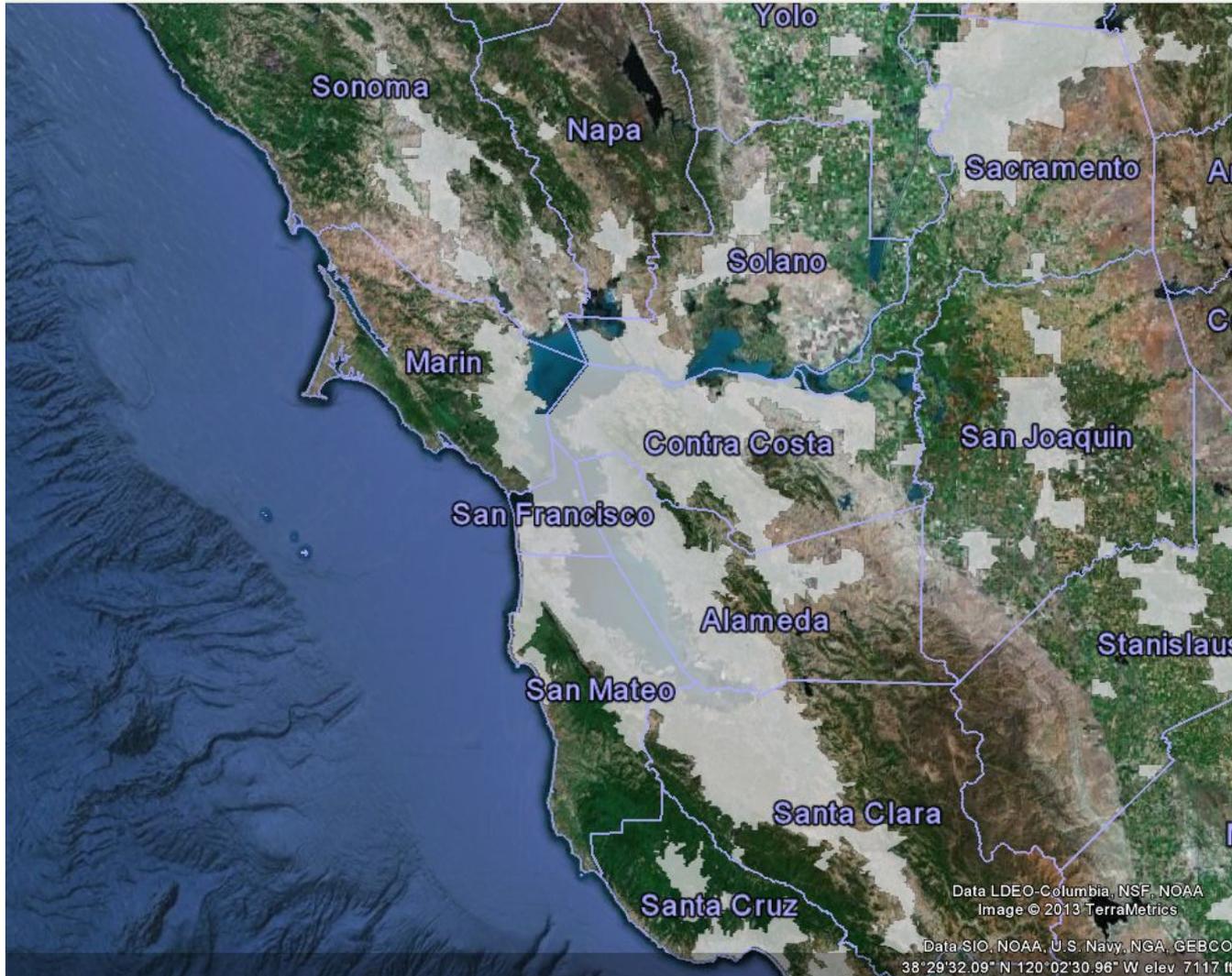
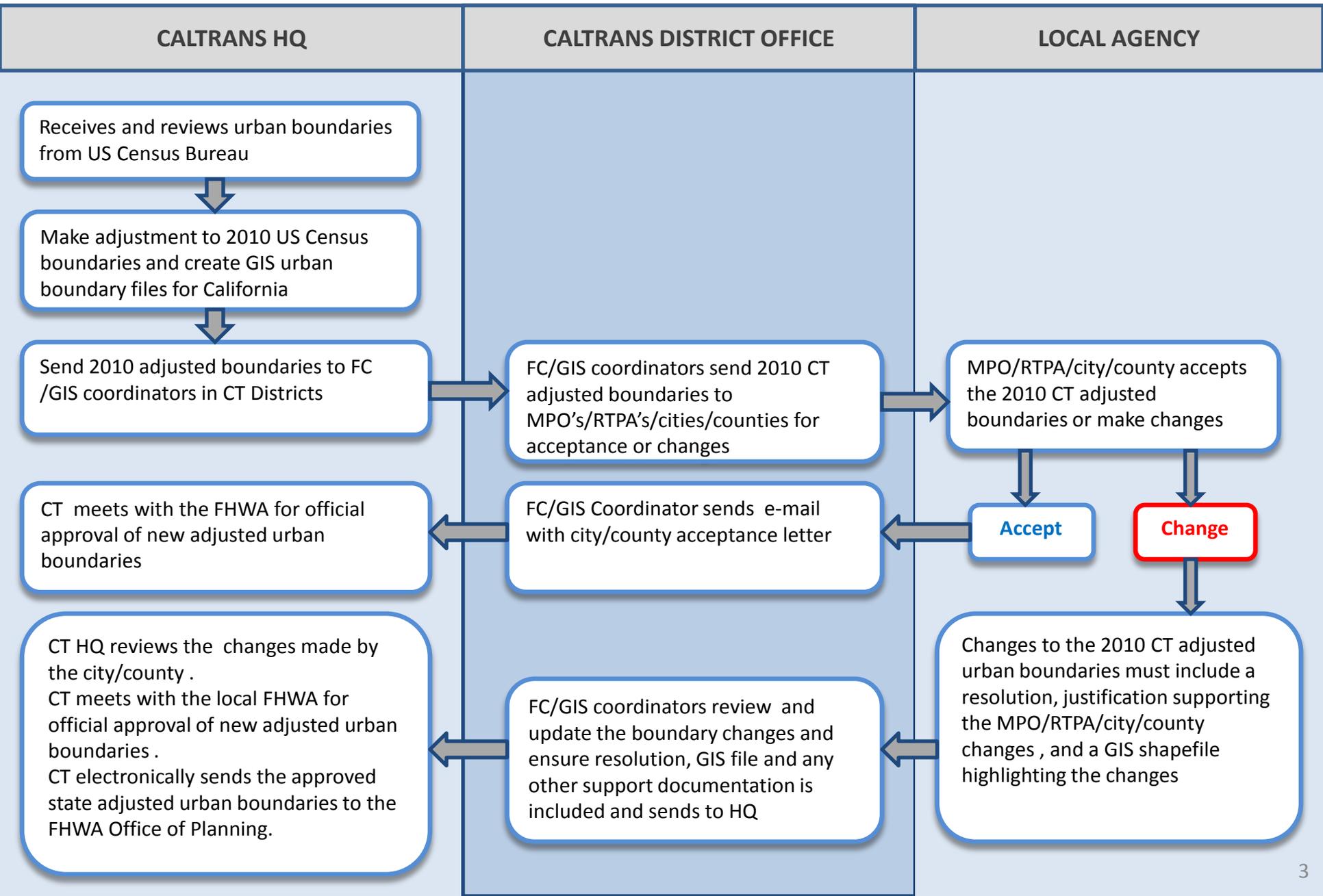


# **Adjustment of 2010 Census Designated Urban Boundaries**

**January 10, 2013**

# CT Earth Bay Area Overview Map





# Why does this matter?

Overview

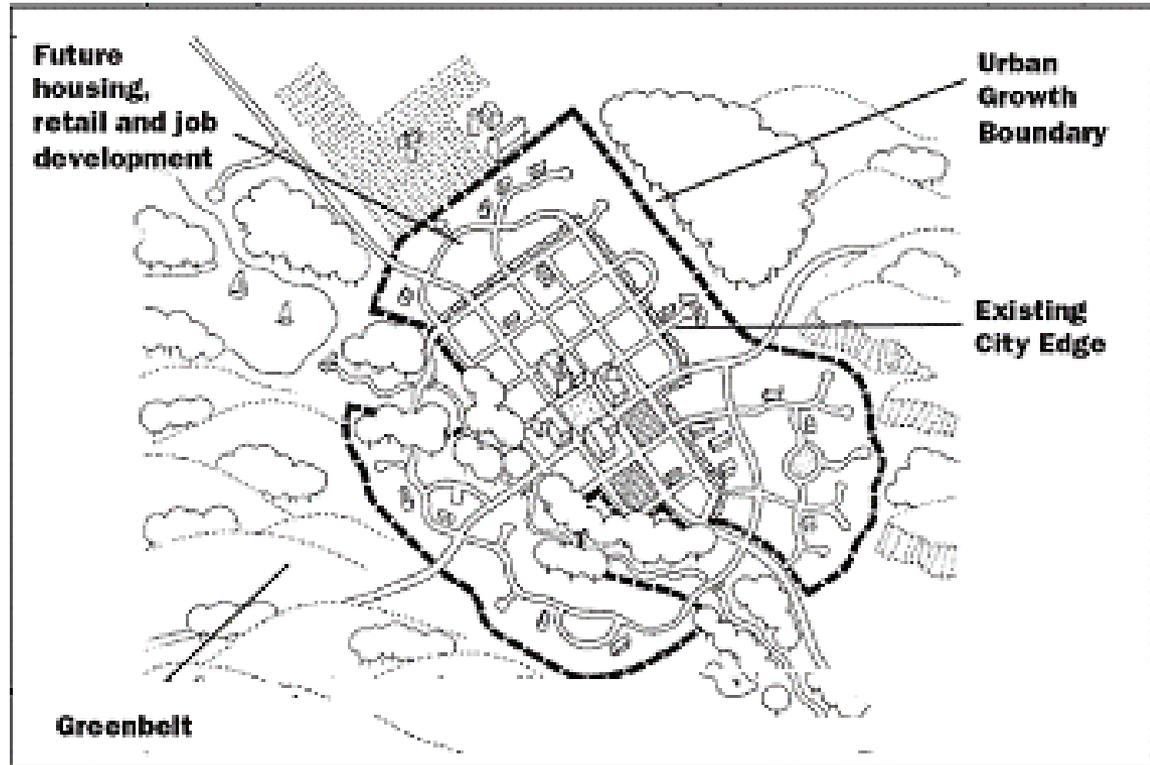
Objective

Adjustment Process

**Discussion**

Resources

Contact



[FHWA Census Issues Page: Making Adjustments to Urban Boundaries and Implications for Federal Transportation Programs](http://www.fhwa.dot.gov/planning/census_issues/urbanized_areas_and_mpo_tma/faq/page07.cfm)

[http://www.fhwa.dot.gov/planning/census\\_issues/urbanized\\_areas\\_and\\_mpo\\_tma/faq/page07.cfm](http://www.fhwa.dot.gov/planning/census_issues/urbanized_areas_and_mpo_tma/faq/page07.cfm)

January 10, 2013

2010 Urban Area Boundary  
Adjustments

# Factors To Consider When Adjusting Urban Areas

Overview

Objective

Adjustment Process

**Discussion**

Resources

Contact

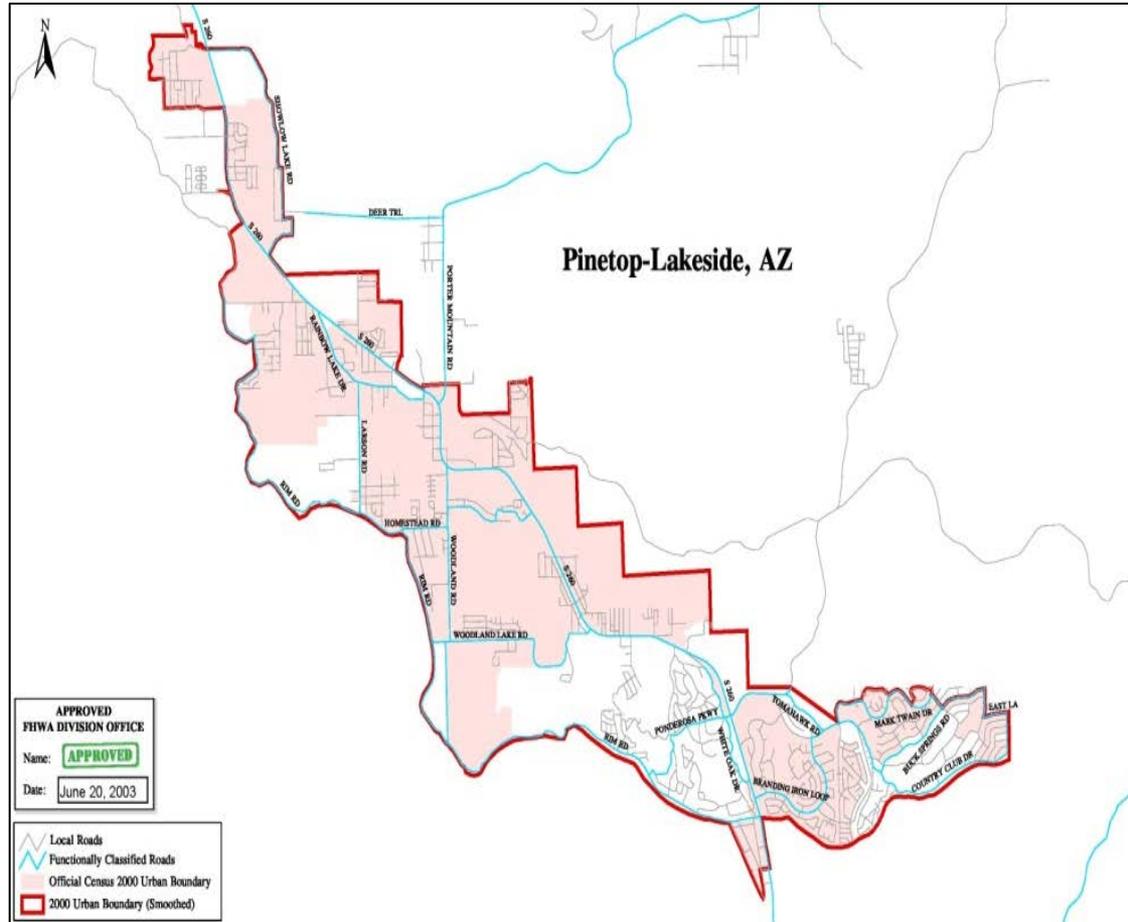
[FHWA Urban Area Definitions](#)

[http://www.fhwa.dot.gov/planning/census\\_issues/urbanized\\_areas\\_and\\_mpo\\_tma/faq/page01.cfm#Urban\\_Area\\_-](http://www.fhwa.dot.gov/planning/census_issues/urbanized_areas_and_mpo_tma/faq/page01.cfm#Urban_Area_-)



The adjusted urban area boundary will encompass the entire urban area (of population 5,000 or greater) as designated by the Census Bureau. In this example, no part of the original urban area was removed.

- Overview
- Objective
- Adjustment Process
- Discussion**
- Resources
- Contact

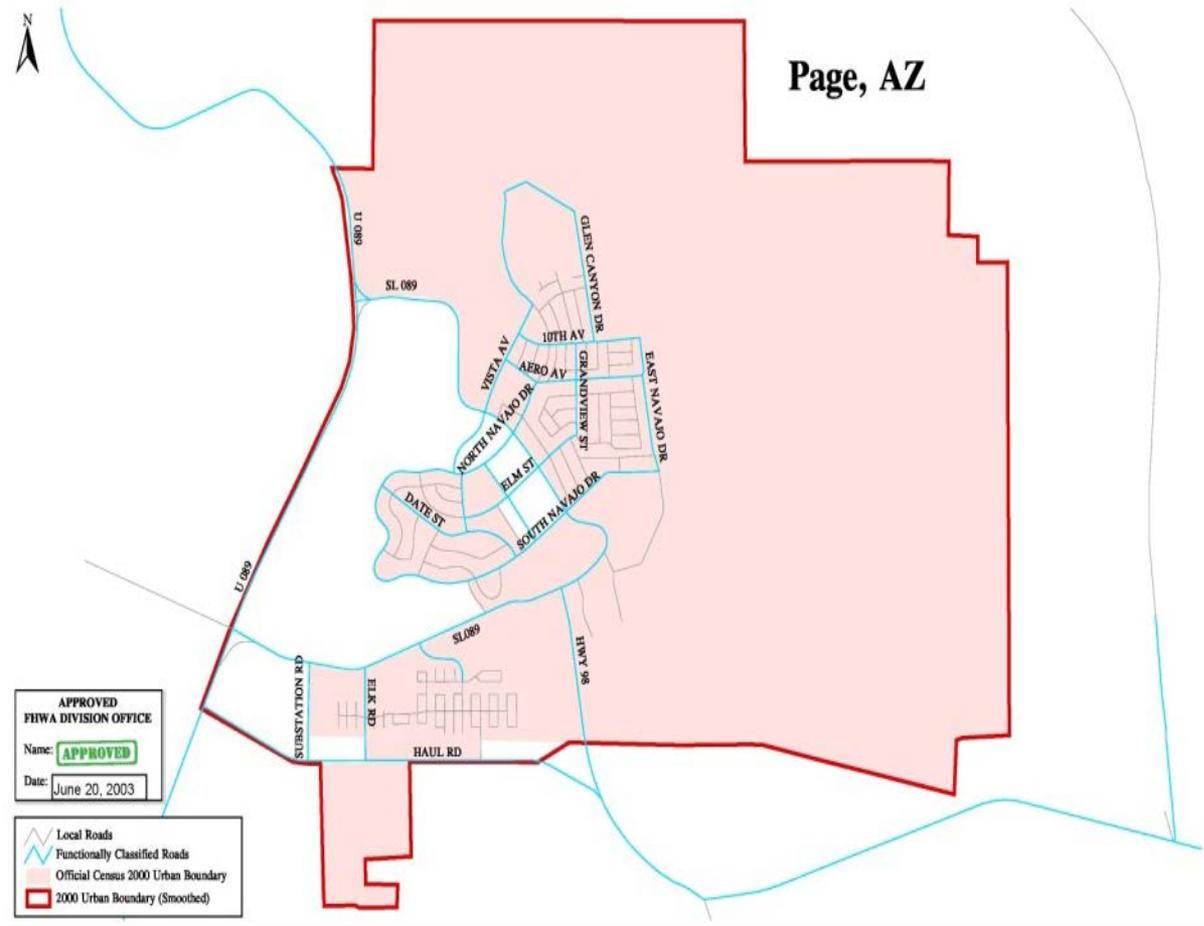


Source: Arizona Department of Transportation; <http://azdot.gov/mpd/gis/fclass/urban.asp>



**The adjusted urban area boundary will be one, single contiguous area.**

In this example, the new boundary, like the original Census boundary, is a single contiguous area without any holes or discontinuities, such that there is no rural area contained within the outer urban boundary.



Source: Arizona Department of Transportation; <http://azdot.gov/mpd/gis/fclass/urban.asp>

- Overview
- Objective
- Adjustment Process
- Discussion**
- Resources
- Contact



**The adjusted urban area boundary may seek to include entire municipalities (i.e., incorporated areas) if the municipality has not extended its limits well beyond the Census urban area and the municipality is likely to become part of the urban area in the next decade.**

This situation may arise when a city has annexed a narrow buffered area along a roadway that extends for several miles outside of the urban area, or has a very aggressive annexation policy. In these situations, the urban area should not be extended to include the annexed territory.



Overview

Objective

Adjustment Process

**Discussion**

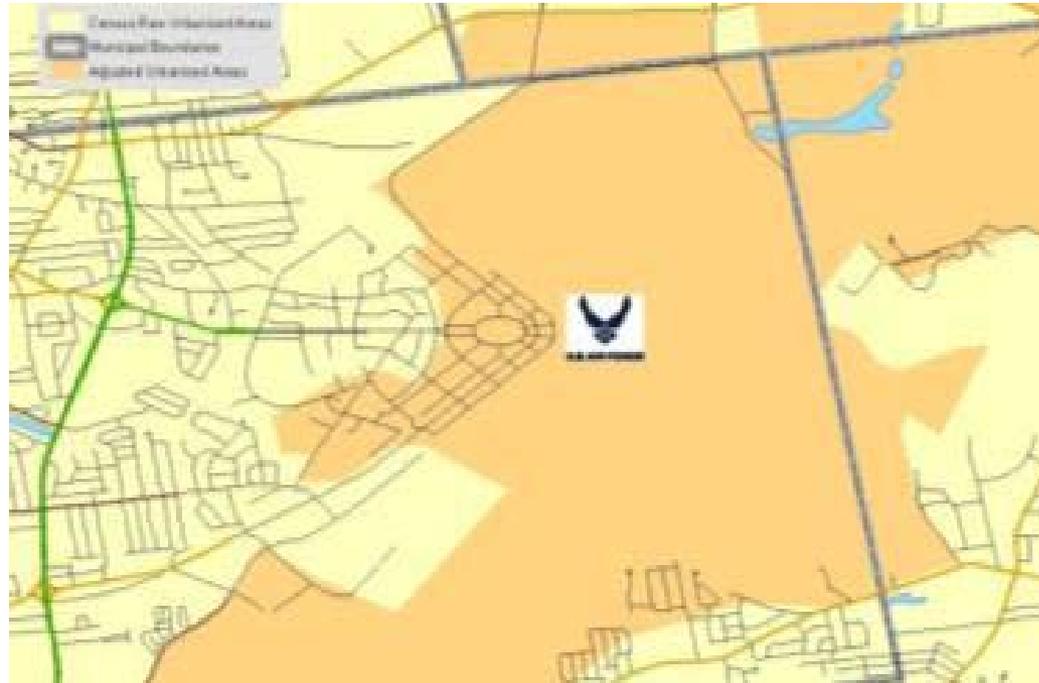
Resources

Contact



**The adjusted urban area boundary should encompass areas outside of municipal boundaries that have urban characteristics with residential, commercial, industrial, or national defense land uses that are consistent with or related to the development patterns with the boundary.**

In this example, the urban area was expanded to cover the nearby Air Force base.



Source: Map created by CDM Smith, using data provided by MassDOT and U.S. 2000 Census.

Overview

Objective

Adjustment Process

**Discussion**

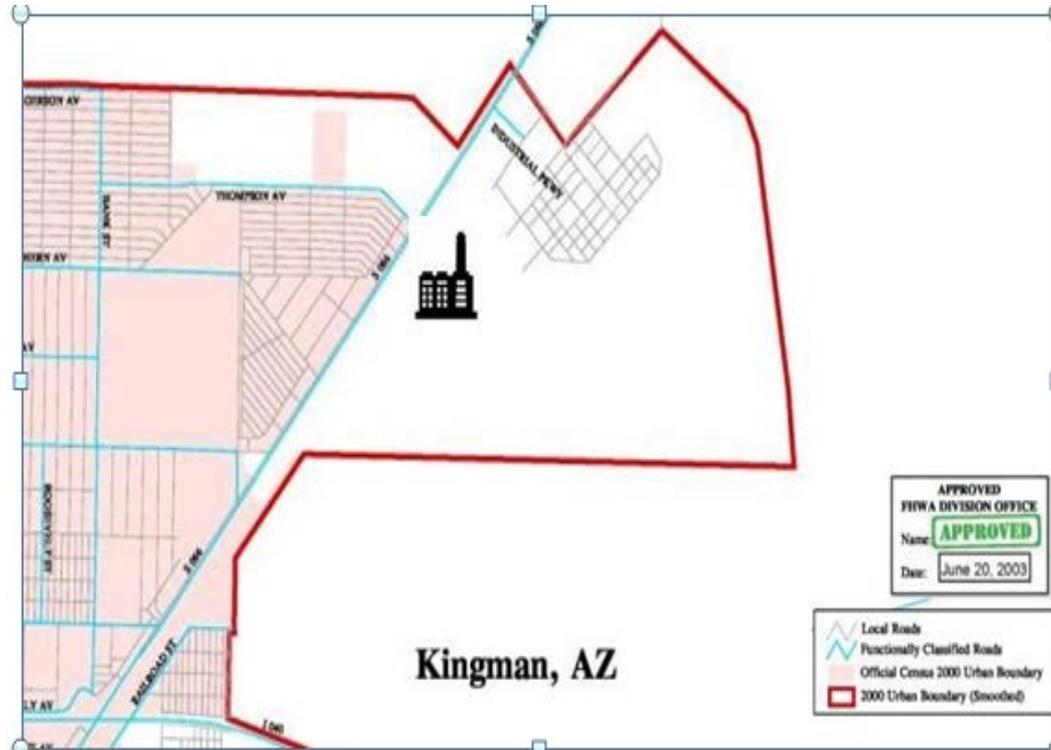
Resources

Contact



**The FHWA adjusted Census urban area boundary should encompass all large traffic generators that are within a reasonable distance from the urban area (e.g., fringe area public parks, large places of assembly, large industrial plants, etc.).**

In this example, the urban area was expanded to include the industrial area east of the Census urban area boundary.

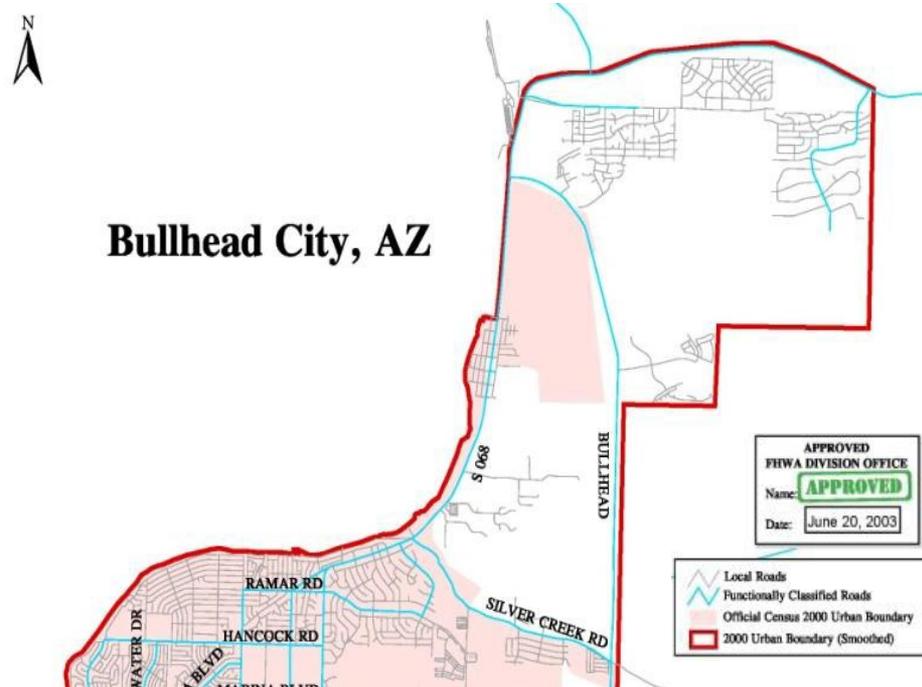


Source: Arizona Department of Transportation;  
<http://azdot.gov/mpd/gis/fclass/urban.asp> with overlay graphic by CDM Smith to identify industrial plant.



The adjusted Census urban area boundary should include areas of rapidly developing urbanization that lie within a reasonable distance from the urban area. Moreover, a review of local and regional plans should be conducted so that the boundary reflects expectations for the upcoming decade (i.e., until the next Census urban area boundary release), accounting for anticipated development, roadway construction, and city annexations.

In this example, the urban area was expanded to include the rapidly developing urbanization to the northeast of the Census urban area boundary.



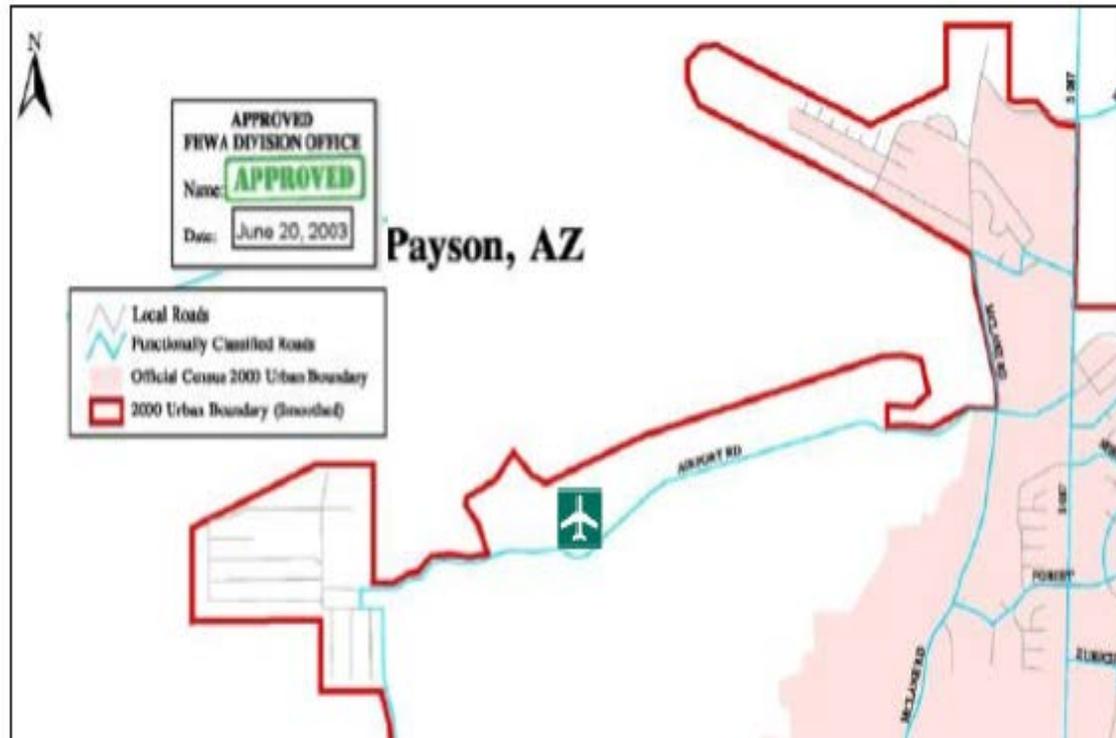
Source: Arizona Department of Transportation; <http://azdot.gov/mpd/gis/fclass/urban.asp>

- Overview
- Objective
- Adjustment Process
- Discussion**
- Resources
- Contact



**The adjusted urban area boundary should include transportation terminals and their access roads, if such terminals lie within a reasonable distance of the urban area (e.g., airports, seaports).**

In this example, the urban area was expanded to include the airport to the west of the Census urban area boundary.



Source: Arizona Department of Transportation; <http://azdot.gov/mpd/gis/fclass/urban.asp> with overlay graphic by CDM Smith to identify airport.

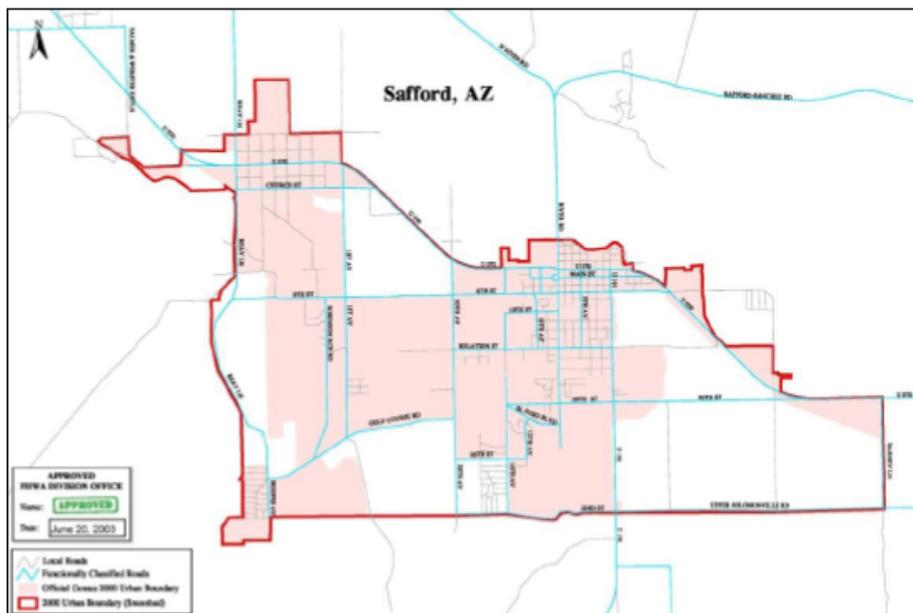


- Overview
- Objective
- Adjustment Process
- Discussion**
- Resources
- Contact



The adjusted urban area boundary should be defined so that its physical location is easy to discern in the field from data shown on the map. Whenever possible, if the boundary is going to deviate from political jurisdictional boundaries, it should follow physical features (e.g., rivers, streams, irrigation canals, transmission lines, railroads, streets or highways). In instances where physical features are lacking, the boundary should cross at roadway intersections which are readily identifiable in the field.

In this example, the boundary was adjusted to align with the major east-west roadway to the south.



Source: Arizona Department of Transportation

After the adjusted urban boundary has been defined using all the factors previously listed, remaining boundary irregularities should be minimized to avoid the confusion that irregular boundaries can create.

In this example, the boundary was adjusted to be considerably less complex than the original irregular Census boundary.



Source: Arizona Department of Transportation; <http://azdot.gov/mpd/gis/fclass/urban.asp>

- Overview
- Objective
- Adjustment Process
- Discussion**
- Resources
- Contact



## If the Agency decides to **adjust** the Urban Area Boundary, the following documents need to be provided back to MTC by **March 11, 2013**:

Document
• GIS shapefile (or marked up paper map) highlighting the changes to the Urban Area Boundary.
• Local Agency resolution.
• MTC concurrence letter supporting the Urban Area Boundary adjustments.
• Any additional supporting documentation as needed.

If the Agency decides **not to adjust** the Urban Area Boundary, the following documents need to be provided:

Document
• <b>Send an email</b> to MTC to confirm that you accept the proposed 2010 Urban Area Boundary.

Overview

Objective

Adjustment Process

**Discussion**

Resources

Contact



# EXAMPLE OF CITY/COUNTY RESOLUTION

## A RESOLUTION REGARDING THE ADJUSTMENT OF 2010 URBAN BOUNDARIES FOR TRANSPORTATION PURPOSES

WHEREAS, Section 101(a) of Title 23 U.S. Code allows for the State and local officials in cooperation with each other to adjust the Census designated urban area boundaries, subject to approval by the Secretary of Transportation; and

WHEREAS, the California Department of Transportation, on behalf of the Federal Highway Administration, requested the \_\_\_\_\_ (city/county) \_\_\_\_\_ to adjust, if necessary, the 2010 Census Designated Urban Boundaries; and

NOW, THEREFORE, BE IT RESOLVED, that the \_\_\_\_\_ (City Council/County Board of Supervisors) \_\_\_\_\_ of the \_\_\_\_\_ (city/county) \_\_\_\_\_ approves the adjusted urban area for \_\_\_\_\_ and authorizes submittal to the California Department of Transportation on \_\_\_\_\_ (date) \_\_\_\_\_.



# EXAMPLE OF MPO CONCURRENCE LETTER

Date:

To Whom It May Concern:

The \_\_\_\_\_, as the Metropolitan Planning Organization for \_\_\_\_\_, concurs with the adjustments that \_\_\_\_\_ has made to the 2010 Census designated urban boundary area.

Sincerely,



**Fly To Location**

**Map Tools**

- Postmile Lookup
- Measure

**Table of Contents**

- ▶ Highways
- ▶ Traveler Information
- ▶ Rail
- ▶ Aviation
- ▶ Goods Movement
- ▶ Planned Projects (CIB)
- ▶ Boundaries
- ▶ Caltrans Facilities
- ▶ Bridges
- ▶ Hydrography
- ▶ Options

**Links**

- [Caltrans Earth Main](#)
  - [Feedback](#)
  - [Registration](#)
- [WMS Service](#)

[http://www.dot.ca.gov/hq/tsip/gis/caltrans\\_earth/overview.php](http://www.dot.ca.gov/hq/tsip/gis/caltrans_earth/overview.php)

<http://earth.dot.ca.gov/>





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## Questions?