



# Federal-Aid Urban Boundary Update: Policy and Procedures

December 2012

*Prepared for:*

**State of Hawaii Department of Transportation**

**Highways Division**

**Planning Branch**







## CONTENTS

Section	Page
<b>Background</b> .....	<b>1</b>
What are Urban Areas?.....	1
What are Federal-Aid Urban Areas? .....	1
Why do Federal-Aid Urban Areas Matter? .....	2
<b>Hawaii’s Urban Boundary Update Process</b> .....	<b>2</b>
STEP 1. Develop Base Map for Urban Area Analysis .....	3
STEP 2. Map Current Bureau of Census Boundaries .....	4
STEP 3. Apply Criteria to Census Boundary Edges .....	5
Hawaii Federal-Aid Urban Boundary Adjustment Criteria:.....	5
STEP 4. Propose Boundary Adjustments .....	6
STEP 5. Local Government Concurrence .....	7
STEP 6. HDOT Concurrence and Acceptance .....	7
STEP 7. Submittal to FHWA Division Office for approval.....	7

## Appendices

- A FHWA Census Issues, Urbanized Areas FAQs, dated January 26, 2012
- B Boundary Adjustment Proposal Justification Template
- C 2012 Federal-Aid Urban Area Boundary Adjustment Justification
- D Federal-Aid Urban Boundary Maps

*This report was funded in part through grants from the Federal Highway Administration, U.S. Department of Transportation. The views and opinions of the agency expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation.*



## Background

### What are Urban Areas?

The US Department of Commerce's Census Bureau uses the term *Urban Area* to refer collectively to the Urbanized Areas<sup>1</sup> and Urban Clusters<sup>2</sup> designated by the Census Bureau for the 2010 decennial Census. The Census Bureau bases the designation of Urban Areas on population density and also through criteria that account for nonresidential urban land uses, such as commercial, industrial, transportation, and open space that are part of the urban landscape. The Census Bureau categorizes areas outside the Urban Areas as Rural Areas.

Census-designated Urban Areas should not be confused with municipal boundaries or Urban Growth Boundaries – those are locally designated land use areas, which may or may not align with the Census-designated Urban Areas.

The Urban Areas defined in the 2010 Census are the most recent; the 2012 Hawaii Urban Boundary and Functional Classification Update will be based on 2010 Census information. Future updates should be based on the most recent year of available census data.

### What are Federal-Aid Urban Areas?

Federal transportation legislation (23 USC 101(a)(36) - (37) and 49 USC 5302(a)(16) - (17)), allows responsible state and local officials in cooperation with each other, and subject to approval by the Secretary of Transportation, to adjust the Census-designated Urban Area boundaries outward, as long as they encompass, at a minimum, the entire Urbanized Area designated by the Census Bureau.

The Federal Highway Administration (FHWA) uses the term **Federal-Aid Urban Area (FAUA)** to distinguish the adjusted Urban Area boundaries allowed *for transportation purposes* from those designated by the Census Bureau.

- 
- <sup>1</sup> An Urbanized Area (UZA) is a statistical geographic entity designated by the Census Bureau, consisting of a central core and adjacent densely settled territory that together contain at least 50,000 people, generally with an overall population density of at least 1,000 people per square mile. Within the transportation planning community Urbanized Areas are typically referred to as UZAs.
  - <sup>2</sup> An Urban Cluster (UC) is a statistical geographic entity designated by the Census Bureau for the 2000 Census, consisting of a central core and adjacent densely settled territory that together contains between 2,500 and 49,999 people. Typically, the overall population density is at least 1,000 people per square mile. Urban Clusters are based on Census block and block group density and do not coincide with official municipal boundaries.

## Why do Federal-Aid Urban Areas Matter?

On its website FHWA lists several programs that locations of Urban Area/Federal-Aid Urban Area boundaries impact:

- *Highway Functional Classification* – Roadway facilities may have different design criteria based on urban or rural location, although classifications are not strictly applied according to an urban versus rural boundary designation.
- *Highway Performance Monitoring System (HPMS) Reporting* – Some statistics are categorized according to urban and rural location.
- *Distribution of Surface Transportation Program (STP) Funds* – Apportionment of STP funds within the state (not how much total funding the state receives) depends on urban/rural designations.<sup>3</sup>
- *STP Apportionment Formula* – The apportionment formula for STP funding is based on lane miles and vehicle miles traveled on Federal-Aid highways within the state. Federal-aid highways include all functional classifications except rural minor collectors and local roads. Some roadways could be “upgraded” to Federal-Aid status, thereby making a small change in apportionment.
- *Control of Outdoor Advertising* – Placement of signage depends on whether the location is in an urban or rural area.

There is no federal requirement for states or Metropolitan Planning Organizations (MPOs) to adjust Census-designated Urban Areas. They may choose to use the Census-designated Urban Areas without adjustment. However, some states and MPOs choose to adjust Census-designated Urban Area boundaries to smooth out irregularities, maintain administrative continuity of peripheral routes or encompass fringe areas having residential, commercial, industrial and/or national defense significance. Consistent with federal policy, boundaries may also be adjusted to encompass significant ports, transit facilities, or other elements critical to the transportation system.

Hawaii’s Urban Area Update will be undertaken to ensure that the Census-designated Urban Area boundaries are free of irregularities and include relevant areas of residential, commercial, industrial, defense and transportation importance.

FHWA guidance says that states should update their federal-aid boundaries within six months to one year following the decennial census by the US Census Bureau. Urban boundaries can be adjusted and/or updated more frequently, as the need arises.

## Hawaii’s Urban Boundary Update Process

The proposed urban boundary update process included here is consistent with FHWA guidance and FHWA Census Issues; Urbanized Areas FAQs dated January 26, 2012 and is

---

<sup>3</sup> 23 USC 133(d)(3)(B) guarantees that a minimum of 110% of the amount of funds apportioned to the State in FY 1991 for the Federal-Aid secondary system must be spent in rural areas, however 23 USC 133(d)(3)(C) exempts Hawaii and Alaska as noncontiguous states from the division of funds between rural and urban areas. A rural area is defined as any area of the State that is outside of the Federal-Aid Urban Area (FAUA) boundaries.

included in Appendix A. This process will be used for the 2012 urban boundary update project. It will also be used for any future urban boundary updates and to evaluate urban boundary update requests.

The urban boundary update process includes the following seven steps, which are described in greater detail below:

- (1) Develop Base Map for Urban Area Analysis
- (2) Map Current Bureau of Census Boundaries
- (3) Apply Criteria to Census Boundary Edges
- (4) Propose Boundary Adjustments
- (5) Local Government Concurrence
- (6) HDOT Concurrence and Acceptance
- (7) Submittal to FHWA Division Office for approval

### **STEP 1. Develop Base Map for Urban Area Analysis**

A comprehensive base map is critical for understanding the spatial relationships among the transportation system, land use, and geographic or topographic features. The urban area analysis compares the Census-designated urban areas to base map features.

The base map for urban area analysis shall be created in Geographic Information Systems (GIS) software consistent with HDOT's preferred platform, such as ArcGIS 9.

The base map for analysis of Hawaii's urban boundaries should include the following:

- Prominent public highways and streets
- Current functional classification of streets
- Major bus routes
- Major transit stations or terminals
- Airports
- Railways
- Harbors and ports
- State urban, rural, agricultural and conservation district boundaries)
- Water (creeks, bogs, etc.)
- Floodway/floodplain
- Schools
- Hospitals

- Shopping centers
- Major beaches and parks
- Defense/military facilities
- Large employers and employment centers
- Land use (commercial, industrial, residential)
- Major freight routes
- Planned transportation facilities (only those with committed funds and likely to be constructed in the next four years – consistent with the STIP)
- Planned transportation facilities that are of regional significance (identified in long-range transportation plans, general plans, or community development plans)
- Public transportation facilities included in permitted developments

## **STEP 2. Map Current Bureau of Census Boundaries**

Once the base map is completed, the next step is to overlay the current U.S. Bureau of Census urban and rural boundaries over the base map. It is important to use the most recent data from the U.S. Census Bureau, which is available in GIS format at <http://www.census.gov/geo/www/2010census/>. Also, it is critical to recognize that Census-designated urban areas are often different from urban areas designated by local jurisdictions or the State Office of Planning.

For the 2012 update, the most recent available Census-designated urban area boundary information is from year 2010. Future updates shall be based on the most recent year of available census data.

For this process, the STAT has suggested using urban clusters and Census Designated Places (CDPs) with populations over 5,000 on the map. At a minimum, the entire urbanized areas and urban clusters with population over 5,000 have been included. CDPs with populations over 5,000 received special consideration, although it was not always appropriate to include the entire CDP. According to FHWA individual guidance<sup>4</sup>, using Census Designated Places is acceptable, though it can result in different lists of federal aid urban areas in the state. Another issue is that census designated places tend to be larger than census designated urban areas. Other guidance from FHWA on functional classification methods suggests that the urban and rural distinction for classifying roadways is less important<sup>5</sup>, and so the distinction between the two classifications may not affect the functional classification process.

---

<sup>4</sup> Email from Jon Young at FHWA dated July 28, 2004

<sup>5</sup> FHWA Guidance for the Functional Classification of Highways (Updated). October 14, 2008. <http://www.fhwa.dot.gov/policy/ohpi/hpms/fchguidance.cfm>

### **STEP 3. Apply Criteria to Census Boundary Edges**

For the 2012 update, all Census-designated boundary edges will be reviewed against the criteria described below. The proposed boundary change adjustment shall be reviewed against the criteria described below for subsequent updates or boundary adjustment applications.

The criteria help determine whether the Census-designated urban boundaries should be expanded, consistent with Technical Memo Task 6 Adjusted Urbanized Area Boundary Guidance.

The criteria are listed in no order of significance or importance.

#### **Hawaii Federal-Aid Urban Boundary Adjustment Criteria:**

1. The boundary adjustment incorporates areas of residential significance
  - Residential areas of medium- to high-density served by public roads
  - Generally urban areas have an overall population density of 1,000 per square mile *(this is from FHWA definitions of both a census designated urban area and an urbanized area)*
2. The boundary adjustment incorporates areas of commercial significance
  - Areas of commercial importance served by public roads
  - Generally urban commercial areas have 58 commercial jobs per acre within a given neighborhood
3. The boundary adjustment incorporates areas of industrial significance
  - Areas of industrial importance served by public roads
  - Generally urban industrial areas have 24 industrial jobs per acre
4. The boundary adjustment incorporates areas of national defense significance
5. The boundary adjustment incorporates areas of transportation significance
  - Interchanges or major cross-roads
  - Routes important for freight travel
  - Routes important for national defense
  - Transit centers, stations, major service routes, or terminals
  - Ports or harbors
  - Airports
  - Boundaries should not be modified to accommodate a single project
6. The boundary adjustment better aligns with topographic or geographic characteristics

- Natural boundaries (water bodies; steep slopes)
  - Forest reserves and/or conservation boundaries
  - Human-constructed boundaries (roadways; dikes; canals)
7. The boundary adjustment addresses irregularities in the current Census-designated boundary
    - Include only partial right-of-way, such as one half of a road but not the other
    - Include an area without including a roadway to access that area
    - Lack of tie to real features on the ground
    - Address administrative continuity
    - Other irregularities that could be addressed through boundary smoothing
  8. The boundary adjustment includes areas of growth not captured by the most recent census update
    - Areas of population or employment growth since 2010
    - Consider TAZ boundaries, recognizing not all TAZ boundaries will be appropriate for the urban boundary
    - Include areas of planned growth as defined by statewide and regional planning documents
  9. The boundary adjustments includes 2010 urban clusters and considers Census Designated Places (CDPs) with populations of 5,000 or more
    - Recognize that CDPs may or may not reflect geographic or political boundaries.
    - CDP areas around urban clusters (with populations more than 5,000) will be considered.

#### **STEP 4. Propose Boundary Adjustments**

Once an applicant has determined that the proposed boundary adjustment would meet more than one of the criteria described in Step 3, the applicant shall develop a boundary adjustment proposal.

For the 2012 update, the project team will use the criteria to guide a comprehensive review of all boundary edges. For any boundary edges determined necessary to adjust, the project team will develop an overall boundary adjustment proposal consistent with the process described in Step 4.

The boundary adjustment proposal shall include:

1. A map delineating the proposed boundary location. The map should be of a scale necessary to show all prominent highways and streets, all fixed transit right-of-way facilities, all major bus routes, and political boundaries (municipal limits). The map shall

also show the current Census-designated urban area boundary in order to display the change.

2. Justification for the adjustment. Justification shall follow the template included in Appendix B of this memorandum. The justification includes the date of the request, name/entity of the applicant, boundary adjustment location (jurisdiction and description), and rationale for adjustment (response to the criteria outlined in Step 3).

The justification for the 2012 update is reflected in Appendix C of this memorandum and the updated federal-aid urban boundary maps are in Appendix D.

3. All urban boundary changes shall be submitted to FHWA Division Administrator in one packet with coversheet for signature approval.

### **STEP 5. Local Government Concurrence**

The applicant shall submit the boundary adjustment proposal to the relevant local government(s) and ask for concurrence. The relevant local government is the jurisdiction(s) in which the proposed boundary adjustment lies (City, Town, County or MPO) as well as the local transit authority, if applicable.

Concurrence represents a local jurisdiction's agreement with the proposed change. Concurrence can be reflected by the local jurisdictions participation in a decennial census update or a local jurisdictions request for the boundary change.

For the December 2012 update, a Stakeholder Technical Advisory Team (STAT) was formed with members from HDOT, Civil Defense, Oahu Metropolitan Planning Organization, FHWA, City and County of Honolulu, County of Kauai, County of Maui, and County of Hawaii.

### **STEP 6. HDOT Concurrence and Acceptance**

Boundary adjustment applications are submitted by the applicant to the HDOT Highways Division. HDOT Highways Planning, System Planning Section (HWY-PS) will review the applications and either provide (1) concurrence and acceptance by signing the boundary adjustment proposal map; or (2) a letter of non-concurrence, outlining the reasons for non-concurrence. Generally, reasons for non-concurrence include not appropriately addressing the boundary adjustment criteria or a lack of local government concurrence.

### **STEP 7. Submittal to FHWA Division Office for approval**

A final application packet is then submitted by HDOT (the applicant) to the FHWA Division Office in a mutually agreed upon format (PDF), including:

- Boundary adjustment map and justification
- HDOT concurrence and acceptance signature

FHWA approval shall be indicated by signature of the Division Administrator on the application cover sheet of the packet of all approved changes.





# Appendix A

## FHWA Census Issues, Urbanized Areas FAQs, dated January 26, 2012



**FHWA Census Issues  
Urbanized Areas FAQs  
January 26, 2012**

**FAQ Topics:**

1. Definitions
2. New MPOs
3. Existing MPOs
4. New TMAs
5. Funding
6. HPMS, Roadway Functional Class, Control of Outdoor Advertising and Other Data Reporting

**FAQ Introduction**

On August 24<sup>th</sup>, 2011, the U.S. Census Bureau published the final criteria for the defining of urbanized areas (UZAs) and urban clusters (UCs) in the *Federal Register* ([PDF](#) or [TXT](#)). Early in 2012 the Census Bureau is expected to publish in the *Federal Register* the new list of UZAs and UCs based on the 2010 Census. In the spring of 2012 the Census Bureau will release TIGER/Line geographic shapefiles for the 2010 UZAs and UCs. Although the U.S. Department of Transportation (USDOT) has no direct role in the designation of UZAs and UCs, they are critical to the administration of the surface transportation program.

Key FHWA/FTA planning and environment programs impacted by UZA and UC designations include:

- Designation of Metropolitan Planning Organizations (MPOs) and application of metropolitan planning requirements
- Designation of Transportation Management Areas (TMAs)
- Application of conformity requirements
- STP funding availability:
  - STP attributable funds in UZAs with over 200,000 residents
  - Transit providers serving UZAs with 200,000 residents or less may use FTA Urbanized Area Formula Program funds for operating assistance (49 USC 5307). Providers serving UZAs with over 200,000 residents typically cannot use these funds for operating assistance.

This FAQ is intended to assist those with questions about the implications of the 2010 Census UZA and UC designations for the Federal transportation program. Questions not addressed here can be directed to the responsible individuals identified throughout the document. However, all questions concerning the criteria used and the process of designating UZAs and UCs should be directed to the Census Bureau staff at [geo.geography@census.gov](mailto:geo.geography@census.gov).

Please note that USDOT is currently operating under an extension of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) which expired on September 30, 2009. While Congress works on a new reauthorization act, many of the provisions where UZAs and UCs

come into play are under discussion and subject to change. As a result, it is difficult to describe implications for the future transportation program with certainty. However, FHWA recognizes the need to continue providing guidance and direction to its State and MPO partners. FHWA will update the Census Issues website and this FAQ when new legislation is enacted and related information is available.

In developing these FAQ, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) relied on statutory and regulatory provisions where they existed. However, a significant portion of the following is based upon a "reasonable implementation strategy" rather than statutory provisions directly. We have applied guidance, last issued in March 31, 2003, for the areas that became UZAs as a result of Census 2000, and adapted it where statutory or regulatory requirements have since changed. For additional information or for general questions not addressed here please contact:

- Supin Yoder ([Supin.Yoder@dot.gov](mailto:Supin.Yoder@dot.gov)), FHWA , Office of Planning
- Spencer Stevens ([Spencer.Stevens@dot.gov](mailto:Spencer.Stevens@dot.gov)), FHWA, Office of Planning
- Candace Noonan ([Candace.Noonan@dot.gov](mailto:Candace.Noonan@dot.gov)), FTA, Office of Planning

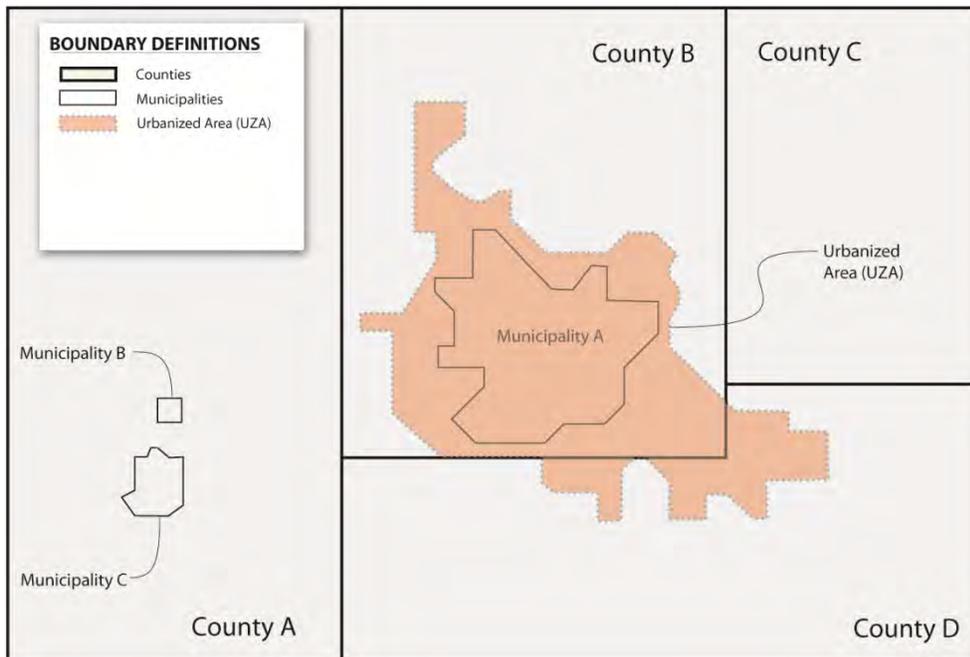
## **FAQ Topic 1: Definitions**

- Urban Area
- Urbanized Area (UZA)
- Urban Cluster (UC)
- Adjusted UZA
- Urban Place
- Metropolitan Planning Area (MPA)
- Metropolitan Statistical Area (MSA) / Combined Statistical Area (CSA)
- Metropolitan Planning Organization (MPO)
- Transportation Management Area (TMA)
- Transportation Improvement Program (TIP)
- Metropolitan Transportation Plan (MTP)
- Congestion Management Process (CMP)
- For additional information

**Urban Area** - A Census-designated area consisting of a central core and adjacent densely settled territory that together contain at least 2,500 residents.

Note: Until 2000, urban areas were limited to areas with populations of 50,000 residents or more. However, since Census 2000, urban areas have included both Urbanized Areas (UZA) with populations of 50,000 residents or more, and Urban Clusters (UC) with populations of 2,500 to 49,999 residents. The Census Bureau uses the term “urban area” to refer to both UZAs and UCs collectively.

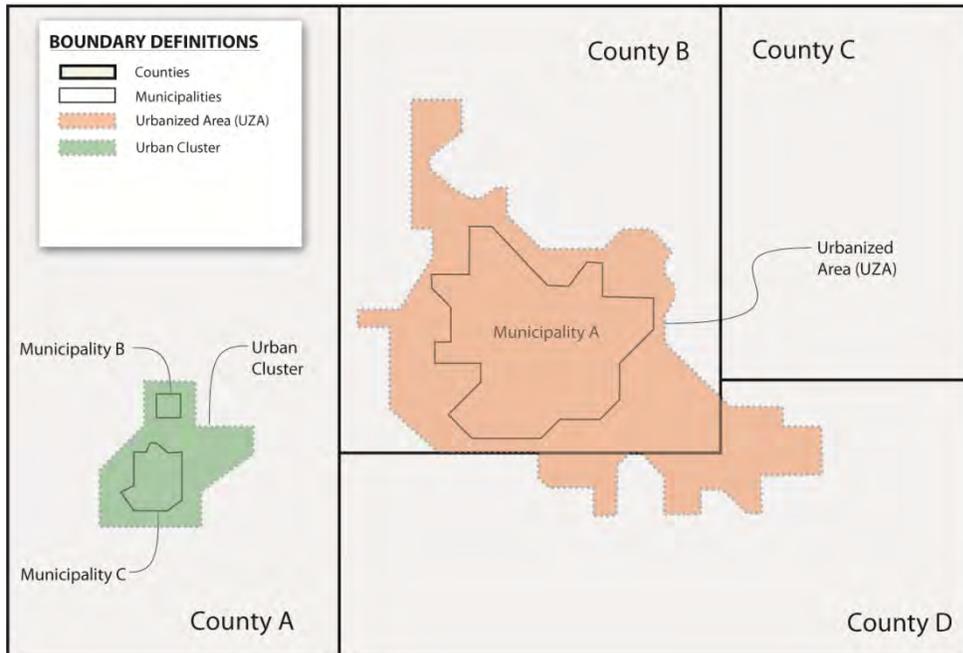
**Urbanized Area (UZA)** - A Census-designated urban area with 50,000 residents or more.



[Image shows a geographic area with several counties and three municipalities. An urbanized area boundary is shown surrounding the largest municipality, overlapping two county boundaries.]

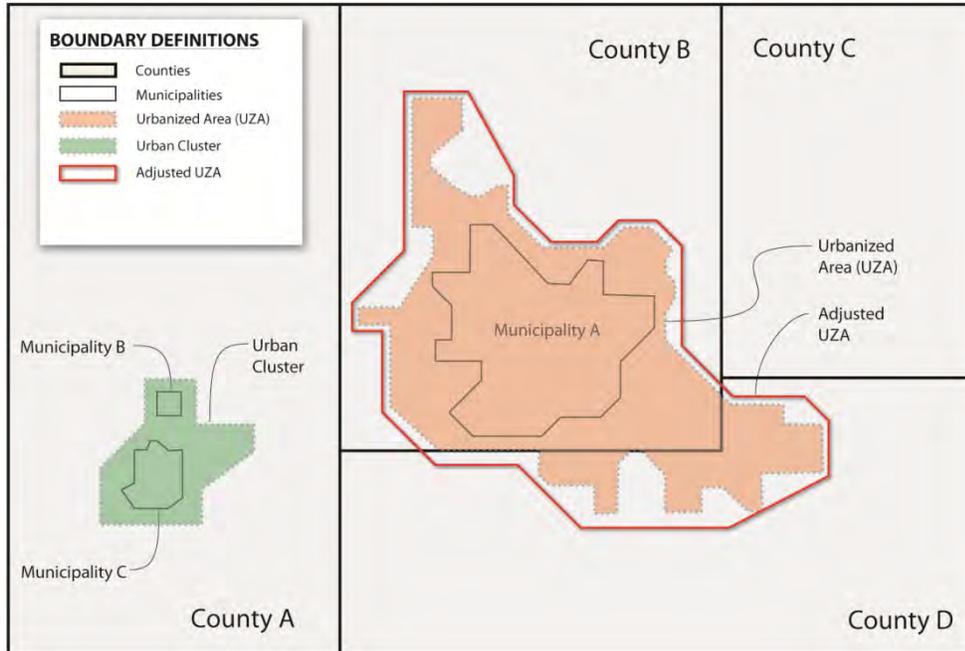
Note: USDOT typically uses the acronym “UZA” to refer to Urbanized Areas. The Census Bureau uses the acronym “UA.” They are synonymous.

**Urban Cluster (UC)** - A Census-designated urban area with at least 2,500 residents and no more than 49,999 residents.



[Image shows a geographic area with several counties and three municipalities. An urbanized area boundary is shown surrounding the largest municipality, overlapping two county boundaries. An urban cluster boundary is shown surrounding the two smaller municipalities.]

**Adjusted UZA** - A Census-defined UZA boundary that has been adjusted by a State DOT to include additional territory. Typically created to smooth irregular UZA boundaries, the Adjusted UZA must be submitted to FHWA for approval.



[Image shows a geographic area with several counties and three municipalities. An urbanized area boundary is shown surrounding the largest municipality, overlapping two county boundaries. An urban cluster boundary is shown surrounding the two smaller municipalities. An adjusted UZA boundary is shown surrounding the urbanized area boundary. The adjusted UZA boundary has smoother edges than the urbanized area boundary.]

Note: Federal transportation legislation allows for State and local officials to cooperatively expand the Census-defined UZA boundaries. The adjusted UZA must encompass the entire Census-designated UZA and is subject to approval by the Secretary of Transportation (23 USC 101(a)(36) - (37) and 49 USC 5302(a)(16) - (17)).

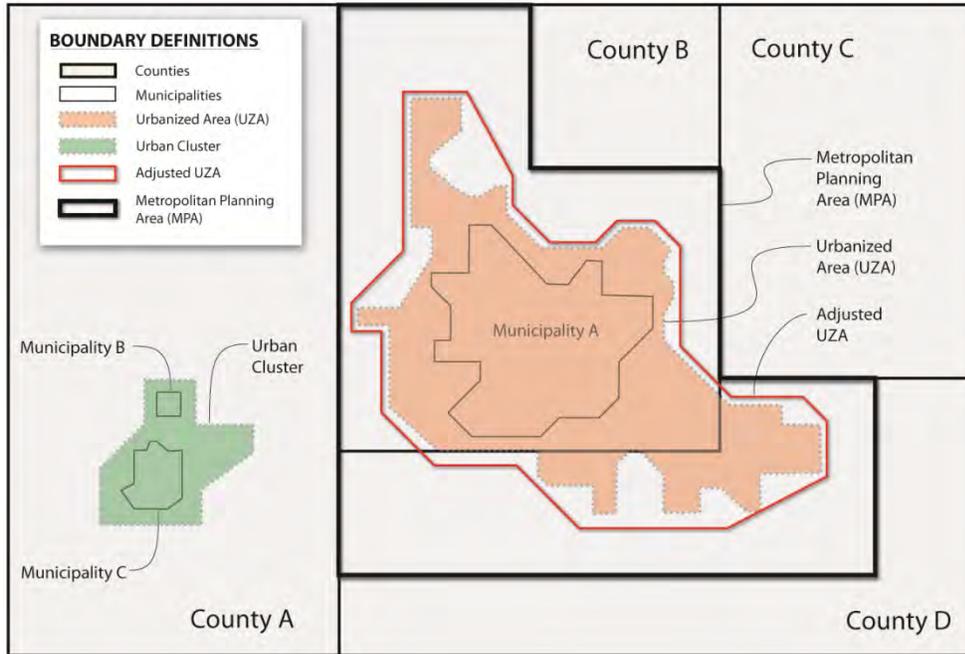
Population derived from the Adjusted UZA is not used in the federal transportation programs where a population count is required for funding allocations. Where a population count is called for it is the Census-designated UZA population that is used.

Updated guidance on the methods and means for adjusting the urban area boundaries is forthcoming.

**Urban Place - No longer exists in Census parlance.**

Note: Prior to Census 2000, a place (incorporated city or town) with a population of 2,500 or more was classified as “urban” without regard to population density. The Census continues to define Incorporated Places and Census Designated Places, but these are not used as part of the urban/rural classification.

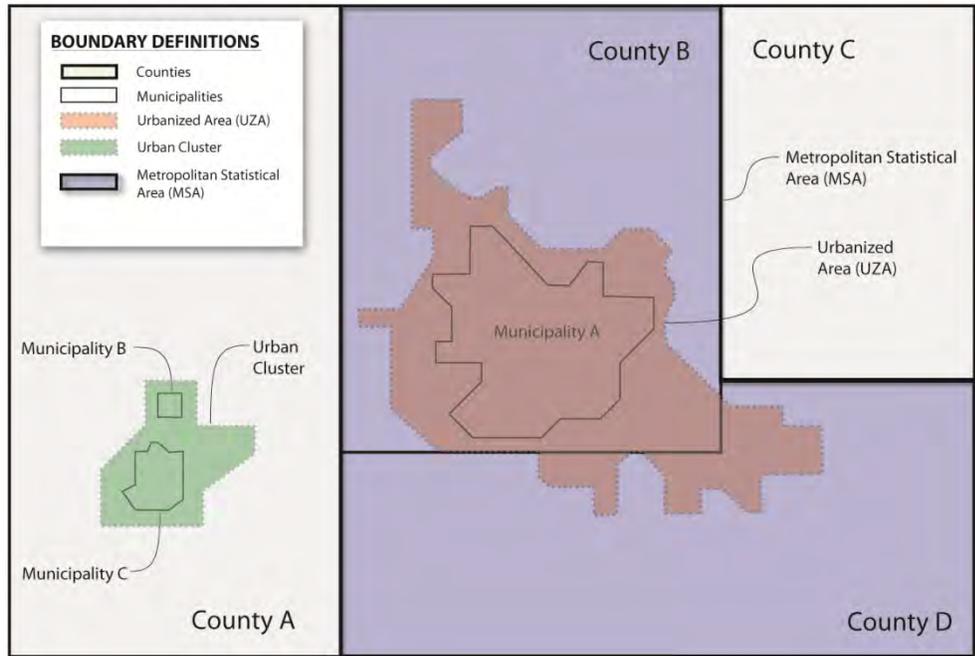
**Metropolitan Planning Area (MPA)** - The boundary in which the metropolitan transportation planning process must be carried out.



[Image shows a geographic area with several counties and three municipalities. An urbanized area boundary is shown surrounding the largest municipality, overlapping two county boundaries. An urban cluster boundary is shown surrounding the two smaller municipalities. An adjusted UZA boundary is shown surrounding the urbanized area boundary. The adjusted UZA boundary has smoother edges than the urbanized area boundary. A metropolitan planning area boundary is shown encompassing the urbanized area boundary and surrounding areas. The metropolitan planning area boundary does not necessarily conform to county boundaries.]

Note: The MPA must encompass the UZA(s) and the contiguous geographic area(s) likely to become urbanized within the next 20 years. In some cases, the MPA encompasses the entire metropolitan statistical area (MSA) or combined statistical area (CSA), as defined by the Office of Management and Budget (23 CFR 450.104).

**Metropolitan Statistical Area (MSA) / Combined Statistical Area (CSA)** – Geographies defined by the Office of Management and Budget (OMB) for use in tabulating statistical data about metropolitan areas.



[Image shows a geographic area with several counties and three municipalities. An urbanized area boundary is shown surrounding the largest municipality, overlapping two county boundaries. An urban cluster boundary is shown surrounding the two smaller municipalities. A metropolitan statistical area boundary is shown encompassing all counties that contain a portion of the urbanized area. The metropolitan statistical area conforms exactly to county boundaries.]

Note: MSAs consist of the core counties surrounding a UZA, plus adjacent counties with strong commuting patterns to and from the core counties. A CSA combines an MSA and one or more adjacent additional statistical areas defined by OMB.

**Metropolitan Planning Organization (MPO)** - The designated local decision-making body that is responsible for carrying out the metropolitan transportation planning process.

Note: Every UZA must be represented by an MPO (23 USC 134(b) and 49 USC 5303(c)).

**Transportation Management Area (TMA)** - A UZA with a population over 200,000, designated by the Secretary of Transportation.

Note: In some cases a UZA with less than 200,000 residents has been designated as a TMA, upon special request from the Governor and the MPO designated for the area.

**Transportation Improvement Program (TIP)** - A prioritized listing/program of transportation projects covering a period of four years that is developed by an MPO as part of the metropolitan transportation planning process, consistent with the metropolitan transportation plan (MTP), and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53.

**Metropolitan Transportation Plan (MTP)** - The long-range transportation plan for a metropolitan area. The MTP is the statement of the ways the region plans to invest in the transportation system over the next 20-25 years.

**Congestion Management Process (CMP)** - A way of systematically considering congestion-related issues using a set of technical tools, and basing evaluations on a discrete set of locally determined performance measures. A CMP is required for all TMAs.

**For additional information**

- To learn more about Census geography, terms and criteria please visit the Census Bureau Geography Division website: <http://www.census.gov/geo/www/>
- To learn more about metropolitan planning, term, requirements, and funding please reference the [Transportation Planning Process Key Issues Briefing Book](#)

## **FAQ Topic 2: New MPOs**

- When must new MPOs be designated?
- When will the list of UZAs and UCs be released?
- Must a new MPO be designated for each new UZA?
- There's talk that the MPO threshold is going to be raised to 200,000 residents. If that's so, why should we start working on creating a new MPO for UZAs over 50,000 residents, but below 200,000?
- Will data from the ACS be used by the Census to define new UZAs, and therefore result in new MPOs?
- What geographic area must be included within the MPA boundary?
- What is required in order to designate a new MPO?
- Where can I find examples of MPO bylaws and the composition of policy boards for new MPOs?
- Can a new UZA, which is currently included in the MPA of an existing MPO, designate its own new MPO?
- If a new UZA adjoins an existing MPA, does a new MPO need to be established?
- Do I need to adjust the Census-designated UZA boundaries?
- Can I adjust UZA boundaries to include less area than the Census-designated boundaries?
- How often can I make adjustments to UZA boundaries?
- Must the State or FHWA Division Office submit adjusted UZA boundaries to FHWA Headquarters?
- What Federal transportation programs are impacted by adjustments to UZA boundaries?
- How should projects be programmed for FTA and FHWA approvals in new UZAs?
- Can FY2012 FHWA metropolitan planning (PL) funds be set aside for areas expected to be designated as UZAs in the Spring of 2012?
- Can a new UZA receive FHWA or FTA metropolitan planning (PL or MP) funds (FY 2013) if an MPO has not yet been designated?
- How is conformity assured in air quality non-attainment and maintenance areas that were previously isolated rural areas, but are now designated UZAs as a result of population growth recorded in the 2010 Census?
- My region is growing very rapidly and I believe it would meet the requirements for a new UZA. How can I get the Census Bureau to define it as a new UZA before the next decennial census?

### **When must new MPOs be designated?**

Each UZA listed in the 2012 *Federal Register* notice must be represented by a MPO within 12 months of the official Census Bureau listing.

### **When will the list of UZAs and UCs be released?**

The Census Bureau plans to issue the list of qualifying Urbanized Areas (UZAs) based on population counts from the 2010 Census in an early 2012 Federal Register Notice. Please refer to the schedule for more important dates and milestones.

**Must a new MPO be designated for each new UZA?**

No. UZAs that are located within the MPA of an existing MPO are already represented and do not require designation of a new MPO.

**There is talk that the MPO threshold is going to be raised to 200,000 residents. If that's so, why should we start working on creating a new MPO for UZAs over 50,000 residents, but below 200,000?**

Until new reauthorization legislation is enacted, the current legislation remains in effect. Current legislation requires that MPOs be established where there are new UZAs that exceed the 50,000 population threshold. FHWA will update the Census Issues website and this FAQ when new legislation is enacted.

**Will data from the ACS be used by the Census to define new UZAs, and therefore result in new MPOs?**

No. The ACS is a replacement for the Census "Long Form" to report demographic characteristics of the population. It is not an official count of persons, and does not have block-level population counts that are needed for UZA definition. UZAs are defined in-part on population density at the Census block level.

**What geographic area must be included within the MPA boundary?**

The MPA boundaries must include the entire UZA boundary identified in the 2010 decennial Census and the contiguous geographic area likely to become urbanized within 20 years. The MPA may include the entire MSA or CSA as defined by the Census Bureau. The MPA boundaries for UZAs designated as non-attainment areas for ozone and carbon monoxide pollution may be further adjusted to include the entire non-attainment area identified under the Clean Air Act (42 USC 7401 et seq.).

**What is required in order to designate a new MPO?**

Designation of a new MPO consists of a formal agreement between the Governor and units of general purpose local government that together represent at least 75 percent of the population to be included in the MPA. The agreement should, at minimum, identify the membership structure of the policy board and establish the metropolitan planning area boundaries (23 U.S.C. 134 (b) and 49 U.S.C. 5303 (c)).

A newly-designated MPO does not need to develop a MTP or TIP within the first 12 months. However, the initial MPO work plan should include tasks and a schedule to develop a TIP and MTP (23 CFR 450.308).

**Where can I find examples of MPO bylaws and the composition of policy boards for new MPOs?**

The FHWA Census Issues web site includes several case studies that document the experiences of MPOs that were established following the 2000 and 1990 decennial censuses. Because formal designation requirements may vary by State, it is best to reference examples from existing MPOs in your State whenever possible.

**Can a new UZA, which is currently included in the MPA of an existing MPO, designate its own new MPO?**

Except under extraordinary circumstances, the new UZA will remain with the existing MPO. Separation from an existing MPO would involve redesignation of the existing MPO. A request for redesignation

requires agreement between the Governor and representatives of local jurisdictions that together comprise at least 75 percent of the population of the MPA (23 USC 134(d)(5) and 49 USC 5303 (d)(5)).

**If a new UZA adjoins an existing MPA, does a new MPO need to be established?**

Not necessarily. The existing MPA can be modified to incorporate the new UZA rather than establishing a new MPO. However, the Governor and MPO should review the previous MPO designation, State and local law, and MPO bylaws to determine if this can be accomplished without a formal redesignation (23 CFR 450.310).

**Do I need to adjust the Census-designated UZA boundaries?**

No. Federal transportation legislation allows adjustments to the Census-designated UZA boundaries (Adjusted UZAs); however, there is no Federal requirement to do so. States and MPOs may choose to use the Census-designated UZA boundaries without adjustment.

Adjustments to UZA boundaries had significant funding implications when Federal-Aid Highway funding included separate apportionments for Federal-Aid Urban and Federal-Aid Rural Systems. These funding classifications were eliminated in 1992 under the Intermodal Surface Transportation Efficiency Act (ISTEA).

Currently, the Federal requirements for urban versus rural classifications are limited mostly to highway statistical reporting, highway functional classification, and regulation of outdoor advertising. These requirements are described below. However, a number of States have included urban versus rural classifications in their intra-State apportionment formulae. These State requirements should be reviewed before deciding whether or not to adjust the Census-defined UZA boundaries.

**Can I adjust UZA boundaries to include less area than the Census-designated boundaries?**

No. Federal transportation legislation specifically requires that any adjustments to UZA boundaries must include, at a minimum the entire UZA designated by the Census Bureau.

For smaller urban areas (with a population between 5,000 and 49,999 persons), FHWA will allow a State to use either the Census-defined UC or Census Incorporated Place as its minimum area for inclusion for planning, highway functional classification, and statistical reporting. Whichever area type is selected (UC or Census Incorporated Place) must be used consistently throughout the State. However, Federal regulations on outdoor advertising control will continue to allow use of only the Census Incorporated Place as the minimum area for inclusion.

**How often can I make adjustments to UZA boundaries?**

Although there is no specific FHWA policy on how often UZA boundaries can be adjusted, States are strongly encouraged to make such adjustments as infrequently as possible and only when deemed absolutely necessary. Maps showing proposed adjustments to UZA boundaries must be submitted to FHWA for approval accompanied by approval letters from the MPO(s) and Governor(s).

Please talk to your [FHWA Division Planner](#) to determine the best method for submitting the revised boundary map. Some Divisions can accept a Geographic Information Systems (GIS) .shp file, but others may require a paper map or .pdf file.

Note: In mid-2012 FHWA will complete a research project that will provide guidance on UZA boundary adjustments. New guidance will be posted to the FHWA Census Issues website as it becomes available.

### **Must the State or FHWA Division Office submit adjusted UZA boundaries to FHWA Headquarters?**

Yes. After the adjusted UZA boundaries are approved by FHWA, the State DOT or the FHWA Division Office should provide the adjusted UZA boundaries files electronically to FHWA Office of Planning (HEPP-30) for inclusion into the FHWA Office of Planning Executive Geographic Information System ([HEPGIS](#)) database.

Once the 2010 Census UZA boundaries are released, the State and MPOs will coordinate with FHWA to smooth UZA boundaries. When the adjusted UZA boundaries are established, the MPO and State will need to work with the [Division Office](#) to devise a way for the Division to review and approve the proposed boundaries.

Note: Please keep in mind that not all FHWA Division Offices have GIS capabilities; in some instances the State may be required to print hard-copy maps for the Division to review/approve. We stress that the approved (either signed or e-signed) boundaries files and maps must be retained and retrievable as part of the State's and FHWA's system file, until the next adjustment update.

After the adjusted UZA boundaries are approved by the FHWA Division, the State shall provide the adjusted boundary files electronically to the FHWA Office of Planning (HEPP-30). The preferred submission formats are ArcGIS or TransCAD GIS file formats - the GIS software packages most commonly used by State DOTs and MPOs. E-mail or File Transfer Protocol (FTP) submissions are strongly encouraged. Submitting a CD or DVD via United States Postal Service (USPS) Mail is also acceptable. Please contact Supin Yoder ([Supin.Yoder@dot.gov](mailto:Supin.Yoder@dot.gov)) for detailed mailing and FTP submission instructions.

### **What Federal transportation programs are impacted by adjustments to UZA boundaries?**

The following FHWA Programs distinguish between urban and rural areas:

- **Highway Functional Classification:** The highway functional classification system distinguishes both by type of roadway facility and whether the facility is located in an urban or rural area. A specific type of roadway facility may have different design criteria depending on whether it is in a rural or urban area, but highway design criteria are not applied strictly according to an urban versus rural boundary designation.
- **HPMS Reporting:** FHWA's [Highway Performance Monitoring System](#) (HPMS) requests States to report annual highway statistics (i.e., lane and centerline miles, VMT) by highway functional classification, including urban versus rural. Several tables in FHWA's annual [Highway Statistics](#) Report also summarize information by urban versus rural classifications.

- **Distribution of Surface Transportation Program (STP) Funds:** 23 USC 133(d)(3)(B) guarantees that a minimum of 110% of the amount of funds apportioned to the State in FY 1991 for the Federal-Aid secondary system must be spent in rural areas. A rural area is defined as any area of the State that is outside of the Adjusted UZA (sometimes called the Federal-Aid Urban Area - FAUA) boundaries. This provision only affects where funds may be spent within a State, not how much money the State receives.
- **STP Apportionment Formula:** 23 USC 104(b)(3) includes, as part of the apportionment formula for STP funding, lane-miles and VMT on Federal-Aid highways within the state. Federal-Aid highways include all highway functional classifications except local roads and rural minor collectors. Expanding the boundary of urban areas within the state may change some rural minor collectors to urban collectors, making them eligible as Federal-Aid highways. However, the impact on apportionment of federal aid funding is insignificant.
- **Control of Outdoor Advertising:** The Outdoor Advertising Control Program (23 USC 131) uses the UZA definition in 23 USC 101(a)(36) to specify the boundary between locations where signage can be placed beyond 660 feet and be intended to be read from the highway. For further information concerning outdoor advertising control, contact Mary Jane Daluge, FHWA Office of Real Estate Services ([MaryJane.Daluge@dot.gov](mailto:MaryJane.Daluge@dot.gov)).

#### **How should projects be programmed for FTA and FHWA approvals in new UZAs?**

Until an MPO is officially designated, the State, in cooperation with local elected officials and officials of agencies that administer or operate major modes of transportation in the expected MPA, should meet to jointly determine an interim program of projects. Until a MTP and TIP are approved by the new MPO, an interim program of projects should continue to be programmed annually in the Statewide Transportation Improvement Program (STIP) for all projects to be funded under the Federal Transit Act and Title 23. This interim program of projects should be separately identified in the STIP.

MPOs in newly-designated UZAs will be given 12 months from designation by the Census to establish a planning process meeting all the requirements of 23 CFR 450 and 49 CFR 613, including development of a MTP and a TIP.

#### **Can FY2012 FHWA metropolitan planning (PL) funds be set aside for areas expected to be designated as UZAs in the Spring of 2012?**

No, the new UZA definitions will be used to allocate FY2013 PL funds. However, a State may provide State Planning and Research (SPR), National Highway System (NHS), Surface Transportation Program (STP) and Minimum Guarantee (MG) funds to support "start-up" planning activities in anticipation of a new MPO designation.

#### **Can a new UZA receive FY 2013 FHWA or FTA metropolitan planning (PL or MP) funds if an MPO has not yet been designated?**

No, a new UZA cannot receive metropolitan planning (PL or MP) funds until its intra-State formulae have been approved by the FHWA Division Office or FTA Regional Office (respectively) and an MPO has been designated. FY2013 funds allocated by the adopted intra-State formulae to the proposed MPO should be reserved by the State and allocated upon MPO designation.

**How is conformity assured in air quality non-attainment and maintenance areas that were previously isolated rural areas, but are now designated UZAs as a result of population growth recorded in the 2010 Census?**

Newly-designated UZAs, which are designated as air quality non-attainment or maintenance areas, would have previously been demonstrating conformity before being designated as a UZA because these areas were considered isolated rural non-attainment or maintenance areas (40 CFR 93.109(g)).

Within four (4) years of an area's designation as a UZA by the Census Bureau, the area's MPO must develop a new MTP and TIP, and the MPO and the USDOT must make a conformity determination for the MTP and TIP. A new conformity determination cannot occur until a MTP and TIP are in place. A conformity determination would be required to advance:

- A new non-exempt project that has not received a conformity determination.
- An existing non-exempt project that has already received a conformity determination, but three (3) years have elapsed since the most recent major step to advance the project occurred, or the project's design concept and scope has changed significantly.

If a MTP and TIP, and conformity determination are not completed within three (3) years of the area's designation as a UZA, then the area would be in a [conformity lapse](#).

**My region is growing very rapidly and I believe it would meet the requirements for a new UZA. How can I get the Census Bureau to define it as a new UZA before the next decennial census?**

You would need to have the Census Bureau conduct a [special inter-decennial census](#) in your area.

The Census Bureau charges \$200 to prepare a cost estimate for conducting the special inter-decennial census. The governmental units in your region would contract with the Census Bureau for the full costs of conducting the special inter-decennial census, which would need to cover the entire region, not just an area with new housing units.

Flagstaff, Arizona financed a special inter-decennial census between the 1990 Census and Census 2000, and was subsequently designated as a new UZA.

### **FAQ Topic 3: Existing MPOs**

- When do MPA boundaries for existing MPOs need to be updated to reflect the changes in UZA boundaries?
- What geographic area must be included within the updated MPA boundary?
- If the new UZA boundary lies entirely within an existing MPA boundary, must the existing boundary be adjusted?
- Does an MPA boundary adjustment require redesignation of the MPO?
- If an existing MPO expands its MPA to include a new UZA, what changes need to be made to its governing board?
- The new UZA boundary extends into an adjacent MPA. Must both MPA boundaries be adjusted to ensure that the UZA lies entirely within a single MPA?
- Who needs to approve MPA boundary changes?
- Will the MTP and TIP need to be modified immediately to assure that projects located in the new UZA boundary are eligible for advancement in existing MPO areas?

#### **When do MPA boundaries for existing MPOs need to be updated to reflect the changes in UZA boundaries?**

The MPA boundaries of current MPOs should be updated no later than the next scheduled MTP update after October 1st, 2012, or within four (4) years of the designation of the new UZA boundary, whichever occurs first. This is consistent with the guidance (Q&As) provided by FHWA/FTA in 1992 and in 2003.

#### **What geographic area must be included within the updated MPA boundary?**

The updated MPA boundaries must include the entire UZA boundary identified in the 2010 decennial Census and the contiguous geographic area likely to become urbanized within 20 years. The MPA may include the entire MSA or CSA as defined by the Census Bureau. The MPA boundaries for UZAs designated as non-attainment areas for ozone and carbon monoxide pollution may be further adjusted to include the entire non-attainment area identified under the Clean Air Act (42 USC 7401 et seq.).

#### **If the new UZA boundary lies entirely within an existing MPA boundary, must the existing boundary be adjusted?**

No. The existing MPA boundary does not need to be adjusted if it contains the entire UZA boundary identified using the 2010 Census. However, the MPO may still choose to adjust its MPA boundary to include new areas that are likely to become urbanized within 20 years.

#### **Does an MPA boundary adjustment require redesignation of the MPO?**

No. Expansion of the MPA boundary to reflect changes in the UZA boundary, or the addition of new members to the MPO policy board to provide representation for newly included areas, does not automatically require redesignation of the MPO. To the extent possible, it is encouraged that these changes be addressed without a formal redesignation. However, the Governor and MPO should review the previous MPO designation, State and local law, and MPO bylaws to determine if a formal redesignation is required (23 CFR 450.310).

**If an existing MPO expands its MPA to include a new UZA, what changes need to be made to its governing board?**

The MPO should take into account changes in its MPA in reviewing representation on its governing board. Current MPO bylaws would be the basis for determination of any board changes (23 CFR 450.310). The FHWA and FTA will not define, require or approve any specific changes, other than those affecting TMAs.

**The new UZA boundary extends into an adjacent MPA. Must both MPA boundaries be adjusted to ensure that the UZA lies entirely within a single MPA?**

No. There are at least three options available to handle this situation:

1. By mutual agreement, each MPO represents the portion of the UZA lying within its existing MPA boundary. This option requires no boundary adjustment or MPO redesignation, so long as the interests of the UZA population residing within the adjacent MPA boundary are adequately addressed.
2. Both MPOs may adjust their MPA boundaries to ensure that the UZA is located entirely within a single MPA. This will result in a net increase in the size of one MPA and a corresponding decrease in the other MPA. This option may require redesignation of one or both MPOs, depending on State and local law and MPO bylaws.
3. Adjacent MPOs may decide to consolidate into a single MPO. This option definitely will require redesignation.

**Who needs to approve MPA boundary changes?**

The MPO and the Governor must approve any proposed changes to the MPA. Updated boundaries and approval letters must be submitted to the FHWA Division Office and the FTA.

When new MPA boundaries are established, the MPO and State will need to work with the FHWA [Division Office](#) to devise a way for the Division to receive the new MPA boundaries.

Note: Please keep in mind that not all FHWA Division Offices have GIS capabilities; in some instances the State may be required to print hard-copy maps for the Division. We stress that the approved (either signed or e-signed) boundaries files and maps must be retained and retrievable as part of the State's and FHWA's system file, until the next adjustment update.

The State DOT or the FHWA Division Office should provide the adjusted MPA boundaries files electronically to FHWA Office of Planning (HEPP-30) for inclusion into the FHWA Office of Planning Executive Geographic Information System ([HEPGIS](#)) database. The preferred submission formats are ArcGIS or TransCAD GIS file formats - the GIS software packages most commonly used by State DOTs and MPOs. E-mail or File Transfer Protocol (FTP) submissions are strongly encouraged. Submitting a CD or DVD via United States Postal Service (USPS) Mail is also acceptable. Please contact Supin Yoder ([Supin.Yoder@dot.gov](mailto:Supin.Yoder@dot.gov)) for detailed mailing and FTP submission instructions.

**Will the MTP and TIP need to be modified immediately to assure that projects located in the new UZA boundary are eligible for advancement in existing MPO areas?**

Following the Census 2000 UZA definitions, the MPA should have been expanded (if necessary) to include the 2000 Census-defined UZA, plus any additional area anticipated to be urbanized within the next 20 years. Therefore, it is likely that no immediate changes to the MTP or TIP will be needed. However, in cases where the UZA boundary has increased significantly beyond what was expected to become urbanized, the MPO should review and adjust the MPA boundary by the next MTP update occurring after October 1<sup>st</sup>, 2012, or within four (4) years of the Census definition of 2010 UZAs (whichever is sooner), to incorporate new UZAs outside the current MPA, as well as additional areas expected to become urbanized in the next 20 years. New MPA boundaries must be approved by the MPO and the Governor and submitted to the FHWA and the FTA. Once the expanded MPA boundary has been submitted, projects in the expanded MPA can be added to the MTP and TIP.

#### **FAQ Topic 4: New TMAs**

- When will new TMAs be designated?
- What happens when an area is designated as a TMA?
- Does an existing MPO in an area that is newly-designated as a TMA have to modify its policy board?
- When must an area that is designated as a TMA establish a CMP?

#### **When will new TMAs be designated?**

The Secretary of Transportation will designate new TMAs through an announcement in the *Federal Register* approximately six (6) weeks following the Census designation of new UZAs. Please refer to the schedule for more important dates and milestones.

#### **What happens when an area is designated as a TMA?**

An area designated as a TMA enjoys certain benefits and incurs additional requirements beyond those of smaller urbanized areas (23 USC 134 (k)).

- Transportation plans and programs within a TMA must be based on a continuing, comprehensive and cooperative transportation planning process carried out by the MPO in cooperation with the State and transit operators.
- The transportation planning process must include a [Congestion Management Process \(CMP\)](#).
- The FHWA and the FTA must [certify](#) the transportation planning process no less often than once every four years.

#### **Does an existing MPO in an area that is newly-designated as a TMA have to modify its policy board?**

At a minimum, the policy board of an MPO that serves a newly-designated TMA must include local elected officials, appropriate State officials, and officials of public agencies that administer or operate major modes of transportation in the metropolitan area. The MPO should review its policy board membership to determine if all of these groups are represented and add new members as appropriate (23 CFR 450.310(d)).

#### **When must an area that is designated as a TMA establish a CMP?**

Newly-designated TMAs need to implement a CMP within 18 months of their designation by the Secretary of Transportation.

## **FAQ Topic 5: Funding**

- When will the distribution of FHWA and FTA Metropolitan Planning (MP and PL) funds have to change to account for new UZAs?
- How will the new UZA populations impact the apportionment of Surface Transportation Program (STP) funds?
- How will STP funds be sub-allocated between two or more MPOs that cover the same TMA that includes a UZA with over 200,000 residents?
- Can FY2012 FHWA metropolitan planning (PL) funds be set aside for areas expected to be designated as UZAs in the Spring of 2012?
- Can a new UZA receive FY 2013 FHWA or FTA metropolitan planning (PL or MP) funds if an MPO has not yet been designated?

### **When will the distribution of FHWA and FTA Metropolitan Planning (MP and PL) funds have to change to account for new UZAs?**

The apportionment of metropolitan planning (MP and PL) funds to the States based on new UZAs will begin with FY2013 funds, apportioned on or after October 1st, 2012. States need to evaluate and revise their intra-state formula immediately (if necessary), using the population figures released by the Census Bureau in the spring of 2012. FHWA and FTA will request that States and their MPOs reaffirm the existing formula, or agree on a new intra-State formula. Each State should work cooperatively with the existing MPOs (and elected local officials in newly-defined UZAs) to review and revise the formula, then submit it for approval to the appropriate office (FHWA Division Office for PL funds; FTA Regional Office for MP funds). Current and prior-year FTA apportionments of MP funds can be found [here](#). States should reference this information when reaffirming or revising their intra-State MP funding distribution formulas.

By fall 2012 FHWA will complete a national study of PL funding distribution approaches and formulas used by State DOTs. This study will be posted on the FHWA Census Issues website when it becomes available.

### **How will the new UZA populations impact the apportionment of Surface Transportation Program (STP) funds?**

STP funds are sub-allocated within each State between UZAs with a population over 200,000 and the rest of the State, in proportion to their relative share of the total State population. Each UZA with a population over 200,000 receives a share of the funds sub-allocated for such areas, based on the area's share of the total population in all areas with over 200,000 residents in the State. This sub-allocation formula will use population totals from the 2010 Census beginning with FY2013.

In some instances where an existing UZA has been split, or if other UZAs in the State have grown at a faster rate, a UZA's population share, and therefore the UZA's share of STP funds, may decrease.

### **How will STP funds be sub-allocated between two or more MPOs that cover the same TMA that includes a UZA with over 200,000 residents?**

There is no specific provision in Federal transportation legislation for allocation of STP funds among multiple MPOs serving the same TMA that includes a UZA with over 200,000 residents.

**Can FY2012 FHWA metropolitan planning (PL) funds be set aside for areas expected to be designated as UZAs in the Spring of 2012?**

No, the new UZA definitions will be used to allocate FY2013 PL funds. However, a State may provide State Planning and Research (SPR), National Highway System (NHS), Surface Transportation Program (STP) and Minimum Guarantee (MG) funds to support "start-up" planning activities in anticipation of a new MPO designation.

**Can a new UZA receive FHWA or FTA metropolitan planning (PL or MP) funds (FY2013) if an MPO has not yet been designated?**

No, a new UZA cannot receive PL or MP funds until its intra-State formulae have been approved by the FHWA Division Office or FTA Regional Office (respectively) and an MPO has been designated. FY2013 funds allocated by the adopted intra-State formulae to the proposed MPO should be reserved by the State and allocated upon MPO designation.

## **FAQ Topic 6: HPMS, Roadway Functional Class, Control of Outdoor Advertising and Other Data Reporting**

- What impacts do adjustments in UZA boundaries have on Highway Performance Monitoring System (HPMS) reporting?
- What impacts do adjustments in UZA boundaries have on Highway Functional Classification?
- What impacts do adjustments in urban area boundaries have on Outdoor Advertising Control?
- How will the new UZAs and UCs impact other data reporting?
- Can I adjust UZA boundaries to include less area than the Census-designated boundaries?
- How often can I make adjustments to UZA boundaries?
- Must the State or FHWA Division Office submit adjusted UZA boundaries to FHWA Headquarters?

### **What impacts do adjustments in UZA boundaries have on Highway Performance Monitoring System (HPMS) reporting?**

Adjusted UZA boundaries adopted by the State and MPOs should be used for Highway Performance Monitoring System (HPMS) reporting at the earliest time possible (within 2 to 3 years maximum) after the adoption decision.

Any changes to the rural/urban roadway location and functional class that result from adjustments to UZA boundaries should be reported in HPMS Data Items 1 (Functional System Code) and 2 (Rural/Urban Designation) respectively.

The size of urban area is determined based on the latest decennial Census (or special inter-decennial census) designation, not on the population within the Adjusted UZA. Please refer to the [HPMS Field Manual](#), page 4-16 for guidance on reporting Urbanized Area codes for HPMS Data Items 1 and 2.

Please refer to the [HPMS Frequently Asked Questions](#), or contact Joe Hausman, FHWA Office of Highway Policy Information ([Joseph.Hausman@dot.gov](mailto:Joseph.Hausman@dot.gov)) for further information on HPMS reporting.

### **What impacts do adjustments in UZA boundaries have on Highway Functional Classification?**

Once the adjustments to UZA boundaries are adopted, highways that are impacted by the new boundaries must be functionally reclassified. The guide on classifying highways continues to be [Highway Functional Classification: Concepts, Criteria and Procedures. Rev. March 1989](#). Please note that the [2008 Addendum](#) allows for greater flexibility for deciding on an appropriate place for changing the functional classification of rural routes when they cross an urban boundary.

Because the anticipated adjustments resulting from the 2010 Census are relatively minor (unlike the national reclassification required in the 1990's by ISTEA), FHWA is not planning any workshops or training in this area. It is the responsibility of the [FHWA Division Offices](#) to approve any changes in the classification of highways. If a State does propose major changes to their principal arterial system, those changes should be submitted to FHWA's Office of Planning for further review prior to Division action.

For further information on Highway Functional Classification, contact: Spencer Stevens, FHWA Office of Planning ([Spencer.Stevens@dot.gov](mailto:Spencer.Stevens@dot.gov)).

**What impacts do adjustments in urban area boundaries have on Outdoor Advertising Control?**

States will continue to use the Census Incorporated Place data to map and control signage as it relates to places of 5,000 or more in population, in the manner defined by 23 CFR 750.153(t) and 750.703(m). For further information concerning outdoor advertising control, contact Mary Jane Daluge, FHWA Office of Real Estate Services ([Maryjane.Daluge@dot.gov](mailto:Maryjane.Daluge@dot.gov)).

**How will the new UZAs and UCs impact other data reporting?**

There could be impacts on other data reporting like FHWA's Fiscal Management Information System (FMIS) and National Bridge Inventory (NBI). Please direct your questions to Dale Gray, FHWA Office of Financial Management ([Dale.Gray@dot.gov](mailto:Dale.Gray@dot.gov)) and Ann Shemaka, FHWA Office of Bridge Technology ([Ann.Shemaka@dot.gov](mailto:Ann.Shemaka@dot.gov)), respectively.

**Can I adjust UZA boundaries to include less area than the Census-designated boundaries?**

No. Federal transportation legislation specifically requires that any adjustments to UZA boundaries must include, at a minimum the entire UZA designated by the Census Bureau.

For smaller urban areas (with a population between 5,000 and 49,999 persons), FHWA will allow a State to use either the Census-defined UC or Census Incorporated Place as its minimum area for inclusion for planning, highway functional classification, and statistical reporting. Whichever area type is selected (UC or Census Incorporated Place) must be used consistently throughout the State. However, Federal regulations on outdoor advertising control will continue to allow only use of the Census Incorporated Place as the minimum area for inclusion.

**How often can I make adjustments to UZA boundaries?**

Although there is no specific FHWA policy on how often UZA boundaries can be adjusted, States are strongly encouraged to make such adjustments as infrequently as possible and only when deemed absolutely necessary. Maps showing proposed adjustments to UZA boundaries must be submitted to FHWA for approval accompanied by approval letters from the MPO(s) and Governor(s).

Please talk to your [FHWA Division Planner](#) to determine the best method for submitting the revised boundary map. Some Divisions can accept a Geographic Information Systems (GIS) .shp file, but others may require a paper map or .pdf file.

Note: In mid-2012 FHWA will complete a research project that will provide guidance on UZA boundary adjustments. New guidance will be posted to the FHWA Census Issues website as it becomes available.

**Must the State or FHWA Division Office submit adjusted UZA boundaries to FHWA Headquarters?**

Yes. After the adjusted UZA boundaries are approved by FHWA, the State DOT or the FHWA Division Office should provide the adjusted UZA boundaries files electronically to FHWA Office of Planning

(HEPP-30) for inclusion into the FHWA Office of Planning Executive Geographic Information System ([HEPGIS](#)) database.

Once the 2010 Census UZA boundaries are released, the State and MPOs will coordinate with FHWA to smooth UZA boundaries. When the adjusted UZA boundaries are established, the MPO and State will need to work with the [Division Office](#) to devise a way for the Division to review and approve the proposed boundaries.

Note: Please keep in mind that not all FHWA Division Offices have GIS capabilities; in some instances the State may be required to print hard-copy maps for the Division to review/approve. We stress that the approved (either signed or e-signed) boundaries files and maps must be retained and retrievable as part of the State's and FHWA's system file, until the next adjustment update.

After the adjusted UZA boundaries are approved by the FHWA Division, the State shall provide the adjusted boundary files electronically to the FHWA Office of Planning (HEPP-30). The preferred submission formats are ArcGIS or TransCAD GIS file formats - the GIS software packages most commonly used by State DOTs and MPOs. E-mail or File Transfer Protocol (FTP) submissions are strongly encouraged. Submitting a CD or DVD via United States Postal Service (USPS) Mail is also acceptable. Please contact Supin Yoder ([Supin.Yoder@dot.gov](mailto:Supin.Yoder@dot.gov)) for detailed mailing and FTP submission instructions.





# Appendix B

## Boundary Adjustment Proposal

### Justification Template



# State of Hawaii

## Federal-Aid Urban Boundary Adjustment Justification Form

**Instructions:** Fill out the form with complete information. All proposed urban boundary adjustments must address the adjustment criteria included below.

All applications for boundary adjustment must also include a map delineating the proposed boundary location. The map shall be of a scale necessary to show all prominent highways and streets, all fixed transit right-of-way facilities, all major bus routes, and political boundaries (municipal limits). The map shall also show the current Census-designated urban area boundary in order to display the change. Maps shall also include a signature block space for local concurrence signatures, HDOT concurrence signatures and FHWA Division Administrator signature approval.

Date	Applicant	Adjustment Location (Jurisdiction and Written Description)	Rationale/Response to Criteria

### Hawaii Federal-Aid Urban Boundary Adjustment Criteria:

1. The boundary adjustment incorporates areas of residential significance
  - Residential areas of medium- to high-density served by public roads
  - Generally urban areas have an overall population density of 1,000 per square mile
2. The boundary adjustment incorporates areas of commercial significance
  - Areas of commercial importance served by public roads
  - Generally urban commercial areas have 58 commercial jobs per acre within a given neighborhood
3. The boundary adjustment incorporates areas of industrial significance
  - Areas of industrial importance served by public roads
  - Generally urban industrial areas have 24 industrial jobs per acre
4. The boundary adjustment incorporates areas of national defense significance
5. The boundary adjustment incorporates areas of transportation significance
  - Interchanges or major cross-roads
  - Routes important for freight travel
  - Routes important for national defense
  - Transit centers, stations or terminals

- Ports or harbors
  - Airports
  - Boundaries should not be modified to accommodate a single project
6. The boundary adjustment better aligns with topographic or geographic characteristics
    - Natural boundaries (water bodies; steep slopes)
    - Forest reserves and/or conservation boundaries
    - Human-constructed boundaries (roadways; dikes; canals)
  7. The boundary adjustment addresses irregularities in the current Census-designated boundary
    - Include only partial right-of-way, such as one half of a road but not the other
    - Include an area without including a roadway to access that area
    - Lack of tie to real features on the ground
    - Address administrative continuity
    - Other irregularities that could be addressed through boundary smoothing
  8. The boundary adjustment includes areas of growth not captured by the most recent census update
    - Areas of population or employment growth since 2000
    - Consider TAZ boundaries, recognizing not all TAZ boundaries will be appropriate for the urban boundary
    - Include areas of planned growth as defined by statewide and regional planning documents
  9. The boundary adjustments include 2010 urban clusters and considers Census Designated Places (CDPs) with populations of 5,000 or more
    - Recognize that CDPs may or may not reflect geographic or political boundaries.
- CDP areas around urban clusters (with populations more than 5,000) will be considered.



# Appendix C

## 2012 Federal-Aid Urban Area Boundary Adjustment Justification



**Federal-Aid Urban Area Boundary Adjustment Justification:**  
**County of Kauai**

<b>Date</b>	<b>Applicant</b>	<b>Map</b>	<b>Adjustment Location</b>	<b>Rationale/Response to Criteria</b>
Dec. 2012	HDOT	Inset 1 - Waimea	Kekaha-Waimea	The urban area was expanded to include 2010 US Census urban clusters of Waimea and Kekaha, that have a population greater than 5,000. An additional area between the urban cluster and the shoreline was added to create continuity and tie boundaries to geographic features.
Dec. 2012	HDOT	Inset 2 -Hanapepe	Hanapepe-Eleele	The urban area was expanded to include 2010 US Census urban clusters of Hanapepe and Eleele, that have a population greater than 5,000. Additional areas between the urban cluster and geological features were added to create continuity and tie boundaries to geographic features.
Dec. 2012	HDOT	Inset 3 - Kalaheo Poipu	Kalaheo-Lawai	The urban area was expanded to include 2010 US Census urban cluster of Kalaheo, that has a population greater than 5,000. Areas north and south of the Kalaheo urban cluster were added to smooth the boundary and tie to geographic features (forest reserve boundary and a stream). The area east of Lawai was extended to tie the boundary to Koloa Road.
Dec. 2012	HDOT	Inset 3 - Kalaheo Poipu	Koloa-Poipu	These areas were added to encompass gaps left out by the urban cluster of Kalaheo and include Poipu, an area of tourist and residential significance. The new boundary also uses roadways and the shoreline, which better align the boundary to geographic features.
Dec. 2012	HDOT	Inset 4 - Lihue	Lihue	The urban area was expanded to include 2010 US Census urban cluster of Lihue, that has a population greater than 5,000. Additional areas encompass gaps between new and old boundaries and include roadways leading into Lihue.
Dec. 2012	HDOT	Inset 5 - Waialua Kapaa	Kuhio Highway near Wailua Golf Course	The urban area was expanded to include 2010 US Census urban cluster of Kapaa, that has a population greater than 5,000. An additional area near the Wailua Golf Course was included to fill the gap between the urban area and private roadway for continuity and geographical purposes.
Dec. 2012	HDOT	Inset 5 - Waialua Kapaa	Waialua Homesteads	The urban area was expanded to include 2010 US Census urban cluster of Kapaa, that has a population greater than 5,000. Additional areas west and east of Waialua Homesteads were included to tie to the forest reserve boundary on the west and gaps between new and old boundaries to the east.
Dec. 2012	HDOT	Inset 6 - Anahola	Anahola	The urban area was expanded to include 2010 US Census urban cluster of Kapaa (which goes north to Anahola), that has a population greater than 5,000. Additional areas were included to tie Kuhio Highway to the north and the shoreline to the east for continuity and geographical purposes.

**Federal-Aid Urban Area Boundary Adjustment Justification:**  
**City and County of Honolulu**

<b>Date</b>	<b>Applicant</b>	<b>Maps</b>	<b>Adjustment Location</b>	<b>Rationale/Response to Criteria</b>
Dec. 2012	HDOT	Inset 1 - Waimea	Waialua-Pupukea	The urban area was expanded to include 2010 US Census urban cluster of Haleiwa-Waialua-Pupukea, that has a population greater than 5,000. An additional small area in Pupukea was also included for continuity purposes.
Dec. 2012	HDOT	Inset 2 - Laie	Kahuku	The urban area was expanded to include 2010 US Census urban cluster of Laie-Hauula, that has a population greater than 5,000. An additional area between the urban cluster and the shoreline was added to create continuity and tie boundaries to geographic features.
Dec. 2012	HDOT	Inset 2 - Laie	Laie	The urban area in Laie was expanded to include the entire CDP, which has a population greater than 5,000.
Dec. 2012	HDOT	Inset 3 - Waialua - Haleiwa	Haleiwa	The urban area was expanded to include 2010 US Census urban cluster of Haleiwa-Waialua-Pupukea, that has a population greater than 5,000. An additional area was also added to fill in the gap between the urban area and Haleiwa Bypass Road for continuity and geographical purposes.
Dec. 2012	HDOT	Inset 3 - Waialua - Haleiwa	Waialua	The urban area was expanded to include 2010 US Census urban cluster of Haleiwa-Waialua-Pupukea, that has a population greater than 5,000. An additional area between the urban area Farrington Highway was added to create continuity and tie to geographical features
Dec. 2012	HDOT	Inset 4 - Punaluu - Kaaawa	Hauula-Punaluu-Kaaawa	The urban area was expanded to include 2010 US Census urban clusters that have a population greater than 5,000. An additional area in between Hauula and Punalua was included for continuity and geographical purposes.
Dec. 2012	HDOT	Inset 5 - Wahiawa	Wahiawa	The urban area was expanded to include 2010 US Census urbanized area and urban clusters that have a population greater than 5,000. Additional areas between Kamehameha Highway and the urban area and Whitmore Village and Poomoho Stream were included to tie boundaries to geographic features.
Dec. 2012	HDOT	Inset 5 - Wahiawa	Schofield Barracks	An additional area west of Schofield Barracks was included for its industrial nature and proximity to Schofield Barracks.
Dec. 2012	HDOT	Inset 6 - Makaha - Waianae	North of Waianae Valley Road	The urban area was expanded to include 2010 US Census urban clusters that have a population greater than 5,000. In addition, the urban area in Waianae was expanded to include the entire CDP, which has a population greater than 5,000.
Dec. 2012	HDOT	Inset 7 - Mililani	Mililani-Waipio	The urban area was expanded to include 2010 US Census urbanized area and urban clusters that have a population greater than 5,000. In addition, the urban areas in Mililani and Waipio were expanded to include the entire CDP, which has a population greater than 5,000.
Dec. 2012	HDOT	Inset 8 - Kaneohe	Ahuimanu-Kaneohe	The urban area was expanded to include 2010 US Census urbanized area and urban clusters that have a population greater than 5,000. An additional area between the Waiahole Forest Reserve and existing urban area was included to tie boundaries to geographic features.
Dec. 2012	HDOT	Inset 9 - Nanakuli	Makakilo-Nanakuli	The urban area was expanded to include 2010 US Census urbanized area and urban clusters that have a population greater than 5,000. An additional area mauka of Farrington Highway was added to include the industrial Hawaiian Electric Kahe Power Plant.

**Federal-Aid Urban Area Boundary Adjustment Justification:**  
**County of Maui**

Date	Applicant	Map Number	Adjustment Location	Rationale/Response to Criteria
Dec. 2012	HDOT	Inset 1 Lahaina	Lahaina	The urban area was expanded to include 2010 US Census urban cluster of Lahaina, that has a population greater than 5,000. Also, the urban area was expanded to include the entire CDP, which has a population greater than 5,000, up to the forest reserve boundary. The additional urban area was added to provide for continuity and geographical purposes.
Dec. 2012	HDOT	Inset 2 Kahului-Wailuku	Wailuku	The urban area was expanded to include 2010 US Census urbanized area of Kahului. Additional areas were added to include the entire Kahului CDP and tie boundaries to geographic features.
Dec. 2012	HDOT	Inset 2 Kahului-Wailuku Inset 3 Paia	Kahului Airport	The Kahului Airport area was added to the urban area because it falls within the 2010 US Census urbanized area of Kahului. The area between the airport and the shoreline is also included for continuity between the new and existing urban areas.
Dec. 2012	HDOT	Inset 3 Paia	Paia-Spreckelsville	The urban area was expanded to include 2010 US Census urban clusters that have a population greater than 5,000. Additional areas around Paia were included for continuity and geographical purposes.
Dec. 2012	HDOT	Inset 4 Haiku-Pauwelu	Haiku	The urban area was expanded to include 2010 US Census urban clusters that have a population greater than 5,000. An additional sliver is added west of Kokomo Road to include the surrounding CDP, which has a population of more than 5,000.
Dec. 2012	HDOT	Inset 5 Central Maui	Wailuku	The urban area was expanded to include 2010 US Census urbanized area of Kahului. Additional areas were added on the west up to the forest reserve line for continuity and a small area along Honoapiilani Highway which has tourist and commercial generators, even though there is no residential population.
Dec. 2012	HDOT	Inset 6 Makawao	Haliimaile	The urban area was expanded to include 2010 US Census urban clusters that have a population greater than 5,000. Additional areas around Haliimaile were included to connect to Haliimaile Road for continuity and geographical purposes, and to include a portion of the Kula CDP, which has a population greater than 5,000.
Dec. 2012	HDOT	Inset 6 Makawao Inset 8 Kula	Makawao-Pukalani-Kula	The urban area was expanded to include 2010 US Census urban cluster of Pukalani-Makawao, that has a population greater than 5,000. Additional areas include slivers on the north and west sides of the existing urban area to incorporate the Kula CDP, which has a population greater than 5,000, and expand the urban area between Kula Highway and Haleakala Highway for continuity and geographical purposes.
Dec. 2012	HDOT	Inset 7 Kihei	Kihei	The urban area was expanded north of Kihei to include the entire CDP, which has a population greater than 5,000.
Dec. 2012	HDOT	Inset 8 Kula	Kula	The urban area was expanded to include 2010 US Census urban cluster of Pukalani-Makawao, that has a population greater than 5,000. An additional area between Kula Highway and Haleakala Highway has been added for continuity and geographical purposes.

**Federal-Aid Urban Area Boundary Adjustment Justification:**  
**County of Hawaii**

<b>Date</b>	<b>Applicant</b>	<b>Map</b>	<b>Adjustment Location</b>	<b>Rationale/Response to Criteria</b>
Dec. 2012	HDOT	Inset 1 - Kailua	Kailua-Kona	The urban area was expanded to include 2010 US Census urban cluster of Kailua, that has a population greater than 5,000. In addition, the urban area was expanded to include the entire CDP, which has a population greater than 5,000, and the areas east of Old Mamalahoa Highway to create continuity and tie boundaries to geographical features.
Dec. 2012	HDOT	Inset 2 - Waikoloa	Waikoloa	The urban area was expanded to include the entire Waikoloa CDP, which has a population greater than 5,000. Waikoloa Village has a population over 4,000, nearing 5,000.
Dec. 2012	HDOT	Inset 3 - Waimea	Waimea	The urban area was expanded to include the 2010 US Census urban clusters, that have a population greater than 5,000 and the entire Waimea CDP, which has a population greater than 5,000.
Dec. 2012	HDOT	Inset 4 - Hilo	Hilo	The urban area was expanded to include 2010 US Census urban cluster of Hilo, that has a population greater than 5,000. Additional areas between the urban clusters, shoreline, roadways, and streams were added to create continuity and tie boundaries to geographic features.
Dec. 2012	HDOT	Inset 5 - Mt. View	Keaau	The urban area was expanded to include 2010 US Census urban cluster of Hawaiian Paradise Park, that has a population greater than 5,000. Additional areas between the urban cluster and roadways were added to create continuity and tie boundaries to geographic features.
Dec. 2012	HDOT	Inset 5 - Mt. View Inset 6- Pahoia	Keaau-Ainaloa	The urban area was expanded to include 2010 US Census urban cluster of Hawaiian Paradise Park, that has a population greater than 5,000. An additional area west of Keaau-Pahoia Road was added to include high populations in the Orchidland area and for continuity purposes.
Dec. 2012	HDOT	Inset 6- Pahoia	Hawaiian Paradise Park	An additional sliver at the northeast tip was added to incorporate the entire CDP, which has a population greater than 5,000.
Dec. 2012	HDOT	Inset 6- Pahoia	Hawaiian Beaches	The urban area was expanded to include 2010 US Census urban cluster of Hawaiian Paradise Park, that has a population greater than 5,000. An additional area between the urban cluster and the shoreline has been included to create continuity between the new and existing urban areas.
Dec. 2012	HDOT	Inset 6- Pahoia	Pahoia	The urban area was expanded to include 2010 US Census urban cluster of Hawaiian Paradise Park, that has a population greater than 5,000. Additional areas were added around Pahoia to create continuity and tie boundaries to geographic features.



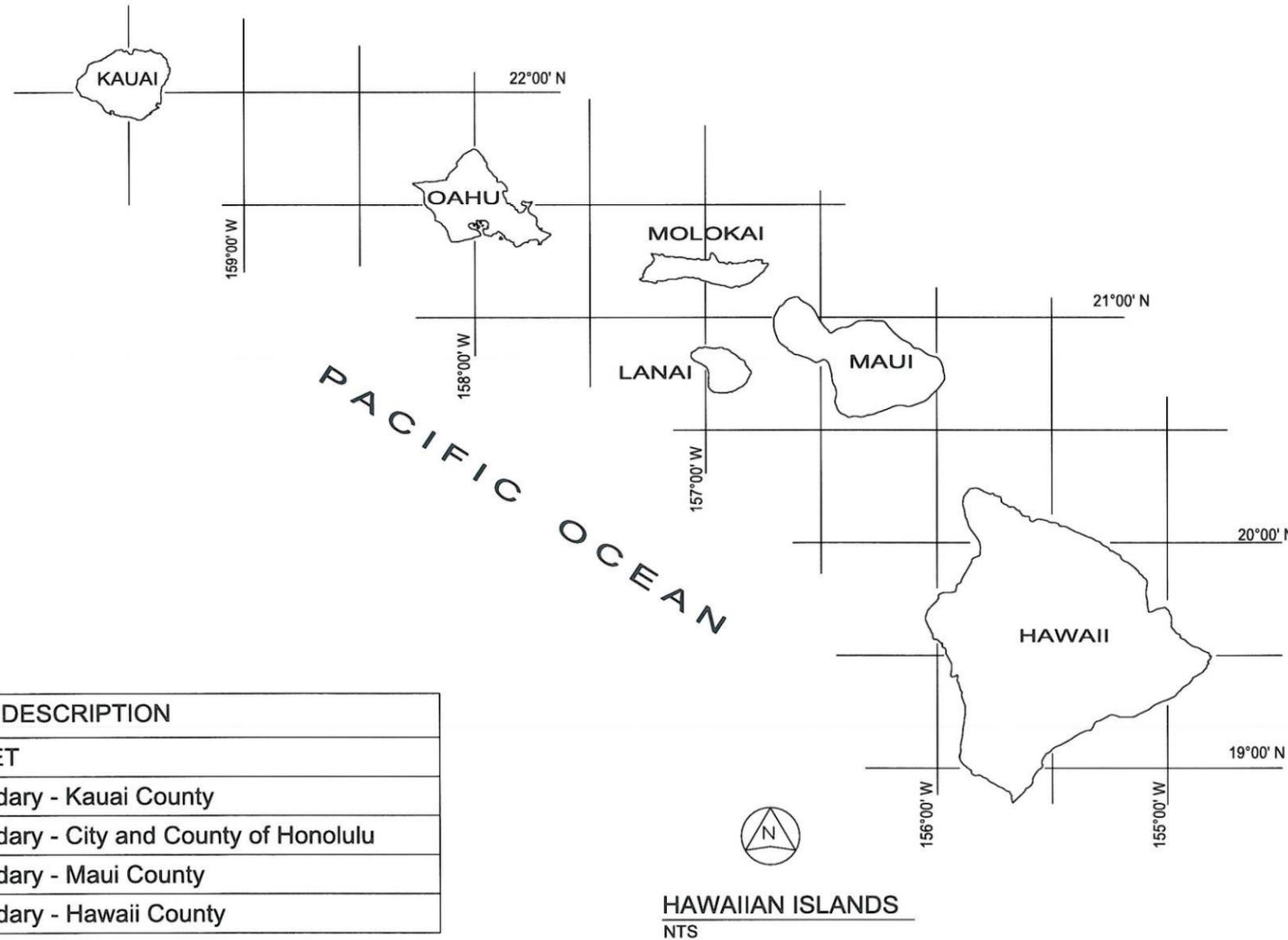
# Appendix D

## Federal-Aid Urban Area Boundary Maps



# Hawaii Statewide Urban Area Boundary Update 2012

Federal-Aid Highway and State Highway System Update:  
 System Identification and Functional Classification  
 Project Numbers: SPR-0010 (30) & (31), Part I, W.O. 889



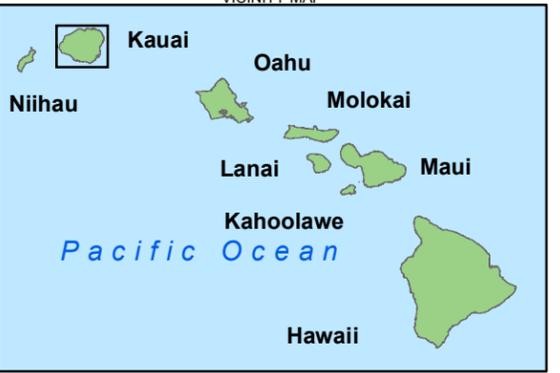
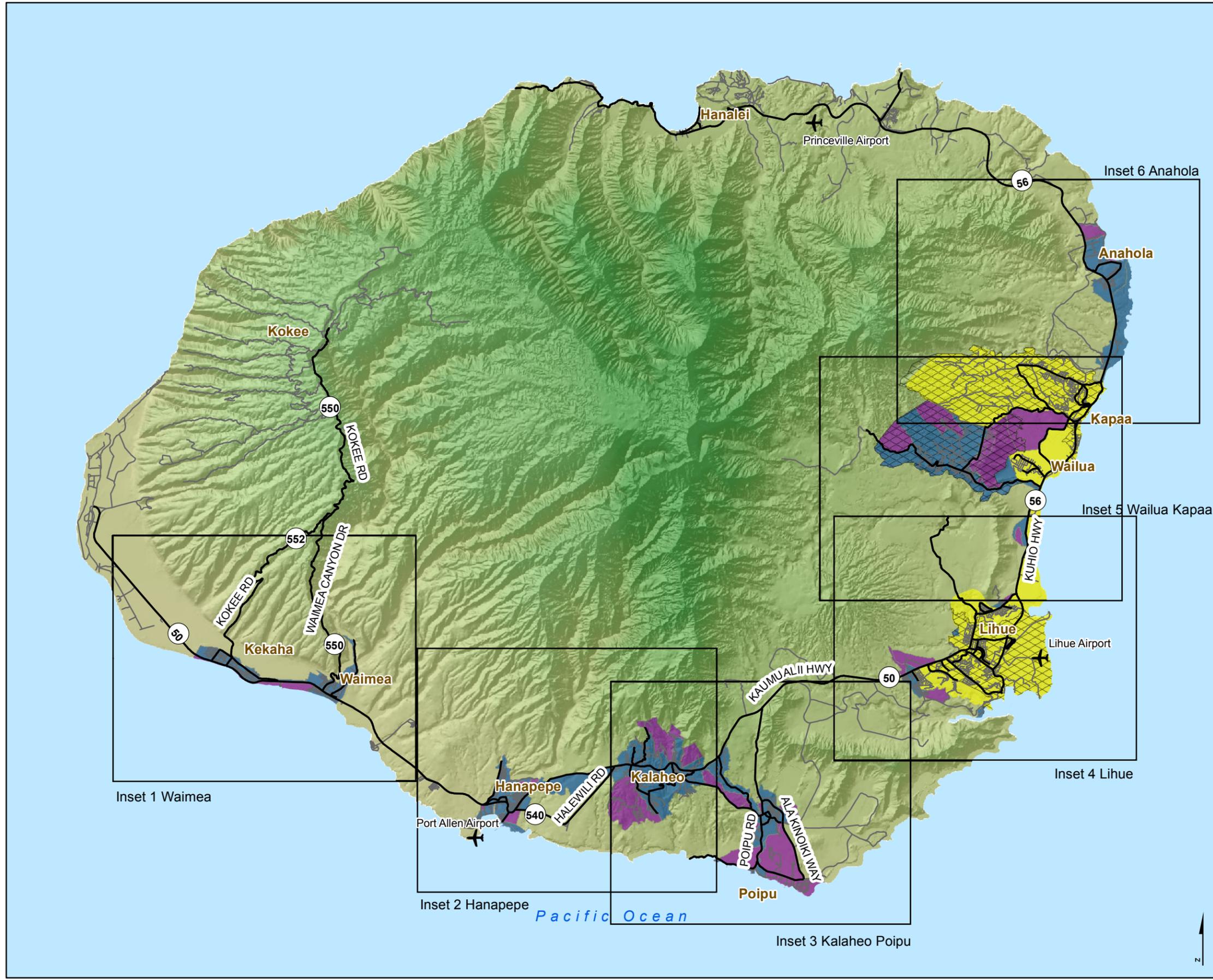
Approved by:

*Richard Wong*  
 Division Administrator, Federal Highway Administration

4/8/13  
 Date

SHT NO.	DESCRIPTION
1	TITLE SHEET
2 - 8	Urban Boundary - Kauai County
9 - 18	Urban Boundary - City and County of Honolulu
19 - 29	Urban Boundary - Maui County
30 - 36	Urban Boundary - Hawaii County

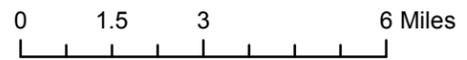
December, 2012



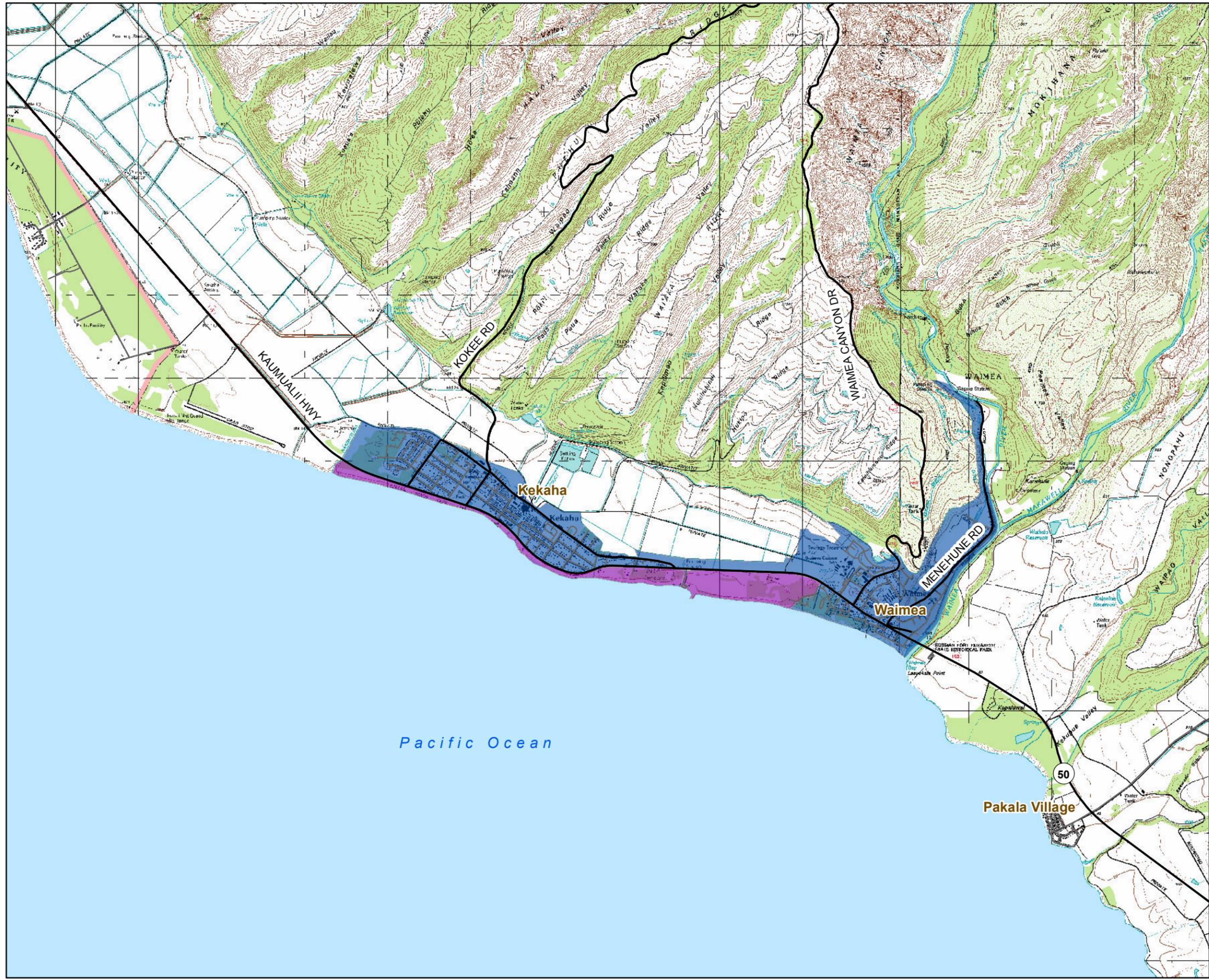
**LEGEND**

- Airports
- Local Roads
- Major Roads
- 2010 US Census Urban Clusters
- 2012 Recommended Expansion
- Urban Areas from HDOT
- Census Designated Places with 5000 + population

- Sources:
1. Roads - Hawaii Department of Transportation
  2. City Name - Statewide GIS Program, Hawaii Office of Planning. <http://hawaii.gov/dbedt/gis/download.htm>
  3. Census 2010 Census Designated Place, U.S. Census 2010 data <http://www.census.gov/cgi-bin/geo/shapefiles2010/layers.cgi>
  4. Urban Areas from the Hawaii Department of Transportation (HDOT) are from the HDOT 2000 data.

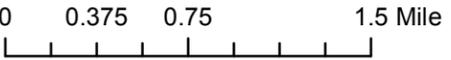


**Federal-Aid Urban Area Boundary**  
**County of Kauai**  
 December 2012

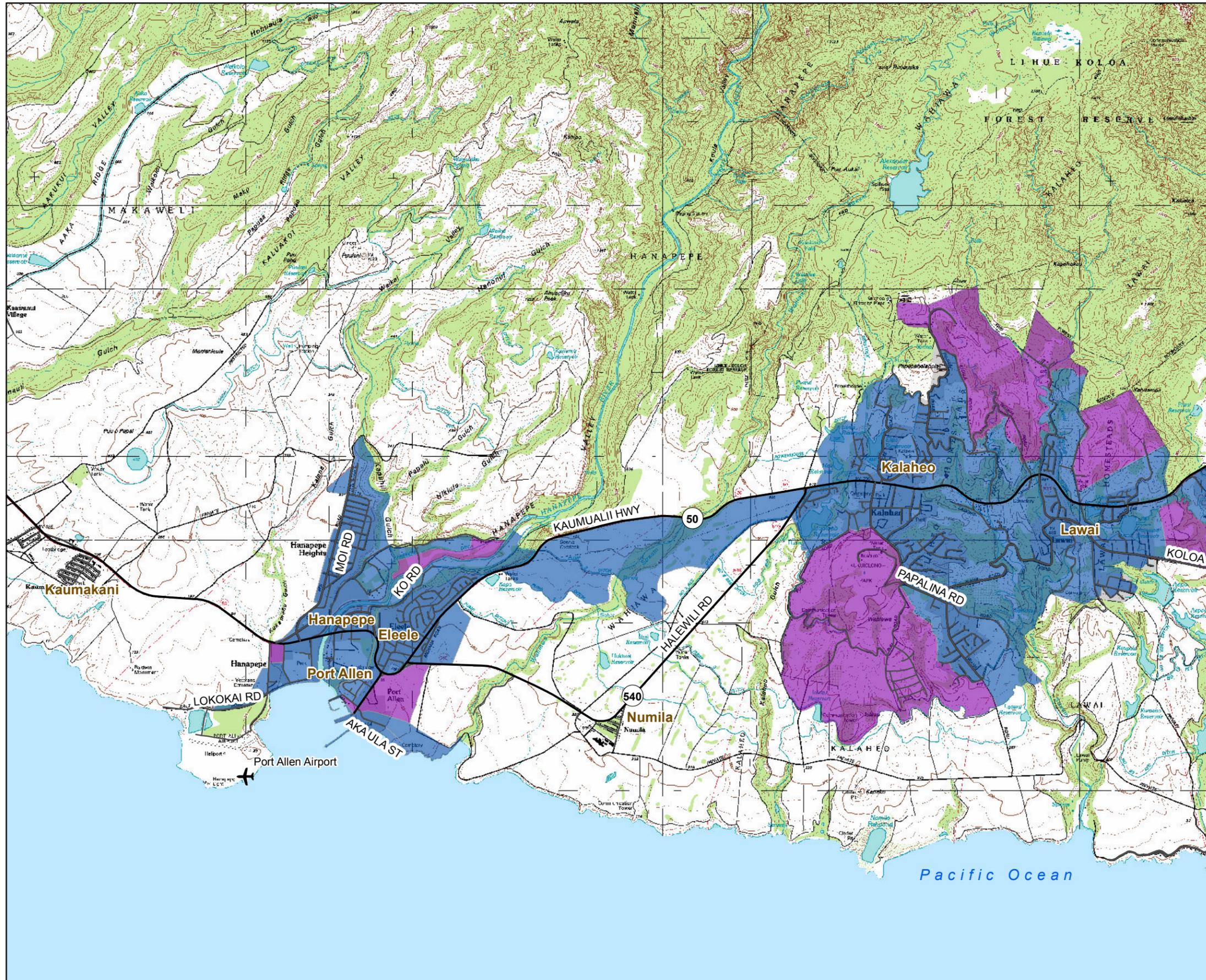


- LEGEND**
- Airports
  - Local Roads
  - Major Roads
  - 2010 US Census Urban Clusters
  - 2012 Recommended Expansion
  - Urban Areas from HDOT
  - Census Designated Places with 5000 + population

- Sources:
1. Roads - Hawaii Department of Transportation
  2. City Name - Statewide GIS Program, Hawaii Office of Planning. <http://hawaii.gov/dbedt/gis/download.htm>
  3. Census 2010 Census Designated Place, U.S. Census 2010 data <http://www.census.gov/cgi-bin/geo/shapefiles2010/layers.cgi>
  4. Urban Areas from the Hawaii Department of Transportation (HDOT) are from the HDOT 2000 data.



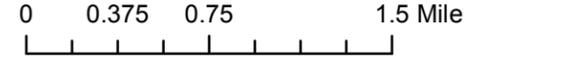
**Federal-Aid Urban Area Boundary  
Inset 1 Waimea  
County of Kauai  
December 2012**



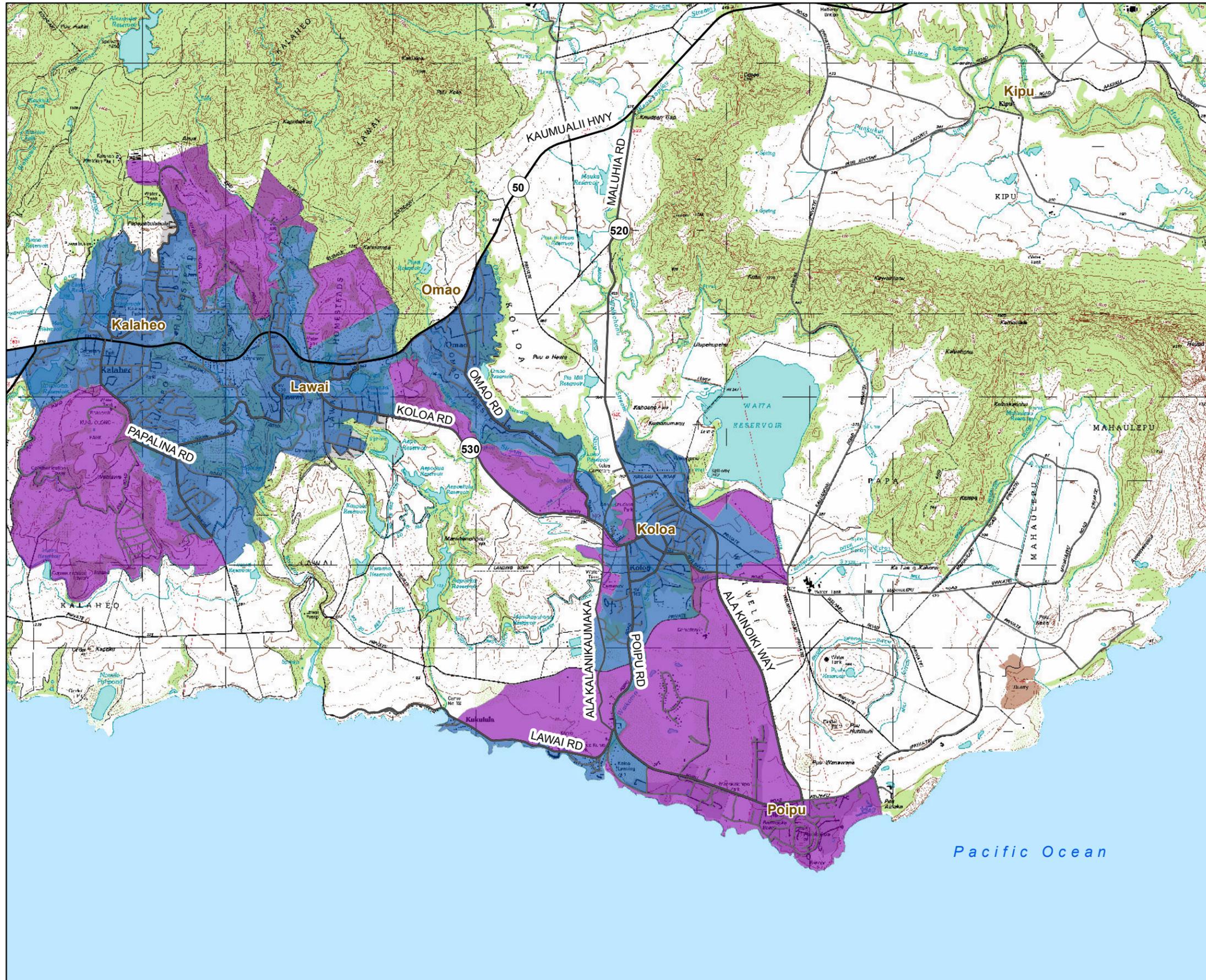
**LEGEND**

- Airports
- Local Roads
- Major Roads
- 2010 US Census Urban Clusters
- 2012 Recommended Expansion
- Urban Areas from HDOT
- Census Designated Places with 5000+ population

- Sources:
1. Roads - Hawaii Department of Transportation
  2. City Name - Statewide GIS Program, Hawaii Office of Planning, <http://hawaii.gov/dbedt/gis/download.htm>
  3. Census 2010 Census Designated Place, U.S. Census 2010 data <http://www.census.gov/cgi-bin/geo/shapefiles2010/layers.cgi>
  4. Urban Areas from the Hawaii Department of Transportation (HDOT) are from the HDOT 2000 data.



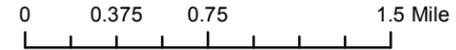
**Federal-Aid Urban Area Boundary  
Inset 2 Hanapepe  
County of Kauai**  
December 2012



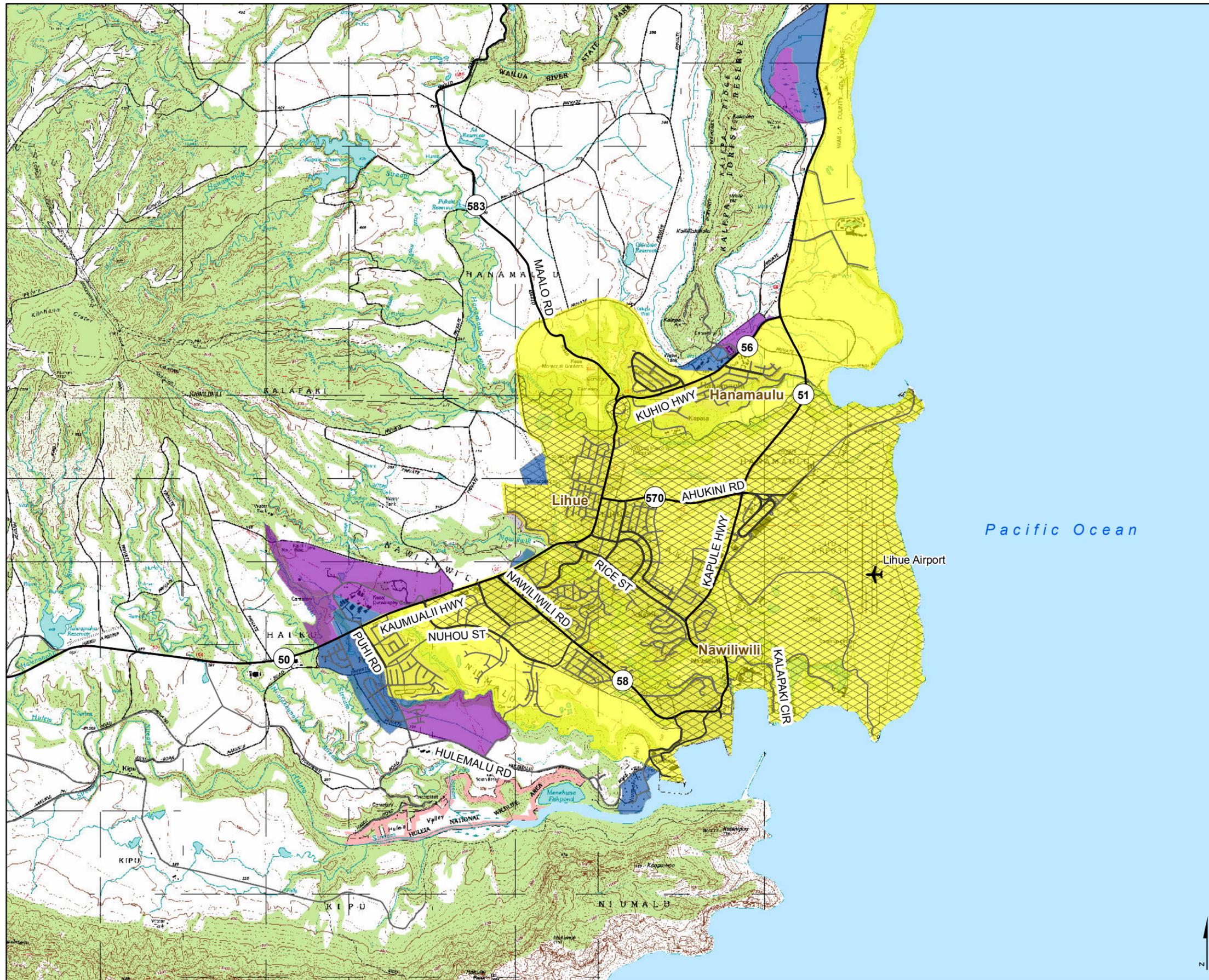
**LEGEND**

- Airports
- Local Roads
- Major Roads
- 2010 US Census Urban Clusters
- 2012 Recommended Expansion
- Urban Areas from HDOT
- Census Designated Places with 5000 + population

- Sources:
1. Roads - Hawaii Department of Transportation
  2. City Name - Statewide GIS Program, Hawaii Office of Planning. <http://hawaii.gov/dbedt/gis/download.htm>
  3. Census 2010 Census Designated Place, U.S. Census 2010 data <http://www.census.gov/cgi-bin/geo/shapefiles2010/layers.cgi>
  4. Urban Areas from the Hawaii Department of Transportation (HDOT) are from the HDOT 2000 data.

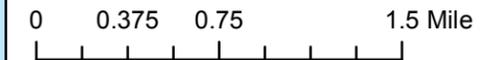


**Federal-Aid Urban Area Boundary  
Inset 3 Kalaheo Poipu  
County of Kauai  
December 2012**

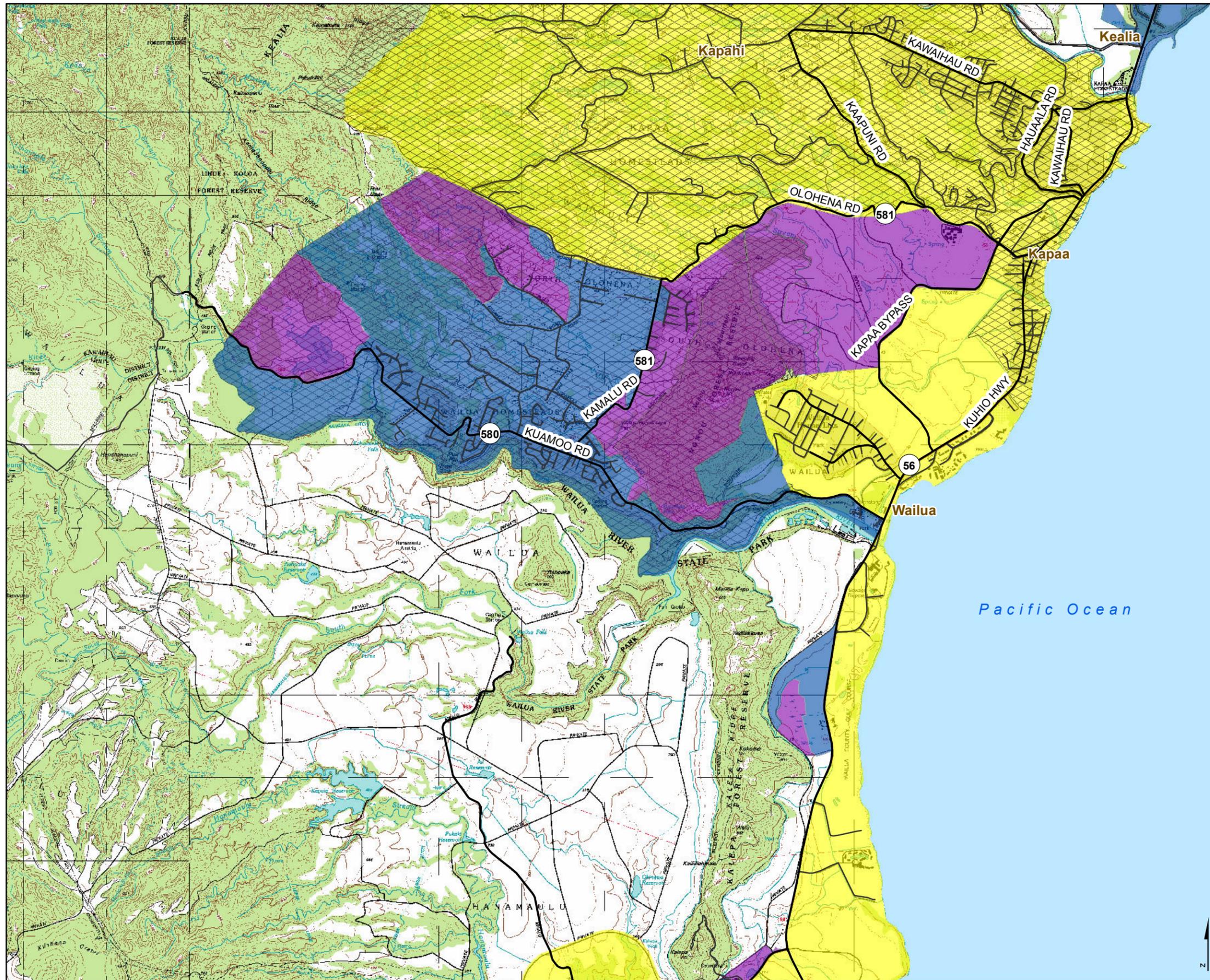


- LEGEND**
- Airports
  - Local Roads
  - Major Road
  - 2010 US Census Urban Clusters
  - 2012 Recommended Expansion
  - Urban Areas from HDOT
  - Census Designated Places with 5000 + population

- Sources:
1. Roads - Hawaii Department of Transportation
  2. City Name - Statewide GIS Program, Hawaii Office of Planning. <http://hawaii.gov/dbedt/gis/download.htm>
  3. Census 2010 Census Designated Place, U.S. Census 2010 data <http://www.census.gov/cgi-bin/geo/shapefiles/2010/layer.cgi>
  4. Urban Areas from the Hawaii Department of Transportation (HDOT) are from the HDOT 2000 data.

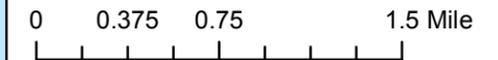


**Federal-Aid Urban Area Boundary  
Inset 4 Lihue  
County of Kauai  
December 2012**

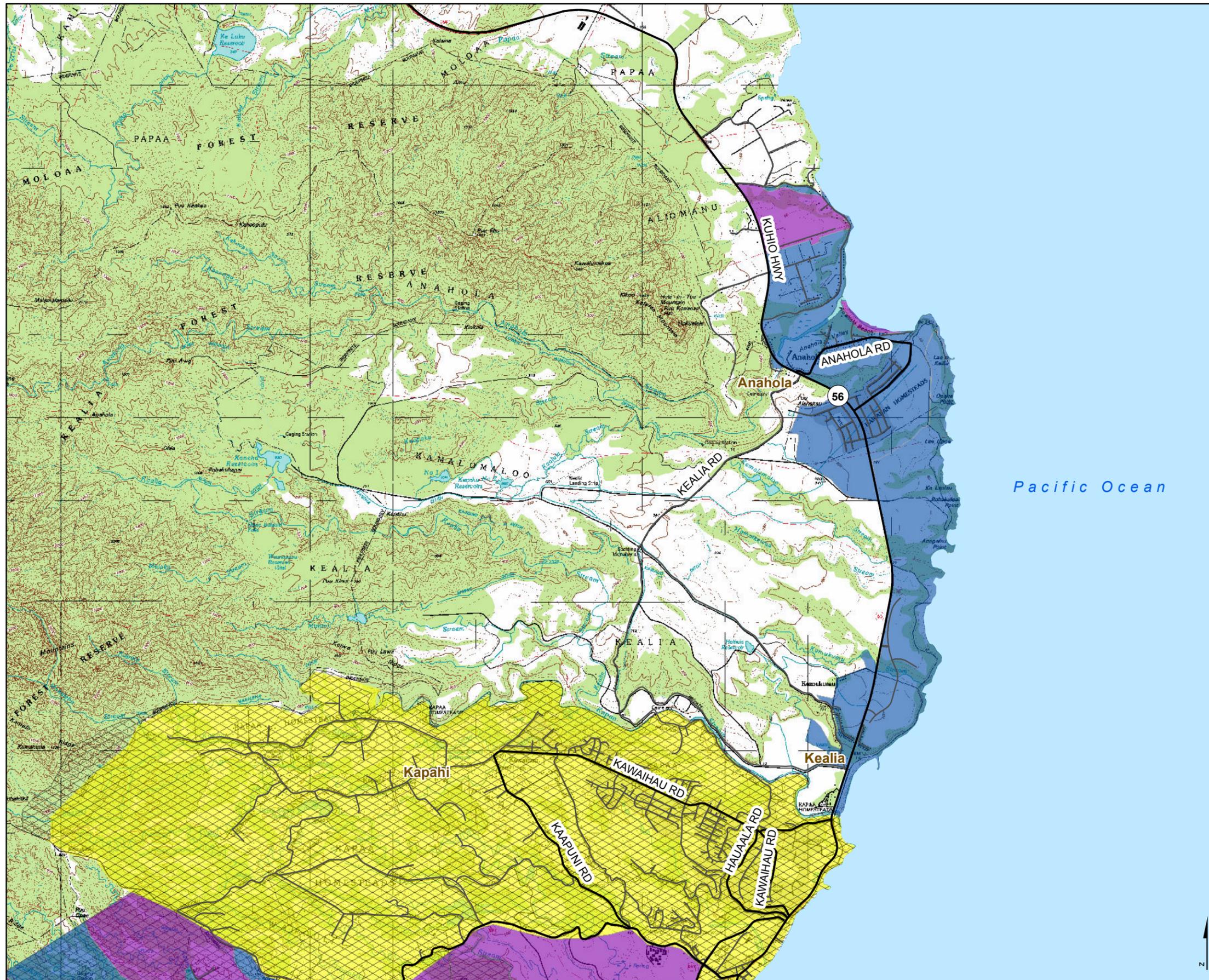


- LEGEND**
- Airports
  - Local Roads
  - Major Roads
  - 2010 US Census Urban Clusters
  - 2012 Recommended Expansion
  - Urban Areas from HDOT
  - Census Designated Places with 5000 + population

- Sources:
1. Roads - Hawaii Department of Transportation
  2. City Name - Statewide GIS Program, Hawaii Office of Planning. <http://hawaii.gov/dbedt/gis/download.htm>
  3. Census 2010 Census Designated Place, U.S. Census 2010 data <http://www.census.gov/cgi-bin/geo/shapefiles2010/layers.cgi>
  4. Urban Areas from the Hawaii Department of Transportation (HDOT) are from the HDOT 2000 data.

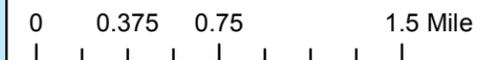


**Federal-Aid Urban Area Boundary  
Inset 5 Wailua Kapaa  
County of Kauai**  
December 2012

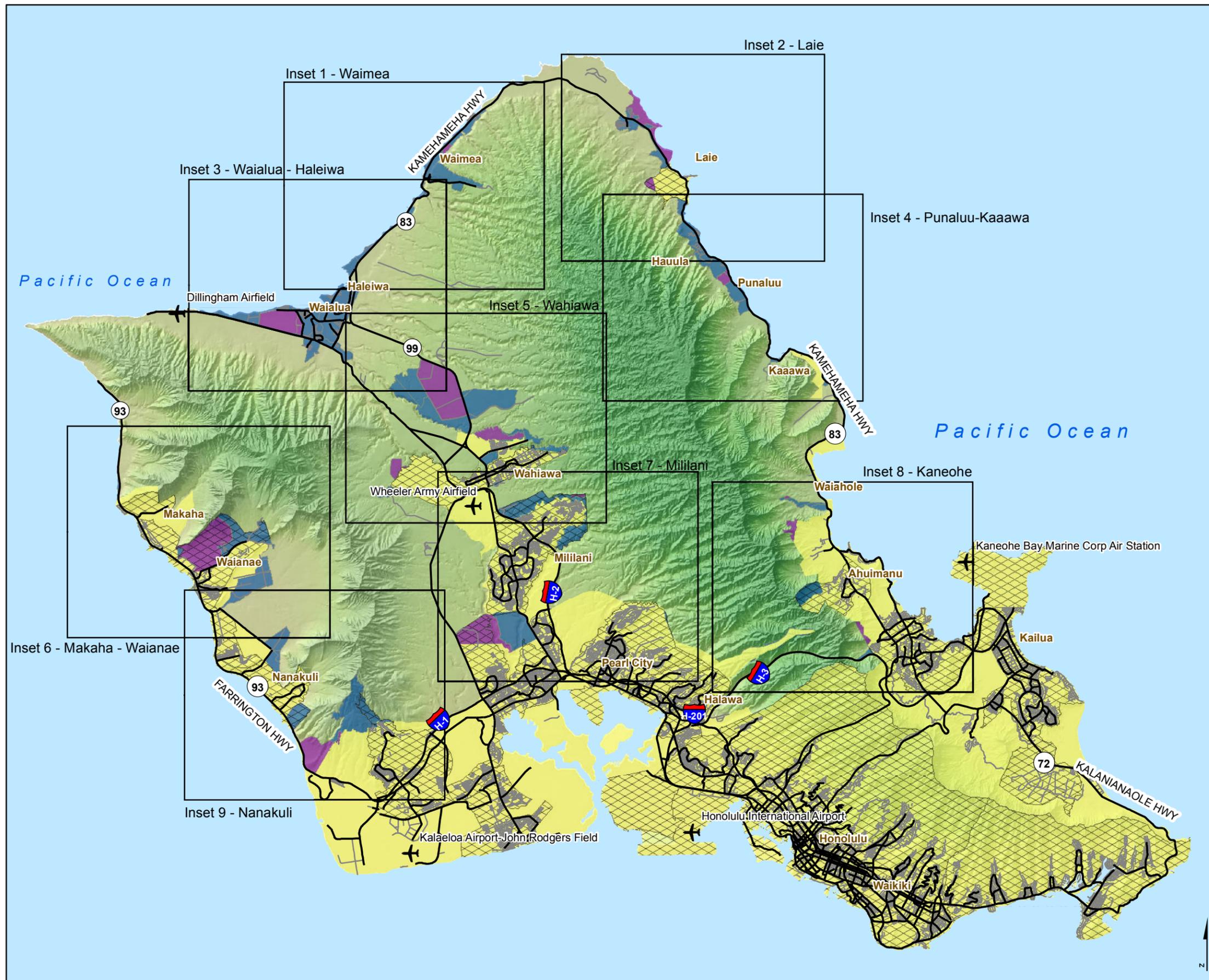


- LEGEND**
- ✈ Airports
  - Local Roads
  - Major Roads
  - 2010 US Census Urban Clusters
  - 2012 Recommended Expansion
  - Urban Areas from HDOT
  - ▨ Census Designated Places with 5000 + population

- Sources:
1. Roads - Hawaii Department of Transportation
  2. City Name - Statewide GIS Program, Hawaii Office of Planning, <http://hawaii.gov/dbedt/gis/download.htm>
  3. Census 2010 Census Designated Place, U.S. Census 2010 data <http://www.census.gov/cgi-bin/geo/shapefiles/2010/layers.cgi>
  4. Urban Areas from the Hawaii Department of Transportation (HDOT) are from the HDOT 2000 data.

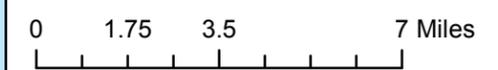


**Federal-Aid Urban Area Boundary  
Inset 6 Anahola  
County of Kauai**  
December 2012



- LEGEND**
- Airports
  - Local Roads
  - Major Roads
  - 2010 US Census Urbanized Areas and Urban Clusters
  - 2012 Recommended Expansion
  - Urban Areas from HDOT
  - Census Designated Places with 5000 + population

- Notes:**
1. Roads - Hawaii Department of Transportation
  2. City Name - Statewide GIS Program, Hawaii Office of Planning.  
<http://hawaii.gov/dbedt/gis/download.htm>
  3. Census 2010 Census Designated Place, U.S. Census 2010 data  
<http://www.census.gov/cgi-bin/geo/shapefiles2010/layers.cgi>
  4. Urban Areas from the Hawaii Department of Transportation (HDOT) are from the HDOT 2000 data.



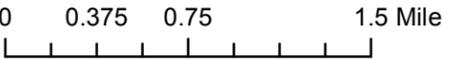
**Federal-Aid Urban Area Boundary**  
**City and County of Honolulu**  
 December 2012



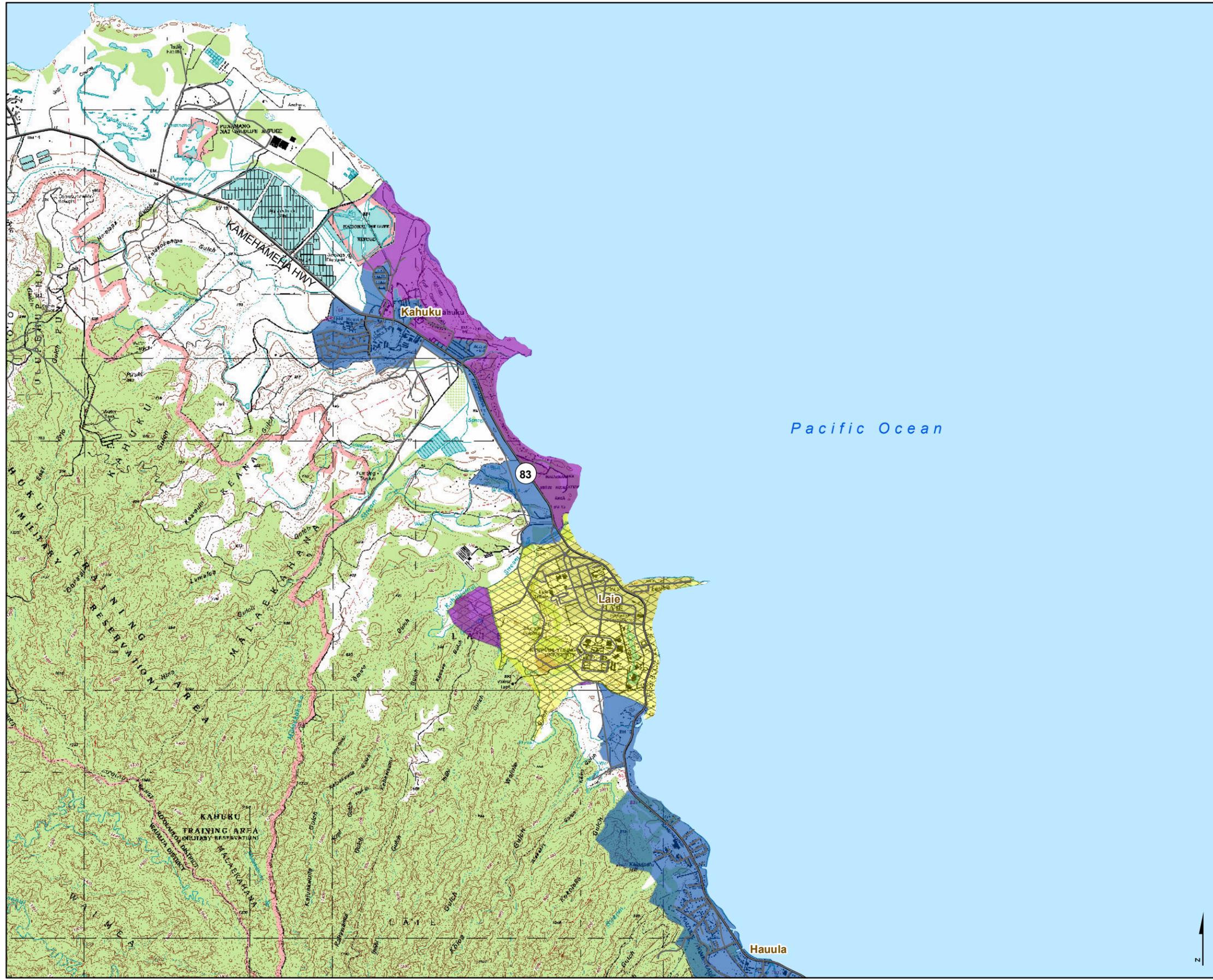
**LEGEND**

- Airports
- Local Roads
- Major Roads
- 2010 US Census Urbanized Areas and Urban Clusters
- 2012 Recommended Expansion
- Urban Areas from HDOT
- Census Designated Places with 5000 + population

- Notes:
1. Roads - Hawaii Department of Transportation
  2. City Name - Statewide GIS Program, Hawaii Office of Planning.  
<http://hawaii.gov/dbed/gis/download.htm>
  3. Census 2010 Census Designated Place, U.S. Census 2010 data  
<http://www.census.gov/cgi-bin/geo/shapefiles2010/layers.cgi>
  4. Urban Areas from the Hawaii Department of Transportation (HDOT) are from the HDOT 2000 data.

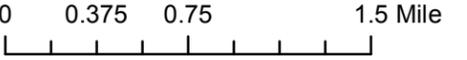


**Federal-Aid Urban Area Boundary  
Inset 1 - Waimea  
City and County of Honolulu  
December 2012**

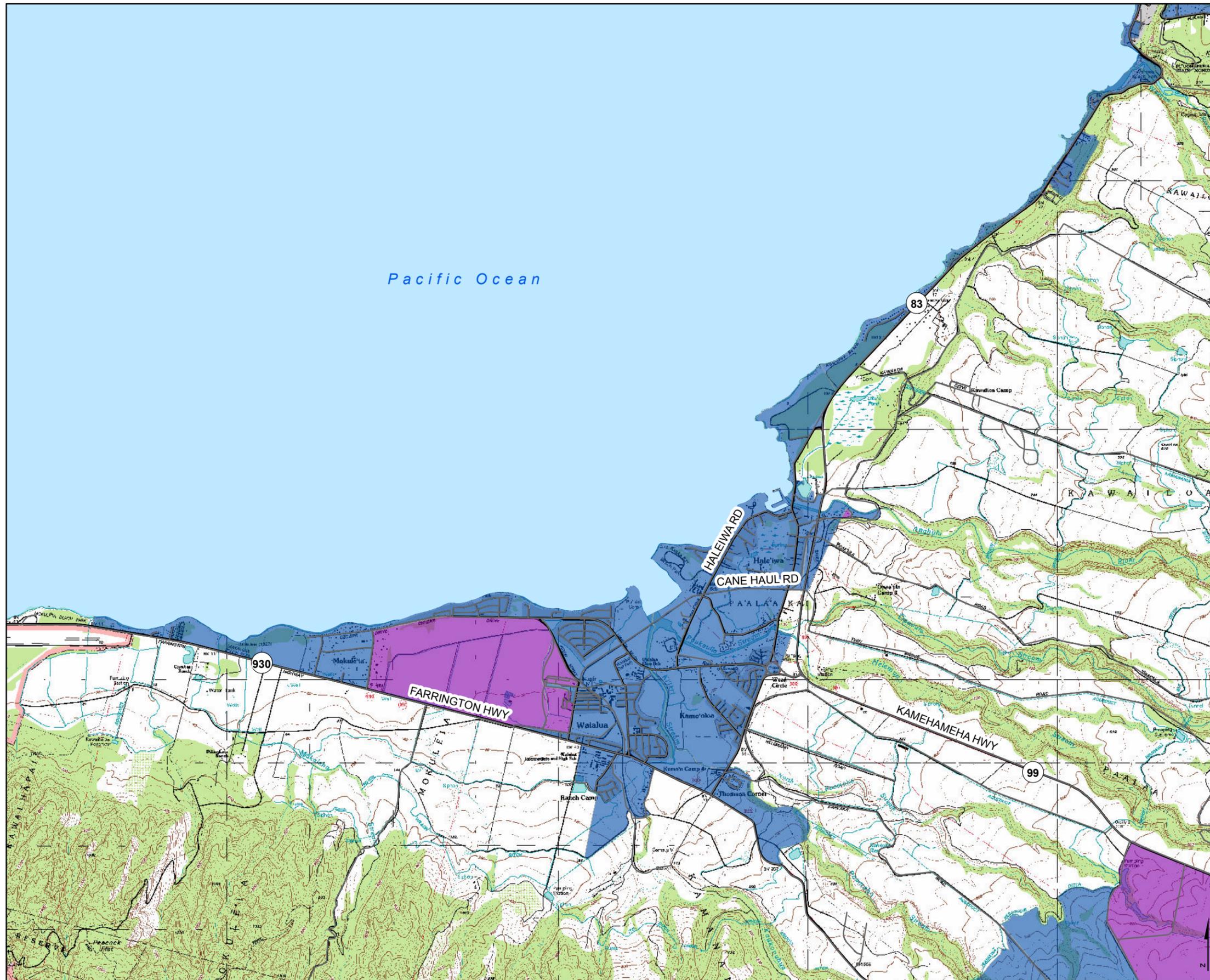


- LEGEND**
- Airports
  - Local Roads
  - Major Roads
  - 2010 US Census Urbanized Areas and Urban Clusters
  - 2012 Recommended Expansion
  - Urban Areas from HDOT
  - Census Designated Places with 5000 + population

- Notes:
1. Roads - Hawaii Department of Transportation
  2. City Name - Statewide GIS Program, Hawaii Office of Planning.  
<http://hawaii.gov/dbedt/gis/download.htm>
  3. Census 2010 Census Designated Place, U.S. Census 2010 data  
<http://www.census.gov/cgi-bin/geo/shapefiles2010/layers.cgi>
  4. Urban Areas from the Hawaii Department of Transportation (HDOT) are from the HDOT 2000 data.



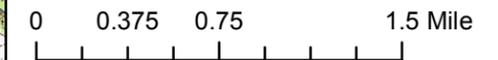
**Federal-Aid Urban Area Boundary  
Inset 2 - Laie  
City and County of Honolulu  
December 2012**



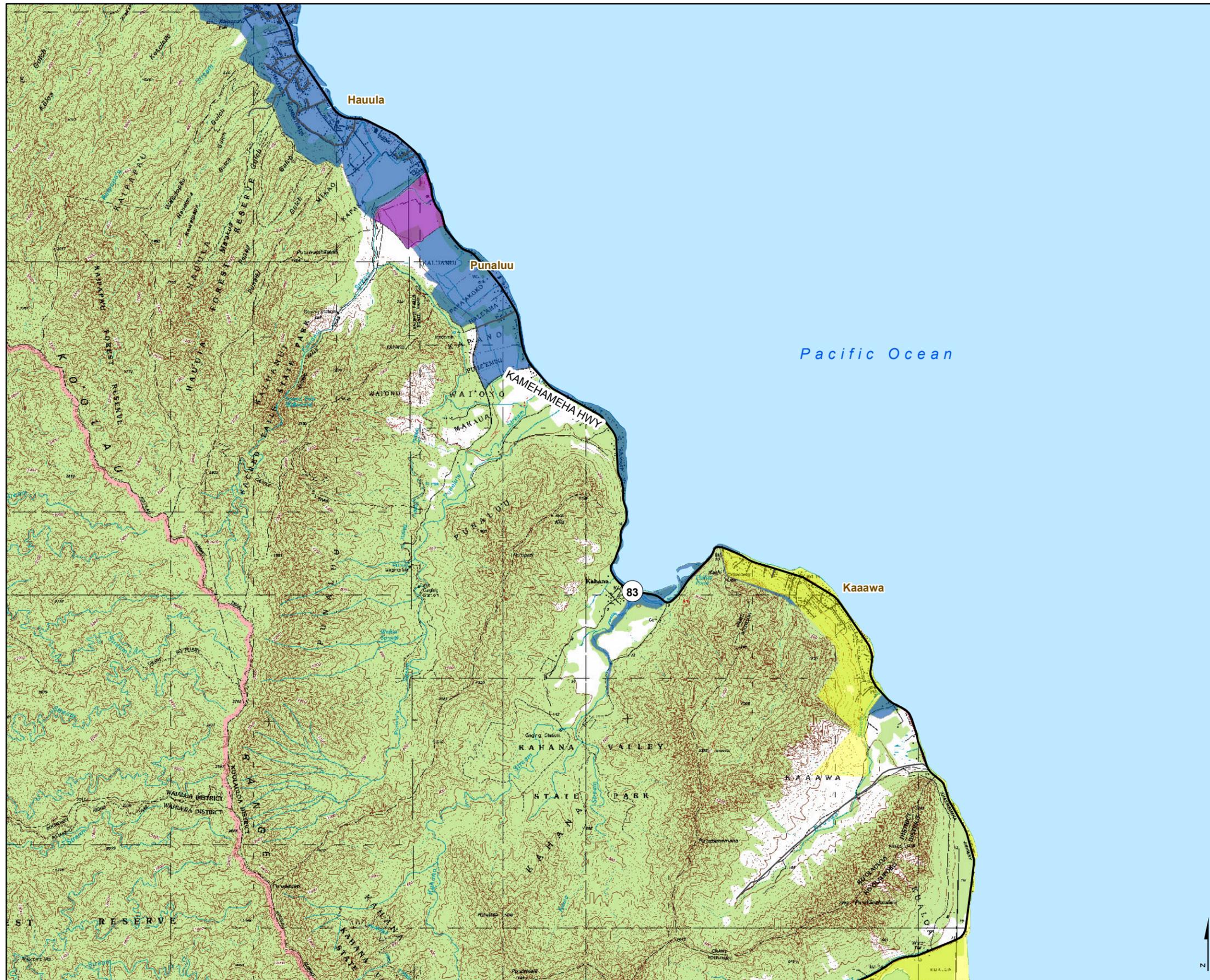
**LEGEND**

- Airports
- Local Roads
- Major Roads
- 2010 US Census Urbanized Areas and Urban Clusters
- 2012 Recommended Expansion
- Urban Areas from HDOT
- Census Designated Places with 5000 + population

- Notes:
1. Roads - Hawaii Department of Transportation
  2. City Name - Statewide GIS Program, Hawaii Office of Planning.  
<http://hawaii.gov/dbedt/gis/download.htm>
  3. Census 2010 Census Designated Place, U.S. Census 2010 data  
<http://www.census.gov/cgi-bin/geo/shapefiles2010/layers.cgi>
  4. Urban Areas from the Hawaii Department of Transportation (HDOT) are from the HDOT 2000 data.



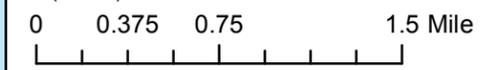
**Federal-Aid Urban Area Boundary  
Inset 3 Waialua - Haleiwa  
City and County of Honolulu**  
December 2012



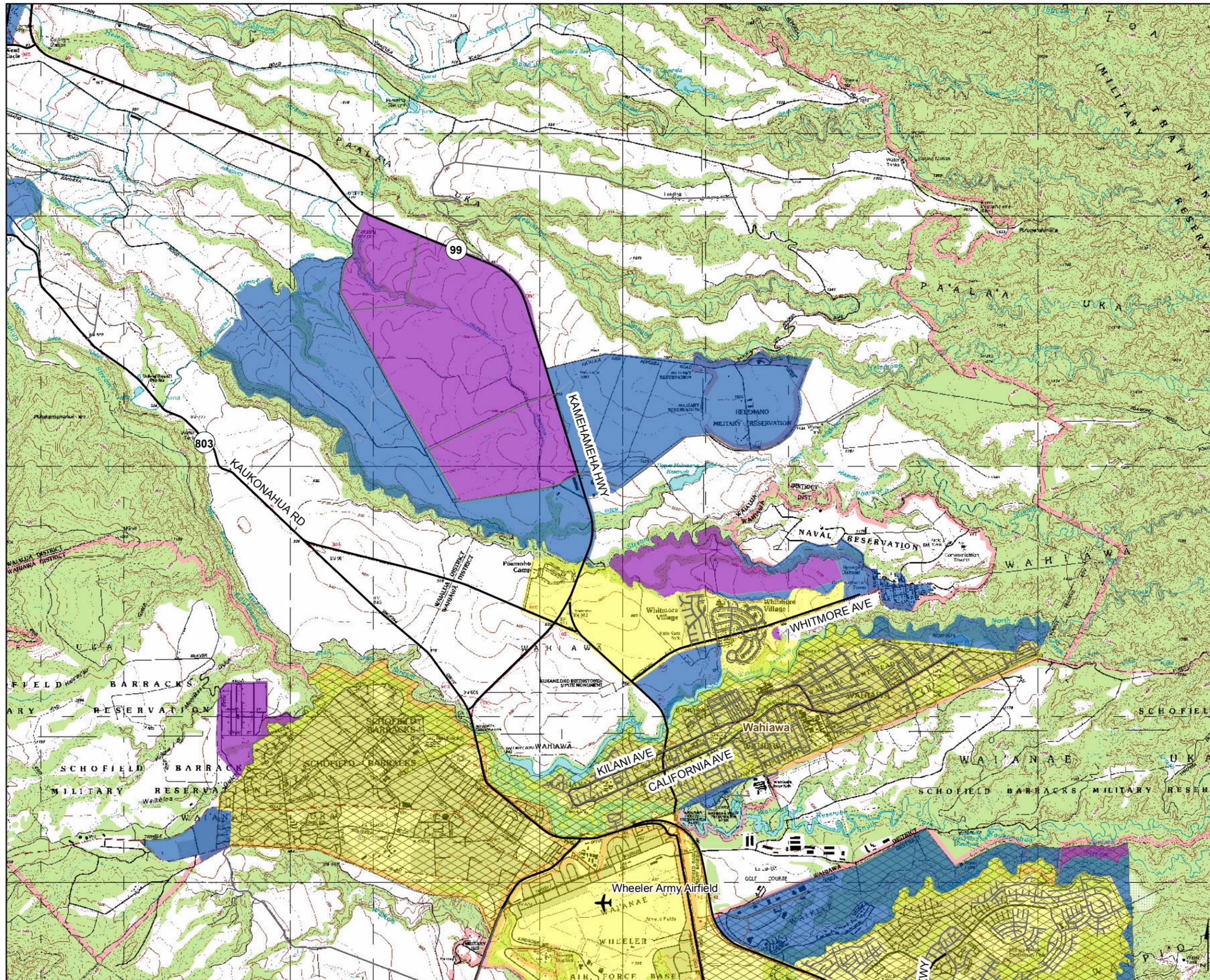
**LEGEND**

- Airports
- Local Roads
- Major Roads
- 2010 US Census Urbanized Areas and Urban Clusters
- 2012 Recommended Expansion
- Urban Areas from HDOT
- Census Designated Places with 5000 + population

- Notes:
1. Roads - Hawaii Department of Transportation
  2. City Name - Statewide GIS Program, Hawaii Office of Planning.  
<http://hawaii.gov/dbedt/gis/download.htm>
  3. Census 2010 Census Designated Place, U.S. Census 2010 data  
<http://www.census.gov/cgi-bin/geo/shapefiles2010/layers.cgi>
  4. Urban Areas from the Hawaii Department of Transportation (HDOT) are from the HDOT 2000 data.



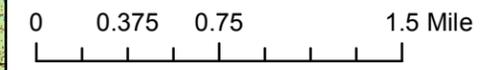
**Federal-Aid Urban Area Boundary  
Inset 4 - Punaluu - Kaaawa  
City and County of Honolulu**  
December 2012



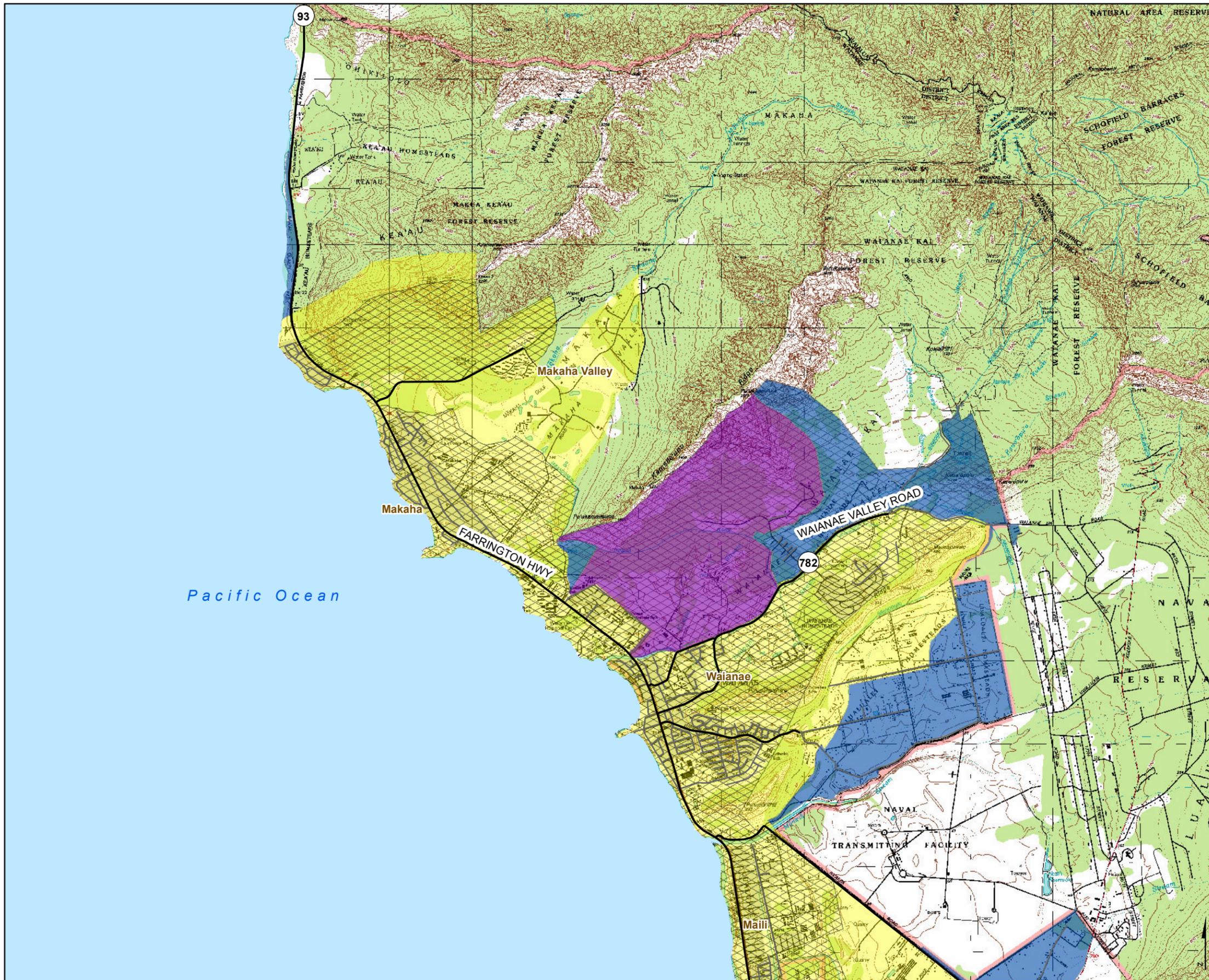
**LEGEND**

- Airports
- Local Roads
- Major Roads
- 2010 US Census Urbanized Areas and Urban Clusters
- 2012 Recommended Expansion
- Urban Areas from HDOT
- Census Designated Places with 5000 + population

- Notes:
1. Roads - Hawaii Department of Transportation
  2. City Name - Statewide GIS Program, Hawaii Office of Planning.  
<http://hawaii.gov/dbedt/gis/download.htm>
  3. Census 2010 Census Designated Place, U.S. Census 2010 data  
<http://www.census.gov/cgi-bin/geo/shapefiles2010/layers.cgi>
  4. Urban Areas from the Hawaii Department of Transportation (HDOT) are from the HDOT 2000 data.

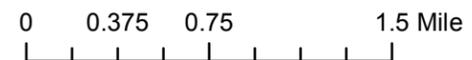


**Federal-Aid Urban Area Boundary  
Inset 5 - Wahiawa  
City and County of Honolulu**  
December 2012

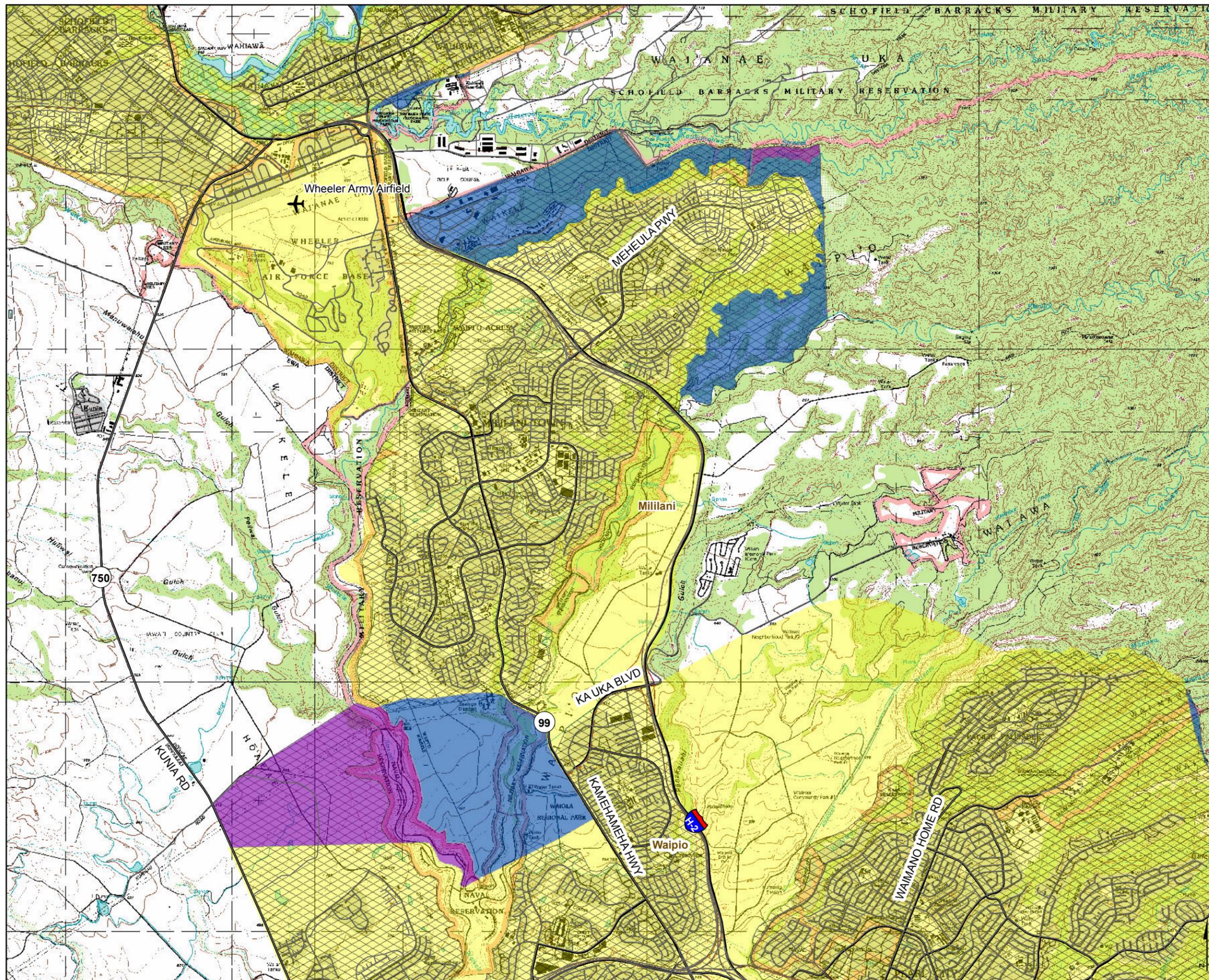


- LEGEND**
- Airports
  - Local Roads
  - Major Roads
  - 2010 US Census Urbanized Areas and Urban Clusters
  - 2012 Recommended Expansion
  - Urban Areas from HDOT
  - Census Designated Places with 5000 + population

- Notes:**
1. Roads - Hawaii Department of Transportation
  2. City Name - Statewide GIS Program, Hawaii Office of Planning.  
<http://hawaii.gov/dbedt/gis/download.htm>
  3. Census 2010 Census Designated Place, U.S. Census 2010 data  
<http://www.census.gov/cgi-bin/geo/shapefiles2010/layers.cgi>
  4. Urban Areas from the Hawaii Department of Transportation (HDOT) are from the HDOT 2000 data.



**Federal-Aid Urban Area Boundary  
Inset 6 - Makaha - Waianae  
City and County of Honolulu  
December 2012**



**LEGEND**

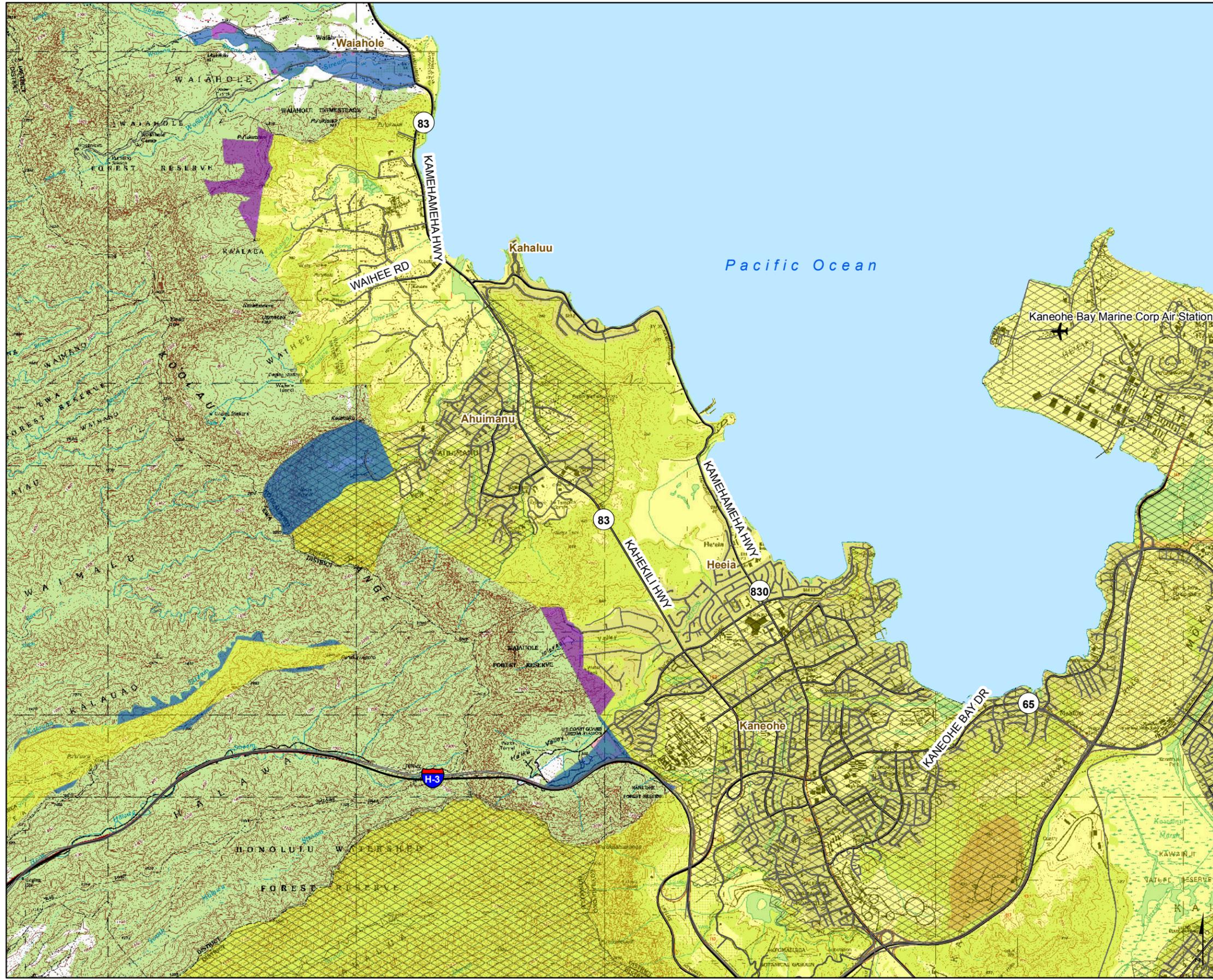
- Airports
- Local Roads
- Major Roads
- 2010 US Census Urbanized Areas and Urban Clusters
- 2012 Recommended Expansion
- Urban Areas from HDOT
- Census Designated Places with 5000 + population

Notes:

1. Roads - Hawaii Department of Transportation
2. City Name - Statewide GIS Program, Hawaii Office of Planning.  
<http://hawaii.gov/dbedt/gis/download.htm>
3. Census 2010 Census Designated Place, U.S. Census 2010 data  
<http://www.census.gov/cgi-bin/geo/shapefiles2010/layers.cgi>
4. Urban Areas from the Hawaii Department of Transportation (HDOT) are from the HDOT 2000 data.

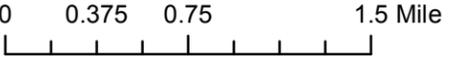
0 0.375 0.75 1.5 Mile

**Federal-Aid Urban Area Boundary  
Inset 7 - Mililani  
City and County of Honolulu  
December 2012**

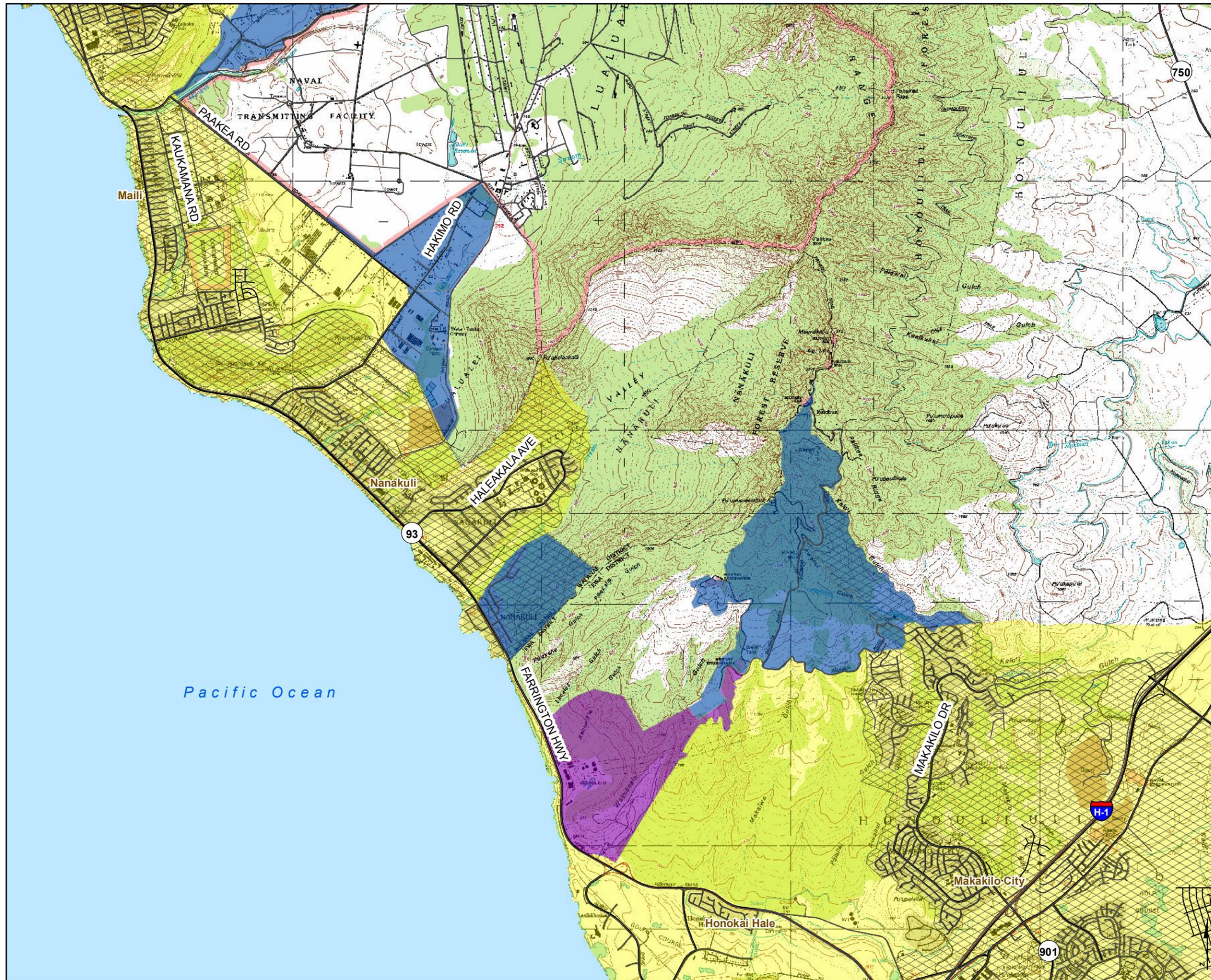


- LEGEND**
- Airports
  - Local Roads
  - Major Roads
  - 2010 US Census Urbanized Areas and Urban Clusters
  - 2012 Recommended Expansion
  - Urban Areas from HDOT
  - Census Designated Places with 5000 + population

- Notes:**
1. Roads - Hawaii Department of Transportation
  2. City Name - Statewide GIS Program, Hawaii Office of Planning.  
<http://hawaii.gov/dbedt/gis/download.htm>
  3. Census 2010 Census Designated Place, U.S. Census 2010 data  
<http://www.census.gov/cgi-bin/geo/shapefiles2010/layers.cgi>
  4. Urban Areas from the Hawaii Department of Transportation (HDOT) are from the HDOT 2000 data.

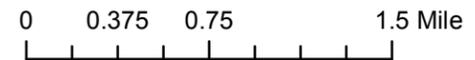


**Federal-Aid Urban Area Boundary  
Inset 8 - Kaneohe  
City and County of Honolulu  
December 2012**



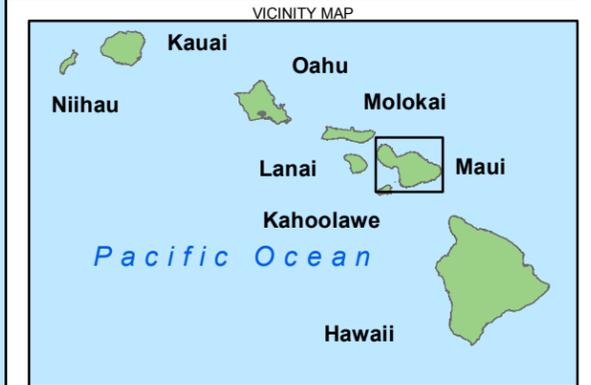
- LEGEND**
- Airports
  - Local Roads
  - Major Roads
  - 2010 US Census Urbanized Areas and Urban Clusters
  - 2012 Recommended Expansion
  - Urban Areas from HDOT
  - Census Designated Places with 5000 + population

- Notes:
1. Roads - Hawaii Department of Transportation
  2. City Name - Statewide GIS Program, Hawaii Office of Planning.  
<http://hawaii.gov/dbedt/gis/download.htm>
  3. Census 2010 Census Designated Place, U.S. Census 2010 data  
<http://www.census.gov/cgi-bin/geo/shapefiles2010/layers.cgi>
  4. Urban Areas from the Hawaii Department of Transportation (HDOT) are from the HDOT 2000 data.



**Federal-Aid Urban Area Boundary  
Inset 9 - Nanakuli  
City and County of Honolulu**  
December 2012

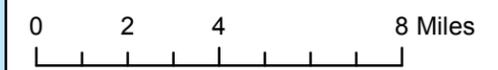
Pacific Ocean



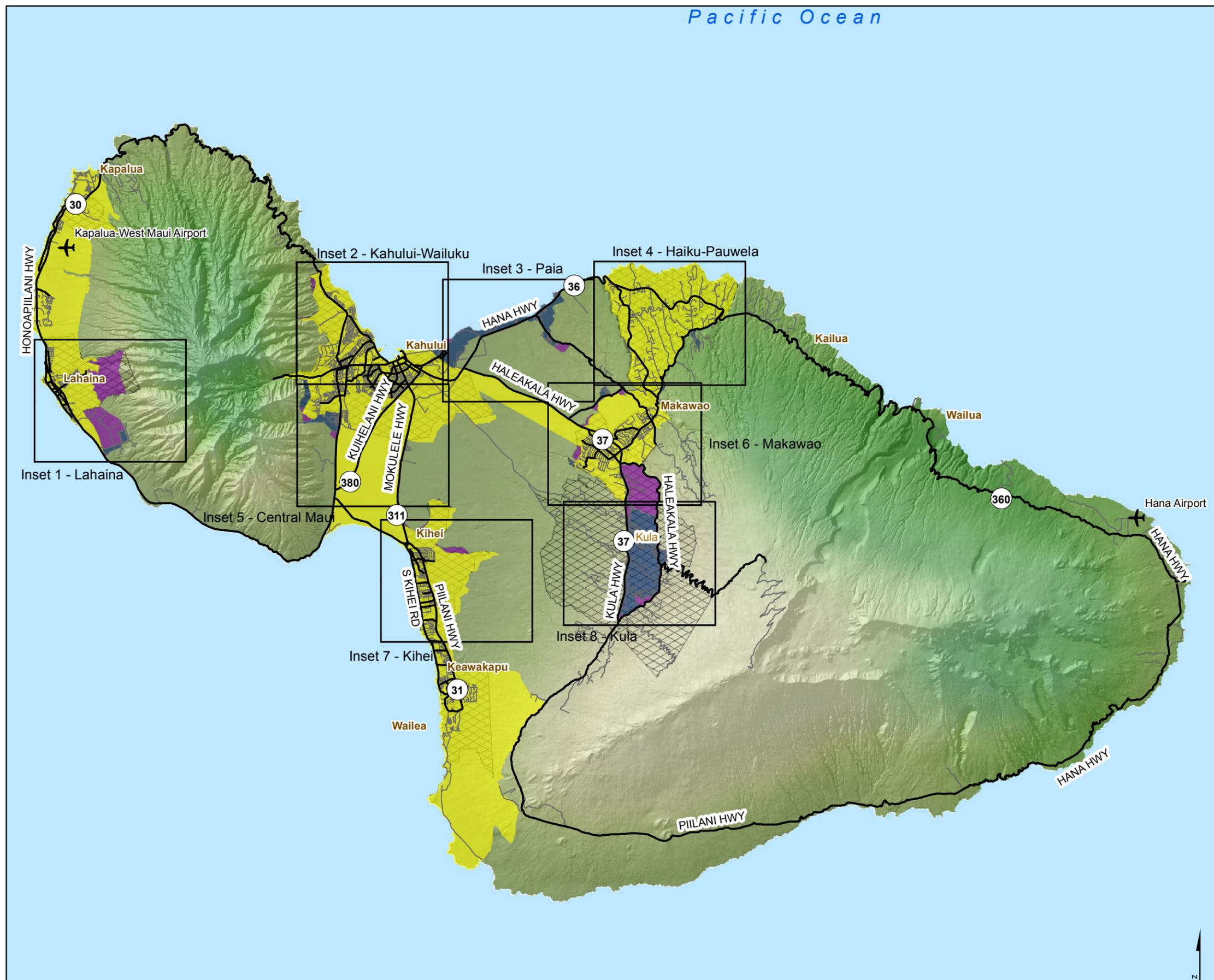
**LEGEND**

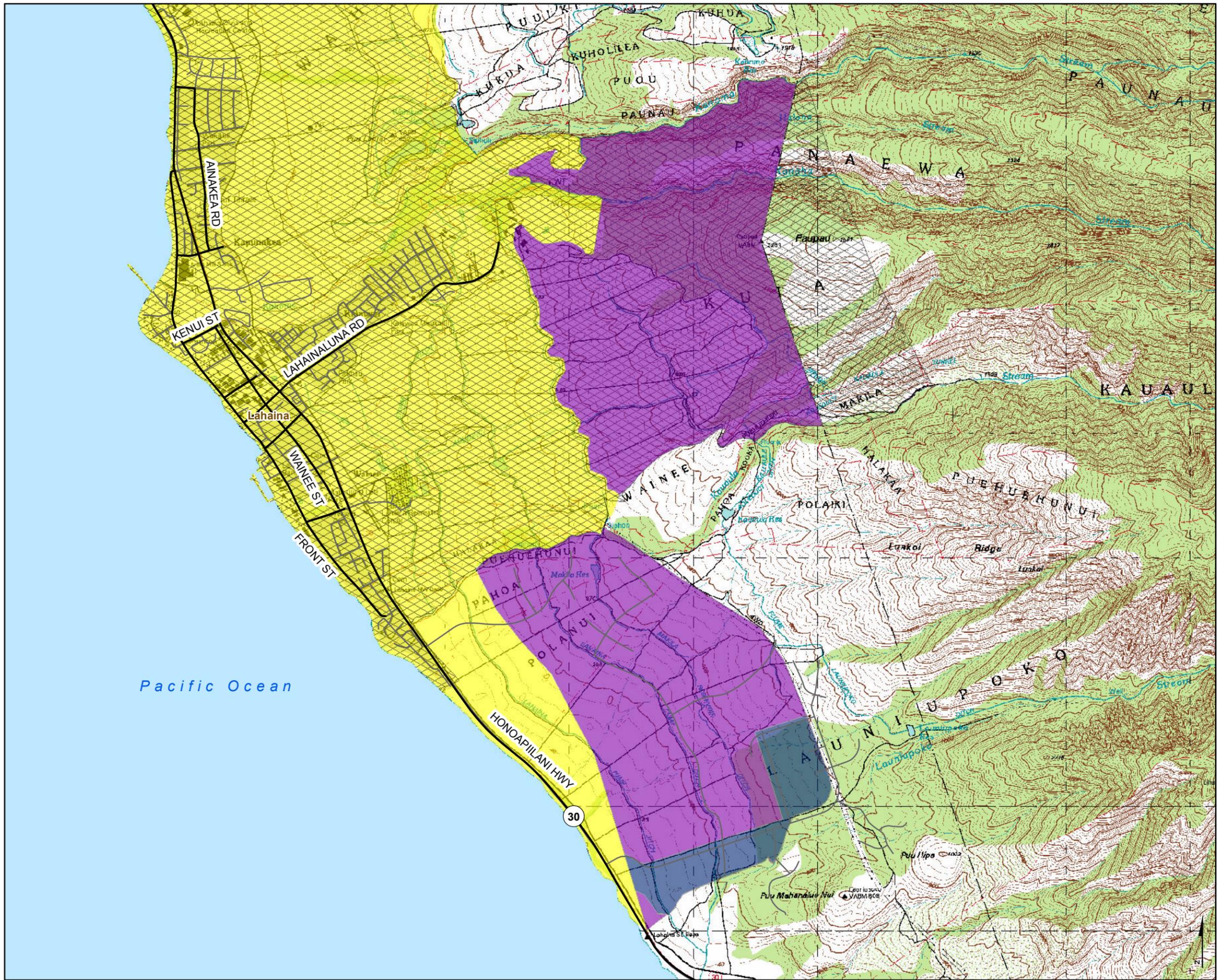
- Airports
- Local Roads
- Major Roads
- 2010 Census Urbanized Areas and Urban Clusters
- 2012 Recommended Expansion
- Urban Areas from HDOT
- Census Designated Places with 5000 + population

- Notes:
1. Urban Areas from the Hawaii Department of Transportation (HDOT) are from the HDOT 2000 data.
  2. Roads - Hawaii Department of Transportation
  3. City Name - Statewide GIS Program, Hawaii Office of Planning. <http://hawaii.gov/dbedt/gis/download.htm>
  4. Census 2010 Census Designated Place, U.S. Census 2010 data <http://www.census.gov/cgi-bin/geo/shapefiles2010/layers.cgi>



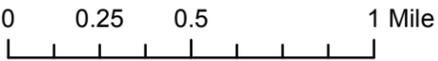
**Federal-Aid Urban Area Boundary**  
**County of Maui**  
 December 2012



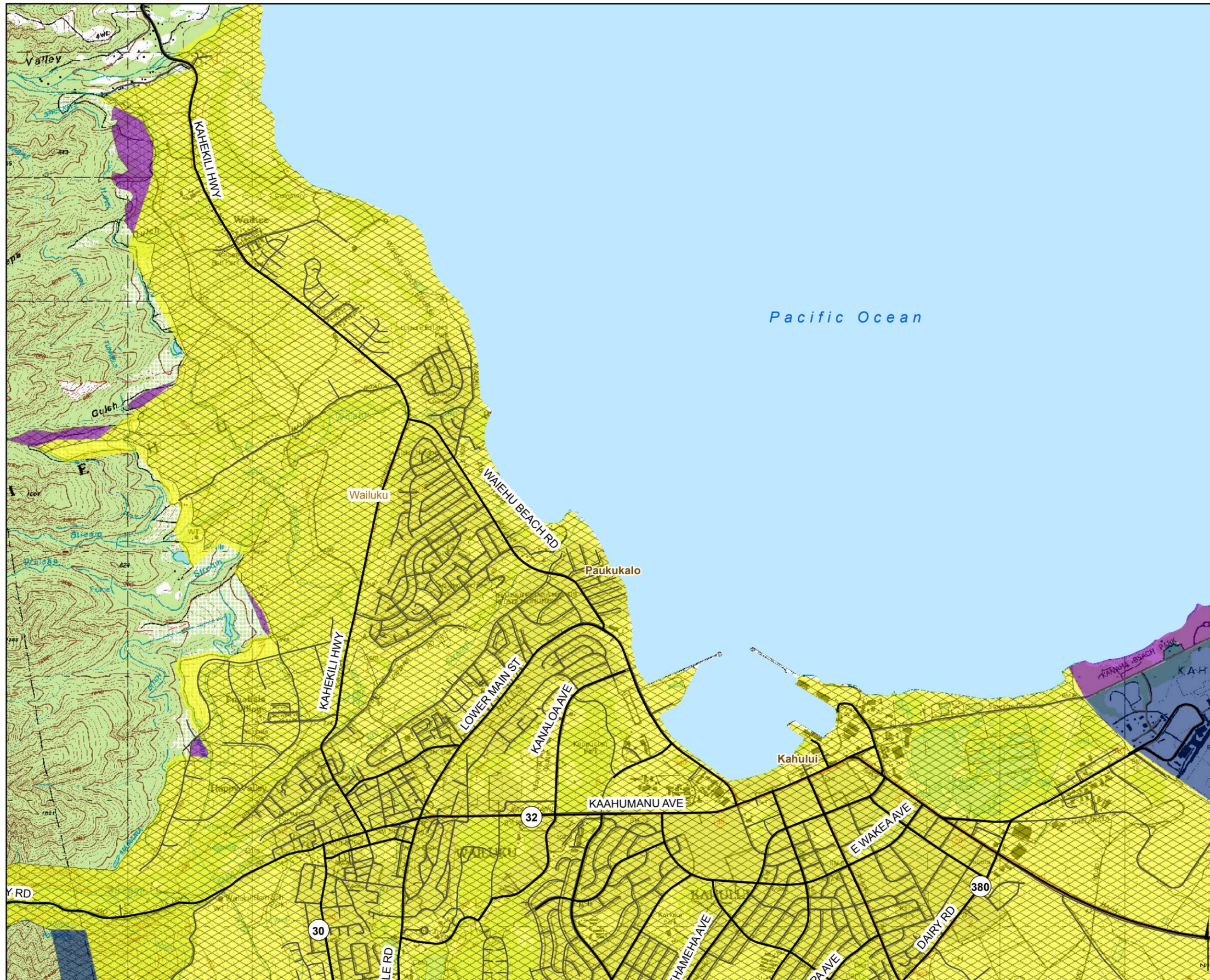


- LEGEND**
- Airports
  - Local Roads
  - Major Roads
  - 2010 Census Urbanized Areas and Urban Clusters
  - 2012 Recommended Expansion
  - Urban Areas from HDOT
  - Census Designated Places with 5000 + population

- Notes:
1. Urban Areas from the Hawaii Department of Transportation (HDOT) are from the HDOT 2000 data.
  2. Roads - Hawaii Department of Transportation
  3. City Name - Statewide GIS Program, Hawaii Office of Planning, <http://hawaii.gov/dbedt/gis/download.htm>
  4. Census 2010 Census Designated Place, U.S. Census 2010 data <http://www.census.gov/cgi-bin/geo/shapefiles2010/layers.cgi>



**Federal-Aid Urban Area Boundary  
Inset 1 Lahaina  
County of Maui  
December 2012**

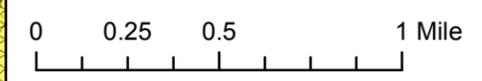


**LEGEND**

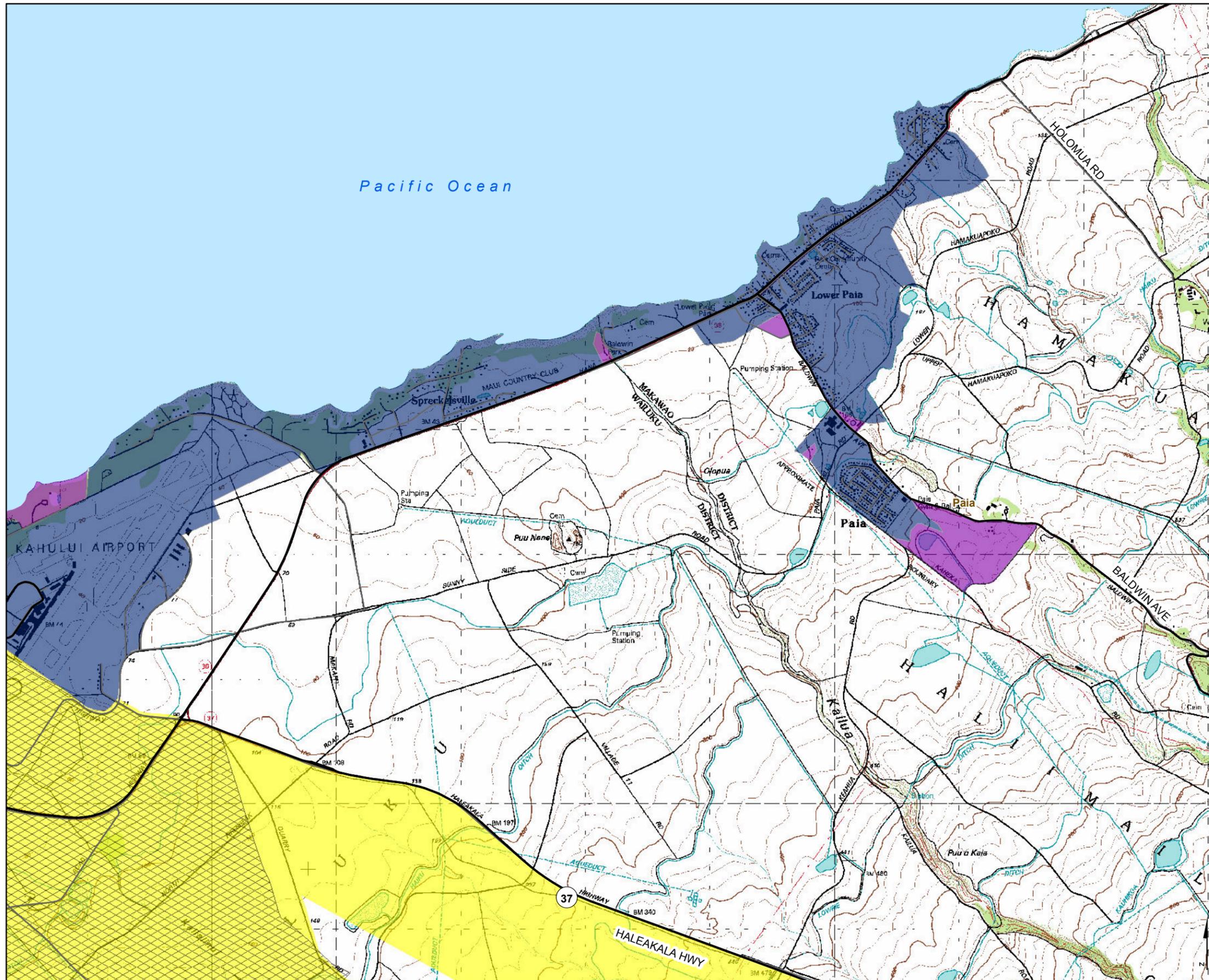
- Airports
- Local Roads
- Major Roads
- 2010 Census Urbanized Areas and Urban Clusters
- 2012 Recommended Expansion
- Urban Areas from HDOT
- Census Designated Places with 5000 + population

Notes:

1. Urban Areas from the Hawaii Department of Transportation (HDOT) are from the HDOT 2000 data.
2. Roads - Hawaii Department of Transportation
3. City Name - Statewide GIS Program, Hawaii Office of Planning.  
<http://hawaii.gov/dbedt/gis/download.htm>
4. Census 2010 Census Designated Place, U.S. Census 2010 data  
<http://www.census.gov/cgi-bin/geo/shapefiles/2010/layers.cgi>

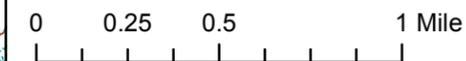


**Federal-Aid Urban Area Boundary  
Inset 2 Kahului-Wailuku  
County of Maui**  
December 2012

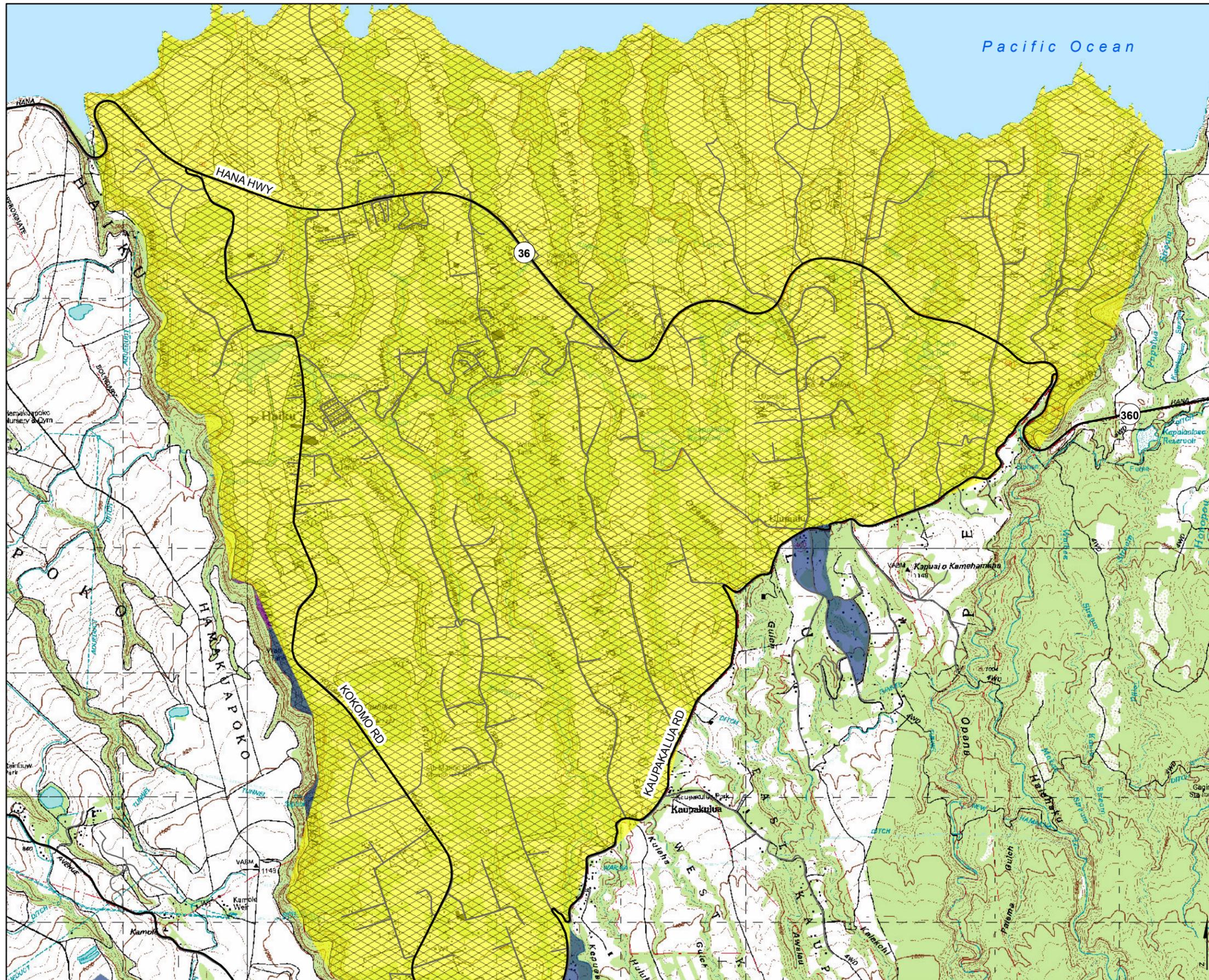


- LEGEND**
- Airports
  - Local Roads
  - Major Roads
  - 2010 Census Urbanized Areas and Urban Clusters
  - 2012 Recommended Expansion
  - Urban Areas from HDOT
  - Census Designated Places with 5000 + population

- Notes:
1. Urban Areas from the Hawaii Department of Transportation (HDOT) are from the HDOT 2000 data.
  2. Roads - Hawaii Department of Transportation
  3. City Name - Statewide GIS Program, Hawaii Office of Planning. <http://hawaii.gov/dbedt/gis/download.htm>
  4. Census 2010 Census Designated Place, U.S. Census 2010 data <http://www.census.gov/cgi-bin/geo/shapefiles2010/layers.cgi>

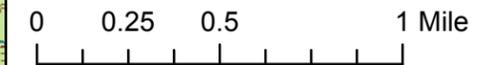


**Federal-Aid Urban Area Boundary  
Inset 3 Paia  
County of Maui**  
December 2012

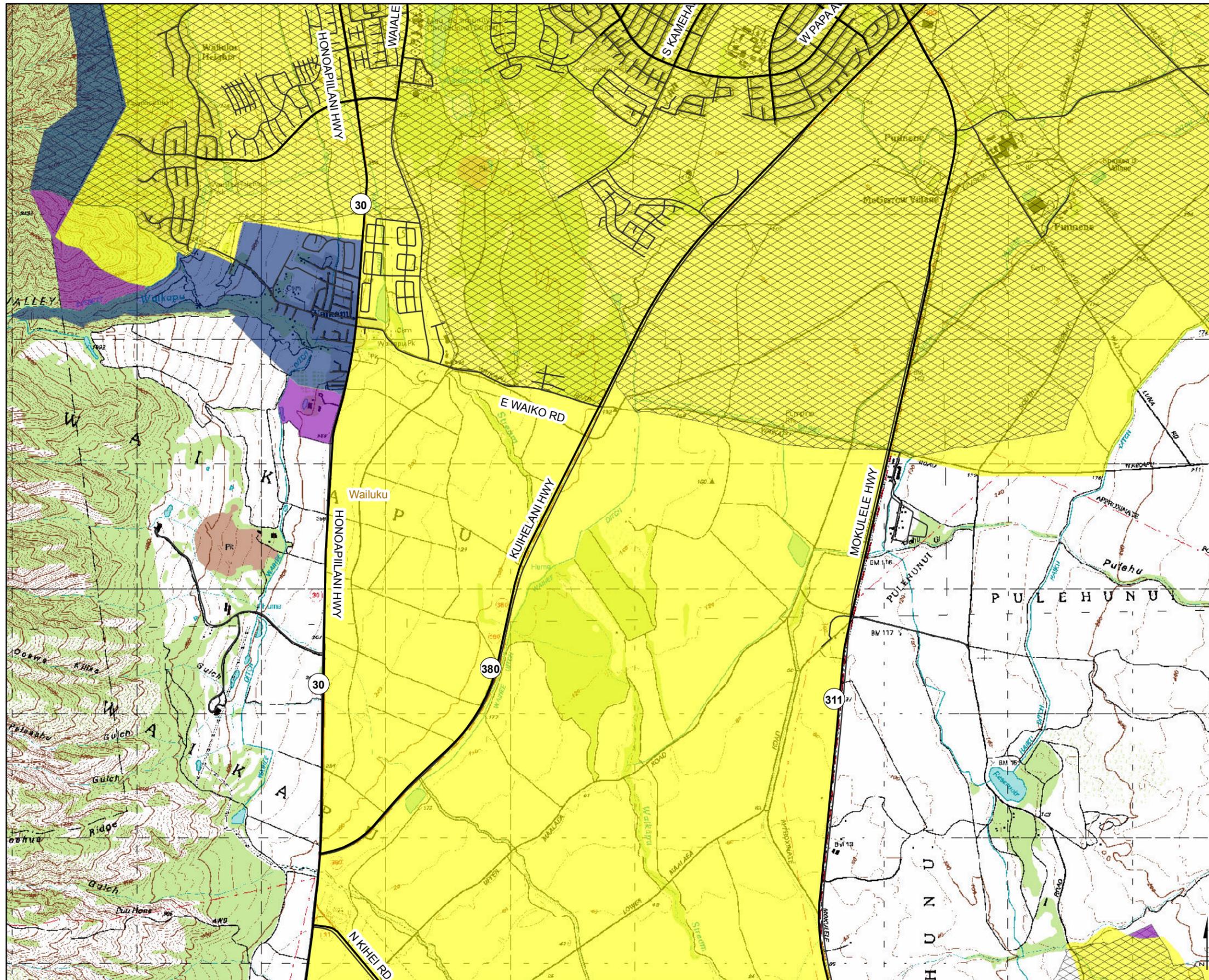


- LEGEND**
- Airports
  - Local Roads
  - Major Roads
  - 2010 Census Urbanized Areas and Urban Clusters
  - 2012 Recommended Expansion
  - Urban Areas from HDOT
  - Census Designated Places with 5000 + population

- Notes:
1. Urban Areas from the Hawaii Department of Transportation (HDOT) are from the HDOT 2000 data.
  2. Roads - Hawaii Department of Transportation
  3. City Name - Statewide GIS Program, Hawaii Office of Planning. <http://hawaii.gov/dbedt/gis/download.htm>
  4. Census 2010 Census Designated Place, U.S. Census 2010 data <http://www.census.gov/cgi-bin/geo/shapefiles2010/layers.cgi>

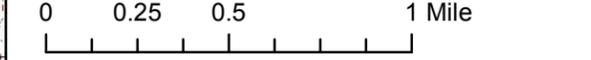


**Federal-Aid Urban Area Boundary  
Inset 4 Haiku-Pauwela  
County of Maui**  
December 2012

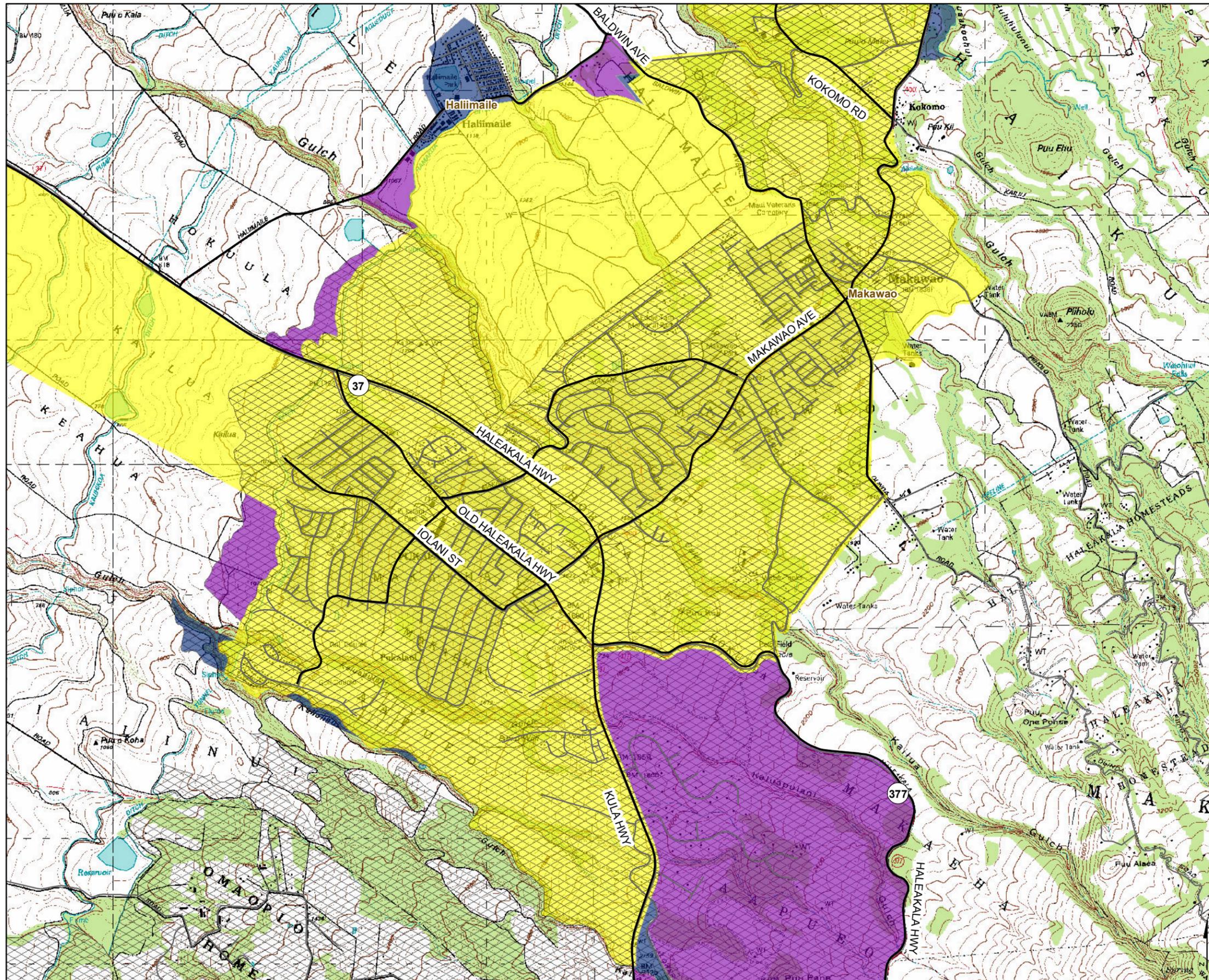


- LEGEND**
- Airports
  - Local Roads
  - Major Roads
  - 2010 Census Urbanized Areas and Urban Clusters
  - 2012 Recommended Expansion
  - Urban Areas from HDOT
  - Census Designated Places with 5000 + population

- Notes:**
1. Urban Areas from the Hawaii Department of Transportation (HDOT) are from the HDOT 2000 data.
  2. Roads - Hawaii Department of Transportation
  3. City Name - Statewide GIS Program, Hawaii Office of Planning.  
<http://hawaii.gov/dbedt/gis/download.htm>
  4. Census 2010 Census Designated Place, U.S. Census 2010 data  
<http://www.census.gov/cgi-bin/geo/shapefiles/2010/layers.cgi>

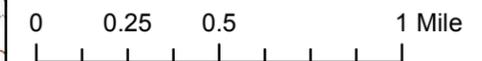


**Federal-Aid Urban Area Boundary  
Inset 5 Central Maui  
County of Maui**  
December 2012

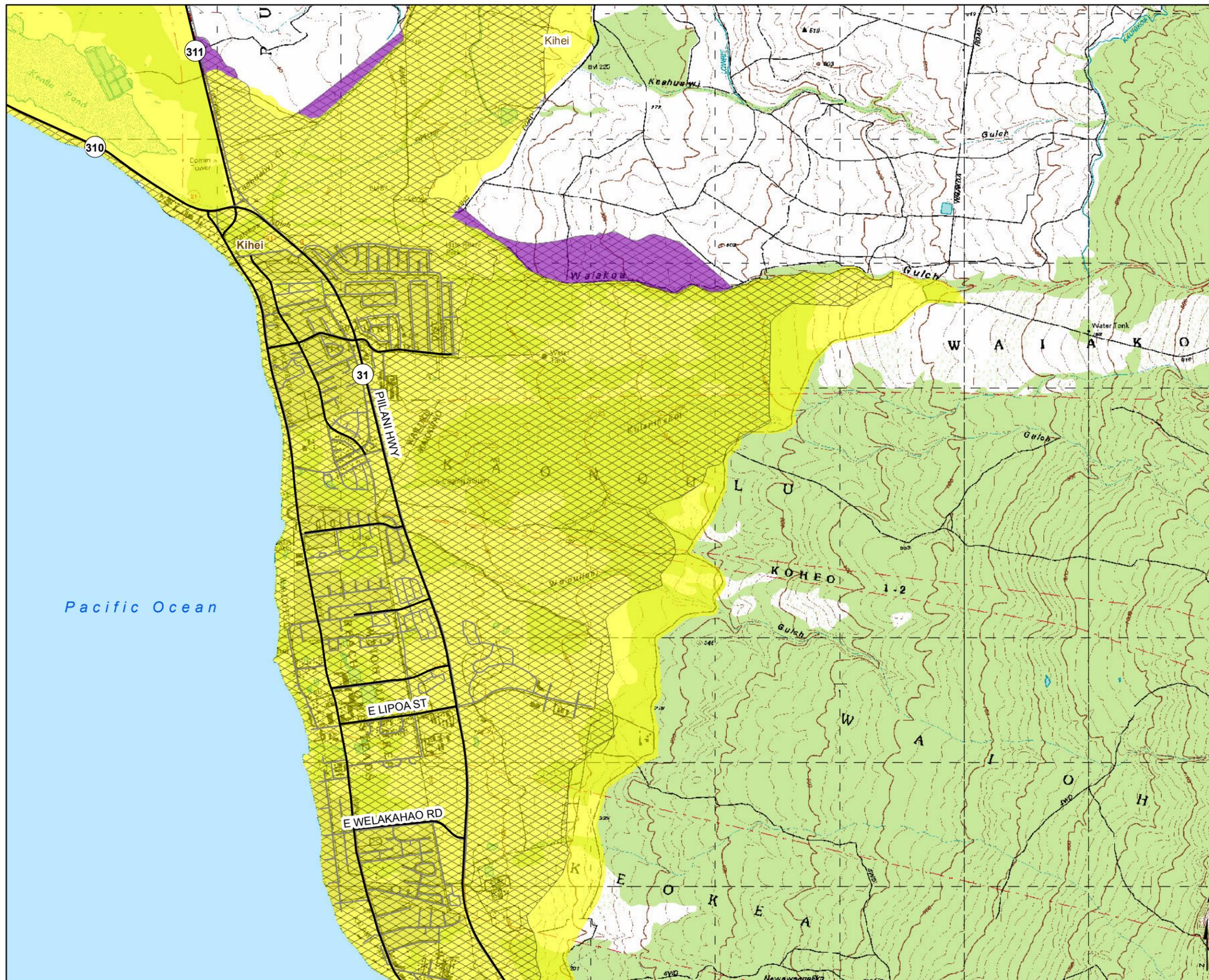


- LEGEND**
- Airports
  - Local Roads
  - Major Roads
  - 2010 Census Urbanized Areas and Urban Clusters
  - 2012 Recommended Expansion
  - Urban Areas from HDOT
  - Census Designated Places with 5000 + population

- Notes:
1. Urban Areas from the Hawaii Department of Transportation (HDOT) are from the HDOT 2000 data.
  2. Roads - Hawaii Department of Transportation
  3. City Name - Statewide GIS Program, Hawaii Office of Planning. <http://hawaii.gov/dbedt/gis/download.htm>
  4. Census 2010 Census Designated Place, U.S. Census 2010 data <http://www.census.gov/cgi-bin/geo/shapefiles/2010/layers.cgi>



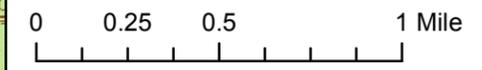
**Federal-Aid Urban Area Boundary  
Inset 6 Makawao  
County of Maui**  
December 2012



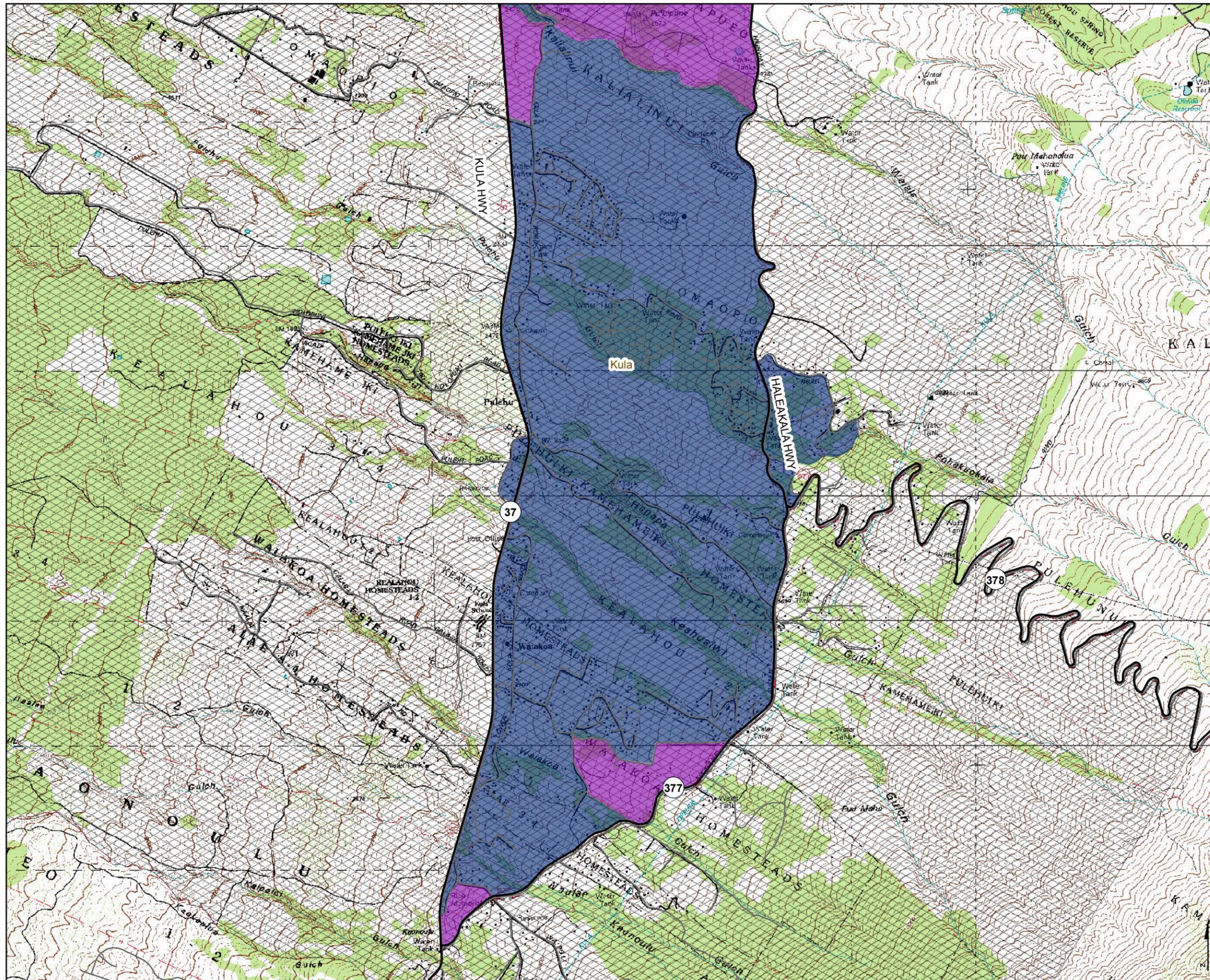
**LEGEND**

- ✈ Airports
- Local Roads
- Major Roads
- 2010 Census Urbanized Areas and Urban Clusters
- 2012 Recommended Expansion
- Urban Areas from HDOT
- ▨ Census Designated Places with 5000 + population

- Notes:
1. Urban Areas from the Hawaii Department of Transportation (HDOT) are from the HDOT 2000 data.
  2. Roads - Hawaii Department of Transportation
  3. City Name - Statewide GIS Program, Hawaii Office of Planning. <http://hawaii.gov/dbedt/gis/download.htm>
  4. Census 2010 Census Designated Place, U.S. Census 2010 data <http://www.census.gov/cgi-bin/geo/shapefiles2010/layers.cgi>

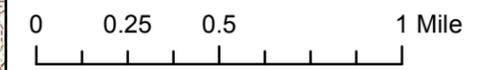


**Federal-Aid Urban Area Boundary  
Inset 7 Kihei  
County of Maui  
December 2012**

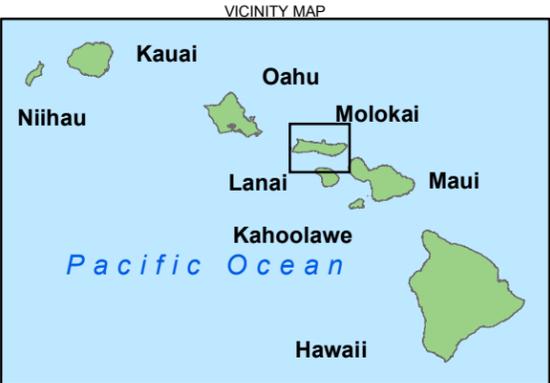


- LEGEND**
- Airports
  - Local Roads
  - Major Roads
  - 2010 Census Urbanized Areas and Urban Clusters
  - 2012 Recommended Expansion
  - Urban Areas from HDOT
  - Census Designated Places with 5000 + population

- Notes:
1. Urban Areas from the Hawaii Department of Transportation (HDOT) are from the HDOT 2000 data.
  2. Roads - Hawaii Department of Transportation
  3. City Name - Statewide GIS Program, Hawaii Office of Planning.  
<http://hawaii.gov/dbedt/gis/download.htm>
  4. Census 2010 Census Designated Place, U.S. Census 2010 data  
<http://www.census.gov/cgi-bin/geo/shapefiles/2010/layers.cgi>



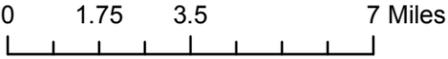
**Federal-Aid Urban Area Boundary  
Inset 8 Kula  
County of Maui**  
December 2012



**LEGEND**

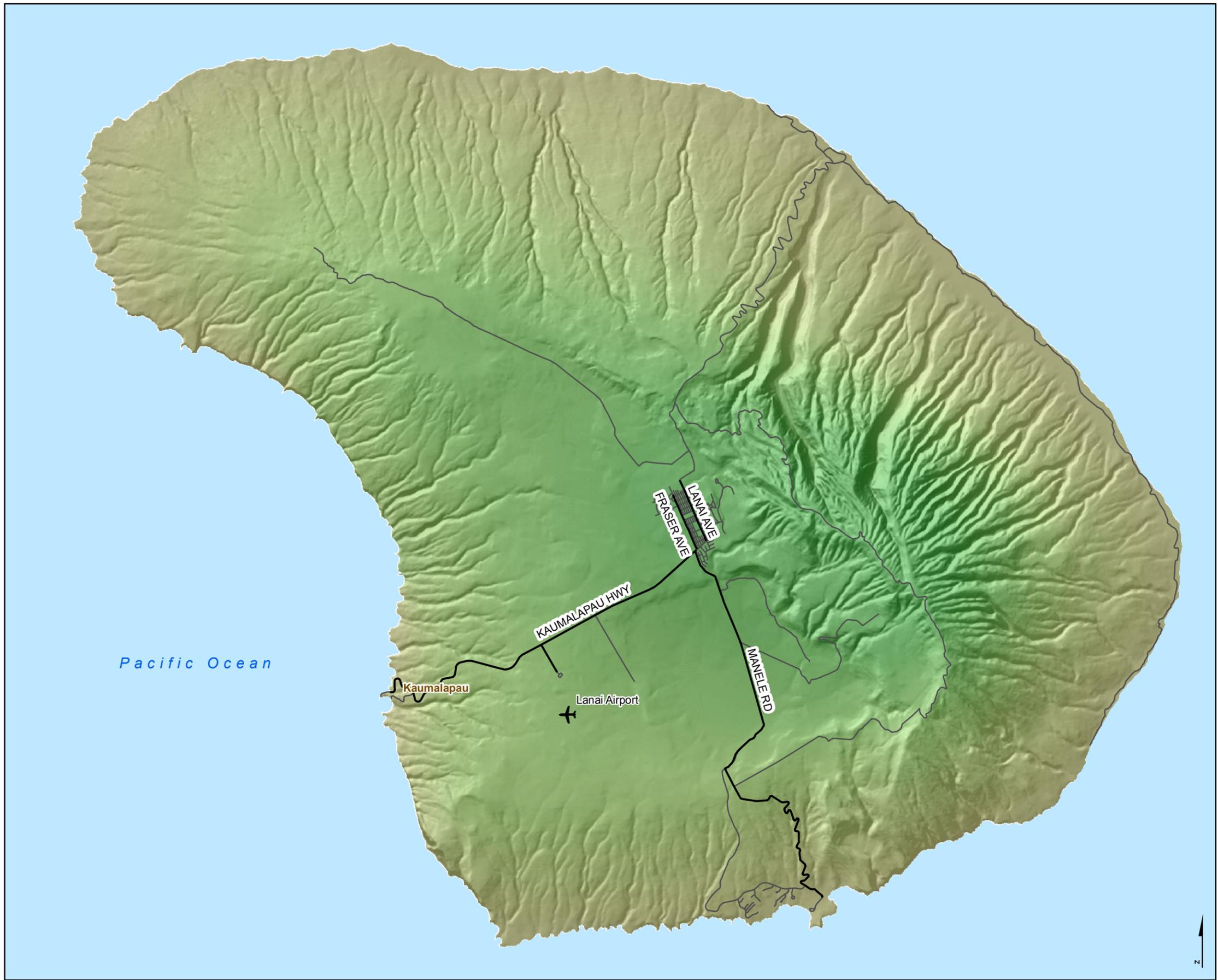
- Airports
- Local Roads
- Major Roads

- Notes:
1. Urban Areas from the Hawaii Department of Transportation (HDOT) are from the HDOT 2000 data.
  2. Roads - Hawaii Department of Transportation
  3. City Name - Statewide GIS Program, Hawaii Office of Planning.  
<http://hawaii.gov/dbedt/gis/download.htm>
  4. Census 2010 Census Designated Place, U.S. Census 2010 data  
<http://www.census.gov/cgi-bin/geo/shapefiles/2010/layers.cgi>



**Federal-Aid Urban Area Boundary  
Molokai  
County of Maui**  
December 2012

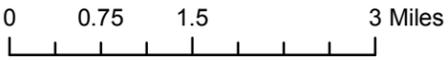




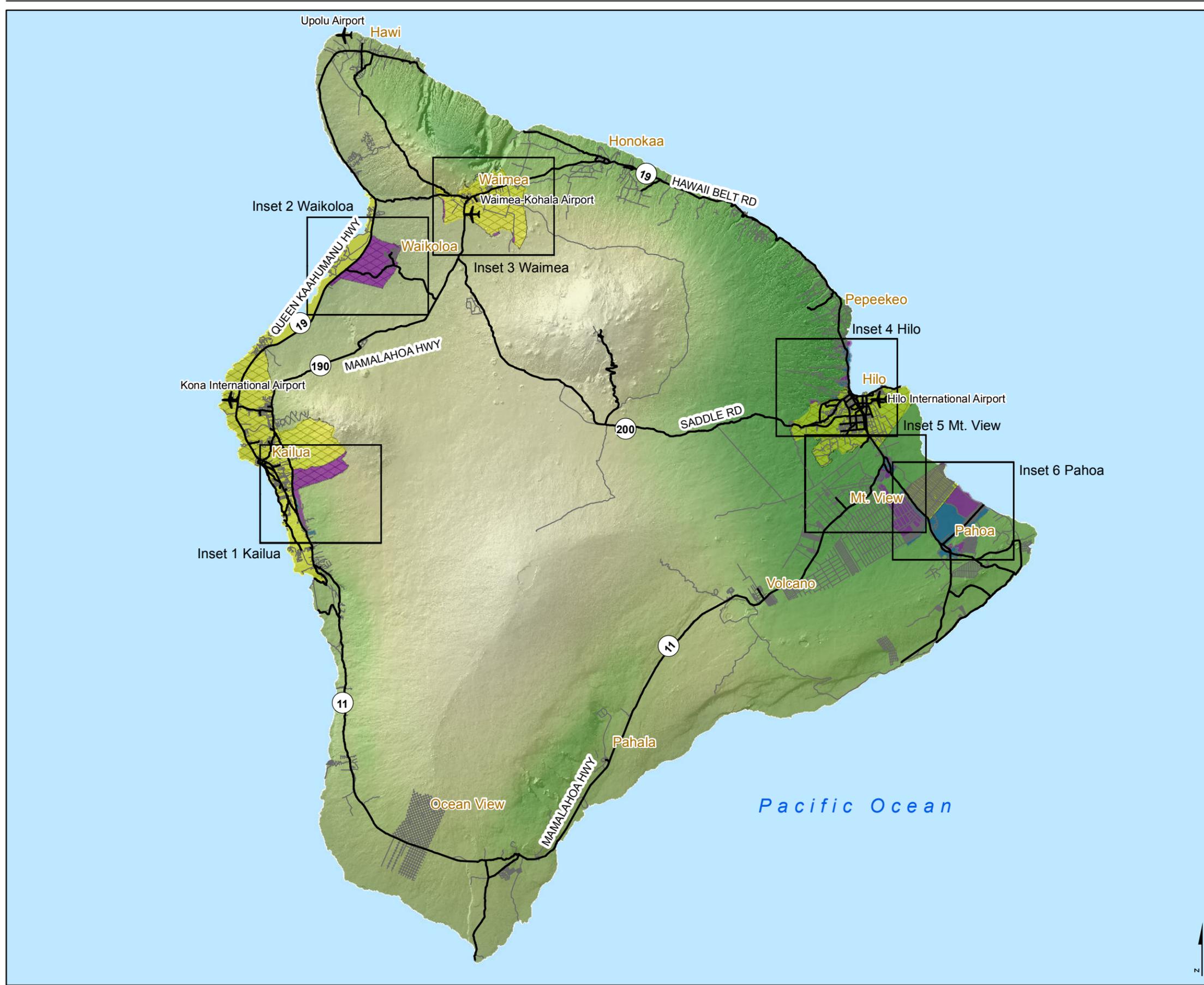
**LEGEND**

- Airports
- Local Roads
- Major Roads

- Notes:
1. Urban Areas from the Hawaii Department of Transportation (HDOT) are from the HDOT 2000 data.
  2. Roads - Hawaii Department of Transportation
  3. City Name - Statewide GIS Program, Hawaii Office of Planning.  
<http://hawaii.gov/dbedt/gis/download.htm>
  4. Census 2010 Census Designated Place, U.S. Census 2010 data  
<http://www.census.gov/cgi-bin/geo/shapefiles2010/layers.cgi>



**Federal-Aid Urban Area Boundary  
Lanai  
County of Maui**  
December 2012



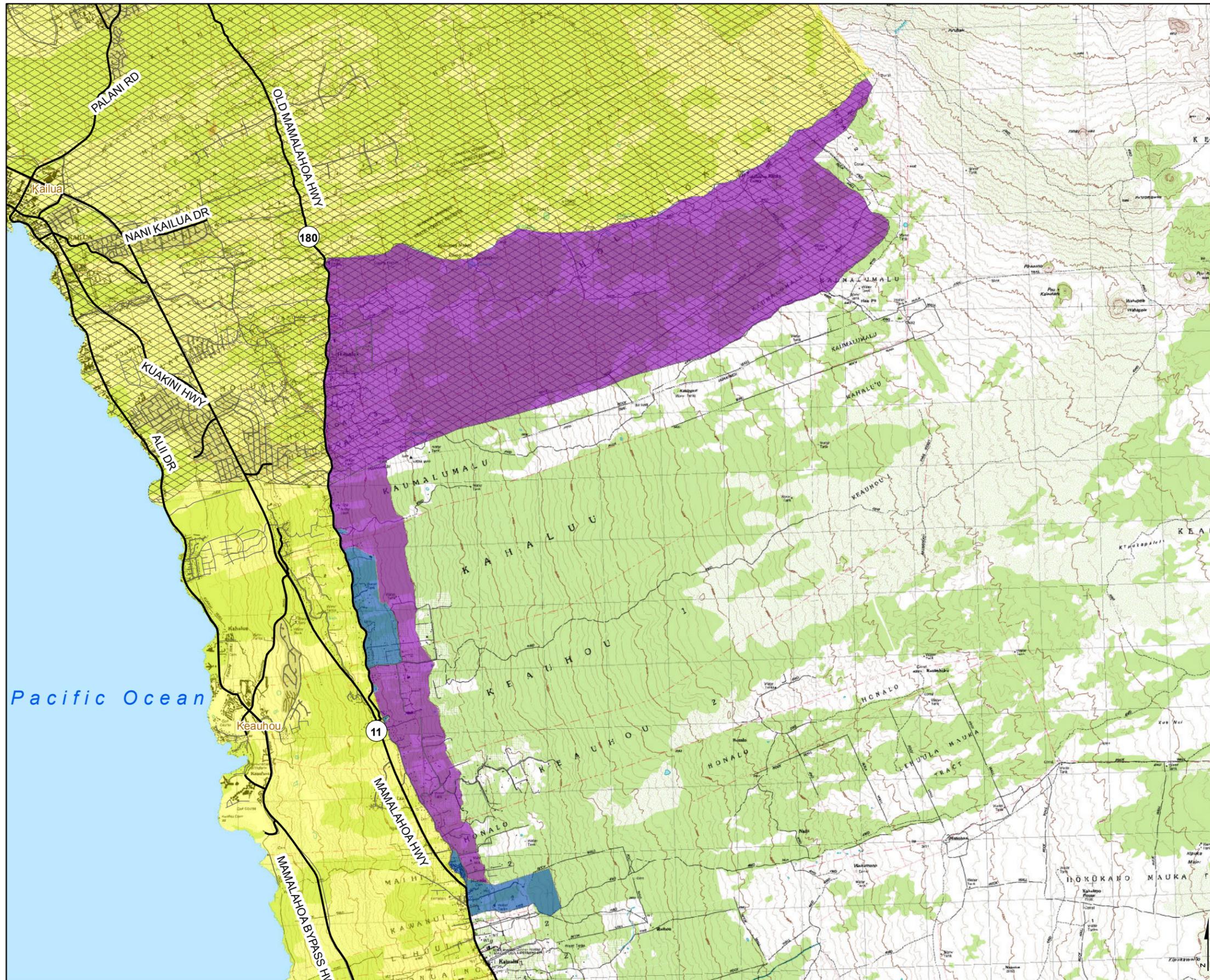
**LEGEND**

- Airports
- Local Roads
- Major Roads
- 2010 US Census Urban Clusters
- 2012 Recommended Expansion
- Urban Areas from HDOT
- Census Designated Places with 5000 + population

- Notes:
1. Census Designated Place - U.S. Census 2010
  2. Roads - Hawaii Department of Transportation
  3. City Name - Statewide GIS Program, Hawaii Office of Planning.  
<http://hawaii.gov/dbedt/gis/download.htm>
  4. Urban Areas from the Hawaii Department of Transportation (HDOT) are from the HDOT 2000 data.

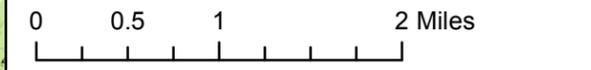


**Federal-Aid Urban Area Boundary**  
**County of Hawaii**  
 December 2012

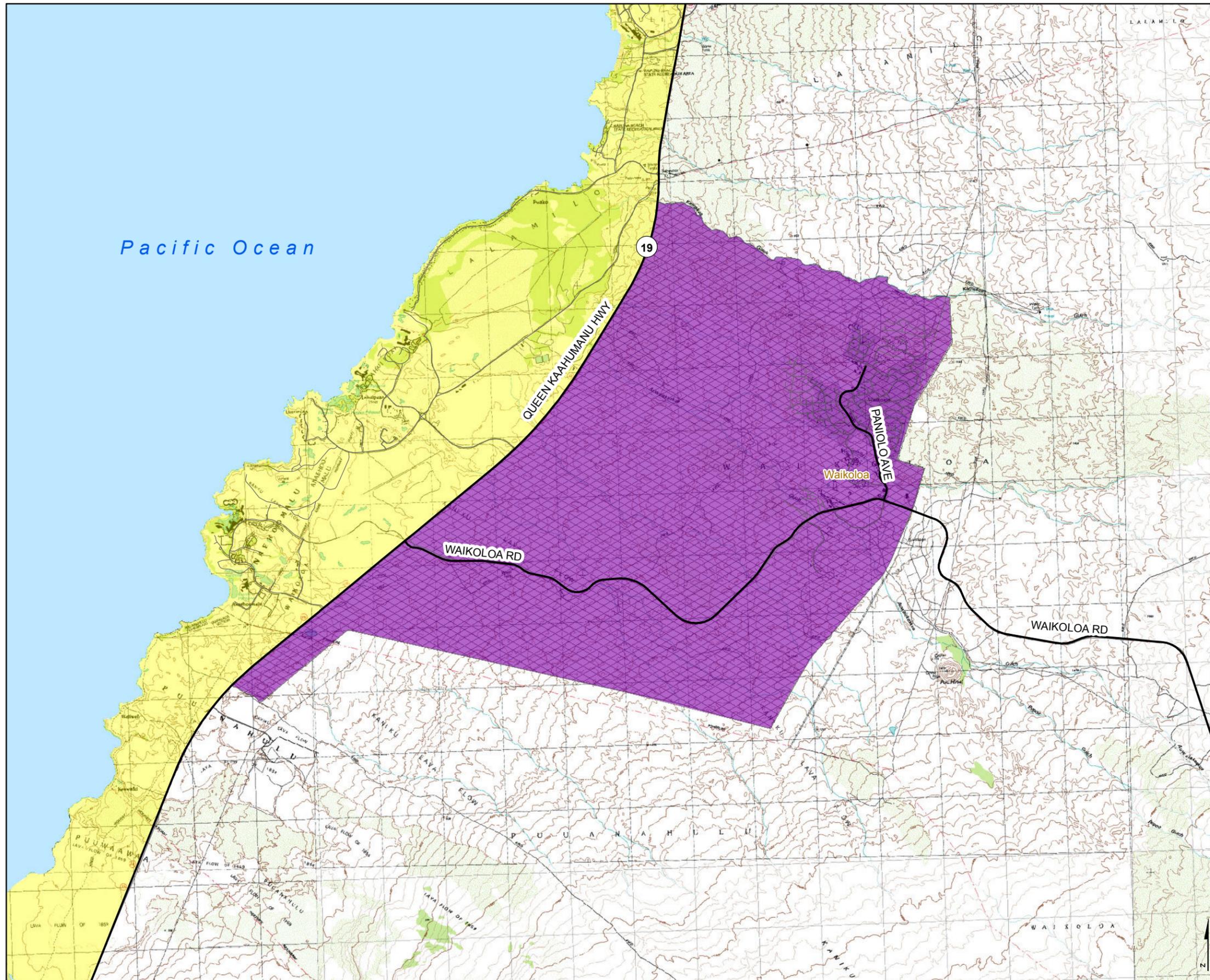


- LEGEND**
- Airports
  - Local Roads
  - Major Roads
  - 2010 US Census Urban Clusters
  - 2012 Recommended Expansion
  - Urban Areas from HDOT
  - Census Designated Places with 5000 + population

- Notes:**
1. Census Designated Place - U.S. Census 2010
  2. Roads - Hawaii Department of Transportation
  3. City Name - Statewide GIS Program, Hawaii Office of Planning, <http://hawaii.gov/dbedt/gis/download.htm>
  4. Urban Areas from the Hawaii Department of Transportation (HDOT) are from the HDOT 2000 data.



**Federal-Aid Urban Area Boundary  
Inset 1 - Kailua  
County of Hawaii  
December 2012**



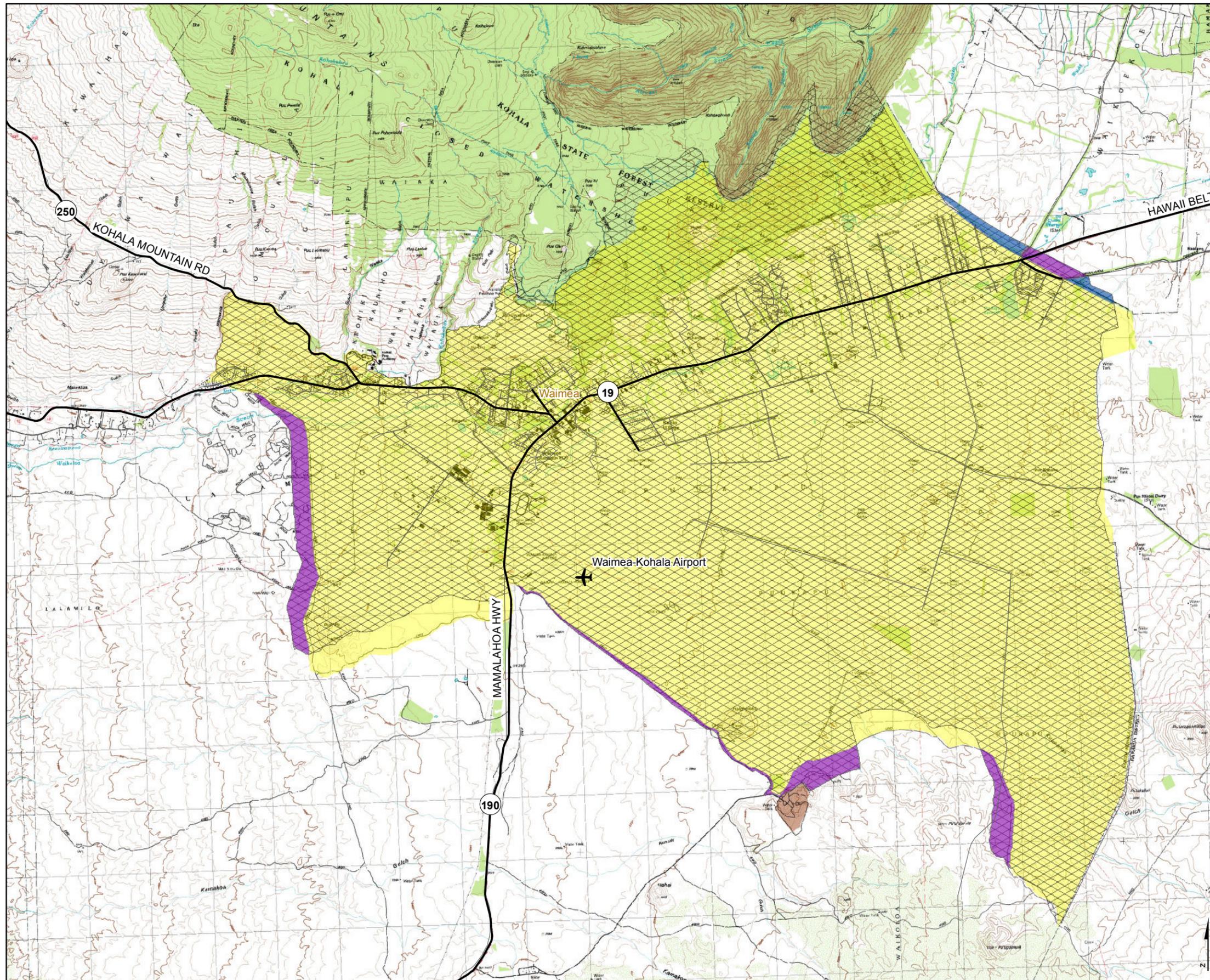
**LEGEND**

- Airports
- Local Roads
- Major Roads
- 2010 US Census Urban Clusters
- 2012 Recommended Expansion
- Urban Areas from HDOT
- Census Designated Places with 5000+ population

- Notes:
1. Census Designated Place - U.S. Census 2010
  2. Roads - Hawaii Department of Transportation
  3. City Name - Statewide GIS Program, Hawaii Office of Planning.  
<http://hawaii.gov/dbedt/gis/download.htm>
  4. Urban Areas from the Hawaii Department of Transportation (HDOT) are from the HDOT 2000 data.



**Federal-Aid Urban Boundary  
Inset 2 - Waikoloa  
County of Hawaii  
December 2012**



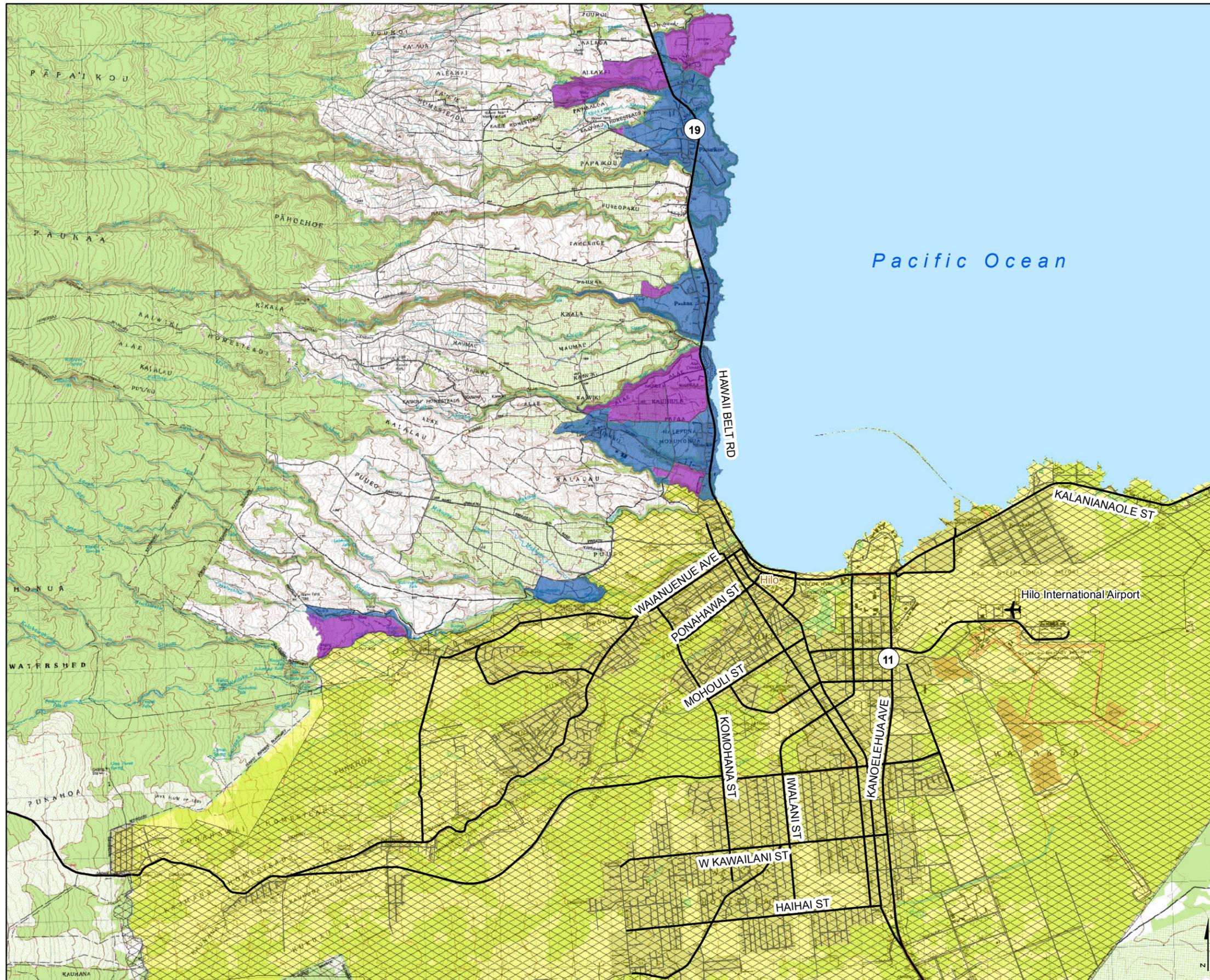
**LEGEND**

- Airports
- Local Roads
- Major Roads
- 2010 US Census Urban Clusters
- 2012 Recommended Expansion
- Urban Areas from HDOT
- Census Designated Places with 5000 + population

- Notes:
1. Census Designated Place - U.S. Census 2010
  2. Roads - Hawaii Department of Transportation
  3. City Name - Statewide GIS Program, Hawaii Office of Planning.  
<http://hawaii.gov/dbedt/gis/download.htm>
  4. Urban Areas from the Hawaii Department of Transportation (HDOT) are from the HDOT 2000 data.



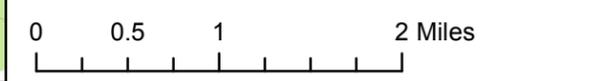
**Federal-Aid Urban Area Boundary  
Inset 3 - Waimea  
County of Hawaii  
December 2012**



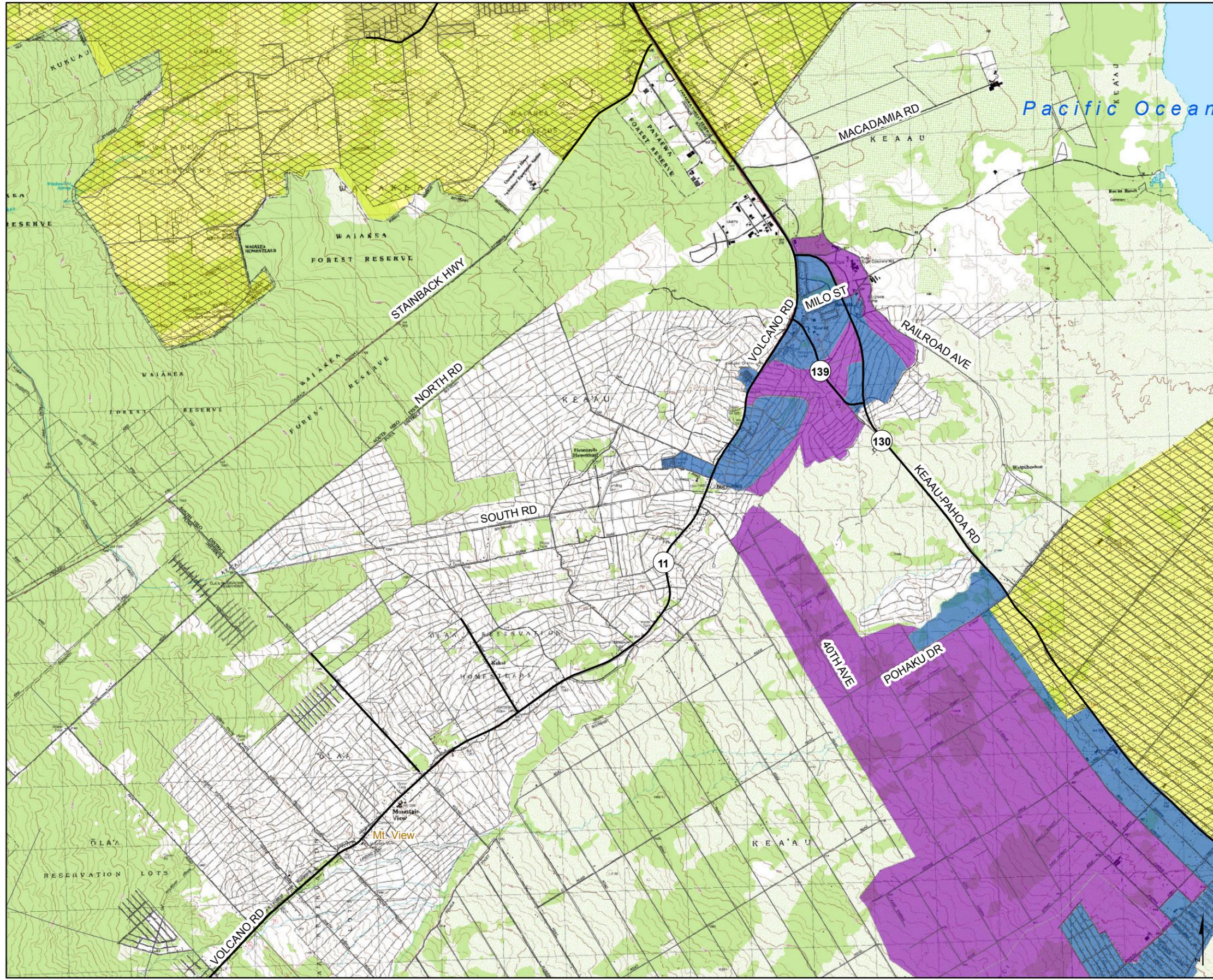
**LEGEND**

- Airports
- Local Roads
- Major Roads
- 2010 US Census Urban Clusters
- 2012 Recommended Expansion
- Urban Areas from HDOT
- Census Designated Places with 5000 + population

- Notes:
1. Census Designated Place - U.S. Census 2010
  2. Roads - Hawaii Department of Transportation
  3. City Name - Statewide GIS Program, Hawaii Office of Planning.  
<http://hawaii.gov/dbedt/gis/download.htm>
  4. Urban Areas from the Hawaii Department of Transportation (HDOT) are from the HDOT 2000 data.



**Federal-Aid Urban Area Boundary  
Inset 4 - Hilo  
County of Hawaii**  
December 2012



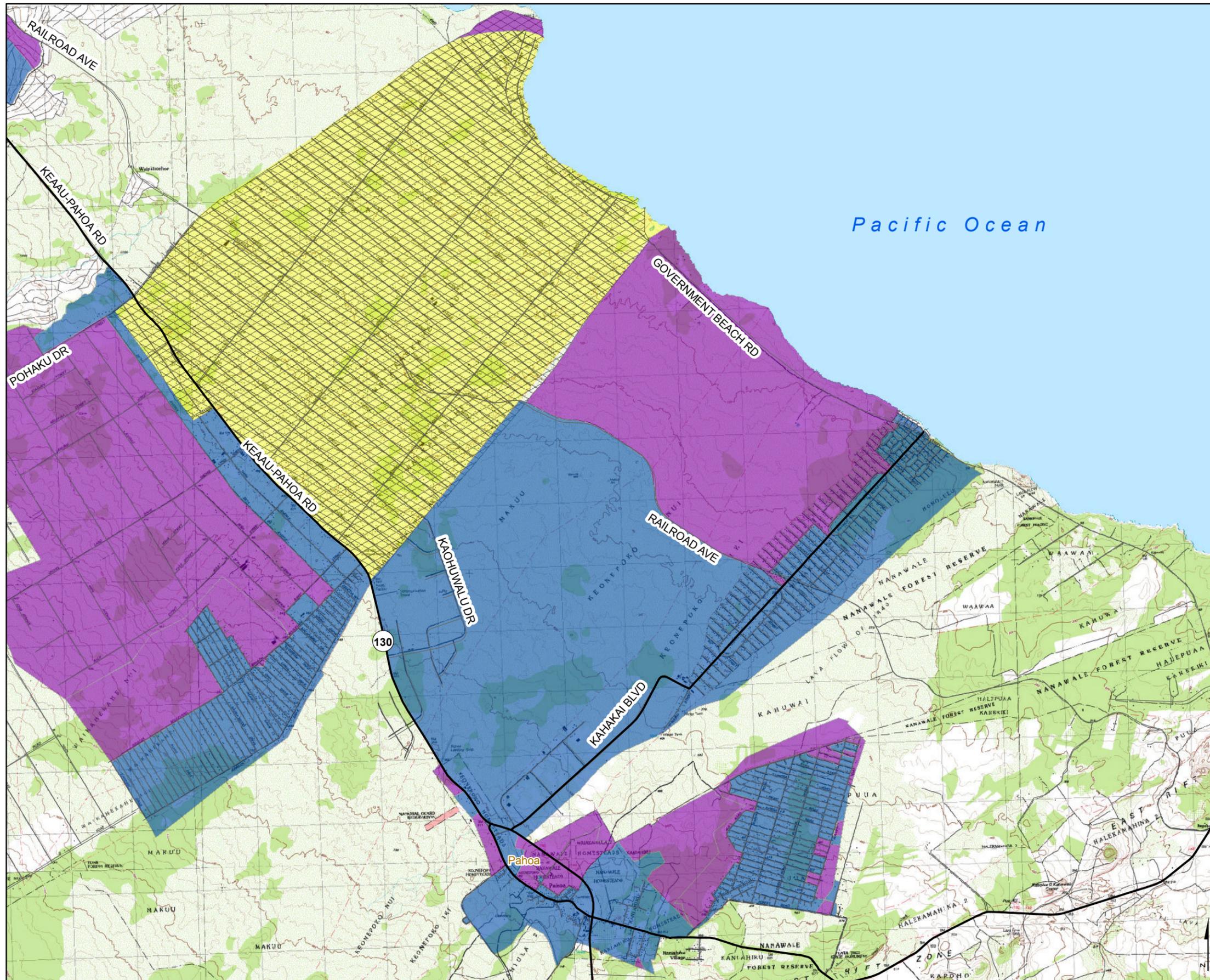
**LEGEND**

- Airports
- Local Roads
- Major Roads
- 2010 US Census Urban Clusters
- 2012 Recommended Expansion
- Urban Areas from HDOT
- Census Designated Places with 5000 + population

- Notes:**
1. Census Designated Place - U.S. Census 2010
  2. Roads - Hawaii Department of Transportation
  3. City Name - Statewide GIS Program, Hawaii Office of Planning.  
<http://hawaii.gov/dbedt/gis/download.htm>
  4. Urban Areas from the Hawaii Department of Transportation (HDOT) are from the HDOT 2000 data.



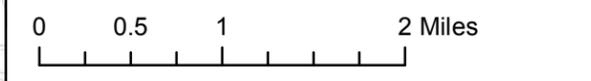
**Federal-Aid Urban Area Boundary  
Inset 5 - Mt. View  
County of Hawaii**  
December 2012



**LEGEND**

- Airports
- Local Roads
- Major Roads
- 2010 US Census Urban Clusters
- 2012 Recommended Expansion
- Urban Areas from HDOT
- Census Designated Places with 5000 + population

- Notes:
1. Census Designated Place - U.S. Census 2010
  2. Roads - Hawaii Department of Transportation
  3. City Name - Statewide GIS Program, Hawaii Office of Planning. <http://hawaii.gov/dbedt/gis/download.htm>
  4. Urban Areas from the Hawaii Department of Transportation (HDOT) are from the HDOT 2000 data.



**Federal-Aid Urban Area Boundary  
Inset 6 - Pahoa  
County of Hawaii**  
December 2012