

**BLACK HAWK COUNTY METROPOLITAN AREA TRANSPORTATION POLICY BOARD &
TRANSPORTATION POLICY BOARD JOINT MEETING**

THURSDAY, SEPTEMBER 11, 2025

MINUTES

Smock (Chair) called the meeting of the Black Hawk County Metropolitan Area Transportation Policy Board and Transportation Technical Committee to order at 10:05 AM.

Meeting Attendees:

Name	Title	Representing	Role
Ritch Kurtenbach	Supervisor	Black Hawk County	Policy Board Member
Ryan Brennan	Assistant County Engineer	Black Hawk County	TTC member
Lisa Smock	Mayor	Elk Run Height	Policy Board Member (Chair)
DeAnne Kobliska	Mayor	City of Evansdale	Policy Board Member (Vice-Chair)
Scott Becker	Councilperson, Mayor Pro Tem	City of Gilbertville	Policy Board 1 st Alternate
Aric Schroeder	City Planner	City of Waterloo	Policy Board 2nd Alternate
David Sturch	General Manager	MET Transit	TTC member
Rosalyn Middleton	Board member	MET Transit Board	Member
Tony Hemann	AECOM	AECOM	Attendee
Curtis Young	Chair CSAC	Waterloo CSAC	Attendee
Mark Durbahn*	Senior Project Manager	AECOM	Attendee
Nick Fratzke	Director of Transportation	INRCOG	MPO Staff
Sanzida Rahman Setu	Transportation Planner II	INRCOG	MPO Staff
Krista Billhorn*	District Planner	DOT	Attendee
Oghogho Oriakhi	Transportation Planner I	INRCOG	MPO Staff

**Attended Online*

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

Next was to review and consider approval of the minutes for the July 10, 2025, meeting. It was moved by Becker, seconded by Kobliska, to approve the minutes as presented. Motion carried unanimously.

The next item was to consider extending the AECOM Contract for the NEIA NEPA Study.

Fratzke noted that the existing contract includes provisions for an extension in the event of delays, regardless of their form. He explained that the Traffic Demand Modeling (TDM) component experienced some setbacks due to the departure of INRCOG's Transportation Planner II, as well as the State's TDM Coordinator. These personnel changes contributed to the delays. As a result, the extension is now being brought before the policy board for consideration. Middleton inquired about the duration of the extension, to which Durbahn responded that it would only last several months and would not be a long-term extension. Fratzke further specified that the extension would be for a maximum of six months, as stipulated in the contract, and would not incur any additional financial obligation. A motion to approve the extension of the AECOM contract for the NEIA NEPA study was made by Kobliska and seconded by Middleton. The motion carried unanimously.

The next item on the agenda was to review the Iowa DOT FHWA 2026 Safety Performance Targets.

Fratzke explained that the DOT and FHWA establish annual safety performance targets, which include the number of fatalities, the fatality rate per 100 million vehicle miles traveled (VMT), the number of serious

injuries, the serious injury rate per 100 million VMT, and the number of non-motorized fatalities and serious injuries. These targets are based on a rolling five-year average, with the current focus on the 2022–2026 target period. Motion to review and adopt Iowa DOT FHWA 2026 Safety Performance Targets. It was moved by Becker, seconded by Kobliska. Motion carried unanimously.

Up next: discussion Items

1. Annual Update – Iowa DOT Bicycle Accommodations Database.

Fratzke noted that the DOT is in the process of updating its bicycle accommodation database and is requesting that local jurisdictions within the MPO provide relevant bike accommodation data. Kobliska inquired about the preferred format for submitting the data. Fratzke responded that shapefiles would be preferred for jurisdictions with the capacity to provide them. Billhorn provided additional context in response to a question regarding the distinction between shared paths and shared-use paths. Oriakhi added that an email had previously been sent with a link to the DOT's website, which includes all necessary information, including legends and the required reporting format. Oriakhi added that the purpose of this data collection is to support the update of the State Bike Map, the Interactive Bike Map, and to assist in the broader review of the State's Complete Streets policy. Fratzke encouraged members to reach out with any questions or contact Sanzida, who will be leading the effort.

2. Updates on Draft Passenger Transportation Plan (PTP).

Oriakhi provided an update on the Passenger Transportation Plan (PTP), noting that the plan is nearing completion, with the goals and objectives section finalized. He explained that the Transit Advisory Committee (TAC) adopted a new approach to goal setting and prioritization, moving away from listing numerous projects that may be infeasible or constrained by funding limitations. Instead, the TAC conducted work sessions to identify goals that are both high-impact and highly feasible for implementation. This process resulted in nine prioritized goals, one of which is the MET Transit "How to Ride" signage initiative. Nick confirmed that no resolution is required from Cedar Falls; however, Waterloo will require one for installations within the city's right-of-way, along with consideration of long-term maintenance, etc. Oriakhi concluded that the final PTP will be presented to the Policy Board by the October meeting.

3. National SAFE ROADS initiative – Iowa DOT's planned FY2026 arterial safety improvement projects in support of statewide crash reduction goals

Fratzke noted that the National SAFE ROADS Initiative supports improved arterial roadway safety through data-driven strategies. High-priority areas identified include the intersection of US Highway 63 and Dunkerton Road, and the IA Highway 58 corridor at Greenhill Road in Cedar Falls, both flagged for increasing traffic and safety concerns, with studies already conducted.

4. Review and Comment – Draft STIP

Fratzke noted that the State Transportation Improvement Program (STIP) had been posted on the website for public comment, and the comment period has since closed. Billhorn added that there were very few comments received during the opening period. She also provided context, explaining that the STIP includes all federally funded transportation projects, incorporating submissions from both Regional Planning Affiliations (RPAs) and Metropolitan Planning Organizations (MPOs).

5. Project updates.

a. City and County project updates

Kobliska for Evansdale reported that the final layer of asphalt on Lafayette Road is ongoing and near completion. The city is now preparing to move forward with the West Gilbert project. Hemann (AECOM) gave updates for Waterloo, stating that the La Porte Road project, Phase 1, has been paved up to Bob Street, and plans for Phase 2 are currently under review, with final plans expected by October. The preliminary plans are approximately six months behind Phase 3, and Phase 3 is scheduled to begin next year. Brennan for Black Hawk County shared that repaving work on Dubuque

Road is scheduled for next week, and a large culvert will be installed between Campfield Avenue and Raymond Road. Smock for Elk Run Heights stated that paving is underway on Phase 3 of the Lafayette Road project, with completion by Thanksgiving.

b. Ongoing - MET Transit "How to Ride" Signage

Sturch acknowledged significant progress, referencing Oriakhi's earlier comments, and added that a meeting was scheduled later that day with the City of Waterloo to discuss the resolution and next steps.

c. NEIA NEPA Study

Durbahn mentioned a recent meeting with DOT regarding heavy traffic at Evansdale Drive and Plaza Drive, with efforts underway to develop solutions for future traffic flow. Rapid growth in the southern and eastern Evansdale areas is prompting a search for balance, with HR Green expected to complete the traffic report soon. Sage Road is experiencing higher-than-anticipated traffic and will be evaluated further. A roundabout alternative is being considered based on traffic data, and the first phase of the project is nearly complete. Durbahn requested updates on any developments in Evansdale or Elk Run Heights that may affect traffic flow as the study progresses.

General discussion

6. Adjournment

There being no further business, a motion was made by Kobliska, seconded by Schroeder. Motion carried unanimously to adjourn the meeting at 10:34 am.

Respectfully submitted,

Oghogho Oriakhi
Secretary