

POTENTIAL IMPACT OF THE 2010 FEDERAL CENSUS ON THE TEXAS DEPARTMENT OF TRANSPORTATION

DESCRIPTION

Every 10 years the United States conducts a full census of the population. The 2010 census is currently underway and the US Census Bureau is required to deliver revised population counts to each state by April 1, 2011. These population numbers have the potential to impact overall federal funding as well as programs and projects of the department.

ISSUES

The 2010 Census will impact many department programs and functions, at least indirectly. It is expected that Texas will receive some level of additional federal funding due to population increase, assuming that the current federal surface transportation law is not significantly changed during any future federal reauthorization.

The 2010 Census is expected to confirm a long-standing trend of significant population growth in Texas. This growth will result in increased demands for transportation infrastructure and services at a time when funding availability remains a serious long-term issue.

The census is also expected to show that the population growth rate around Texas varies between urban and rural areas. This variation will have an impact on demand for transportation and could impact how the department allocates its resources.

REFERENCES

See attached description and analysis.

DESIRED ACTIONS

No action is required. Although not every aspect of the department's business functions will be impacted by the census, staff is prepared to implement the changes that may result from the 2010 Census.

OTHER

None.

Potential Impacts of the 2010 Census

Background

Under the United States Constitution, the federal government is required to conduct a full census of the population every 10 years in order to apportion the seats of the United States House of Representatives and has done so since 1790. The decennial census is also used as the basis for redrawing the boundaries of congressional and state legislative districts and in the apportionment of federal funds to state and local governments.

The population of the United States is expected to reach 310.2 million people with a continuing general shift of residents to the south and west. Movement of the population to urban and suburban areas is also expected to increase consistent with recent trends.

In 2000, the population of Texas was 20.9 million, or 7.3% of the total US population. Although the official decennial census count will not be available until December of this year, the 2010 Texas population is expected to reach 25.4 million, an increase of 21.7% which will represent 8.0% of the total US population. Assuming that the criteria for designating urbanized areas remains the same as for the 2000 census, the percentage of Texas residents that will reside in urbanized areas is projected to be 18.6 million people or approximately 73.2% of the state's total population. Approximately 6.8 million people will be living in non-urbanized areas as of 2010, or approximately 26.8% of the state's total population. Like the US as a whole, the Texas population in urbanized areas grew faster than the population in non-urbanized areas during the 2000-2010 period.

In general, the 2010 census is expected to confirm trends in Texas that have the potential to significantly impact the provision of transportation infrastructure and services by the department. The census is expected to show:

- A rapidly growing population projected to reach between 43.6 million and 51.7 million by the year 2040;
- A larger concentration of population in urban and suburban areas;
- Continued population growth in the Texas Triangle (encompassing the Houston, Dallas-Fort Worth, Austin and San Antonio metropolitan areas) and the Texas-Mexico border. This will mean that the largest proportion of the state's population will be located in the Houston, Dallas, Fort Worth, San Antonio, Austin, and Pharr Districts;
- Population increases in most rural areas – increasing the demand for transportation services and facilities in these rural areas;
- Population losses in rural areas in west Texas and in areas in the east that were impacted by Hurricanes Rita and Ike;
- A larger retirement age population resulting in an increase in the number of older drivers, increases in off-peak demand, and demands for specialized transit services;
- A more ethnically and racially diverse population and a larger immigrant population which can impact transportation demand and choices of transportation modes as a result of changes in household composition and socioeconomic characteristics;

- A continuing increase in annual total vehicle miles traveled;
- An increase in the number of licensed drivers, vehicles, and overall congestion in metropolitan areas; and
- A corresponding increases in the number of motor vehicle crashes and traffic fatalities.

The 2010 Census is expected to show that the Texas population is increasing faster than that of the nation as a whole; a trend that has continued since the creation of the department in 1917.

**Total Population of Texas and the United States and
Relative Percentage Change: 1910-2010**

YEAR	TEXAS POPULATION	PERCENT CHANGE FROM PREVIOUS CENSUS	UNITED STATES POPULATION	PERCENT CHANGE FROM PREVIOUS CENSUS
1910	3,896,542	27.8	91,972,266	21.0
1920	4,663,228	19.7	105,710,620	14.9
1930	5,824,715	24.9	122,755,046	16.1
1940	6,414,824	10.1	131,669,275	7.2
1950	7,711,194	20.2	150,697,361	14.5
1960	9,579,677	24.2	179,323,175	19.0
1970	11,196,730	16.9	203,302,031	13.4
1980	14,229,191	27.1	226,545,805	11.4
1990	16,986,510	19.4	248,709,873	9.8
2000	20,851,820	22.8	299,398,484	13.2
2010 (Projected)	25,400,000	21.8	310,233,000	3.6

Federal Funds

Texas relies heavily on federal funding to build, maintain and operate our state’s transportation system. The current federal surface transportation law, SAFETEA-LU expired on September 30, 2009, and states have been operating on a series of continuing resolutions passed by Congress. There is no definite date when a new surface transportation reauthorization may be enacted. However, when passed the existing funding formulas and programs under SAFETEA-LU may significantly change.

In fiscal year 2009, Texas received an apportionment of approximately \$3.137 billion dollars in federal highway funds. This figure is expected to increase to \$3.217 billion for FY 2010. These funds, allocated under formulas as contained in federal law, use various components to determine individual funding levels between the states.

We anticipate that variances in population could affect the amount apportioned for federal funding categories such as National Highway System, Congestion Mitigation and Air Quality, Metropolitan Planning, and Surface Transportation Program funds sub-allocated by population. All of these Federal Highway Administration funding categories use population in some form, either directly or as a comparison, as one of the criteria in apportioning the funds to the states.

Maintenance Activities

TxDOT's Maintenance activities are expected to experience both direct and indirect impacts from the 2010 census as shown below:

- Population trends determined by the census will help guide facility and maintenance programs in our ongoing effort to provide the traveling public a safe and well maintained roadway system. Maintenance funds will be allocated accordingly following updated traffic counts that should parallel the census identified trends.
- As metropolitan areas gain in population, injury risks associated with maintenance of higher traffic roadways are also expected to increase. To minimize personnel exposure to these risks, the department's districts will consider using comprehensive (bundled) contracts to address maintenance needs in lieu of maintenance personnel. This will allow personnel to be utilized in other areas of the maintenance program and also offer opportunity for advancement as construction inspectors for some employees.
- Reallocation of personnel and work locations at department facilities in response to population changes will require continual analysis of office, equipment, warehousing needs and facility support to accommodate shifts in the maintenance program.
- As increased urbanization occurs, the department may be required to adopt a tiered maintenance system of allocation of available monies, personnel and equipment to roadways based upon levels of average daily traffic (ADT); roadways with lower levels of ADT would receive commensurate levels of maintenance assets.
- Traffic at safety rest areas within established travel corridors is expected to increase. Additional state funds allocated to the maintenance of these facilities will need to be adjusted accordingly.

Congressional Apportionment and Legislative Boundary Redistricting

Under the Constitution, the 2010 Census data is used to distribute seats in the US House of Representatives among the states. While each state is guaranteed at least one seat, the remaining 385 seats are allocated based on population. Texas gained three seats after the 1990 census and two in 2000. Texas is expected to receive an additional three or four Congressional seats based on 2010 census data.

The Census Bureau is required to provide each state with their redistricting data by April 1, 2011. The 82nd Texas Legislature, convening in January of 2011, will be charged with redrawing legislative boundaries for state legislative districts, congressional

districts, and the districts of the State Board of Education. Redistricting of legislative boundaries must be accomplished during the regular session of the legislature.

If the Legislature is unable to enact a valid redistricting plan for the Texas House and Senate, redistricting will then be taken up by the Legislative Redistricting Board. This board will also develop new districts if the Legislature's plan is voided by a court or the US Department of Justice.

If the Legislature is unable to enact a valid Congressional redistricting plan during the regular legislative session, a special session of the Legislature may be called. If the Legislature does not enact a valid redistricting plan in time for the 2012 elections, a federal court would likely develop the Congressional redistricting plan.

Transit

The Department distributes both State and Federal public transportation program formula funds to urban (state funds only) and rural (state and federal) transit programs in Texas. Funding formulas adopted by the Commission and incorporated into the Texas Administrative Code are used to distribute funds among 38 rural Transit Districts and 30 Urban Transit Districts. The Commission routinely awards funds to these sub-recipients based on these formulas. State funds are generally used to match an equal amount of Federal dollars for service operations. These are proportional share-based formulas, and population plays a significant role in the calculation.

The 2010 Census is expected to have a significant impact on the distribution of those state and federal grant funds supporting public transportation. Lacking specific definitions from the Census Bureau on how they will determine urbanized area boundaries, the range of potential outcomes varies significantly with respect to the number of potentially new urban areas within Texas, complicating our ability to specifically forecast impacts. We are, however, able to draw some general conclusions:

- As a growth state, and assuming no changes in federal funding formulas, Texas is expected to do better nationally – growing at a rate faster than other areas of the nation and possibly resulting in a larger proportional share of federal transit formula program dollars.
- Within Texas, while virtually all areas – rural and urban – are experiencing growth in absolute numbers, some areas are growing faster than others and some areas are projected to become new urban areas. Up to five additional new urban areas could be formed. The most likely scenario indicates a net increase of four new urban areas. These new urban areas will become additional eligible recipients of state grant funds distributed by the Department.
- While the number of rural transit districts remains unchanged, rural program funds are expected to flow from slow growth areas to faster growing areas as proportional shares change with the results of the Census.
- Without an increase in grant program funding, particularly State grant funding levels, up to approximately \$2 million dollars of existing federal and state program allocations made by the Department could be redistributed based on 2010 Census results. State funding amounts to approximately \$1.6 million of that

total. In particular, without additional funding available, the likely addition of four new urban areas will adversely impact other urban systems around the state.

The impacts of this reallocation are further exacerbated by historically static State funding levels, with no recent adjustments for inflation or per capita expenditure levels to help meet increases in demand or match increases in Federal program authorizations. On a per capita expenditure basis alone, 2010 Census results are expected to show a 16% decrease in state funding per resident in areas served by these programs – from \$3.08 in 2000 to \$2.58 in 2010. Restoring per capita state expenditures to their 2000 levels would require an estimated \$4.1 million per year.

Urbanized Area Changes and Metropolitan Planning Organizations

Various changes are expected to the existing structure of Metropolitan Planning Organizations in Texas as a result of the 2010 Census. Expected changes are as follows:

- Brownsville, Laredo, Killeen, and Amarillo are projected to attain a population of at least 200,000. If this occurs, then these MPOs will become Transportation Management Area MPOs. Transportation Management Area MPOs are required to have a Travel Demand Model, developed by the Transportation Planning and Programming Division. It is anticipated that these areas will also require additional traffic counts and travel surveys.
- Cleburne, Conroe, Georgetown, New Braunfels, and San Marcos-Kyle are all expected to reach the 50,000 population mark. If the 2010 census figures confirm this, each of these areas could petition to become an MPO.

General Reported Impacts for Divisions and Offices

All department Divisions and Offices provided input for this report. It should be noted that although many reported that the release of the new census figures for Texas would not have a direct impact on their programs or functions, all understand that population growth will lead to an increase in demand for transportation infrastructure and related services.

DIVISION/OFFICE	IMPACT
Audit	No specific direct impact, although AUD notes that the impacts on other areas of the department may increase AUD’s responsibility to ensure that all functions and programs are operating as required.
Aviation	No direct impact.
Bridge	No direct impact. The allocation of bridge funds is based on square footage of deficient bridges and unit costs.
Civil Rights	<p>The change in the upcoming Census will impact certain programs of the Office of Civil Rights.</p> <ol style="list-style-type: none"> 1. Civilian labor force statistics, from which the TxDOT Equal Employment Opportunity/Affirmative Action (EEO/AA) availability analysis is taken, will impact the department’s ethnicity and gender goals for recruitment, promotions and hiring purposes. 2. Another expected change is the expansion of the ethnic workforce categories. When new census data is released the

DIVISION/OFFICE	IMPACT
	<p>federal government will also change the reporting requirements for the report used by the public sector. This change would require TxDOT to revise its applicant EEO identification format, adjust data collection and require re-polling of current department employees.</p> <ol style="list-style-type: none"> 3. New census data may indicate a need for more Disadvantaged Business Enterprises (DBE) firms in certain areas. 4. New census data related to ethnic populations will assist in the identification of areas with DBE's so we can concentrate our outreach and certification efforts in those areas.
Construction	<ol style="list-style-type: none"> 1. As metropolitan areas increase in population and size, demand for additional construction projects to improve safety, enhance operation and provide increased capacity will also become necessary to support the identified growth. 2. Construction activities in fringe areas of population centers are also expected to increase to address urban sprawl. 3. Construction activities in rural areas of the state for the addition of shoulders and widening of bridges are also expected to increase to support an expected growth in industrial activities such as those associated with Barnett Shale, wind power generation, logging, and oil and gas. 4. The overall population increase will also place additional demands on pavements throughout the state. Pavement management and forensic analysis work is expected to increase due to increased traffic, material transport, and heavy load permitting.
Design	No direct impact.
Environmental	<p>Changes in demographic information are expected to impact the following aspects of the department's environmental process:</p> <ol style="list-style-type: none"> 1. The public involvement process and outreach strategies. 2. The community impact process, particularly as it impacts environmental justice communities. 3. If the data shows an increased concentration of the population in urban areas, it is anticipated that this could lead to a greater need for multimodal transportation solutions. Experience suggests that in general, multimodal projects tend to be more complex, involving a greater number of stakeholders and including a larger number of agencies.
Finance	Possible impact on the overall level of department federal funding.
General Counsel	No direct impact.
General Services	Although we see no direct impact to GSD operations, we are prepared to address any issues that may arise to include support to others that may be impacted by the 2010 census.
Govt. and Public Affairs	New census data will result in new apportionment of seats for Texas in the US House of Representatives as well as revised Texas Congressional, House and Senate districts.
Human Resources	The increasing number of new workers is expected to provide the department with a greater talent pool to draw from when job opportunities exist. The greatest challenge will be ensuring that the

DIVISION/OFFICE	IMPACT
	<p>department, as a Texas employer, provides collaborative partnerships with institutions of higher education and businesses to help build the department’s workforce.</p>
Maintenance	<p>Direct and indirect impacts as detailed in the text of the report.</p>
Motor Carrier	<p>As a result of population increases, the Motor Carrier Division anticipates increased permitting of oversize/overweight loads as well as increased need for size and weight administrative enforcement activities. Customer demand for oversize/overweight permits is directly related to infrastructure investments such as roadways; manufacturing and other large-scale facilities; and energy-related improvements such as electric grid upgrades, new power plants, wind farms, and refinery upgrades. Additionally, manufactured goods are becoming increasingly more modularized due to the risks associated with assembling large components on-site, and new port traffic due to the expansion of the Panama Canal can be expected to bring in larger and heavier cargo to Texas ports for distribution throughout the U.S. While rail can be expected to absorb some of this additional traffic, at some point in time almost every manufactured good spends time on a truck due to trucking’s flexibility in reaching locations that don’t have access to rail yards or sea ports. TxDOT MCD is preparing for projected increases by streamlining processes and implementing new technology to automate processes that are primarily manual today, as well as providing enhanced abilities to track permitted loads for TxDOT planning and maintenance activities.</p> <p>MCD also has responsibility for size and weight administrative enforcement – audits of carrier paperwork to determine compliance with size and weight laws and the ability to assess administrative penalties or revoke operating authority for non-compliant motor carriers and shippers. Note that this is not just for oversize/overweight permitted loads, but for any oversize or overloaded vehicle operating on the state’s highways. As opportunities increase for motor carriers to generate revenue by transporting loads, there is a tendency for everybody to jump on the bandwagon and call themselves a motor carrier. These less experienced carriers may be more likely to cut corners by overloading their vehicles, ignoring permitting requirements, etc., which therefore may result in increased roadway damage and the need for increased investigations and enforcement actions. With the TxDMV split, MCD lost 65% of its compliance and enforcement staff (from 46 FTEs to 16 FTEs), and that coupled with the anticipated need for increased enforcement actions will result in a longer lag time between receiving a complaint against a carrier and completing an investigation, unless additional FTEs and associated funding are allocated to meet this demand. An inability to provide a strong administrative enforcement program will compound the non-compliance and infrastructure damage issues.</p>
Occupational Safety	<p>The expected increase in population will result in more traffic. Higher traffic increases the risk for injury and vehicle incidents. TxDOT's challenge will be to provide the necessary resources to maintain a safe workplace for all employees.</p>
Public Transportation	<p>New census data will impact the overall number of urban transit districts</p>

DIVISION/OFFICE	IMPACT
	and the allocation of available state and federal transit funding to both rural and urban transit districts.
Rail	No direct impact as rail functions or programs are not driven by population. However, population growth will impact the need for passenger rail service, the movement of goods, and congestions which will in turn indirectly impact the division's workload and overall funding needs.
Right of Way	No direct impact.
Research and Technology Implementation	No direct impact, although RTI has coordinated several recent research studies on the impacts of demographic change in Texas.
Strategic Policy and Performance Mgt.	No direct impact.
Traffic Operations	<ol style="list-style-type: none"> 1. New urbanized areas over 50,000 in population will be required to assume responsibility for the operation and installation of their traffic signals. TRF and the Districts are already coordinating this change with the impacted areas. 2. Population is part of the formula used by the division to determine traffic safety grant funding for the Selective Traffic Enforcement Program. 3. Tourist Oriented Directional Signs are limited to rural areas and cities under 5,000 population. 4. Special traffic generator signing eligibility criteria vary by overall city population and will be impacted by new census data. 5. Federal traffic safety 402 funds use population as one element in determining funding. We assume that this funding will increase.
Technology Services	Redistricting resulting from the 2010 Census will require changes in the applications used to provide project information related to legislative boundaries. These applications include Project Tracker and Rider 20. Since the data is collected via the Design and Construction Information System, there will also be some impact on the Districts to correct the information.
Transportation Planning	New census data is expected to increase the total number of Metropolitan Planning Organizations (MPO) and the structure of some existing MPOs as detailed in this report.
Travel and Information	<ol style="list-style-type: none"> 1. Census data is used in updating of population figures for all the communities in the Texas State Travel Guide and in the Texas Official Travel Map. These updates/changes are done during the regular production cycles and do not require special updates. 2. General population growth has a serious impact on the amount of litter on our roadways. Research performed for the Don't Mess with Texas program shows that more traffic and people results in more litter. Increases in population will impact litter pickup costs and the department's litter prevention messaging.
Texas Turnpike Authority	<p>No direct impact, but population growth will have impact.</p> <ol style="list-style-type: none"> 1. Toll and Revenue (T&R) projections are the primary issue. Results of the census will be used by the state demographer to come up with new numbers for regional populations and growth trends. These are used by traffic modelers, Metropolitan

DIVISION/OFFICE	IMPACT
	<p>Planning Organizations, T&R firms, and others. The data from the census would then be used for future updates of the T&R projections, specifically for the Central Texas Turnpike System which could impact future decisions on refinancing, bonding or other aspects of asset management. The state demographers tell us the state population is going to grow to 50 million people in the next 30 years. This figure would then translate into different out year projections, not only for T&R projections, but for pavement designs.</p> <ol style="list-style-type: none"> <li data-bbox="565 537 1360 638">2. The anticipated formal recording of increased population could also encourage private sector evaluation of various toll investment opportunities in the state. <li data-bbox="565 638 1377 840">3. The I-35 Corridor Program Office may be required to revise population data in environmental documents that have not yet been finalized, Corridor Segment Plans, and the I-35 Corridor Travel Demand Model. If environmental documents or Corridor Segment Plans require revisions due to revised or updated population data, this may delay approval and procurement.

Texas Transportation Commission Workshop

Wednesday, June 23, 2010

Estimates for 2010 Census

**Institute for Demographic & Socioeconomic Research
(IDSER)**

The University of Texas at San Antonio

and

Texas Transportation Institute (TTI)

TxDOT Research Project No. 0-6199

Discussion Today

- Overview Census process
- Clarify distinctions between urban and rural
- Discuss how urbanized areas are defined
- Summarize 2010 population estimates

Use of Terms

Census Urban Area

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

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Use of Terms

USDOT Urban Area

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

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Determination of Urbanized Areas

- U.S. Census Bureau determines Urbanized Areas
- Based on 2010 Census data and published criteria for defining urban areas
- Based on analytical measures of size (population and land area) and population density by census block and census tract
- Does not depend on incorporated status or city limits

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U.S. Census Schedule

- February – July 2010
- August 2010 *tentative*
 - ▣ *U.S. Census Bureau to publish proposed 2010 Urban Area Criteria in the Federal Register (60-day comment period)*
- December 31, 2010
 - ▣ Apportionment Data
- April 1, 2011
 - ▣ Block Level Population (PL-94-171)
- Spring 2012
 - ▣ Urbanized Areas Reported

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Census 2000

	2000
Texas Population	20,900,000
% of U.S. Population	7.3%
Texas Urbanized Population	14,800,000
% of U.S. Urbanized Population	7.5%
Texas Non-Urbanized Population	6,100,000
% of U.S. Non-Urbanized Population	6.8%

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Urbanized Areas 2000

3 areas of 1 million or more

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

6 areas of 200,000 to 1 million

- Austin
- Corpus Christi
- El Paso
- McAllen
- Denton/Lewisville
- Lubbock

25 areas of 50,000 to 200,000

- | | | |
|-------------------------|-----------------|-----------------------------|
| • Abilene | • Odessa | • Lake Jackson/
Angleton |
| • Amarillo | • Port Arthur | • McKinney |
| • Beaumont | • San Angelo | • The Woodlands |
| • Brownsville | • Sherman | |
| • College Station/Bryan | • Temple | |
| • Galveston | • Texarkana | |
| • Harlingen | • Texas City | |
| • Killeen | • Tyler | |
| • Laredo | • Victoria | |
| • Longview | • Waco | |
| • Midland | • Wichita Falls | |

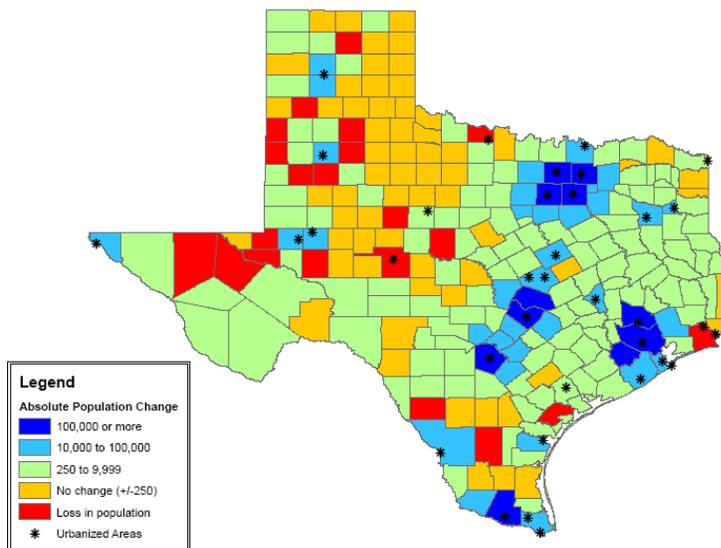
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Projected Census 2010 Texas as a Percent of U.S.

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

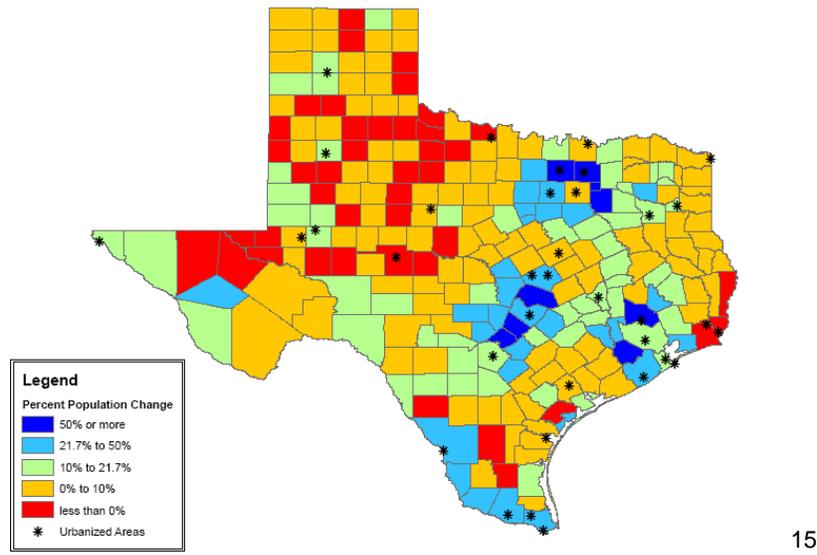
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Absolute Change in Population by County 2000-2010



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Percent Change in Population by County 2000-2010



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Change in Population 2000-2010 Urbanized Areas >200,000

	<u>2000</u>	<u>2010</u>	<u>Growth</u>
Dallas-Ft Worth-Arlington	4,145,700	5,115,000	23%
Houston	3,822,500	4,831,000	26%
San Antonio	1,327,600	1,567,000	18%
Austin	901,900	1,183,000	31%
McAllen-Hidalgo County	523,144	740,000	41%
El Paso, TX	648,500	714,000	10%
Denton-Lewisville	299,823	432,000	44%
Corpus Christi	293,900	304,000	3%
Lubbock	202,200	225,000	11%

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Urbanized Areas 2010

4 areas of 1 million or more

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

9 areas of 200,000 to 1 million

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

26 areas of 50,000 to 200,000

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

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Possible Mergers if Urbanized Areas are Contiguous

- Dallas-Ft Worth-Arlington Urbanized Area with
 - McKinney Urbanized Area
 - Denton-Lewisville Urbanized Area
- Houston Urbanized Area with
 - The Woodlands Urbanized Area
 - Texas City Urbanized Area
 - Galveston Urbanized Area

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Summary

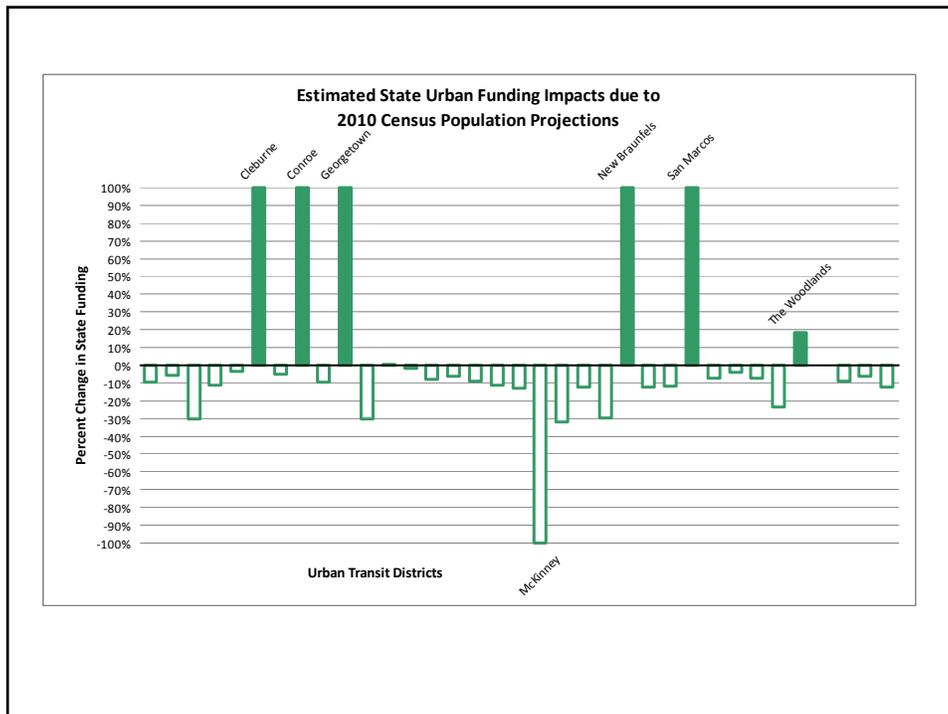
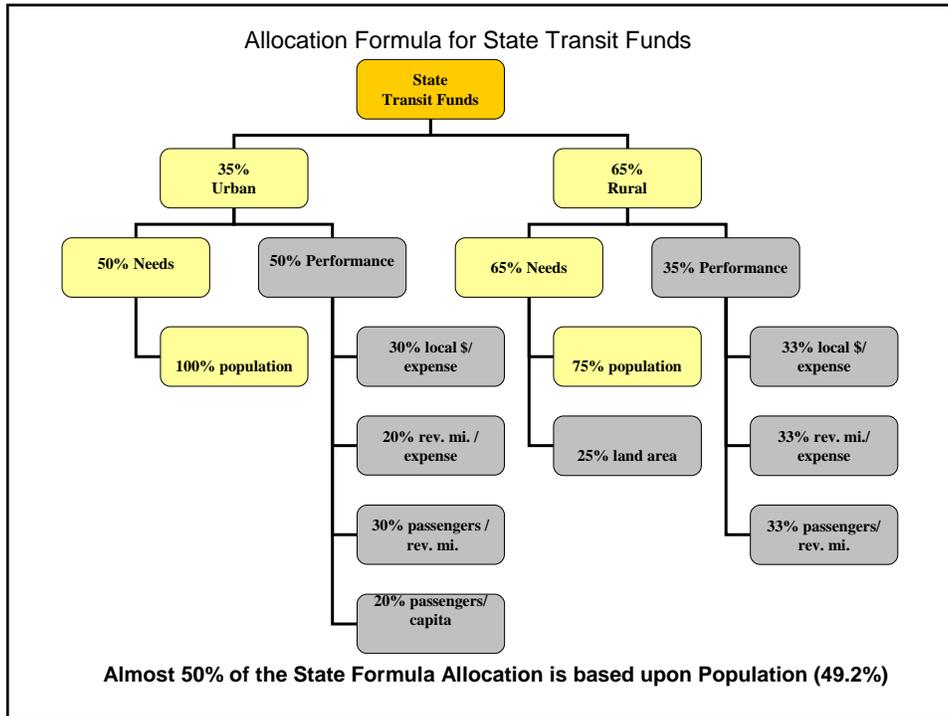
- Texas population growth faster than national averages – urban and rural
- Fastest population growth in Texas in counties around largest metropolitan areas and border communities
- Statewide rural population is growing despite increases in urbanized areas
- Project additional 4 urbanized areas over 200,000
- Project 5 new urbanized areas over 50,000
- Possible smaller urbanized areas may merge into larger urbanized areas in the same metropolitan area

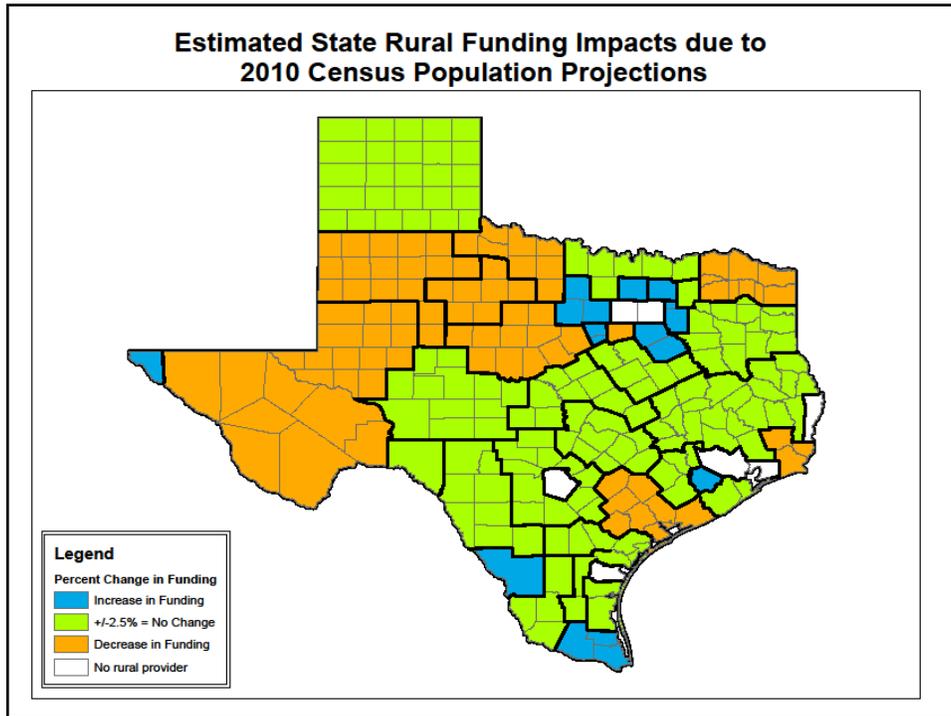
Commission Workshop June 23, 2010

Potential Impacts of the 2010
Federal Census of the Population



Public Transportation
Eric Gleason, Director





Funding Implications for 2012-13 LAR

- **Redistribution Impacts:** May need up to \$3.2 million in added state funds to address
- **Population Growth:** Per capita state funds down 16% since 2000. Need \$8.2 million to restore

Finance
Brian Ragland, Director

Population-Based Apportioned Federal Programs

Congestion Mitigation and Air Quality

- Distribution is based on non-attainment area population and is weighted by air quality severity.
- Texas population is anticipated to show an increase in non-attainment areas, so CMAQ funds apportioned to Texas could increase, but will also depend on population in other non-attainment areas and air quality severity.

Population-Based Apportioned Federal Programs

National Highway System

- Distribution is based on population as it relates to total miles of principal arterials. Also considers vehicle miles traveled and diesel fuel consumption.
- Texas' population is anticipated to increase, therefore Texas' share of NHS could increase, but also depends on population changes of other states.

Population-Based Apportioned Federal Programs

Surface Transportation Program (STP) – (areas greater than 200,000 population)

- Distribution is based on lane miles of federal-aid highways, vehicle miles traveled and estimated tax payments attributed to highway users and paid into the Highway Trust Fund. Within the STP program, funds are reserved for population areas greater than 200,000.
- Projections indicate that several areas in Texas may now surpass the 200,000 population mark, but this alone does not increase the amount distributed to Texas, therefore the available funding could be spread more thinly in Texas.

Transportation Planning
Wayne Dennis, P.E.
Deputy Director

**Urbanized Area Changes and
Metropolitan Planning Organizations (MPOs)**

- Existing MPOs that are projected to become Transportation Management Area MPOs (TMAs) with a population of 200,000 or more.
 - **Brownsville MPO**
 - **Laredo Urban Transportation Study MPO**
 - **Killeen-Temple MPO (Killeen)**
 - **Amarillo MPO**

- TMAs are required to have a Travel Demand Model (TDM). The Transportation Planning and Programming Division develops the TDM.

- It is anticipated that these areas will also require additional traffic counts and travel surveys.

- Areas that are expected to reach the 50,000 population mark. These areas could petition to become MPOs.
 - Cleburne
 - Conroe
 - Georgetown
 - New Braunfels
 - San Marcos-Kyle

Potential Impacts on Texas MPOs

