

Transportation Committee

For the Metropolitan Council meeting of January 22, 2014

Subject: Adjusted 2010 Census Smoothed Urbanized Area Boundary Adjusted 2010 Census Smoothed Urbanized Area Boundary

Proposed Action

That the Metropolitan Council adopt the adjusted 2010 Census Smoothed Urbanized Area Boundary (SUAB) for transportation planning and data reporting.

Summary of Committee Discussion/Questions

MTS Manager Systems Planning Connie Kozlak presented this item.

Motion by Schreiber, seconded by Elkins and passed. Hearing no objection, Chair Duininck stated that this item could proceed to the full Council as a consent item.

Transportation Committee

Meeting date: January 13, 2014

For the Metropolitan Council meeting of: January 22, 2014

Subject: Adjusted 2010 Census Smoothed Urbanized Area Boundary

District(s), Member(s): All

Policy/Legal Reference: 23 CFR 450.312

Staff Prepared/Presented: Arlene McCarthy, Director MTS, 651-602-1754

Amy Vennewitz, Dep. Dir. Finance & Planning 651-602-1058

Connie Kozlak, Mgr. Systems Planning, 651-602-1720

David Vessel, Senior Planner MTS, 651-602-1646

Division/Department: Metropolitan Transportation Services (MTS)

Proposed Action

That the Metropolitan Council adopt the adjusted 2010 Census Smoothed Urbanized Area Boundary (SUAB) for transportation planning and data reporting.

Background

After each census the U.S. Census Bureau delineates the contiguous urbanized portion of metropolitan areas, defined as of 1,000 persons per square mile. Under federal law, the US DOT uses this boundary for data reporting purposes. However, the strict Census definition can result in reporting problems, such as whether a road that serves as the boundary is considered rural or urban.

US DOT allows an MPO to adopt adjustments to an urban area boundary (referred to as "smoothing") to reduce geographic ambiguity and to facilitate for more accurate reporting. The boundaries resulting from the 2010 Census were released in 2012. Council staff consulted with local community and county representatives on the TAC Planning Committee regarding the recommended adjustments. Since the 2010 Twin Cities UZA boundary extended into Wright and Sherburne Counties and portions of St Croix, WI for the first time, officials from those areas were also consulted to develop adjustments to the boundary within their areas.

Rationale

The Smooth Urbanized Area Boundary (SUAB) is an administrative adjustment to provide a practical boundary for US DOT data reporting.

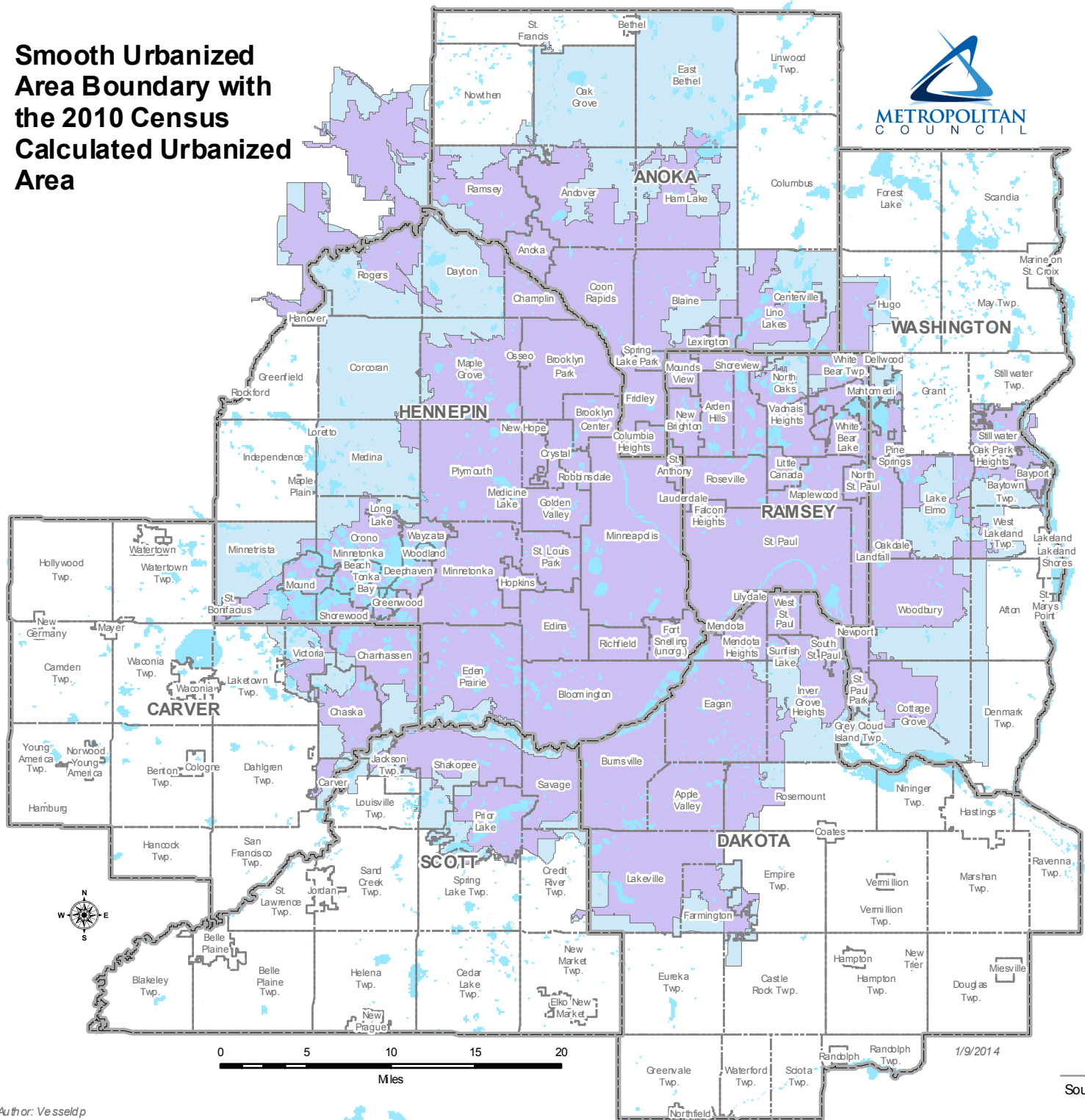
Funding

There are no funding impacts. Any population-derived US DOT funding is based on the population of the original US Census Bureau defined boundary. The smoothed boundary does not impact the population used in the funding calculation.

Known Support / Opposition

There is no known opposition. The Transportation Advisory Board (TAB) recommended adoption of this boundary at its meeting on December 18, 2013.

Smooth Urbanized Area Boundary with the 2010 Census Calculated Urbanized Area



- County Boundaries
- City and Township Boundaries
- Lakes and Rivers
- Census Defined UZA
- Smooth Urbanized Boundary

1/9/2014

Source: US Census and the Metropolitan Council