

**BLACK HAWK COUNTY METROPOLITAN AREA
TRANSPORTATION POLICY BOARD
MEETING NOTICE**

**INRCOG BOARD ROOM
229 EAST PARK AVENUE
WATERLOO, IA**

THURSDAY, JANUARY 12, 2023, 10:00 AM

AGENDA

Actionable Items

1. Approval of the agenda.
2. Review and consider approval of the minutes for the December 8, 2022 meeting (pages 3-4).
3. Hold a Public Hearing and consider approval of amendments to the FY 2023-2026 Transportation Improvement Program (TIP) related to the Pavement Rehab project on IA 58 from US 63 to US 20, Pavement Rehab project on IA 27 (IA 58) from US 20 to Ridgeway Ave, and the City Bridge Replacement project on Butterfield Rd over Drainage in Hudson (pages 5-7).

Discussion Items

1. Draft MPO Bylaws.
2. Iowa Pavement Management Program off-cycle collection (pages 8-9).
3. Iowa Passenger Rail (pages 10-12).
4. Electric Vehicle Survey (page 13).
5. Project updates.
 - a. City and county project updates (TAP and STBG)
 - b. 2050 Long-Range Transportation Plan
6. General discussion.
7. Adjournment.

MPO meetings are open to all individuals. Any person requesting reasonable accommodation to participate in this meeting must contact INRCOG at (319) 235-0311 at least two (2) business days in advance of this meeting.

Policy Board Members

Jurisdiction/Agency	Voting Member	Designee
City of Cedar Falls	Mayor Rob Green (Vice-Chair)	Stephanie Houk-Sheetz
City of Elk Run Heights	Mayor Lisa Smock	
City of Evansdale	Mayor DeAnne Kobliska (Chair)	Adrian Holmes
City of Gilbertville	Mayor Mark Thome	
City of Hudson	Mayor George Wessel	Gail Bunz
City of Raymond	Mayor Gary Vick	
City of Waterloo	Mayor Quentin Hart	
Black Hawk County	Dan Trelka	
Metropolitan Transit Authority (MET) Board	Chairperson Rudy Jones	Rosalyn Middleton
Waterloo Regional Airport Board	Chairperson Scott Voigt	Keith Kaspari

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BLACK HAWK COUNTY METROPOLITAN AREA TRANSPORTATION POLICY BOARD

THURSDAY, DECEMBER 8, 2022

MINUTES

Vice-Chair Trelka called the meeting of the Black Hawk County Metropolitan Area Transportation Policy Board and Technical Committee to order at 10:00 AM.

Meeting Attendees:	Doug Schindel	AECOM
	Michelle Sweeney	AECOM
	Dan Trelka	Black Hawk County Supervisors (Vice-Chair)
	Ryan Brennan	Black Hawk County
	Ben Clayton	City of Cedar Falls
	Lisa Smock	City of Elk Run Heights
	DeAnne Kobliska	City of Evansdale
	Rob Werner	City of Gilbertville
	George Wessel	City of Hudson
	Aric Schroeder	City of Waterloo
	Krista Billhorn	Iowa DOT (Online)
	Rosalyn Middleton	MET Transit
	Aldina Dautović	INRCOG (Secretary)
	Kyle Durant	INRCOG
	Nick Fratzke	INRCOG

The first item was approval of the agenda. It was moved by Wessel, seconded by Kobliska to approve the agenda as presented. Motion carried unanimously.

Next was to review and consider approval of the minutes for the November 10, 2022 Policy Board meeting. It was moved by Kobliska, seconded by Wessel to approve the minutes as presented. Motion carried unanimously.

Next was to review and consider approval of the Project Selection and Programming Guidelines for the Surface Transportation Block Grant (STBG) Program. Durant said the DOT and FHWA strongly encourage implementing a scoring process. It was moved by Wessel, seconded by Smock to approve the Project Selection and Programming Guidelines for the STBG Program as presented. Motion carried unanimously.

Next was the Election of Officers for 2023. Ryan Brennan and David Sturch volunteered to serve on the Nominating Committee and recommended Mayor DeAnne Kobliska as Chair and Mayor Rob Green as Vice-Chair. It was moved by Trelka, seconded by Wessel to elect the slate of MPO Officers for 2023 as presented. Motion carried unanimously.

Next was Discussion Items:

a. Draft MPO Bylaws Update

Staff have been working on an updated set of Bylaws to provide clarification between roles and responsibilities for the Policy Board and Technical Committee. The group was asked to review Bylaws at the November MPO meeting to discuss in December. The group agreed to have two designated alternates for each jurisdiction. Policy board members will identify designated alternates in January via email or electronic forms provided by staff. Staff also recommend renaming the Transportation Alternatives Program (TAP) Committee to the Bicycle and Pedestrian Advisory Committee. The group decided to change the Election of Officers to the last meeting of the year. Staff said the group's changes will be noted and final Bylaws will be considered for approval at the January MPO meeting.

b. Citian CRASH

Fratzke said Citian proposed an annual license fee of \$63,000 which includes a custom build-out of the MPO area and data ownership. The group came to the consensus to not push forward for a license at this time.

c. City and County Project Updates (TAP and STBG)

Cedar Falls

Clayton said the Cedar Heights Drive project is fully open. Pedestrian and landscaping punch list items will take place in the spring. The Main Street project is proceeding to accept the lowest bid and will prepare for construction. The Union Road recreational trail and Lake Street trail are nearly wrapped up. Durant asked the total cost estimate for Lake Street. Clayton said the cost estimate was roughly \$20 million with the bid coming in at \$29 million.

Elk Run Heights

Smock said Mayor's Park has one punch list item left. Project completion is anticipated next week.

Waterloo

Schindel said the Marina project is being wrapped up for the year. The dam won't be inflated until after the bridge project is complete. Park Ave and 11th Street bridges are under construction. Highway 63 enhancements have punch list items left with trees planned for next spring. Plans for IA 58 and Ridgeway Ave have been submitted to DOT with plans for a February letting and construction period to take place next year.

d. 2050 Long-Range Transportation Plan

Durant said he is continuing to work on the Travel Demand Model. The last day for the public input survey is December 9th, 2022.

In general discussion, Durant said TAP and STBG projects are solicited at the first of the year, but staff has been notified by DOT to not solicit projects for TAP yet. Each jurisdiction will receive an email in January with materials for STBG. Durant also mentioned there is an additional funding source from the Carbon Reduction Strategy program with approximately \$1.8 million in funding spread out over a five-year period. Guidelines must be created and will likely be similar to those of STBG. Dautović announced a new INRCOG MPO website which can be viewed at www.bhcmmpo.org.

There being no further business, Vice-Chair Trelka adjourned the meeting at 11:24 AM.

Respectfully submitted,

Aldina Dautović
Secretary

NOTICE OF PUBLIC HEARING

Notice is hereby given that the Black Hawk County Metropolitan Area Transportation Policy Board (MPO) will hold a public hearing at the INRCOG Center, 229 E. Park Ave., Waterloo, Iowa, on Thursday, January 12, 2023 at 10:00 a.m.

The purpose of this hearing is to present for public comment the following amendment to the MPO's FY'23-'26 Transportation Improvement Program: Increasing the total cost and total federal aid for the pavement rehab project on IA 58 from US 63 north 4.8 miles to US 20. The project is programmed in FY'23 for a total cost of \$3,836,000 with \$3,143,800 in federal National Highway Performance Program (NHPP) funds. The proposed amendment is to increase the total cost to \$7,793,000 and increase NHPP funds to \$6,409,800.

It is your privilege to attend this hearing to express your views concerning the proposed amendment, or you may submit your written comments to the Iowa Northland Regional Council of Governments, 229 E. Park Ave., Waterloo, Iowa 50703, through the time and date of the hearing as specified above. The public is hereby notified that if no changes are made to the proposed amendment stated above, it will be considered for adoption without further public comment.

For additional information, you may contact Kyle Durant at (319) 235-0311 between 8:00 a.m. and 3:30 p.m. weekdays or via email at kdurant@inrcog.org.

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It is your privilege to attend this hearing to express your views concerning the proposed amendment, or you may submit your written comments to the Iowa Northland Regional Council of Governments, 229 E. Park Ave., Waterloo, Iowa 50703, through the time and date of the hearing as specified above. The public is hereby notified that if no changes are made to the proposed amendment stated above, it will be considered for adoption without further public comment.

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The purpose of this hearing is to present for public comment the following amendment to the MPO's FY'23-'26 Transportation Improvement Program: Adding a City Bridge project in FY'24 on Butterfield Rd over Drainage in Hudson. The estimated project cost is \$500,000 with \$500,000 in federal Highway Bridge Program funds.

It is your privilege to attend this hearing to express your views concerning the proposed amendment, or you may submit your written comments to the Iowa Northland Regional Council of Governments, 229 E. Park Ave., Waterloo, Iowa 50703, through the time and date of the hearing as specified above. The public is hereby notified that if no changes are made to the proposed amendment stated above, it will be considered for adoption without further public comment.

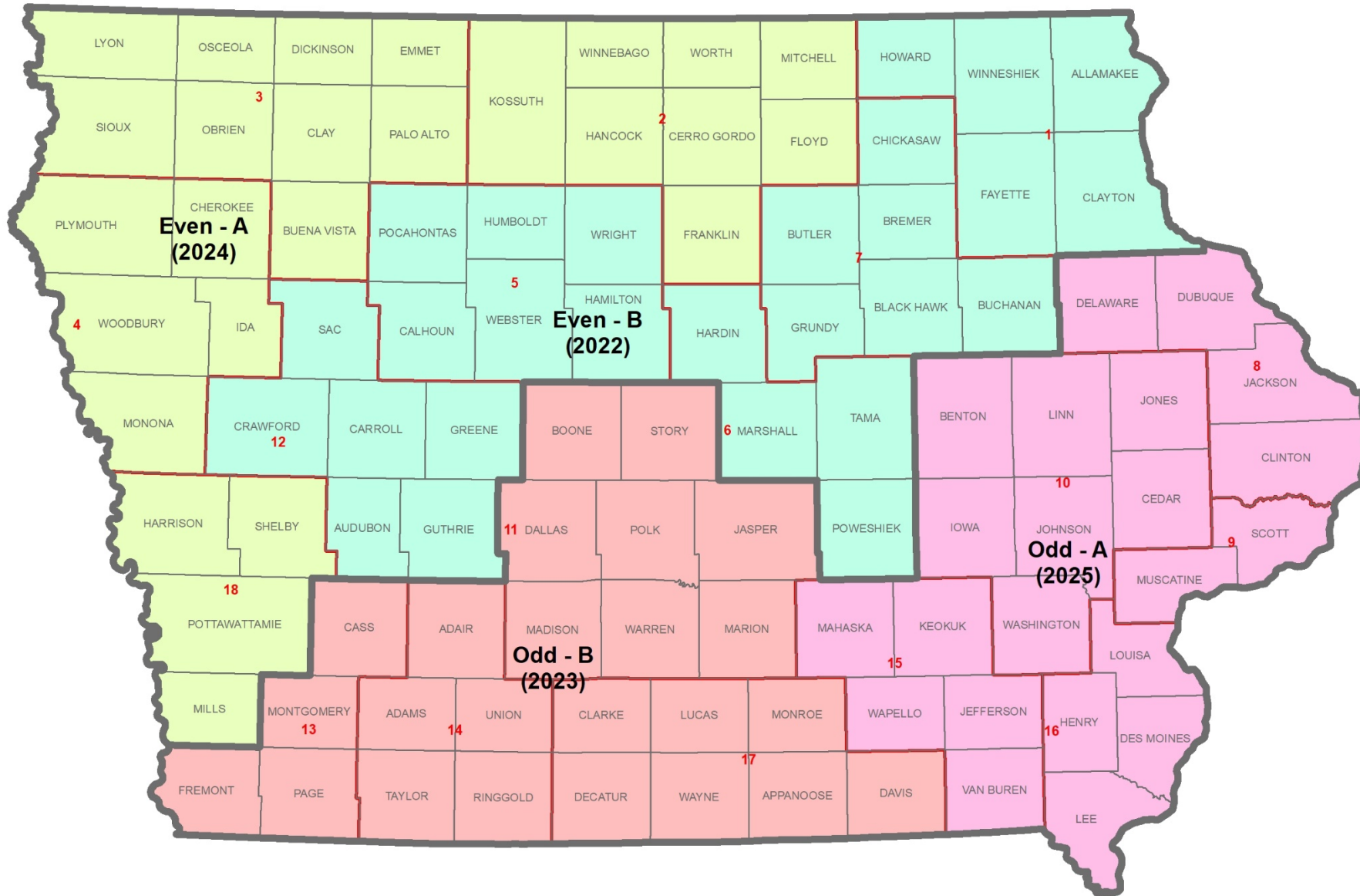
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Even - A

(2022) - Interstates, NHS, and Iowa DOT routes collected; Requires opt-in for local routes
(2024) - All paved roads collected

Even - B

(2022) - All paved roads collected
(2024) - Interstates, NHS, and Iowa DOT routes collected; Requires opt-in for local routes



Odd - B

(2023) - All paved roads collected
(2025) - Interstates, NHS, and Iowa DOT routes collected; Requires opt-in for local routes

Note: Interstate pavement data collected annually for entire state.

Odd - A

(2023) - Interstates, NHS, and Iowa DOT routes collected; Requires opt-in for local routes
(2025) - All paved roads collected

Kyle Durant

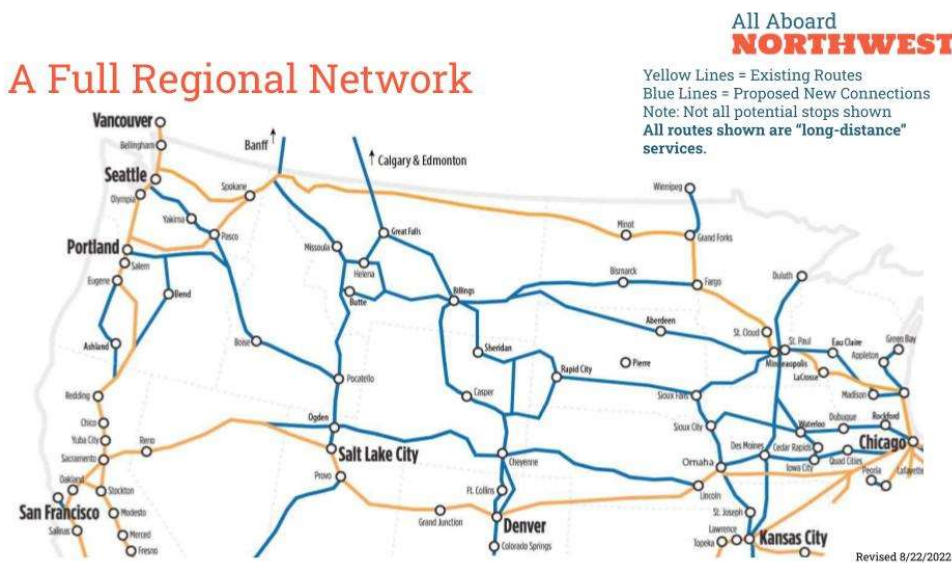
Subject: FW: Iowa Passenger Rail - IJJA/BIL Development Opportunities

Hello Waterloo & Black Hawk County,

I wanted to personally reach out to you about Opportunities from last year's Bipartisan Infrastructure Law (BIL) from which the Waterloo area is well-positioned to benefit, if there is the local interest. Specifically I am referring to the potential for passenger rail service to return to the region. Such a possibility has already been noted in the [Iowa State Rail Plan](#) to name a key reference.

[All Aboard Northwest](#) has recently extended our territory to coordinate with Nebraska and Iowa, two states that should also be considered part of the Greater Northwest region of the United States as well as the Midwest.

We might as well put federal money to work in our region (very cost-effectively, I'd add) than let other regions use it all up. Passenger rail is an ideal option for connecting communities while providing [economic, environmental and equity benefits](#).



(Working vision map focusing mainly on existing rail infrastructure)

[Sec. 22214, Amtrak Long-distance Study](#)

We're advocating to build the base, the backbone, of "long-distance" passenger rail service, on top of which states and communities can look at and develop expanded frequencies and services. This study will not only look at former Amtrak long-distance routes but potential new long-distance routes of which I truly believe that routes through Waterloo should be explored. The FRA has kicked off the study and we'll be working closely with them to ensure our Greater Northwest Region receives fair consideration.

This type of passenger service, typically on "host" freight railroad lines ([shared-use lines](#)), opens up numerous opportunities for collaboration with, and investment in, freight operations.

You can learn more about the Studies and passenger rail more generally from recordings of our [Greater Northwest Passenger Rail Summit](#). The FRA presented about the studies and their approach.

FRA Corridor ID Program

This is a parallel, complementary, track to the studies being conducted under IIJA Sec. 22214. The FRA wants to work with communities that haven't been a part of discussions previously.

An expression of interest is not a binding commitment to go farther. Such an expression will:

- Enhance and promote the call for an FRA working group in our region, and
- Underline that communities in our region want to be "on the map."

FRA intends for the Corridor ID program to become the primary means for directing Federal financial support and technical assistance toward development of new or improved passenger rail services throughout the United States. The USDOT Secretary is required to give funding priority to routes that are selected for the Corridor ID program.

Eligible entities that can apply for this program:

1. Amtrak
2. States
2. Group of States
4. Entities implementing Interstate Rail Compacts
5. Regional Passenger Rail Authorities
6. Regional Planning organizations
7. Political Subdivisions of a State
8. Federally Recognized Indian Tribes and
9. Other public entries as determined by the Secretary.

Submit an “expression of interest” letter to the Federal Railroad Administration (FRA), and please send us a copy of your submission.

[\[Federal Register Notice dated 5/13/2022: “Establishment of the Corridor Identification and Development program”\]](#).

Corridor ID funding will require little or **no** local match, as shown by this FRA slide, depending on how far communities decide to progress.

Corridor ID Funding—Development Stages					
		Development Stages			
	Expression of interest	Submission of Corridor Proposal	Project Planning Step 1: SDP Scoping & Program Initiation	Project Planning Step 2: Service Development Planning	Project Development Step 3
Key Activities	• Submit expression of interest to docket	• Submit corridor proposal in response to upcoming solicitation	• Sponsor creates the capacity necessary to undertake the service planning effort • Sponsor develops scope, schedule, and budget for planning effort	• Sponsor, in collaboration with FRA, prepares service development plan for corridor	<i>For a Phase of Implementing Corridor</i> • Sponsor completes environmental review • Sponsor completes PE
Prerequisites	None	None	• Selection of Corridor	• Completion of Step 1	• Completion of Step 2 • Phase likely to be implemented • Phase likely to benefit IPR Service
Binding Commitment	None	None	Delivery of scope and cost estimate for SDP	Completion of SDP, approved by FRA	Completion of PE / NEPA for phase
Funding	None	None	~\$500k “seed money,” 0% match <i>(Unspent funds carry forward)</i>	\$XX determined through scoping effort, 10% match	\$XX determined through SDP, 20% match

September 2022 webinar: <https://www.youtube.com/watch?v=WSW9DOco13s>

Presentation File: <https://railroads.dot.gov/elibrary/corridor-identification-and-development-program-solicitation-preview>

We've been talking to state and local advocates in Iowa and Nebraska to help expand our reach in the states ([ProRail Nebraska](#), [Ride the Rail](#) (Dubuque), [Iowa Association of Railroad Passengers](#) and others) and now are trying to reach out ourselves. Ride the Rail has been working with leaders in Dubuque and would also be glad to talk with you to brainstorm on a state level.

Tidbits

Here are two opinion pieces I published in Railway Age last year. Railway Age is an internationally renowned publication focusing on railroad issues

<https://www.railwayage.com/passenger/yes-steven-rattner-wyoming-needs-passenger-trains/?RChannel=home>

<https://www.railwayage.com/news/forbes-and-ike-brannon-have-it-all-wrong/>

Takeaways

1. If there is local interest, would the community be interested in submitting an "Expression" to the FRA? (Also make sure IADOT & local state legislators receive it)
2. Talk with your state legislators to make rail (both passenger and freight) a key priority of the 2023 Legislative session and help ensure Iowa has a seat at the table. (Personally, I'd also like to underscore the importance of rail considerations for agriculture, too).
3. Would there be local interest in sponsoring us for a local "[Train Trek](#)" presentation in Waterloo? You can see our 2022 Train Trek Presentation [here](#). Find out more about our work here: <https://allaboardnw.org/>

Please be in touch and let us know if we can arrange a Zoom meeting to help educate local leaders about modern day passenger rail service and the opportunities for Waterloo and the surrounding area; hopefully an in-person "Train Trek" later.

Thanks!

--

Dan Bilka

Co-Founder & President, All Aboard Northwest

Coordinator, Greater Northwest Passenger Rail Coalition

Director, Rail Passengers Association

- Fmr. South Dakota Representative

dan@allaboardnw.org

Cell: (605) 480-2532

[LinkedIn](#)

Kyle Durant

Subject: FW: MPO Agenda

From: Carrie Kissel <CKissel@nado.org>

Sent: Tuesday, January 3, 2023 2:59 PM

To: Nick Fratzke <nfratzke@inrcog.org>

Subject: RE: EV Infrastructure Survey/Feedback

Hi Nick,

We are planning to work with EDA and USDOT to hold an EV-related webinar in late January, so those questions were intended to help our fed partners prioritize what exactly about EVs to talk about in the upcoming webinar.

Here are the questions we asked:

1. Is there enough charging infrastructure in your region to meet the current need, and do you observe the demand for EV charging to be growing?
2. Are you aware of or involved in EV deployment efforts in your state?
3. What are your unanswered questions about EV infrastructure and the role your organization can play in supporting EVs?

And here is an overview of themes we've heard from NADO members:

- In many areas, EV demand is growing, charging availability is not keeping up (trying to figure out the "chicken or the egg" situation with demand/interest/availability)
- Response to charging demand is clearly expected from the public sector, could not identify many private partners/expectations in the responses
- Electric grid impacts from widespread EV charging are a concern. These include transmission capacity, overall energy consumption/power supply issues, etc.
- NEVI awareness is inconsistent – some were very aware and engaged, some were clearly on the outside and not engaged/informed. Those in the latter category are going to need more assistance.
- Many current charging deployment efforts described are coming from the VW settlement funds distributed across the country
- Guidance on forthcoming discretionary funding through BIL is a need – specifically the \$2.5 billion for the 'Discretionary Grant Program for Charging and Fueling Infrastructure'
- Concerns about rural opportunities and smaller places being left out in terms of infrastructure/resources
- Rural communities/small towns offered ideas about locating charging stations in downtowns and on main streets to support local economic development opportunities/tourism – EV infrastructure as an amenity that might attract travelers looking for a place to visit or stop, and then use the vehicle charging time for visitors to explore community/shop/dine
- Opportunity to include EV opportunities in the CEDS and other planning processes/documents

I look forward to seeing what you hear from folks in your region!

Carrie