projected 2010 Population.

	Scenario A	Scenario B	Scenario C
	2010 **New Urban**	**2010** **Mergers**	**2010** **Most Likely**
Urban State	$3,245,000	$1,567,000	$2,972,000
Rural State	$2,250,000		
Total State Urban and Rural	$5,495,000	$3,817,000	$5,222,000
Federal 5311	$2,420,000		

Funds Needed to Avoid Negative Impacts

Without new funds, current state dollars will be reallocated to provide funding for needs and performance for new urbanized areas and to provide funds for urban and rural transit districts with higher growth rates. The same redistribution occurs for Federal Section 5311 funds for rural transit districts. Without an increase in federal funds to address growth in population, federal funds will be reallocated from one rural transit district to increase the resources for another rural transit district.

The reallocation of funds means many transit districts will lose funding in order to redistribute dollars to the transit districts with higher population growth. Table 66 documents the reallocation of existing dollars and shows what funds will be required to provide sufficient coverage for negative allocations (transit districts with lower growth rates that must reduce funds to provide an increase for other transit districts). These funds simply neutralize funding redistribution and do not provide sufficient resources to maintain per capita investment.

Table 66. Funds Needed to Avoid Negative Impacts after All Reallocation.

	Scenario A	Scenario B	Scenario C
	2010 New Urban	2010 Mergers	2010 Most Likely
New Urban Areas	$1,050,000	$0	$1,091,000
Growth Existing	$140,000	$836,000	$78,000
Less Mergers	$0	($692,000)	($304,000)
Urban	$1,190,000	$144,000	$865,000
Less Limited Eligibility	($220,000)	($144,000)	($202,000)
Balance Urban State Needed	$970,000	$0	$663,000
Rural State Needed	$323,000	$323,000	$323,000
Total State Needed	**$1,293,000**	**$323,000**	**$986,000**
Federal 5311 Needed	**$347,000**	**$347,000**	**$347,000**

Population Trends

FTA allocates the majority of funds based on population and population density. Relative to the nation, Texas' share of the total population for urbanized areas between 50,000 to 199,999 population has increased from 8.6 percent in 2000 to 9.4 percent in 2008. Texas' share of the total population for non-urbanized areas has grown from 6.8 percent in 2000 to 7.2 percent in 2008.

Texas is the second most populated state, and it experienced the largest numeric population increase between 2000 and 2009. Most of this population growth has occurred in and around metropolitan counties and especially within the metropolitan counties in the Texas Triangle and along the south Texas border. In addition, because of its size and overall population growth, Texas has seen increases in the disabled, elderly, and low-income populations. The implication

of these demographic trends is that Texas will see greater demand for public transportation services.

The majority of the populations of people with disabilities and age 65 and over will be living in communities served by metropolitan transit authorities. However a larger *proportion* of population having these characteristics will be living in rural districts. An estimated one-fourth of the state's population will be living in rural districts in 2010, with approximately one-third of the population being age 65 and over or having a disability. These changes will likely increase the demand for public transportation services in rural areas.

Urban and Rural Ratio for Population Eligible for State Transit Funds

The ratio of urban and rural population eligible for funding under the Texas Transit Funding Formula may change. The current percent of state funding allocation is 35 percent to urban and 65 percent to rural. The actual ratio of rural to urban population for the 2000 baseline is 38 percent urban and 62 percent rural. The proportion of population in state funded transit districts will increase for urban as compared to rural according to projected 2010 population for the baseline and for scenarios A and C, is shown in Table 67.

Table 67. Percent Urban/Rural Population for State-Funded Transit Districts.
(Urban Transit Includes Eligible Population for Limited Eligibility Providers)

	2000 Population	Percent Urban Rural 2000	2010 Population	Percent Urban Rural 2010
Baseline				
State Funded Urban Transit	3,592,320	38	4,297,487	39
Rural Transit Districts	5,762,803	62	6,766,971	61
	9,355,123		11,064,458	
Scenario A–New Urban				
State Funded Urban Transit			4,608,788	42
Rural Transit Districts			6,455,670	58
			11,064,458	
Scenario B–Mergers				
State Funded Urban Transit			3,939,030	38
Rural Transit Districts			6,455,670	62
			10,394,700	
Scenario C–Most Likely				
State Funded Urban Transit			4,359,121	40
Rural Transit Districts			6,455,670	60
			10,814,791	

Limited Eligibility Transit Providers

Four transit providers in Texas are designated as "limited eligibility providers"—Arlington, NETS, Grand Prairie, and Mesquite. These transit providers restrict transit eligibility to seniors and people with disabilities. The Texas Transit Funding Formula currently sets aside

6.58 percent of the urban funds for limited eligibility providers based on the Census 2000 eligible population calculation. Two issues suggest this percent estimate is not correct. First, researchers discovered that when the Texas Transit Funding Formula was first applied to limited eligibility providers (in 2006), the eligible population for people with disabilities was based on a Census 2000 report that tallies *disabilities* rather than *people with disabilities*. This created an inflated number to represent the eligible population served by limited eligibility providers. Second, the ACS now identifies the number of people with disabilities. The ACS has changed the questions to collect data, and the expected impact of the change is a smaller number of persons classified as having a disability. Overall, the number of eligible seniors will increase and people with disabilities in 2010 may be less than it was in 2000 due to the technical change. This overall result will reduce the percent of state funds set aside for limited eligibility transit providers.

Allocation of Section 5310 Funding

The FTA Section 5310 program provides formula funding to states to assist private nonprofit groups in meeting the transportation needs of the elderly (age 65 and over) and people with disabilities when the transportation service provided is unavailable, insufficient or inappropriate to meeting these needs. FTA apportions funds based on each state's share of population for these groups of people. In Texas, TxDOT-PTN allocates Section 5310 funds based on the proportion of the target populations that are in each district.

Researchers projected 2010 populations of persons age 65 and over and people with disabilities by TxDOT district and then estimated the distribution of Section 5310 funding using 2010 population estimates. The change in distribution of Section 5310 funds by TxDOT district ranges from a decrease of 7 percent for the Houston district to an increase of 14.5 percent for the Austin district.

Sources of Data for Allocation of State Funds for Performance

Under past practice, when a new rural transit district became eligible for state or federal transit funding under the Texas Transit Funding Formula, the transit district was required to wait a minimum of 2 years to earn performance dollars (after a period of time to establish transit service and gather performance data). However, when areas that were previously part of rural transit districts become a new urban transit district, there is a history of service. TxDOT will need to develop new procedures to establish the performance statistics that will be used to generate performance funds for the new urban transit district (and what the impact will be on performance statistics for the former rural transit district).

Requirements for Metropolitan Planning Processes

New urbanized areas are required to meet requirements for the metropolitan planning process in order to be eligible for Federal Section 5307 funds. State funds may provide the local share; however, sources of local funds may be required to fully leverage federal dollars. Stakeholders in rapidly urbanizing areas must anticipate the change in status as of 2012 announcements of new urbanized areas in order to fully apply funding opportunities.

Areas that may merge into large urban areas will be subject to allocation of funding by the metropolitan planning organization and the designated recipient(s) for Section 5307 funds. Formal processes are in place for the suballocation of funds in at least one large urbanized area in Texas. However, not all large urban areas have a formally recognized process for determining the funds that may be allocated to areas outside the service area of the designated recipient(s). Existing transit systems that operate in areas that may merge into large urbanized areas should discuss the policies and practices for suballocation of funding with the local MPO and the designated recipient for Federal Section 5307 funds.

Gaps in Providing Transit Service

As urbanized areas expand, the possibility that some areas are not included within the jurisdiction of a transit provider increases. In particular, the four rural transit districts that have portions of areas that may become five small urbanized areas (Alamo Area Council of Governments [New Braunfels], Brazos Transit District [Conroe], Capital Area Rural Transportation System [San Marcos and Georgetown], and Cleburne) should begin conversations to determine how transit service will be delivered and funded after new urbanized areas are announced.

TxDOT Project 0-6473 *Filling the Transit Gap* addresses other urbanized areas that are not included within the transit service area of an existing transit provider (urban gap). Urban gaps occur on the perimeter of urbanized areas that have grown beyond the jurisdiction of the transit provider in the principal city. The projections for expanded urbanized areas as a result of Census 2010 may increase the incidences of urban gaps.

American Community Survey

The ACS provides more frequent and timely information about the characteristics of the population and population totals. Considering use of ACS data in more frequent updates of population for public transportation funding, researchers point to the following issues for consideration:

- *Residency rules between the decennial census and the ACS.* The decennial census counts individuals based on their "usual place of residence" as compared to the ACS, which samples based upon their current residence. Because the ACS is weighted to estimates based upon the census count, this will not affect the estimated total population for an area but could affect the estimated characteristics of the population primarily in areas with large seasonal populations.

- *Methods of weighting the population estimates.* The ACS data estimates are based on units of geography that are weighting areas—typically counties. Thus estimates may not correspond if a different geography base is used—such as a city rather than county. Also, multiyear estimates are based on the average of the population in the years and are benchmarked to the most recent Census; therefore, the estimates are more accurate in years immediately following the decennial census and less at the end of the decade.

- *Comparability of ACS estimates*. ACS reports data on a 1-year, 3-year, and 5-year period depending on the size of the geographic area. Annual data reports will be available for large cities and counties with more than 65,000 population; 3-year data reports will be available for smaller cities and counties with 20,000 to 65,000 population; and 5-year data reports will be available for census tracts, cities, and counties with less than 20,000 population.

- *Special population reporting differs based on size of the geographic area*. Estimates of the disabled population and persons with low income living in all areas of the state are only available in the 5-year ACS estimates.

- *Sampling variability*. The ACS 1-year data releases have more sampling variability, which may create an unstable environment for allocation.

- *Urbanized area definition does not change between Census periods*. The square mileage of the urbanized and non-urbanized area will remain the same. The ACS population estimates for urbanized areas will refer to the geographic areas designated as urbanized following the census and thus will not reflect estimated populations in any expansions of the urban extent of urbanized areas based upon new development.

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APPENDIX A: FEDERAL TRANSIT PROGRAMS AND SOURCES OF DEMOGRAPHIC AND SOCIOECONOMIC STATISTICS

Program Description	CFDA	FTA Section	FY07 Obligations	Population Items	Source of Data	Information Available from 2010 Census?	Use of Population or Income Data
Federal Transit Capital Investment Grants	20.500	5309	2,089,825,532	Total Population; UZA Designation	Not Specified	Yes	Fixed Guideway formula funds apportioned by formula to urbanized areas with population >200,000.
Federal Transit Metropolitan Planning Grants	20.505	5303-5305	135,959,000	Total Population; UZA Designation	Latest Decennial Census	Yes	Apportionment to MPOs in each urbanized area.
Federal Transit Urbanized Area Formula Grants	20.507	5307	5,540,822,000	Total Population; UZA Designation; Population Density	Not Specified	Yes	Apportionment based on formulas that include population and population density. Different formulas apply to urbanized areas of 200,000 or more and 50,000 to 199,999.
Formula Grants for Other than Urbanized Areas	20.509	5311	492,837,736	Total Population; Non-urbanized Population; Land Area (urbanized and non-urbanized)	Not Specified	Yes	Allocated by the ratio of non-urbanized land area of each state to the non-urbanized land area of all of the states, with no state receiving more than 5 percent of these funds; 80 percent allocated by the ratio of non-urbanized population of each state to the non-urbanized population of all of the states. Approximately 16 percent of the funds authorized for the new Section 5340 Growing States and High Density States formula factors apportioned to states for use in non-urbanized areas.

Program Description	CFDA	FTA Section	FY07 Obligations	Population Items	Source of Data	Information Available from 2010 Census?	Use of Population or Income Data
Capital Assistance Program for Elderly Persons and Persons with Disabilities	20.513	5310	157,781,000	Population Age 65+; Population Age 5+ with at Least 1 Disability	Latest Census data	Age Only	Allocated among the states by a formula based on the population of elderly persons and persons with disabilities in each state according to the latest U.S. Census population figures.
Job Access Reverse Commute	20.516	5316	59,714,258	Persons in Families with Incomes at or below 150% of the Poverty Line	Not Specified	No	Sixty percent distributed among designated recipients in urbanized areas with a population of 200,000 or more in the ratio of the number of eligible low-income individuals and welfare recipients in each such urbanized area to the number of eligible low-income individuals and welfare recipients in all such urbanized areas; 20 percent distributed among the states in the ratio of the number of eligible low-income individuals and welfare recipients in urbanized areas with a population <200,000 in each state to the number of eligible low-income individuals and welfare recipients in urbanized areas with a population <200,000 in all States; and 20 percent distributed among the states in the ratio of the number of eligible low-income individuals and welfare recipients in other than urbanized areas in each state to the number of eligible low-income individuals and welfare recipients in other than urbanized areas in all states.

Program Description	CFDA	FTA Section	FY07 Obligations	Population Items	Source of Data	Information Available from 2010 Census?	Use of Population or Income Data
New Freedom Program	20.521	5317	9,323,016	Population Age 5+ with at Least 1 Disability	Not Specified	No	Sixty percent apportioned for areas with population of 200,000 or more in the ratio of the number of individuals with disabilities in each such urbanized area to the number of individuals with disabilities in all such areas; 20 percent apportioned among the states in the ratio of the number of individuals with disabilities in urbanized areas with a population <200,000 in each state to the number of individuals with disabilities in areas with a population <200,000 in all states; 20 percent apportioned among the states in the ratio of the number of individuals with disabilities in other than urbanized areas of each state to the number of individuals with disabilities in other than urbanized areas in all states.

APPENDIX B: AREAS REPORTED IN THE 2005–2008 AMERICAN COMMUNITY SURVEY

<u>Core Based Statistical Areas (37):</u>
Abilene, TX Metropolitan Statistical Area
Alice, TX Micropolitan Statistical Area
Amarillo, TX Metropolitan Statistical Area
Austin-Round Rock, TX Metropolitan Statistical Area
Beaumont-Port Arthur, TX Metropolitan Statistical Area
Big Spring, TX Micropolitan Statistical Area
Brownsville-Harlingen, TX Metropolitan Statistical Area
College Station-Bryan, TX Metropolitan Statistical Area
Corpus Christi, TX Metropolitan Statistical Area
Corsicana, TX Micropolitan Statistical Area
Dallas-Ft. Worth-Arlington, TX Metropolitan Statistical Area
Del Rio, TX Micropolitan Statistical Area
Eagle Pass, TX Micropolitan Statistical Area
El Paso, TX Metropolitan Statistical Area
Houston-Sugar Land-Baytown, TX Metropolitan Statistical Area
Huntsville, TX Micropolitan Statistical Area
Kerrville, TX Micropolitan Statistical Area
Killeen-Temple-Fort Hood, TX Metropolitan Statistical Area
Kingsville, TX Micropolitan Statistical Area
Laredo, TX Metropolitan Statistical Area
Longview, TX Metropolitan Statistical Area
Lubbock, TX Metropolitan Statistical Area
Lufkin, TX Micropolitan Statistical Area
Marshall, TX Micropolitan Statistical Area
McAllen-Edinburg-Mission, TX Metropolitan Statistical Area
Midland, TX Metropolitan Statistical Area
Odessa, TX Metropolitan Statistical Area
Paris, TX Micropolitan Statistical Area
Plainview, TX Micropolitan Statistical Area
San Angelo, TX Metropolitan Statistical Area
San Antonio, TX Metropolitan Statistical Area
Sherman-Denison, TX Metropolitan Statistical Area
Texarkana, TX-Texarkana, AR Metropolitan Statistical Area
TX Metropolitan Statistical Area
Victoria, TX Metropolitan Statistical Area
Waco, TX Metropolitan Statistical Area
Wichita Falls, TX Metropolitan Statistical Area

Places (129)

Abilene city
Allen city
Alvin city
Amarillo city
Arlington city
Atascocita CDP
Austin city
Baytown city
Beaumont city
Bedford city
Benbrook city
Big Spring city
Brownsville city
Brushy Creek CDP
Bryan city
Burleson city
Carrollton city
Cedar Hill city
Cedar Park city
Channelview CDP
Cleburne city
Cloverleaf CDP
College Station city
Colleyville city
Conroe city
Coppell city
Copperas Cove city
Corinth city
Corpus Christi city
Corsicana city
Dallas city
Deer Park city
Del Rio city
Denison city
Denton city
DeSoto city
Duncanville city
Eagle Pass city
Edinburg city
El Paso city
Euless city
Farmers Branch city
Flower Mound town
Fort Hood CDP
Ft. Worth city

Friendswood city
Frisco city
Galveston city
Garland city
Georgetown city
Grand Prairie city
Grapevine city
Greenville city
Haltom City city
Harker Heights city
Harlingen city
Houston city
Huntsville city
Hurst city
Irving city
Keller city
Kerrville city
Killeen city
Kingsville city
Kyle city
Lake Jackson city
Lancaster city
La Porte city
Laredo city
League City city
Leander city
Lewisville city
Little Elm city
Longview city
Lubbock city
Lufkin city
McAllen city
McKinney city
Mansfield city
Marshall city
Mesquite city
Midland city
Mission city
Mission Bend CDP
Missouri City city
Nacogdoches city
New Braunfels city
North Richland Hills city
Odessa city
Paris city
Pasadena city

Pearland city
Pflugerville city
Pharr city
Plainview city
Plano city
Port Arthur city
Richardson city
Rockwall city
Rosenberg city
Round Rock city
Rowlett city
San Angelo city
San Antonio city
San Benito city
San Juan city
San Marcos city
Schertz city
Seguin city
Sherman city
Socorro city
Southlake city
Spring CDP
Sugar Land city
Temple city
Texarkana city
Texas City city
The Colony city
The Woodlands CDP
Tyler city
University Park city
Victoria city
Waco city
Watauga city
Waxahachie city
Weatherford city
Weslaco city
Wichita Falls city
Wylie city

Counties (117)

Anderson
Angelina
Aransas
Atascosa
Austin
Bandera
Bastrop
Bee
Bell
Bexar
Bowie
Brazoria
Brazos
Brown
Burnet
Caldwell
Calhoun
Cameron
Cass
Chambers
Cherokee
Collin
Colorado
Comal
Cooke
Coryell
Dallas
Denton
Ector
Ellis
El Paso
Erath
Fannin
Fayette
Fort Bend
Galveston
Gillespie
Gray
Grayson
Gregg
Grimes
Guadalupe
Hale
Hardin

Harris
Harrison
Hays
Henderson
Hidalgo
Hill
Hockley
Hood
Hopkins
Houston
Howard
Hunt
Hutchinson
Jasper
Jefferson
Jim Wells
Johnson
Kaufman
Kendall
Kerr
Kleberg
Lamar
Lampasas
Liberty
Limestone
Lubbock
McLennan
Matagorda
Maverick
Medina
Midland
Milam
Montgomery
Moore
Nacogdoches
Navarro
Nueces
Orange
Palo Pinto
Panola
Parker
Polk
Potter
Randall
Rockwall

Rusk
San Jacinto
San Patricio
Shelby
Smith
Starr
Tarrant
Taylor
Titus
Tom Green
Travis
Tyler
Upshur
Uvalde
Val Verde
Van Zandt
Victoria
Walker
Waller
Washington
Webb
Wharton
Wichita
Willacy
Williamson
Wilson
Wise
Wood

APPENDIX C: STAKEHOLDER SURFACE TRANSPORTATION AUTHORIZING LAW RECOMMENDATIONS

The following are excerpts from notices posted by public transportation industry associations to announce recommendations for the next federal surface transportation authorizing law. The excerpts are intended to highlight possible policy changes that may be subsequently impacted by the 2010 Census outcomes and are not intended to be inclusive of all recommendations.

RECOMMENDATIONS BY THE AMERICAN PUBLIC TRANSPORTATION ASSOCIATION (APTA) BOARD OF DIRECTORS, OCTOBER 5, 2008 (*1*)

The APTA recommendations include the following:

Bus and Bus Facilities Program – Modify the current discretionary Bus and Bus Facilities Program to create two categories of funding. Fifty percent of the funds to be distributed under a new Bus Formula Program. The remaining 50 percent to continue to be distributed as a discretionary program. Funds distributed under both categories will continue to be eligible for any of the purposes contained in the original Bus and Bus Facilities Program.

Under the proposed Bus Formula Program, 50 percent of funds would be distributed proportionately under the urban and rural formula programs based on the bus formula factors of the urban formula (Section 5307 Urbanized Area Formula) and the rural formula factors (Section 5311 Non-Urbanized Area Formula).

Clean Fuels Aging Bus Replacement Program – Create a new program that would direct funds to transit agencies to replace aging buses in their fleets with new, clean fuel vehicles. This program would address two top priorities for transit agencies. It would provide needed funds to help transit agencies to replace vehicles in their fleets that have exceeded the FTA standard for replacement, and accelerate the replacement of existing diesel vehicles with new, fuel-efficient vehicles.

Funds should be apportioned by formula to designated recipients in UZAs over 200,000 and to states for distribution to grant recipients in UZAs less than 200,000 and rural areas. Funds should be apportioned to designated recipients and states under a formula that is based on the relative share of the total cost to replace vehicles within the UZA or state that exceed 125 percent of the FTA standard for replacement. Funds should not be made available to transit agencies that do not have vehicles that exceed 125 percent of the FTA standard for replacement.

Fixed Guideway Modernization Program – There should not be a population threshold for fixed guideway modernization funds. The current population threshold is 750,000 or greater.

Section 5307 Urbanized Area Formula Program – Public transportation systems in UZAs with a population of 200,000 or more and operate less than 100 buses in peak operation should be authorized to use FTA Section 5307 formula funds for operating purposes.

Small Transit Intensive Cities Program – Continue and expand the Small Transit Intensive Cities Program (Section 5336), which provides supplemental formula funds to smaller public transportation systems on the basis of performance in six qualifying performance areas and provide that the value of qualifying in each of the six areas shall be increased by the same percent as the increase in the overall formula program each year of the authorization.

JARC, New Freedom, and Elderly and Disabled Formula Programs – Modify the current programs to create a new program, the Coordinated Mobility Initiative, with the objective of developing a sustainable intermodal program that addresses growing and evolving mobility needs. The new program shall combine funds available under the current Elderly and Disabled program (Section 5310), the JARC program (Section 5316), and the New Freedom Initiative (Section 5317) into one program. This would eliminate the three distinct programs and create one Coordinated Mobility Initiative formula program.

Funds are to be distributed to designated recipients consistent with the Section 5316 and Section 5317 model contained in SAFETEA-LU: 60 percent distributed directly to designated recipients in large UZAs and the remaining 40 percent distributed to the states, with half (20 percent total) reserved for small UZAs (population 50,000 to 200,000) and half (20 percent total) reserved for rural areas. The formula for determining amounts to be distributed to designated recipients to take the following factors into consideration: population of elderly people, population of disabled people, and Temporary Assistance for Needy Families (TANF) eligible population.

Use Current Population Data – Ensure that population data used in the apportionment of transit formula funds reflects most recent population, thus calling for a methodology for announcing population data between decennial censuses.

Planning – The new authorization should include language stipulating that the FTA/FHWA regulations on Statewide and Metropolitan Transportation Planning require fair and equitable voting representation of the region's public transportation operating agency or agencies on the policy board and technical committees of the MPOs (or other regional transportation planning bodies), regardless of whether the body is newly-formed or existing, no matter the size of the urban region.

RECOMMENDATION BY THE SOUTH WEST TRANSIT ASSOCIATION (SWTA), DECEMBER 2008 (*2*)

The Section 5340 program was placed in SAFETEA-LU with the goal of proactively benefitting Growing States that need to expand service. The bill was introduced, but support for the Growing States fund came only if a provision for High Density States was also included. As part of SAFETEA-LU, Section 5340 is distributed 50 percent to Growing States, and 50 percent to High Density states. According to SWTA, Section 5340 has not had the intended effect for Growing States.

SWTA believes it would be more beneficial to have funds for the Section 5340 Growing States and High Density States distributed according to the apportionment formulas for Section 5307 Urbanized Area Formula and Section 5311 Non-Urbanized Area Formula.

RECOMMENDATIONS BY COMMUNITY TRANSPORTATION ASSOCIATION OF AMERICA (CTAA), "A NEW SURFACE MOBILITY VISION FOR AMERICA," FEBRUARY 2009 (*3*)

The CTAA proposes a New Surface Mobility Vision for America to rationalize the public transit operating environment into a structure that increases the mobility options for all Americans. In the CTAA plan, all federal surface transit investment would be brought together into one of three programs: Rural Transit, Urban Transit, or Intercity Bus and Rail Service. This simplified approach to federal transit programs is intended to end the proliferation of stand-alone programs, each with its own set of often conflicting guidance, regulations, and intentions.

The CTAA proposes transfer of funds from both Medicaid and Medicare into the streamlined urban/rural/intercity programs to guarantee access to these clients but not be tied to specific patients. The CTAA vision does not specifically address criteria for funding apportionment and allocation. Instead, the vision addresses the source and use of funds.

RECOMMENDATIONS BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO), "POLICY DOCUMENTS ADOPTED AT THE 2008 AASHTO ANNUAL MEETING," OCTOBER 2008 (*4*)

The AASHTO policy document states that Congress should increase funding for the transit program to $93 billion over the six-year authorization period and should establish policies that over time will enable transit ridership to double by 2030. According to AASHTO, federal funding for rural transit should more than double over the next six years. Operating assistance eligibility should be extended to transit systems in urbanized areas of more than 200,000 in population that operate less than 100 buses during peak operation.

AASHTO also recommends consolidating the federal transit programs into six major areas:
- Operations and Access;
  - Retain the Section 5307 Urbanized Area Formula Program;
  - Retain the Section 5311 Non-Urbanized Area Formula Programs;
  - Retain the program for Public Transportation on Indian Reservations;
  - Eliminate Section 5316 JARC and consolidate funding and eligible program activities into the Section 5307 and Section 5311 formula programs;
- System Preservation and Renewal;
  - Retain and streamline the Section 5309 Fixed Guideway Modernization Program;
  - Retain and restructure the Section 5309 Bus and Bus Facilities Program;
  - 70 percent of program funds apportioned using the Section 5307 Urbanized Area Formula Program and Section 5311 Non-Urbanized Area Formula Program for buses, rolling stock, and related equipment;
  - 30 percent separate discretionary program;
- Congestion Relief and Metro Mobility;
  - Retain the New Starts Discretionary Programs;
  - Retain the Small Starts Discretionary Programs;

- Enhancements/Quality of Life;
  - Retain the Section 5310 Elderly and Individuals with Disabilities Program;
  - Eliminate the Section 5317 New Freedom Program and consolidate funding and eligible program activities, including operations expenses, into the Section 5310 Elderly and Individuals with Disabilities Program;
- Transit Research and Planning;
  - Retain the Transit Cooperative Research Program;
  - Retain the National Research and Technology Program;
  - Retain the University Transportation Center Program;
  - Retain the National Transit Database;
  - Retain the Bus Testing Program;
  - Eliminate the National Fuel Cell Technology Program;
  - Establish a federal research commission to direct FTA research priorities;
- Administration; and
  - Retain the FTA as a modal administration.

APPENDIX D: METHODS AND ASSUMPTIONS FOR POPULATION PROJECTIONS

INITIAL SCREENING OF TEXAS URBANIZED AREAS

In order to identify those areas that are likely to become urbanized in 2010, researchers prepared an initial set of projections based upon the assumption that the ratio of the urban area (urbanized area or urban cluster) population to county or central city population for 2000 remains the same. These ratios were applied to the Texas State Data Center 2007 population estimates for counties and places. The resulting estimates of urban area population were then used to calculate rates of change between 2000 and 2007 and trended to 2010 by assuming linear and exponential rates of change. This process resulted in four different population projection scenarios (two different assumptions of rates of change applied to urban area to central city and county ratios). Listed below are the formulas for the different trend scenarios:

- Linear
- Rate of growth calculated as: $AAAC = (P_l - P_b)/y$,

  where AAAC is the average annual absolute change, P_l is the population in the launch year and P_b is the base year, and y is the number of years over the base period.
- Population projection for 2010: $P_{2010} = (P_l + z\,(AAAC)$,

  where z is the number of years in the projection horizon.
- Exponential Growth Trends
- Rate of growth calculated as: $r = [\ln(P_l/P_b)\,]/y$,

  where r is the average annual exponential growth rate and ln is the natural logarithm, l is the launch date, and b is the base date.
- Population growth calculated as follows:

$$P_{2010} = P_l e^{rz}$$

  where e is the base of the natural logarithm (approximately 2.71828), l is the launch date (2000), and z is the years between launch date and forecast date.

In addition to extrapolation of trends to 2010, ratios of urban area to county population for 2000 were applied to the projected county population for 2010 derived from the three different population projection scenarios prepared by the Texas State Data Center. For urban areas located in more than one county, the populations derived from the ratios of urban area population to county population for each county are aggregated. The results of these three projection scenarios (TX SDC Scenarios 0.5, 1.0, and 00-07) were added to the results of the linear and exponential trend projections. For each urban area, the highest and lowest population projections were excluded and the remaining five were averaged. Researchers then used the resulting population projections to identify areas that were likely to surpass key thresholds (1 million, 200,000, or 50,000 people). Urban clusters identified as reaching at least 45,000 in population were selected for further research (see Table D.1 for a list of urban areas by total population in 2000 and projected for 2010 using these extrapolative methods for initial screening and compared to the final projected scenario for 2010).

Table D.1. Total Population in 2000 and Projected to 2010
(Likely and Initial Screening Assumptions).

Urban Area	2000	2010 Likely Scenario	2010 Initial Screening
Abilene	107,041	112,000	110,000
Amarillo	179,312	201,000	201,000
Austin	901,920	1,183,000	1,160,000
Beaumont	139,304	140,000	137,000
Brownsville	165,776	215,000	210,000
Cleburne	36,863	52,000	46,000
College Station-Bryan	132,500	152,000	156,000
Conroe	41,402	58,000	67,000
Corpus Christi	293,925	304,000	311,000
Dallas-Ft Worth-Arlington	4,145,659	5,115,000	5,027,000
Denton-Lewisville	299,823	432,000	456,000
Eagle Pass	41,829	47,000	50,000
El Paso	648,465	714,000	736,000
Galveston	54,770	54,000	61,000
Georgetown	32,663	59,000	58,000
Harlingen	110,770	132,000	139,000
Houston	3,822,509	4,831,000	4,637,000
Killeen	167,976	200,000	207,000
Lake Jackson-Angleton	73,416	79,000	109,000
Laredo	175,586	227,000	237,000
Longview	78,070	83,000	84,000
Lubbock	202,225	225,000	224,000
McAllen	523,144	740,000	705,000
McKinney	54,525	147,000	102,000
Midland	99,221	112,000	110,000
New Braunfels	39,709	62,000	62,000
Odessa	111,395	123,000	122,000
Port Arthur	114,656	114,000	112,000
San Angelo	87,969	88,000	91,000
San Antonio	1,327,554	1,567,000	1,583,000
San Marcos-Kyle	47,333	80,000	79,000
Seguin	25,640	–	35,675
Sherman	56,168	62,000	62,000
Temple	71,937	86,000	86,000
Texarkana	48,767	54,000	51,000
Texas City	96,417	111,000	109,000
The Woodlands	89,445	183,000	132,000
Tyler	101,494	125,000	120,000
Victoria	61,529	65,000	65,000
Waco	153,198	170,000	167,000
Weatherford	23,778	–	32,636
Wichita Falls	99,396	97,000	98,000

PROJECTIONS OF CENSUS TRACT POPULATION

In order to anticipate urban area growth, 2010 population projections were prepared for census tracts in selected counties. These projections were used as a basis for allocating population to smaller areas. These methods incorporated data from the 1980, 1990, and 2000 Census, U.S. Census Bureau housing estimates, population projections created by the Texas State Data Center (TX SDC), and U.S. Housing and Urban Development (HUD) Aggregated U.S. Postal Service (USPS) Administrative Data on Address Vacancies. These population projections were used as a basis to develop scenarios of urbanized population growth. The following section provides an overview of the assumptions and the methods used to develop these census tract level population projections. This is followed by a discussion of methods used to allocate population to smaller areas in order to estimate growth in urbanized areas.

Because of its use of recent trends, the Texas State Data Center's 2000–2007 scenario of population projection for Texas counties was used as the basis for allocation of 2010 populations to smaller areas within those counties where urbanized areas or potential urbanized areas are located. First, household populations for 2010 were derived from the population projections by assuming householder rates by race/ethnicity, sex, and age remain the same as 2000. Census tract level population was then projected by applying Census 2000 housing unit occupancy rates and average persons per household to projections of housing units for 2010. The projected household populations by census tract were then controlled to the county projections of household population. The group quarters population (the difference between the total population and the household population) was allocated to smaller areas based upon the assumption that the 2000 ratio of small area (tract, block group, block) group quarters population to the total group quarters population of the county remains the same for 2010.

ESTABLISHMENT OF HISTORICAL AND BASELINE ESTIMATES OF HOUSING UNITS

In order to project household populations, estimates of housing units were first prepared using the U.S. HUD Aggregated USPS Administrative Data on Address Vacancies, the U.S. Census Bureau's 2007 Housing Unit estimates for counties, and the decennial Censuses for 1980, 1990, and 2000 (*5, 6, 7, 8 9, 10*). Historical Census data were used to provide a longer timeframe from which trends in housing unit change could be projected. Census tracts for 2000 were used as a basis for the estimates of housing units by historical decennial census. The areal extents of census tracts are designed in order to compare statistical data from decennial census to decennial census (*11*). However, changes in tract boundaries do occur and some tracts split as a result of population increase. Thus spatial interpolation or other methods must be used to adjust population and housing data so that they match 2000 areal units. Rather than use spatial interpolation methods, historical estimates of housing units were prepared using existing census tracts. In order to estimate historical populations for existing (i.e., 2000) geographic units (tracts and block groups), decennial counts of housing units for counties and information from Summary File 3 of Census 2000 were used.

Preliminary historical estimates of housing units present at the beginning of each decade (1980 and 1990) were prepared for each census tract within counties identified as urban or counties where urbanized areas may emerge. Responses to the question "year housing unit built" were used to estimate housing units in place at the beginning of each decade. Because housing units may be demolished, destroyed, or otherwise become uninhabitable, these preliminary historical estimates are likely to be lower than the actual number of housing units present at the beginning of each decade. In order to adjust for this undercount of historical housing units by census tract, these initial estimates were aggregated to obtain a preliminary estimate for each county. These preliminary estimates were then compared to the actual enumerated housing unit count by decade to assess and correct for the undercount using the same methods as those of Hammer et al. (*12*). The preliminary census tract (and block group) housing unit estimates were adjusted so that the sum of the census tract estimates equaled the actual decennial census count for each county and for each decade. This was done by first adjusting the estimates of the number of housing units for each census tract by the proportion of the tract's share of housing unit growth in the succeeding decade. After this adjustment, any remaining housing units were added to census tracts based upon a tract's share of the aggregated housing unit estimates. The results provide reasonable estimates of historical housing unit counts for census tracts and block groups. The next step estimated the number of housing units in place in 2007.

In order to estimate the number of housing units in place in 2007, data from the U.S. HUD Aggregated USPS Administrative Data on Address Vacancies files were obtained. First reported for 2005, these data provide a quarterly count of addresses and address vacancies for each census tract (*9*). This file is derived from the U.S. Postal Service's address list and covers the entire United States. Initially, these data reported the total number of addresses and address vacancies for all types of addresses combined. Beginning with quarterly data for 2008, these data now include separate indicators for addresses by business, residential, and other property types. The 2nd Quarter 2007 data for census tracts were used to estimate the number of housing units in place in 2007.[1] Because residential and business addresses were not reported separately in 2007, the average of the ratio of residential to all addresses for the four quarters of 2008 were applied to the total number of addresses in place for the 2nd quarter 2007 addresses. The results by census tract were then controlled to the county estimates of housing units for 2007 (*10*). These estimates were then used to extrapolate change in the number of housing units by census tract to 2010. A weighted average annual rate of change was calculated for each census tract, and that rate was multiplied by three and added to the 2007 housing unit estimates. The weighted average rate of change is calculated as follows:

$$(HU)^r = \frac{\frac{HU\,2007 - HU\,2000}{7} + \frac{HU\,2007 - HU\,1990}{17} + \frac{HU\,2007 - HU\,1980}{27}}{3}$$

This method utilizes information from the three time periods by calculating a weighted average annual rate of change that gives importance to the more recent periods. For comparison purposes, a second projection of housing units was prepared by excluding the last time period (extrapolating the 1980 to 2000 trends only). Household population was then derived by

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[1] These data were compared with historical trends (1980–2000) and with the trends for future quarters through the 1st quarter of 2009 to check for inconsistent fluctuations in quarterly counts of addresses. Where fluctuations existed, tracts were adjusted by interpolating trends through 1st quarter of 2009 or by using historic trends. These fluctuations occurred as a result of known issues relative to zip code changes.

applying the Census 2000 housing unit occupancy rates and average household size (PPHH) to the projections of housing units for 2010 as shown here:

$$HH\ Population^{2010} = (HU\ Occupancy * HU^{2010}) * PPHH^{2000}$$

The resulting tract household population projections were then controlled to the county household population projections.

ALLOCATION OF PROJECTED POPULATION TO SMALLER AREAS

Initial populations were projected for census tracts and then allocated first to census block groups and then to census blocks. Historical estimates of housing units (1980, 1990, 2000) for census block groups were projected to 2010 using the same methods as those used for projecting housing units for census tracts. Then Census 2000 average household size and occupancy rates were applied to the projections of housing units for 2010. The resulting projections of household populations were controlled to the census tract household population projections. The resulting block group populations were then allocated to current census blocks using an overlaid network weighting algorithm.

Geographic boundaries follow those that were present in 2000 with some modification. The smallest geographies used for allocating to areas on the urban fringe were census blocks. Census blocks are statistical areas that are bounded by streets, streams, railroad tracks, and political boundaries and other non-visible features. After Census 2000, the U.S. Census Bureau split blocks into smaller blocks based upon information derived from the Boundary and Annexation Survey (*13*, *14*). Census 2000 blocks are subdivided into current blocks as a result of these changes. These current blocks were used as a basis for allocation to the blocks on the urban fringe (i.e., blocks in block groups that were partially urbanized in 2000 or adjacent to urbanized area block groups). These blocks were further refined by removing water blocks (100 percent of area covered by water) and wetland areas. The 2001 National Land Cover Database was used to remove areas where water or wetlands were present (*15*).

Since housing units are located along local streets, the assumption of the overlaid network weighing algorithm is that population distribution is closely related to the distribution of the local street network. Thus population can be allocated from larger to smaller geographic area units based upon an area unit's local street network (*16*, *17*, *18*, *19*). The local street network (excluding highways and freeways) was obtained from the 2008 Tiger/Line Files (*20*). Weights were calculated as the ratio of the sum of the lengths of the street network segments for a block to the sum of the lengths of the street network for its parent block group. Where a street formed the boundary of a census block or block group, one-half of the length of the street segment was used. The weights were then applied to the household population for the census block group.

DELINEATION OF URBANIZED AREAS AND QUALITATIVE ADJUSTMENTS

First, delineation of the urbanized areas began with the assumption that the 2000 geographic boundaries for urban areas (urban clusters and urbanized areas) would remain in 2010. Blocks were selected iteratively so that with each series of selections, blocks having a projected population of 500 or more persons per square mile and adjacent to the existing urban blocks were

added. Then any blocks within 0.5 miles of the updated urban area and having 500 or more persons per square mile were added. Additional areas were added based upon the procedures for adding enclaves and indentations as outlined in Chapter 3, Section 3. These results were compared to images available through Google Earth and selected post-2000 MPO baseline household populations and County Appraisal District parcel data. In some cases these initial boundaries were adjusted to include other adjacent blocks where extensive residential development was present as depicted in these additional data sources.

LIMITATIONS

No population projection can predict with absolute certainty future populations. All projection methods assume that historical trends and/or characteristics of the population are the best predictors of future populations and changes in these trends and characteristics limit their accuracy. Although these projections incorporate methods involving simple extrapolation of trends, these methods have been found to be adequate for understanding changes in total population and no worse than more complex methods of analysis (*21*, *22*, *23*). Because of a variety of factors, the accuracy of population projections declines with size of the population and geographic extent (*22*, *24*). Changes in infrastructure, land development, and other factors have greater relative impacts on smaller areas than they do larger ones. Qualitative reviews of the results of these projections were utilized to account for any major changes not reflected in the projections produced. However, no effort similar to this will account for every change—including those that are likely to occur within the next year, prior to the 2010 Census. As a result of the population and housing counts derived from the decennial census, statistical areas used for delineating urban areas will change when areas meet certain thresholds for designating census tracts and census block groups. Ideally, census tracts contain 1,200 to 8,000 people, while census block groups contain 600 to 3,000 people (*25*). Because of these criteria, the tracts and block groups on the urban fringe are typically larger than those found within urban areas. These are the same areas where new development has occurred since 2000. As a result of the new residential development, these areas are likely to become smaller in geographic extent. These changes affect the population densities used to define urban areas. Thus the geographic extent of urbanized areas could be somewhat larger or smaller than those depicted here using existing geographic boundaries.

APPENDIX E: MAPS OF URBAN AREAS

For each urban area, two maps are provided. The first map provides a depiction of the urban area in 1990, 2000, and potential for 2010. The 1990 urban area boundaries depict the urban extent assuming that the 2000 Census criteria for urban area delineation existed in 1990 and not the actual boundaries as defined following the 1990 Census. The 1990 boundaries (2000 criteria) were created by the Census Bureau for the CD 108 Tiger/Line files (*26*). The second map shows 2010 projected population density by 2000 Census Block Group. The maps are organized according to regions in Texas as defined here:

- The Rio Grande Valley: Brownsville, Harlingen, McAllen;
- Austin-San Antonio: Austin, Georgetown, New Braunfels, San Antonio, San Marcos-Kyle;
- Dallas-Ft. Worth: Cleburne, Dallas-Ft. Worth-Arlington, Denton-Lewisville, McKinney;
- Houston: Conroe, Galveston, Houston, Texas City-La Marque, The Woodlands; and
- All Others: Abilene, Amarillo, Eagle Pass, El Paso, Killeen, Lubbock, Midland, Odessa, San Angelo, Temple, and Wichita Falls.
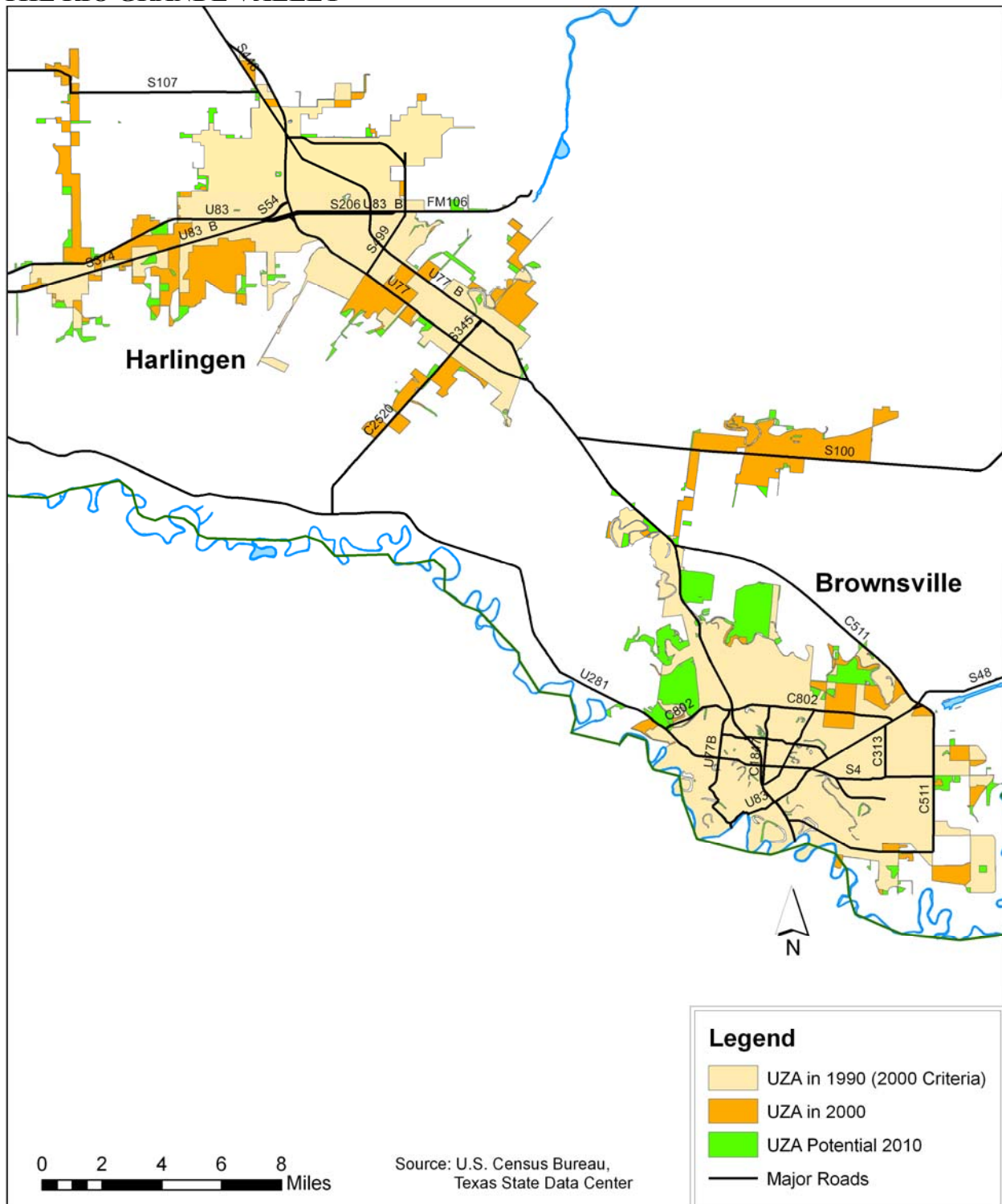
Brownsville & Harlingen Urbanized Areas.

Brownsville Urbanized Area Population Density by Census Block Group, 2010.

Legend

Population Density

- < 400 ppsm
- 400 - 499 ppsm
- 500 - 749 ppsm
- 750 - 999 ppsm
- 1,000 or more ppsm
- Major Roads

Source: U.S. Census Bureau,
Texas State Data Center

0 1 2 3 4 Miles
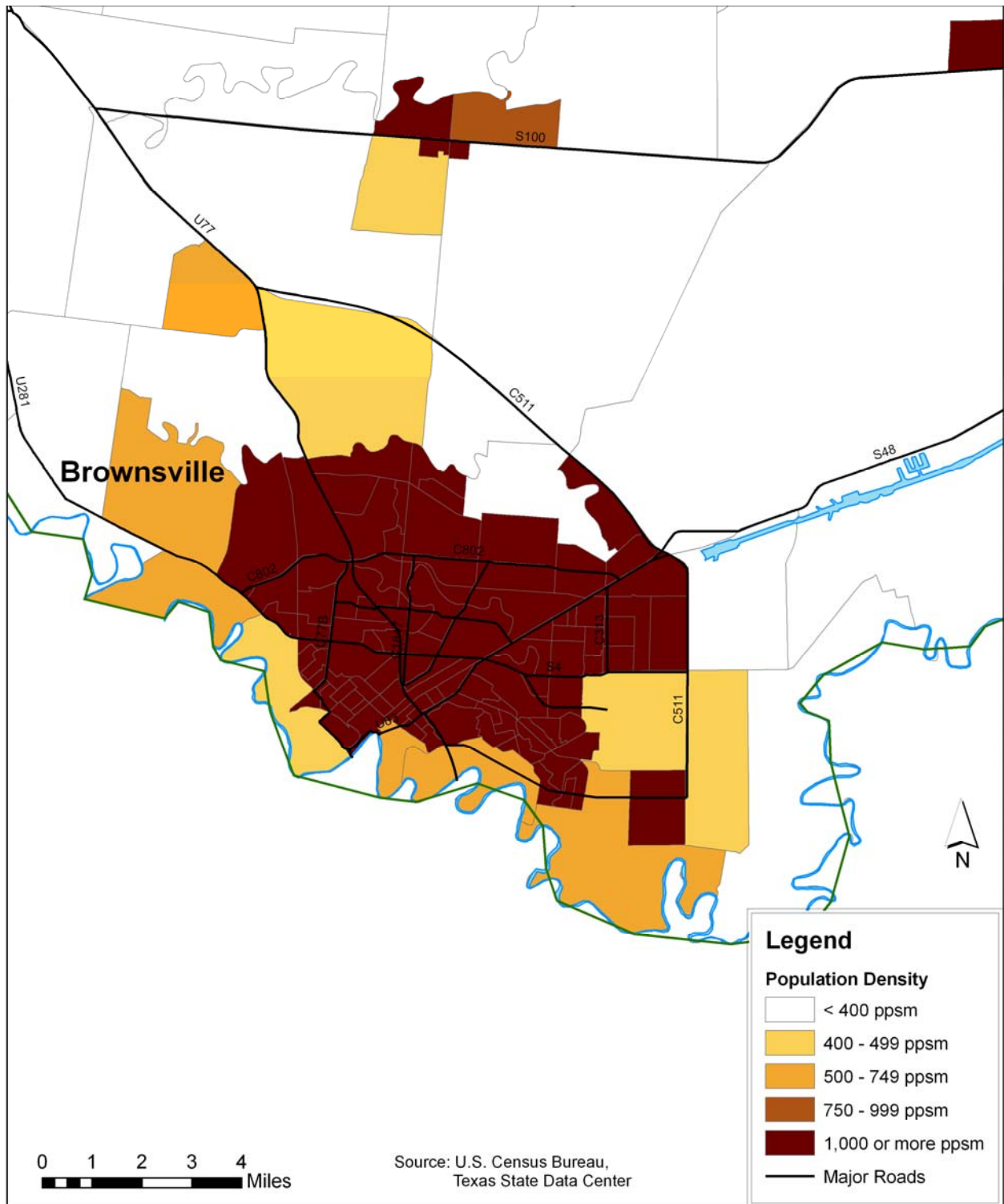
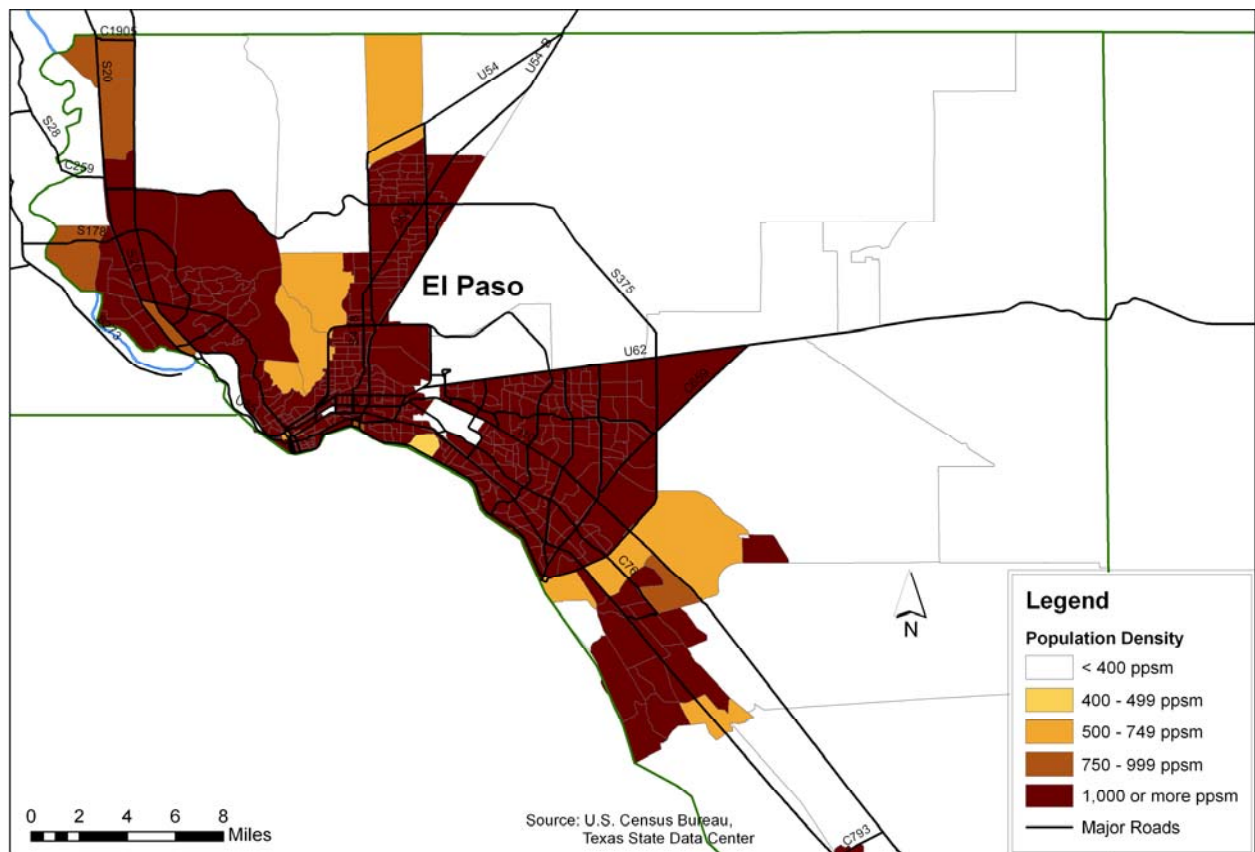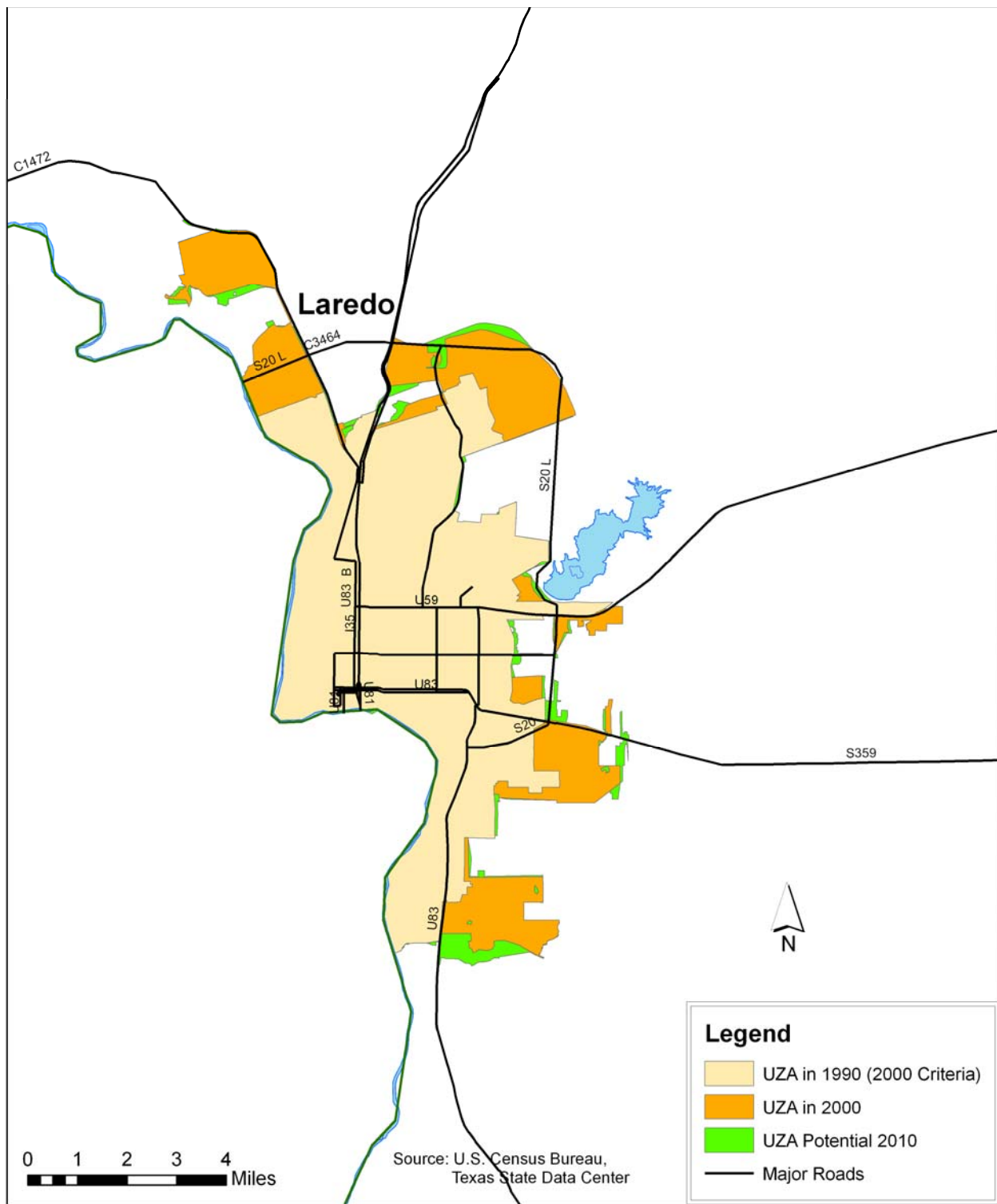**Harlingen Urbanized Area Population Density by Census Block Group, 2010.**
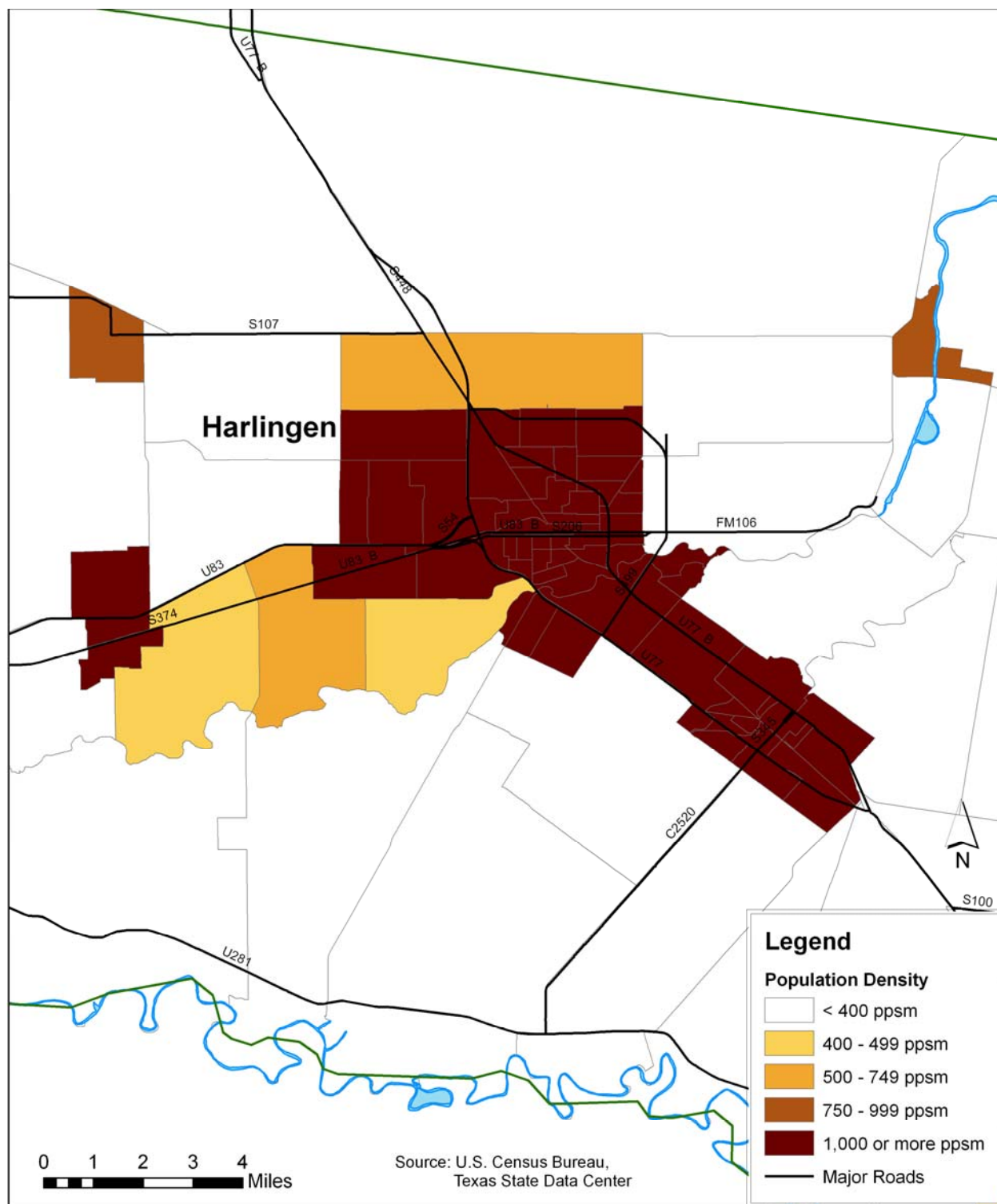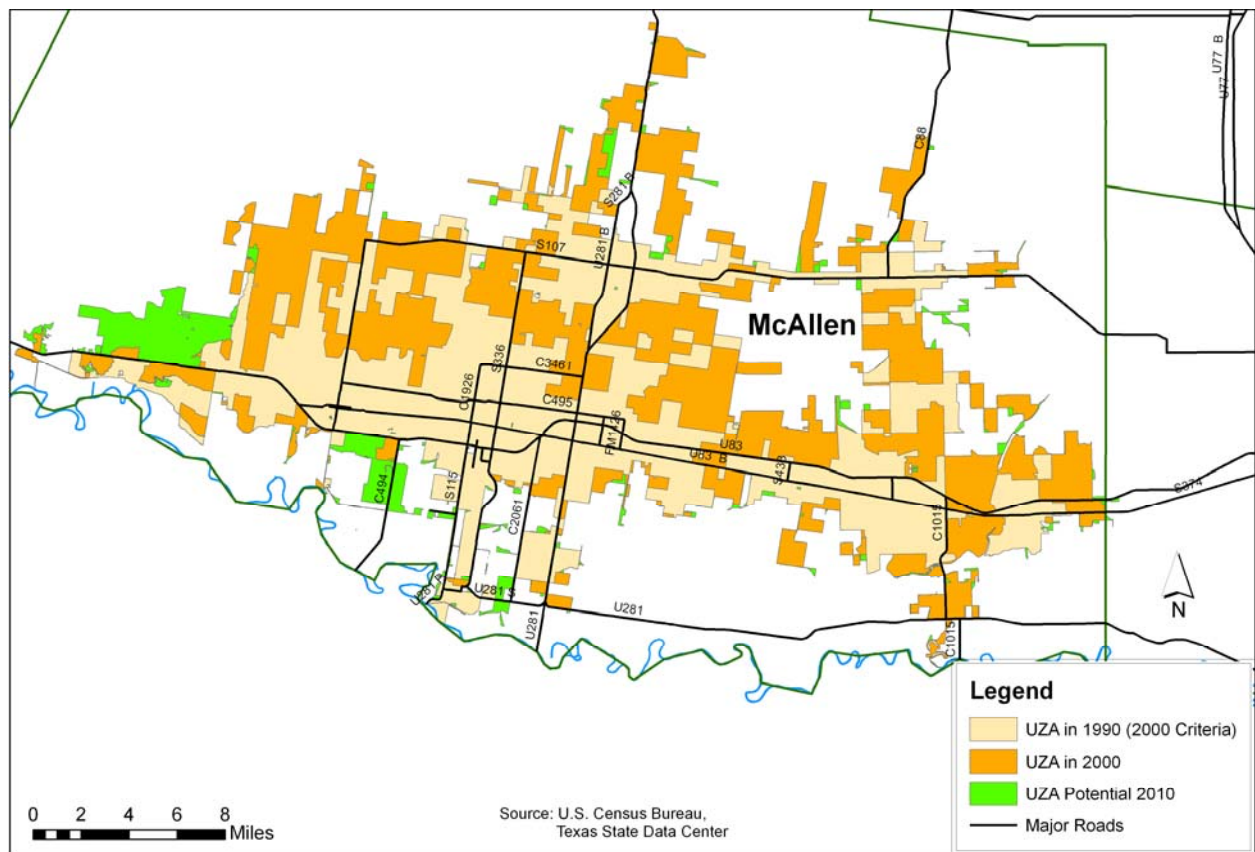
McAllen Urbanized Area.
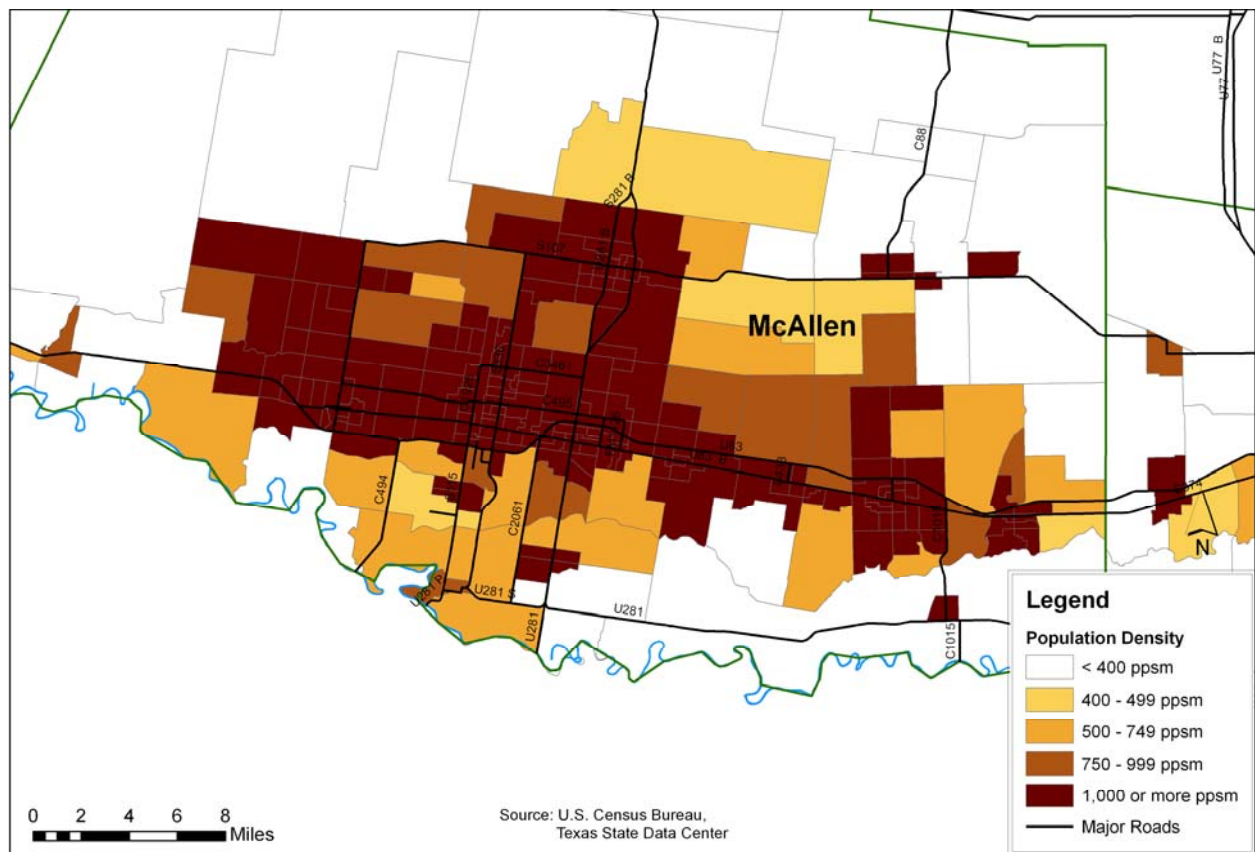
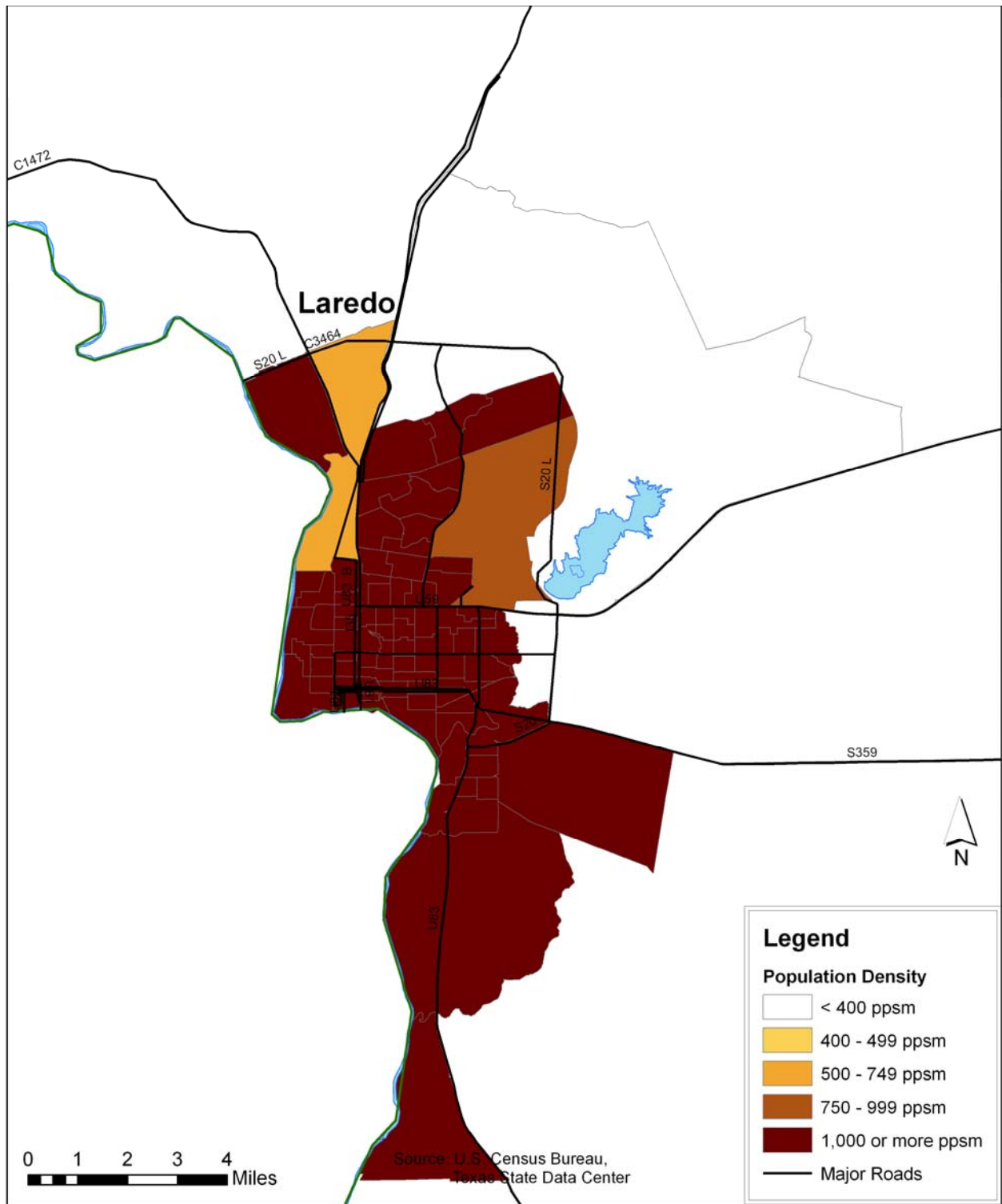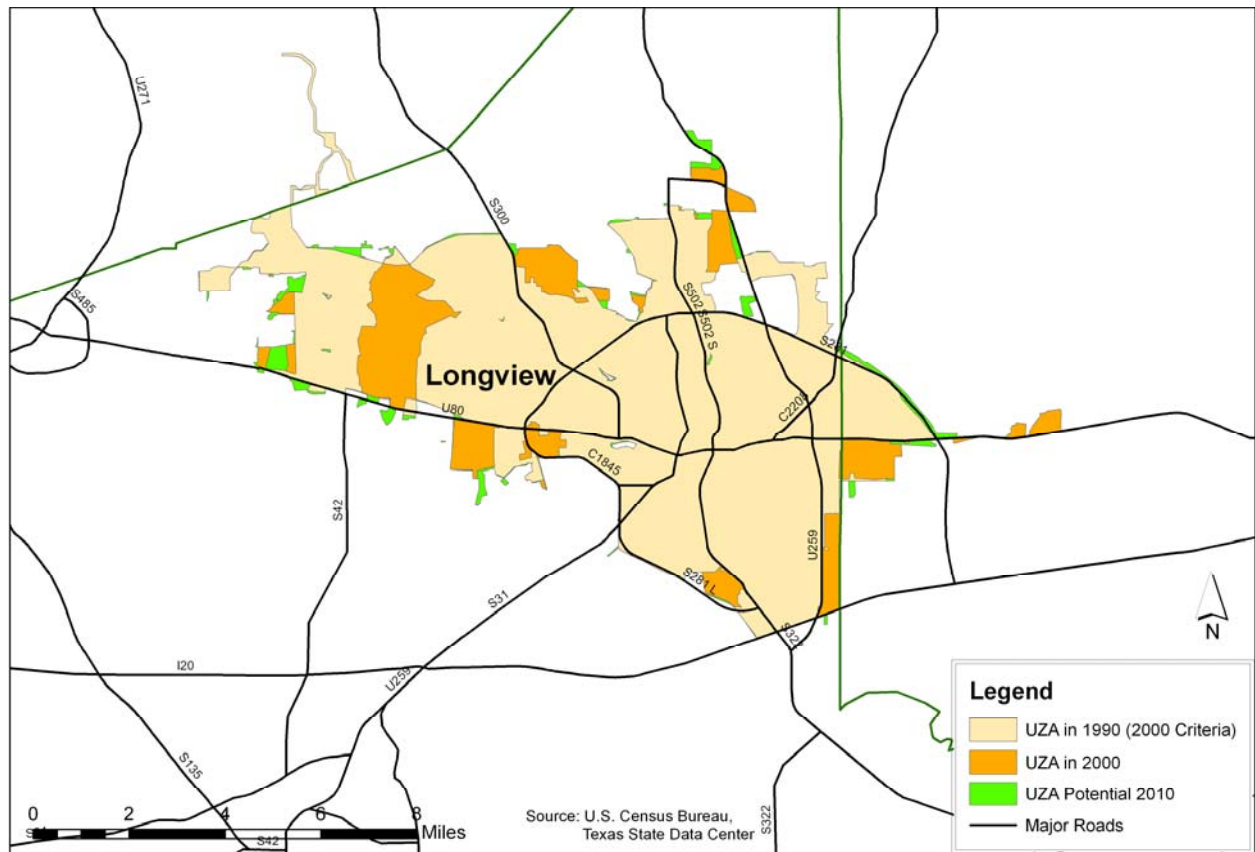**McAllen Urbanized Area Population Density by Census Block Group, 2010.**
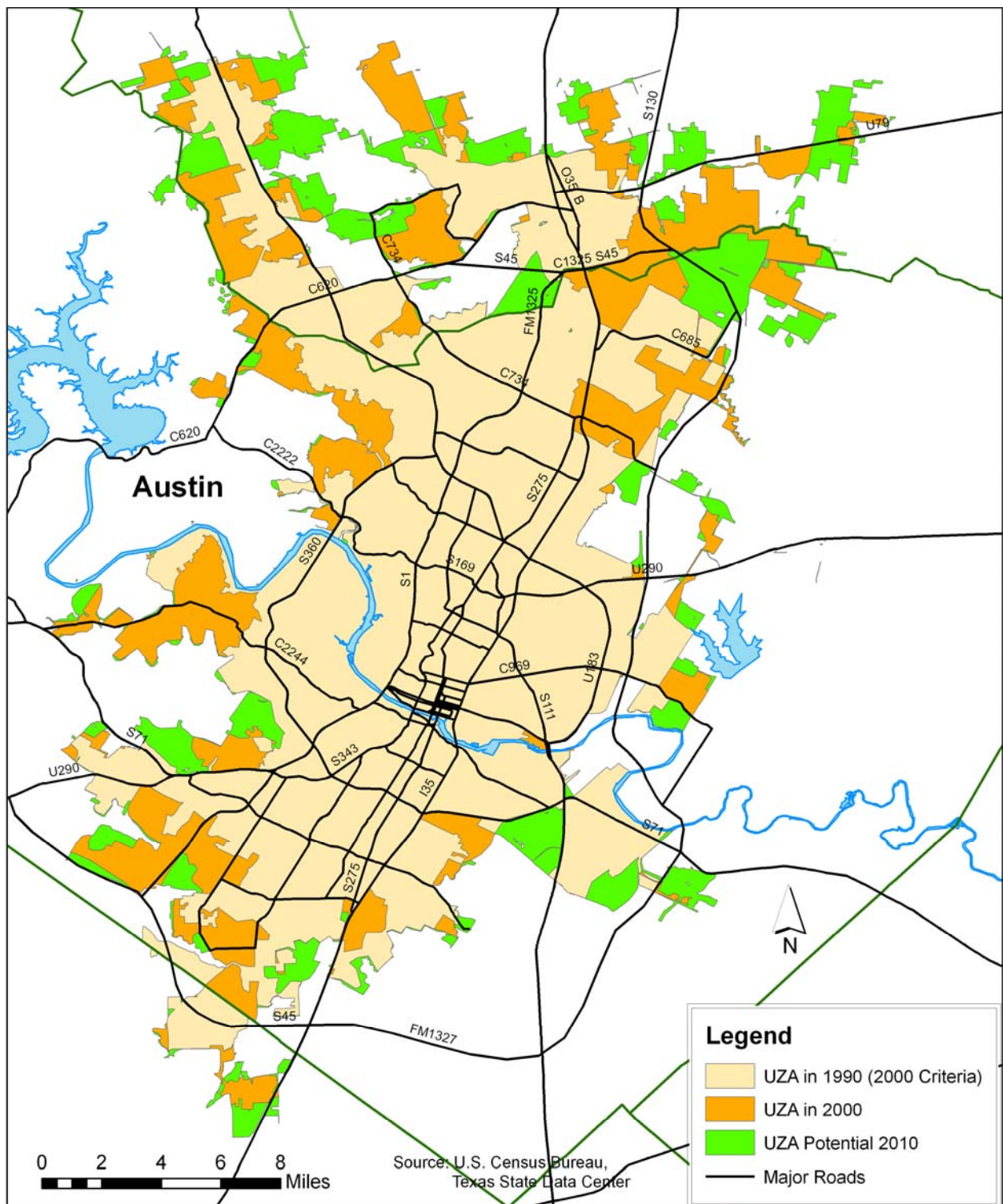
Austin Urbanized Area.
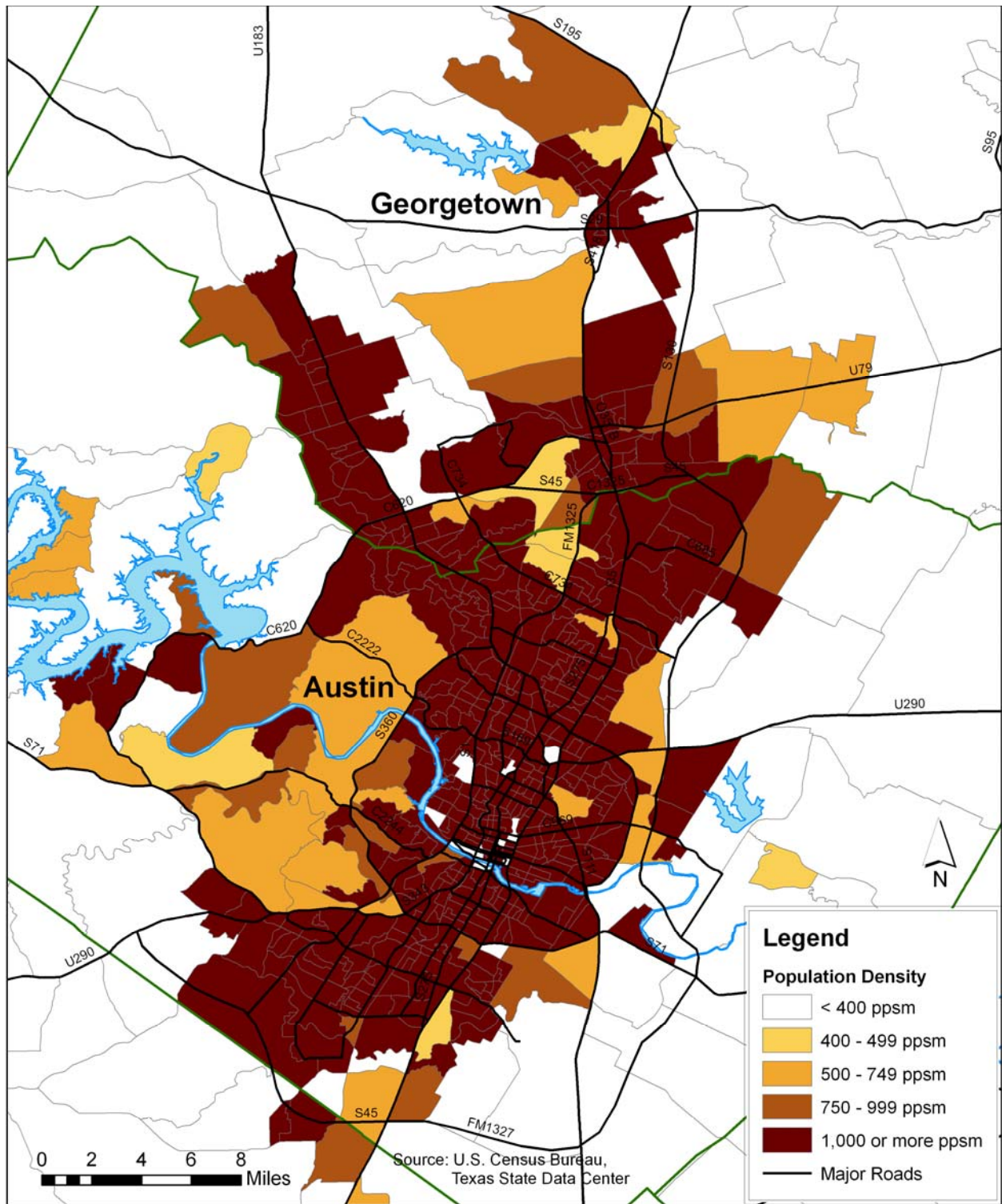
Austin and Georgetown Urbanized Areas Population Density by Census Block Group, 2010.

Georgetown Urbanized Area.
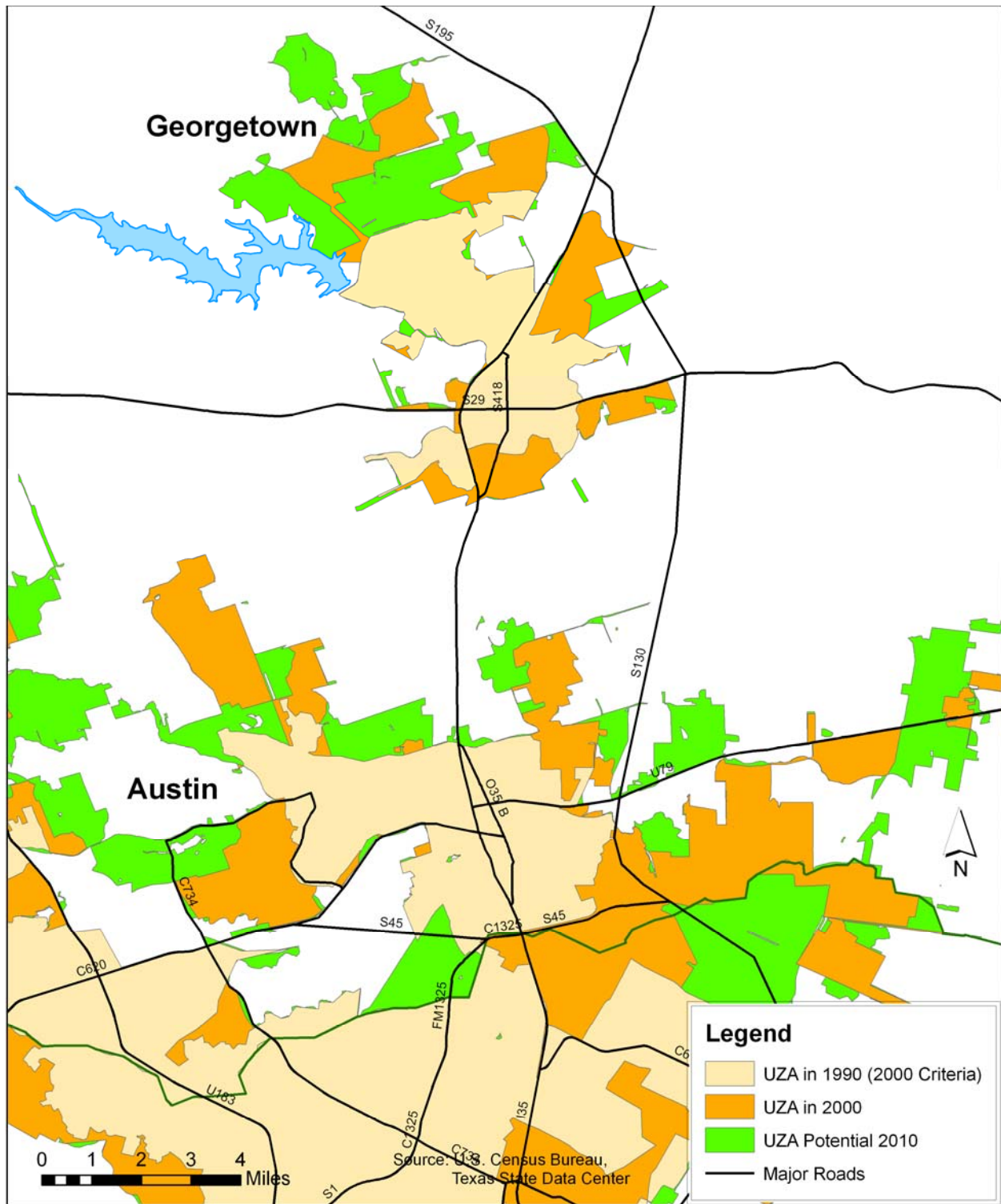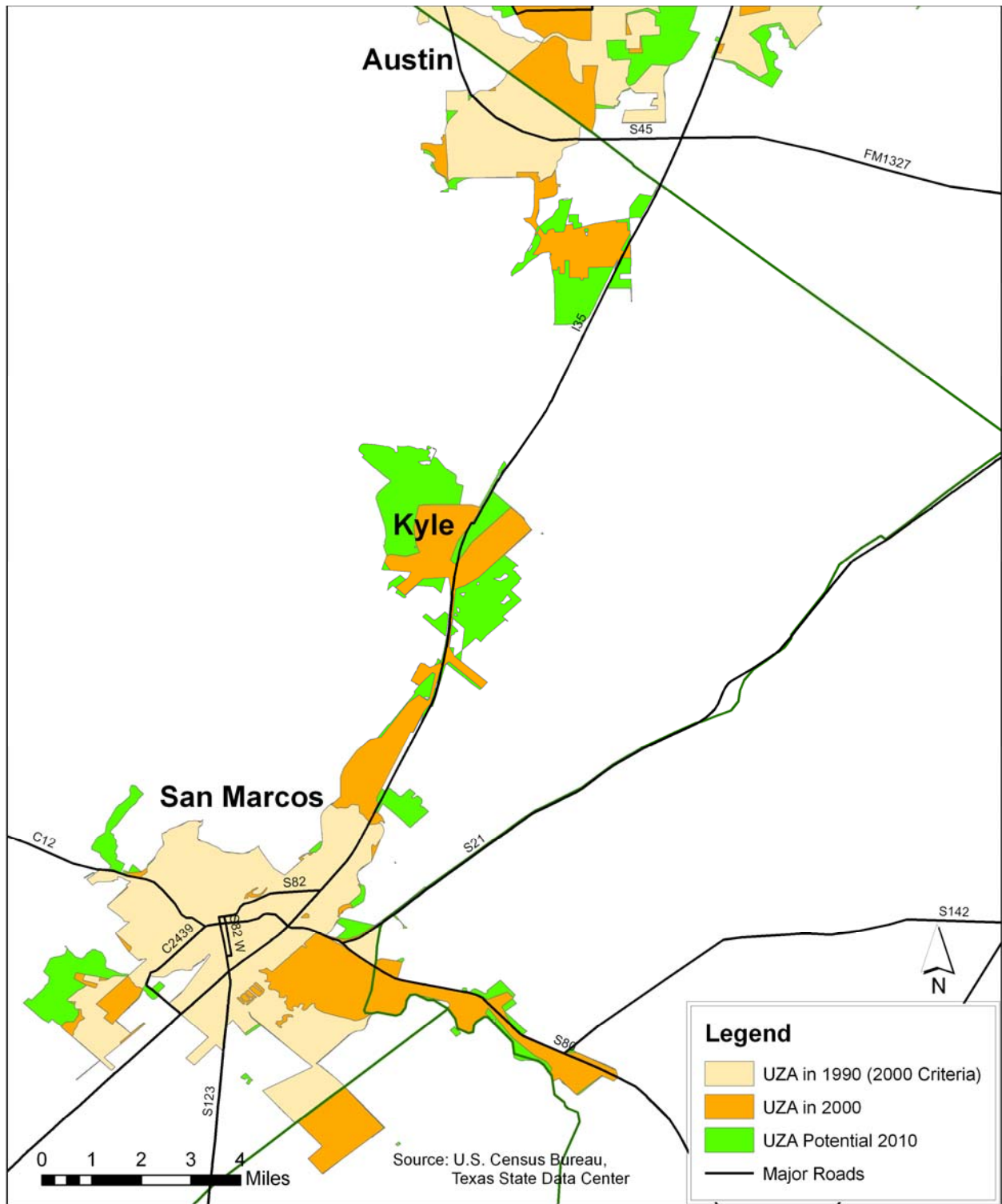
San Marcos-Kyle Urbanized Area.

San Marcos-Kyle and New Braunfels Urban Areas Population Density by Census Block Group, 2010.
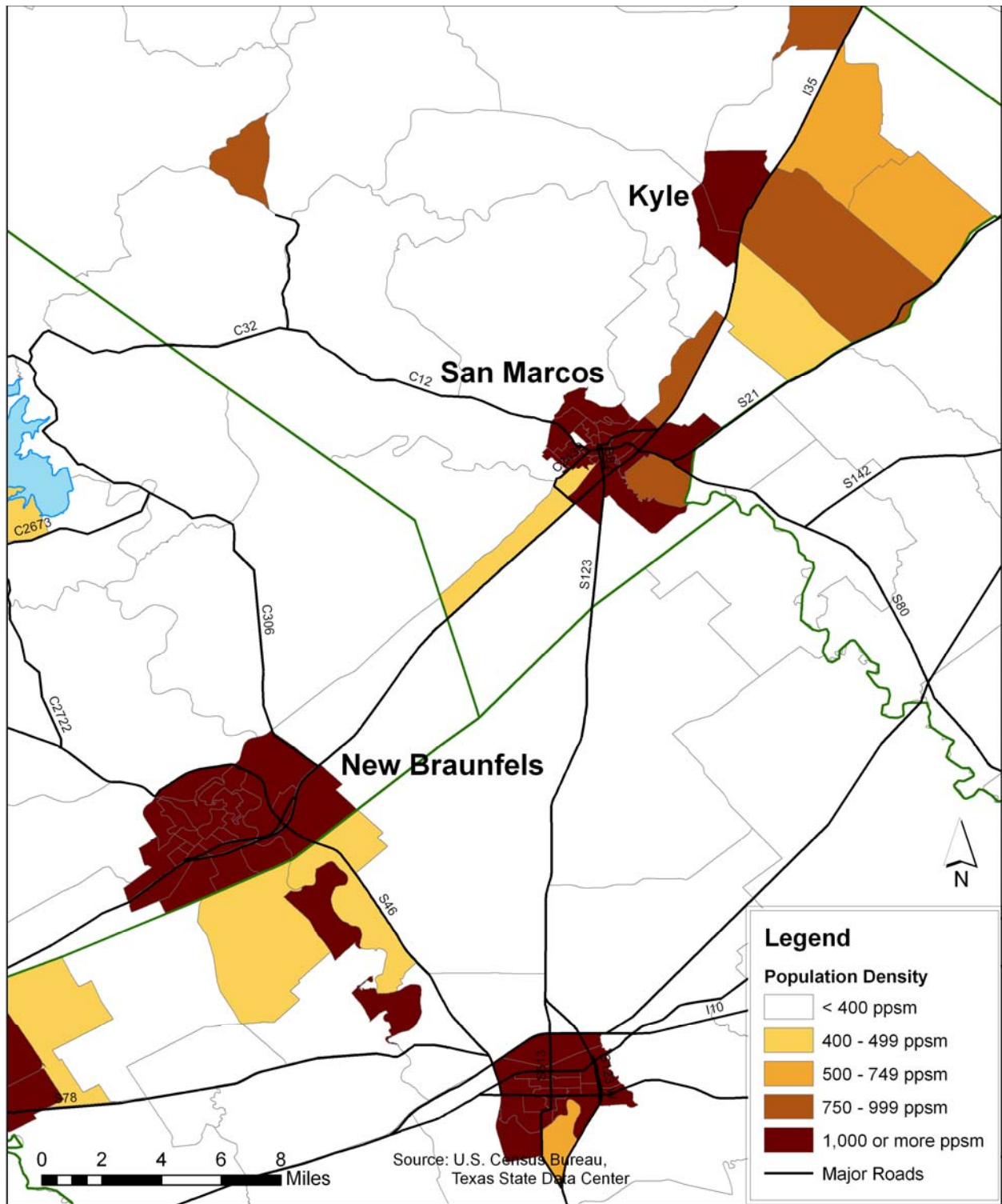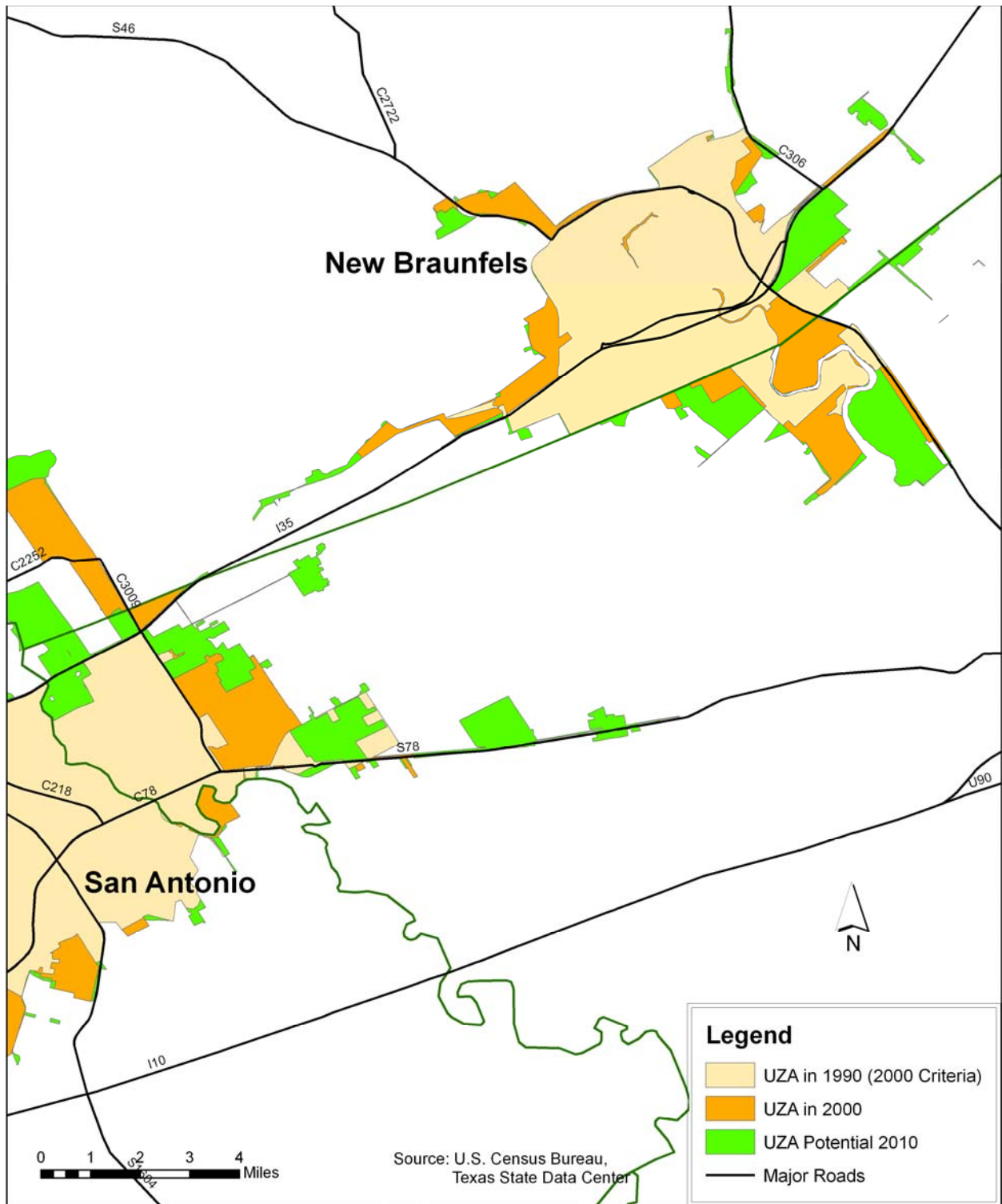
New Braunfels Urbanized Area.

San Antonio Urbanized Area.

San Antonio Urbanized Area Population Density by Census Block Group, 2010.
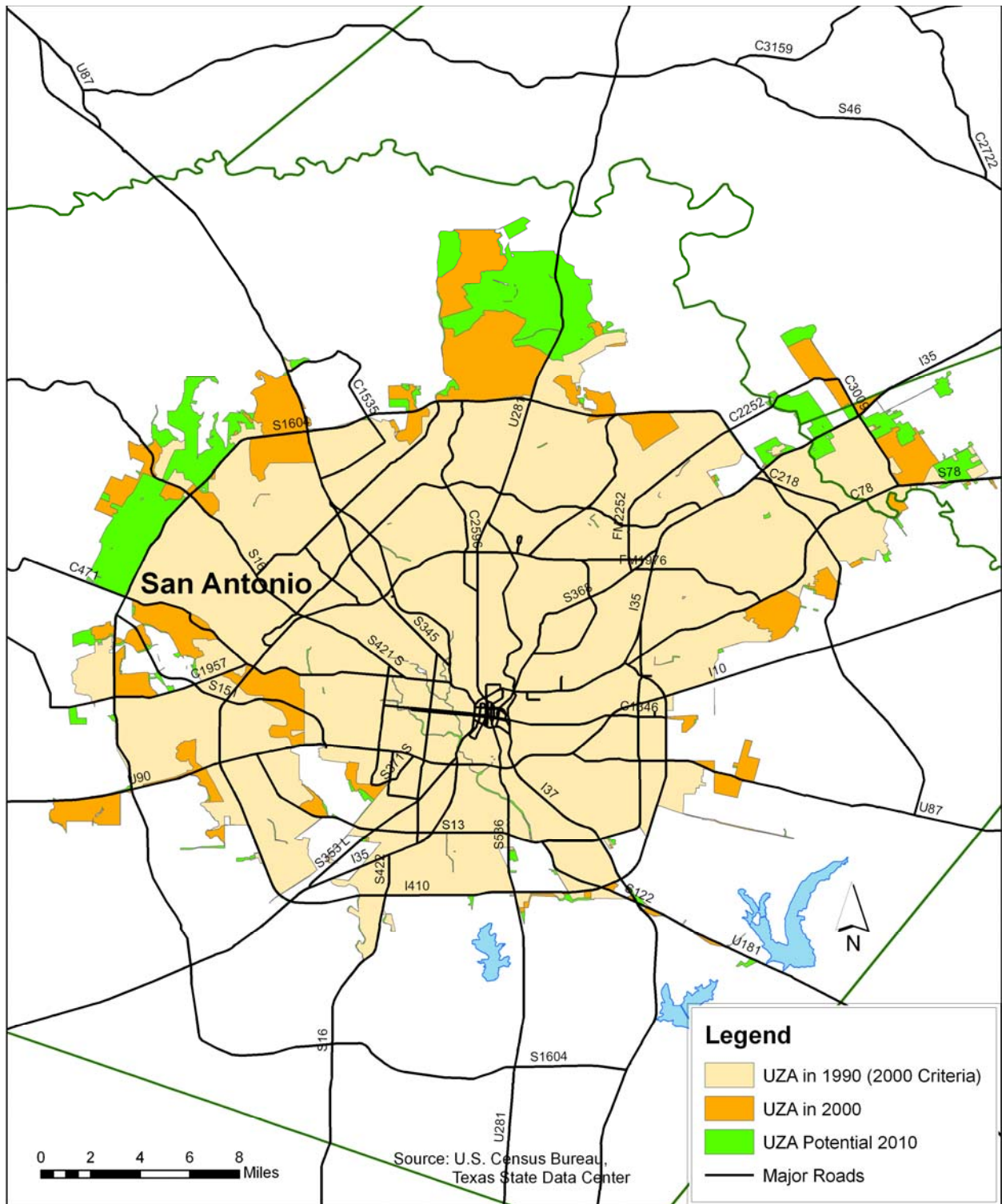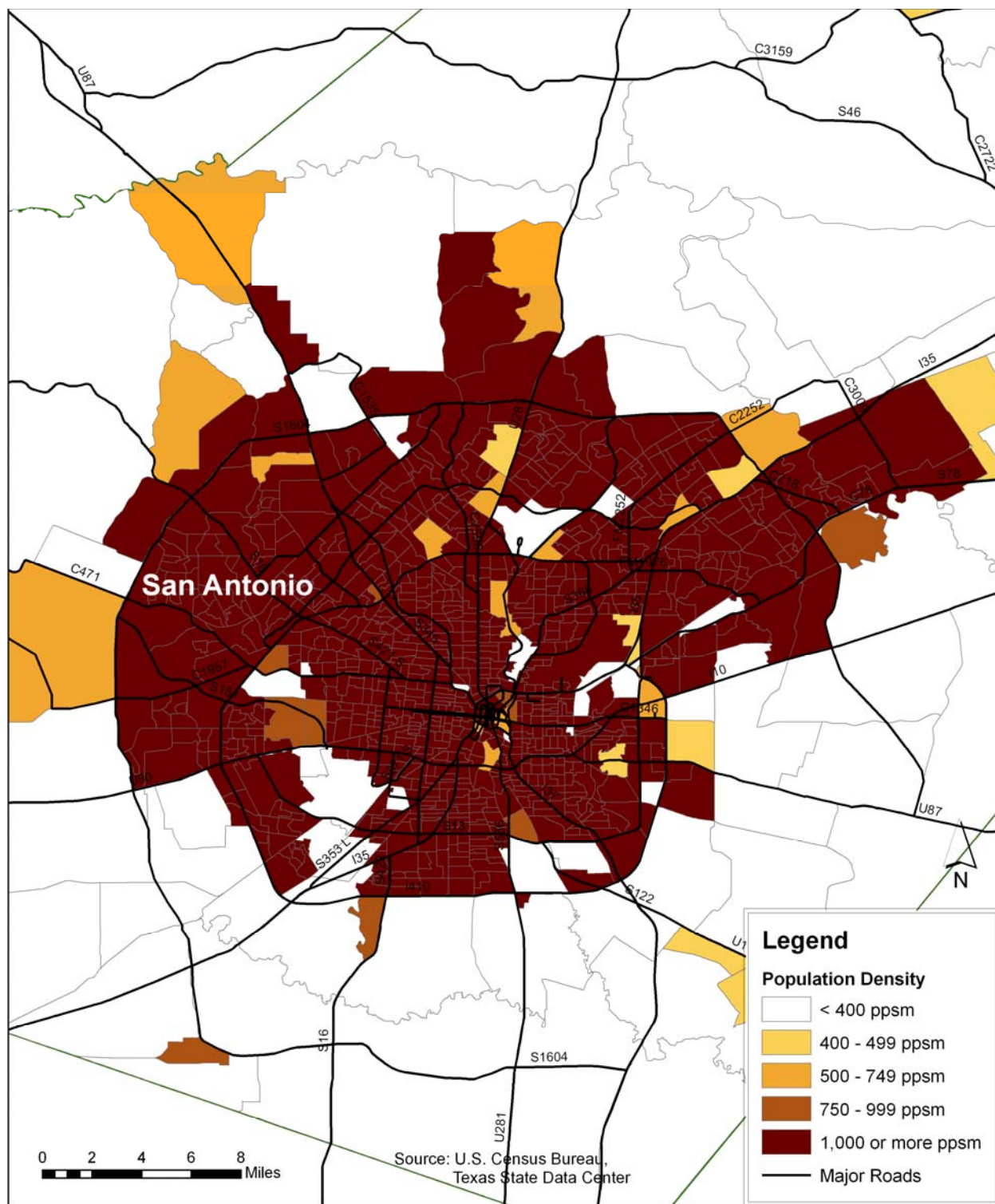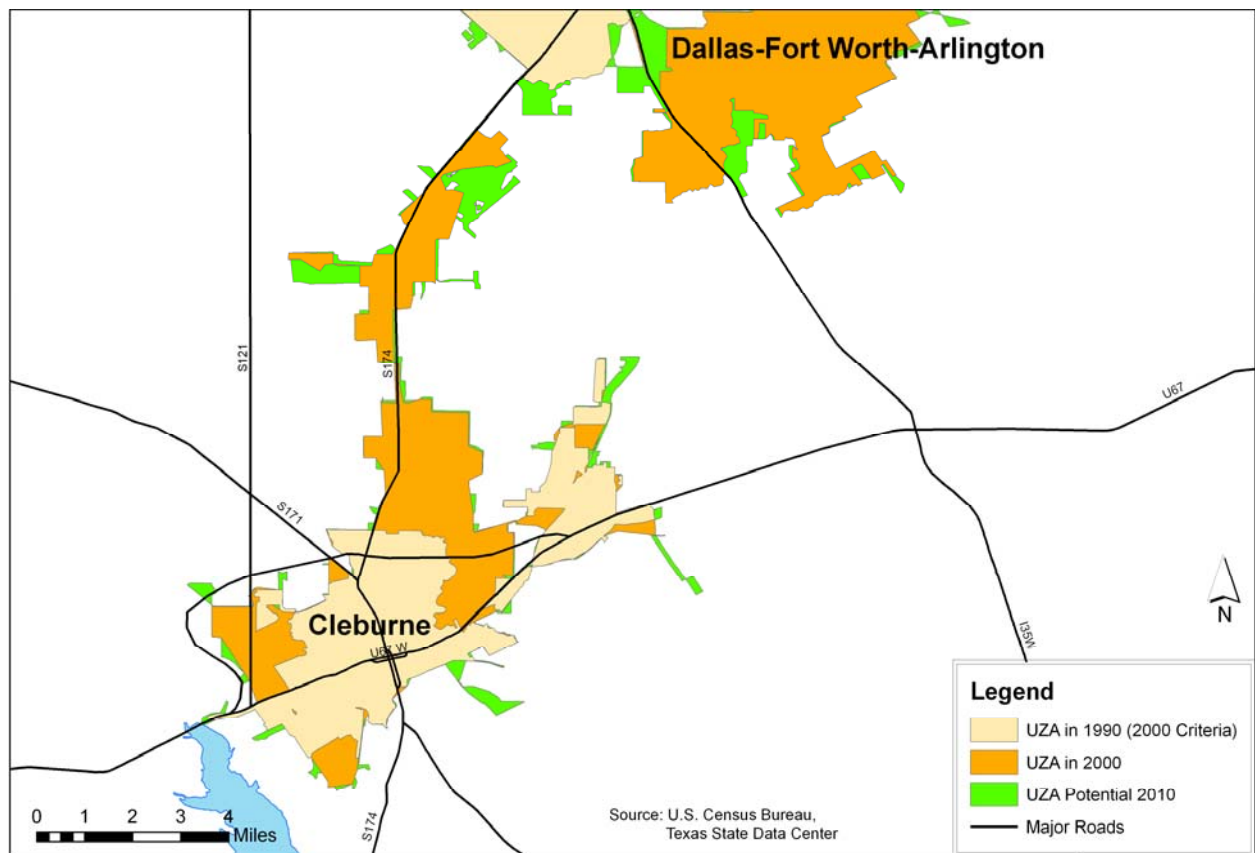
DALLAS-FT. WORTH

Cleburne Urbanized Area.
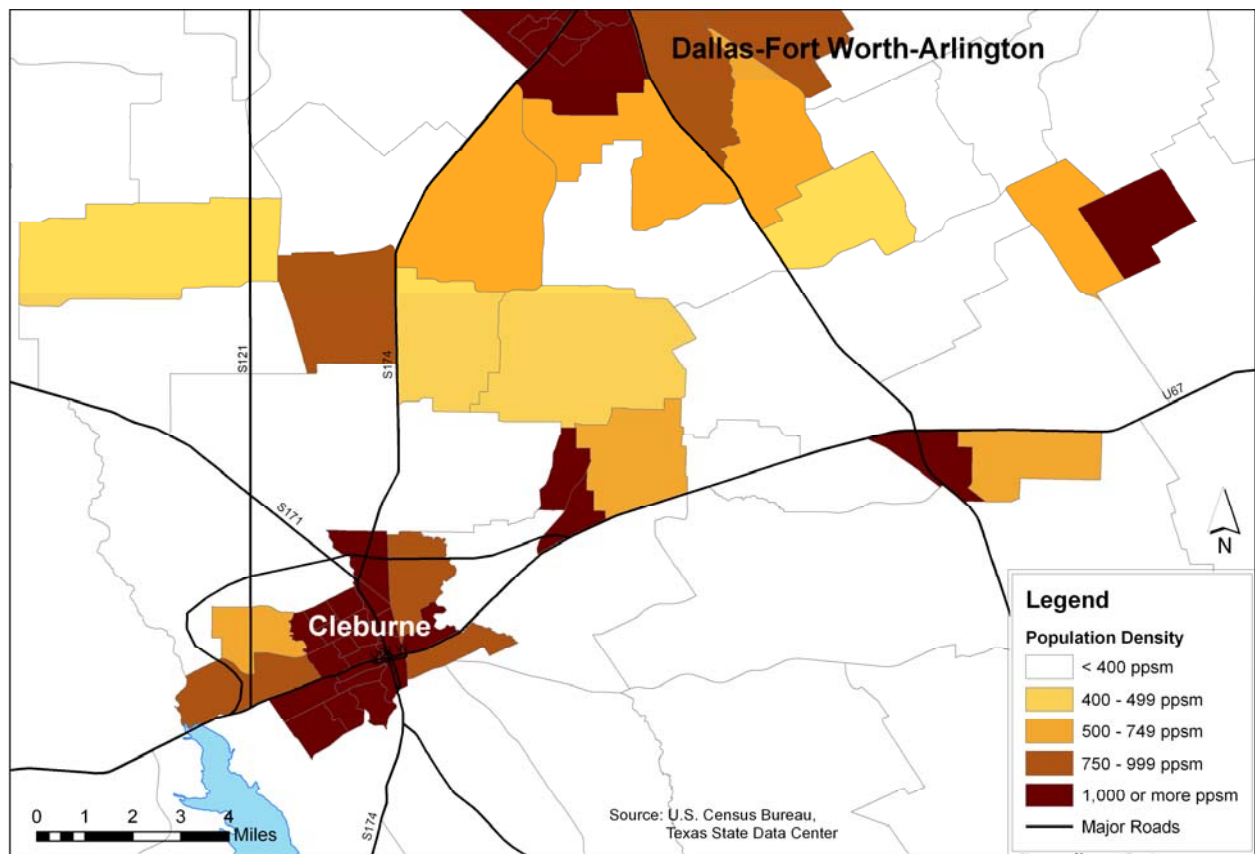
Cleburne Urbanized Area Population Density by Census Block Group, 2010.
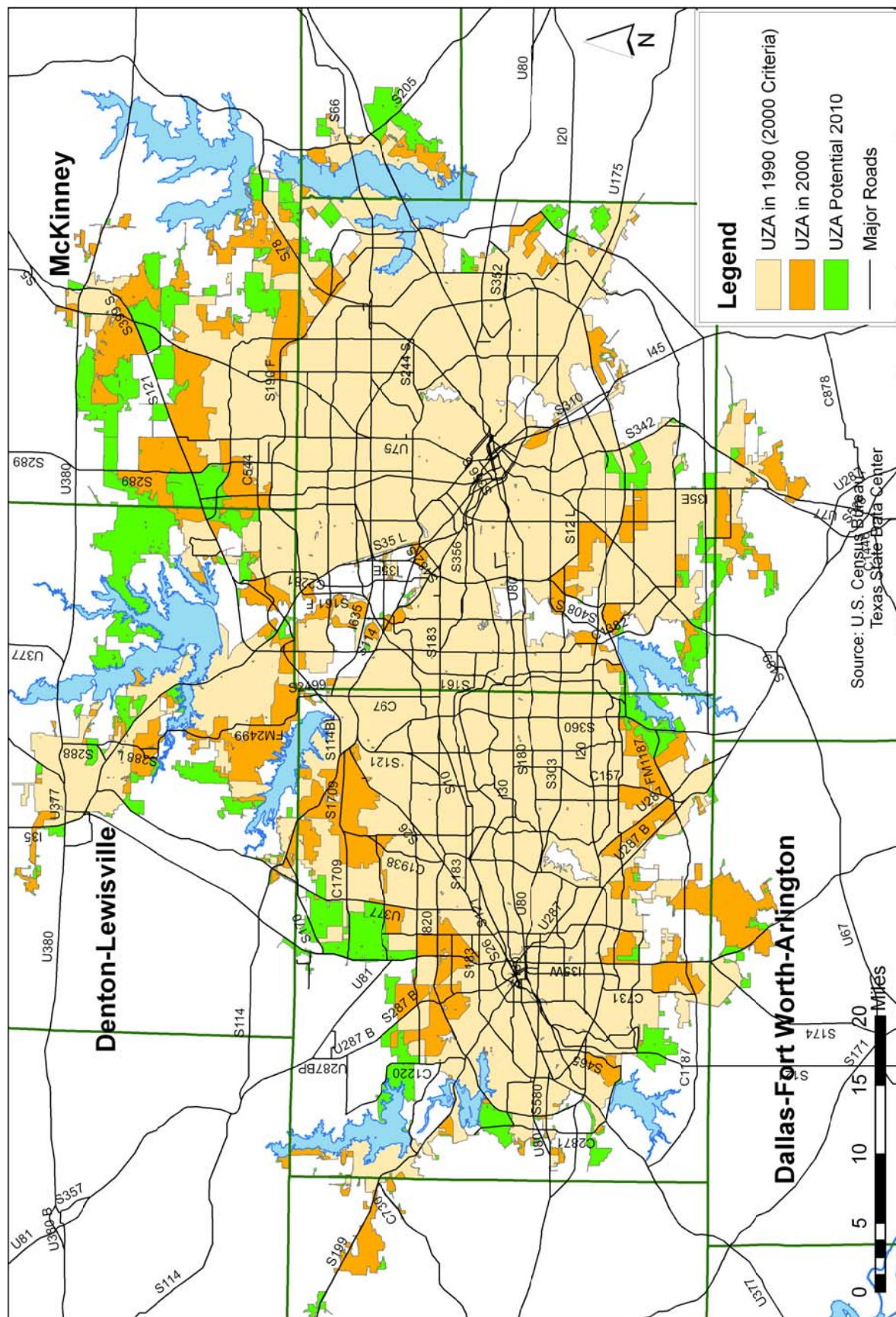
Dallas-Ft. Worth-Arlington, Denton-Lewisville, McKinney Urbanized Areas.
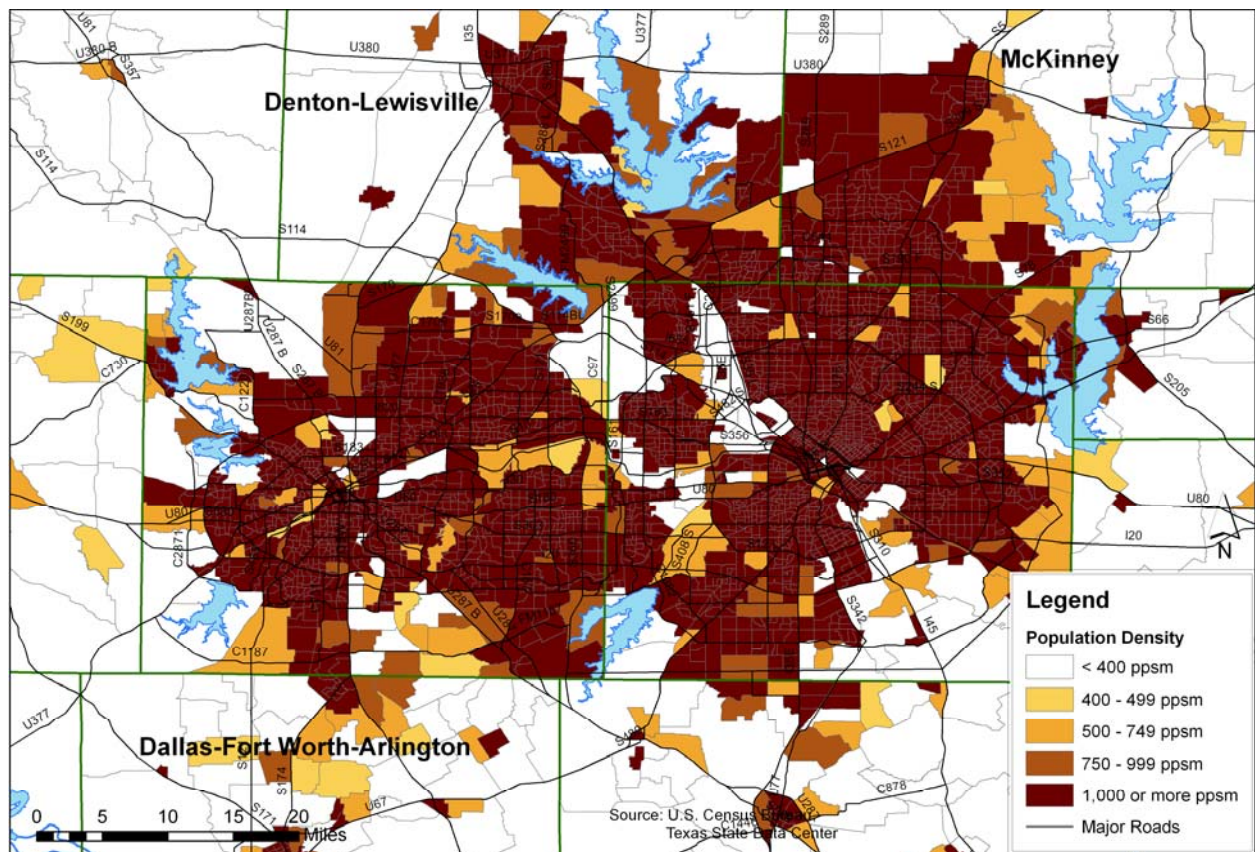
Dallas-Ft. Worth-Arlington Urbanized Area Population Density by Census Block Group, 2010.
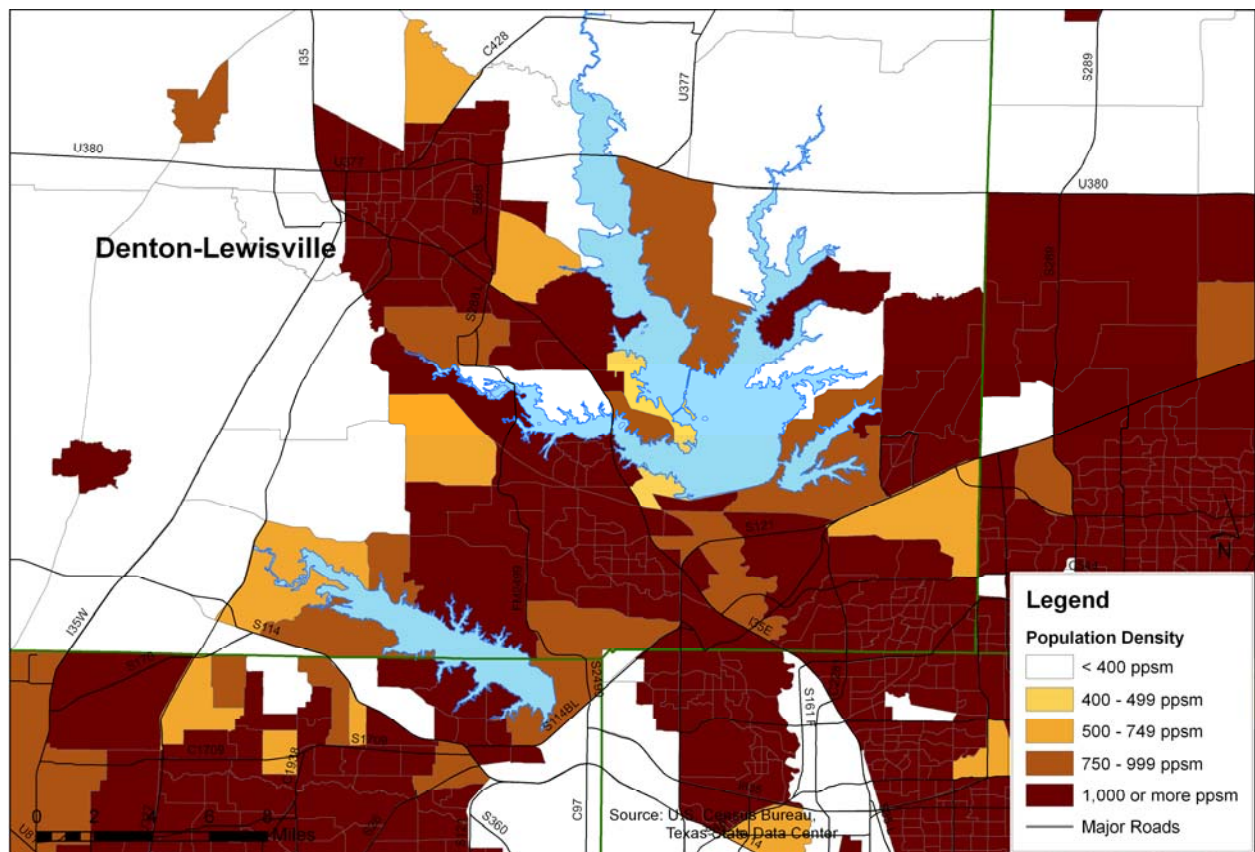
Denton-Lewisville Urbanized Area Population Density by Census Block Group, 2010.
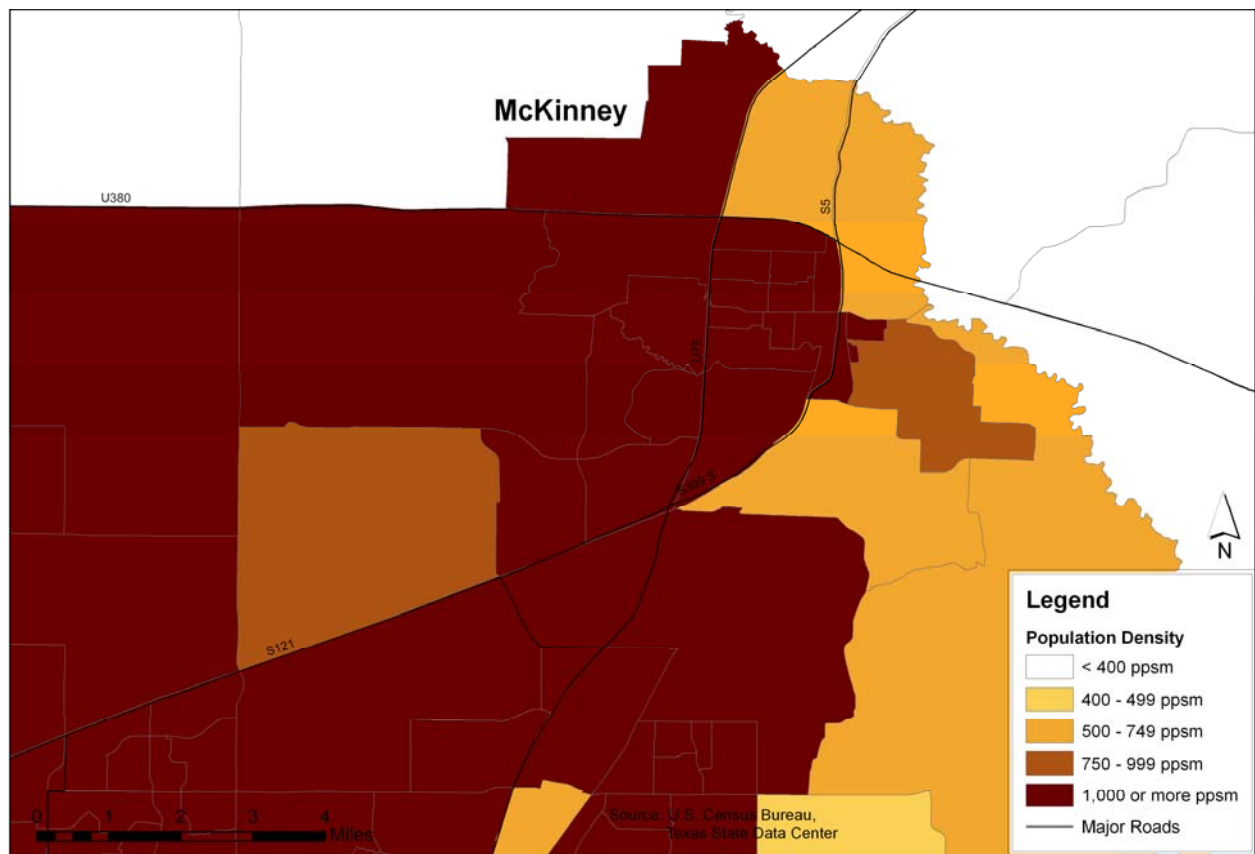
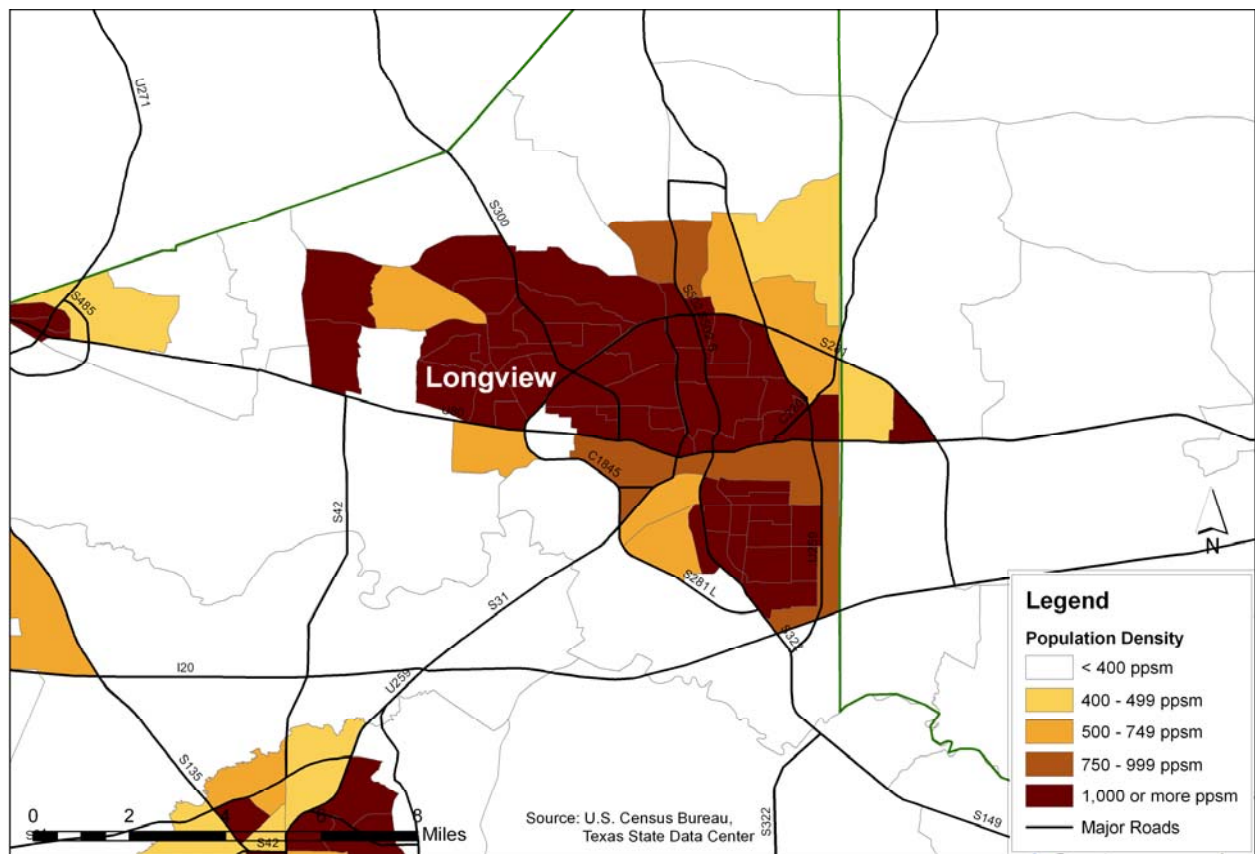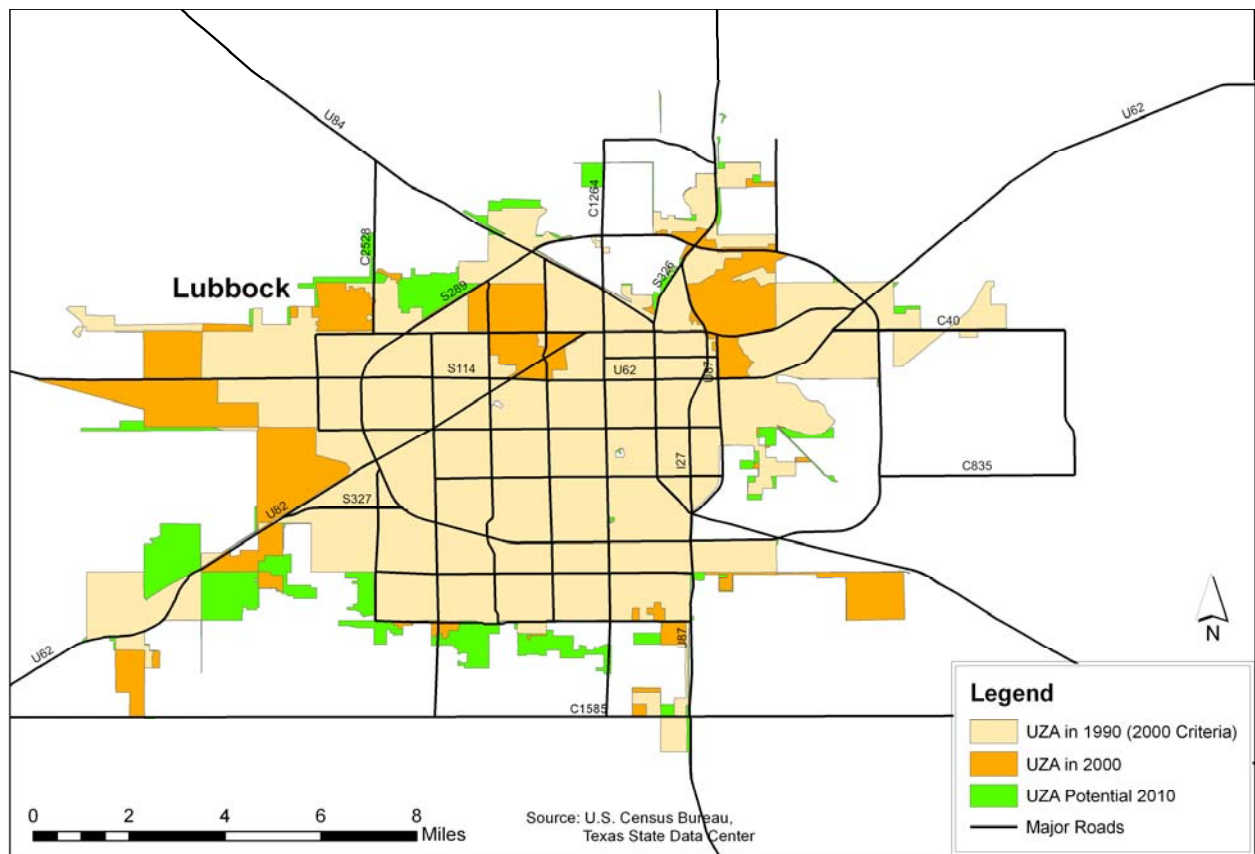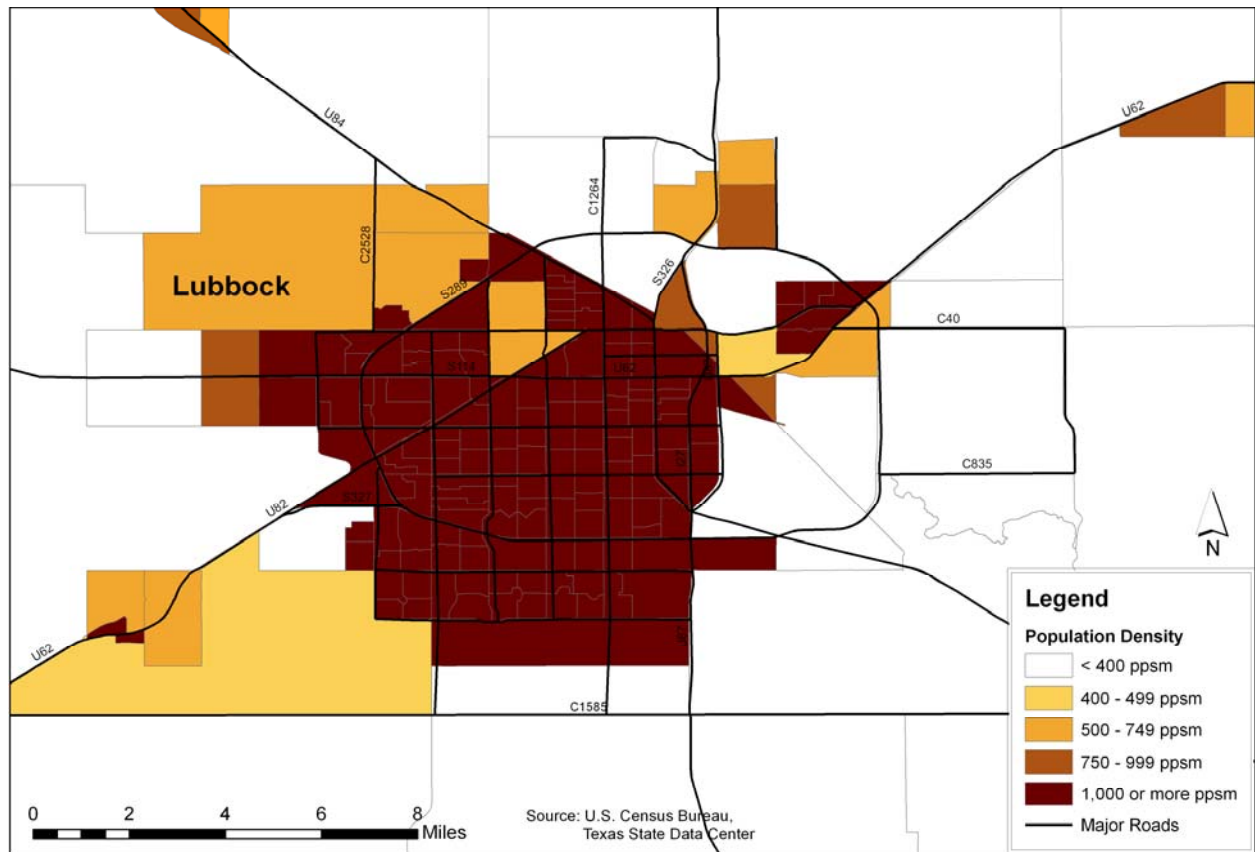**McKinney Urbanized Area Population Density by Census Block Group, 2010.**

HOUSTON
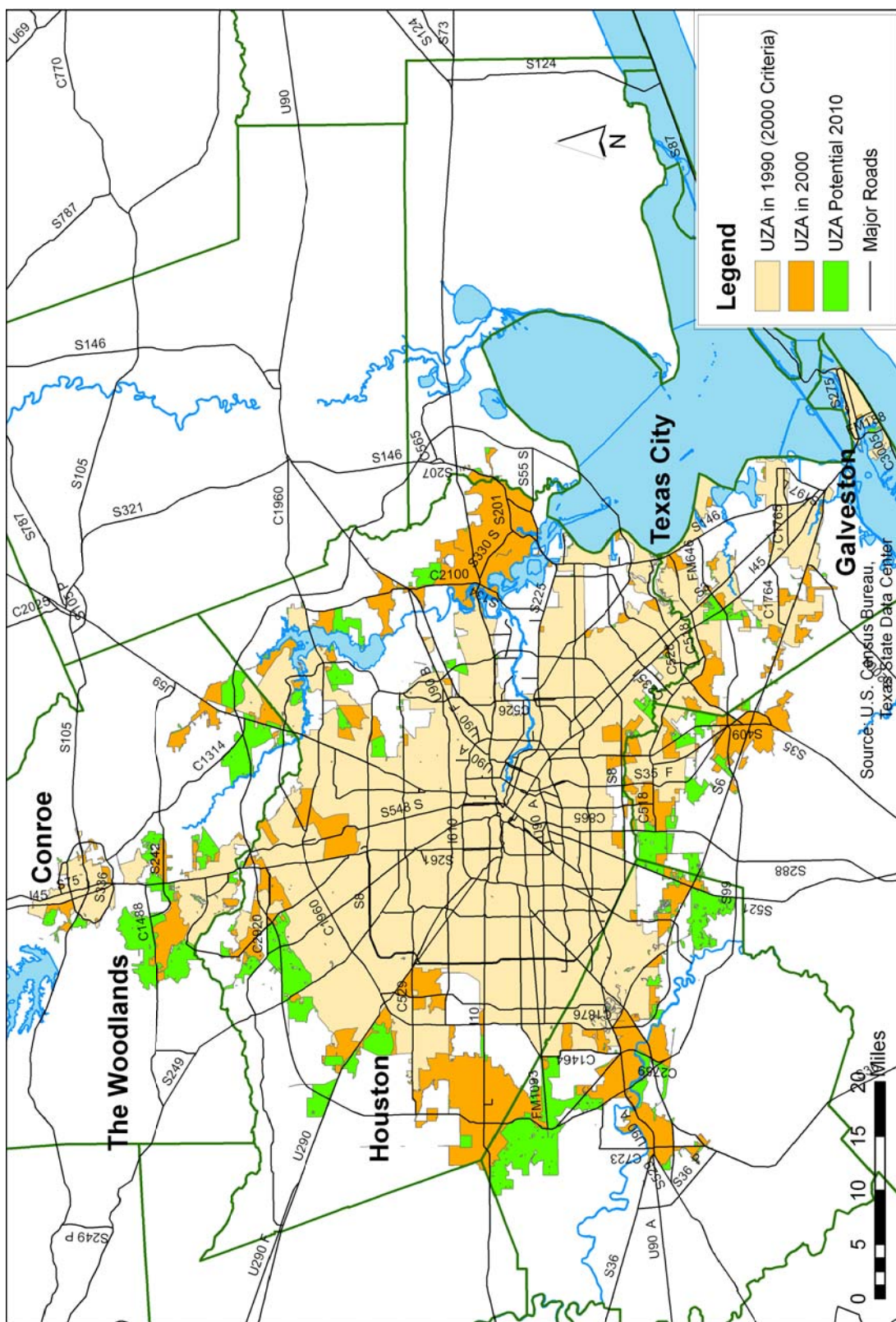
Houston, Texas City, Galveston, The Woodlands, Conroe Urbanized Areas.

Source: U.S. Census Bureau,
Texas State Data Center
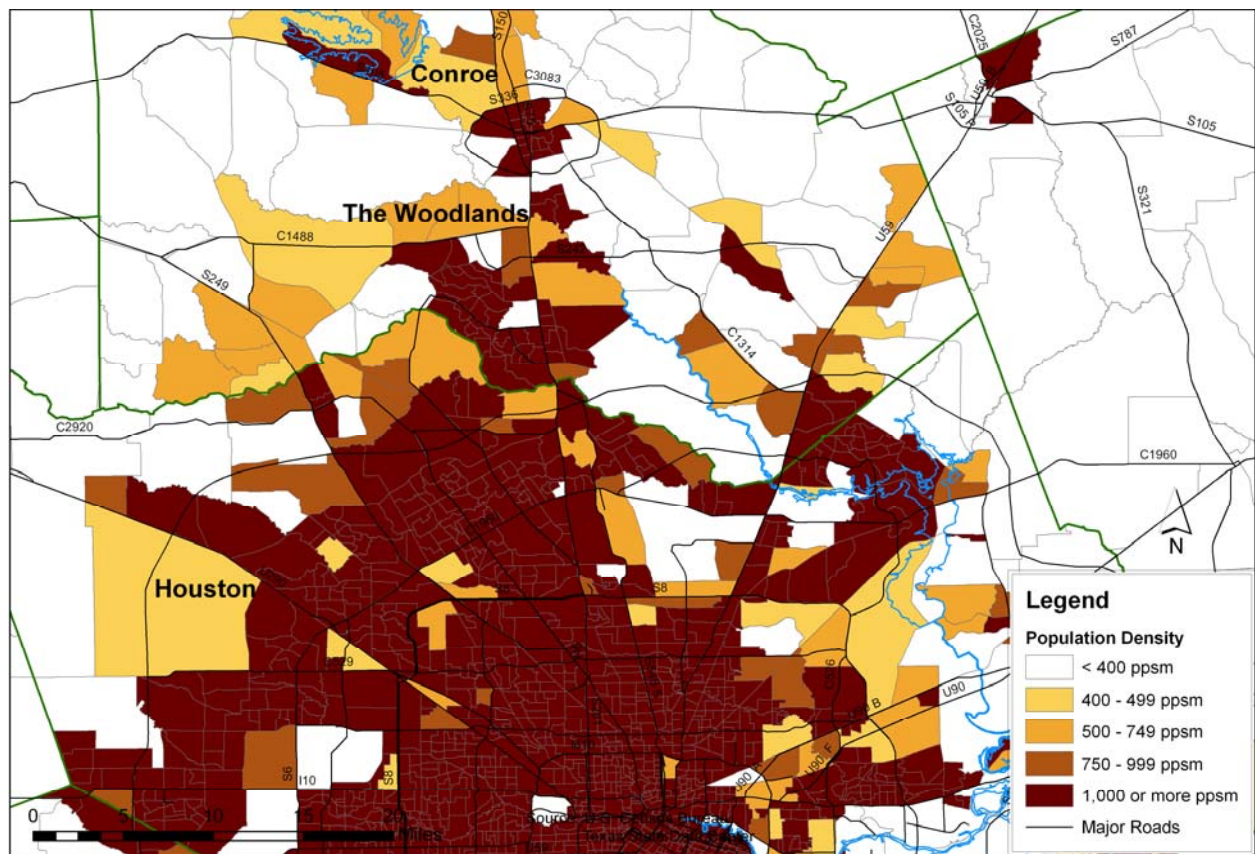
Conroe and The Woodlands Urbanized Areas Population Density by Census Block Group, 2010.
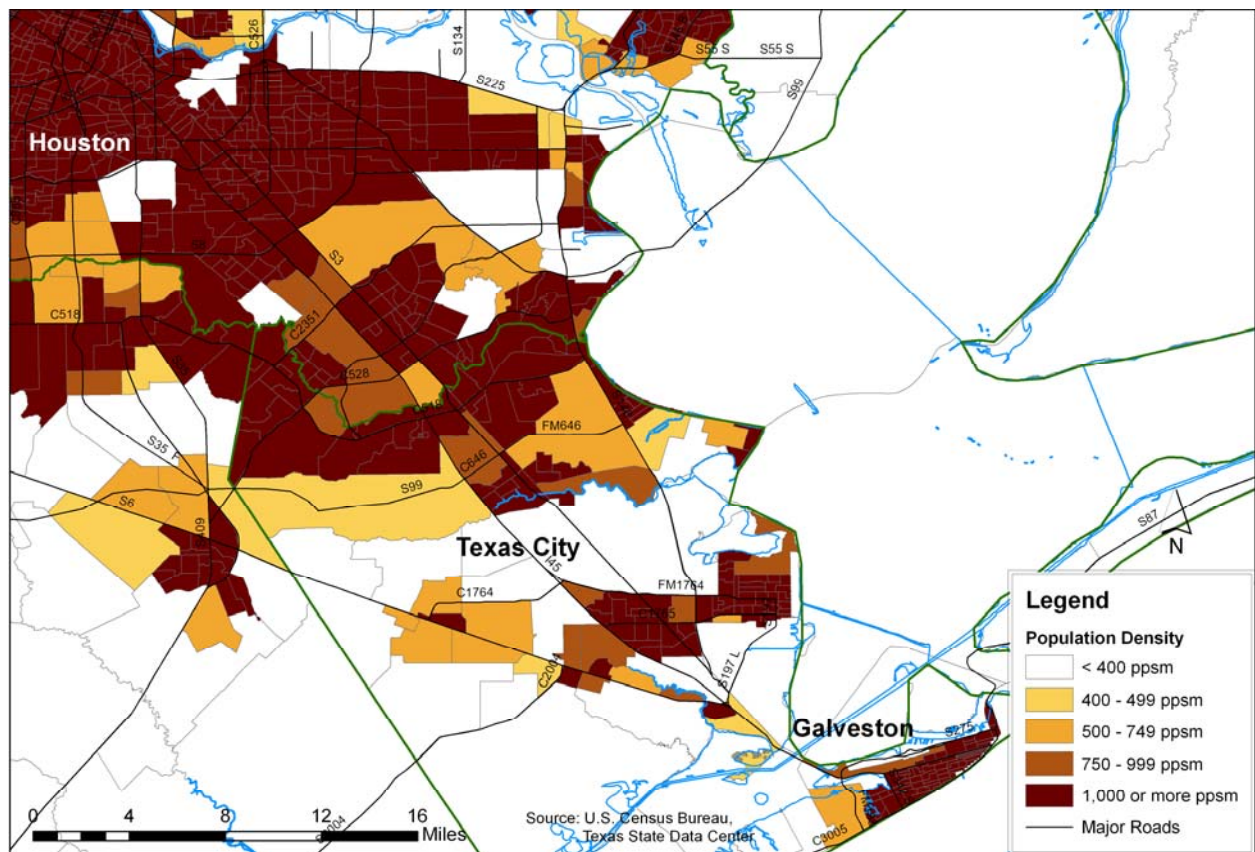
Galveston and Texas City Urbanized Areas Population Density by Census Block Group, 2010.
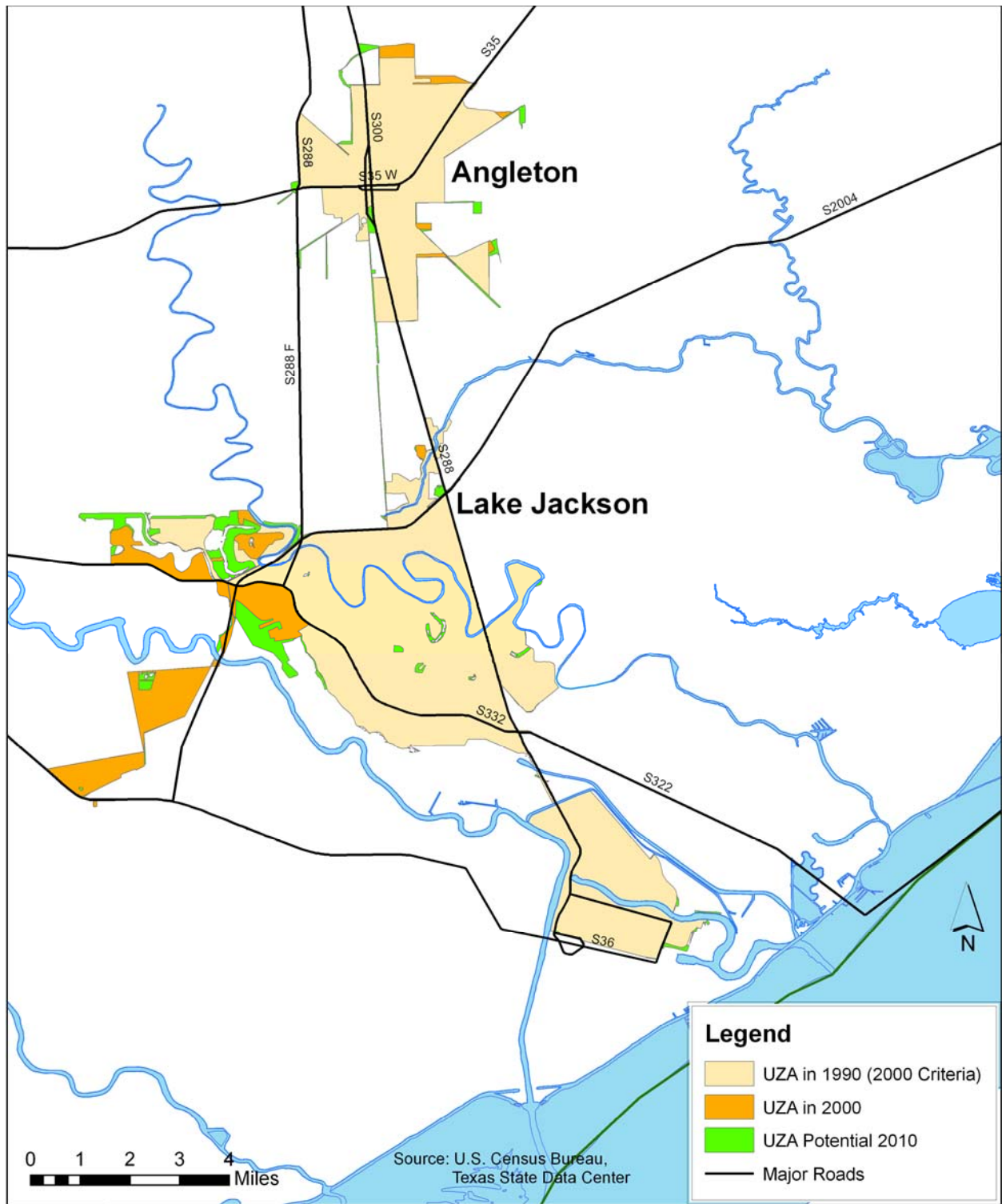
Lake Jackson-Angleton Urbanized Area.
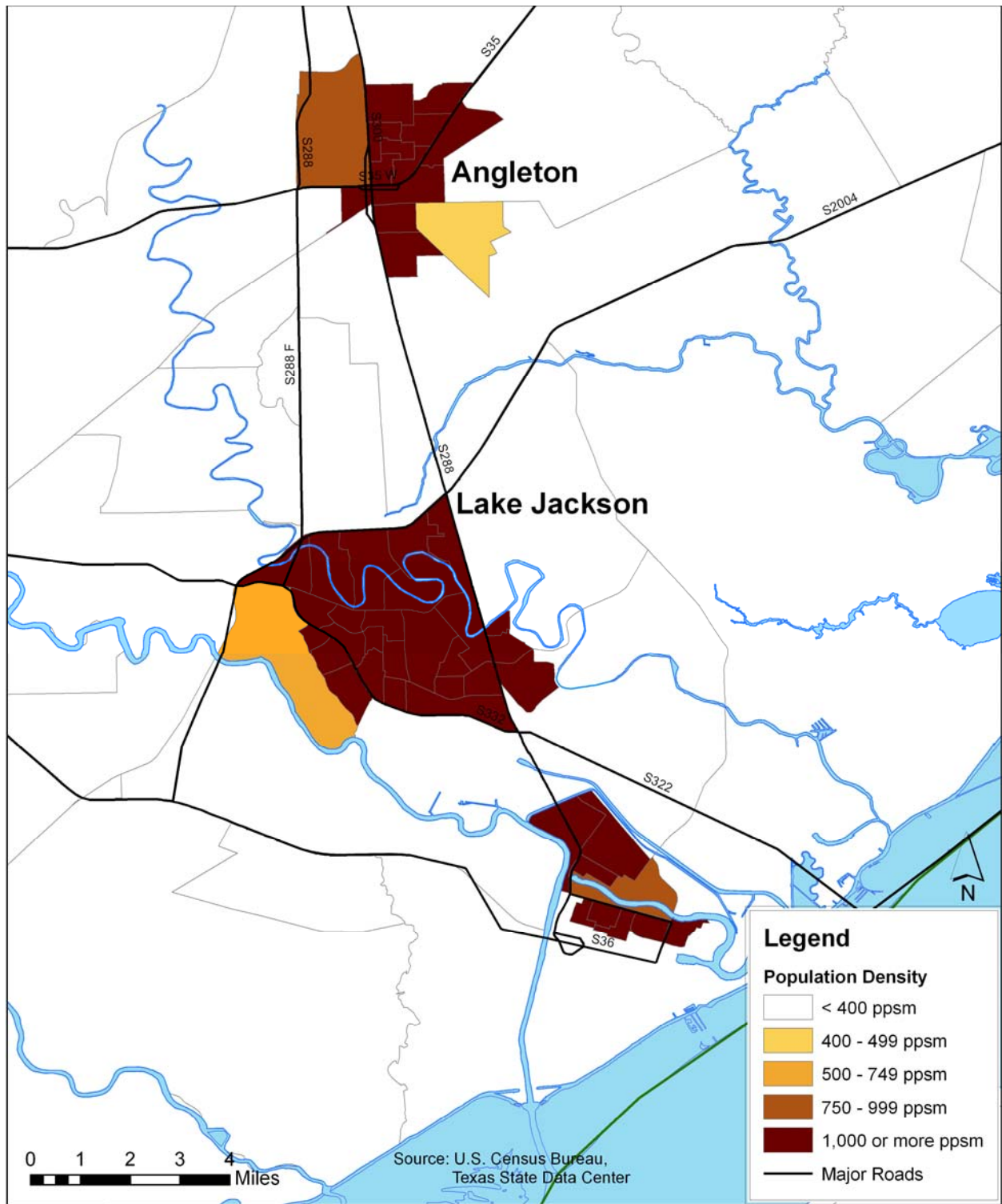
Lake Jackson-Angleton Urbanized Area Population Density by Census Block Group, 2010.

ALL OTHERS
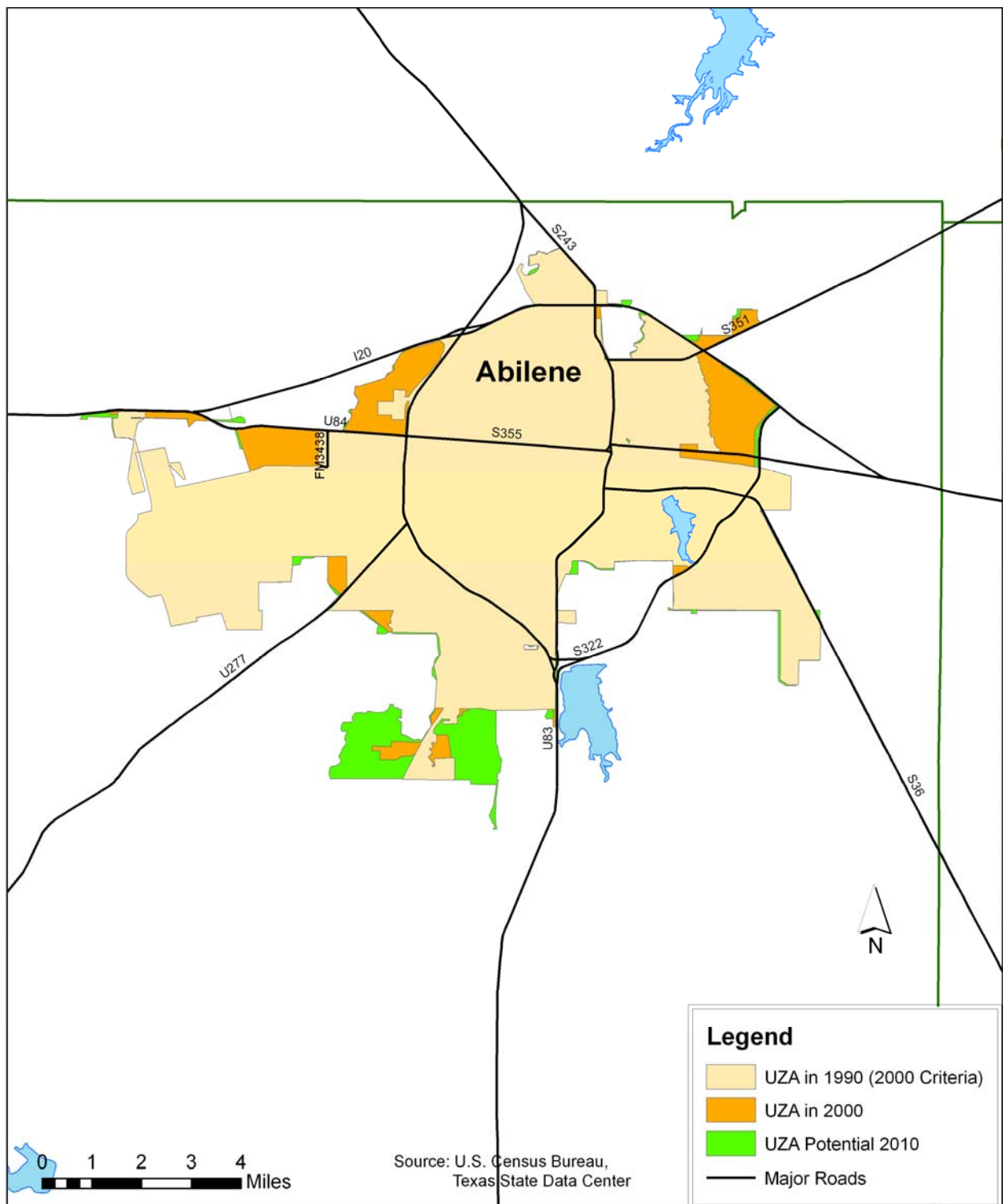
Abilene Urbanized Area.
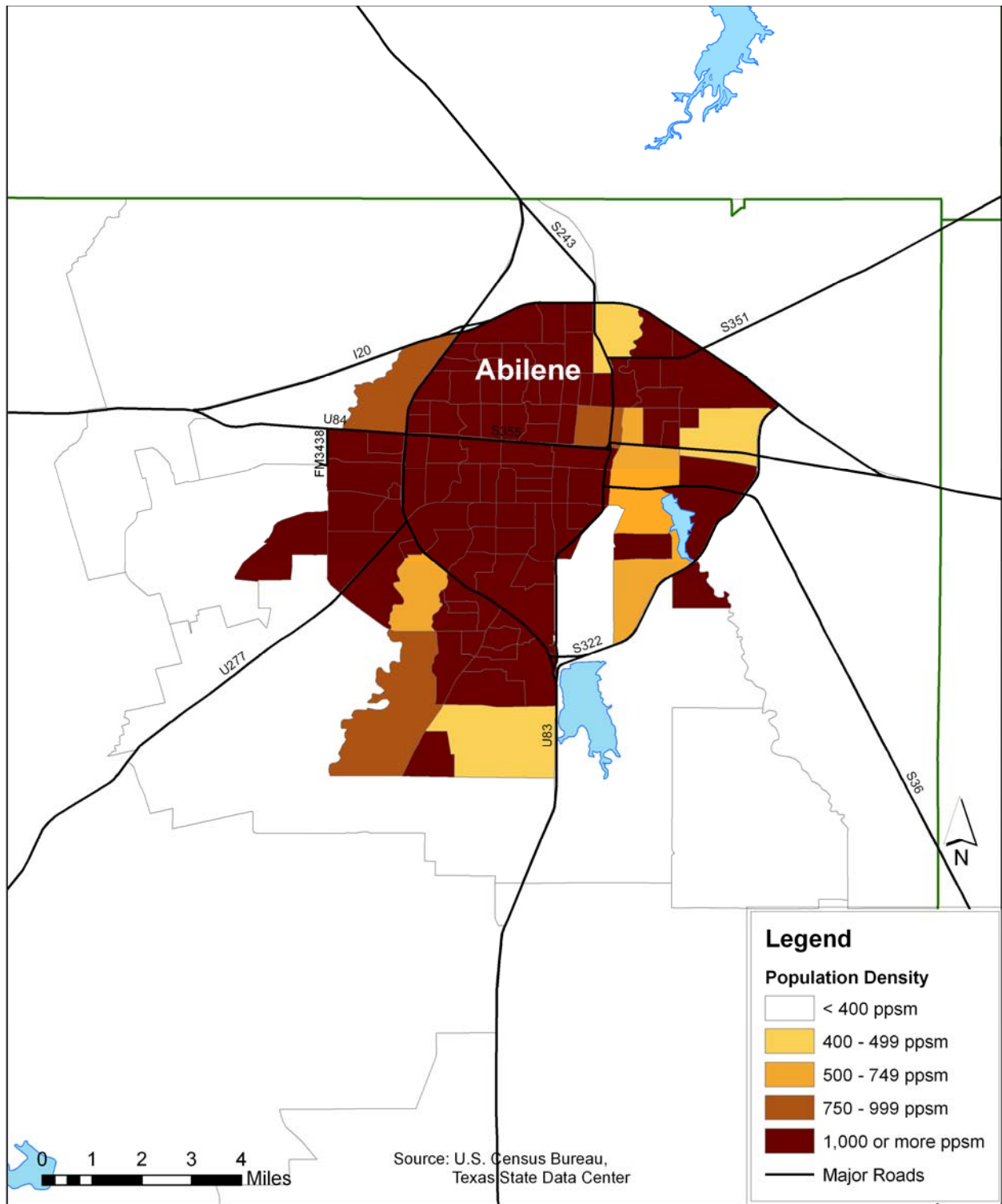
Abilene Urbanized Area Population Density by Census Block Group, 2010.
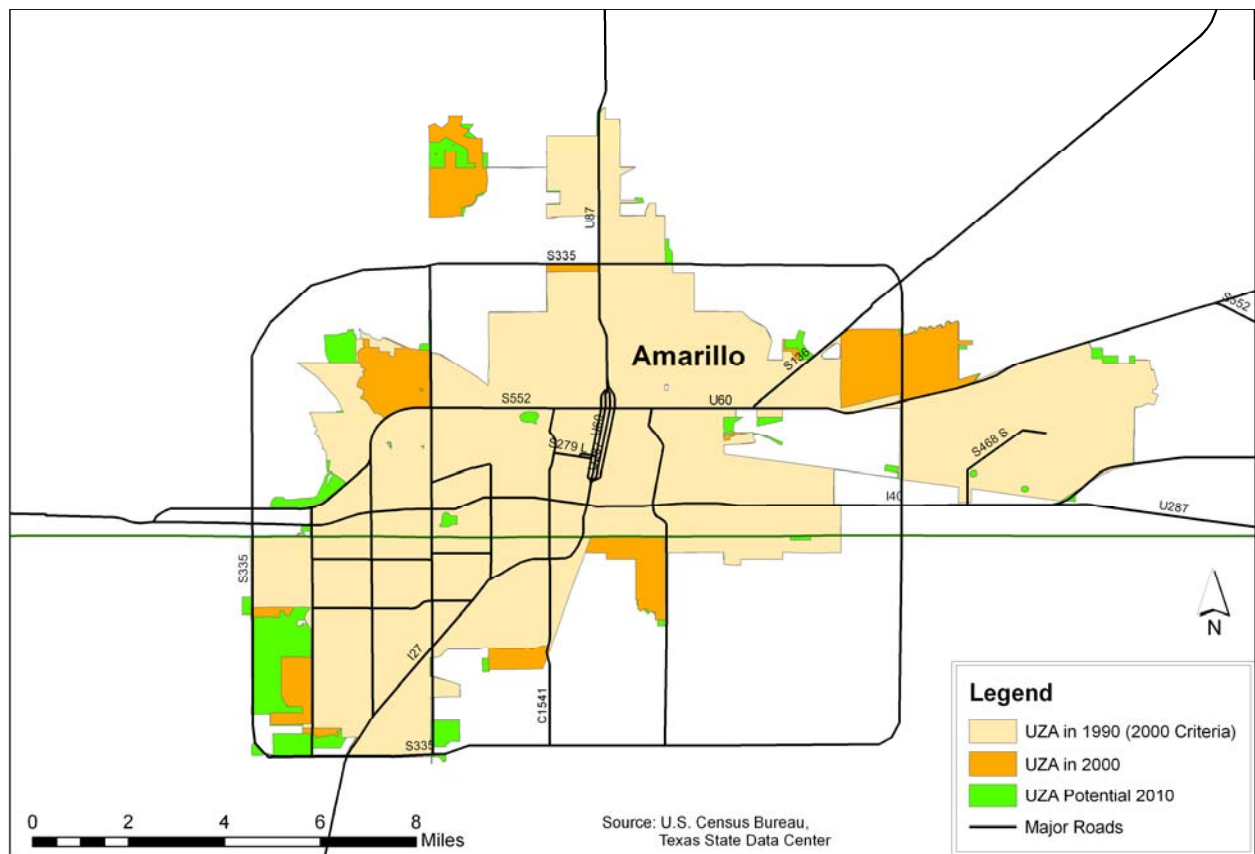
Amarillo Urbanized Area.
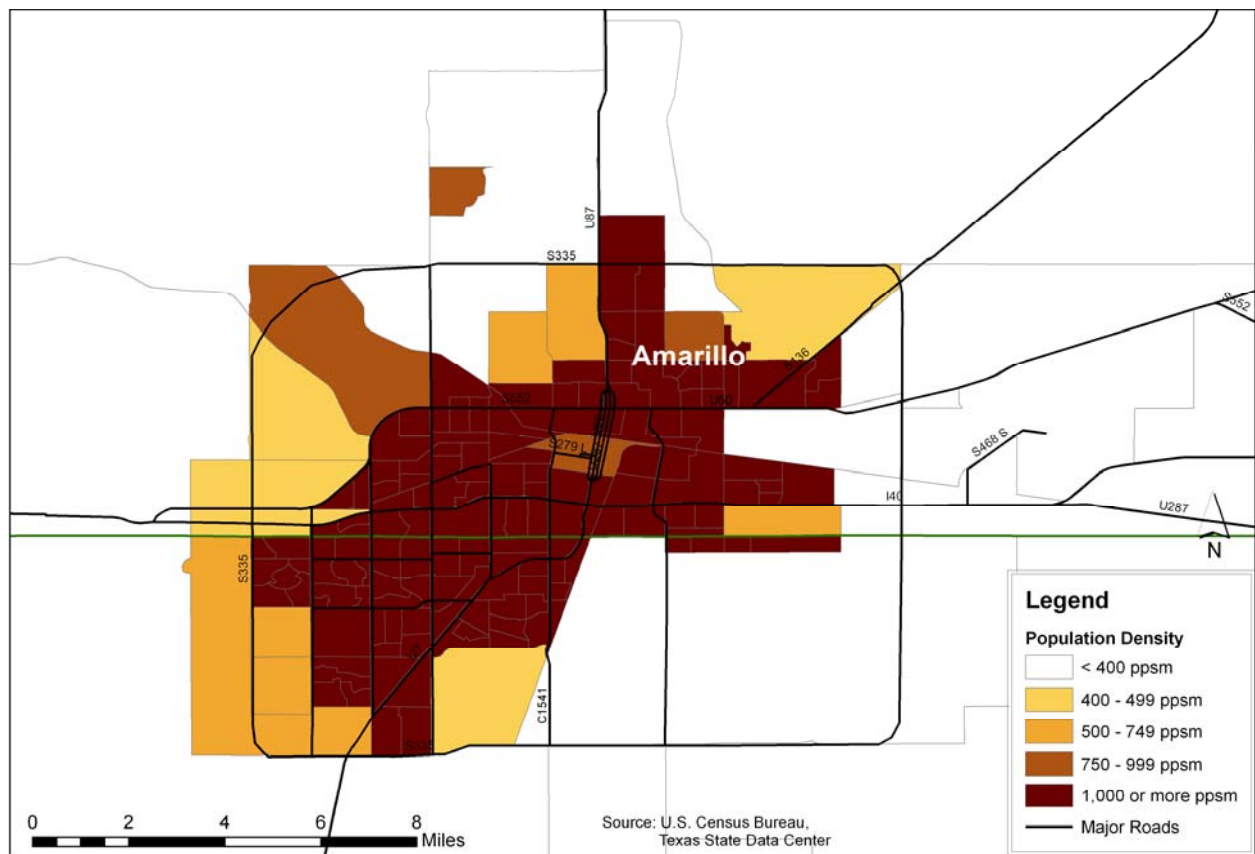
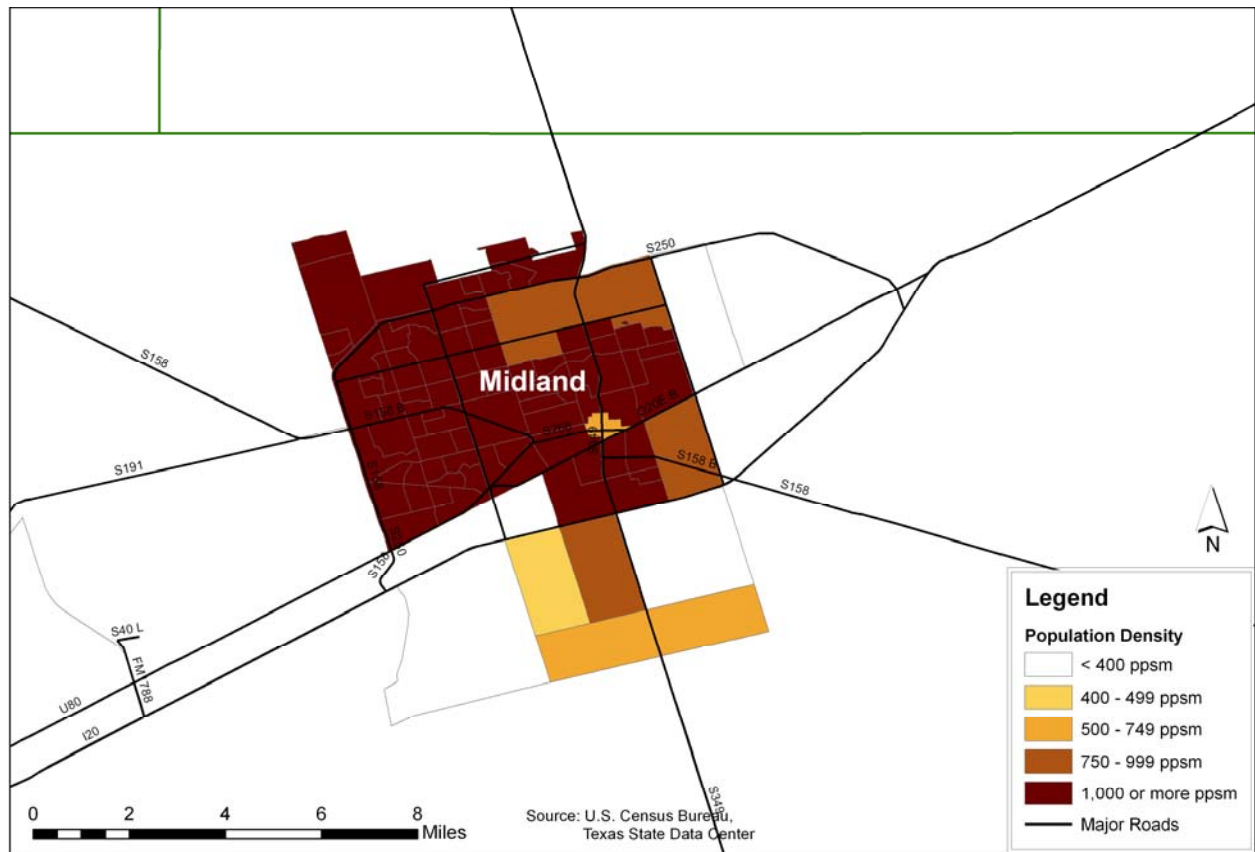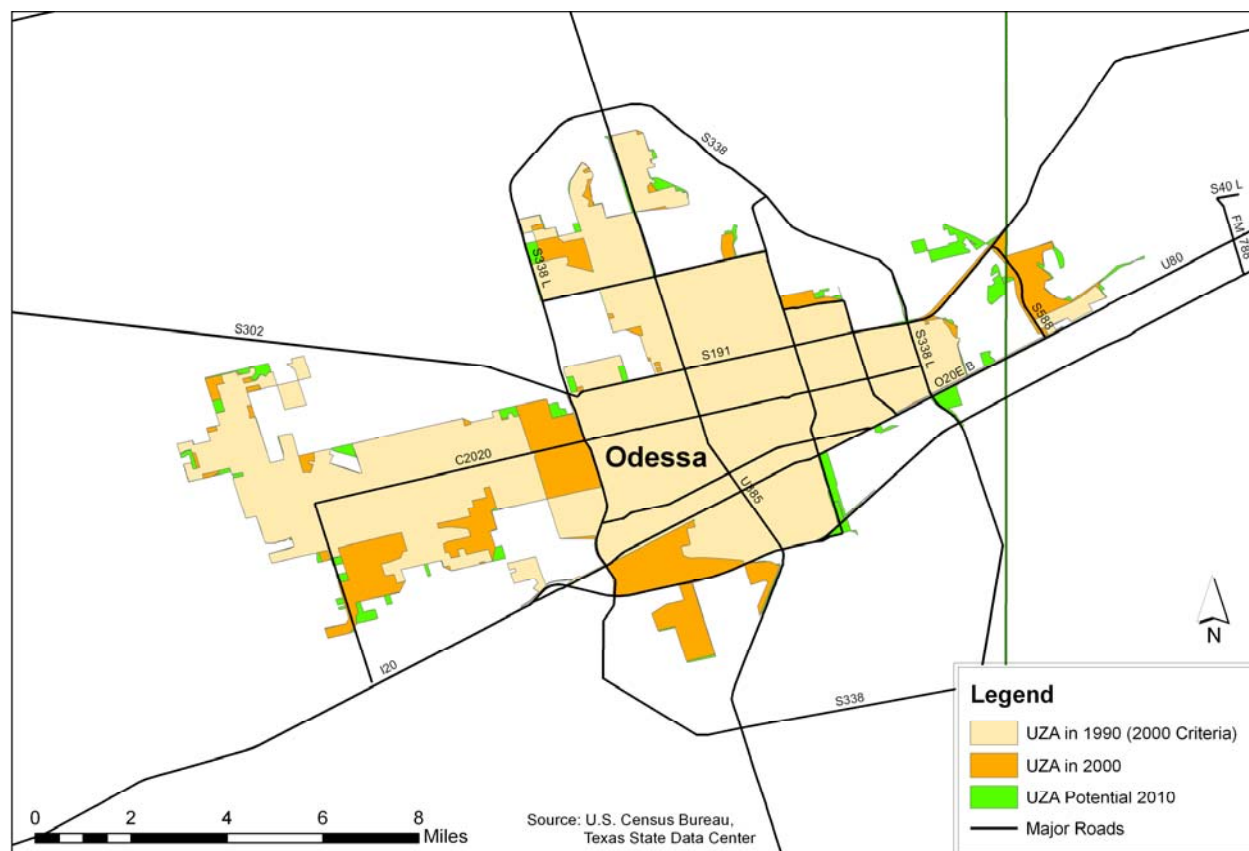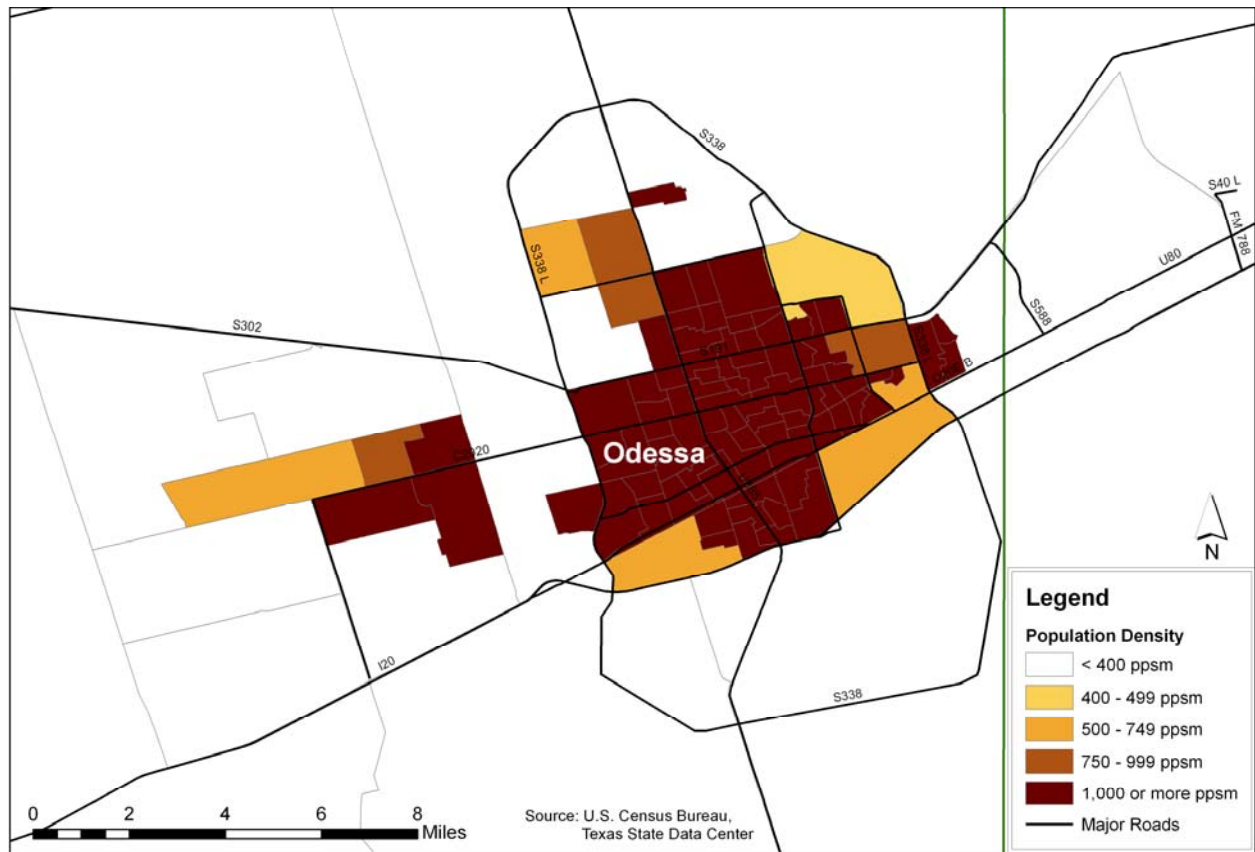**Amarillo Urbanized Area Population Density by Census Block Group, 2010.**

Beaumont and Port Arthur Urbanized Areas.
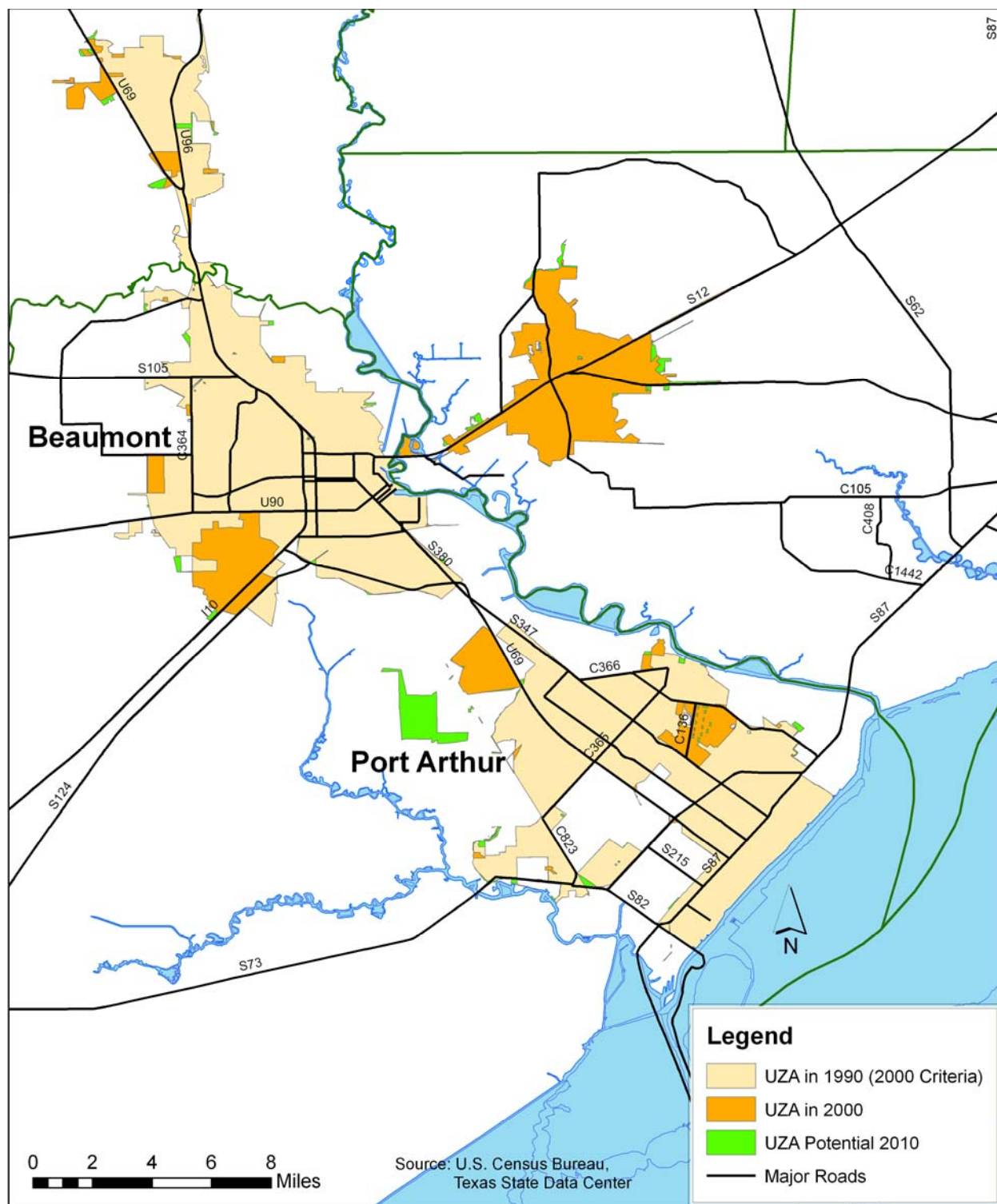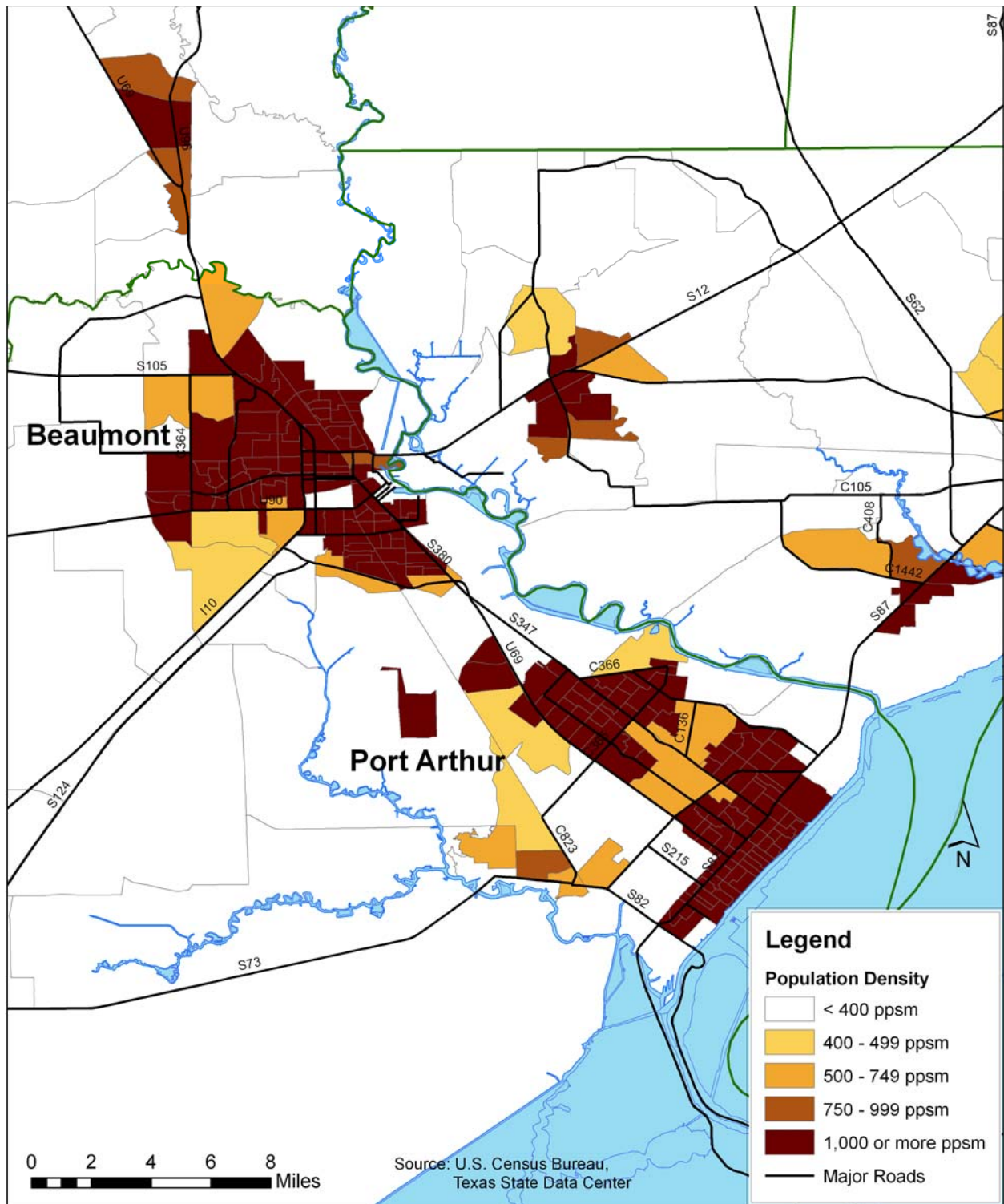
Beaumont and Port Arthur Urbanized Area Population Density by Census Block Group, 2010.
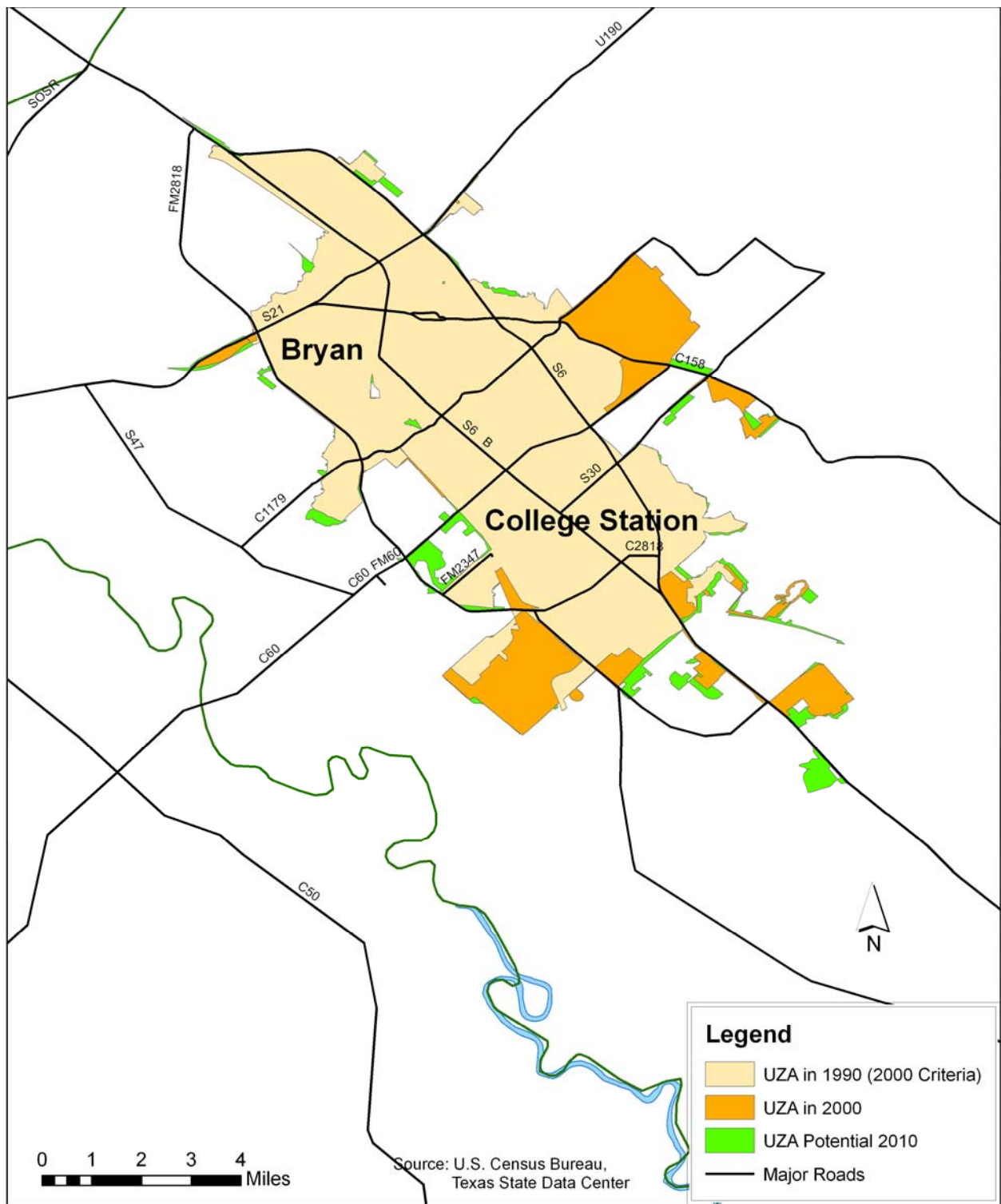
College Station-Bryan Urbanized Area.
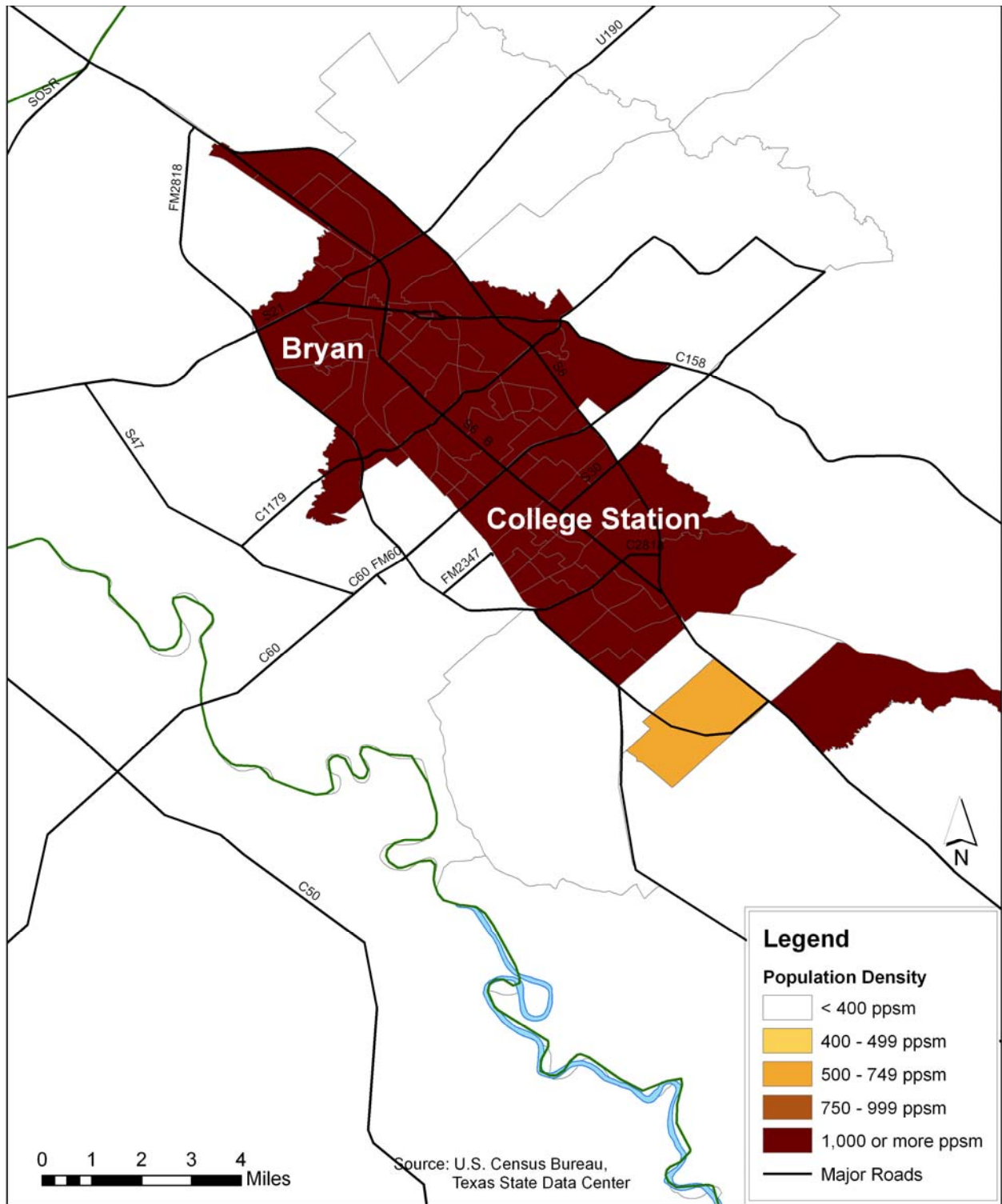
College Station-Bryan Urbanized Area Population Density by Census Block Group, 2010.
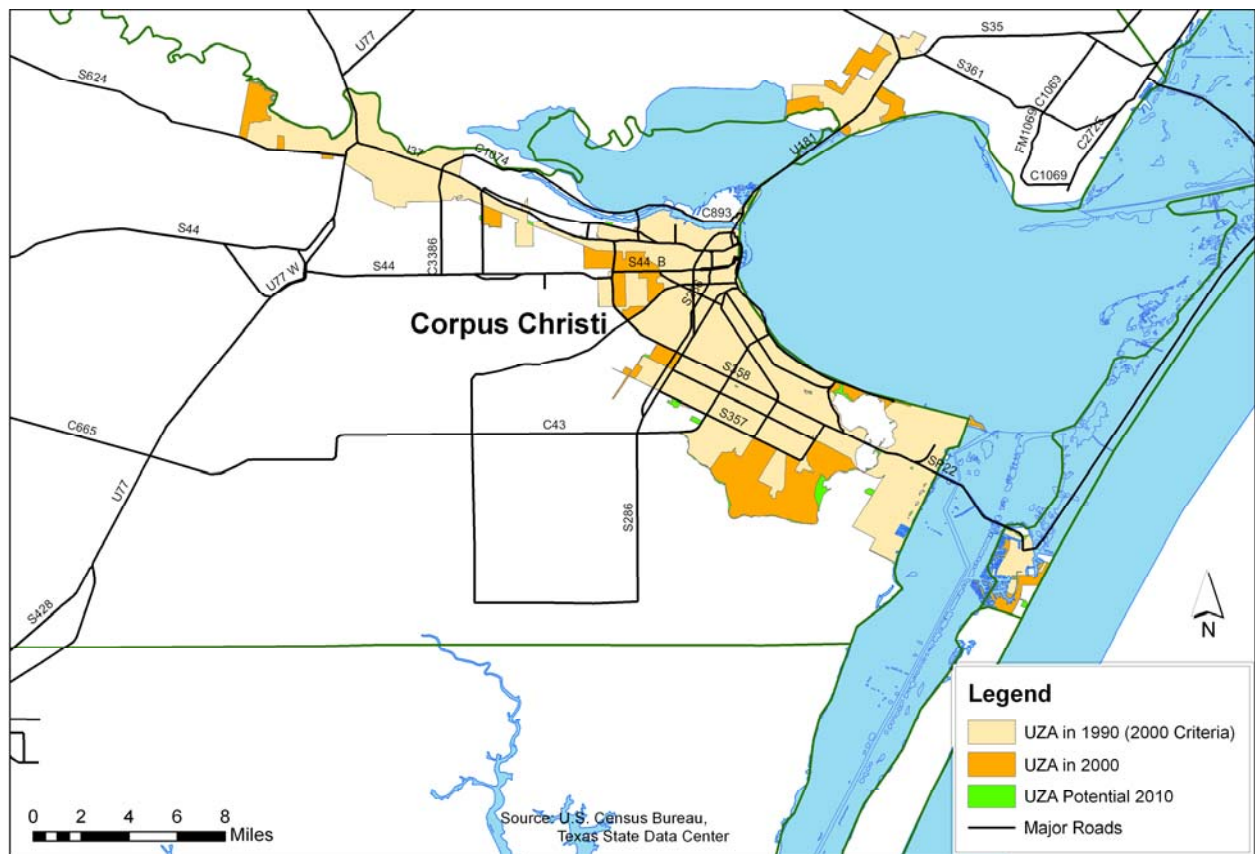
Corpus Christi Urbanized Area.
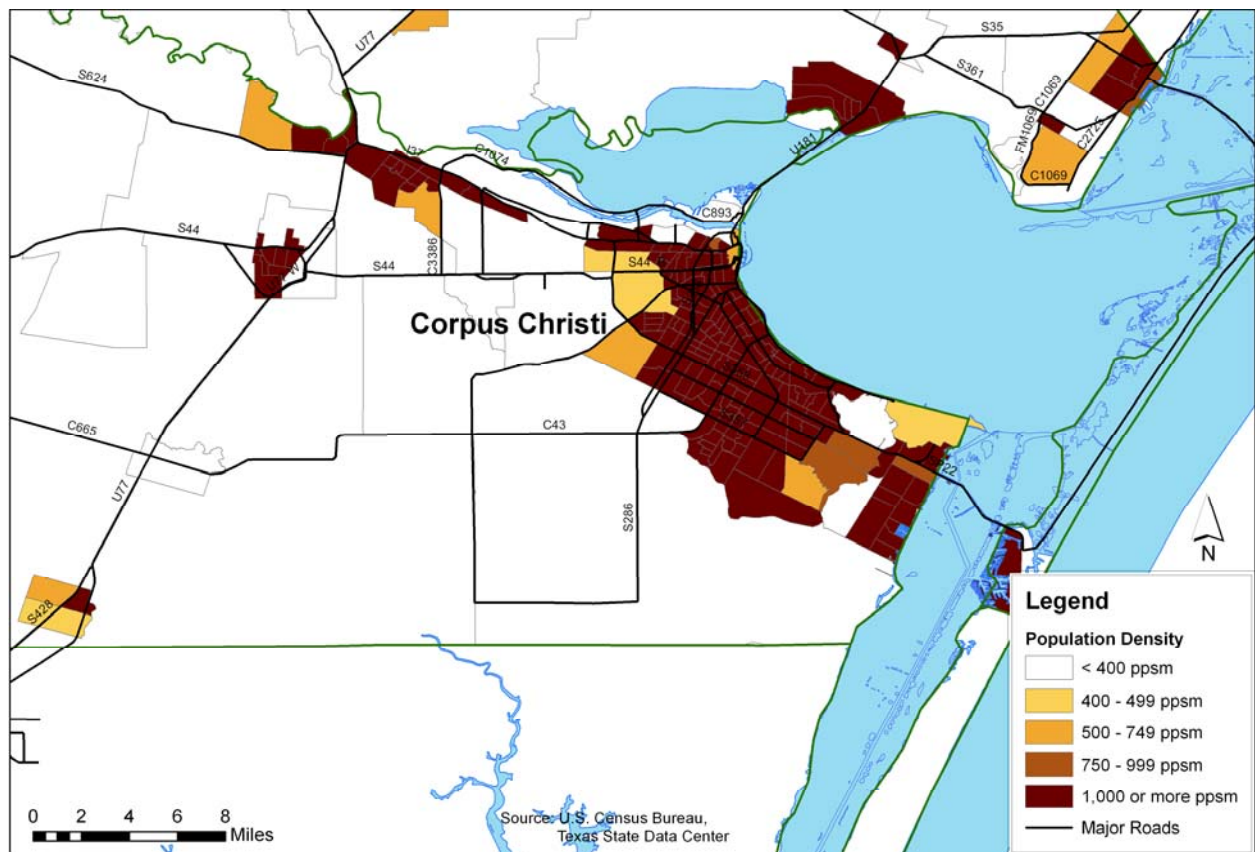
Corpus Christi Urbanized Area Population Density by Census Block Group, 2010.
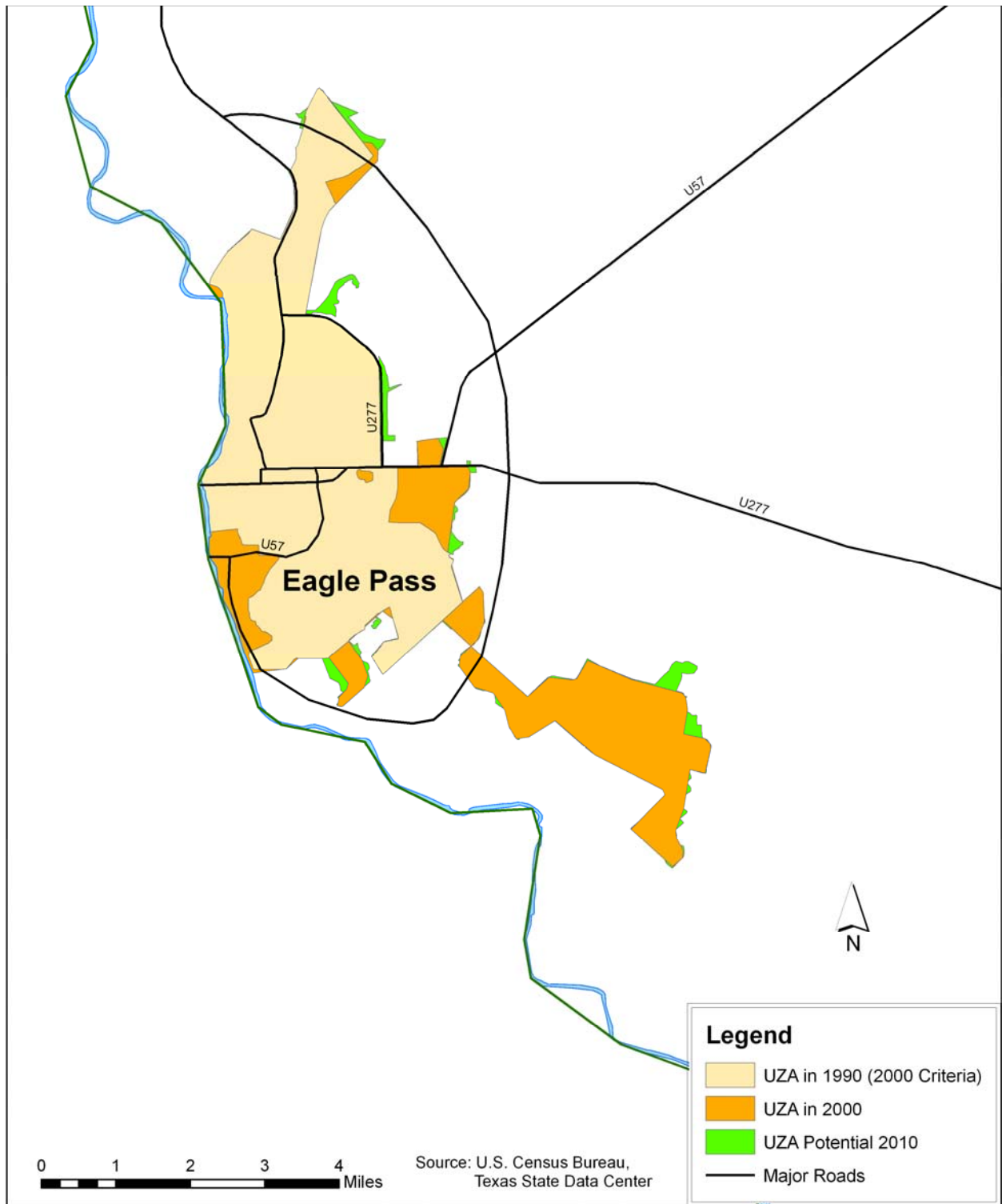
Eagle Pass Urbanized Area.
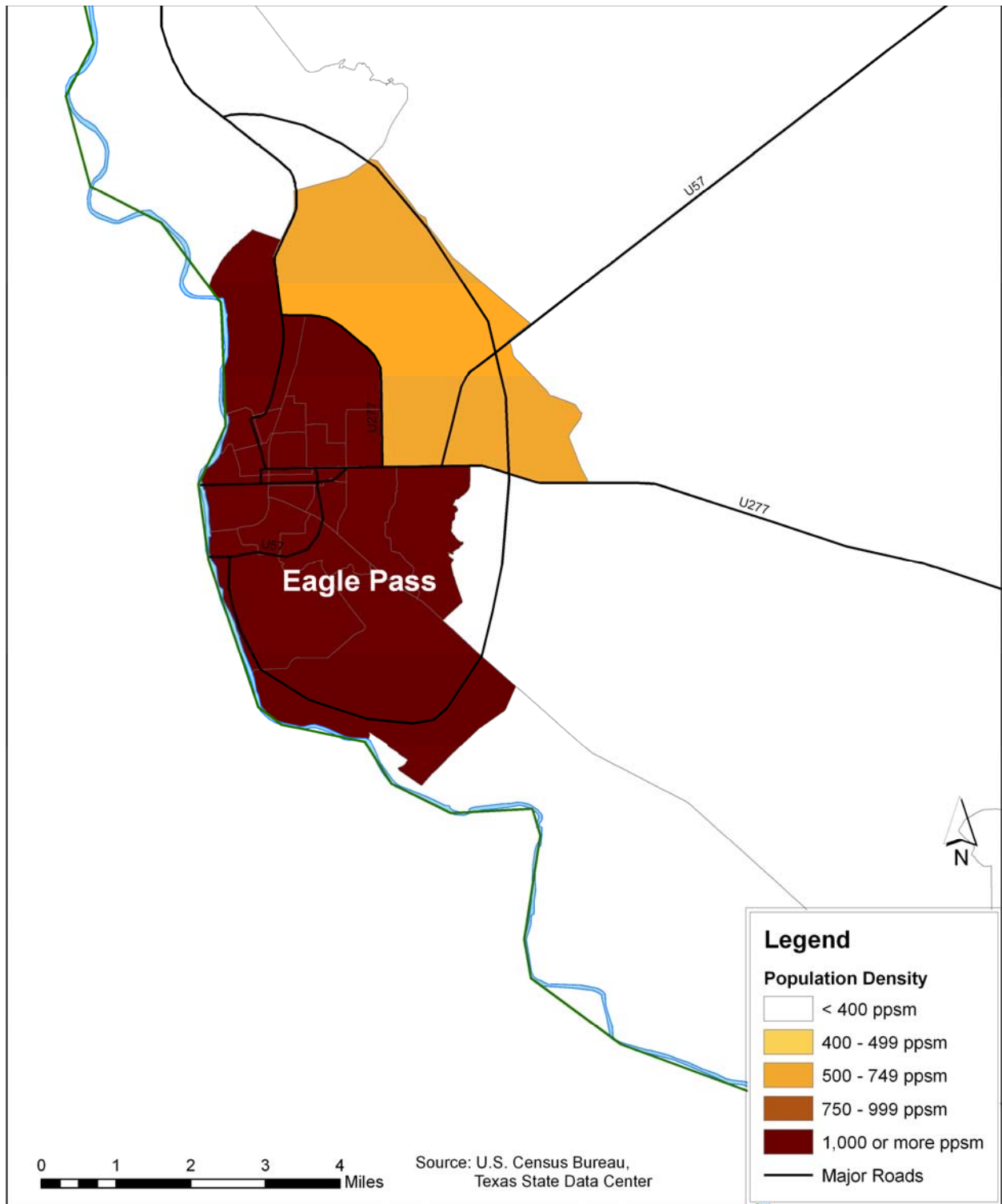
Eagle Pass Urbanized Area Population Density by Census Block Group, 2010.
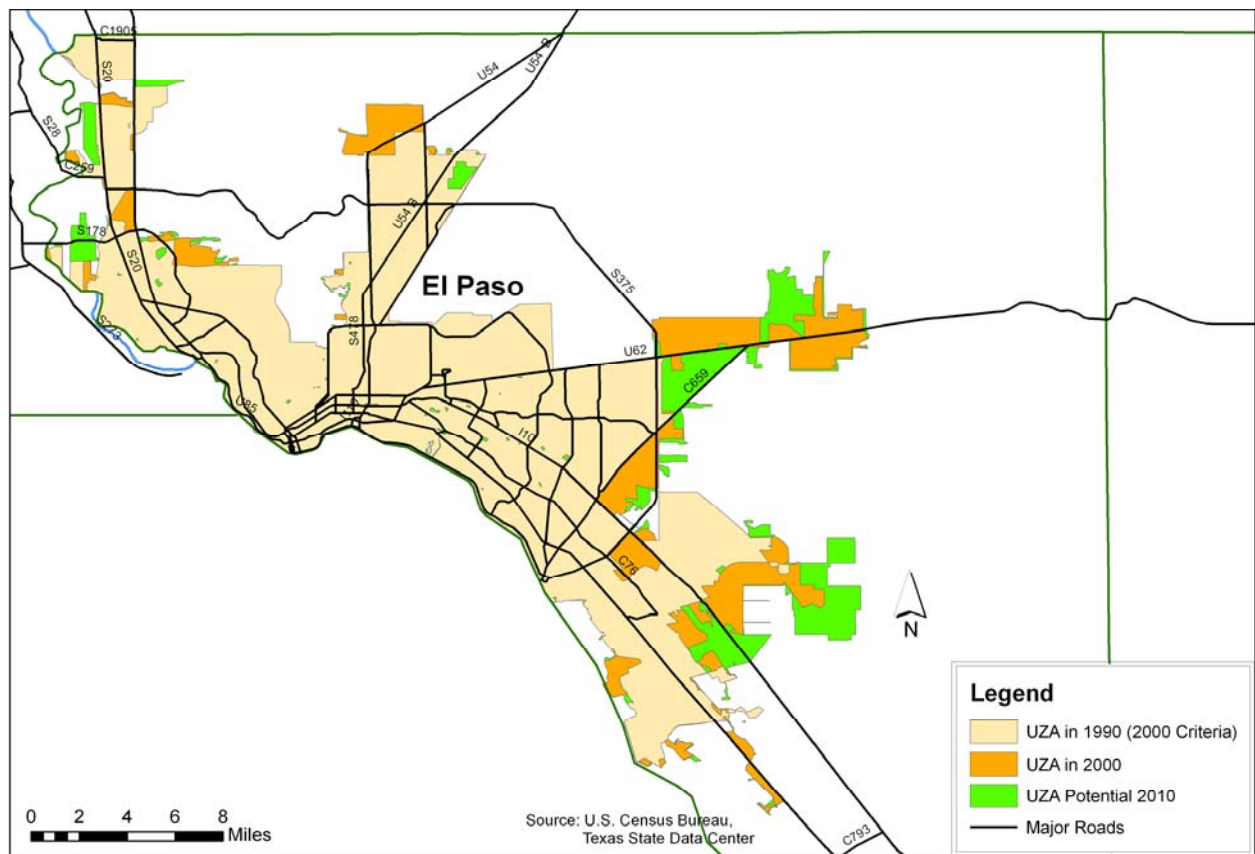
El Paso Urbanized Area.

El Paso Urbanized Area Population Density by Census Block Group, 2010.

Laredo Urbanized Area.

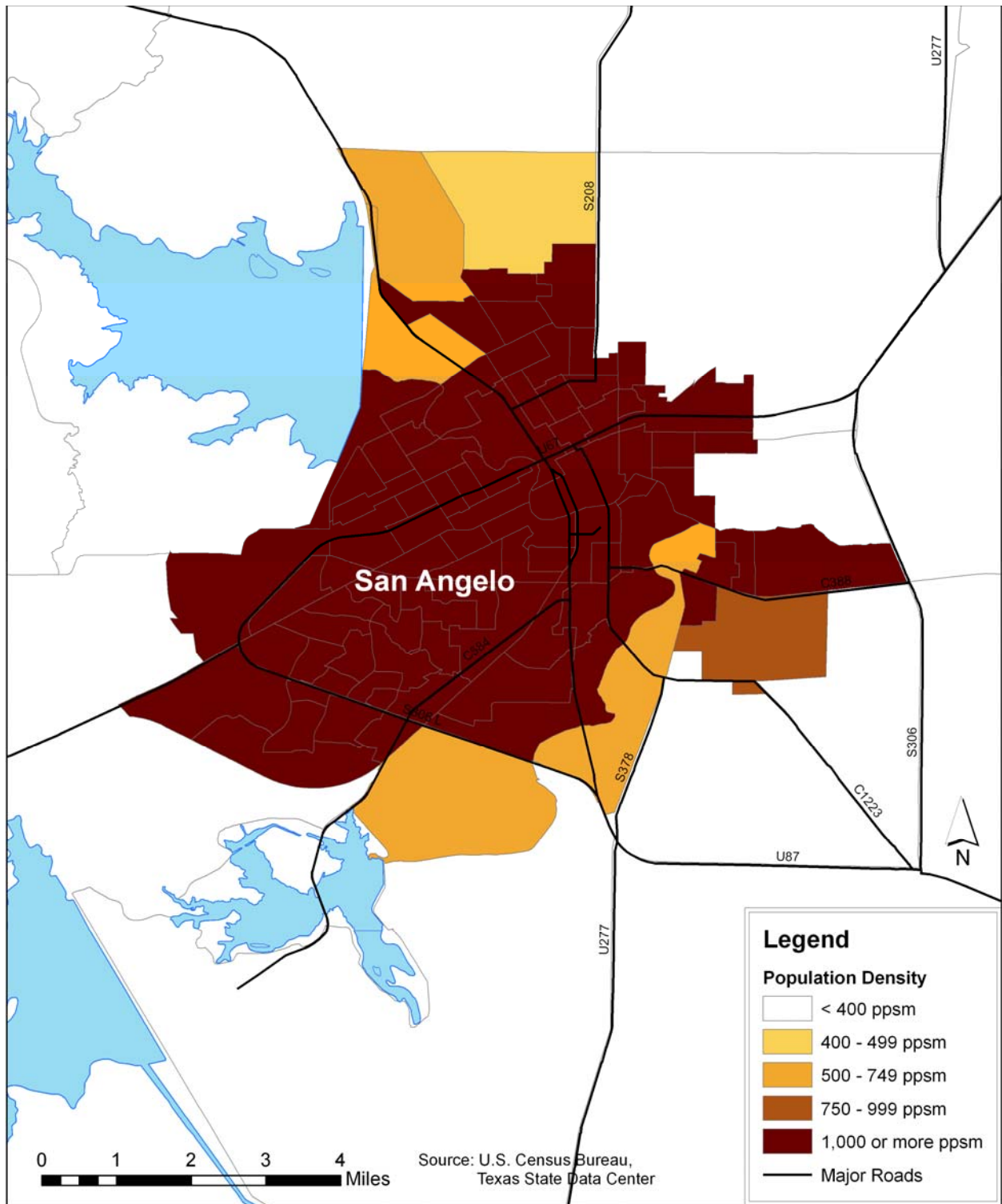**Laredo Urbanized Area Population Density by Census Block Group, 2010.**

Longview Urbanized Area.

Longview Urbanized Area Population Density by Census Block Group, 2010.

Lubbock Urbanized Area.

Lubbock Urbanized Area Population Density by Census Block Group, 2010.
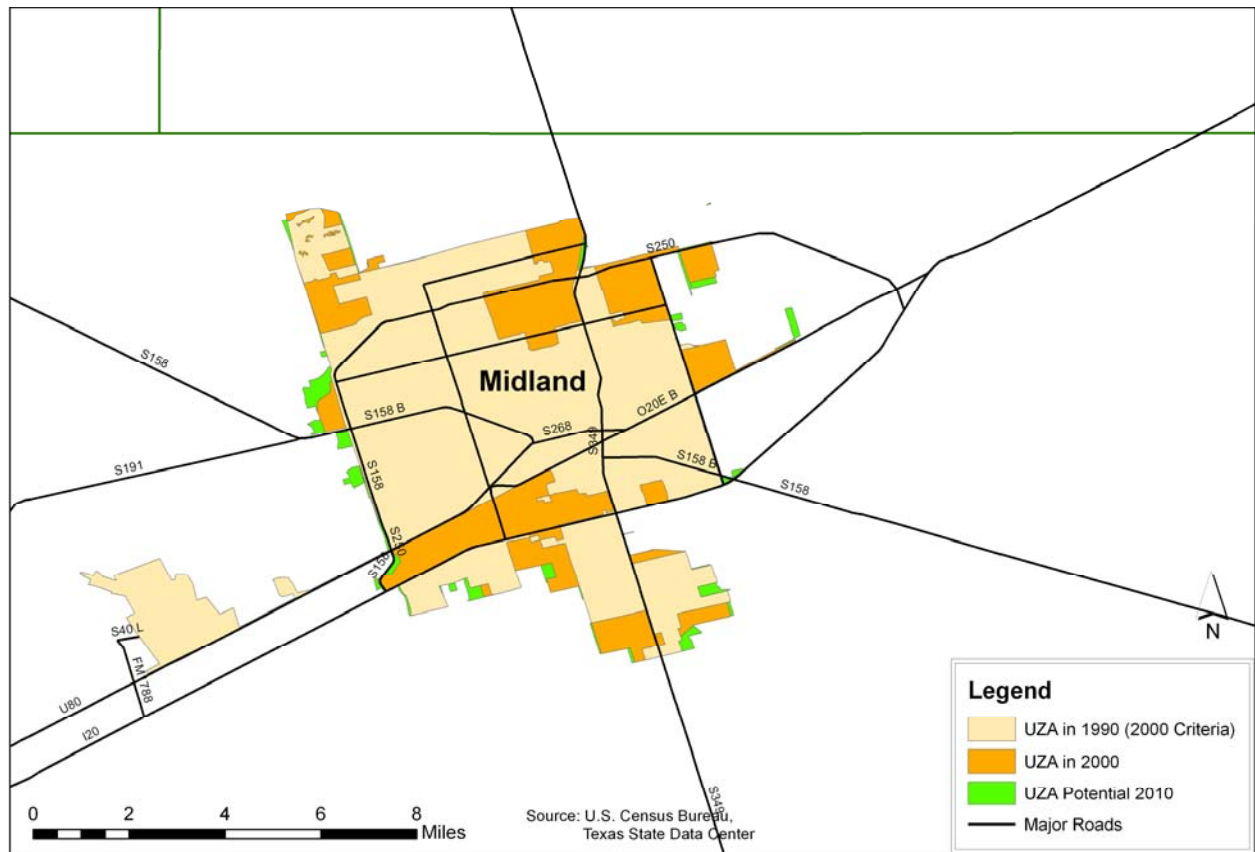
Midland Urbanized Area.

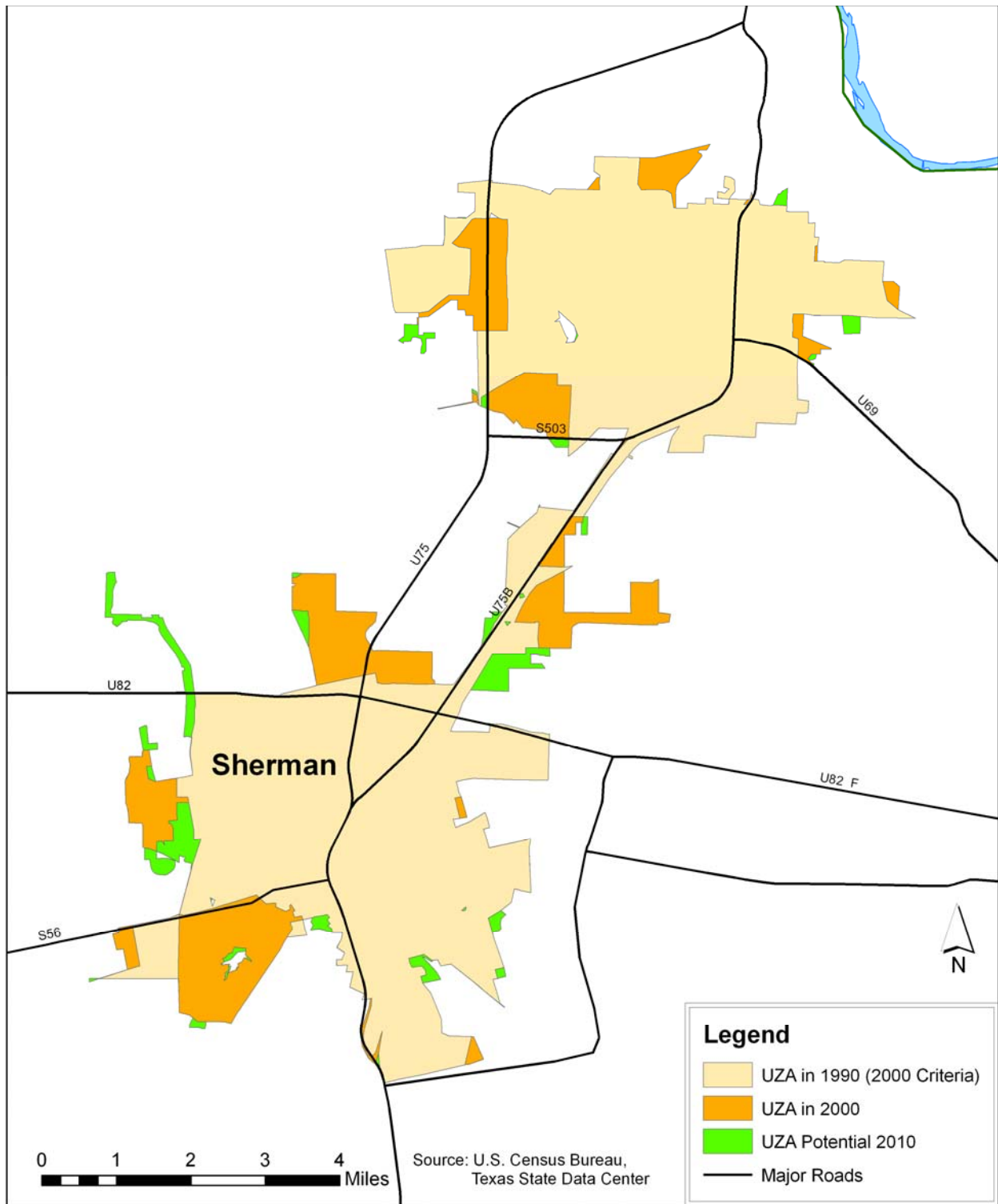**Midland Urbanized Area Population Density by Census Block Group, 2010.**

Odessa Urbanized Area.

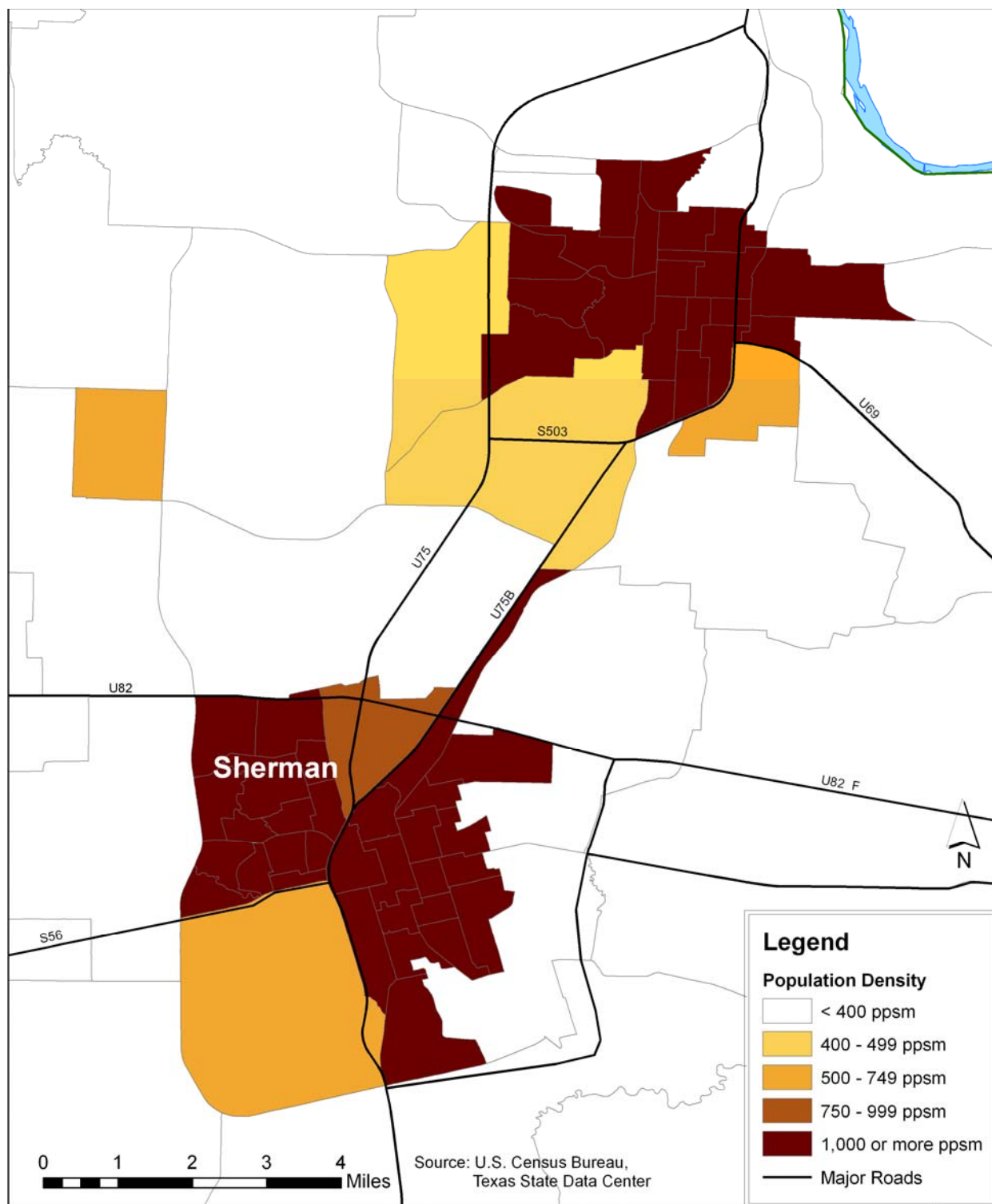**Odessa Urbanized Area Population Density by Census Block Group, 2010.**
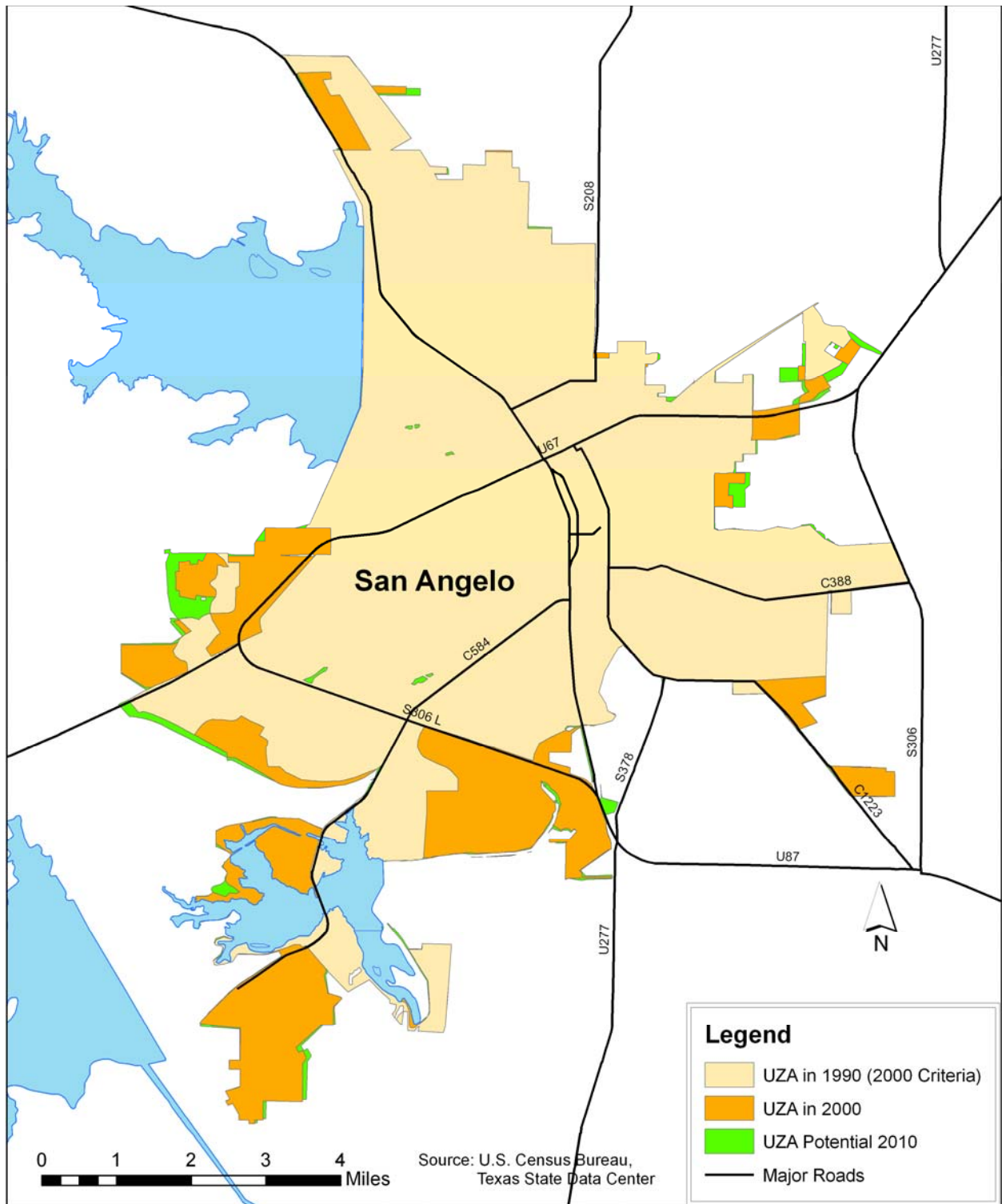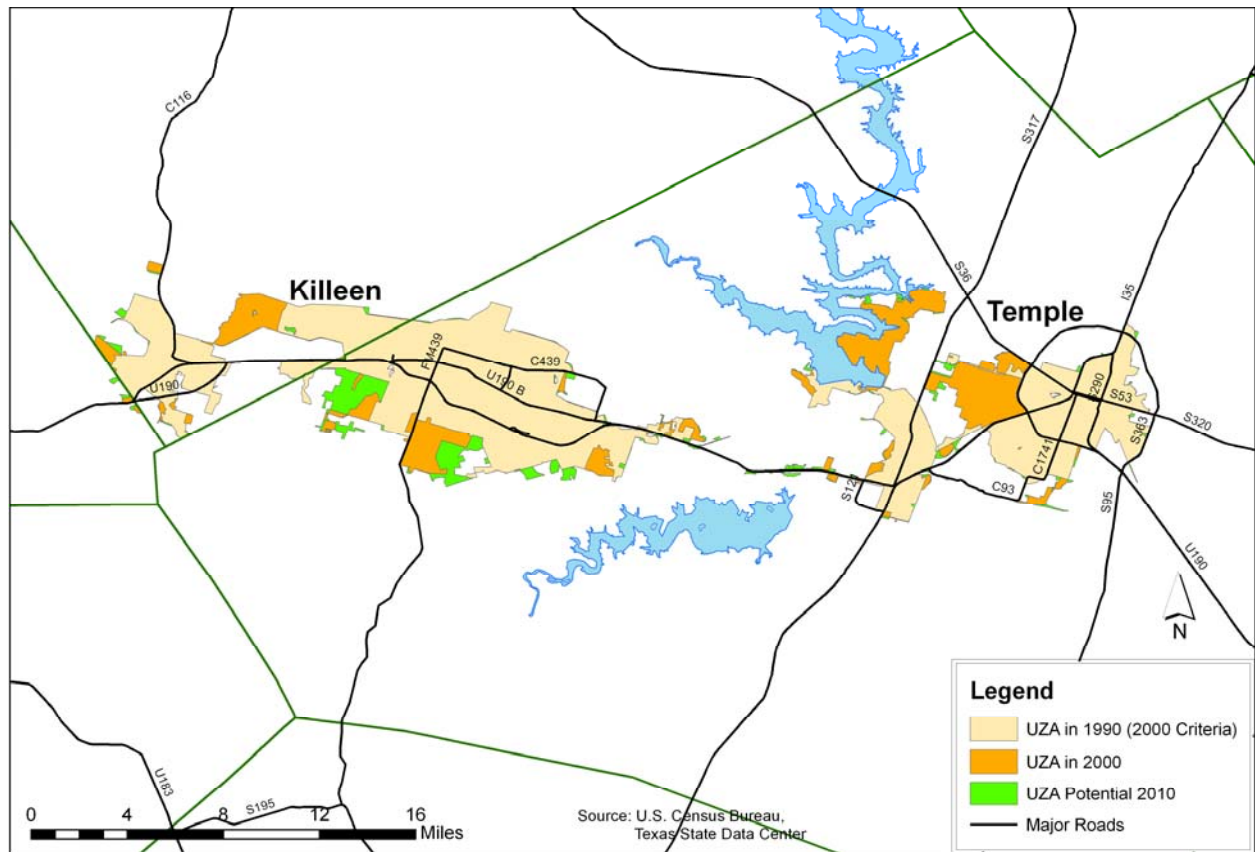
San Angelo Urbanized Area.

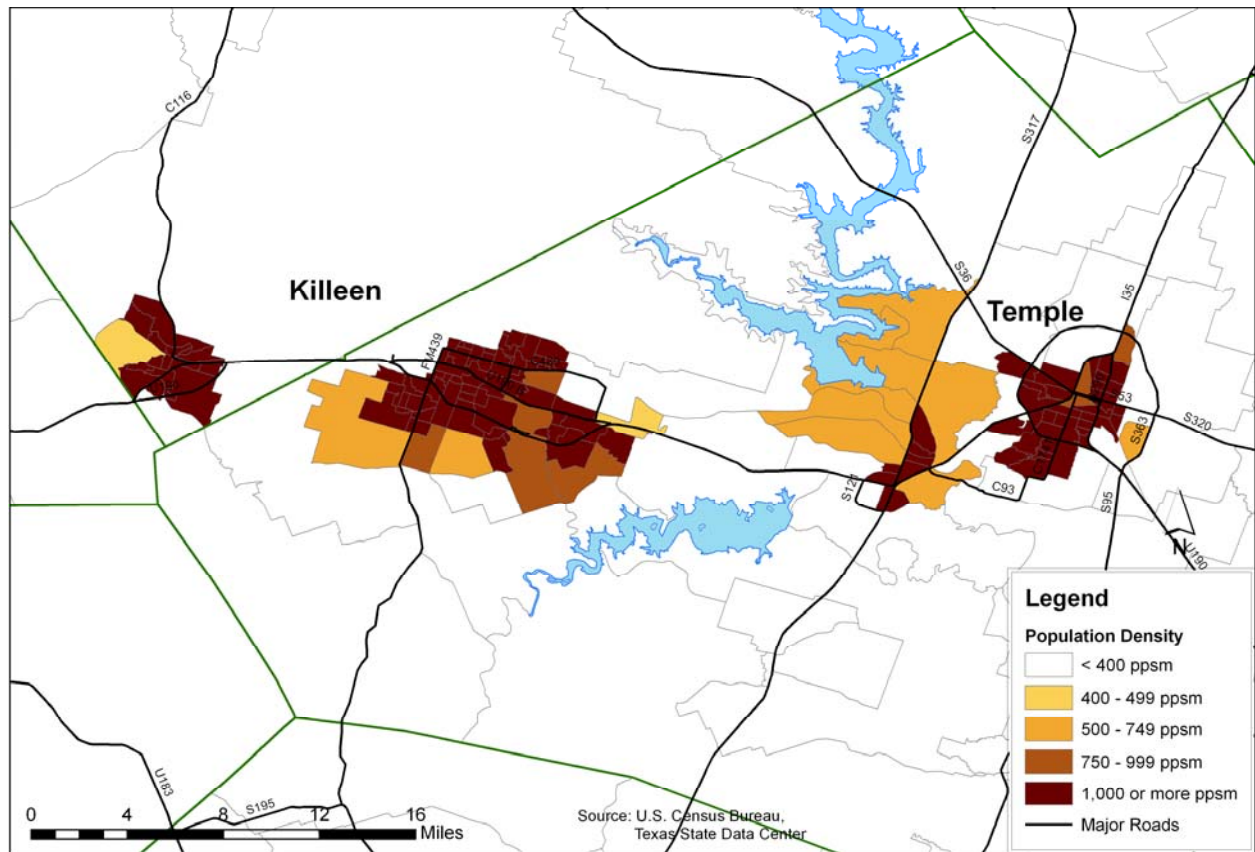**San Angelo Urbanized Area Population Density by Census Block Group, 2010.**
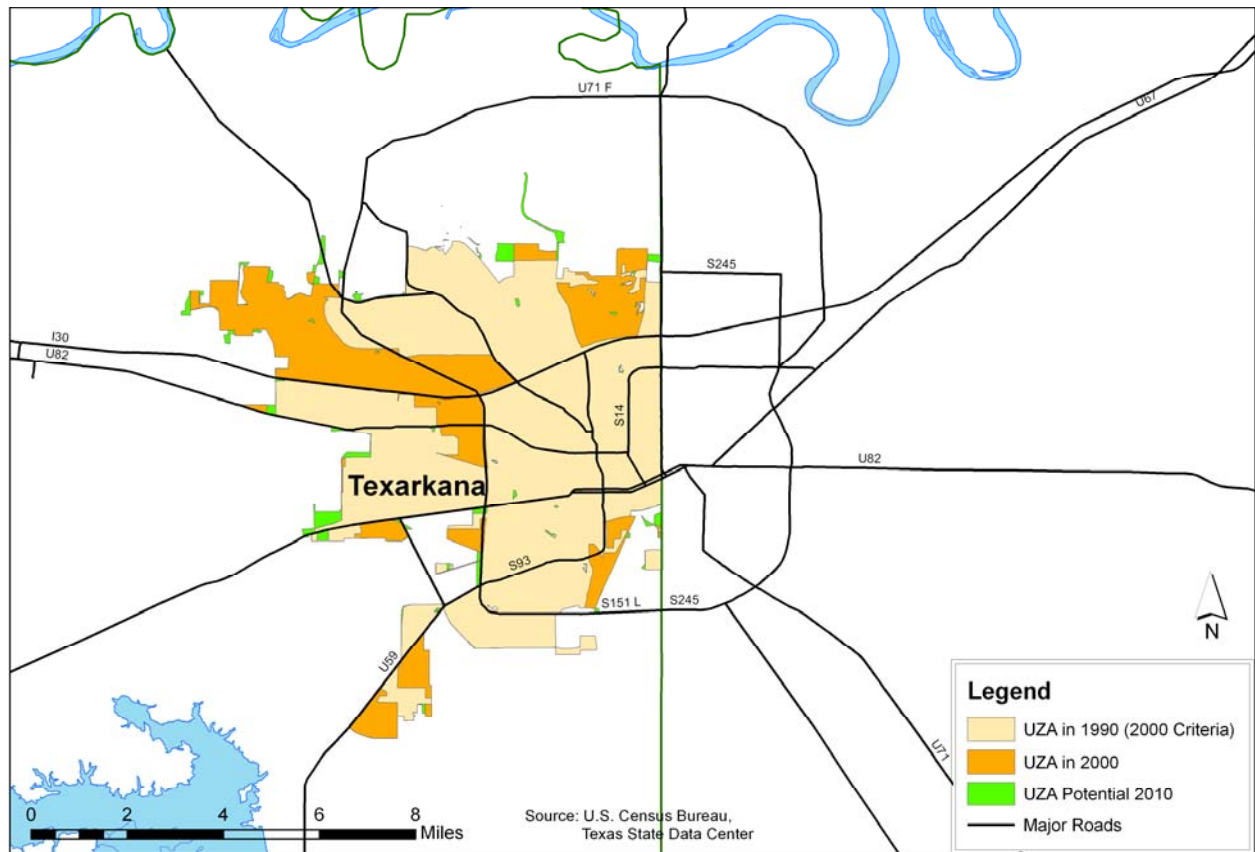
Sherman Urbanized Area.

Sherman Urbanized Area Population Density by Census Block Group, 2010.
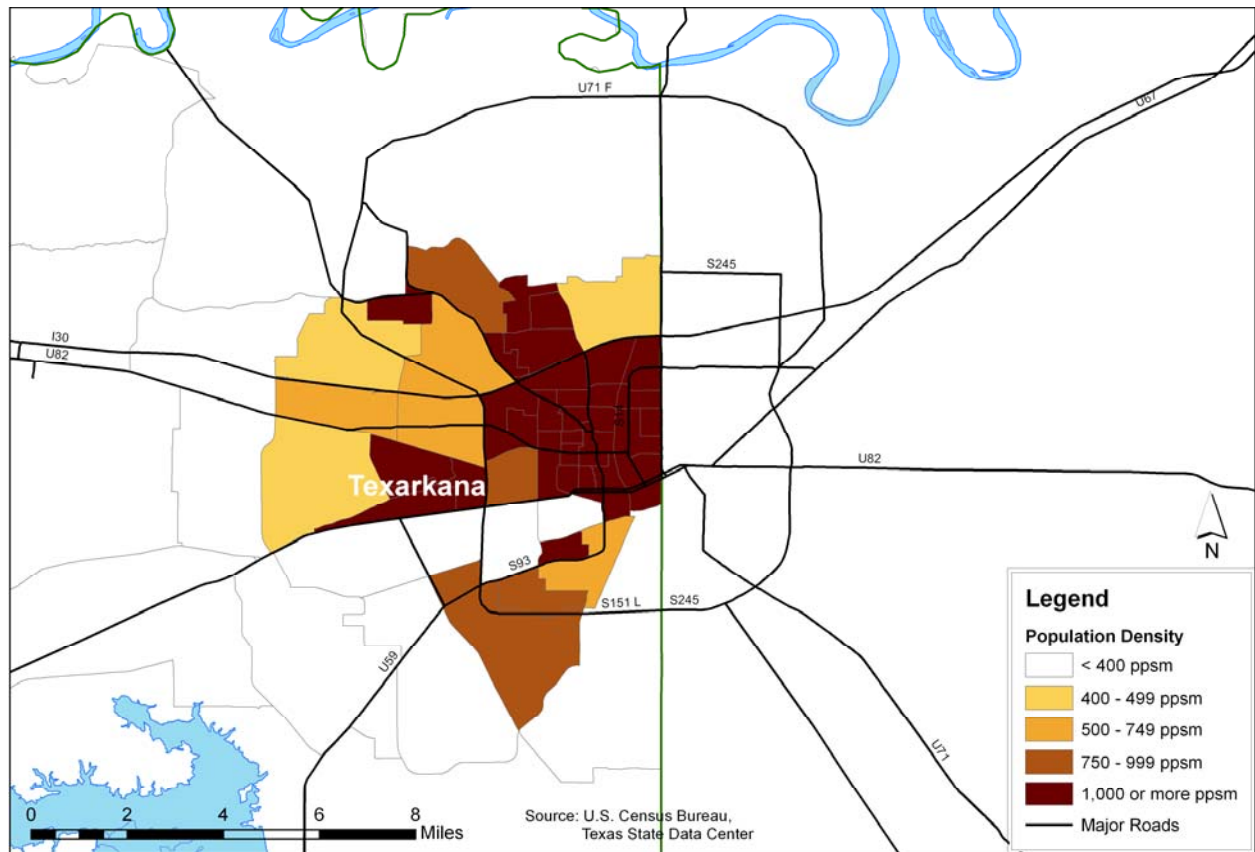
Temple and Killeen Urbanized Areas.

Temple Urbanized Area Population Density by Census Block Group, 2010.

Texarkana Urbanized Area.

Texarkana Urbanized Area Population Density by Census Block Group, 2010.

Tyler Urbanized Area.

Tyler Urbanized Area Population Density by Census Block Group, 2010.
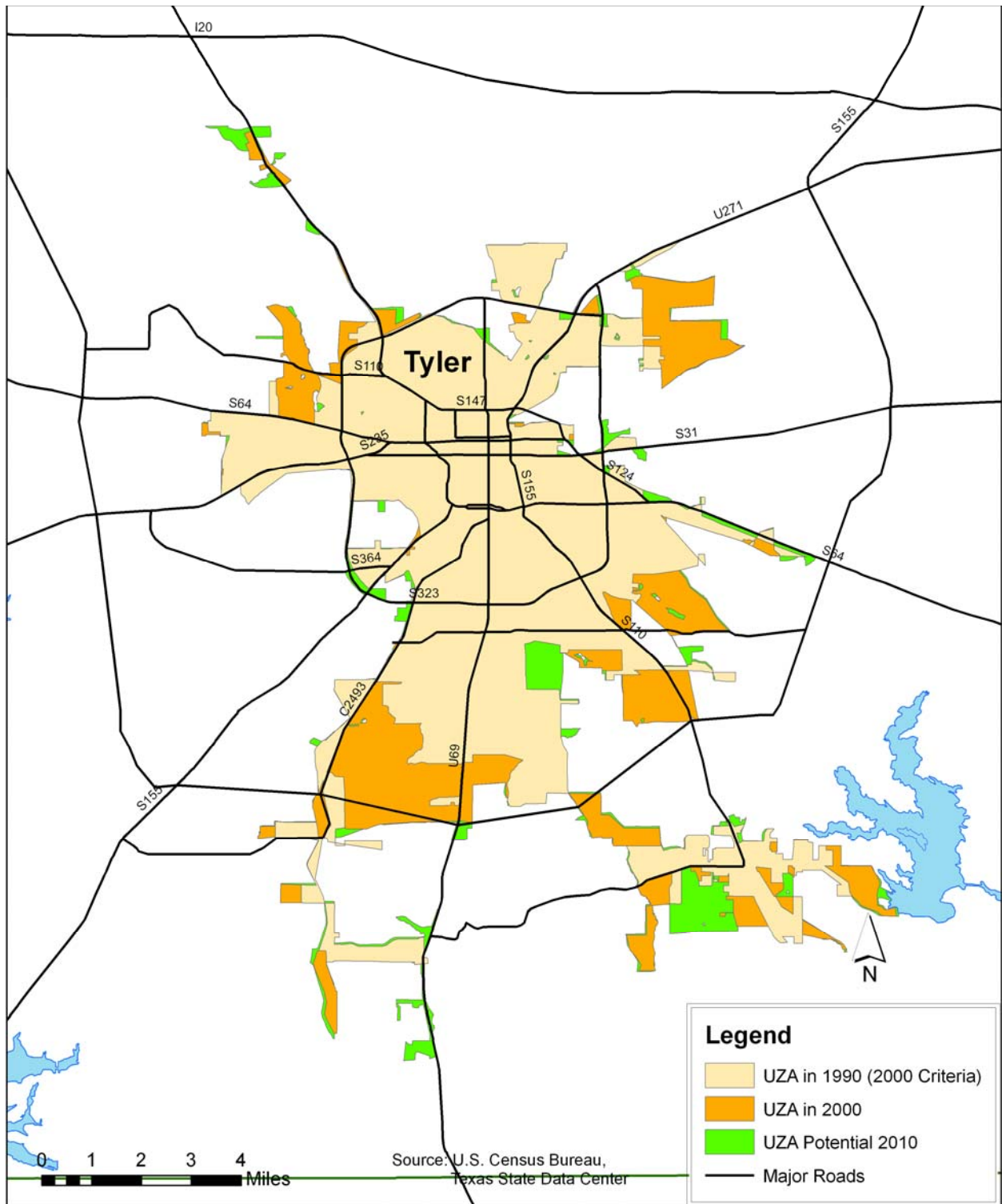
Victoria Urbanized Area.

Victoria Urbanized Area Population Density by Census Block Group, 2010.

Waco Urbanized Area.

Waco Urbanized Area Population Density by Census Block Group, 2010.

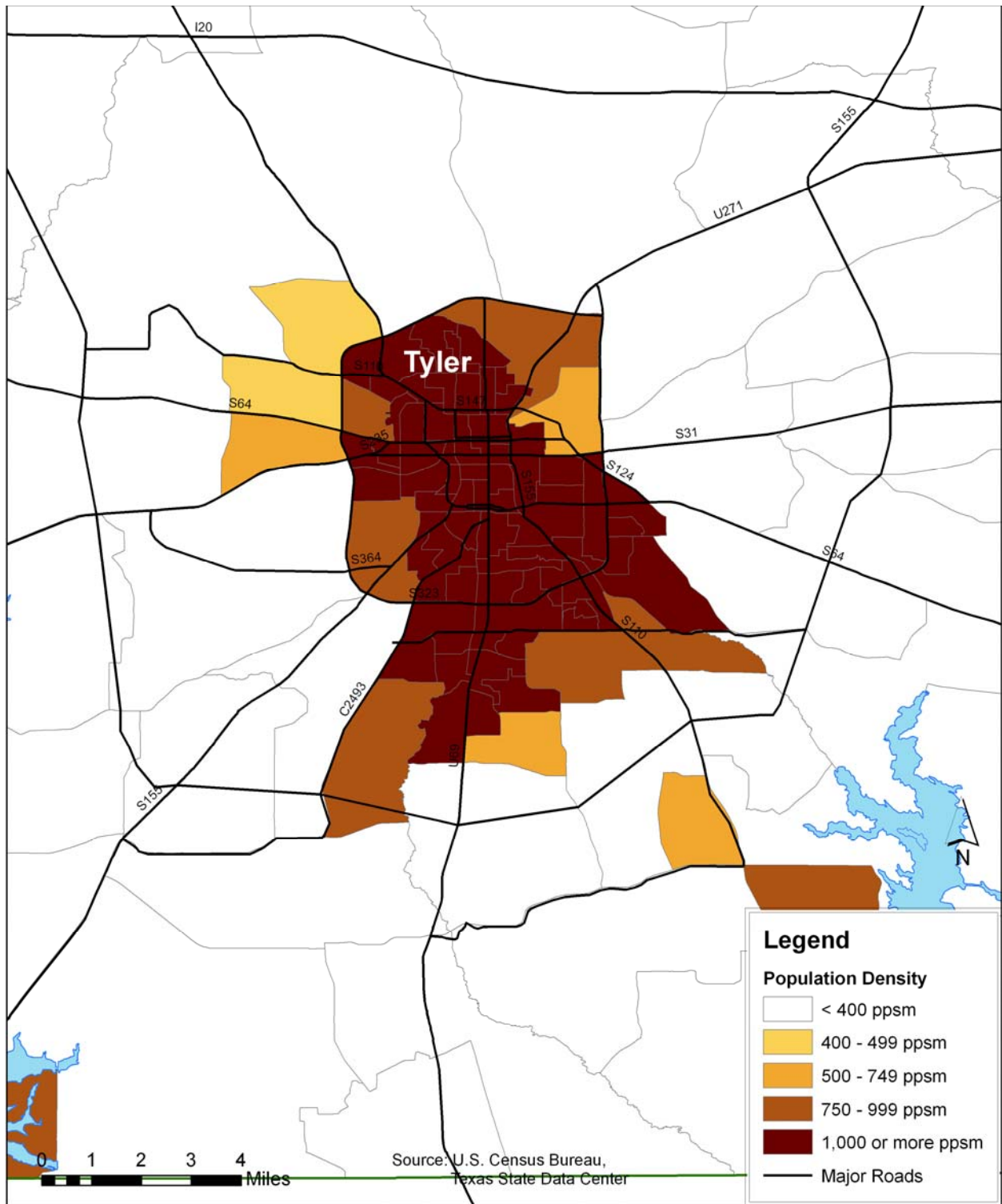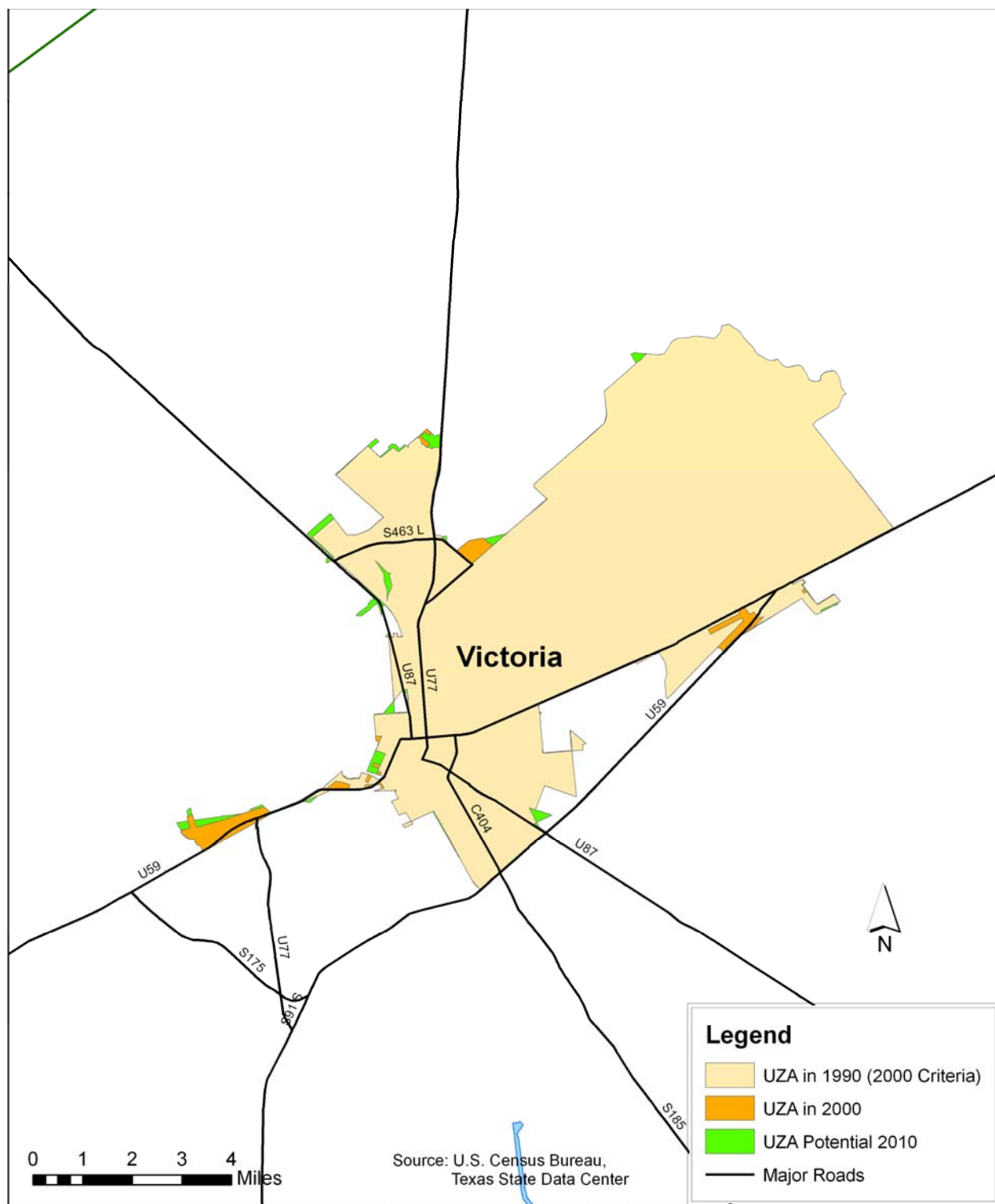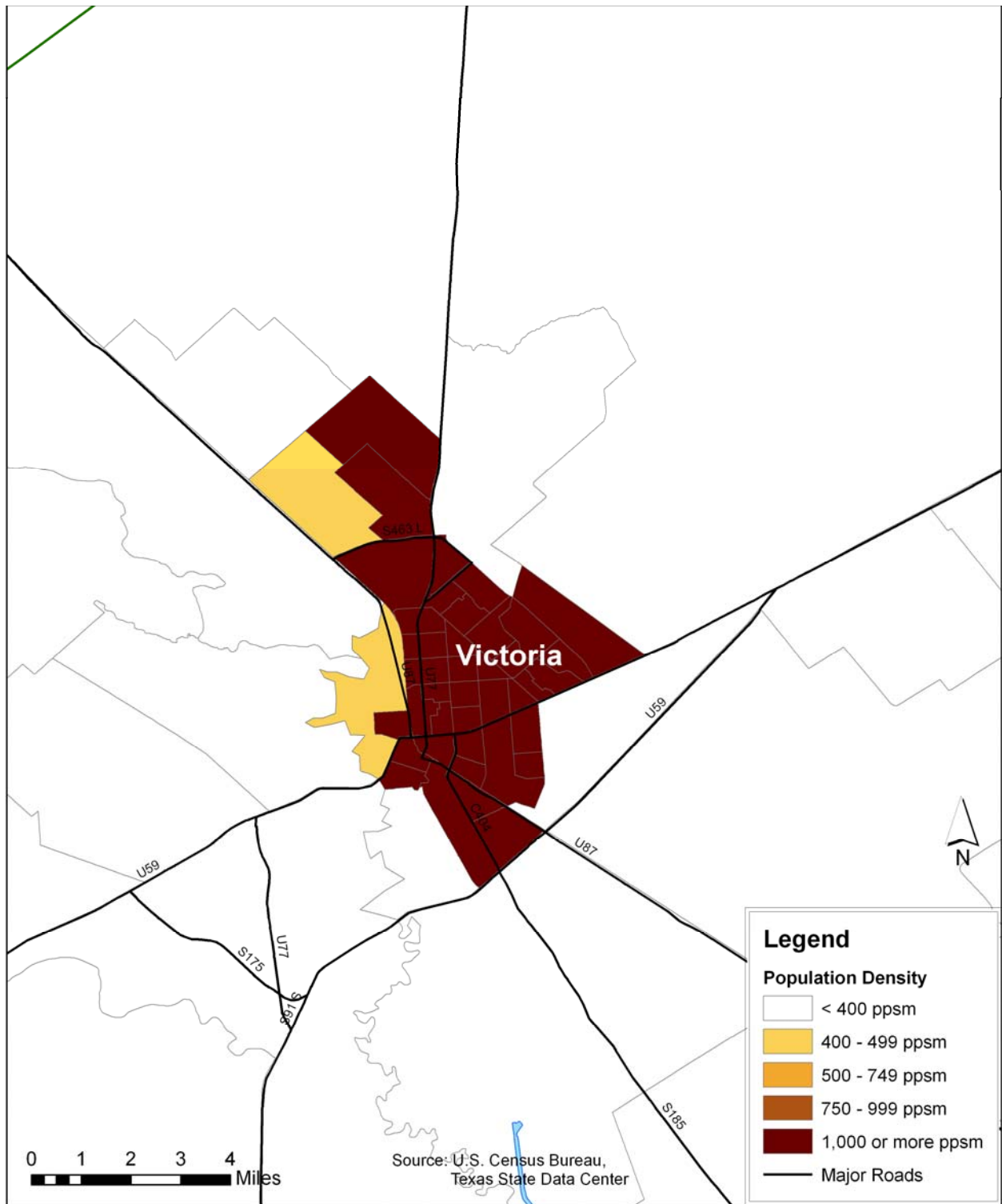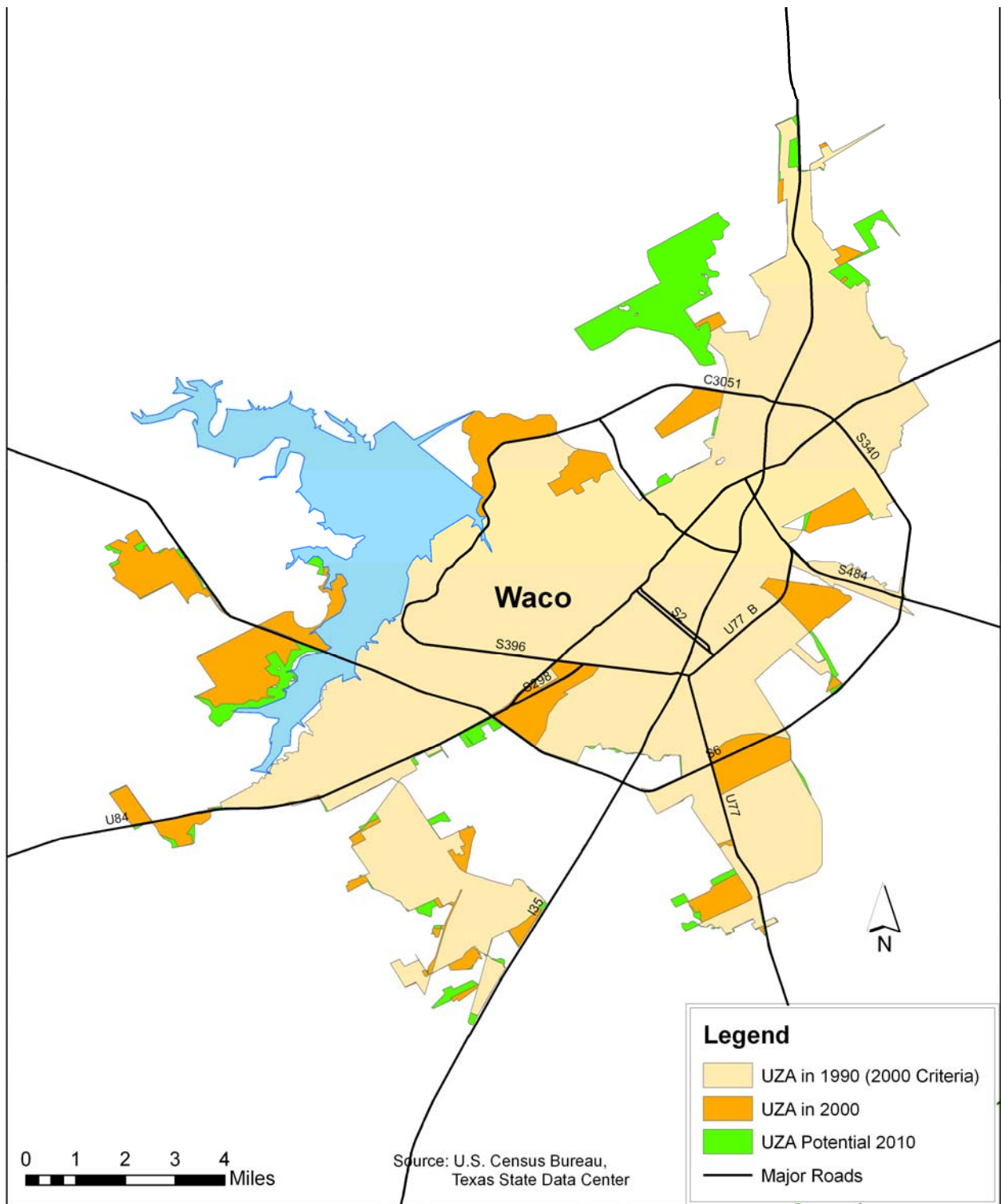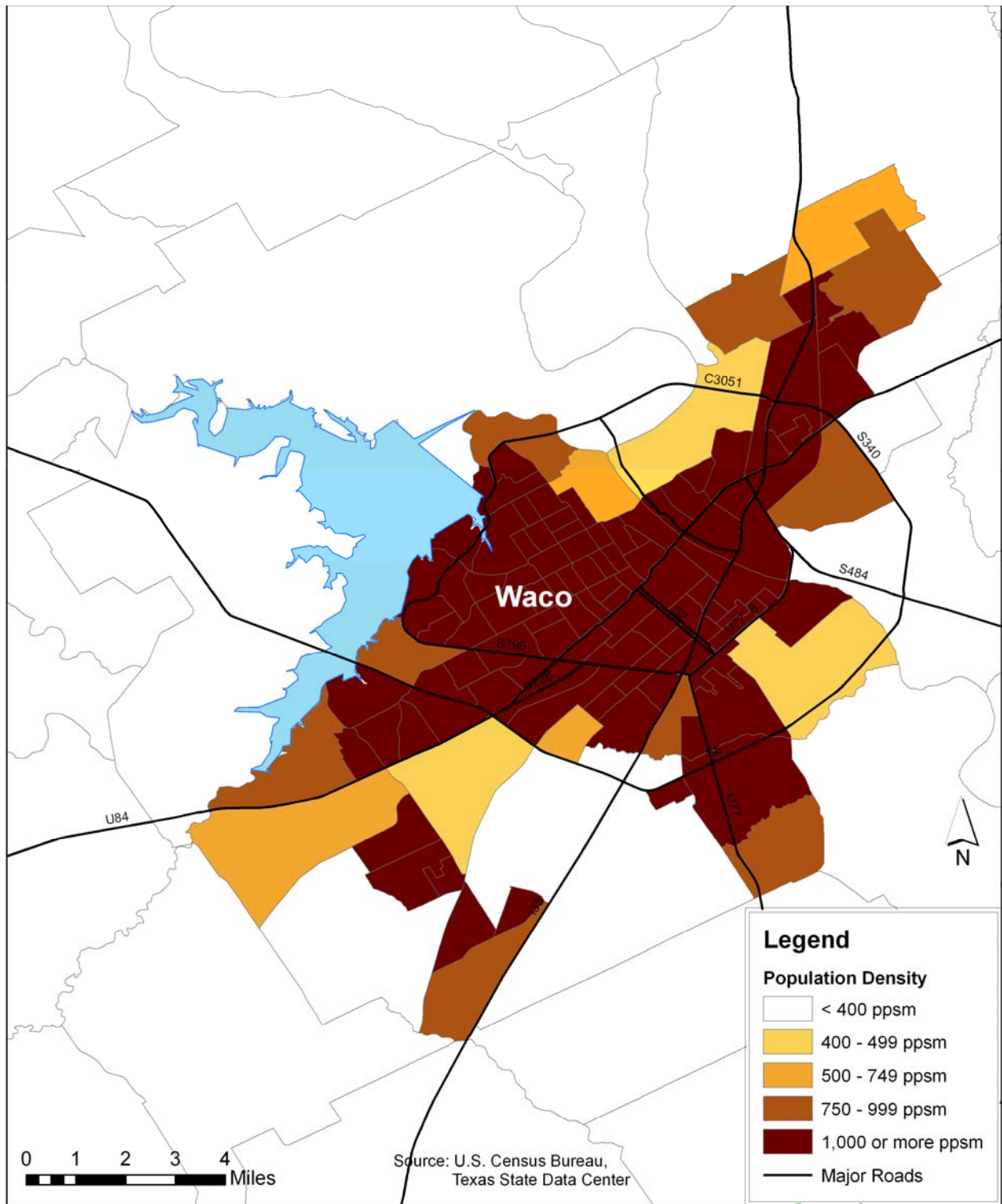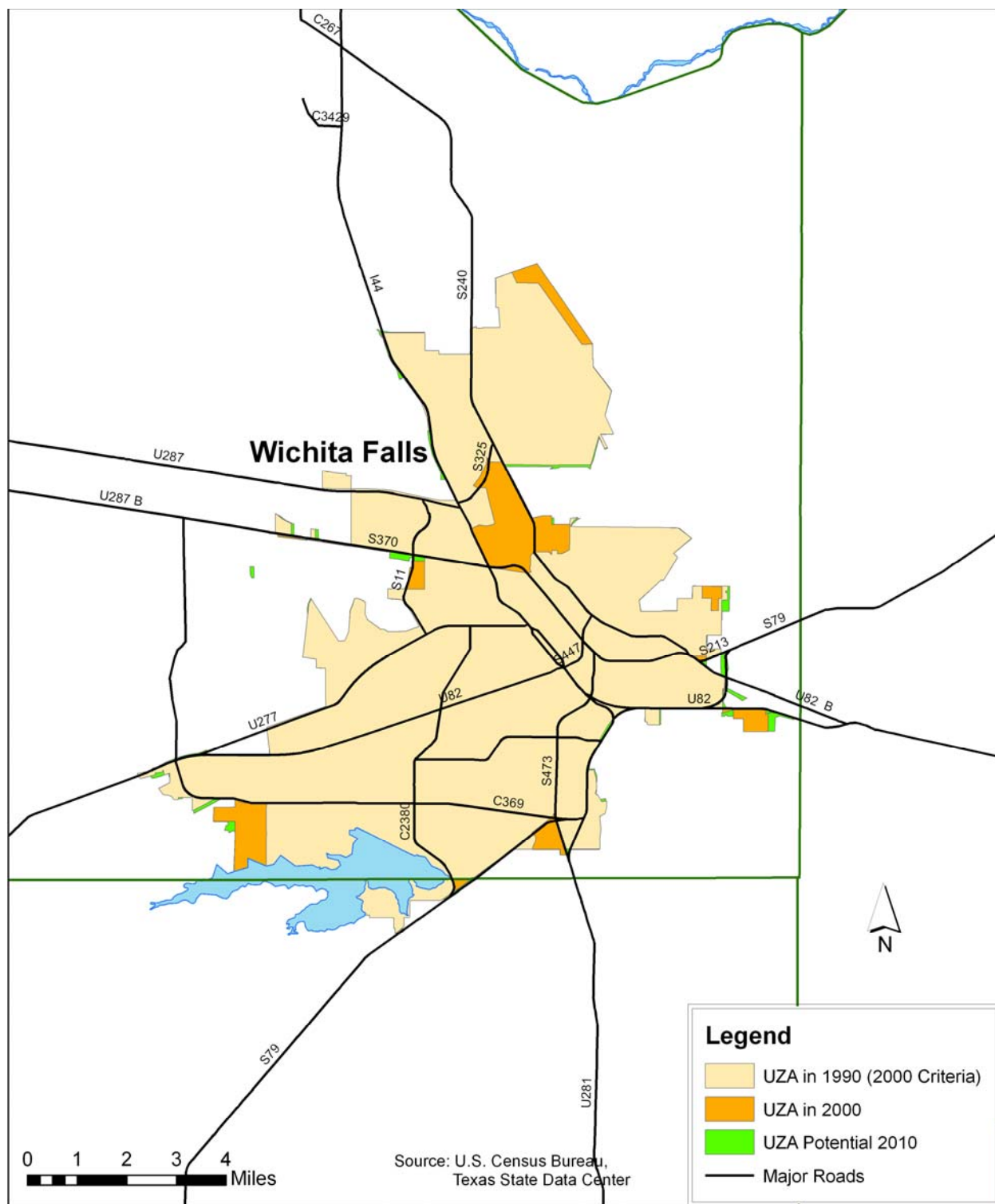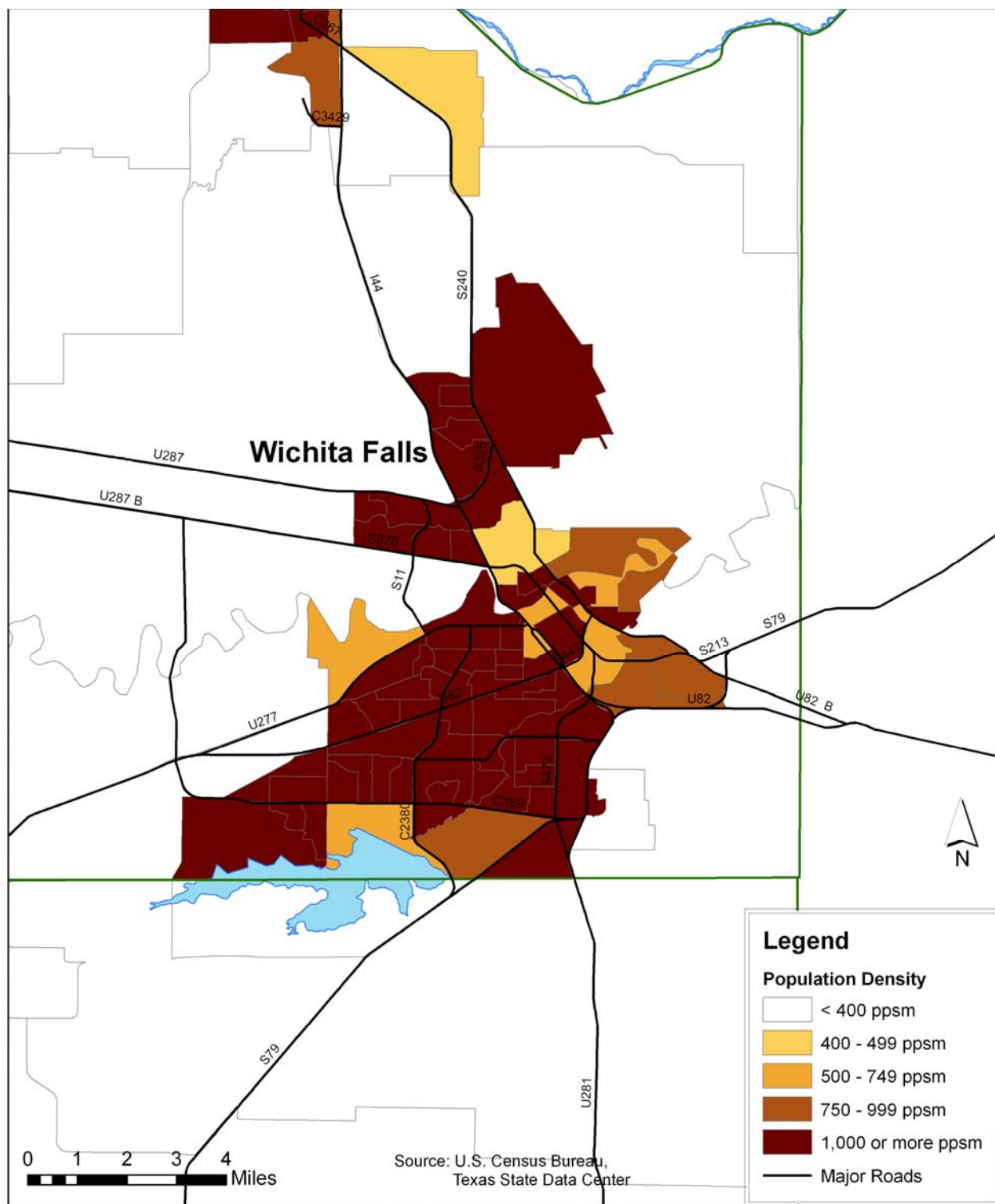**Wichita Falls Urbanized Area.**

Wichita Falls Urbanized Area Population Density by Block Group.

APPENDIX F: POPULATION AND LAND AREA FOR EACH COUNTY

County	2000 Population (Census)	Projected 2010 Population	Difference	% Difference	Land Area (Square Miles)
State Total	**20,851,820**	**25,373,947**	**4,522,127**	**21.6%**	**262,350**
Anderson	55,109	57,852	2,743	5.0%	1,071
Andrews	13,004	14,302	1,298	10.0%	1,501
Angelina	80,130	85,116	4,986	6.2%	802
Aransas	22,497	27,530	5,033	22.4%	252
Archer	8,854	9,503	649	7.3%	910
Armstrong	2,148	2,279	131	6.1%	914
Atascosa	38,628	45,883	7,255	18.8%	1,232
Austin	23,590	28,739	5,149	21.8%	653
Bailey	6,594	6,327	(267)	−4.0%	827
Bandera	17,645	21,266	3,621	20.5%	792
Bastrop	57,733	81,717	23,984	41.5%	888
Baylor	4,093	3,996	(97)	−2.4%	871
Bee	32,359	34,105	1,746	5.4%	880
Bell	237,974	291,382	53,408	22.4%	1,060
Bexar	1,392,931	1,636,642	243,711	17.5%	1,247
Blanco	8,418	10,348	1,930	22.9%	711
Borden	729	768	39	5.3%	899
Bosque	17,204	17,775	571	3.3%	989
Bowie	89,306	92,942	3,636	4.1%	888
Brazoria	241,767	319,043	77,276	32.0%	1,386
Brazos	152,415	175,512	23,097	15.2%	586
Brewster	8,866	9,484	618	7.0%	6,193
Briscoe	1,790	1,861	71	4.0%	900
Brooks	7,976	7,866	(110)	−1.4%	943
Brown	37,674	39,915	2,241	5.9%	944
Burleson	16,470	18,691	2,221	13.5%	666
Burnet	34,147	47,581	13,434	39.3%	996
Caldwell	32,194	38,724	6,530	20.3%	546
Calhoun	20,647	23,265	2,618	12.7%	512
Callahan	12,905	14,525	1,620	12.6%	899
Cameron	335,227	417,404	82,177	24.5%	906
Camp	11,549	13,400	1,851	16.0%	198
Carson	6,516	6,772	256	3.9%	923
Cass	30,438	30,631	193	0.6%	937
Castro	8,285	7,384	(901)	−10.9%	898
Chambers	26,031	35,845	9,814	0.0%	599
Cherokee	46,659	49,990	3,331	7.1%	1,052
Childress	7,688	7,935	247	3.2%	710

County	2000 Population (Census)	Projected 2010 Population	Difference	% Difference	Land Area (Square Miles)
Clay	11,006	11,218	212	1.9%	1,098
Cochran	3,730	3,477	(253)	−6.8%	775
Coke	3,864	3,920	56	1.4%	899
Coleman	9,235	8,937	(298)	−3.2%	1,260
Collin	491,675	842,364	350,689	71.3%	848
Collingsworth	3,206	3,155	(51)	−1.6%	919
Colorado	20,390	22,255	1,865	9.1%	963
Comal	78,021	121,020	42,999	55.1%	561
Comanche	14,026	14,267	241	1.7%	938
Concho	3,966	3,851	(115)	−2.9%	991
Cooke	36,363	40,851	4,488	12.3%	874
Coryell	74,978	81,216	6,238	8.3%	1,052
Cottle	1,904	1,873	(31)	−1.6%	901
Crane	3,996	4,299	303	7.6%	786
Crockett	4,099	4,592	493	12.0%	2,807
Crosby	7,072	6,534	(538)	−7.6%	900
Culberson	2,975	2,707	(268)	−9.0%	3,812
Dallam	6,222	6,758	536	8.6%	1,505
Dallas	2,218,899	2,435,919	217,020	9.8%	880
Dawson	14,985	14,792	(193)	−1.3%	902
Deaf Smith	18,561	20,547	1,986	10.7%	1,497
Delta	5,327	5,330	3	0.1%	277
Denton	432,976	706,103	273,127	63.1%	889
De Witt	20,013	20,570	557	2.8%	909
Dickens	2,762	2,795	33	1.2%	904
Dimmit	10,248	9,761	(487)	−4.8%	1,331
Donley	3,828	3,871	43	1.1%	930
Duval	13,120	12,041	(1,079)	−8.2%	1,793
Eastland	18,297	18,800	503	2.7%	926
Ector	121,123	132,817	11,694	9.7%	901
Edwards	2,162	2,213	51	2.4%	2,120
Ellis	111,360	159,281	47,921	43.0%	940
El Paso	679,622	773,125	93,503	13.8%	1,013
Erath	33,001	39,701	6,700	20.3%	1,086
Falls	18,576	18,745	169	0.9%	769
Fannin	31,242	34,764	3,522	11.3%	891
Fayette	21,804	25,232	3,428	15.7%	950
Fisher	4,344	4,165	(179)	−4.1%	901
Floyd	7,771	6,910	(861)	−11.1%	992
Foard	1,622	1,582	(40)	−2.5%	707
Fort Bend	354,452	577,444	222,992	62.9%	875
Franklin	9,458	10,955	1,497	15.8%	286

County	2000 Population (Census)	Projected 2010 Population	Difference	% Difference	Land Area (Square Miles)
Freestone	17,867	20,430	2,563	14.3%	877
Frio	16,252	17,956	1,704	10.5%	1,133
Gaines	14,467	16,459	1,992	13.8%	1,502
Galveston	250,158	293,945	43,787	17.5%	398
Garza	4,872	5,240	368	7.6%	896
Gillespie	20,814	25,873	5,059	24.3%	1,061
Glasscock	1,406	1,525	119	8.5%	901
Goliad	6,928	7,712	784	11.3%	854
Gonzales	18,628	20,371	1,743	9.4%	1,068
Gray	22,744	22,864	120	0.5%	928
Grayson	110,595	120,798	10,203	9.2%	934
Gregg	111,379	122,993	11,614	10.4%	274
Grimes	23,552	26,428	2,876	12.2%	794
Guadalupe	89,023	128,975	39,952	44.9%	711
Hale	36,602	37,156	554	1.5%	1,005
Hall	3,782	3,840	58	1.5%	903
Hamilton	8,229	8,938	709	8.6%	836
Hansford	5,369	5,221	(148)	−2.8%	920
Hardeman	4,724	4,609	(115)	−2.4%	695
Hardin	48,073	52,181	4,108	8.5%	894
Harris	3,400,578	4,096,052	695,474	20.5%	1,729
Harrison	62,110	67,673	5,563	9.0%	899
Hartley	5,537	5,810	273	4.9%	1,462
Haskell	6,093	5,899	(194)	−3.2%	903
Hays	97,589	164,078	66,489	68.1%	678
Hemphill	3,351	3,600	249	7.4%	910
Henderson	73,277	81,314	8,037	11.0%	874
Hidalgo	569,463	793,137	223,674	39.3%	1,570
Hill	32,321	37,008	4,687	14.5%	962
Hockley	22,716	23,855	1,139	5.0%	908
Hood	41,100	54,656	13,556	33.0%	422
Hopkins	31,960	34,605	2,645	8.3%	782
Houston	23,185	24,488	1,303	5.6%	1,231
Howard	33,627	33,536	(91)	−0.3%	903
Hudspeth	3,344	3,812	468	14.0%	4,571
Hunt	76,596	89,977	13,381	17.5%	841
Hutchinson	23,857	23,546	(311)	−1.3%	887
Irion	1,771	1,824	53	3.0%	1,051
Jack	8,763	9,079	316	3.6%	917
Jackson	14,391	15,360	969	6.7%	829
Jasper	35,604	35,873	269	0.8%	937
Jeff Davis	2,207	2,846	639	29.0%	2,264

County	2000 Population (Census)	Projected 2010 Population	Difference	% Difference	Land Area (Square Miles)
Jefferson	252,051	242,826	(9,225)	−3.7%	904
Jim Hogg	5,281	5,506	225	4.3%	1,136
Jim Wells	39,326	42,455	3,129	8.0%	865
Johnson	126,811	169,350	42,539	33.5%	729
Jones	20,785	20,783	(2)	0.0%	931
Karnes	15,446	16,838	1,392	9.0%	750
Kaufman	71,313	107,604	36,291	50.9%	786
Kendall	23,743	35,351	11,608	48.9%	662
Kennedy	414	470	56	13.5%	1,457
Kent	859	860	1	0.1%	902
Kerr	43,653	46,829	3,176	7.3%	1,106
Kimble	4,468	4,784	316	7.1%	1,251
King	356	376	20	5.6%	912
Kinney	3,379	3,449	70	2.1%	1,363
Kleberg	31,549	31,990	441	1.4%	871
Knox	4,253	4,240	(13)	−0.3%	849
Lamar	48,499	50,336	1,837	3.8%	917
Lamb	14,709	15,586	877	6.0%	1,016
Lampasas	17,762	22,609	4,847	27.3%	712
La Salle	5,866	6,029	163	2.8%	1,489
Lavaca	19,210	19,565	355	1.8%	970
Lee	15,657	18,119	2,462	15.7%	629
Leon	15,335	16,966	1,631	10.6%	1,072
Liberty	70,154	81,895	11,741	16.7%	1,160
Limestone	22,051	23,379	1,328	6.0%	909
Lipscomb	3,057	3,167	110	3.6%	932
Live Oak	12,309	12,409	100	0.8%	1,036
Llano	17,044	19,344	2,300	13.5%	935
Loving	67	65	(2)	−3.0%	673
Lubbock	242,628	267,891	25,263	10.4%	899
Lynn	6,550	5,933	(617)	−9.4%	892
McCulloch	8,205	8,669	464	5.7%	1,069
McLennan	213,517	233,552	20,035	9.4%	1,042
McMullen	851	878	27	3.2%	1,113
Madison	12,940	14,495	1,555	12.0%	470
Marion	10,941	11,032	91	0.8%	381
Martin	4,746	5,308	562	11.8%	915
Mason	3,738	3,837	99	2.6%	932
Matagorda	37,957	38,833	876	2.3%	1,114
Maverick	47,297	55,221	7,924	16.8%	1,280
Medina	39,304	45,657	6,353	16.2%	1,328
Menard	2,360	2,444	84	3.6%	902

County	2000 Population (Census)	Projected 2010 Population	Difference	% Difference	Land Area (Square Miles)
Midland	116,009	129,715	13,706	11.8%	900
Milam	24,238	26,461	2,223	9.2%	1,017
Mills	5,151	5,520	369	7.2%	748
Mitchell	9,698	9,802	104	1.1%	910
Montague	19,117	20,232	1,115	5.8%	931
Montgomery	293,768	476,502	182,734	62.2%	1,044
Moore	20,121	21,097	976	4.9%	900
Morris	13,048	13,534	486	3.7%	255
Motley	1,426	1,422	(4)	−0.3%	989
Nacogdoches	59,203	64,297	5,094	8.6%	947
Navarro	45,124	51,617	6,493	14.4%	1,008
Newton	15,072	14,887	(185)	0.0%	933
Nolan	15,802	14,411	(1,391)	−8.8%	912
Nueces	313,645	323,890	10,245	3.3%	836
Ochiltree	9,006	9,985	979	10.9%	918
Oldham	2,185	2,341	156	7.1%	1,501
Orange	84,966	84,911	(55)	−0.1%	356
Palo Pinto	27,026	29,650	2,624	9.7%	953
Panola	22,756	24,119	1,363	6.0%	801
Parker	88,495	118,438	29,943	33.8%	904
Parmer	10,016	10,226	210	2.1%	882
Pecos	16,809	17,819	1,010	6.0%	4,764
Polk	41,133	49,936	8,803	21.4%	1,057
Potter	113,546	126,354	12,808	11.3%	909
Presidio	7,304	8,663	1,359	18.6%	3,856
Rains	9,139	10,962	1,823	19.9%	232
Randall	104,312	120,306	15,994	15.3%	914
Reagan	3,326	3,121	(205)	−6.2%	1,175
Real	3,047	3,351	304	10.0%	700
Red River	14,314	14,392	78	0.5%	1,050
Reeves	13,137	11,067	(2,070)	−15.8%	2,636
Refugio	7,828	7,125	(703)	−9.0%	770
Roberts	887	948	61	6.9%	924
Robertson	16,000	16,893	893	5.6%	855
Rockwall	43,080	85,251	42,171	97.9%	129
Runnels	11,495	11,770	275	2.4%	1,051
Rusk	47,372	50,021	2,649	5.6%	924
Sabine	10,469	10,847	378	3.6%	490
San Augustine	8,946	9,581	635	7.1%	528
San Jacinto	22,246	28,137	5,891	26.5%	571
San Patricio	67,138	70,895	3,757	5.6%	692
San Saba	6,186	6,389	203	3.3%	1,134

County	2000 Population (Census)	Projected 2010 Population	Difference	% Difference	Land Area (Square Miles)
Schleicher	2,935	3,193	258	8.8%	1,311
Scurry	16,361	17,200	839	5.1%	902
Shackelford	3,302	3,464	162	4.9%	914
Shelby	25,224	26,609	1,385	5.5%	794
Sherman	3,186	3,361	175	5.5%	923
Smith	174,706	206,781	32,075	18.4%	928
Somervell	6,809	8,596	1,787	26.2%	187
Starr	53,597	67,382	13,785	25.7%	1,223
Stephens	9,674	10,258	584	6.0%	895
Sterling	1,393	1,473	80	5.7%	923
Stonewall	1,693	1,642	(51)	−3.0%	919
Sutton	4,077	4,630	553	13.6%	1,454
Swisher	8,378	8,209	(169)	−2.0%	900
Tarrant	1,446,219	1,825,548	379,329	26.2%	863
Taylor	126,555	131,285	4,730	3.7%	916
Terrell	1,081	1,107	26	2.4%	2,358
Terry	12,761	11,521	(1,240)	−9.7%	890
Throckmorton	1,850	1,889	39	2.1%	912
Titus	28,118	32,001	3,883	13.8%	411
Tom Green	104,010	103,750	(260)	−0.2%	1,522
Travis	812,280	992,773	180,493	22.2%	989
Trinity	13,779	15,180	1,401	10.2%	693
Tyler	20,871	22,127	1,256	6.0%	923
Upshur	35,291	38,291	3,000	8.5%	588
Upton	3,404	3,148	(256)	−7.5%	1,242
Uvalde	25,926	27,857	1,931	7.4%	1,557
Val Verde	44,856	50,067	5,211	11.6%	3,170
Van Zandt	48,140	53,658	5,518	11.5%	849
Victoria	84,088	89,158	5,070	6.0%	883
Walker	61,758	65,237	3,479	5.6%	787
Waller	32,663	42,309	9,646	29.5%	514
Ward	10,909	9,914	(995)	−9.1%	835
Washington	30,373	33,479	3,106	10.2%	609
Webb	193,117	257,590	64,473	33.4%	3,357
Wharton	41,188	43,789	2,601	6.3%	1,090
Wheeler	5,284	5,138	(146)	−2.8%	914
Wichita	131,664	127,695	(3,969)	−3.0%	628
Wilbarger	14,676	15,287	611	4.2%	971
Willacy	20,082	22,035	1,953	9.7%	597
Williamson	249,967	435,355	185,388	74.2%	1,123
Wilson	32,408	45,517	13,109	40.4%	807
Winkler	7,173	6,573	(600)	−8.4%	841

| County	2000 Population (Census)	Projected 2010 Population	Difference	% Difference	Land Area (Square Miles)
Wise	48,793	61,562	12,769	26.2%	905
Wood	36,752	44,888	8,136	22.1%	650
Yoakum	7,322	8,260	938	12.8%	800
Young	17,943	18,637	694	3.9%	922
Zapata	12,182	15,266	3,084	25.3%	997
Zavala	11,600	12,844	1,244	10.7%	1,298

APPENDIX G: POPULATION FOR EACH URBANIZED AREA

Urban Area	Census 2000	Projected 2010	Change	Percent
Abilene	107,041	112,000	4,959	4.6
Amarillo	179,312	201,000	21,688	12.1
Austin	901,920	1,183,000	281,080	31.2
Beaumont	139,304	140,000	696	0.5
Brownsville	165,776	215,000	49,224	29.7
Cleburne	36,863	52,000	15,137	41.1
College Station-Bryan	132,500	152,000	19,500	14.7
Conroe	41,402	58,000	16,598	40.1
Corpus Christi	293,925	304,000	10,075	3.4
Dallas-Ft Worth-Arlington	4,145,659	5,115,000	969,341	23.4
Denton-Lewisville	299,823	432,000	132,177	44.1
Eagle Pass	41,829	47,000	5,171	12.4
El Paso	648,465	714,000	65,535	10.1
Galveston	54,770	54,000	(770)	−1.4
Georgetown	32,663	59,000	26,337	80.6
Harlingen	110,770	132,000	21,230	19.2
Houston	3,822,509	4,831,000	1,008,491	26.4
Killeen	167,976	200,000	32,024	19.1
Lake Jackson-Angleton	73,416	79,000	5,584	7.6
Laredo	175,586	227,000	51,414	29.3
Longview	78,070	83,000	4,930	6.3
Lubbock	202,225	225,000	22,775	11.3
McAllen	523,144	740,000	216,856	41.5
McKinney	54,525	147,000	92,475	169.6
Midland	99,221	112,000	12,779	12.9
New Braunfels	39,709	62,000	22,291	56.1
Odessa	111,395	123,000	11,605	10.4
Port Arthur	114,656	114,000	(656)	−0.6
San Angelo	87,969	88,000	31	0.0
San Antonio	1,327,554	1,567,000	239,446	18.0
San Marcos-Kyle	47,333	80,000	32,667	69.0
Sherman	56,168	62,000	5,832	10.4
Temple	71,937	86,000	14,063	19.5
Texarkana	48,767	54,000	5,233	10.7
Texas City	96,417	111,000	14,583	15.1
The Woodlands	89,445	183,000	93,555	104.6
Tyler	101,494	125,000	23,506	23.2
Victoria	61,529	65,000	3,471	5.6
Waco	153,198	170,000	16,802	11.0
Wichita Falls	99,396	97,000	(2,396)	−2.4
Total	**15,085,079**	**18,601,000**	**3,565,339**	**23.6**

APPENDIX H: NEEDS FUNDING METHODOLOGY AND ASSUMPTIONS

Urban and Rural Transit District Needs Allocation Methodology

The Texas Public Transportation funding formula allocates funds to each transit district according to needs and performance. Needs is allocated based on population for state funded urban transit districts and on population and land area for rural transit districts. For state funded urban transit districts, 50 percent of the available funds is allocated to needs and then distributed to each urban transit district based on the transit district portion of the population. For any state funded urban transit district with a population equal to or greater than 200,000, a maximum population of 199,999 is used for allocation of funding for need. For rural transit districts, 65 percent of funds is allocated to needs and then distributed to rural transit districts based on the transit district population (weighted 75 percent) and land area (weighted 25 percent). The figure illustrates the needs side of the Texas Public Transportation Funding Formula.

For each scenario, researchers determined for each transit district the needs funding factor. The needs funding factor is a ratio of each transit district needs to total state needs. Researchers then calculated the transit district needs funding level by multiplying this needs factor by the total needs funding available.
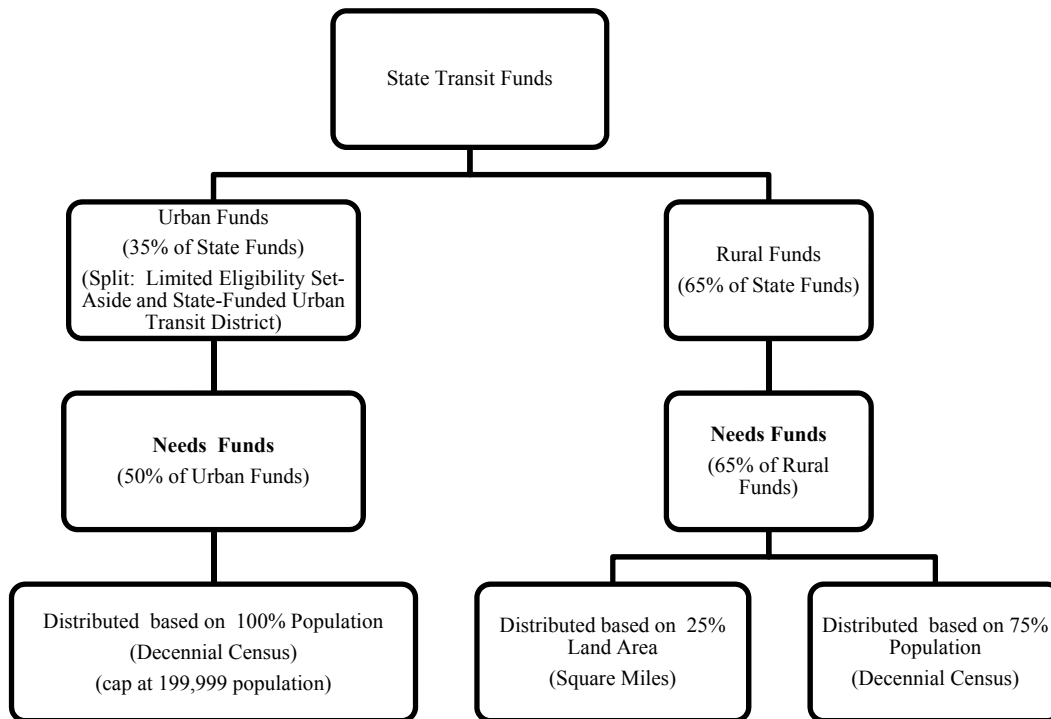
State Transit District Needs Funding.

APPENDIX I: PERFORMANCE FUNDING METHODOLOGY AND ASSUMPTIONS

For each scenario, researchers calculated a performance factor for each of the transit districts. The performance factor portion of the formula is based on several performance measures. The performance measures for urban transit districts are weighted differently as follows:

- local investment per operating expense – 30 percent,
- revenue miles per operating expenses – 20 percent,
- passengers per revenue mile – 30 percent, and
- passengers per capita – 20 percent.

The population used to calculate the passengers per capita measure for urban transit districts is based on total service area population. This differs from the needs factor calculation, where the population is capped at 199,999 for calculating the needs factor. The three performance measures for rural transit districts are weighted equally as follows:

- local investment per operating expense – 33 percent,
- revenue miles per operating expenses – 33 percent, and
- passengers per revenue mile – 33 percent.

For state funded urban transit districts, 50 percent of the available funds is allocated to performance and then distributed to each urban transit district based on the transit district portion of the population. For rural transit districts, 35 percent of funds is allocated to performance. The following figure illustrates the performance side of the Texas Public Transportation Funding Formula.
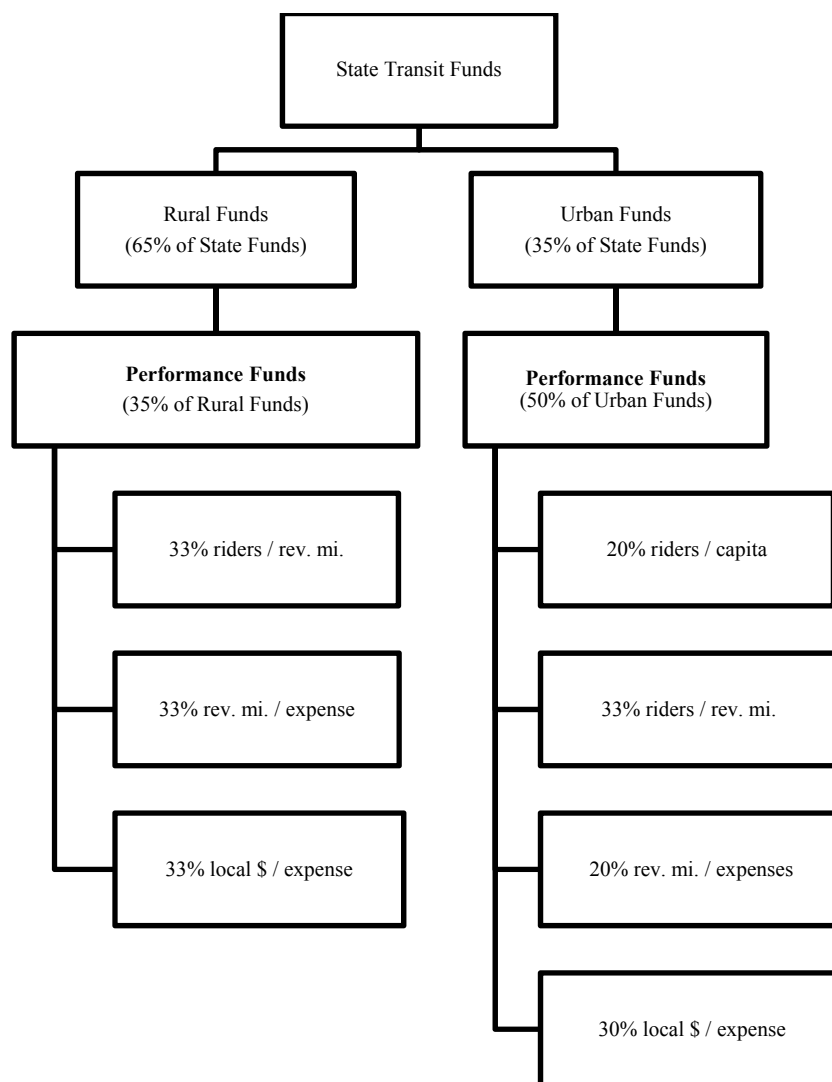
State Transit District Performance Funding.

For each scenario, researchers calculated the transit district performance measures based on the 2009 rural transit district state reported data and the 2008 urban transit district state reported data (2009 urban transit district data were not finalized at the time of this report). For new transit districts, researchers assumed the median performance for each measure.

Urban Transit District Performance Measures (Fiscal Year 2008 Data).

Principal City	Local Funds/ Operating Expense	Ridership/ Capita	Passengers / Revenue Mile	Revenue Miles / Operating Expense
State-Funded Urban Transit Districts				
Abilene	56%	5.86	0.61	0.35
Amarillo	43%	2.08	0.42	0.22
Beaumont	88%	5.17	0.79	0.19
Brownsville	74%	10.71	1.78	0.15
Cleburne*	45%	2.76	0.56	0.26
College Station-Bryan	45%	4.43	0.64	0.28
Conroe*	45%	2.76	0.56	0.26
Galveston	23%	25.14	2.86	0.15
Georgetown*	45%	2.76	0.56	0.26
Harlingen	5%	0.05	0.11	0.20
Killeen	54%	1.55	0.34	0.33
Lake Jackson-Angleton	10%	0.16	0.08	0.30
Laredo	65%	24.92	2.33	0.14
Longview	25%	2.37	0.53	0.24
Lubbock	72%	15.22	1.38	0.25
McAllen	66%	0.87	0.57	0.22
McKinney	57%	2.72	0.21	0.51
Midland-Odessa**	30%	2.28	0.56	0.28
New Braunfels*	45%	2.76	0.56	0.26
Port Arthur	48%	1.26	0.42	0.19
San Angelo	28%	2.81	0.37	0.37
San Marcos*	45%	2.76	0.56	0.26
Sherman	37%	1.80	0.33	0.52
Temple	66%	1.78	0.35	0.26
Texarkana	32%	5.85	0.82	0.27
Texas City	14%	0.23	0.11	0.26
The Woodlands	97%	5.97	1.19	0.26
Tyler	22%	2.66	0.64	0.19
Victoria	46%	5.15	0.57	0.35
Waco	49%	4.87	0.51	0.26
Wichita Falls	28%	3.24	0.67	0.33
Limited Eligibility Providers				
Arlington	45%	0.30	0.14	0.31
Grand Prairie	28%	0.31	0.31	0.23
Mesquite	36%	0.32	0.15	0.39
NETS	11%	0.07	0.11	0.36

*Assumes the median performance for new urban transit districts.
**Midland and Odessa are two independent urbanized areas but one urban transit district.

Rural Transit District Performance Measures (Fiscal Year 2009 Data).

Rural Transit District	Local Funds/ Operating Expense	Revenue Miles/ Operating Expense	Passengers/ Revenue Mile
Alamo Area COG	58%	0.41	0.09
Ark-Tex COG	45%	0.55	0.30
Aspermont Small Bus. Dvlpmt Ctr.	41%	0.45	0.04
Bee Community Action Agency	25%	0.38	0.12
Brazos Transit District	37%	0.26	0.29
Community Act. Council of South Texas	22%	0.21	0.38
Capital Area Rural Transportation System	123%	0.43	0.19
Community Council of Southwest Texas	67%	0.46	0.13
Cleburne City of	28%	0.29	0.14
Collin County Committee on Aging	15%	0.60	0.11
Concho Valley COG	35%	0.20	0.23
Community Services, Inc.	55%	0.41	0.20
Central Texas Rural Transit District	87%	0.42	0.12
Colorado Valley Transit	62%	0.36	0.15
Del Rio, City of	40%	0.33	0.25
El Paso, County of	55%	0.38	0.26
East Texas COG	21%	0.33	0.09
Fort Bend County	75%	0.40	0.22
Gulf Coast Center	11%	0.26	0.10
Golden Crescent RPC	71%	0.53	0.13
Snr Center Res. & Public Transit Inc.	46%	0.48	0.13
Hill Country Transit District	62%	0.36	0.20
Heart of Texas COG	22%	0.53	0.09
Kaufman Area Rural Transportation	61%	0.48	0.15
Kleberg County Human Services	10%	0.24	0.26
Lower Rio Grande Valley Dev. Council	23%	0.41	0.14
Panhandle Community Services	31%	0.38	0.30
Public Transit Services	57%	0.63	0.10
Rural Economic Assist. League	43%	0.46	0.31
Rolling Plains Management Corp.	46%	0.43	0.17
South East Texas RPC	50%	0.23	0.15
SPAN	61%	0.37	0.11
South Plains Comm. Action Assoc.	50%	0.33	0.13
South Padre Island, Town of	0%	0.41	1.45
Texoma Area Paratransit System	37%	0.44	0.13
Transit System Inc., The	49%	0.28	0.11
Webb Co. Community Action Agency	34%	0.32	0.38
West Texas Opportunities, Inc.	64%	0.39	0.08

The transit district performance factor is calculated in a two-step process. First, for each performance measure a ratio is calculated by dividing the transit district performance measure by the sum total of all transit districts for that measure. This ratio differs between scenarios as the number of transit districts changes the denominator, sum total of all transit districts. Second, for each transit district, each of the ratios is then multiplied by the weight for the performance measure and then summed together for a total. An example of the performance factor calculation is shown below. Researchers then calculated the performance funding by transit district by multiplying the performance factor to the total funding available for performance.

Performance Factor Calculation Example.

	Local Funds/ Operating Expense (30%)	Ridership/ Capita (20%)	Passengers/ Revenue Mile (30%)	Revenue Miles/ Operating Expense (20%)	Performance Factor
Step 1: Ratio Calculation					
Urban Transit District Performance	56%	5.86	0.61	0.35	
/ Total of all Urban Transit Districts	11.80	139.15	19.20	7.09	
= Ratio	0.0478	0.0421	0.0317	0.0492	
Step 2: Performance Factor					
* Measure Weight	30%	20%	30%	20%	
= Performance Factor	1.44%	0.84%	0.95%	0.98%	4.21%

APPENDIX J: SCENARIO A FUNDING RESULTS

Scenario A. Urban Transit Needs Factor–Current and Projected 2010.

| Principal City | Baseline (based on 2000 Census) | | | Projected 2010 | | |
	Population	Adjusted Population	Needs Factor	Population	Adjusted Population	Needs Factor
Total Urban	4,254,890	3,256,332		5,424,950	3,966,771	
Total Urban Transit District	**3,356,007**	**3,020,019**	**100%**	**4,406,128**	**3,764,111**	**100%**
Abilene	107,041	107,041	3.5%	112,253	112,253	3.0%
Amarillo	179,312	179,312	5.9%	201,289	199,999	5.3%
Beaumont	139,304	139,304	4.6%	140,223	140,223	3.7%
Brownsville	165,776	165,776	5.5%	214,428	199,999	5.3%
Cleburne (New)				51,866	51,866	1.4%
College Station-Bryan	132,500	132,500	4.4%	151,722	151,722	4.0%
Conroe (New)				58,417	58,417	1.5%
Galveston	54,770	54,770	1.8%	54,240	54,240	1.4%
Georgetown (New)				58,851	58,851	1.6%
Harlingen	110,770	110,770	3.7%	132,033	132,033	3.5%
Killeen	167,976	167,976	5.6%	200,475	199,999	5.3%
Lake Jackson-Angleton	73,416	73,416	2.4%	78,789	78,789	2.1%
Laredo	175,586	175,586	5.8%	227,202	199,999	5.3%
Longview	78,070	78,070	2.6%	83,225	83,225	2.2%
Lubbock	202,225	199,999	6.6%	223,853	199,999	5.3%
McAllen	523,144	199,999	6.6%	739,217	199,999	5.3%
McKinney	54,525	54,525	1.8%	145,824	145,824	3.9%
Midland-Odessa	210,616	199,999	6.6%	235,546	199,999	5.3%
New Braunfels (New)				62,419	62,419	1.7%
Port Arthur	114,656	114,656	3.8%	114,274	114,274	3.0%
San Angelo	87,969	87,969	2.9%	87,710	87,710	2.3%
San Marcos (New)				79,748	79,748	2.1%
Sherman	56,168	56,168	1.9%	62,140	62,140	1.7%
Temple	71,937	71,937	2.4%	86,175	86,175	2.3%
Texarkana	48,767	48,767	1.6%	53,987	53,987	1.4%
Texas City	96,417	96,417	3.2%	110,875	110,875	3.0%
The Woodlands	89,445	89,445	3.0%	180,880	180,880	4.8%
Tyler	101,494	101,494	3.4%	125,471	125,471	3.3%
Victoria	61,529	61,529	2.0%	65,378	65,378	1.7%
Waco	153,198	153,198	5.1%	170,155	170,155	4.5%
Wichita Falls	99,396	99,396	3.3%	97,463	97,463	2.6%
Limited Eligibility Providers	**898,883**	**236,313**	**100%**	**1,018,822**	**202,660**	**100%**
Arlington	335,164	86,396	36.6%	387,086	74,561	36.8%
Grand Prairie	126,889	37,995	16.1%	154,157	32,673	16.1%
Mesquite	123,800	34,209	14.5%	136,565	27,424	13.5%
NETS	313,030	77,713	33.0%	341,014	68,002	33.6%

Scenario A. Rural Transit District Needs Factor–Current and Projected 2010.

Rural Transit District	Baseline (Census 2000)			Projected 2010		
	Population	Land Area	Needs Factor	Population	Land Area 25%	Needs Factor
Total	**5,762,803**	**251,954**	**100%**	**6,455,67**	**251,437**	**100%**
Alamo Area COG	392,995	10,130	6.12%	439,261	10,090	6.11%
Ark-Tex COG	221,701	5,761	3.46%	230,739	5,761	3.25%
Aspermont Small Bus. Dvlpmt Ctr.	39,877	6,317	1.15%	39,478	6,317	1.09%
Bee Community Action Agency	75,844	4,051	1.39%	82,047	4,051	1.36%
Brazos Transit District	798,164	16,910	12.07%	870,258	16,835	11.79%
Capital Area Rural Transportation System	427,869	7,192	6.28%	494,444	7,082	6.45%
Central Texas Rural Transit District	184,925	10,693	3.47%	195,080	10,690	3.33%
Cleburne City of	103,238	710	1.41%	78,295	677	0.98%
Collin County Committee on Aging	56,516	689	0.80%	100,216	650	1.23%
Colorado Valley Transit	117,124	3,220	1.84%	135,438	3,220	1.89%
Community Act. Council of South Texas	84,180	5,149	1.61%	100,195	5,149	1.68%
Community Council of Southwest Texas	109,525	11,138	2.53%	120,725	11,138	2.51%
Community Services, Inc.	135,414	1,924	1.95%	170,698	1,921	2.17%
Concho Valley COG	56,505	15,309	2.26%	58,541	15,309	2.20%
Del Rio, City of	44,856	3,170	0.90%	50,067	3,170	0.90%
East Texas COG	565,616	9,613	8.32%	624,278	9,607	8.21%
El Paso, County of	31,157	809	0.49%	59,174	781	0.77%
Fort Bend County	37,891	747	0.57%	50,701	705	0.66%
Golden Crescent RPC	160,333	7,088	2.79%	169,456	7,087	2.67%
Gulf Coast Center	102,725	1,570	1.49%	114,403	1,545	1.48%
Heart of Texas COG	168,338	5,478	2.73%	180,734	5,473	2.64%
Hill Country Transit District	155,387	8,321	2.85%	179,046	8,313	2.91%
Kaufman Area Rural Transportation	82,737	896	1.17%	132,068	886	1.62%
Kleberg County Human Services	31,963	2,328	0.65%	32,460	2,328	0.61%
Lower Rio Grande Valley Dev. Council	122,660	2,641	1.86%	44,271	2,614	1.94%
Panhandle Community Services	223,550	25,749	5.46%	235,286	25,744	5.29%
Public Transit Services	117,544	2,765	1.80%	141,657	2,763	1.92%
Rolling Plains Management Corp.	86,084	6,553	1.77%	85,719	6,553	1.65%
Rural Economic Assist. League	96,923	2,491	1.51%	102,017	2,491	1.43%
SPAN	62,453	748	0.89%	99,474	711	1.23%
Snr Center Res. & Public Transit Inc.	76,596	841	1.08%	89,977	841	1.13%
South East Texas RPC	131,130	2,027	1.91%	125,421	2,023	1.66%
South Padre Island, Town of	2,422	2	0.03%	2,627	2	0.03%
South Plains Comm. Action Assoc.	201,705	15,342	4.15%	206,432	15,337	3.92%
Texoma Area Paratransit System	200,664	5,601	3.17%	226,167	5,599	3.18%
Transit System Inc., The	47,909	609	0.68%	63,252	609	0.80%
Webb Co. Community Action Agency	17,531	3,314	0.56%	30,388	3,313	0.68%
West Texas Opportunities, Inc.	190,752	44,056	6.85%	195,180	44,053	6.65%

Scenario A. Urban Transit Needs State Funding–Current and Projected 2010.

| Principal City | Baseline (based on 2000 Census) | | Projected 2010 | | |
	Needs Factor	Needs Funding	Needs Factor	Needs Funding	Difference
Total Urban		**$5,029,687**		**$5,029,687**	**$0**
Total Urban Transit Districts	**100%**	**$4,698,734**	**100%**	**$4,808,519**	**$109,786**
Abilene	3.54%	$166,541	2.98%	$143,399	$(23,142)
Amarillo	5.94%	$278,985	5.31%	$255,492	$(23,493)
Beaumont	4.61%	$216,738	3.73%	$179,130	$(37,608)
Brownsville	5.49%	$257,925	5.31%	$255,492	$(2,433)
Cleburne (New)			1.38%	$66,257	$66,257
College Station-Bryan	4.39%	$206,152	4.03%	$193,820	$(12,332)
Conroe (New)			1.55%	$74,626	$74,626
Galveston	1.81%	$85,215	1.44%	$69,290	$(15,925)
Georgetown (New)			1.56%	$75,180	$75,180
Harlingen	3.67%	$172,343	3.51%	$168,667	$(3,675)
Killeen	5.56%	$261,348	5.31%	$255,492	$(5,856)
Lake Jackson-Angleton	2.43%	$114,225	2.09%	$100,650	$(13,575)
Laredo	5.81%	$273,188	5.31%	$255,492	$(17,696)
Longview	2.59%	$121,466	2.21%	$106,317	$(15,149)
Lubbock	6.62%	$311,171	5.31%	$255,492	$(55,679)
McAllen	6.62%	$311,171	5.31%	$255,492	$(55,679)
McKinney	1.81%	$84,833	3.87%	$186,285	$101,452
Midland-Odessa	6.62%	$311,171	5.31%	$255,492	$(55,679)
New Braunfels (New)			1.66%	$79,738	$79,738
Port Arthur	3.80%	$178,389	3.04%	$145,981	$(32,408)
San Angelo	2.91%	$136,868	2.33%	$112,046	$(24,821)
San Marcos (New)			2.12%	$101,875	$101,875
Sherman	1.86%	$87,390	1.65%	$79,382	$(8,008)
Temple	2.38%	$111,924	2.29%	$110,086	$(1,839)
Texarkana	1.61%	$75,875	1.43%	$68,966	$(6,908)
Texas City	3.19%	$150,012	2.95%	$141,639	$(8,373)
The Woodlands	2.96%	$139,164	4.81%	$231,068	$91,904
Tyler	3.36%	$157,911	3.33%	$160,285	$2,374
Victoria	2.04%	$95,731	1.74%	$83,518	$(12,213)
Waco	5.07%	$238,355	4.52%	$217,367	$(20,988)
Wichita Falls	3.29%	$154,646	2.59%	$124,506	$(30,141)
Limited Eligibility Providers	**100%**	**$330,954**	**100%**	**$221,168**	**$(109,786)**
Arlington	36.56%	$120,996	36.79%	$81,370	$(39,626)
Grand Prairie	16.08%	$53,211	16.12%	$35,657	$(17,555)
Mesquite	14.48%	$47,909	13.53%	$29,929	$(17,981)
NETS	32.89%	$108,836	33.55%	$74,212	$(34,624)

Scenario A. Rural Transit Needs State Funding–Current and Projected 2010.

Rural Transit District	Baseline Needs Factor	Baseline Needs Funding	Projected 2010 Needs Factor	Projected 2010 Needs Funding	Difference
Total	**100%**	**$12,044,172**	**100%**	**$12,044,172**	**$0**
Alamo Area COG	6.12%	$743,158	6.11%	$741,458	($1,700)
Ark-Tex COG	3.46%	$419,787	3.25%	$395,015	($24,772)
Aspermont Small Bus. Dvlpmt Ctr.	1.15%	$139,160	1.09%	$131,996	($7,164)
Bee Community Action Agency	1.39%	$168,668	1.36%	$164,660	($4,008)
Brazos Transit District	12.07%	$1,465,065	11.79%	$1,431,064	($34,001)
Capital Area Rural Transportation System	6.28%	$762,830	6.45%	$782,987	$20,157
Central Texas Rural Transit District	3.47%	$421,123	3.33%	$404,365	($16,758)
Cleburne City of	1.41%	$171,703	0.98%	$118,638	($53,065)
Collin County Committee on Aging	0.80%	$97,631	1.23%	$149,239	$51,608
Colorado Valley Transit	1.84%	$223,919	1.89%	$229,990	$6,071
Community Act. Council of South Texas	1.61%	$195,140	1.68%	$203,518	$8,378
Community Council of Southwest Texas	2.53%	$307,342	2.51%	$304,792	($2,550)
Community Services, Inc.	1.95%	$237,276	2.17%	$263,991	$26,715
Concho Valley COG	2.26%	$273,827	2.20%	$267,391	($6,436)
Del Rio, City of	0.90%	$109,045	0.90%	$108,924	($121)
East Texas COG	8.32%	$1,009,699	8.21%	$996,706	($12,993)
El Paso, County of	0.49%	$59,015	0.77%	$93,016	$34,001
Fort Bend County	0.57%	$68,973	0.66%	$80,023	$11,050
Golden Crescent RPC	2.79%	$338,793	2.67%	$324,707	($14,086)
Gulf Coast Center	1.49%	$181,296	1.48%	$180,082	($1,214)
Heart of Texas COG	2.73%	$331,992	2.64%	$321,064	($10,928)
Hill Country Transit District	2.85%	$345,836	2.91%	$352,879	$7,043
Kaufman Area Rural Transportation	1.17%	$141,589	1.62%	$197,083	$55,494
Kleberg County Human Services	0.65%	$78,566	0.61%	$73,951	($4,615)
Lower Rio Grande Valley Dev. Council	1.86%	$225,619	1.94%	$235,090	$9,471
Panhandle Community Services	5.46%	$663,499	5.29%	$642,856	($20,643)
Public Transit Services	1.80%	$219,062	1.92%	$233,148	$14,086
Rolling Plains Management Corp.	1.77%	$215,054	1.65%	$200,118	($14,936)
Rural Economic Assist. League	1.51%	$183,239	1.43%	$174,011	($9,228)
SPAN	0.89%	$107,709	1.23%	$148,996	$41,287
Snr Center Res. & Public Transit Inc.	1.08%	$131,145	1.13%	$137,096	$5,951
South East Texas RPC	1.91%	$231,569	1.66%	$201,454	($30,115)
South Padre Island, Town of	0.03%	$3,886	0.03%	$3,764	($122)
South Plains Comm. Action Assoc.	4.15%	$503,574	3.92%	$476,495	($27,079)
Texoma Area Paratransit System	3.17%	$384,572	3.18%	$386,636	$2,064
Transit System Inc., The	0.68%	$83,059	0.80%	$96,659	$13,600
Webb Co. Community Action Agency	0.56%	$67,637	0.68%	$82,937	$15,300
West Texas Opportunities, Inc.	6.85%	$832,288	6.65%	$807,273	($25,015)

Scenario A. Rural Transit Needs Federal Funding–Current and Projected 2010.

Rural Transit District	Baseline Needs Factor	Baseline Needs Funding	Projected 2010 Needs Factor	Projected 2010 Needs Funding	Difference
Total	**100%**	**$13,068,091**	**100%**	**$13,068,091**	**$0**
Alamo Area COG	6.12%	$799,751	6.11%	$797,922	($1,829)
Ark-Tex COG	3.46%	$451,755	3.25%	$425,096	($26,659)
Aspermont Small Bus. Dvlpmt Ctr.	1.15%	$149,757	1.09%	$142,047	($7,710)
Bee Community Action Agency	1.39%	$181,512	1.36%	$177,200	($4,312)
Brazos Transit District	12.07%	$1,576,634	11.79%	$1,540,044	($36,590)
Capital Area Rural Transportation System	6.28%	$820,921	6.45%	$842,614	$21,693
Central Texas Rural Transit District	3.47%	$453,192	3.33%	$435,159	($18,033)
Cleburne City of	1.41%	$184,779	0.98%	$127,673	($57,106)
Collin County Committee on Aging	0.80%	$105,065	1.23%	$160,604	$55,539
Colorado Valley Transit	1.84%	$240,971	1.89%	$247,505	$6,534
Community Act. Council of South Texas	1.61%	$210,000	1.68%	$219,017	$9,017
Community Council of Southwest Texas	2.53%	$330,747	2.51%	$328,003	($2,744)
Community Services, Inc.	1.95%	$255,345	2.17%	$284,095	$28,750
Concho Valley COG	2.26%	$294,680	2.20%	$287,754	($6,926)
Del Rio, City of	0.90%	$117,349	0.90%	$117,218	($131)
East Texas COG	8.32%	$1,086,590	8.21%	$1,072,607	($13,983)
El Paso, County of	0.49%	$63,510	0.77%	$100,100	$36,590
Fort Bend County	0.57%	$74,225	0.66%	$86,117	$11,892
Golden Crescent RPC	2.79%	$364,592	2.67%	$349,434	($15,158)
Gulf Coast Center	1.49%	$195,103	1.48%	$193,796	($1,307)
Heart of Texas COG	2.73%	$357,274	2.64%	$345,513	($11,761)
Hill Country Transit District	2.85%	$372,172	2.91%	$379,751	$7,579
Kaufman Area Rural Transportation	1.17%	$152,371	1.62%	$212,091	$59,720
Kleberg County Human Services	0.65%	$84,549	0.61%	$79,583	($4,966)
Lower Rio Grande Valley Dev. Council	1.86%	$242,800	1.94%	$252,993	$10,193
Panhandle Community Services	5.46%	$714,026	5.29%	$691,811	($22,215)
Public Transit Services	1.80%	$235,744	1.92%	$250,902	$15,158
Rolling Plains Management Corp.	1.77%	$231,431	1.65%	$215,358	($16,073)
Rural Economic Assist. League	1.51%	$197,194	1.43%	$187,262	($9,932)
SPAN	0.89%	$115,912	1.23%	$160,342	$44,430
Snr Center Res. & Public Transit Inc.	1.08%	$141,133	1.13%	$147,536	$6,403
South East Texas RPC	1.91%	$249,203	1.66%	$216,795	($32,408)
South Padre Island, Town of	0.03%	$4,182	0.03%	$4,051	($131)
South Plains Comm. Action Assoc.	4.15%	$541,923	3.92%	$512,782	($29,141)
Texoma Area Paratransit System	3.17%	$413,858	3.18%	$416,080	$2,222
Transit System Inc., The	0.68%	$89,384	0.80%	$104,020	$14,636
Webb Co. Community Action Agency	0.56%	$72,788	0.68%	$89,253	$16,465
West Texas Opportunities, Inc.	6.85%	$895,669	6.65%	$867,963	($27,706)

Scenario A. Urban Performance State Funding–Current and Projected 2010.

Principal City	Baseline		Projected 2010		
	Performance Factor	Funding for Performance	Performance Factor	Funding for Performance	Difference
Total Urban		**$5,029,687**		**$5,029,687**	
Total Transit Districts	100%	**$4,698,734**	100%	**$4,808,519**	**$109,786**
Abilene	4.21%	$197,971	3.63%	$174,641	$(23,330)
Amarillo	2.70%	$126,834	2.31%	$111,154	$(15,680)
Beaumont	4.75%	$223,121	4.08%	$196,188	$(26,933)
Brownsville	6.64%	$311,795	5.77%	$277,442	$(34,353)
Cleburne			2.72%	$130,563	$130,563
College Station-Bryan	3.56%	$167,127	3.07%	$147,481	$(19,645)
Conroe			2.72%	$130,563	$130,563
Galveston	9.07%	$425,983	8.01%	$385,208	$(40,775)
Georgetown			2.72%	$130,563	$130,563
Harlingen	0.87%	$40,778	0.74%	$35,493	$(5,285)
Killeen	3.05%	$143,421	2.60%	$125,007	$(18,414)
Lake Jackson-Angleton	1.25%	$58,836	1.06%	$51,061	$(7,775)
Laredo	9.27%	$435,698	8.15%	$392,131	$(43,567)
Longview	2.50%	$117,364	2.15%	$103,440	$(13,924)
Lubbock	6.89%	$323,510	6.01%	$288,815	$(34,696)
McAllen	3.34%	$156,772	2.84%	$136,630	$(20,143)
McKinney	3.61%	$169,439	3.07%	$147,760	$(21,678)
Midland-Odessa	2.75%	$129,093	2.36%	$113,572	$(15,521)
New Braunfels			2.72%	$130,563	$130,563
Port Arthur	2.61%	$122,448	2.22%	$106,948	$(15,501)
San Angelo	2.75%	$129,321	2.36%	$113,644	$(15,677)
San Marcos			2.72%	$130,563	$130,563
Sherman	3.18%	$149,218	2.71%	$130,260	$(18,958)
Temple	3.20%	$150,337	2.72%	$131,016	$(19,322)
Texarkana	3.71%	$174,409	3.22%	$154,876	$(19,532)
Texas City	1.29%	$60,538	1.09%	$52,590	$(7,948)
The Woodlands	5.93%	$278,525	5.10%	$245,205	$(33,320)
Tyler	2.49%	$116,950	2.15%	$103,452	$(13,498)
Victoria	3.79%	$177,925	3.26%	$156,995	$(20,929)
Waco	3.47%	$163,268	3.00%	$144,046	$(19,222)
Wichita Falls	3.15%	$148,053	2.72%	$130,648	$(17,405)
Limited Eligibility Providers	**100%**	**$330,954**	**100%**	**$221,168**	**$(109,786)**
Arlington	27.97%	$92,562	27.97%	$61,857	$(30,705)
Grand Prairie	29.79%	$98,587	29.79%	$65,883	$(32,704)
Mesquite	27.65%	$91,506	27.65%	$61,151	$(30,355)
NETS	14.59%	$48,298	14.59%	$32,276	$(16,022)

Scenario A. Rural Performance State Funding–Current and Projected 2010.

Rural Transit District	Composite of all Measures	Performance Funding
Total		**$6,538,725**
Alamo Area COG	2.41%	$157,645
Ark-Tex COG	3.37%	$220,547
Aspermont Small Bus. Dvlpmt Ctr.	1.97%	$129,006
Bee Community Action Agency	1.83%	$119,918
Brazos Transit District	2.50%	$163,596
Capital Area Rural Transportation System	4.13%	$269,848
Central Texas Rural Transit District	3.15%	$205,966
Cleburne City of	1.80%	$117,499
Collin County Committee on Aging	2.08%	$136,199
Colorado Valley Transit	2.63%	$172,096
Community Act. Council of South Texas	2.51%	$163,923
Community Council of Southwest Texas	2.86%	$187,135
Community Services, Inc.	2.85%	$186,415
Concho Valley COG	2.10%	$137,180
Del Rio, City of	2.58%	$168,892
East Texas COG	1.55%	$101,152
El Paso, County of	3.00%	$196,027
Fort Bend County	3.24%	$211,916
Golden Crescent RPC	3.13%	$204,658
Gulf Coast Center	1.23%	$80,686
Heart of Texas COG	2.01%	$131,556
Hill Country Transit District	2.83%	$185,108
Kaufman Area Rural Transportation	2.91%	$190,338
Kleberg County Human Services	1.81%	$118,479
Lower Rio Grande Valley Dev. Council	1.95%	$127,699
Panhandle Community Services	2.72%	$178,111
Public Transit Services	2.96%	$193,542
Rolling Plains Management Corp.	2.59%	$169,611
Rural Economic Assist. League	3.15%	$206,162
SPAN	2.47%	$161,699
Snr Center Res. & Public Transit Inc.	2.52%	$164,576
South East Texas RPC	2.13%	$139,534
South Padre Island, Town of	7.02%	$458,748
South Plains Comm. Action Assoc.	2.26%	$147,511
Texoma Area Paratransit System	2.24%	$146,464
Transit System Inc., The	2.03%	$132,668
Webb Co. Community Action Agency	2.99%	$195,635
West Texas Opportunities, Inc.	2.46%	$160,980

Scenario A. Rural Performance Federal Funding–Current and Projected 2010.

Rural Transit District	Baseline and Projected 2010	
	Composite of All Measures	Performance Funding
Total	**100.00%**	**$7,036,662**
Alamo Area COG	2.41%	$169,651
Ark-Tex COG	3.37%	$237,342
Aspermont Small Bus. Dvlpmt Ctr.	1.97%	$138,831
Bee Community Action Agency	1.83%	$129,050
Brazos Transit District	2.50%	$176,054
Capital Area Rural Transportation System	4.13%	$290,397
Central Texas Rural Transit District	3.15%	$221,650
Cleburne City of	1.80%	$126,446
Collin County Committee on Aging	2.08%	$146,571
Colorado Valley Transit	2.63%	$185,201
Community Act. Council of South Texas	2.51%	$176,406
Community Council of Southwest Texas	2.86%	$201,385
Community Services, Inc.	2.85%	$200,611
Concho Valley COG	2.10%	$147,626
Del Rio, City of	2.58%	$181,753
East Texas COG	1.55%	$108,855
El Paso, County of	3.00%	$210,955
Fort Bend County	3.24%	$228,054
Golden Crescent RPC	3.13%	$220,243
Gulf Coast Center	1.23%	$86,831
Heart of Texas COG	2.01%	$141,575
Hill Country Transit District	2.83%	$199,204
Kaufman Area Rural Transportation	2.91%	$204,833
Kleberg County Human Services	1.81%	$127,502
Lower Rio Grande Valley Dev. Council	1.95%	$137,423
Panhandle Community Services	2.72%	$191,675
Public Transit Services	2.96%	$208,281
Rolling Plains Management Corp.	2.59%	$182,527
Rural Economic Assist. League	3.15%	$221,862
SPAN	2.47%	$174,013
Snr Center Res. & Public Transit Inc.	2.52%	$177,109
South East Texas RPC	2.13%	$150,159
South Padre Island, Town of	7.02%	$493,682
South Plains Comm. Action Assoc.	2.26%	$158,744
Texoma Area Paratransit System	2.24%	$157,618
Transit System Inc., The	2.03%	$142,771
Webb Co. Community Action Agency	2.99%	$210,533
West Texas Opportunities, Inc.	2.46%	$173,239

Scenario A. Urban Transit State Funding Summary of Results.

Principal City	Baseline Total	Projected 2010 Total	Difference	
Total Urban	**$10,059,374**	**$10,059,374**	**$0**	
Total Urban Transit District	**$9,397,468**	**$9,617,038**	**$219,570**	
Abilene	$364,513	$318,041	($46,472)	
Amarillo	$405,819	$366,646	($39,173)	
Beaumont	$439,859	$375,318	($64,541)	
Brownsville	$569,719	$532,933	($36,786)	
Cleburne (New)		$196,820	$196,820	
College Station-Bryan	$373,278	$341,301	($31,978)	
Conroe (New)		$205,189	$205,189	
Galveston	$511,198	$454,498	($56,699)	
Georgetown (New)		$205,743	$205,743	
Harlingen	$213,120	$204,160	($8,960)	
Killeen	$404,769	$380,499	($24,270)	
Lake Jackson-Angleton	$173,061	$151,711	($21,350)	
Laredo	$708,885	$647,622	($61,263)	
Longview	$238,830	$209,757	($29,073)	
Lubbock	$634,681	$544,306	($90,375)	
McAllen	$467,943	$392,121	($75,822)	
McKinney	$254,272	$334,045	$79,773	
Midland-Odessa	$440,264	$369,064	($71,201)	
New Braunfels (New)		$210,301	$210,301	
Port Arthur	$300,837	$252,929	($47,908)	
San Angelo	$266,188	$225,691	($40,498)	
San Marcos (New)		$232,438	$232,438	
Sherman	$236,608	$209,642	($26,966)	
Temple	$262,261	$241,101	($21,160)	
Texarkana	$250,284	$223,843	($26,441)	
Texas City	$210,550	$194,229	($16,320)	
The Woodlands	$417,689	$476,273	$58,584	
Tyler	$274,861	$263,737	($11,124)	
Victoria	$273,655	$240,513	($33,142)	
Waco	$401,623	$361,413	($40,210)	
Wichita Falls	$302,699	$255,154	($47,545)	
Limited Eligibility Providers	**$661,908**	**$442,336**	**($219,572)**	
Arlington	$213,558	$143,227	($70,331)	$341,663 Cap*
Grand Prairie	$151,798	$101,540	($50,258)	$170,584 Cap*
Mesquite	$139,415	$91,080	($48,335)	$142,455 Cap*
NETS	$157,134	$106,488	($50,646)	$116,134 Cap*

*Limited eligibility providers are limited by statute to funding not to exceed these cap levels.

Scenario A. Rural Transit State Funding Summary of Results.

Rural Transit District *Impacted by new urbanized area*	Baseline Total	Projected 2010 Total	Difference
Total	**$18,682,070**	**$18,682,070**	**$0**
Alamo Area COG*	$900,803	$899,103	($1,700)
Ark-Tex COG	$640,334	$615,562	($24,772)
Aspermont Small Bus. Dvlpmt Ctr.	$268,166	$261,002	($7,164)
Bee Community Action Agency	$288,586	$284,578	($4,008)
Brazos Transit District*	$1,628,661	$1,594,660	($34,001)
Capital Area Rural Transportation System*	$1,032,678	$1,052,835	$20,157
Central Texas Rural Transit District	$627,089	$610,331	($16,758)
Cleburne City of*	$289,202	$236,137	($53,065)
Collin County Committee on Aging	$233,830	$285,438	$51,608
Colorado Valley Transit	$396,015	$402,086	$6,071
Community Act. Council of South Texas	$359,063	$367,441	$8,378
Community Council of Southwest Texas	$494,477	$491,927	($2,550)
Community Services, Inc.	$423,691	$450,406	$26,715
Concho Valley COG	$411,007	$404,571	($6,436)
Del Rio, City of	$277,937	$277,816	($121)
East Texas COG	$1,110,851	$1,097,858	($12,993)
El Paso, County of	$255,042	$289,043	$34,001
Fort Bend County	$280,889	$291,939	$11,050
Golden Crescent RPC	$543,451	$529,365	($14,086)
Gulf Coast Center	$261,982	$260,768	($1,214)
Heart of Texas COG	$463,548	$452,620	($10,928)
Hill Country Transit District	$530,944	$537,987	$7,043
Kaufman Area Rural Transportation	$331,927	$387,421	$55,494
Kleberg County Human Services	$197,045	$192,430	($4,615)
Lower Rio Grande Valley Dev. Council	$353,318	$362,789	$9,471
Panhandle Community Services	$841,610	$820,967	($20,643)
Public Transit Services	$412,604	$426,690	$14,086
Rolling Plains Management Corp.	$384,665	$369,729	($14,936)
Rural Economic Assist. League	$389,401	$380,173	($9,228)
SPAN	$269,408	$310,695	$41,287
Snr Center Res. & Public Transit Inc.	$295,721	$301,672	$5,951
South East Texas RPC	$371,103	$340,988	($30,115)
South Padre Island, Town of	$462,634	$462,512	($122)
South Plains Comm. Action Assoc.	$651,085	$624,006	($27,079)
Texoma Area Paratransit System	$531,036	$533,100	$2,064
Transit System Inc., The	$215,727	$229,327	$13,600
Webb Co. Community Action Agency	$263,272	$278,572	$15,300
West Texas Opportunities, Inc.	$993,268	$967,526	($25,742)

Scenario A. Rural Transit Federal Funding Summary of Results.

Rural Transit District *Impacted by new urbanized area*	Baseline	Projected 2010 Total	Difference
Total	**$20,104,753**	**$20,104,753**	**$0**
Alamo Area COG	$969,402	$967,573	($1,829)
Ark-Tex COG	$689,097	$662,438	($26,659)
Aspermont Small Bus. Dvlpmt Ctr.	$288,588	$280,878	($7,710)
Bee Community Action Agency	$310,562	$306,250	($4,312)
Brazos Transit District	$1,752,688	$1,716,098	($36,590)
Capital Area Rural Transportation System	$1,111,318	$1,133,011	$21,693
Central Texas Rural Transit District	$674,842	$656,809	($18,033)
Cleburne City of	$311,225	$254,119	($57,106)
Collin County Committee on Aging	$251,636	$307,175	$55,539
Colorado Valley Transit	$426,172	$432,706	$6,534
Community Act. Council of South Texas	$386,406	$395,423	$9,017
Community Council of Southwest Texas	$532,132	$529,388	($2,744)
Community Services, Inc.	$455,956	$484,706	$28,750
Concho Valley COG	$442,306	$435,380	($6,926)
Del Rio, City of	$299,102	$298,971	($131)
East Texas COG	$1,195,445	$1,181,462	($13,983)
El Paso, County of	$274,465	$311,055	$36,590
Fort Bend County	$302,279	$314,171	$11,892
Golden Crescent RPC	$584,835	$569,677	($15,158)
Gulf Coast Center	$281,934	$280,627	($1,307)
Heart of Texas COG	$498,849	$487,088	($11,761)
Hill Country Transit District	$571,376	$578,955	$7,579
Kaufman Area Rural Transportation	$357,204	$416,924	$59,720
Kleberg County Human Services	$212,051	$207,085	($4,966)
Lower Rio Grande Valley Dev. Council	$380,223	$390,416	$10,193
Panhandle Community Services	$905,701	$883,486	($22,215)
Public Transit Services	$444,025	$459,183	$15,158
Rolling Plains Management Corp.	$413,958	$397,885	($16,073)
Rural Economic Assist. League	$419,056	$409,124	($9,932)
SPAN	$289,925	$334,355	$44,430
Snr Center Res. & Public Transit Inc.	$318,242	$324,645	$6,403
South East Texas RPC	$399,362	$366,954	($32,408)
South Padre Island, Town of	$497,864	$497,733	($131)
South Plains Comm. Action Assoc.	$700,667	$671,526	($29,141)
Texoma Area Paratransit System	$571,476	$573,698	$2,222
Transit System Inc., The	$232,155	$246,791	$14,636
Webb Co. Community Action Agency	$283,321	$299,786	$16,465
West Texas Opportunities, Inc.	$1,068,908	$1,041,202	($27,706)

Scenario A. Rural Transit *Combined* State and Federal Funding Summary of Results.

Rural Transit District *Impacted by new urbanized area*	Baseline Total	Projected 2010 W/O New Urbanized	Difference from Baseline	Projected 2010 Total with New Urbanized	Difference from Baseline
Total	**$38,786,046**	**$38,786,046**	**$0**	**$38,786,046**	**$0**
Alamo Area COG*	$1,870,205	$1,982,646	$112,441	$1,866,676	($3,529)
Ark-Tex COG	$1,329,431	$1,246,991	($82,440)	$1,278,000	($51,431)
Aspermont Small Bus. Dvlpmt Ctr.	$556,754	$536,333	($20,421)	$541,880	($14,874)
Bee Community Action Agency	$599,148	$579,735	($19,413)	$590,828	($8,320)
Brazos Transit District*	$3,381,349	$3,357,146	($24,203)	$3,310,758	($70,591)
Capital Area Rural Transportation System*	$2,143,996	$2,508,041	$364,045	$2,185,846	$41,850
Central Texas Rural Transit District	$1,301,931	$1,240,668	($61,263)	$1,267,140	($34,791)
Cleburne City of*	$600,427	$625,386	$24,959	$490,256	($110,171)
Collin County Committee on Aging	$485,466	$578,998	$93,532	$592,613	$107,147
Colorado Valley Transit	$822,187	$816,388	($5,799)	$834,792	$12,605
Community Act. Council of South Texas	$745,469	$749,503	$4,034	$762,864	$17,395
Community Council of Southwest Texas	$1,026,609	$1,004,927	($21,682)	$1,021,315	($5,294)
Community Services, Inc.	$879,647	$912,170	$32,523	$935,112	$55,465
Concho Valley COG	$853,313	$831,883	($21,430)	$839,951	($13,362)
Del Rio, City of	$577,039	$569,980	($7,059)	$576,787	($252)
East Texas COG	$2,306,296	$2,195,116	($111,180)	$2,279,320	($26,976)
El Paso, County of	$529,507	$591,778	$62,271	$600,098	$70,591
Fort Bend County	$583,168	$599,303	$16,135	$606,110	$22,942
Golden Crescent RPC	$1,128,286	$1,075,847	($52,439)	$1,099,042	($29,244)
Gulf Coast Center	$543,916	$526,017	($17,899)	$541,395	($2,521)
Heart of Texas COG	$962,397	$915,254	($47,143)	$939,708	($22,689)
Hill Country Transit District	$1,102,320	$1,092,992	($9,328)	$1,116,942	$14,622
Kaufman Area Rural Transportation	$689,131	$786,445	$97,314	$804,345	$115,214
Kleberg County Human Services	$409,096	$394,978	($14,118)	$399,515	($9,581)
Lower Rio Grande Valley Dev. Council	$733,541	$733,793	$252	$753,205	$19,664
Panhandle Community Services	$1,747,311	$1,672,183	($75,128)	$1,704,453	($42,858)
Public Transit Services	$856,629	$866,713	$10,084	$885,873	$29,244
Rolling Plains Management Corp.	$798,623	$756,017	($42,606)	$767,614	($31,009)
Rural Economic Assist. League	$808,457	$775,682	($32,775)	$789,297	($19,160)
SPAN	$559,333	$631,437	$72,104	$645,050	$85,717
Snr Center Res. & Public Transit Inc.	$613,963	$614,215	$252	$626,317	$12,354
South East Texas RPC	$770,465	$690,799	($79,666)	$707,942	($62,523)
South Padre Island, Town of	$960,498	$959,993	($505)	$960,245	($253)
South Plains Comm. Action Assoc.	$1,351,752	$1,267,296	($84,456)	$1,295,532	($56,220)
Texoma Area Paratransit System	$1,102,512	$1,076,293	($26,219)	$1,106,798	$4,286
Transit System Inc., The	$447,882	$467,546	$19,664	$476,118	$28,236
Webb Co. Community Action Agency	$546,593	$574,073	$27,480	$578,358	$31,765
West Texas Opportunities, Inc.	$2,061,399	$1,981,481	($79,918)	$2,007,951	($53,448)

APPENDIX K: SCENARIO B FUNDING RESULTS

(Rural Results are the same as Scenario A)

Scenario B. Urban Transit Needs Factor–Current and Projected 2010.

Principal City	Baseline (based on 2000 Census)			Projected 2010		
	Population	Adjusted Population	Needs Factor	Population	Adjusted Population	Needs Factor
Total Urban	**4,254,890**	**3,256,332**		**4,755,192**	**3,297,013**	
Total Urban Transit Districts	**3,356,007**	**3,020,019**	**100%**	**3,736,370**	**3,094,353**	**100%**
Abilene	107,041	107,041	3.54%	112,253	112,253	3.63%
Amarillo	179,312	179,312	5.94%	201,289	199,999	6.46%
Beaumont	139,304	139,304	4.61%	140,223	140,223	4.53%
Brownsville	165,776	165,776	5.49%	214,428	199,999	6.46%
College Station-Bryan	132,500	132,500	4.39%	151,722	151,722	4.90%
Galveston	54,770	54,770	1.81%	54,240	54,240	1.75%
Harlingen	110,770	110,770	3.67%	132,033	132,033	4.27%
Killeen	167,976	167,976	5.56%	200,475	199,999	6.46%
Lake Jackson-Angleton	73,416	73,416	2.43%	78,789	78,789	2.55%
Laredo	175,586	175,586	5.81%	227,202	199,999	6.46%
Longview	78,070	78,070	2.59%	83,225	83,225	2.69%
Lubbock	202,225	199,999	6.62%	223,853	199,999	6.46%
McAllen	523,144	199,999	6.62%	739,217	199,999	6.46%
McKinney	54,525	54,525	1.81%	-	-	0.00%
Midland-Odessa	210,616	199,999	6.62%	235,546	199,999	6.46%
Port Arthur	114,656	114,656	3.80%	114,274	114,274	3.69%
San Angelo	87,969	87,969	2.91%	87,710	87,710	2.83%
Sherman	56,168	56,168	1.86%	62,140	62,140	2.01%
Temple	71,937	71,937	2.38%	86,175	86,175	2.78%
Texarkana	48,767	48,767	1.61%	53,987	53,987	1.74%
Texas City	96,417	96,417	3.19%	79,122	79,122	2.56%
The Woodlands	89,445	89,445	2.96%	-	-	0.00%
Tyler	101,494	101,494	3.36%	125,471	125,471	4.05%
Victoria	61,529	61,529	2.04%	65,378	65,378	2.11%
Waco	153,198	153,198	5.07%	170,155	170,155	5.50%
Wichita Falls	99,396	99,396	3.29%	97,463	97,463	3.15%
Limited Eligibility Providers	**898,883**	**36,313**	**100%**	**1,018,822**	**202,660**	**100%**
Arlington	335,164	86,396	36.56%	387,086	74,561	36.79%
Grand Prairie	126,889	37,995	16.08%	154,157	32,673	16.12%
Mesquite	123,800	34,209	14.48%	136,565	27,424	13.53%
NETS	313,030	77,713	32.89%	341,014	68,002	33.55%

Scenario B. Urban Transit Needs Funding–Current and Projected 2010.

| Principal City | Baseline (based on 2000 Census) | | Projected 2010 | | |
	Needs Factor	Needs Funding	Needs Factor	Needs Funding	Difference
Total		**$5,029,687**		**$5,029,687**	**$0**
Total Urban Transit Districts	**100%**	**$4,698,734**	**100%**	**$4,770,914**	**$72,180**
Abilene	3.54%	$166,541	3.63%	$173,073	$6,532
Amarillo	5.94%	$278,985	6.46%	$308,361	$29,376
Beaumont	4.61%	$216,738	4.53%	$216,198	($540)
Brownsville	5.49%	$257,925	6.46%	$308,361	$50,436
College Station-Bryan	4.39%	$206,152	4.90%	$233,927	$27,775
Galveston	1.81%	$85,215	1.75%	$83,628	($1,587)
Harlingen	3.67%	$172,343	4.27%	$203,570	$31,227
Killeen	5.56%	$261,348	6.46%	$308,361	$47,014
Lake Jackson-Angleton	2.43%	$114,225	2.55%	$121,478	$7,253
Laredo	5.81%	$273,188	6.46%	$308,361	$35,173
Longview	2.59%	$121,466	2.69%	$128,317	$6,851
Lubbock	6.62%	$311,171	6.46%	$308,361	($2,810)
McAllen	6.62%	$311,171	6.46%	$308,361	($2,810)
McKinney	1.81%	$84,833	0.00%	$0	($84,833)
Midland-Odessa	6.62%	$311,171	6.46%	$308,361	($2,810)
Port Arthur	3.80%	$178,389	3.69%	$176,189	($2,200)
San Angelo	2.91%	$136,868	2.83%	$135,232	($1,635)
Sherman	1.86%	$87,390	2.01%	$95,808	$8,419
Temple	2.38%	$111,924	2.78%	$132,866	$20,942
Texarkana	1.61%	$75,875	1.74%	$83,238	$7,363
Texas City	3.19%	$150,012	2.56%	$121,991	($28,020)
The Woodlands	2.96%	$139,164	0.00%	$0	($139,164)
Tyler	3.36%	$157,911	4.05%	$193,453	$35,542
Victoria	2.04%	$95,731	2.11%	$100,801	$5,070
Waco	5.07%	$238,355	5.50%	$262,347	$23,992
Wichita Falls	3.29%	$154,646	3.15%	$150,270	($4,377)
Limited Eligibility Provider	**100%**	**$330,954**	**100%**	**$258,773**	**($72,180)**
Arlington	36.56%	$120,996	36.79%	$95,206	($25,791)
Grand Prairie	16.08%	$53,211	16.12%	$41,720	($11,492)
Mesquite	14.48%	$47,909	13.53%	$35,017	($12,892)
NETS	32.89%	$108,836	33.55%	$86,831	($22,006)

Scenario B. Urban Transit Performance Funding–Current and Projected 2010.

Principal City	Baseline		Projected 2010		
	Performance Factor	Funding for Performance	Performance Factor	Funding for Performance	Difference
Total Urban		**$5,029,687**		**$5,029,687**	**$0**
Total Urban Transit Districts	**100.00%**	**$4,698,734**	**100.00%**	**$4,770,914**	**$72,180**
Abilene	4.21%	$197,971	4.68%	$223,293	$25,322
Amarillo	2.70%	$126,834	3.01%	$143,828	$16,994
Beaumont	4.75%	$223,121	5.30%	$252,679	$29,558
Brownsville	6.64%	$311,795	7.29%	$347,916	$36,121
College Station-Bryan	3.56%	$167,127	3.94%	$188,179	$21,052
Galveston	9.07%	$425,983	9.79%	$467,251	$41,268
Harlingen	0.87%	$40,778	0.97%	$46,252	$5,474
Killeen	3.05%	$143,421	3.43%	$163,592	$20,171
Lake Jackson-Angleton	1.25%	$58,836	1.41%	$67,082	$8,246
Laredo	9.27%	$435,698	10.09%	$481,548	$45,850
Longview	2.50%	$117,364	2.77%	$131,981	$14,617
Lubbock	6.89%	$323,510	7.56%	$360,781	$37,271
McAllen	3.34%	$156,772	3.75%	$178,686	$21,914
McKinney	3.61%	$169,439	0.00%	$0	($169,439)
Midland-Odessa	2.75%	$129,093	3.05%	$145,429	$16,336
Port Arthur	2.61%	$122,448	2.92%	$139,306	$16,858
San Angelo	2.75%	$129,321	3.06%	$146,065	$16,744
Sherman	3.18%	$149,218	3.55%	$169,556	$20,338
Temple	3.20%	$150,337	3.60%	$171,741	$21,404
Texarkana	3.71%	$174,409	4.09%	$194,906	$20,497
Texas City	1.29%	$60,538	1.45%	$69,024	$8,486
The Woodlands	5.93%	$278,525	0.00%	$0	($278,525)
Tyler	2.49%	$116,950	2.74%	$130,932	$13,982
Victoria	3.79%	$177,925	4.20%	$200,484	$22,559
Waco	3.47%	$163,268	3.86%	$184,174	$20,906
Wichita Falls	3.15%	$148,053	3.48%	$166,227	$18,174
Limited Eligibility Providers	**100.00%**	**$330,954**	**100.00%**	**$258,773**	**($72,181)**
Arlington	27.97%	$92,562	27.97%	$72,375	($20,187)
Grand Prairie	29.79%	$98,587	29.79%	$77,085	($21,502)
Mesquite	27.65%	$91,506	27.65%	$71,549	($19,957)
NETS	14.59%	$48,298	14.59%	$37,764	($10,534)

Scenario B. Urban Transit State Funding Summary of Results.

Principal City *Impacted by Merger to Very Large Urbanized Area*	Baseline Total	Projected 2010 Total	Difference	
Total Urban	**$10,059,374**	**$10,059,374**	**$0**	
Total Urban Transit Districts	**$9,397,467**	**$9,541,827**	**$144,360**	
Abilene	$364,513	$396,366	$31,853	
Amarillo	$405,819	$452,189	$46,370	
Beaumont	$439,859	$468,877	$29,018	
Brownsville	$569,719	$656,277	$86,558	
College Station-Bryan	$373,278	$422,106	$48,828	
Galveston	$511,198	$550,879	$39,681	
Harlingen	$213,120	$249,822	$36,702	
Killeen	$404,769	$471,953	$67,184	
Lake Jackson-Angleton	$173,061	$188,560	$15,499	
Laredo	$708,885	$789,909	$81,024	
Longview	$238,830	$260,298	$21,468	
Lubbock	$634,681	$669,142	$34,461	
McAllen	$467,943	$487,048	$19,105	
McKinney*	$254,272	$0	($254,272)	
Midland-Odessa	$440,264	$453,790	$13,526	
Port Arthur	$300,837	$315,495	$14,658	
San Angelo	$266,188	$281,297	$15,109	
Sherman	$236,608	$265,365	$28,757	
Temple	$262,261	$304,607	$42,346	
Texarkana	$250,284	$278,144	$27,860	
Texas City*	$210,550	$191,015	($19,535)	
The Woodlands*	$417,689	$0	($417,689)	
Tyler	$274,861	$324,385	$49,524	
Victoria	$273,655	$301,285	$27,630	
Waco	$401,623	$446,521	$44,898	
Wichita Falls	$302,699	$316,497	$13,798	
Limited Eligibility Provider	**$661,907**	**$517,547**	**($144,360)**	
Arlington	$213,559	$167,580	($45,979)	$341,663 Cap*
Grand Prairie	$151,799	$118,805	($32,994)	$170,584 Cap*
Mesquite	$139,416	$106,566	($32,850)	$142,455 Cap*
NETS	$157,134	$124,595	($32,539)	$116,134 Cap*

*Limited eligibility providers are limited by statute to funding not to exceed these cap levels.

APPENDIX L: SCENARIO C FUNDING RESULTS

(Rural Results are the same as Scenario A)

Scenario C. Urban Transit District Needs Factor–Current and Projected 2010.

Principal City	Baseline (based on 2000 Census)			Projected 2010		
	Population	Adjusted Population	Needs Factor	Population	Adjusted Population	Needs Factor
Total Urban	**4,254,890**	**3,256,332**		**5,247,373**	**3,789,194**	
Total Urban Transit Districts	**3,356,007**	**3,020,019**	**100%**	**4,228,551**	**3,586,534**	**100%**
Abilene	107,041	107,041	3.54%	112,253	112,253	3.13%
Amarillo	179,312	179,312	5.94%	201,289	199,999	5.58%
Beaumont	139,304	139,304	4.61%	140,223	140,223	3.91%
Brownsville	165,776	165,776	5.49%	214,428	199,999	5.58%
Cleburne (New)				51,866	51,866	1.45%
College Station-Bryan	132,500	132,500	4.39%	151,722	151,722	4.23%
Conroe (New)				58,417	58,417	1.63%
Galveston	54,770	54,770	1.81%	54,240	54,240	1.51%
Georgetown				58,851	58,851	1.64%
Harlingen	110,770	110,770	3.67%	132,033	132,033	3.68%
Killeen	167,976	167,976	5.56%	200,475	199,999	5.58%
Lake Jackson-Angleton	73,416	73,416	2.43%	78,789	78,789	2.20%
Laredo	175,586	175,586	5.81%	227,202	199,999	5.58%
Longview	78,070	78,070	2.59%	83,225	83,225	2.32%
Lubbock	202,225	199,999	6.62%	223,853	199,999	5.58%
McAllen	523,144	199,999	6.62%	739,217	199,999	5.58%
McKinney	54,525	54,525	1.81%	-	-	
Midland-Odessa	210,616	199,999	6.62%	235,546	199,999	5.58%
New Braunfels (New)				62,419	62,419	1.74%
Port Arthur	114,656	114,656	3.80%	114,274	114,274	3.19%
San Angelo	87,969	87,969	2.91%	87,710	87,710	2.45%
San Marcos				79,748	79,748	2.22%
Sherman	56,168	56,168	1.86%	62,140	62,140	1.73%
Temple	71,937	71,937	2.38%	86,175	86,175	2.40%
Texarkana	48,767	48,767	1.61%	53,987	53,987	1.51%
Texas City	96,417	96,417	3.19%	79,122	79,122	2.21%
The Woodlands	89,445	89,445	2.96%	180,880	180,880	5.04%
Tyler	101,494	101,494	3.36%	125,471	125,471	3.50%
Victoria	61,529	61,529	2.04%	65,378	65,378	1.82%
Waco	153,198	153,198	5.07%	170,155	170,155	4.74%
Wichita Falls	99,396	99,396	3.29%	97,463	97,463	2.72%
Limited Eligibility Provider	**898,883**	**236,313**	**100%**	**1,018,822**	**202,660**	**100%**
Arlington	335,164	86,396	36.56%	387,086	74,561	36.79%
Grand Prairie	126,889	37,995	16.08%	154,157	32,673	16.12%
Mesquite	123,800	34,209	14.48%	136,565	27,424	13.53%
NETS	313,030	77,713	32.89%	341,014	68,002	33.55%

Scenario C. Urban Transit Needs State Funding–Current and Projected 2010.

| Principal City | Baseline (based on 2000 Census) | | Projected 2010 | | |
	Needs Factor	Needs Funding	Needs Factor	Needs Funding	Difference
Total Urban		**$5,029,687**		**$5,029,687**	**$0**
Total Urban Transit Districts	**100%**	**$4,698,734**	**100%**	**$4,799,656**	**$100,922**
Abilene	3.54%	$166,541	3.13%	$150,222	($16,319)
Amarillo	5.94%	$278,985	5.58%	$267,647	($11,337)
Beaumont	4.61%	$216,738	3.91%	$187,653	($29,085)
Brownsville	5.49%	$257,925	5.58%	$267,647	$9,723
Cleburne			1.45%	$69,409	$69,409
College Station-Bryan	4.39%	$206,152	4.23%	$203,041	($3,111)
Conroe			1.63%	$78,176	$78,176
Galveston	1.81%	$85,215	1.51%	$72,586	($12,628)
Georgetown			1.64%	$78,757	$78,757
Harlingen	3.67%	$172,343	3.68%	$176,692	$4,349
Killeen	5.56%	$261,348	5.58%	$267,647	$6,300
Lake Jackson-Angleton	2.43%	$114,225	2.20%	$105,439	($8,786)
Laredo	5.81%	$273,188	5.58%	$267,647	($5,540)
Longview	2.59%	$121,466	2.32%	$111,375	($10,091)
Lubbock	6.62%	$311,171	5.58%	$267,647	($43,524)
McAllen	6.62%	$311,171	5.58%	$267,647	($43,524)
McKinney	1.81%	$84,833			($84,833)
Midland-Odessa	6.62%	$311,171	5.58%	$267,647	($43,524)
New Braunfels			1.74%	$83,532	$83,532
Port Arthur	3.80%	$178,389	3.19%	$152,926	($25,462)
San Angelo	2.91%	$136,868	2.45%	$117,377	($19,490)
San Marcos			2.22%	$106,722	$106,722
Sherman	1.86%	$87,390	1.73%	$83,158	($4,231)
Temple	2.38%	$111,924	2.40%	$115,323	$3,399
Texarkana	1.61%	$75,875	1.51%	$72,248	($3,627)
Texas City	3.19%	$150,012	2.21%	$105,885	($44,127)
The Woodlands	2.96%	$139,164	5.04%	$242,061	$102,897
Tyler	3.36%	$157,911	3.50%	$167,911	$10,000
Victoria	2.04%	$95,731	1.82%	$87,492	($8,239)
Waco	5.07%	$238,355	4.74%	$227,709	($10,646)
Wichita Falls	3.29%	$154,646	2.72%	$130,429	($24,217)
Limited Eligibility Provider	**100%**	**$330,954**	**100%**	**$230,031**	**($100,922)**
Arlington	36.56%	$120,996	36.79%	$84,631	($36,365)
Grand Prairie	16.08%	$53,211	16.12%	$37,086	($16,126)
Mesquite	14.48%	$47,909	13.53%	$31,128	($16,781)
NETS	32.89%	$108,836	33.55%	$77,186	($31,650)

Scenario C. Urban Performance State Funding–Current and Projected 2010.

Principal City	Baseline Performance Factor	Baseline Funding for Performance	Projected 2010 Performance Factor	Projected 2010 Funding for Performance	Difference
Total Urban		**$5,029,687**		**$5,029,687**	**$0**
Total Urban Transit Districts	**100.00%**	**$4,698,734**	**100.00%**	**$4,799,656**	**$100,922**
Abilene	4.21%	$197,971	3.76%	$180,401	($17,570)
Amarillo	2.70%	$126,834	2.40%	$114,993	($11,841)
Beaumont	4.75%	$223,121	4.21%	$202,134	($20,987)
Brownsville	6.64%	$311,795	5.91%	$283,585	($28,210)
Cleburne			2.81%	$134,873	$134,873
College Station-Bryan	3.56%	$167,127	3.17%	$152,097	($15,030)
Conroe			2.81%	$134,873	$134,873
Galveston	9.07%	$425,983	8.15%	$391,168	($34,815)
Georgetown			2.81%	$134,873	$134,873
Harlingen	0.87%	$40,778	0.77%	$37,195	($3,582)
Killeen	3.05%	$143,421	2.71%	$129,949	($13,473)
Lake Jackson-Angleton	1.25%	$58,836	1.12%	$53,700	($5,136)
Laredo	9.27%	$435,698	8.32%	$399,521	($36,177)
Longview	2.50%	$117,364	2.22%	$106,751	($10,613)
Lubbock	6.89%	$323,510	6.16%	$295,828	($27,682)
McAllen	3.34%	$156,772	2.95%	$141,354	($15,418)
McKinney	3.61%	$169,439			($169,439)
Midland-Odessa	2.75%	$129,093	2.45%	$117,352	($11,741)
New Braunfels			2.81%	$134,873	$134,873
Port Arthur	2.61%	$122,448	2.31%	$110,676	($11,773)
San Angelo	2.75%	$129,321	2.46%	$117,979	($11,342)
San Marcos			2.81%	$134,873	$134,873
Sherman	3.18%	$149,218	2.83%	$135,908	($13,310)
Temple	3.20%	$150,337	2.83%	$135,964	($14,373)
Texarkana	3.71%	$174,409	3.32%	$159,182	($15,227)
Texas City	1.29%	$60,538	1.15%	$55,117	($5,421)
The Woodlands	5.93%	$278,525	5.26%	$252,311	($26,214)
Tyler	2.49%	$116,950	2.22%	$106,351	($10,599)
Victoria	3.79%	$177,925	3.38%	$162,227	($15,698)
Waco	3.47%	$163,268	3.10%	$148,702	($14,567)
Wichita Falls	3.15%	$148,053	2.81%	$134,846	($13,207)
Limited Eligibility Providers	**100.00%**	**$330,954**	**100.00%**	**$230,031**	**($100,922)**
Arlington	27.97%	$92,562	27.97%	$64,336	($28,226)
Grand Prairie	29.79%	$98,587	29.79%	$68,523	($30,064)
Mesquite	27.65%	$91,506	27.65%	$63,602	($27,904)
NETS	14.59%	$48,298	14.59%	$33,570	($14,728)

Scenario C. Urban Transit State Funding Summary of Results.

Principal City *Impacted by Merger to Very Large Urbanized Area*	Baseline Total	Projected 2010 Total	Difference
Total Urban	**$10,059,374**	**$10,059,374**	**$0**
Total Urban Transit Districts	**$9,397,467**	**$9,599,312**	**$201,845**
Abilene	$364,513	$330,623	($33,890)
Amarillo	$405,819	$382,640	($23,178)
Beaumont	$439,859	$389,786	($50,073)
Brownsville	$569,719	$551,232	($18,487)
Cleburne		$204,282	$204,282
College Station-Bryan	$373,278	$355,138	($18,140)
Conroe		$213,049	$213,049
Galveston	$511,198	$463,755	($47,443)
Georgetown		$213,630	$213,630
Harlingen	$213,120	$213,888	$767
Killeen	$404,769	$397,596	($7,173)
Lake Jackson-Angleton	$173,061	$159,139	($13,922)
Laredo	$708,885	$667,168	($41,717)
Longview	$238,830	$218,126	($20,704)
Lubbock	$634,681	$563,476	($71,206)
McAllen	$467,943	$409,001	($58,942)
McKinney	$254,272		($254,272)
Midland-Odessa	$440,264	$384,999	($55,265)
New Braunfels		$218,405	$218,405
Port Arthur	$300,837	$263,602	($37,235)
San Angelo	$266,188	$235,356	($30,832)
San Marcos		$241,595	$241,595
Sherman	$236,608	$219,067	($17,541)
Temple	$262,261	$251,288	($10,974)
Texarkana	$250,284	$231,429	($18,854)
Texas City	$210,550	$161,002	($49,548)
The Woodlands	$417,689	$494,372	$76,683
Tyler	$274,861	$274,262	($599)
Victoria	$273,655	$249,718	($23,937)
Waco	$401,623	$376,410	($25,213)
Wichita Falls	$302,699	$265,275	($37,424)
Limited Eligibility Providers			**($201,845)**
Arlington	$213,559	$148,967	($64,592)
Grand Prairie	$151,799	$105,609	($46,189)
Mesquite	$139,416	$94,730	($44,686)
NETS	$157,134	$110,756	($46,378)

*Limited eligibility providers are limited by statute to funding not to exceed these cap levels.

APPENDIX M: METHODOLOGY USED TO PROJECT POPULATION CHANGES IN TEXAS FOR INDIVIDUALS WITH DISABILITIES AND PERSONS AGE 65 AND OLDER

The information reported is derived from the population projections for Texas counties produced by the Texas State Data Center (*27*). The population projections utilized the widely accepted cohort-component method to project the population and demographic composition of Texas and Texas counties (*28, 29*). The Texas State Data Center prepares several different projection scenarios, all of which use the same set of assumptions regarding changes in fertility and mortality but use different sets of migration assumptions. Because the 2000–2007 migration scenario incorporates more recent migration trends, this projection scenario is more likely to depict the population that will be present in 2010.

Using the 2000–2007 projection scenario, the projected population of persons age 65 and over by county were aggregated to approximate the areas served by public transit systems. In addition, the population projections by county and by age and were used as a basis for projecting the disabled population by county, which were aggregated to these same areas. The service areas reported were defined in the following manner:

- Rural Areas: all counties exclusively served by a rural transit district.
- Urban Areas: all counties served by at least one urban transit district. These counties may also be served by at least one rural transit district.
- Metropolitan Transit Authority (MTA) Areas: all counties served by at least on MTA. These counties may also be served by at least one rural transit district.

Sixty-three geographic areas were defined for this analysis (MTA areas, urban areas, and rural areas). The population data reported for urban and MTA areas assume that the entire population of the county is served by the urban district or metropolitan transit authority even though this may not be the case in reality. Still, the largest concentration of the population will be within the urbanized area served by these systems and the purpose of this section is to provide an overview of general trends. For similar reasons, only the largest county is reported for most of the MTA or urban systems even though a portion of the service area may be found in adjacent counties. Since the largest proportion of the populations served will be located within the central city counties that are reported here, this will provide a general depiction of the changes likely to occur by 2010 for transit districts. In some cases the data are reported by area type (MTA, urban, rural). The areas represented by these three types can be seen in the figure below.
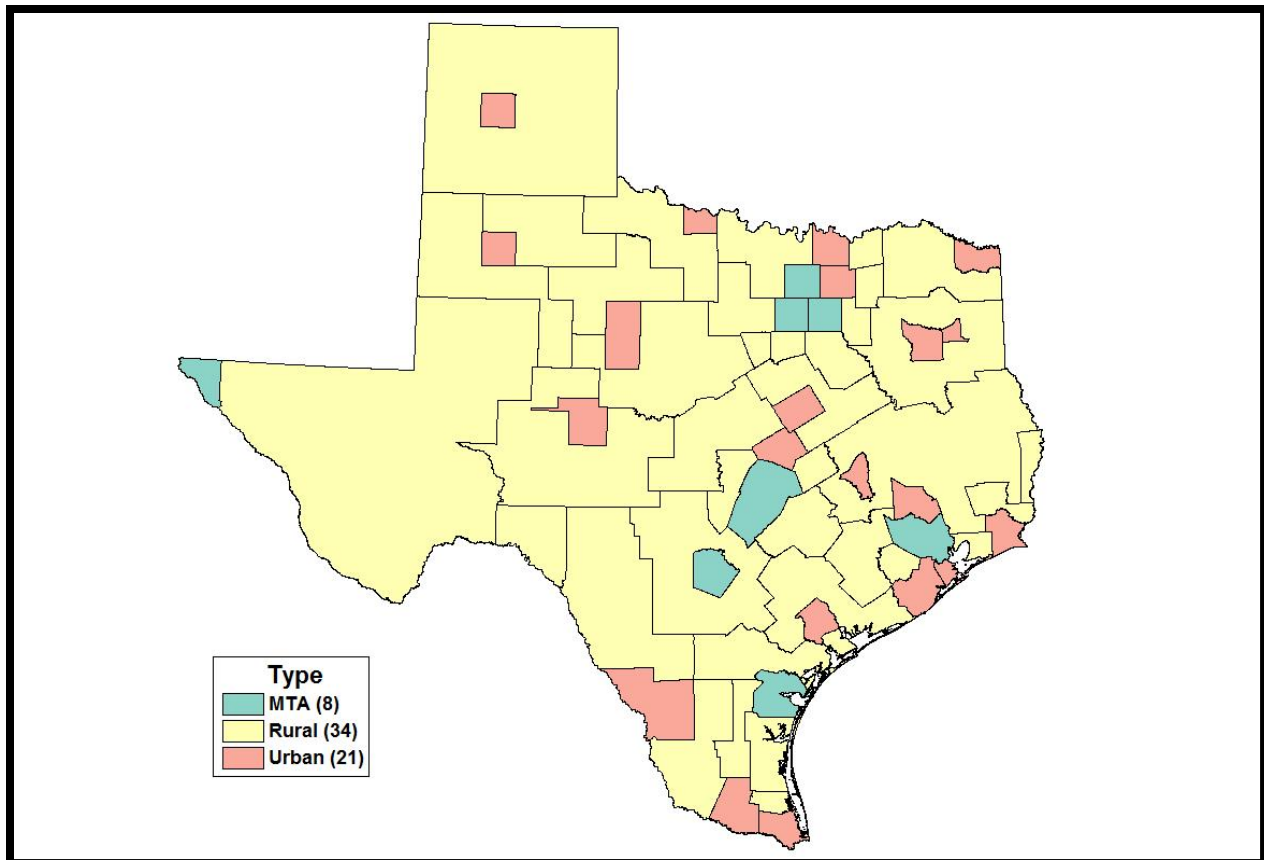
Districts by Type.

Projections of the population age 65 and older are taken directly from the population projections and aggregated as described previously. The population projections were used as a basis for projecting the number of people age 5 and older who will have at least one disability in 2010. The projections incorporate the U.S. Census Bureau measures of disability, which define a disability as a long-lasting physical, mental, or emotional condition that limits a person's ability to walk, climb stairs, dress, bathe, learn, or remember (*30, 31*). The projections of the disabled population were prepared by applying age and sex prevalence rates obtained from the 2005–2007 American Community Survey to the projected populations for 2010.[2] Projections were prepared for the each of the 254 counties in Texas and controlled to an independent projection of disabled populations for the state. The resulting county projections were aggregated to those areas that represent the service areas of transit districts as described previously.

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[2] Rates were calculated for Migration-Public Use Microdata Summary Areas. These areas include one or more counties so that prevalence rates are relative to local areas.

APPENDIX N: SECTION 5310 POPULATION PROJECTIONS

To allocate Section 5310 funds by formula, researchers first projected 2010 urbanized area populations by TxDOT district. Second, researchers used 2000 population ratios for these target populations to project 2010 persons age 65 and over and individuals with disabilities populations to urbanized and non-urbanized (rural) categories. Appendix D describes the methodology used to project urbanized area populations. The table below includes the results of the projected 2010 TxDOT district populations.

Projected 2010 Population by TxDOT District – Urbanized and Non-Urbanized.

TxDOT Districts	Total	Urbanized Area	Non-Urbanized Area (Rural)
Abilene	258,340	112,253	146,087
Amarillo	384,956	201,289	183,667
Atlanta	323,623	55,638	267,985
Austin	1,837,749	1,319,483	518,266
Beaumont	570,545	254,497	316,048
Brownwood	135,364	749	134,615
Bryan	414,592	151,722	262,870
Childress	42,697	0	42,697
Corpus Christi	574,949	343,089	231,860
Dallas	4,388,139	3,936,415	451,724
El Paso	800,637	713,951	86,686
Ft Worth	2,316,580	1,933,231	383,349
Houston	5,805,295	5,345,103	460,192
Laredo	407,002	227,202	179,800
Lubbock	455,760	223,853	231,907
Lufkin	314,191	0	314,191
Odessa	336,134	235,546	100,588
Paris	372,119	62,140	309,979
Pharr	1,329,066	1,085,678	243,388
San Angelo	156,441	87,710	68,731
San Antonio	2,173,831	1,748,546	425,285
Tyler	667,497	207,045	460,452
Waco	711,995	456,056	255,939
Wichita Falls	249,308	97,463	151,845
Yoakum	347,137	65,378	281,759
State	**25,373,947**	**18,864,037**	**6,509,910**

Projected 2010 populations of persons age 65 and over and individuals with disabilities are described in Chapter 6 and provided in the table below.

Projected 2010 Population by TxDOT District – Age 65+ and Individuals 5+ with Disabilities.

District	No. of Counties	Total Population		Age 65+		Individuals 5+ with Disabilities	
		2000	2010	2000	2010	2000	2010
Abilene	13	252,753	258,340	36,173	36,196	51,326	41,687
Amarillo	17	350,605	384,956	44,399	48,677	66,536	50,780
Atlanta	9	303,557	323,623	44,330	50,034	76,778	67,011
Austin	11	1,349,581	1,837,749	111,841	160,317	227,225	202,740
Beaumont	8	552,822	570,545	71,769	75,400	127,129	96,751
Brownwood	9	126,210	135,364	23,307	25,858	28,895	24,419
Bryan	10	370,948	414,592	41,456	47,906	62,296	55,020
Childress	13	42,625	42,697	8,690	8,765	8,990	7,460
Corpus Christi	10	549,025	574,949	64,681	67,821	124,361	104,906
Dallas	7	3,414,427	4,388,139	254,472	330,464	679,791	453,908
El Paso	6	704,318	800,637	69,411	79,160	152,426	110,284
Ft. Worth	9	1,827,017	2,316,580	166,173	209,756	359,614	283,211
Houston	6	4,573,386	5,805,295	350,766	462,903	958,936	636,352
Laredo	8	329,483	407,002	30,007	35,951	73,960	60,514
Lubbock	17	429,458	455,760	52,372	55,871	85,770	66,077
Lufkin	9	284,315	314,191	44,102	55,687	69,373	64,340
Odessa	12	311,458	336,134	36,139	40,691	62,023	51,351
Paris	9	337,130	372,119	50,809	58,289	81,057	66,808
Pharr	8	1,004,222	1,329,066	103,084	129,592	235,290	190,117
San Angelo	15	154,379	156,441	22,593	24,277	32,068	25,741
San Antonio	12	1,798,385	2,173,831	201,204	241,688	399,419	314,907
Tyler	8	593,394	667,497	89,466	106,134	140,567	119,881
Waco	8	624,850	711,995	70,391	74,817	121,050	96,194
Wichita Falls	9	245,566	249,308	36,189	38,672	48,907	43,081
Yoakum	11	321,906	347,137	48,708	51,821	66,580	62,957
State	**254**	**20,851,820**	**25,373,947**	**2,072,532**	**2,516,747**	**4,340,367**	**3,296,497**
Percent Change			**22%**		**21%**		**-24%**

Researchers then allocated these projected 2010 populations to urbanized and non-urbanized areas by using the 2000 populations as ratios. The 2000 populations for persons age 65 and over and individuals with disabilities are provided on the following page.

Census 2000 Population by TxDOT District – Urbanized and Non-Urbanized.

District	TxDOT District Total Population	Elderly	Disabled	Urbanized Area Total Population	Elderly	Disabled	Non-Urbanized Area Total Population	Elderly	Disabled
Abilene	252,753	36,173	51,326	107,041	13,362	23,320	145,712	22,811	28,006
Amarillo	350,605	44,399	66,536	179,312	22,175	35,872	171,293	22,224	30,664
Atlanta	303,557	44,330	76,778	50,566	7,149	12,750	252,991	37,181	64,028
Austin	1,349,581	111,841	227,225	901,920	54,752	147,771	447,661	57,089	79,454
Beaumont	552,822	71,769	127,129	257,563	35,045	59,020	295,259	36,724	68,109
Brownwood	126,210	23,307	28,895	200	6	75	126,010	23,301	28,820
Bryan	370,948	41,456	62,296	132,500	8,524	16,732	238,448	32,932	45,564
Childress	42,625	8,690	8,990	0	0	0	42,625	8,690	8,990
Corpus Christi	549,025	64,681	124,361	293,925	32,154	66,882	255,100	32,527	57,479
Dallas	3,414,427	254,472	679,791	3,053,730	219,057	606,551	360,697	35,415	73,240
El Paso	704,318	69,411	152,426	648,465	63,963	140,145	55,853	5,448	12,281
Ft Worth	1,827,017	166,173	359,614	1,446,277	119,988	283,658	380,740	46,185	75,956
Houston	4,573,386	350,766	958,936	4,132,954	310,486	865,081	440,432	40,280	93,855
Laredo	329,483	30,007	73,960	175,586	13,630	38,390	153,897	16,377	35,570
Lubbock	429,458	52,372	85,770	202,225	22,379	40,309	227,233	29,993	45,461
Lufkin	284,315	44,102	69,373	0	0	0	284,315	44,102	69,373
Odessa	311,458	36,139	62,023	210,616	24,673	39,607	100,842	11,466	22,416
Paris	337,130	50,809	81,057	56,168	9,075	13,423	280,962	41,734	67,634
Pharr	1,004,222	103,084	235,290	799,690	83,137	182,586	204,532	19,947	52,704
San Angelo	154,379	22,593	32,068	87,969	12,247	18,193	66,410	10,346	13,875
San Antonio	1,798,385	201,204	399,419	1,327,554	137,710	301,692	470,831	63,494	97,727
Tyler	593,394	89,466	140,567	177,765	24,408	40,192	415,629	65,058	100,375
Waco	624,850	70,391	121,050	392,911	36,984	74,378	231,939	33,407	46,672
Wichita Falls	245,566	36,189	48,907	99,396	12,561	18,631	146,170	23,628	30,276
Yoakum	321,906	48,708	66,580	61,529	7,580	12,189	260,377	41,128	54,391
State	20,851,820	2,072,532	4,340,367	14,795,862	1,271,045	3,037,447	6,055,958	801,487	1,302,920

2010 Urbanized and Non-Urbanized Population Allocation

To sub-allocate the projected 2010 populations of persons age 65 and over to urbanized and non-urbanized categories, the following calculation was used:

- Ratio of 2000 urbanized population age 65 and over to total urbanized area population multiplied by the 2010 total urbanized area population.

For example, Abilene TxDOT district 2000 urbanized population age 65 and over is 13,362 and has a total urbanized area population of 107,041 for a ratio of 12.483 percent. Abilene TxDOT district projected 2010 total urbanized area population is 112,253. Abilene TxDOT district 2010 projected population of persons age 65 and over is therefore 112,253 multiplied by 12.483 or 14,013.

To sub-allocate the projected 2010 populations of individuals with disabilities (disables) to urbanized and non-urbanized categories, the ratios were modified to better reflect the differences in disability definitions between 2000 and 2005 and 2007 American Community Survey data. The following calculation was used:

- Disabled = (Disabled Urbanized 2000 Population/Total Disabled 2000 Population)/(Urbanized Population 2000/Total Population 2000) × (Urban Population 2010/Total Population 2010) × Total Disabled 2010

For example, Abilene TxDOT district projected population of individuals with disabilities is calculated as follows:

Disabled Urbanized 2000 Population	23,320
Total Disabled 2000 Population	51,326
Ratio of Urbanized to Total Disabled	**45%**
Urbanized Population 2000	107,041
Total Population 2000	252,753
Ratio of Urbanized to Total Population	**42%**
	45%/42% = **107%**
Urban Population 2010	112,253
Total Population 2010	258,340
Ratio of Urban to Total 2010 Population	**43%**
	107%×43% = 47%
Total Disabled Population 2010	41,687
Projected Urban Disabled Population 2010	19,433

The Census 2000 and projected 2010 populations for persons age 65 and over and individuals with disabilities are provided on the following pages.

Census 2000 and Projected 2010 Persons Age 65 and Over Populations by TxDOT District.

District	Total Age 65+ 2000	Total Age 65+ 2010	Urban Age 65+ 2000	Urban Age 65+ 2010	Rural Age 65+ 2000	Rural Age 65+ 2010
Abilene	36,173	36,196	13,362	14,013	22,811	22,183
Amarillo	44,399	48,677	22,175	24,893	22,224	23,784
Atlanta	44,330	50,034	7,149	7,866	37,181	42,168
Austin	111,841	160,317	54,752	80,101	57,089	80,216
Beaumont	71,769	75,400	35,045	34,628	36,724	40,772
Brownwood	23,307	25,858	6	22	23,301	25,836
Bryan	41,456	47,906	8,524	9,761	32,932	38,145
Childress	8,690	8,765	–	–	8,690	8,765
Corpus Christi	64,681	67,821	32,154	37,532	32,527	30,289
Dallas	254,472	330,464	219,057	282,376	35,415	48,088
El Paso	69,411	79,160	63,963	70,422	5,448	8,738
Ft. Worth	166,173	209,756	119,988	160,387	46,185	49,369
Houston	350,766	462,903	310,486	401,548	40,280	61,355
Laredo	30,007	35,951	13,630	17,637	16,377	18,314
Lubbock	52,372	55,871	22,379	24,772	29,993	31,099
Lufkin	44,102	55,687	–	–	44,102	55,687
Odessa	36,139	40,691	24,673	27,593	11,466	13,098
Paris	50,809	58,289	9,075	10,040	41,734	48,249
Pharr	103,084	129,592	83,137	112,869	19,947	16,723
San Angelo	22,593	24,277	12,247	12,211	10,346	12,066
San Antonio	201,204	241,688	137,710	181,380	63,494	60,308
Tyler	89,466	106,134	24,408	28,428	65,058	77,706
Waco	70,391	74,817	36,984	42,928	33,407	31,889
Wichita Falls	36,189	38,672	12,561	12,317	23,628	26,355
Yoakum	48,708	51,821	7,580	8,054	41,128	43,767
State	**2,072,532**	**2,516,747**	**1,271,045**	**1,601,778**	**801,487**	**914,969**
Percent Change		**21%**		**26%**		**14%**

Census 2000 and Projected 2010 Individuals with Disabilities Populations by TxDOT District.

District	Total Individuals with Disabilities		Urban Individuals with Disabilities		Rural Individuals with Disabilities	
	2000	2010	2000	2010	2000	2010
Abilene	51,326	41,687	23,320	19,433	28,006	22,254
Amarillo	66,536	50,780	35,872	27,990	30,664	22,790
Atlanta	76,778	67,011	12,750	11,485	64,028	55,526
Austin	227,225	202,740	147,771	141,651	79,454	61,089
Beaumont	127,129	96,751	59,020	43,004	68,109	53,747
Brownwood	28,895	24,419	75	221	28,820	24,198
Bryan	62,296	55,020	16,732	15,140	45,564	39,880
Childress	8,990	7,460	–	–	8,990	7,460
Corpus Christi	124,361	104,906	66,882	62,887	57,479	42,019
Dallas	679,791	453,908	606,551	406,226	73,240	47,682
El Paso	152,426	110,284	140,145	98,208	12,281	12,076
Ft. Worth	359,614	283,211	283,658	235,503	75,956	47,708
Houston	958,936	636,352	865,081	584,889	93,855	51,463
Laredo	73,960	60,514	38,390	32,903	35,570	27,611
Lubbock	85,770	66,077	40,309	32,391	45,461	33,686
Lufkin	69,373	64,340	–	–	69,373	64,340
Odessa	62,023	51,351	39,607	33,981	22,416	17,370
Paris	81,057	66,808	13,423	11,089	67,634	55,719
Pharr	235,290	190,117	182,586	151,338	52,704	38,779
San Angelo	32,068	25,741	18,193	14,369	13,875	11,372
San Antonio	399,419	314,907	301,692	259,179	97,727	55,728
Tyler	140,567	119,881	40,192	35,491	100,375	84,390
Waco	121,050	96,194	74,378	60,207	46,672	35,987
Wichita Falls	48,907	43,081	18,631	15,851	30,276	27,230
Yoakum	66,580	62,957	12,189	11,357	54,391	51,600
State	**4,340,367**	**3,296,497**	**3,037,447**	**2,304,793**	**1,302,920**	**991,704**
Percent Change		**−24%**		**−24%**		**−24%**

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