

# Federal-Aid Urban Boundary & Functional Classification Update Process

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## Questions to Be Answered:

- What are federal-aid urban boundaries (FAUB)?
- What are federal functional classifications (FC)?
- What are FAUBs used for?
- What are FCs used for?
- Why do the Feds want us to update now?
- What are the funding implications of updating the FAUBs and FCs?
- What are the potential risks of not updating?
- How will the update process work?
- How much work is involved?

## What are Federal-Aid Urban Boundaries (FAUBs)?

The FAUB is the dividing line between “urban” and “rural” for FHWA programs.

- **Small urban** areas are census designated places which have populations between 5,000 and 49,999 persons.
- **Urbanized** areas are census designated clusters which have populations of 50,000 or more and are represented by a Metropolitan Planning Organization (MPO).
- Everything else is considered **rural**.

## What are Federal Functional Classifications (FCs)?

The federal functional classifications define how roadways are intended to operate.

- **Arterials** provide mobility
  - Typically carry high traffic volumes on a continuous network with no stub routes but provide very little direct land access.
- **Collectors** provide both mobility and land access
  - Gather trips from localized areas and feed them onto the arterial network.
- **Locals** provide land access
  - Lower volume roadways that provide direct land access but are not designed to serve through traffic needs.

## What are Federal FCs? (cont.) Urban classifications include:

- **Urban principal arterials** focus on mobility by serving trips through urban areas and long distance trips between traffic generators within an urban area.
- **Urban minor arterials** focus on mobility but serve shorter trips between traffic generators within urban areas.
- **Urban collectors** focus on mobility and land access by serving both intraurban and local trips that take travelers to arterials.
- **Local streets** focus on land access rather than through trips and include all other public roads.

## **What are Federal FCs? (cont.)**

### **Rural classifications include:**

- ***Rural Principal Arterials*** focus on statewide and interstate mobility and typically include the Interstate System and other rural freeways that serve longer distance high-volume corridors.
- ***Rural Minor Arterials*** also focus on mobility but typically link smaller cities and towns and other statewide traffic generators, such as resorts, that are not served by principal arterials.
- ***Rural Major Collectors*** link county seats and communities not served by arterials but have an intracounty rather than statewide focus.
- ***Rural Minor Collectors*** collect traffic from local roads and smaller communities.
- ***Local Roads*** focus on land access and relatively short trips and include all other public roads.

### **What are Federal-Aid Urban Boundaries used for?**

- FAUBs distinguish between “rural” and “urban”.
  - Roadways inside the FAUB have urban federal functional classifications.
  - Roadways outside the FAUB have rural federal functional classifications.

### **What are Functional Classifications used for?**

- Federal functional classification determines the eligibility for most FHWA funding categories.
  - Generally, local roads and rural minor collectors are not eligible for FHWA construction funding.
  - FHWA bridge and safety programs extend to all public roads (including bridges on locals and rural minor collectors).
- ODOT and AASHTO design standards are related to Federal functional classifications and are used to determine design standards for FHWA funded projects.

### **What are FCs used for? (cont.)**

- Federal functional classification is used to define data reported in FHWA's Highway Performance Monitoring System (HPMS).
  - HPMS data used in reporting the condition of the nation's roadways to Congress and in other highway statistics reports and studies.

### **What are FCs used for? (cont.)**

- Federal functional classification determines eligibility for disaster relief.
  - FHWA's Emergency Relief Program applies to all functional classifications except local roads and rural minor collectors.
  - FEMA assistance available for damage to local roads and rural minor collectors.

### **Why do the Feds want us to update now?**

- Since census data determines the minimum size of urban/urbanized areas, the federal-aid urban boundaries need to be verified after each decennial census.
- Rural/urban functional classifications need to be adjusted to reflect urban/urbanized boundary changes.
- The federal functional classifications need to be synchronized with local planning activities to avoid conflicts between the design of proposed projects and local interests.

### **What are the funding implications of updating the FAUB and FC?**

- Funding implications are insignificant, however:
    - A part of the Statewide STP funding apportionment is based on VMT and Lane Miles on eligible Federal-aid highways. Expanding the FAUB may change some rural minor collectors to urban collectors, making them eligible as federal-aid highways, and included in total VMT and Lane miles.
- The FAUB is not to be adjusted for roadway eligibility or apportionment purposes.**

### **What are the Potential Risks of Not Updating?**

- Incorrect classifications can cause conflicts between indicated roadway designs and local preferences.
- Outdated classifications may not reflect full eligibility for federal-aid.
- Data may not be accurate in HPMS and other highway statistics reports and studies.

### **How will the update process work?**

- ODOT is coordinating the process
- ODOT Region Planner will work with local jurisdictions (MPO's, cities, and counties).
- See ODOT's July 2003 *Guidelines for Updating Federal-Aid Urban Boundaries and Functional Classification* found at:

[http://www.odot.state.or.us/rics/FC\\_StatewideReview.htm](http://www.odot.state.or.us/rics/FC_StatewideReview.htm).

### **How much work is involved?**

- Does not need to be extensive
- Minimum requirements:
  - Adjust existing FAUB to correspond to new census information.
  - Adjust existing rural/urban FCs to reflect FAUB changes.
  - Propose other FC adjustments to reflect current local conditions and local transportation system plans.