



# **Impacts of the 2010 Census**

## **Population Growth and Public Transit**

**FTA – Region 4 – April 26, 2016**

### Public Transit Service by County

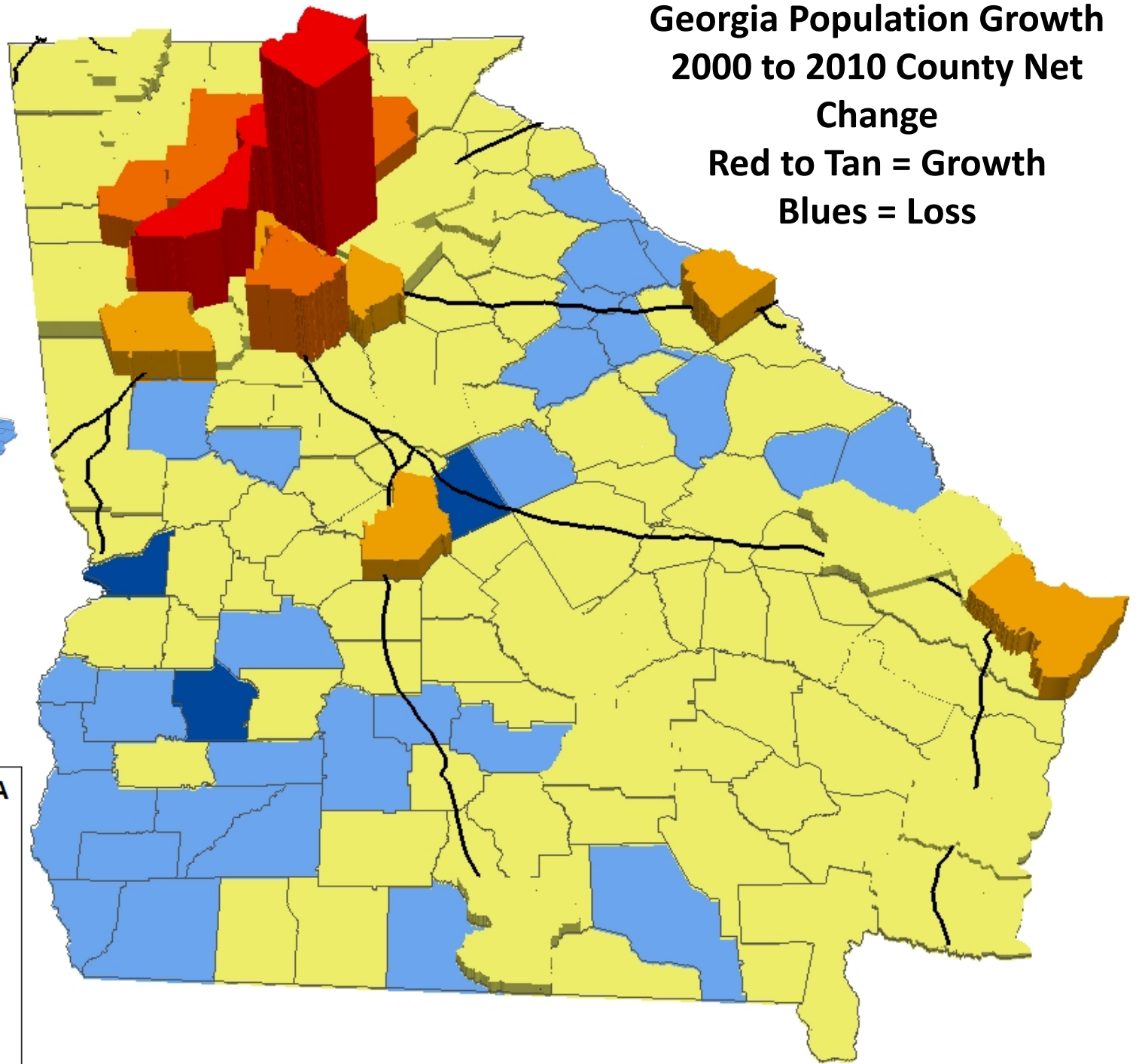
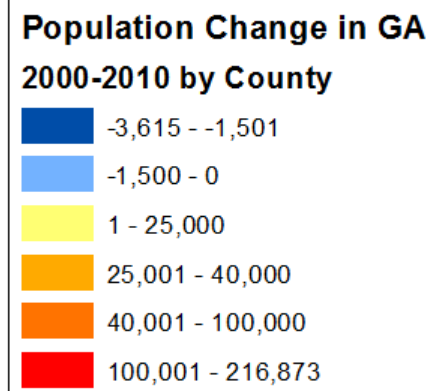
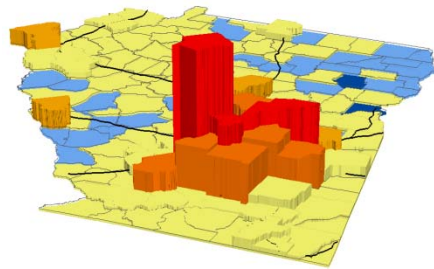


# Demographics Georgia 2010 Census



- **2010** population - almost **9.7M**
- Population grew by **18.3%**
  - **8,186,446 (2000)**
  - **9,687,653 (2010)**
  - Increase of **1.5M**
- **9<sup>th</sup>** most populous state - 2010
- **7<sup>th</sup>** in population growth – 2010
- **Atlanta Region – 5.2 million people**

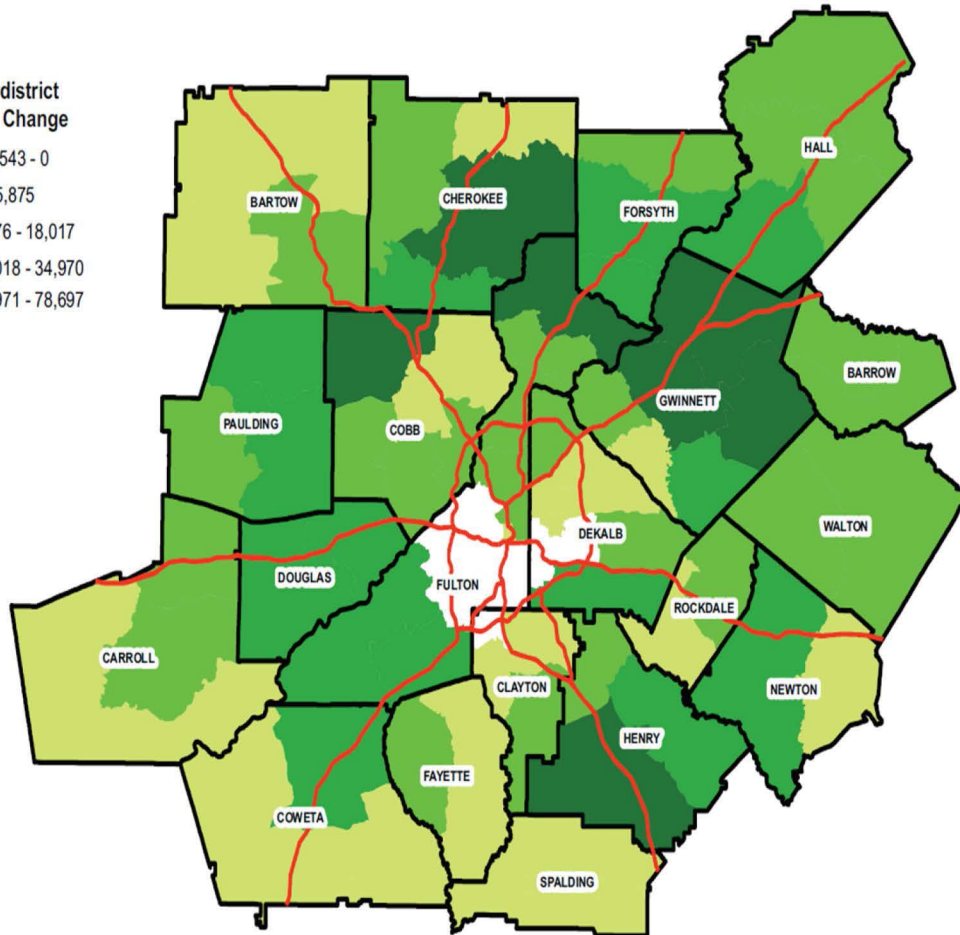
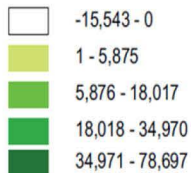
**Georgia Population Growth  
2000 to 2010 County Net  
Change**  
Red to Tan = Growth  
Blues = Loss





Map 1 – Total Population Change, 2000-2010

**ARC Superdistrict  
Population Change**



Map 1 shows the change in total population by ARC Superdistrict between 2000 and 2010. As can be seen, the urban core, (inside of the perimeter and south of I-20), lost population over the course of last decade, as Blacks moved to the suburbs. The second-ring suburbs, especially those to the north, had the biggest population gains, particularly along the arc stretching from northwest Cobb to eastern Gwinnett.

Leading the Region ....

Forsyth County – 78.4%

Paulding County – 74.3%

Henry County – 70.9%

5311 Transit Providers:

Coweta

Paulding

Bartow

Cherokee

Forsyth

Hall

Walton

Henry

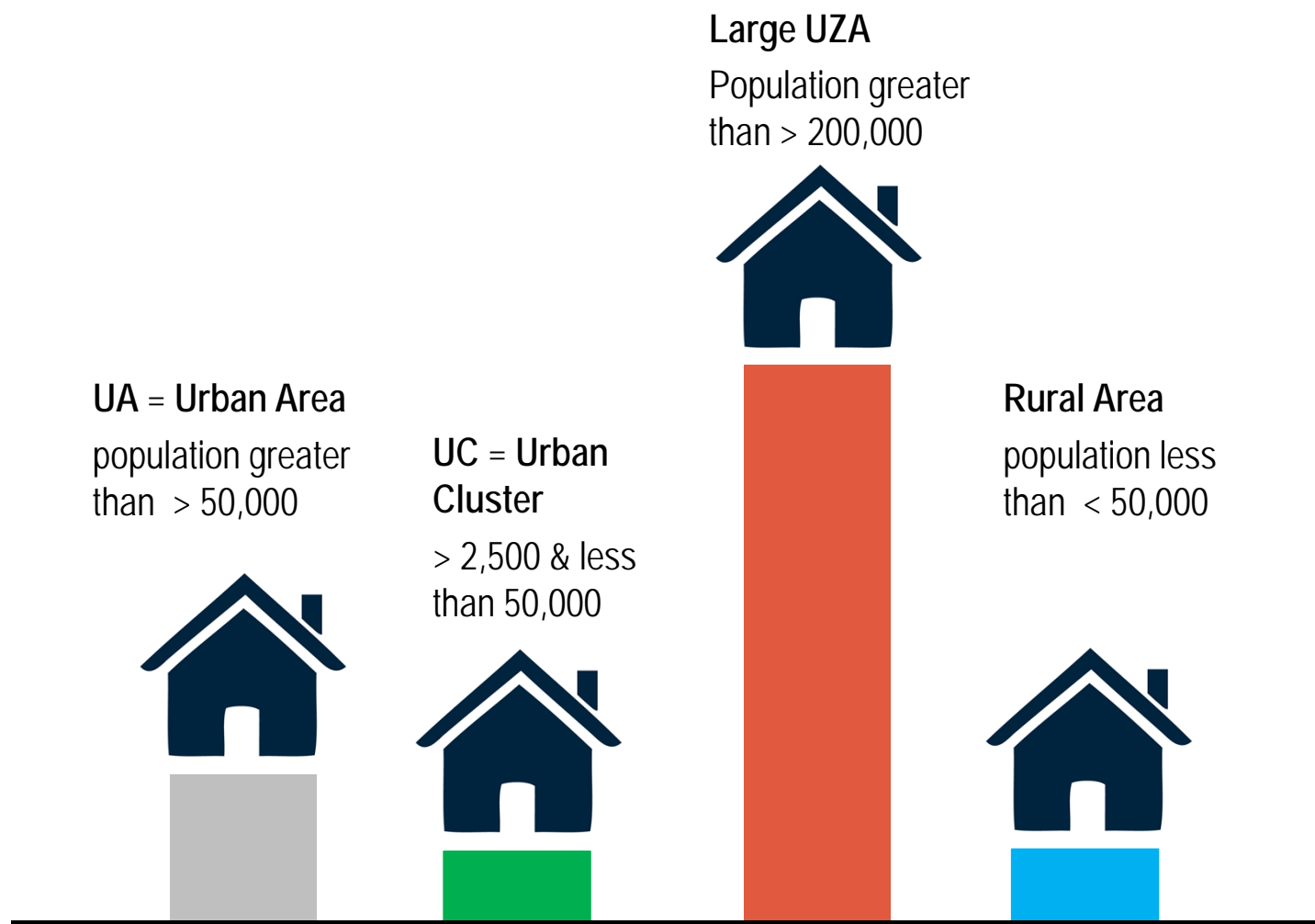
# 5311 Rural – Eligibility

## Population centers less than <50,000

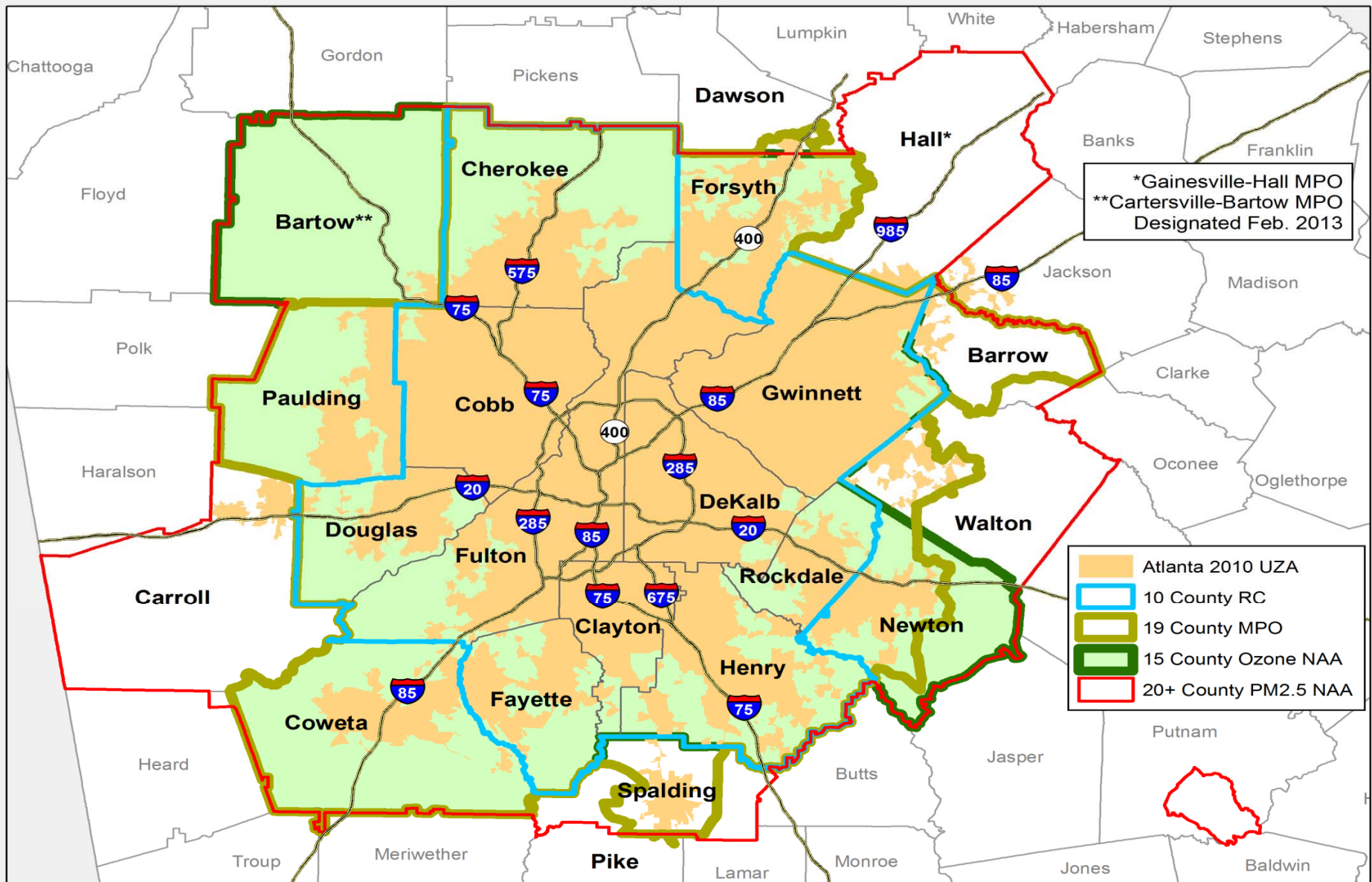
### 5311 Rural Programs - FTA Circular 9040.1G III-5:

- ***“The purpose of the Section 5311 program is to support public transportation for people living in any area outside of a UZA as designated by the Bureau of the Census.”***
- ***“Since the goal of the Section 5311 is to enhance the overall mobility of people living in rural areas, Section 5311 projects may include transportation to or from rural areas.”***
- Interpretation: One-way trips with a rural component, i.e. rural to rural, rural to urban, or urban to rural are eligible
- Urban to urban one-way trips are not eligible

# Census Population Definitions



# Atlanta Regional Commission UZA Boundaries 2010





# GDOT Policy Development

- Began to Educate and Inform Stakeholders
- Development of Methodology
- Final Discussions and formal notification to impacted counties of changes in funding availability based on the **2010 Census**
- Requested counties to provide system trip analysis to isolate urban to urban trips for prior service year

# GDOT Methodology - 6 Factors

## Demographics:

1. % Breakdown of Urban & Rural population
2. % Elderly & Living in Poverty above State Average \$5,000 per point

## Transit Operations Specific Data:

3. Trip data breakdown or % rural population
4. Fully allocated cost x % of rural trips
5. Fully allocated cost x % of rural miles
6. Fully allocated cost x % of rural hours

# Example – ABC County Transit

## Demographic Factors

### 1. County Population is 79,522

- % Rural 27% \*
- % Urban 73% \*

### 2. Poverty and Aging

- % Below Poverty 24%
- % Elderly 12%

\* Data Provided by ARC

\*\* Data Provided by Census – Georgia Average Poverty average 18.2%

\*\* Data Provided by Census – Georgia Average Elderly Population 12%

# Example – ABC County Transit

- ABC County Transit is requesting \$442,228 in Operating Funds
  
- Transit Operations Data Provided by ABC Transit from last year:
  - 3. 35,506 Total Trips X 18% Rural Trips = 6,391 Trips
  - 4. \$482,048 Fully Allocated Cost (  $\$482,048 / 35,506 = \$13.58$  per trip)
  - 5. 336,924 Total Service Miles (  $\$482,048 / 336,924 = \$1.43$  per mile)
  - 6. 21,097 Total Service Hours (  $482,048 / 21,097 = \$22.85$  per hour)



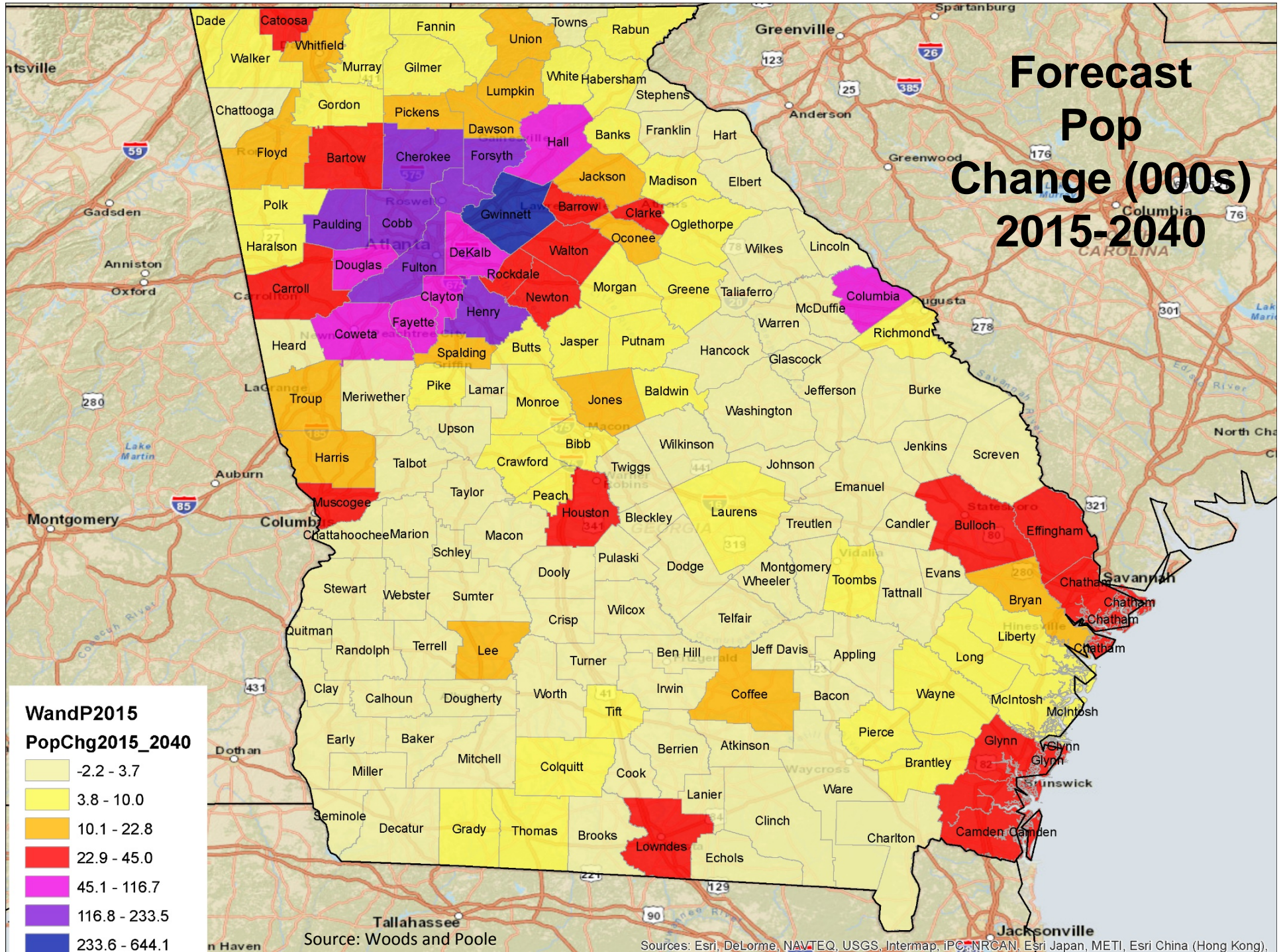
<b>1. % Rural Trips x \$ request</b>	TOTAL TRIPS - 35,506	Rural 18% = 6,391	Request \$ 442,228	\$442,228 x 18% =	\$ 79,600
<b>2. Rural pop x \$ request</b>	Total county population 73% urban; 27% rural	27%		\$ 442,228 x 27% =	\$ 120,284
<b>3. FAC per trip x Rural eligible trips</b>	\$482,048 cost last year / 35,506 trips = FAC	\$13.58 per trip FAC		6,391 trips x \$ 13.58=	\$ 86,790
<b>4. FAC per mile x Rural Service miles</b>	\$482,048 /336,294 miles = \$1.43 per mile	336,294 X 18% = 60,532		60,532 miles X\$1.43=	\$ 86,561
<b>5. FAC per hr x Rural Service hours</b>	\$482,048.00/21,097 hours = \$22.85 per hour	21,097 X 18% = 3,797 hrs		3,797 hours x \$ 22.85 =	\$ 86,771
<b>6. Poverty % /Elderly % x \$5,000 point</b>	18.2% poverty avg. 24.30% county = 6 points	Poverty Level	6 Points	6 points X \$5,000	\$ 30,000
<b>Max Award</b>	<b>Highest Award Scenario</b>	<b>\$120,284 + \$30,000 =</b>			<b>150,284</b>

# 5311 Short & Long Range Planning

- Subrecipients are encouraged to consult with the Metropolitan Planning Organization (MPO) and / or Regional Commission to assist with planning, growth projections and modeling
- Subrecipients are encouraged to consult with the Department and FTA as they develop short-term and long-range transition plans to confirm specific FTA program eligibility.
- Subrecipients should develop financial forecasts to sustain funding through the transition from 5311 to 5307.
- Subrecipients are encouraged to develop a communications plan, seeking public comments and involvement during the transition, to ensure the needs of the traveling public are identified and addressed.



# Forecast Pop Change (000s) 2015-2040





### Public Transit Service by County





# Questions?