



# TEXAS DEPARTMENT OF TRANSPORTATION



## Urban Area Boundaries

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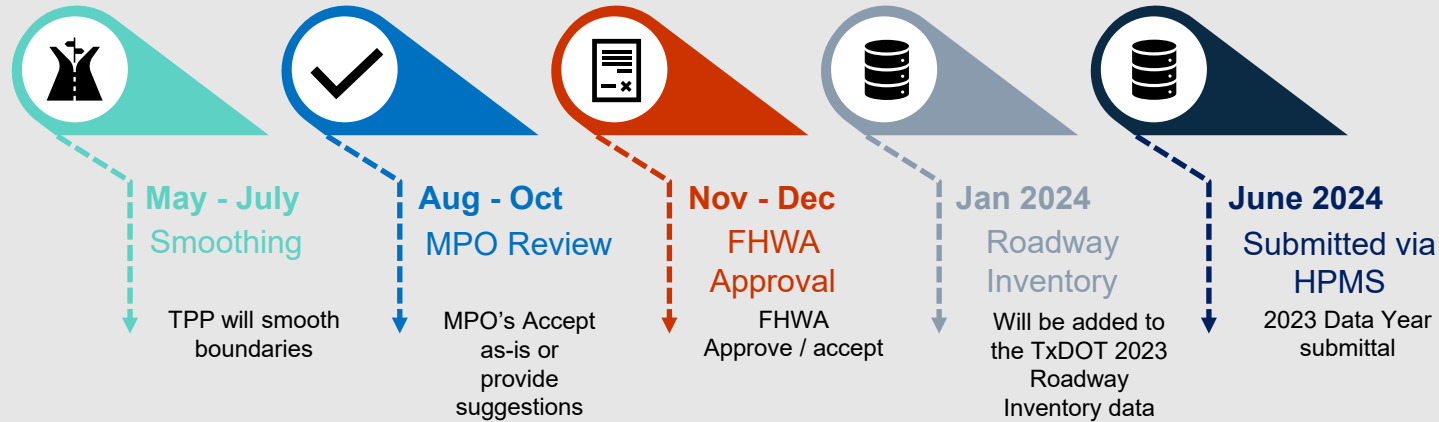


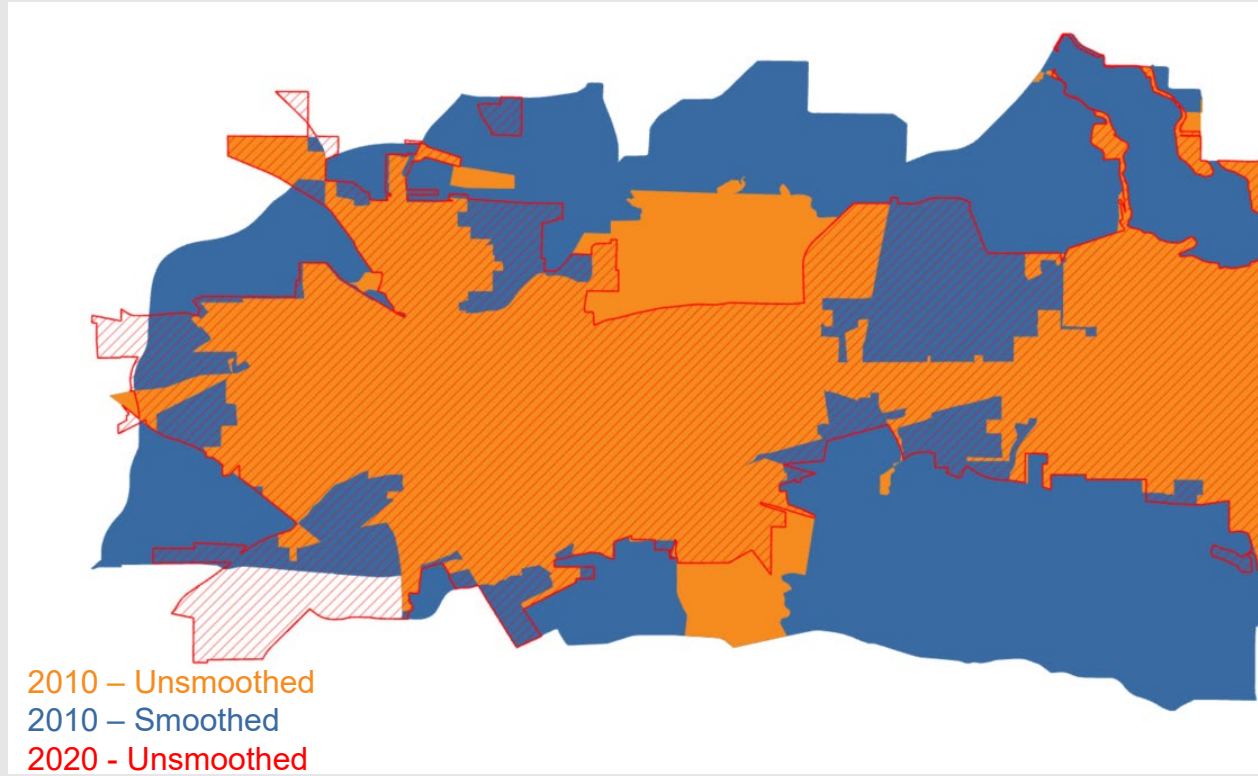
- The underlying philosophy behind the “smoothing” process will be to expand outward from the existing boundary as little as possible. However, the larger the area, the larger the amount of outward adjustment is allowed. As was the case during the 2010 boundary adjustment process.
- Adjusted boundaries will follow identifiable features, including (but not necessarily limited to: Roadways, Railroads, Water Bodies and County Boundaries; city boundaries will largely be ignored.



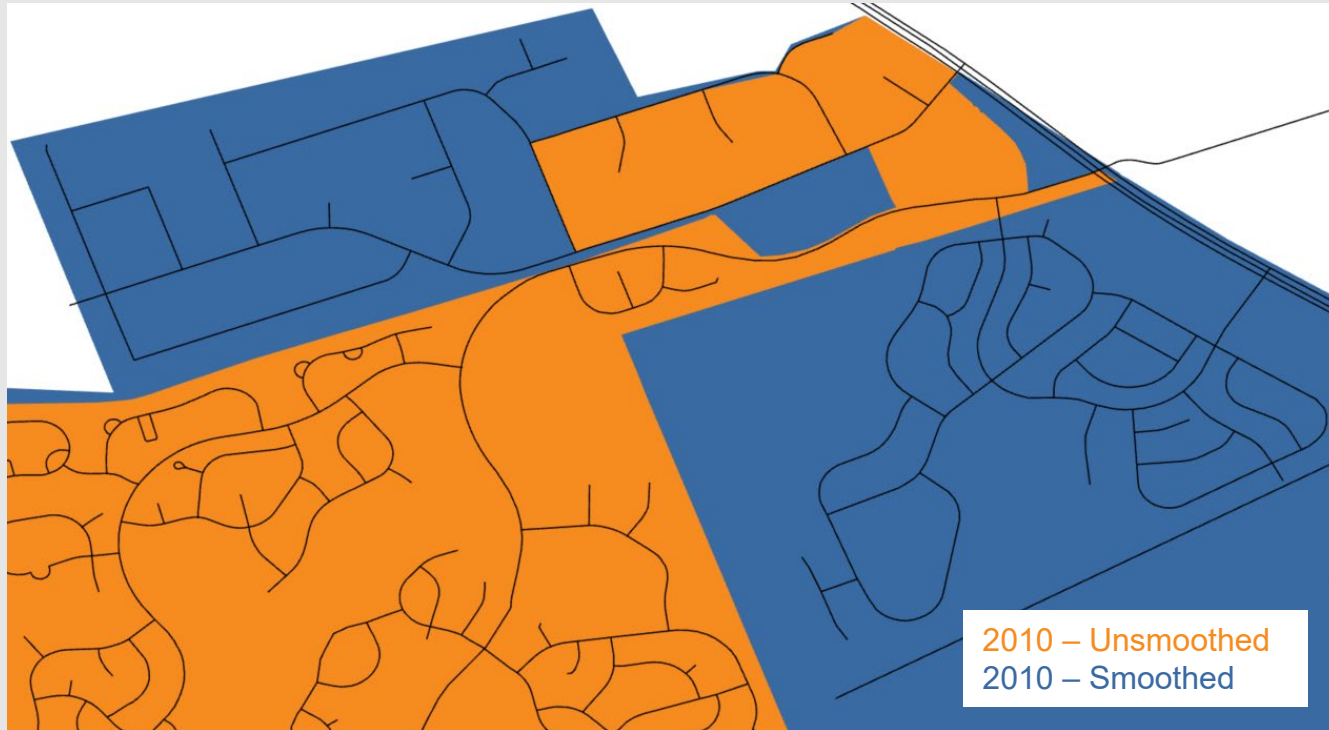
- Once TPP has developed a draft set of adjusted 2020 urban areas, TPP will review the areas with FHWA and then present these draft areas to each MPO for their consideration to either adopt as-is or suggest any changes.
- Collaborative working sessions will be held with TPP, FHWA, and any MPO that wishes to suggest revisions.
  - The goal is to have informed consent on the adjusted boundaries and receive formal FHWA approval of those boundaries.

# Proposed Timeline



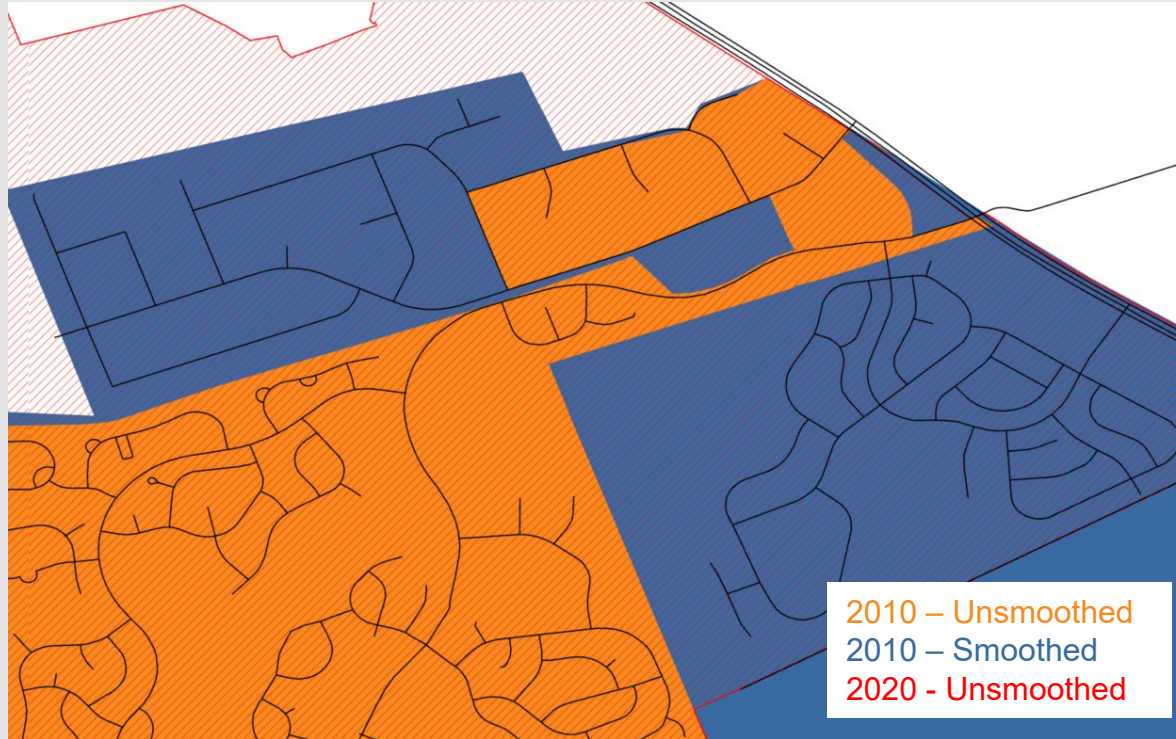


# Example 1

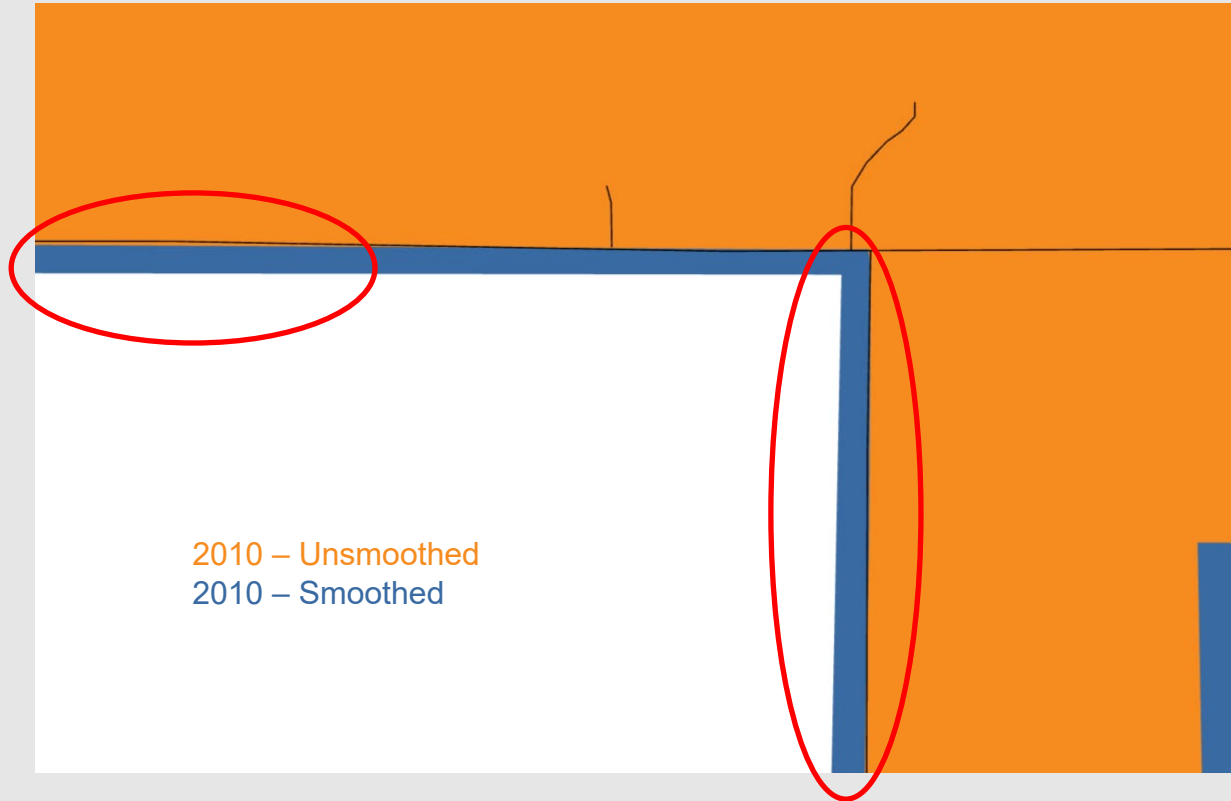




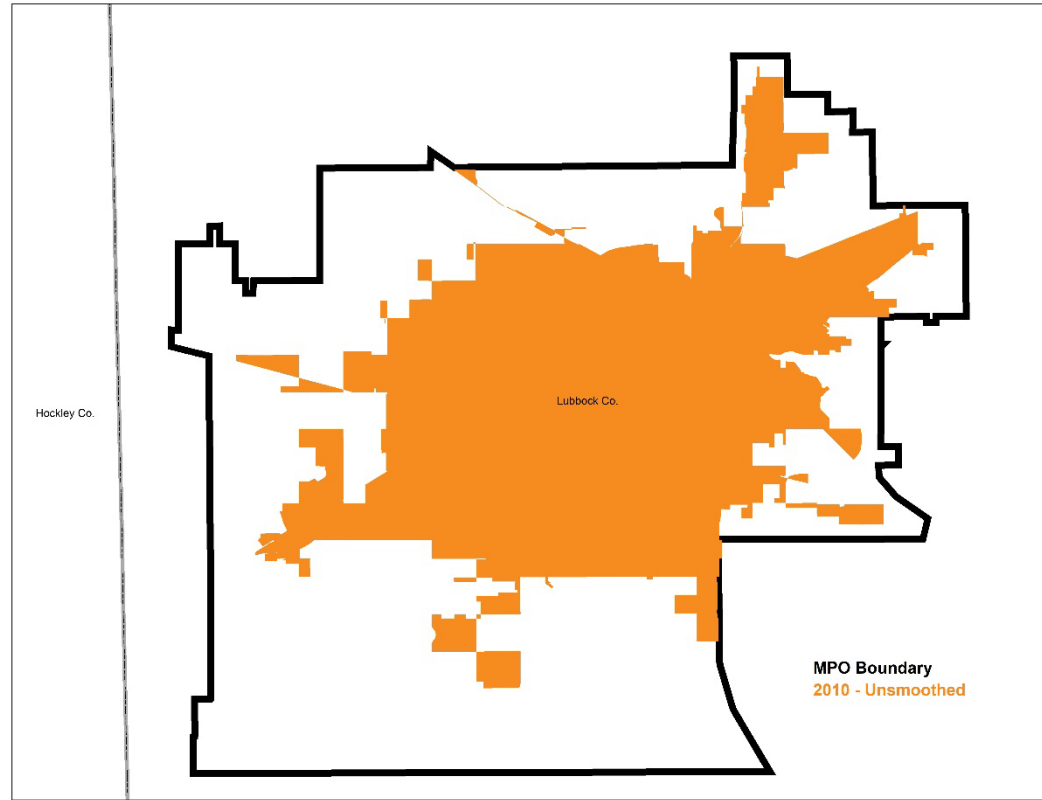
## Example 1 with 2020 Unsmoothed



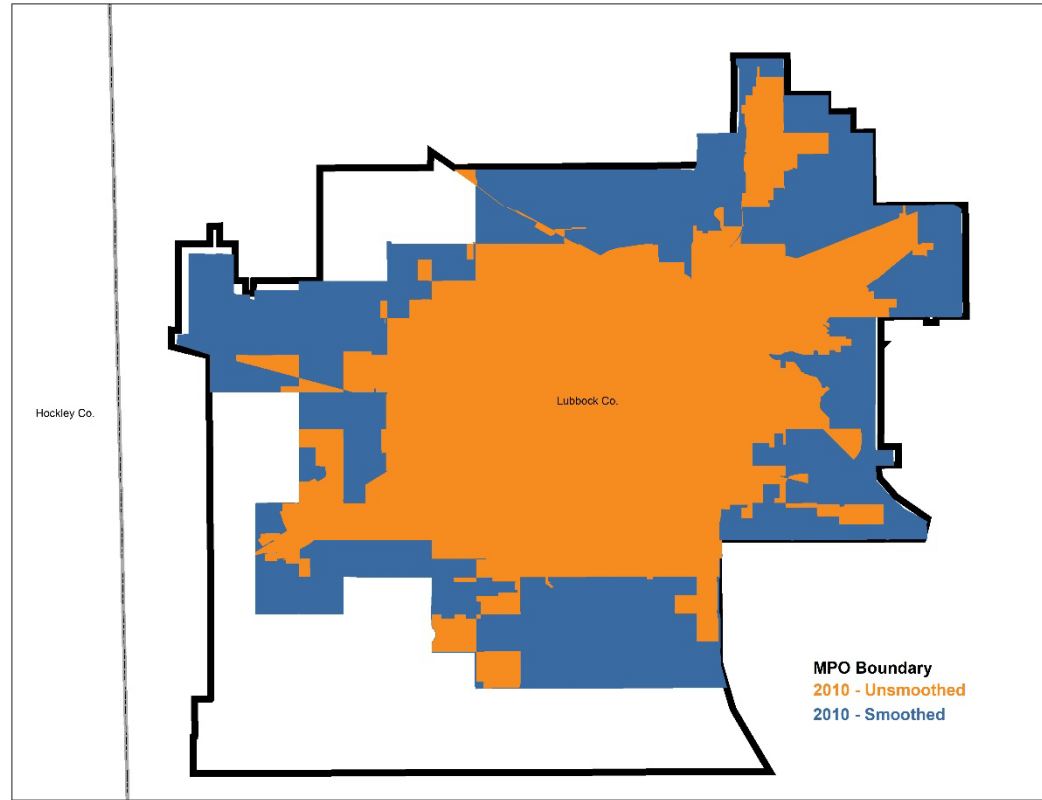
## Example 2



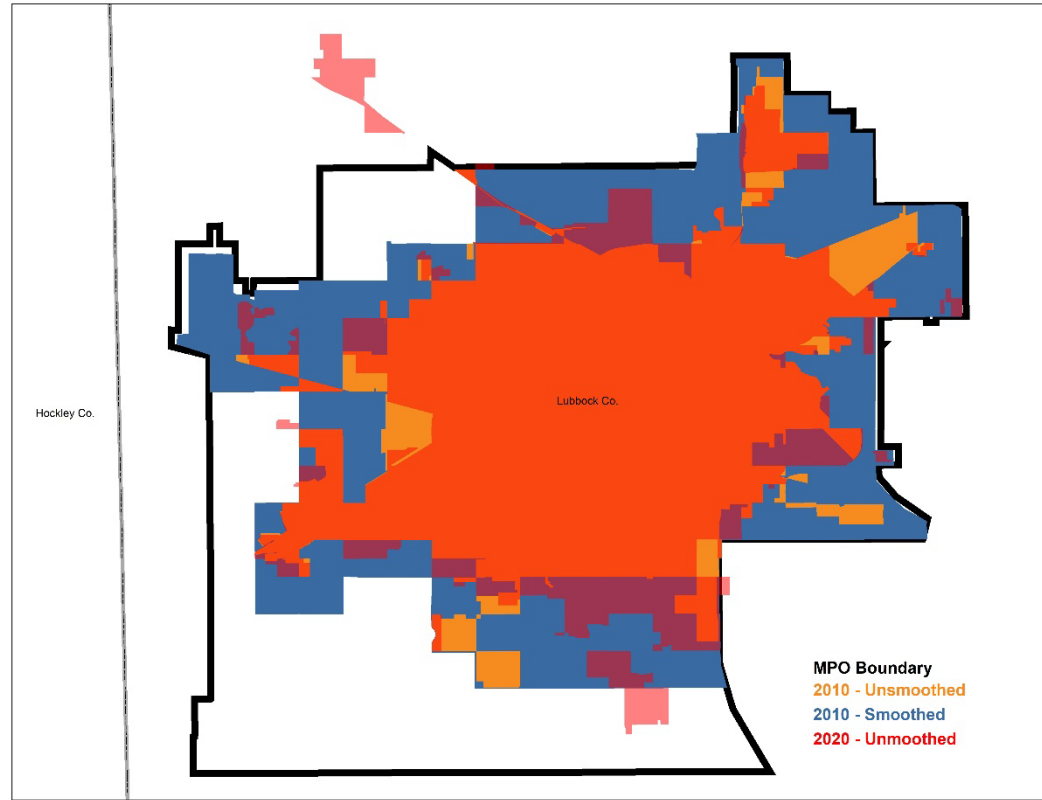




# Lubbock – Case Study



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