

PROPOSED ADJUSTED URBAN AREA BOUNDARIES

For Transportation Planning



WHY ADJUST CENSUS BOUNDARIES

- The Census Bureau's urban areas represent densely developed territory, and encompass residential, commercial and other nonresidential urban land uses
 - Developed based on Census formulas
 - Population counts,
 - Residential population density, and
 - Nonresidential urban land uses such as commercial, industrial, transportation and open space that are part of the urban landscape
- Census Bureau designates urban areas after each Decennial Census
- Federal Highway Administration then gives the States the opportunity to revise urban area boundaries for *transportation planning purposes*
 - Revisions are not required

GUIDANCE FROM FHWA

- Use Census Urban Areas where population $\geq 5,000$ in 2010
 - Urban Clusters where population $\geq 5,000$
 - Urbanized Areas
- Start with the Census-defined geospatial boundaries of qualifying urban areas after factoring in 2010 Census data
- ONE official requirement: “An adjusted boundary includes the original urban area boundary defined by the Census Bureau in its entirety.”
 - Adjustments may only expand the Census urban boundary
- Collaborative effort between State DOT (VTrans) and local planning partners (RPC)
 - Urban boundaries you see presented today are the very beginning of the conversation

2010 POPULATION

Urban Area	Population (2010)
Barre-Montpelier Urban Cluster	21,675
Bennington Urban Cluster	12,723
Brattleboro Urban Cluster	9,971
Burlington Urbanized Area*	108,740
Middlebury Urban Cluster	5,350
Rutland Urban Cluster	19,840
St. Albans Urban Cluster	9,054
St. Johnsbury Urban Cluster	5,073
White River Junction (Lebanon-Hanover, NH-VT Urban Cluster)	6,287

*Milton (8,521 people) is considered an independent urban cluster, however it is merged with Burlington for transportation planning purposes

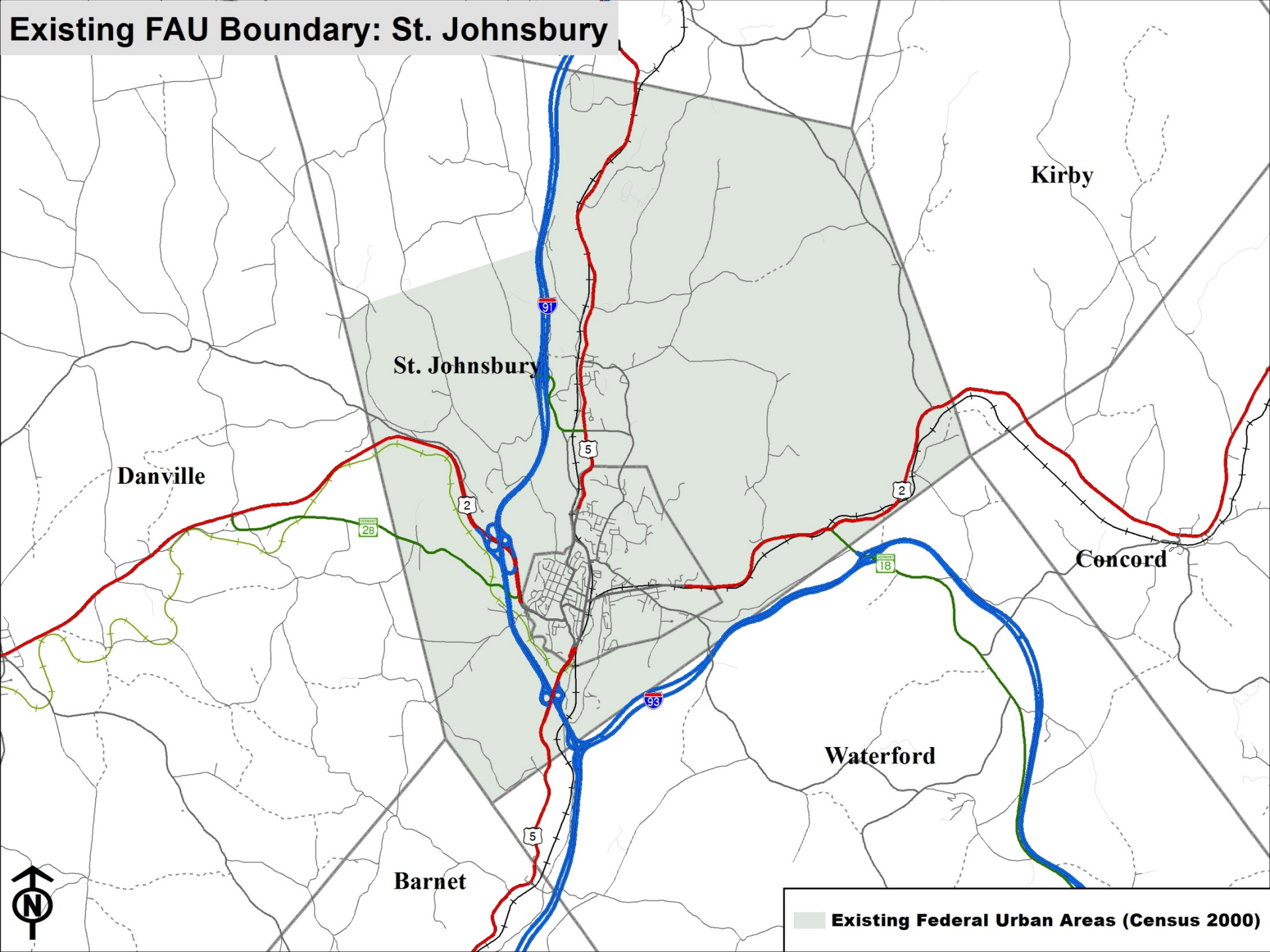
WHAT DO WE ALREADY KNOW?

- Must use the Urban Cluster and Urbanized Area populations to determine urban area status
 - Adjusted boundary does not reflect the population of the adjusted area – cannot expand a boundary to add more population.
- Newport Urban Cluster *does not* meet the population threshold (4,004 people) in 2010
- White River Junction **does** meet the population threshold (6,287 people in VT) independently of the Lebanon-Hanover, NH-VT Urban Cluster and is therefore a new urban area

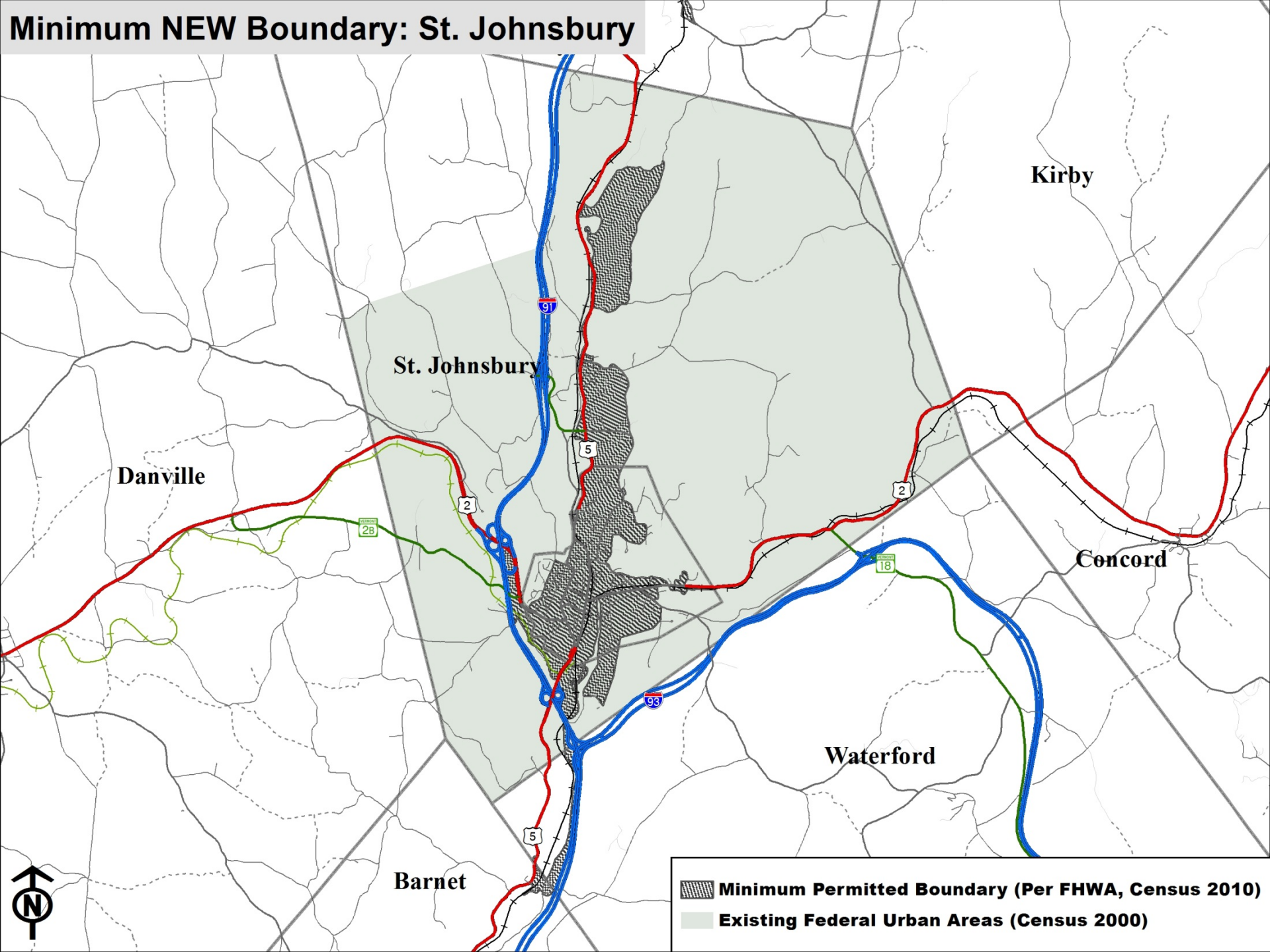
BUSINESS RULES USED IN DEVELOPING PROPOSED NEW BOUNDARIES

- FHWA: Census defined urban boundary is the minimum boundary
 - Not Urban = Rural
- If the Census boundary does not match Vermont data (VCGI), then the boundary is shifted to match Vermont data
 - Municipal boundaries
 - Roadways
- If road is used to define the urban boundary, the road by default is defined as urban

Existing FAU Boundary: St. Johnsbur



Minimum NEW Boundary: St. Johnsbury



St. Johnsbury


Kirby

Danville

Concord

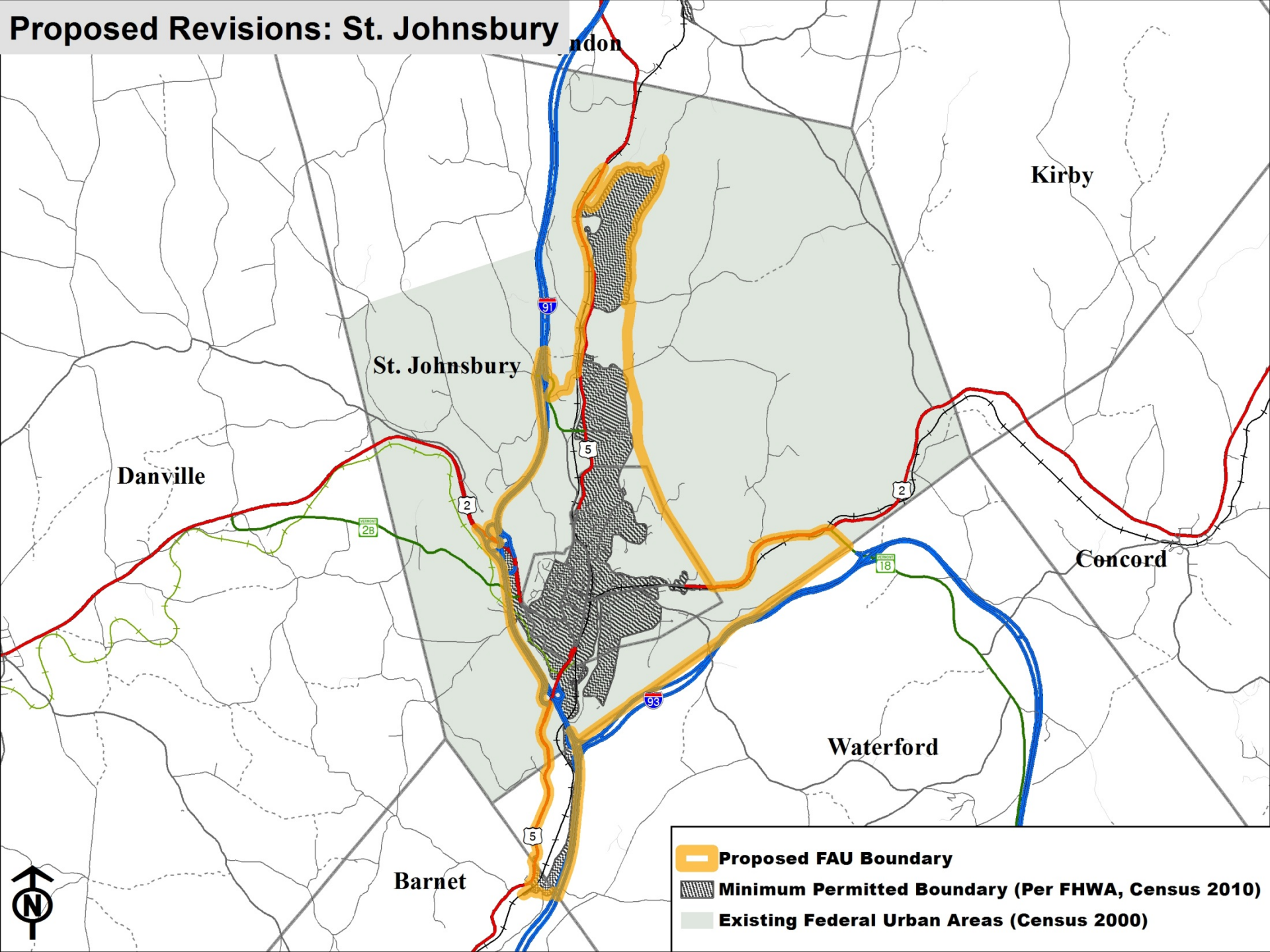
Waterford

Barnet

-  Minimum Permitted Boundary (Per FHWA, Census 2010)
-  Existing Federal Urban Areas (Census 2000)



Proposed Revisions: St. Johnsbury



WHAT'S NEXT

NEXT STEP: Feedback from regions

GOAL: Finalize regional input by February 28

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