

ITEM #: 2  
DATE: 08-13-24  
DEPT: AAMPO

**TRANSPORTATION POLICY COMMITTEE ACTION FORM**

**SUBJECT:** **POPULATION ADJUSTMENT WITH CIRTPA**

**BACKGROUND:**

**On January 23, 2024, the Ames Area Metropolitan Planning Organization (AAMPO) adopted a new metropolitan planning area (MPA) boundary based on the results of the 2020 Census and the areas expected to become urbanized within a 20-year forecast period.** The MPA boundary defines the extents for which the AAMPO is responsible for conducting planning activities and developing transportation planning documents such as the Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP).

To begin the TIP development process each year, all Iowa MPOs and Regional Planning Affiliations (RPAs) are allocated Surface Transportation Block Grant (STBG), Transportation Alternatives Program (TAP), and Carbon Reduction Program (CRP) funding to be awarded to local sponsors for eligible transportation projects. By the end of September 2024, the Iowa Department of Transportation (DOT) is requiring all MPOs and their associated Regional Planning Affiliations (RPAs) agree (through a joint resolution agreement) on whether to distribute these federal program funds using the population within the MPO's 2020 Census-Defined Urban Area Boundary or the MPO's MPA Boundary.

**The Central Iowa Regional Transportation Planning Alliance (CIRTPA), which serves as RPA 11 in Central Iowa, and AAMPO have historically used AAMPO's MPA Boundary for allocating federal program funds. This is because AAMPO allows any eligible project within its MPA Boundary to be awarded funding. CIRTPA, meanwhile, awards funding to projects that are not located within the AAMPO or Des Moines Area MPO MPA Boundaries.**

In using the MPO's MPA Boundary, Iowa DOT requires an agreement between AAMPO and CIRTPA to specify how much population it should "adjust" to credit to the MPO instead of the RPA. This population adjustment is determined by taking the total population within the MPO's MPA and subtracting the population within the the MPO's Census Urban Area. This is shown below for the proposed population adjustment between the AAMPO and CIRTPA:

Ames Census Urban Area Population = 66,342  
AAMPO MPA Population = 70,322  
Resulting Population Adjustment from RPA to MPO = **3,980**

**CIRTPA also reviewed and formally approved the AAMPO MPA Boundary Update in January 2024. The population adjustment and agreement between AAMPO and CIRTPA (see Attachment A) will be in effect until the next decennial census and AAMPO MPA boundary update, unless a special census, approved boundary change, or joint decision to utilize a different boundary for population adjustment occurs before that time. This draft agreement was developed in coordination between AAMPO and CIRTPA staff. CIRTPA will review and approve this joint agreement at their September Transportation Policy Committee meeting.**

**ALTERNATIVES:**

1. Approve the joint resolution agreement between the AAMPO and CIRTPA for the population adjustment related to allocating federal transportation funds.
2. Approve the joint resolution agreement between the AAMPO and CIRTPA for the population adjustment related to allocating federal transportation funds, with transportation policy committee modifications.

**MPO DIRECTOR'S RECOMMENDED ACTION:**

AAMPO and CIRTPA have historically used AAMPO's MPA Boundary for allocating STBG, TAP, and CRP funds since the AAMPO allows the award of its funds to any eligible project within its MPA Boundary. CIRTPA formally approved the AAMPO's MPA Boundary updated in January 2024, and was consulted when developing this population adjustment agreement. **Therefore, it is the recommendation of the MPO Executive Director that the Transportation Policy Committee adopt Alternative No. 1, as noted above.**

**ATTACHMENT(S):**

[Joint AAMPO-CIRTPA Resolution Agreement.pdf](#)