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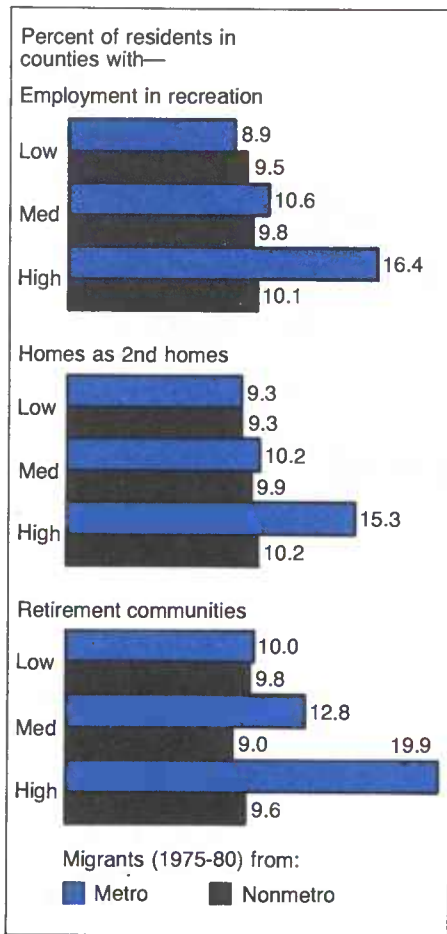
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Figure 6
Nonmetro quality of life characteristics are appealing to metro migrants



county has a resort or vacation atmosphere. As shown in the first graph of figure 6, counties where recreation employment was high had a higher average percentage of residents who came recently from metro areas than did counties with little recreation employment. Although some of the migrants may have moved in to take the recreation jobs, the actual number of jobs in recreation is relatively low even in places where recreation employment is substantial. Much of the attraction appears to be for amenity values rather than for employment. In contrast, recreation opportunities appeared to play a minor role in attracting migrants from other nonmetro counties.

Another dimension of the appeal of a county as a vacation spot is the proportion of housing held for seasonal

or occasional use. Where this measure of "second homes" was highest, metro-origin immigration was also high (fig. 6). Again, no such relationship was evident with migration from other nonmetro counties.

Finally, since past research, as well as frequent stories in the press, indicate that many migrants moving to nonmetro areas are retirees, one would expect an established community of peers to be attractive to them. The presence and size of an existing community of retired people was estimated by using the county's rate of net migration of people aged 60 or older during the previous decade (1960-70). Counties with a large community of retirement-age people had a much higher average percentage of residents who were recent arrivals from metro areas than did counties with smaller concentrations of retirees. However, as with the other quality of life measures, the presence of retirement communities had little association with migration from other nonmetro counties.

Conclusions

People who move from one nonmetro county to another seem to be motivated by different forces from those coming from metro areas.

The job-related factors measured here played a smaller role in attracting migrants from metro areas than did "quality of life" opportunities. Quality of life attractions at their highest levels showed a strong relationship with migration from metro areas.

Since nonmetro county growth is primarily associated with immigration from metro areas, people who must make decisions based on their nonmetro county's projected population growth should note that quality-of-life factors, or amenities, provide the strongest lure.



For additional reading . . .

James J. Zuiches. "Residential Preferences in the United States." In Amos H. Hawley and Sara Mills Mazie (eds.), *Nonmetropolitan America in Transition*, Chapel Hill, U. of North Carolina Press, 1981.

Calvin Beale

New Definitions for Metropolitan Areas

Metropolitan areas were redefined using the 1980 Census with the effect that some formerly metro counties are now classified as nonmetro counties and vice versa. The major definitional changes are outlined below.

The Standard Metropolitan Statistical Area (better known as SMSA), a favorite of planners, marketing analysts, researchers, and legislators, is no longer with us. The Office of Management and Budget (OMB), in modifying its system of classifying metropolitan and nonmetropolitan counties, now refers to large urban locales simply as "Metropolitan Statistical Areas."

That's only one of the changes made by OMB; others, more substantive, are discussed below. These changes are noteworthy since territory lying outside of SMSA's has been a common way of identifying rural and small town America. The SMSA had also gained popularity as a legislative concept for determining eligibility for certain Federal programs. As an example of the monetary rewards from government and business to be obtained by metropolitan status, an official of one new small metropolitan area (Benton Harbor, Mich.), has estimated that the new status will add \$12 - \$14 million dollars annually to its economy.*

Since SMSA's were first defined for the 1950 Census, they have basically identified urban population concentrations of 50,000 or more people, generalized along county lines (or, in New England, along town lines). At

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**American Demographics*, May 1984, p.8.

first, metropolitan areas were created only for incorporated cities of 50,000 or more people. Gradually, that rule was broadened to include cities with populations of 25,000 or more, if they were bordered by other urban places to yield a combined population of 50,000.

The New Concept

For the 1980 Census, the definition eliminated the minimum size requirement for the largest place in an area, as well as the requirement that adjacent urban populations be in defined towns, as distinct from suburbs outside of towns. This change produced a number of small new MSA's, including nine that have no central city with as many as 25,000 people.

A second major change concerns the procedures for adding outlying counties to an area on the basis of their metropolitan character and commuting patterns. The new procedures are more restrictive in some ways and more liberal in another. Higher levels of population growth, density, urbanization, and worker commuting are now necessary for an adjacent county to be included in an MSA. As a result, 49 fringe counties were dropped from the metropolitan list and returned to nonmetropolitan status.

Procedures were liberalized for determining which counties are regarded as "central counties" into which commuting from outlying areas is measured. This change added about 20 additional core counties. For example, the central core of the Washington, D.C., area had been rather narrowly defined earlier. Now the suburban counties of Montgomery and Prince George's, Md., and Fairfax, Va., are regarded as part of the central core because so much of their population live in the built-up urbanized area. Commuting from the next tier of counties is now measured into these three counties as well as into Washington proper in determin-

Figure 1
Metropolitan Statistical Areas



ing the outer boundaries of the area. The result: three additional fringe counties were added to the Washington area—Calvert and Frederick, Md., and Stafford, Va.

A third substantial change is a procedure for defining sub-areas within large areas of 1 million or more people. This came largely as a result of strong pressure to retain the separate identity of certain small metro areas that adjoin large ones and that have become increasingly a part of a larger area's commuting field (for example, Hamilton-Middletown, Ohio, adjoining Cincinnati; and Ann Arbor, Mich., adjoining Detroit). The new process for defining "Primary Metropolitan Areas"—as the new sub-areas are called—is rather complicated. It affects the nomenclature of the system but it does not change the number of counties regarded as metropolitan.

In sum, the user of nonmetropolitan statistics needs to keep in mind that current data are not fully comparable in concept with those used in the 1970's. In particular, the 38 new MSA's created after the 1980 Census include many that are only quasi-metropolitan in character. They lack any dominant municipality and con-

tain a large number of rural people. Over 50 percent of the population in several of the new MSA's is rural.

The re-entry of 49 formerly metropolitan fringe counties into the non-metropolitan category will meet with the approval of people who felt that the earlier criteria for defining fringe counties were too broad. Nevertheless, many of those counties have high percentages of metropolitan commuting (more than 30 percent in some) and thus are more linked to a metropolitan community than are most nonmetropolitan counties.

A brochure on the current standards for defining and naming metropolitan areas, along with a list of the current area names and boundaries, can be obtained from Richard Forstall, Population Division, Bureau of the Census, Washington, D.C. 20233.

RDP

Editor's note: For a more quantitative discussion on a similar topic, see *The Effect of Metropolitan Reclassification on Economic Indicators for Metro and Nonmetro Areas* (9 pages) by Herman Bluestone. Order from National Technical Information Service, 5285 Port Royal Road, Springfield, Va. 22161. No. PB84-202761. \$7 paper; \$4.50 microfiche.