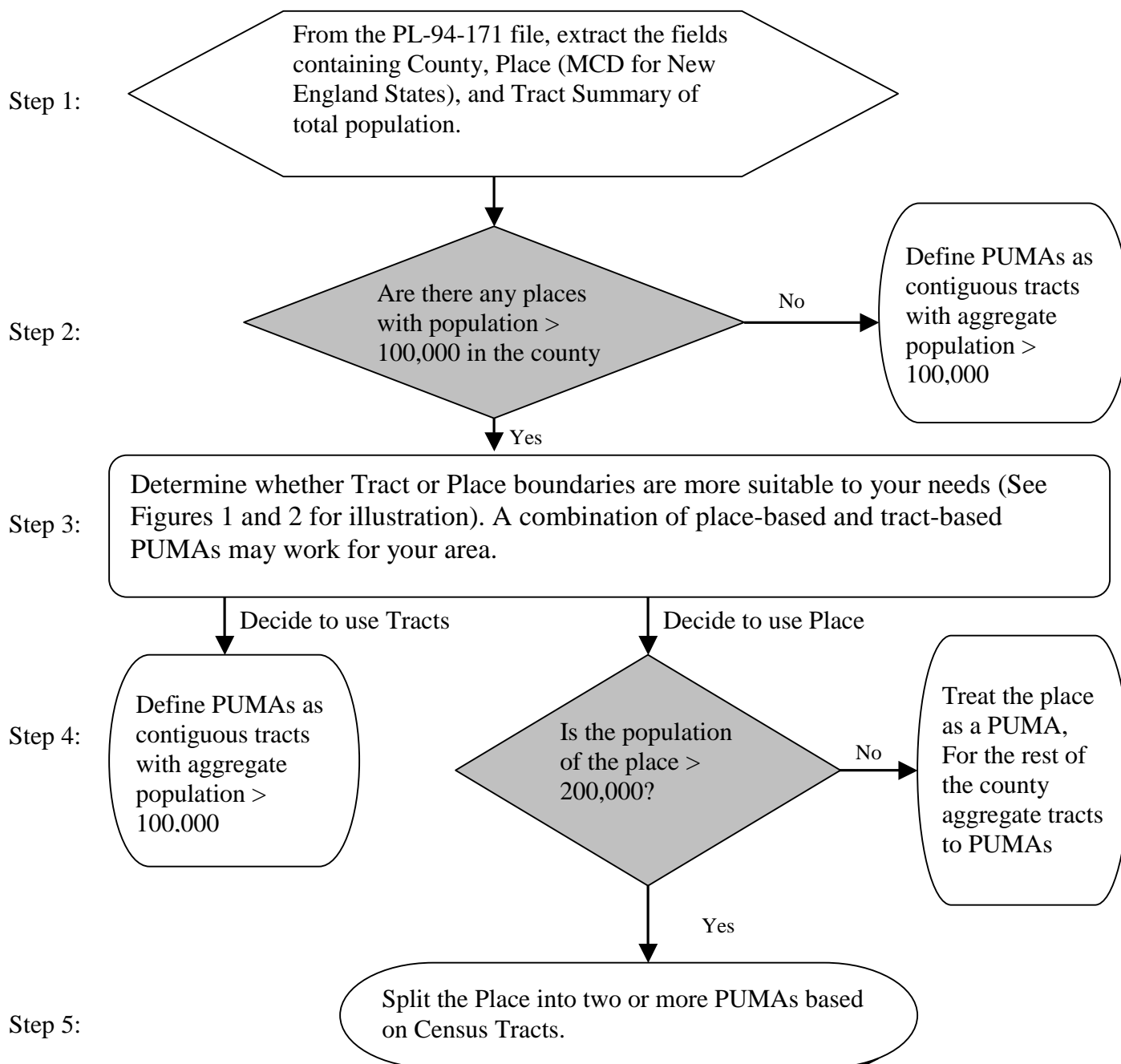


A Transportation Perspective on defining 5 percent PUMAs in large metropolitan areas.

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May 7, 2001

We hope that most, if not all large MPOs will be working with their State Data Center to define PUMAs. We wrote this process to begin the discussion of issues that may arise as you begin to think about where the PUMA boundaries should be. The Census Bureau guidelines for PUMA definition are available at the TRB Census Subcommittee website at:
<http://www.mcs.com/~berwyned/census/articles/pumaguidelines.pdf>.

This procedure may be used for all counties that have a population of at least 100,000. First, examine county populations for all the counties in your state. If the population in a county is between 100,000 and 200,000, then that county should probably be its own PUMA. For counties with population greater than 200,000, follow steps 1 through 5 below. Each PUMA **must** have at least 100,000 population.



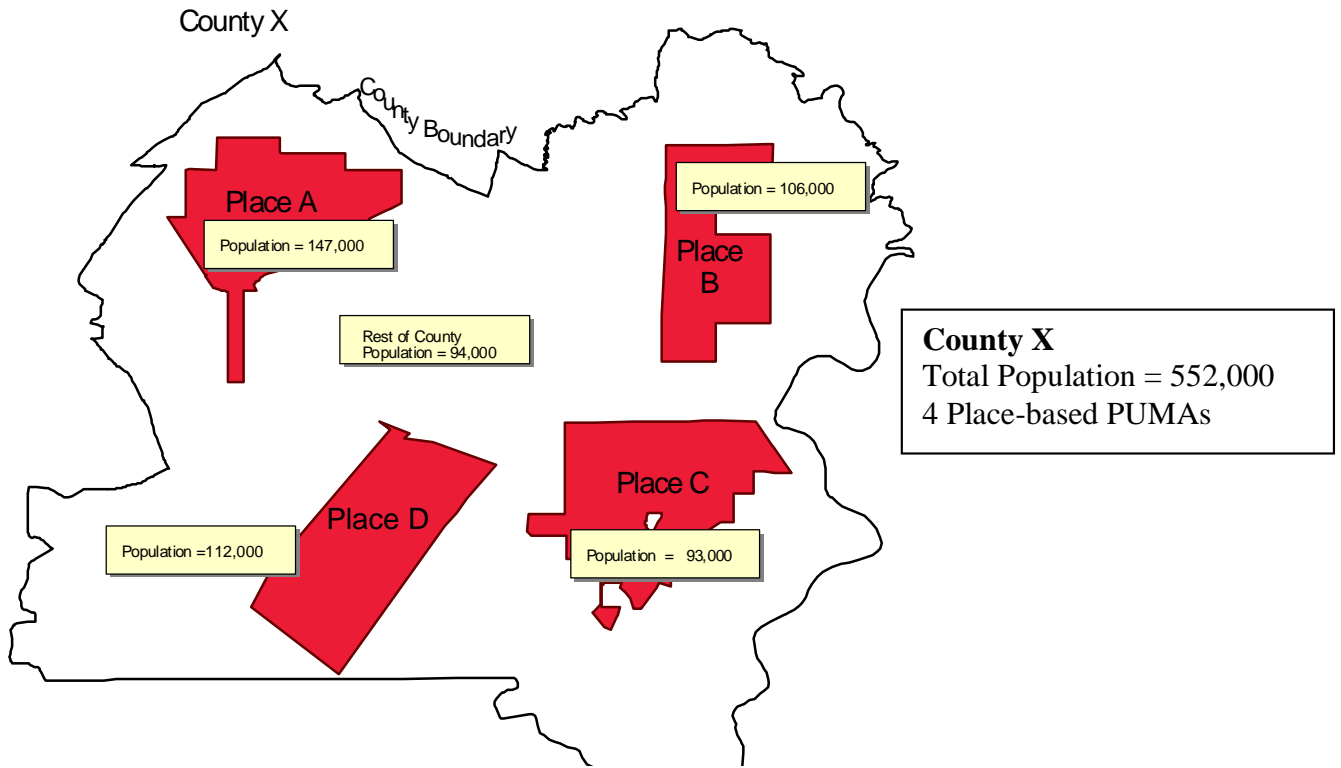


Figure 1: Illustration of Place-based PUMAs for County X.

County X has a total population of 552,000. Places A, B, and D can be their own PUMA, going by the Census Bureau guidelines. Place C will need to be combined with the rest of the county to form a 4th PUMA.

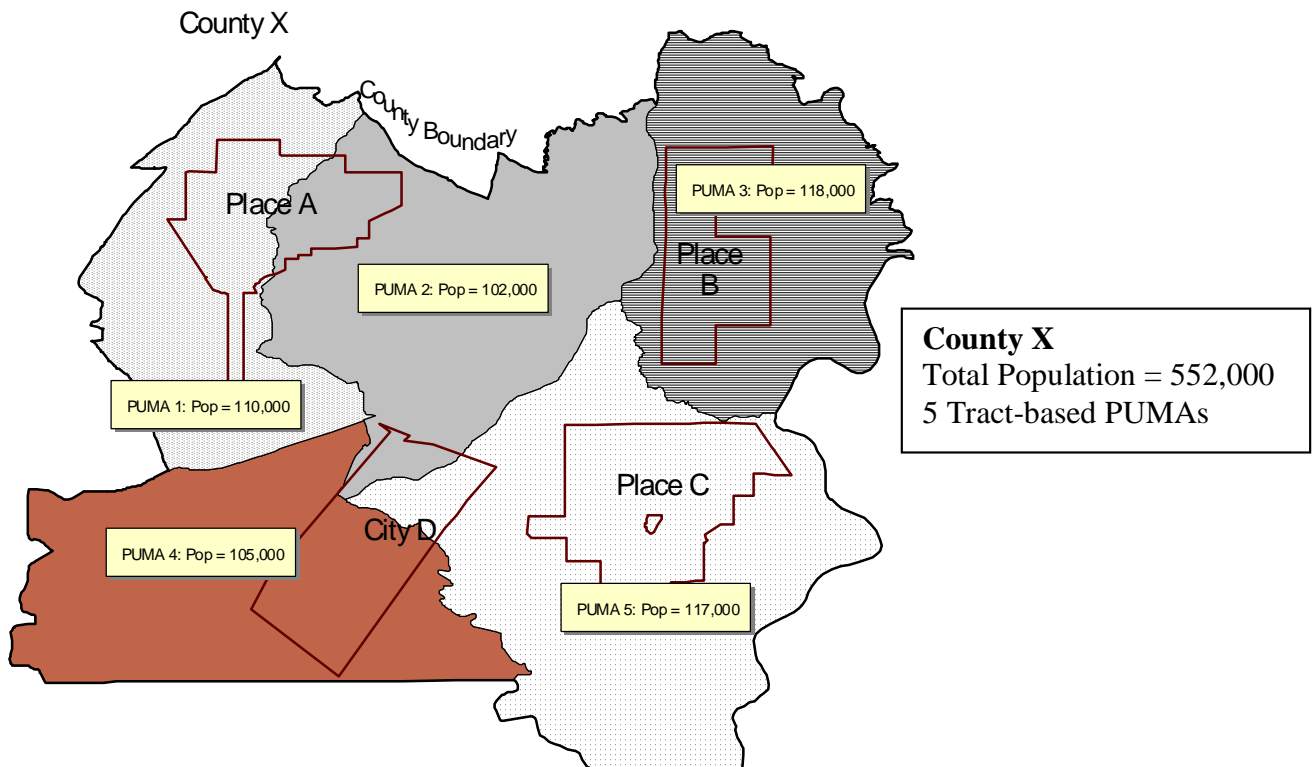


Figure 2: Illustration of Tract-based PUMAs for County X.

It can be seen that for County X, Tract-based boundaries may be better for transportation applications than Place-based boundaries. 5 PUMAs can be defined for County X.