

2020 Census Urban Area Boundary Adjustments

Presented by DelDOT
Statewide & Regional Planning



DeIDOT's Mission

Excellence in Transportation

Every Trip -

We strive to make every trip taken in Delaware safe, reliable and convenient for people and commerce.

Every Mode -

We provide safe choices for travelers in Delaware to access roads, rails, buses, airways, waterways, bike trails, and walking paths.

Every Dollar -

We seek the best value for every dollar spent for the benefit of all.

Everyone -

We engage our customers and employees with respect and courtesy as we deliver our services.



Background

- Census Bureau revises urban areas every ten years.
- Federal Highway Administration (FHWA) provide state DOTs (in cooperation with MPOs) with the opportunity to adjust and revise boundaries to provide more consistency with their transportation planning needs.
- FHWA also recommends that states review, and revise as necessary, their roadway system functional classification following the adoption of the adjusted Urban Areas Boundaries (UABs).
- There is no federal requirement for states to adjust UABs.
- The authority to approve adjusted UABs is carried out by Federal Highway Administration (FHWA) Division Administrators.



Adjusted UAB Benefits

- Provides more accurate depiction of urban areas
- Serves as a critical input for reviewing and revising roadway functional classification
- Improves state eligibility accuracy of related Federal transportation programs



Programs Impacted by Adjusted UABs

- Highway Functional Classification (FC)
 - FC distinguishes both by type of roadway facility and whether that road is in an urban or rural area.
- HPMS Reporting
 - FHWA's Highway Performance Monitoring System (HPMS) requests States to report annual highway statistics (i.e., lane and centerline miles, Vehicle Miles Travelled, etc.) by highway functional classification, including urban versus rural.



UAB Adjustment Methodology - Datasets

- **Census blocks**
- **Satellite imagery**
- **Municipal Boundaries** – where intersecting with Census Urban Areas minus protected lands and areas identified as “out of play” as per Executive Order 42, “2020 Delaware Strategies for State Policies and Spending”
- **Traffic generators** - industrial areas, airports, large subdivisions, athletic complexes
- **Major Capital Transportation Projects (CTP)**
- **Functional Classification (FC)** – reduce FC inconsistencies within UABs



UAB Adjustment Methodology - Process

- Boundaries
 - Must encompass entire Census Bureau urban area
 - Should be contiguous
 - Should be simple and without major irregularities
 - Where possible, should follow municipal boundaries and other physical features
 - Should capture existing development and established developing areas but not used to estimate or forecast future development of the urban areas



Coordination

- Internal coordination:
 - DelDOT HPMS/Road Inventory Program
 - Division of Transportation Solutions
- External coordination:
 - WILMAPCO
 - Dover/Kent MPO
 - Salisbury-Wicomico MPO
 - FHWA



Comments Received

- Removed protected lands and “out-of-play” areas from proposed adjustments
- Checked for indications of development between small detached census defined urban areas
- Solicited opinion from FHWA regarding role of water bodies in the adjustment process



Timeline

DATA

Federal Register Notice release list of 2020 Census Urban Areas

2022

Dec



GIS

FHWA publishes GIS files for 2020 Urban Areas with population and housing unit data

2023

Jan



COORDINATION

GIS technical work and coordination with Department staff, MPOs, and FHWA

2023

Oct-Dec



MPO TECHNICAL ADVISORY COMMITTEE (TAC)

Draft adjusted Urban Area boundaries presented to MPO TAC committee for approval.

2023
2024

Dec-Jan



FHWA

Approval letter from Governor to FHWA

2024

Feb-Mar



Questions?

bruce.allen@delaware.gov
colton.phillips@delaware.gov

