



TO: DMATS Technical & Policy Boards
FROM: Dan Fox, Senior Planner, ECIA
DATE: September 12, 2024

SUBJECT: DMATS Metropolitan Area Boundary Adoption and DMATS and RPA 8 Joint Agreement Resolution for Metropolitan and Regional Population

BACKGROUND

As a Metropolitan Planning Organization (MPO), DMATS is required to update its Metropolitan Planning Area (MPA) boundary following the 2020 decennial census.

The Iowa Department of Transportation (Iowa DOT) allocates federal transportation funding to MPOs based on population and to RPAs based partly on population. The default population used for this allocation is the Census-defined Urban Area population, but MPOs and RPAs can mutually agree to adjust this population using the using the MPA boundary.

DMATS and RPA 8 agreed to the current MPA boundary and population adjustment following the 2000 Census and agreed to continue using the same MPA boundary and population adjustment following the 2010 Census.

DISCUSSION

With the 2020 boundary update, DMATS proposes some minor adjustments to the boundary to better align it with current census geographies, but no major changes to the boundary are being made. The attached map shows the differences between the 2010 and the proposed 2020 MPA boundaries.

The table below compares the population numbers from the 2010 and 2020 censuses.

	2010	2020
Dubuque Census Urban Area Population (Iowa)	64,642	67,774
MPA Boundary Pop Population Adjustment	10,454	12,012
Resulting Total Population for DMATS (Iowa)	75,096	79,786
RPA 8 Census Population ¹	115,739	114,925
Resulting Total Population for RPA 8 ²	105,285	102,913

¹ Total population of Clinton, Delaware, Dubuque, and Jackson Counties minus the population of the Dubuque Census Urban Area in Iowa.

² Total population of the same four counties as above minus the population of the Dubuque MPA in Iowa

RESOLUTIONS

Two resolutions have been prepared for the Policy Committee. The first, Resolution 2024-09-05, adopts the updated MPA boundary map. The adopted resolution and map will be shared with state DOT's, FHWA, and FTA.

The second, Resolution 2024-09-06, is a joint resolution agreement between DMATS and RPA 8 that specifies the population adjustment to be used by the Iowa DOT for federal funding allocation. Following DMATS approval, the joint resolution agreement will be presented to the RPA 8 Policy Committee for approval.

ILLINOIS AND WISCONSIN BOUNDARIES

The updated boundary resolution and map will be shared with the Illinois and Wisconsin Departments of Transportation (DOTs). However, the new boundary will not impact the federal funding allocation to DMATS from these states, as it does in Iowa.

The Illinois DOT allocates federal funding to DMATS based on the population of the Census-designated Urban Area, without adjustments for the MPA boundary population.

The Wisconsin DOT no longer allocates federal funds to DMATS, following a change in the Census definition of Urban Areas. Before the 2020 Census, the Dubuque Urban Area boundary, as defined by the Census, extended into Wisconsin. With the new rules adopted after 2020, no part of Wisconsin is included in the Dubuque Urban Area boundary.

Despite this change, DMATS has opted to retain the southwest corner of Wisconsin within its MPA boundary. This decision benefits DMATS by allowing staff to continue coordinating transportation planning efforts with the Wisconsin DOT. Maintaining regular communication with Wisconsin remains beneficial for all parties, particularly for major transportation projects, such as the Dubuque-Wisconsin Mississippi River Bridge.

ACTION

DMATS staff respectfully request that the DMATS Policy Committee review and approve the resolutions.