

# BLACK HAWK COUNTY METROPOLITAN AREA TRANSPORTATION POLICY BOARD

April 09, 2026

## MINUTES

Becker (Chair) called the Black Hawk County Metropolitan Area Transportation Policy Board meeting to order at 10:00 am.

Meeting Attendees:

Name	Title	Representing	Role
Ryan Brennan	Assistant County Engineer	Black Hawk County	TTC member
Ritch Kurtenbach	Supervisor	Black Hawk County	Member (Vice-Chair)
Deanne Kobliska	Mayor	Evansdale	Policy Board Member
Scott Becker	Mayor	City of Gilbertville	Policy Board Member (Chair)
Jake Hovey	Public Works	Hudson	TTC 1 <sup>st</sup> Alternate
Dave Bosen	Mayor	City of Waterloo	Policy Board Member
Aric Schroeder	City Planner	City of Waterloo	Policy Board 2 <sup>nd</sup> Alternate
John Dornoff	Planner II	City of Waterloo	Attendee
David Sturch	General Manager	MET Transit	TTC Member`
Curtis Young	Chair	Waterloo CSAC	Attendee
Rob Werner	Public Works Director	Gilbertville	TTC member
Michelle Sweeney	Operations Manager	AECOM	Attendee
Tony Hemann	AECOM	AECOM	Attendee
Mark Durbahn*	Senior Project Manager	AECOM	Attendee
Krista Billhorn*	District Planner	IDOT	Attendee
Nick Fratzke	Director of Transportation	INRCOG	MPO Staff
Sanzida Rahman Setu	Transportation Planner II	INRCOG	MPO Staff
Oghogho Oriakhi	Transportation Planner I	INRCOG	MPO Staff

\*Attended Online

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

Next, review and consider the minutes of the March 12, 2026, meeting. It was moved by Kobliska, seconded by Bosen, to approve the minutes as presented. Motion carried unanimously

### Discussion Items.

#### 1. Draft FY 2027 Transportation Planning Work Program (TPWP)

Fratzke mentioned that the draft Fiscal Year 2027 Transportation Planning Work Program (TPWP) serves as the annual framework outlining proposed transportation planning activities and justifies reimbursement requests to the DOT. The program identifies funding targets, allocates staff time, and defines key planning elements, including TIP development, public participation plan, and both long- and short-range transportation planning. It also highlights priority projects to be undertaken during the year. A major emphasis for FY2027 will be advancing the MPO Long Range Transportation Plan update, due in 2028, and updating the public participation plan.

#### 2. Project updates

- a. City and county project updates

##### **Black Hawk County**

Ryan noted that paving is starting mid-May for the Donald St project, in conjunction with the City of Waterloo, and Raymond Rd. is projected for the fall, end of the paving season.

### **City of Waterloo**

Sweeney mentioned LaPorte Rd. holding pattern for phase 2 and phase 3 final design on hold, although preliminary and check plan reviews are completed, and right of way acquisition is moving forward for phases 2 and 3. Sweeney mentioned being unsure where the punch list for Park Ave and 11<sup>th</sup> St. Additionally, a joint trail project between Waterloo and Cedar Falls is advancing, with an agreement scheduled for the next council meeting.

### **City of Gilbertville**

Hamann noted that the 5th Street project is scheduled for an August letting. Based on the DOT check plans, NEPA environmental clearance was received approximately one to two weeks ago.

### **DOT**

Sweeney noted for IA 58, right-of-way plans with preliminary plans submitted, and a BUILD grant application was submitted and is under consideration. After advancing to the second round, there is optimism for funding, which would close the gap and allow progress, with a decision expected around October or earlier.

#### **b. Microtransit Solutions**

Sturch mentioned ongoing discussions with cities and stakeholders are continuing through a smaller working group (task force), with the next meeting scheduled to review updated cost estimates and project scenarios. Fratzke added that one scenario incorporates Elk Run Heights and Evansdale to assess feasibility and provide information for future consideration, even if it is not immediately pursued.

#### **c. NEIA NEPA Study**

Durbahn noted that a steering committee meeting held on March 12 reviewed project alternatives, the preferred alternative, and preliminary cost estimates. The preferred option includes extending Plaza Drive over the CN Railroad with a grade-separated crossing, connecting to Dubuque Road as a two-lane facility with roundabouts at key intersections, including Lafayette Road. The project is primarily intended to support freight movement, accommodating about 1,200 semi-trucks daily with access control to improve traffic flow. The project is 90% complete; final refinements are ongoing, and a public meeting is expected by late June.

### **3. General discussion.**

Fratzke noted that no STBG or CRP applications were received. While this initially raised concern, it was acknowledged that while the program remains fiscally constrained through 2030, with the potential to carry over funds into 2031. The carryover provides flexibility for future projects or adjustments in funding targets. Krista added that having a balance is not necessarily problematic, particularly when available funds may be insufficient to meaningfully support larger projects. The option to reopen the application cycle was discussed but approached cautiously to avoid setting an unintended precedent, with preference given to seeking policy board input. Additionally, two TASA applications from Gilbertville and Evansdale were received and can both be accommodated within the program, eliminating the need for a programming session. Final recommendations will be brought to the policy board for consideration and approval in May.

### **4. Adjournment**

There being no further business, a motion was made by Kobliska, seconded by Kurtenbach. Motion carried unanimously to adjourn the meeting at 10:30 am.

Respectfully submitted,

Oghogho Oriakhi  
Secretary