



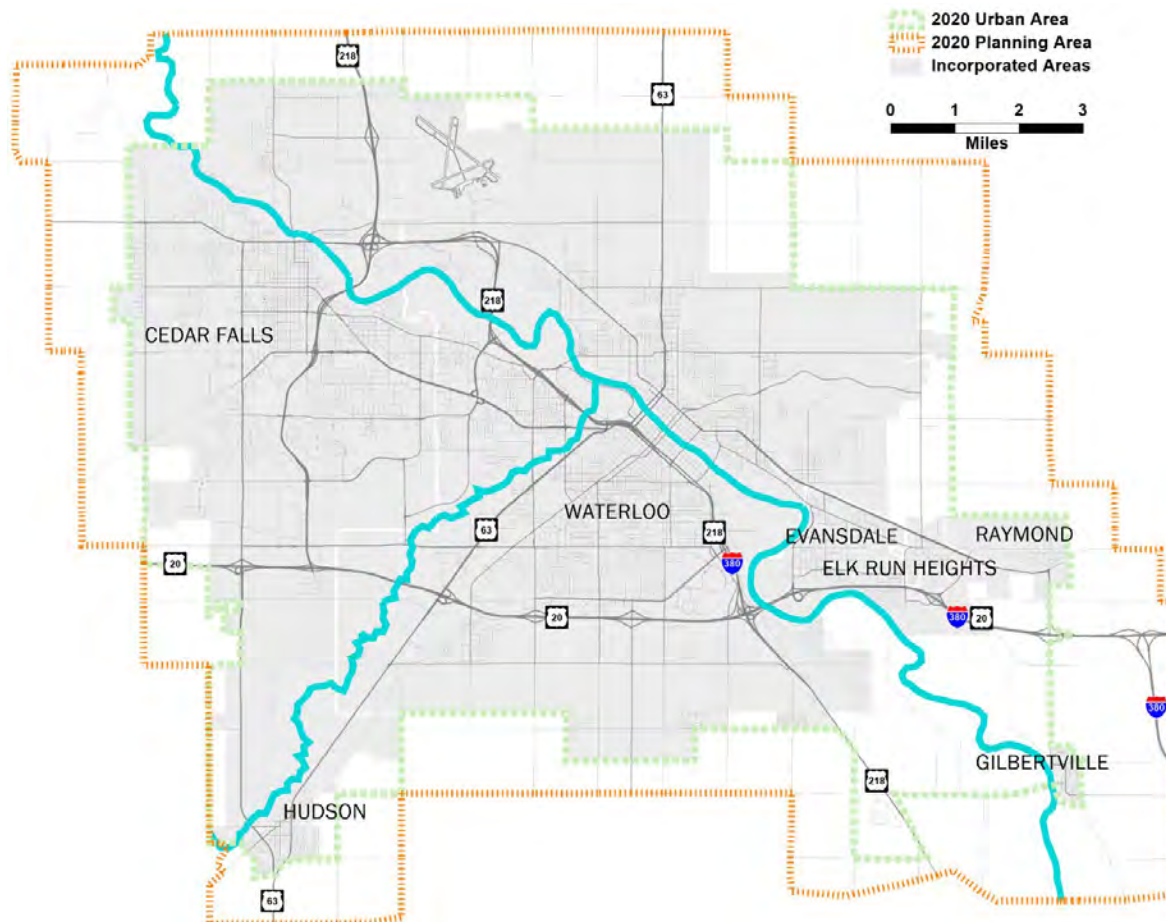
**Black Hawk County
Metropolitan Planning Organization**

Who We Are

WHAT IS THE BLACK HAWK COUNTY METROPOLITAN AREA TRANSPORTATION POLICY BOARD?

Federal law requires the formation of metropolitan planning organizations (MPO) for urbanized areas with a population greater than 50,000. The role of an MPO is to oversee transportation planning and programming to ensure that existing and future federal expenditures on transportation projects are based on a **continuing, cooperative, and comprehensive** (3-C) planning process.

The Black Hawk County MPO consists of the contiguous urbanized area at the center of Black Hawk County, Iowa. The corporate boundaries included in this area are the cities of Cedar Falls, Elk Run Heights, Evansdale, Hudson, Raymond, and Waterloo. The MPO has a defined urban area boundary and study area boundary. The **urban area boundary** is a smooth boundary that captures all census-defined urbanized area. This boundary also defines whether roadways are considered “urban” or “rural” for federal functional classification. The **MPO study area** boundary defines what area is expected to be urbanized over a horizon of 20 years. The MPO study area includes the city of Gilbertville and parts of unincorporated Black Hawk County.



BLACK HAWK COUNTY MPO

1 COUNTY

Black Hawk County

7 CITIES

Cedar Falls
Elk Run Heights
Evansdale
Gilbertville
Hudson
Raymond
Waterloo

2 TRANSPORTATION SERVICES

Metropolitan Transit Authority
Waterloo Regional Airport

WHAT THE MPO DOES

- Conduct transportation planning for the metro area in cooperation with state and federal government
- Establish transportation goals and objectives for the metro area
- Identify short- and long-range transportation needs
- Conduct multimodal transportation planning (bicycle, pedestrian, transit, freight)
- Analyze and evaluate transportation improvements
- Estimate future traffic volumes
- Inform the public about planning activities
- Conduct planning studies
- Allocate three federal funds passed through the Iowa DOT

HOW ARE DECISIONS MADE?

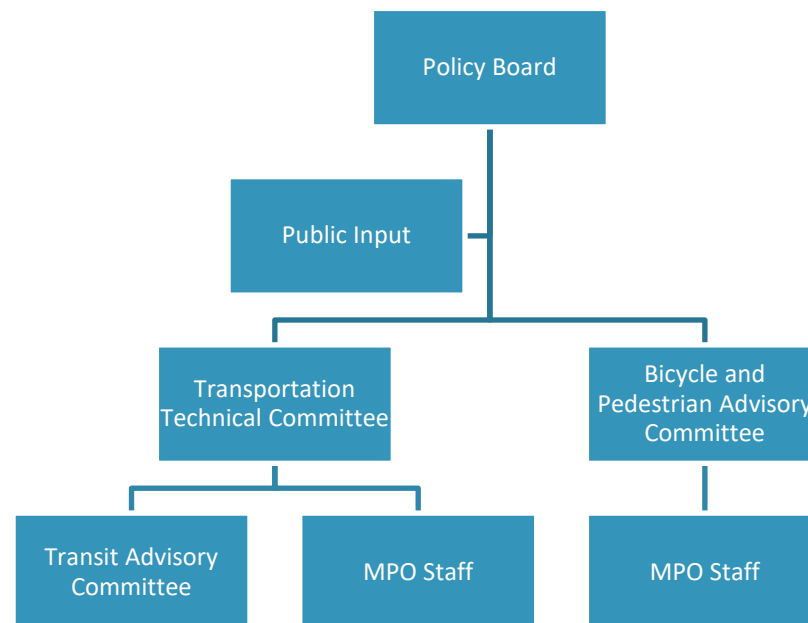
The Iowa Northland Regional Council of Governments (INRCOG) is designated by the State of Iowa as the MPO for the Black Hawk County Metropolitan Area. Three designated committees form the structure of the MPO: The **Policy Board**, the **Transportation Technical Committee**, and the **Bicycle and Pedestrian Advisory Committee**. The Policy Board and Transportation Technical Committee meet jointly, monthly.

The **Policy Board** is the governing body of the MPO. Voting Policy Board members include the Mayor from Cedar Falls, Elk Run Heights, Evansdale, Gilbertville, Hudson, Raymond, and Waterloo, a member of the Black Hawk County Board of Supervisors, and representatives from the MET Transit Board and the Waterloo Regional Airport Board.

The **Transportation Technical Committee** serves as the primary advisory body to the Policy Board on technical matters pertaining to the development of MPO transportation planning documents and comprehensive long- and short-range transportation planning.

The **Bicycle and Pedestrian Advisory Committee (BPAC)** is directly responsible to the Policy Board to provide guidance and strategies on the planning and implementation of transportation projects related to bicycle and pedestrian travel. The BPAC meets annually to discuss, rank, and program transportation alternatives projects.

The MPO establishes and supports subcommittees and working groups as needed. A standing subcommittee of the Transportation Technical Committee is the Transit Advisory Committee (TAC). This group meets at least twice annually to discuss passenger transportation and human service agency coordination, and to help develop the Passenger Transportation Plan.



CALENDAR YEAR 2025 MEETING DATES

January 9	February 13	March 13
April 10 (Transportation Technical Committee Only)	May 8	June 12
July 10	August 14	September 11
October 9	November 13	December 11

WHAT ARE THE CORE REQUIREMENTS OF THE MPO?

Transportation Planning Work Program (TPWP)

Outlines the transportation planning activities MPO staff plan to conduct in the next state fiscal year and sources of funding; updated annually.

Transportation Improvement Program (TIP)

Includes all projects programmed for federal transportation funding in the MPO in the next four federal fiscal years; updated annually.

Long-Range Transportation Plan (LRTP)

Reviews the current condition and future needs of the multimodal transportation system and provides guidance for transportation investment decisions; must include a minimum 20-year planning horizon; updated every five years.

Passenger Transportation Plan (PTP)

Provides coordination between passenger transportation providers and human service agencies and recommends projects to improve passenger transportation; joint document with the Iowa Northland Regional Transportation Authority, a six-county region of Black Hawk, Bremer, Buchanan, Butler, Chickasaw, and Grundy Counties; full document every five years.

Public Participation Plan (PPP)

Details the processes the MPO will follow to involve the public in the transportation planning and programming process; updated every five years.

Programming of Federal Funds

The MPO administers three federal programs that are passed through the Iowa DOT: The Surface Transportation Block Grant (**STBG**) Program, Transportation Alternatives Set-Aside (**TASA**), and the Carbon Reduction Program (**CRP**). STBG provides flexible funding that may be used on any Federal-aid highway, bridge projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects. TASA funds are used to support on- and off-road pedestrian and bicycle facilities. The new Carbon Reduction Program funds projects designed to reduce transportation emissions from on-road highway sources. Example projects include bike lanes, EV charging infrastructure, and low-no emission buses, among others.

The MPO receives approximately \$338,000 in CRP funds, \$354,000 in TASA funds, and \$3.56 million in STBG funds annually to program towards transportation projects within the MPO. The process begins with the solicitation of projects at the beginning of the calendar year. STBG, TASA, and CRP projects are ranked and programmed using a project comparison process. All projects recommended for funding are incorporated into the draft TIP, distributed to the MPO Policy Board for review, and taken out for public comment. Comments are incorporated into the final document and presented to the MPO Policy Board for adoption.

CORE DOCUMENTS TIMELINE

	Duration	Update Requirements
TPWP	1 Year	Annually
TIP	4 Years	Annually
LRTP	20 Years	Every 5 Years
PTP	5 Years	Every 5 Years
PPP	5 Years	Every 5 Years



WHAT THE MPO CAN DO FOR YOUR COMMUNITY

Staff Liaison

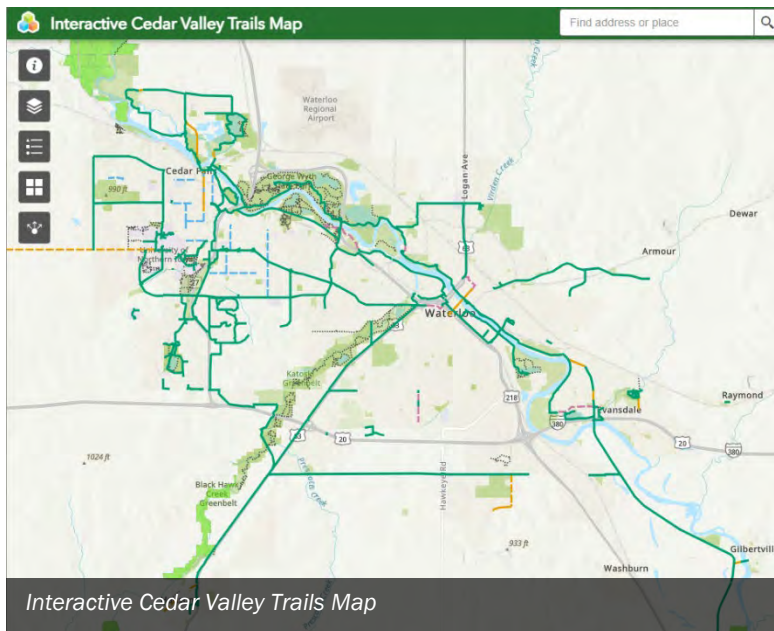
MPO staff conduct transportation planning for the metropolitan area in cooperation with state and federal government. Staff assists the MPO Policy Board by preparing documents, fostering interagency coordination, facilitating public input, and managing the planning process. MPO staff can also provide Policy Board and Technical Committee members with **information** and **technical assistance at any time**. The diverse skills of the staff ensure that your transportation projects and priorities are coordinated with land use, economic development, and regional and statewide plans for all modes of surface transportation.



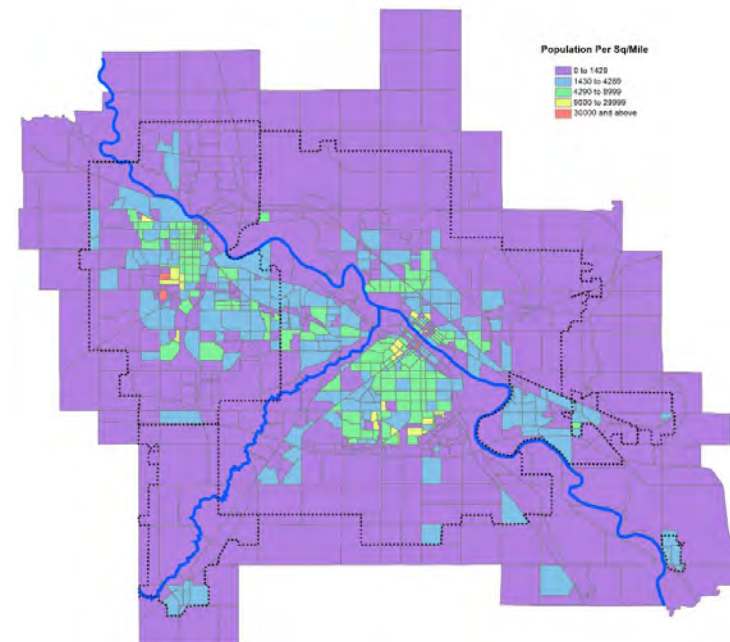
MPO staff assisted Waterloo with the planning design for bicycle lanes on Park Avenue

Data Services

The MPO uses a full range of Geographic Information Systems (GIS), mapping, and graphic design tools for development of plans and grant applications. These services are also available externally to MPO members for the creation of specific maps to visualize a variety of data.



Interactive Cedar Valley Trails Map



WHAT THE MPO CAN DO FOR YOUR COMMUNITY

Safe Routes to School

The Safe Routes to School Coordinator works with schools in a six-county region – including the Black Hawk County metropolitan area – to promote and encourage students safely walking and bicycling to and from school. INRCOG has been involved with Safe Routes initiatives since 2014. To date, INRCOG staff have:

- Supported Safe Routes-related education, activities, and events in 33 elementary schools in 19 school districts.
- Organized and promoted 10 Walking School Bus routes, encouraging physical activity and safety for over 100 students.
- Hosted 60 Bike Rodeo safety education events, educating over 4,500 students in bike and pedestrian safety.
- Partnered with five cities for community walkability and bikeability studies.
- Organized trail rides for two elementary schools and one county conservation program.
- Facilitated in-class Helmets and Hand Signals lesson for second grade classrooms in elementary schools reaching over 200 students annually.
- Partnered with 23 community and youth organizations to educate students and families outside of school boundaries to increase more trips taken by foot, decrease environmental impacts, and increase healthy outcomes with increased physical activity.



Bike Rodeo at Aldrich Elementary, Cedar Falls

Grant Writing

INRCOG staff can assist your community with the development of your project – from conceptualization to identifying funding opportunities and preparing grant applications. Our staff has extensive experience writing a variety of federal and state grants and is familiar with the complex state and federal regulations and guidelines associated with grant opportunities.

Transportation Grants

- Revitalize Iowa's Sound Economy (RISE)
- Iowa Clean Air Attainment Program (ICAAP)
- Railroad Revolving Loan and Grant Program (RRLG)

Recreation and Natural Resources Grants

- Resource Enhancement and Protection (REAP)
- Land and Water Conservation Fund (LWCF)
- State Recreational Trails (SRT)
- Federal Recreational Trails (FRT)
- Community Attraction and Tourism (CAT)
- Iowa Water Trails Enhancement



Meyers Lake Shoreline Rehabilitation, Evansdale – Funded by REAP

WHAT THE MPO CAN DO FOR YOUR COMMUNITY

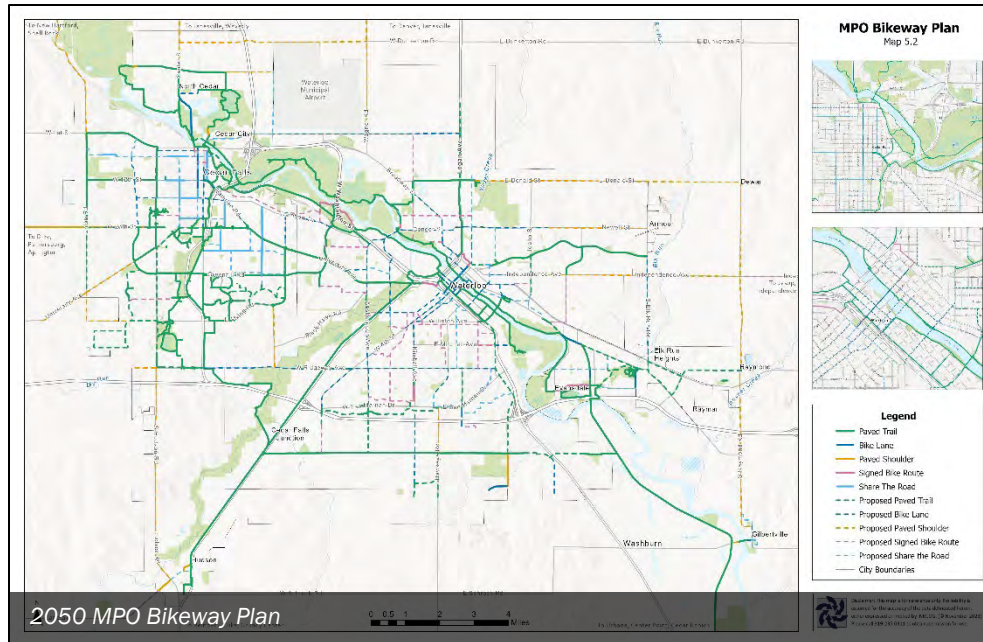
Bicycle Planning

INRCOG has been working on a variety of bicycle-related projects, including the City of Waterloo's first bike lanes. The Park Avenue bike lanes are protected by a striped buffer and, in some locations, by parked vehicles, also. The development of these protected bike lanes began in 2017. The term protected refers to any sort of vertical protection between a bike lane and driving lane, such as delineator posts, planters, or parked cars. Initially, only parked cars served as the vertical separation, however, the City installed delineator posts in 2018 to prevent through traffic from driving in the parking area.

Development of the Park Avenue bike lanes was spearheaded by the Waterloo Complete Streets Advisory Committee. MPO staff helped facilitate discussions between multiple City departments and elected officials, and staff also helped develop the initial planning-level design of the protected bike lane concept.



Buffered bike lanes on Park Avenue



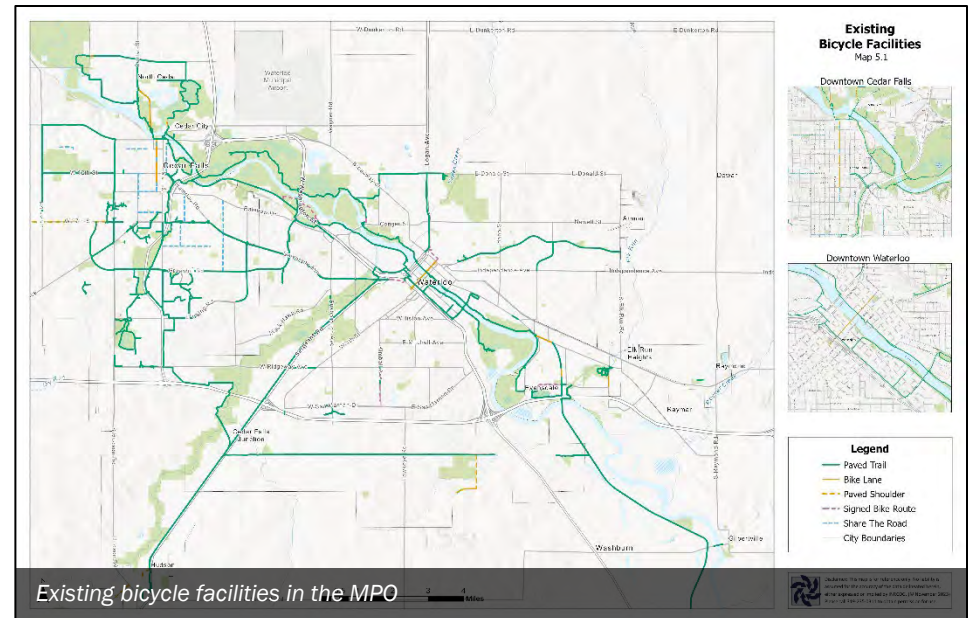
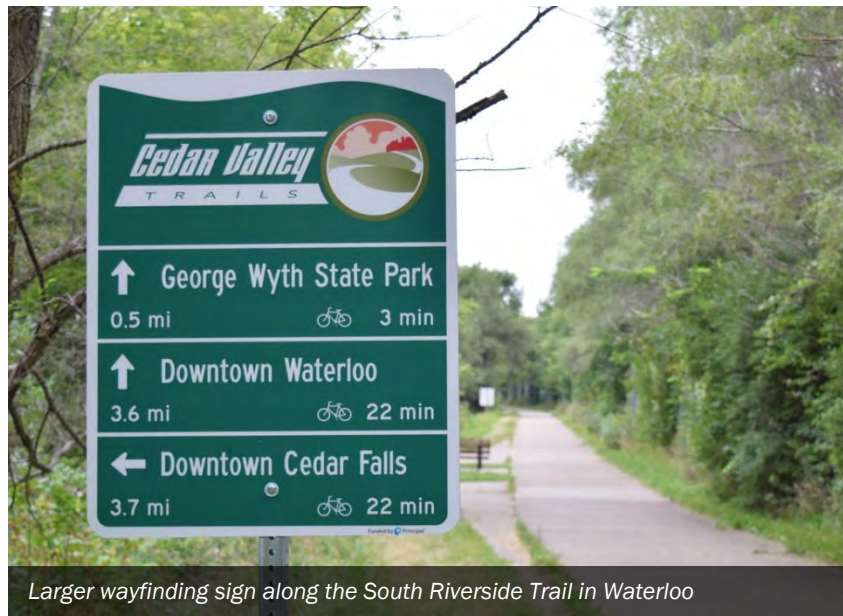
As part of the *2050 Long-Range Transportation Plan*, INRCOG completed the *2050 MPO Bikeway Plan*. This plan defines how each community can expand their on- and off-road bicycle facilities as part of an overall bicycle network. MPO staff carefully reviewed roadways in detail to determine feasible planned on-road facility types. Several factors were considered when making these determinations including each road's right-of-way, trees, driveways, drainage areas, traffic volumes, and lane configurations. Connectivity to businesses and educational institutions was also a priority. MPO staff also identified low-volume residential streets that can be used by bicyclists without any additional treatments while being suitable as part of a bicycle network.

WHAT THE MPO CAN DO FOR YOUR COMMUNITY

Trail Network Wayfinding Signage

The Black Hawk County metropolitan area has upwards of 120 miles of continuous paved trails that connect six cities, one county, and one state park. Over the years, ongoing trail construction has created new loops and connections. This has resulted in an extensive but oftentimes confusing trails network that is hard to navigate. In 2016, INRCOG partnered with the Cedar Trails Partnership to secure a \$20,000 grant from Principal Financial Group to add wayfinding signage on the trails network. INRCOG used federal Metropolitan Planning funds to develop and implement the project – from concept to implementation – in under eight months.

INRCOG identified destinations, calculated route distances, and identified the placement of every customized sign. Most signs included three destinations, each with a directional arrow, distance in miles, and distance in minutes by bicycle. The layout is consistent among all signs, and this methodology can be applied to wayfinding projects in other communities. Careful consideration was given to ensure the wayfinding signs function in sequence, so trail users can follow the signs continuously until they reach their destination. INRCOG also produced the graphic design for the signage.



Signs are located at trail intersections, diversion points, and other locations throughout Waterloo, Cedar Falls, Evansdale, Hudson, George Wyth State Park, and the Cedar Valley Nature Trail. The grant funded a total of 175 larger wayfinding signs, 175 small wayfinding signs, and 130 maintenance signs. INRCOG also created marketing and public relation materials to spread awareness amongst the region, including flyers, presentations, and outreach to local media.

COMMITTEE REPRESENTATION

Policy Board Members – Calendar Year 2025

Representing	Name	Title	MPO Membership
City of Cedar Falls	Danny Laudick	Mayor	Member
	Gil Schultz	Councilperson	1 st Alternate
	Chris Latta	Councilperson, Mayor Pro Tem	2 nd Alternate
City of Elk Run Heights	Lisa Smock	Mayor	Member (Chair)
	Heather Sallis	Councilperson, Mayor Pro Tem	1st Alternate
			2nd Alternate
City of Evansdale	DeAnne Kobliska	Mayor	Member (Vice-Chair)
	Justin Smock	Councilperson, Mayor Pro Tem	1st Alternate
	Dottie Wear	Councilperson	2nd Alternate
City of Gilbertville	Mark Thome	Mayor	Member
	Scott Becker	Councilperson, Mayor Pro Tem	1st Alternate
			2nd Alternate
City of Hudson	Gail Bunz	Mayor	Member
	Kate Wyatt	Councilperson, Mayor Pro Tem	1st Alternate
			2nd Alternate
City of Raymond	Gary Vick	Mayor	Member
			1st Alternate
			2nd Alternate
City of Waterloo	Quentin Hart	Mayor	Member
	Noel Anderson	Com. Planning & Dev. Director	1st Alternate
	Aric Schroeder	City Planner	2nd Alternate
Black Hawk County	Daniel Trelka	Supervisor	Member
	Tavis Hall	Supervisor	1st Alternate
			2nd Alternate
MET Transit Board	Rosalyn Middleton	Board Member	Member
	Sharon Droste	Chair	1st Alternate
	Stephanie Sheetz	Vice-Chair	2nd Alternate
Waterloo Regional Airport Board	Scott Voight	Chair	Member
	Steven Kjergaard	Director of Aviation	1st Alternate
			2nd Alternate

Transportation Technical Committee Members – Calendar Year 2025

Representing	Name	Title	MPO Membership
City of Cedar Falls	David Wicke	City Engineer	Member
	Ben Claypool	Civil Engineer II	1 st Alternate
			2 nd Alternate
City of Elk Run Heights	Julie Eastman	City Clerk	Member
	Dale Wilson	Councilperson	1st Alternate
			2nd Alternate
City of Evansdale	Chris Schares	Public Works Director	Member
			1st Alternate
			2nd Alternate
City of Gilbertville	Rob Werner	Public Works Director	Member
	Al Even	City Maintenance	1st Alternate
			2nd Alternate
City of Hudson	Chrissi Wiersma	City Administrator/City Clerk	Member
	Jake Hovey	Public Works Director	1st Alternate
			2nd Alternate
City of Raymond	Becky Pint	Councilperson	Member
			1st Alternate
			2nd Alternate
City of Waterloo	Jamie Knutson	City Engineer	Member
	Wayne Castle	Associate Engineer	1st Alternate
	Matt Schindel	Associate Engineer	2nd Alternate
Black Hawk County	Ryan Brennan	Assistant County Engineer	Member
			1st Alternate
			2nd Alternate
MET Transit	David Sturch	General Manager	Member
			1st Alternate
			2nd Alternate
Waterloo Regional Airport			Member
			1st Alternate
			2nd Alternate

Bicycle and Pedestrian Advisory Committee Members – Calendar Year 2025

Representing	Name	Title	MPO Membership
City of Cedar Falls	Stephanie Sheetz	Director of Community Dev.	Member
	Chris Sevy	City Planner	1 st Alternate
			2 nd Alternate
City of Elk Run Heights	Julie Eastman	City Clerk	Member
	Dale Wilson	Councilperson	1st Alternate
			2nd Alternate
City of Evansdale	Chris Schares	Public Works Director	Member
			1st Alternate
			2nd Alternate
City of Gilbertville	Rob Werner	Public Works Director	Member
	Al Even	City Maintenance	1st Alternate
			2nd Alternate
City of Hudson	Chrissi Wiersma	City Administrator/City Clerk	Member
	Jake Hovey	Public Works Director	1st Alternate
			2nd Alternate
City of Raymond	Becky Pint	Councilperson	Member
			1st Alternate
			2nd Alternate
City of Waterloo	Jamie Knutson	City Engineer	Member
	Wayne Castle	Associate Engineer	1st Alternate
	Matt Schindel	Associate Engineer	2nd Alternate
Black Hawk County	Cathy Nicholas	County Engineer	Member
			1st Alternate
			2nd Alternate
MET Transit	David Sturch	General Manager	Member
			1st Alternate
			2nd Alternate
George Wyth State Park	Lori Eberhard	Park Manager	Member
			1st Alternate
			2nd Alternate

MPO STAFF CONTACT INFORMATION

Nick Fratzke
Transportation Director
nfratzke@inrcog.org

Kyle Durant
Transportation Planner II
kdurant@inrcog.org

Brenda Vavroch
Safe Routes to School
Coordinator
bvavroch@inrcog.org



INRCOG
Iowa Northland Regional
Council of Governments

www.bhcmppo.org

229 E Park Ave
Waterloo, IA 50703
(319)-235-0311

ACRONYMS

AADT	Average Annual Daily Traffic	MPO	Metropolitan Planning Organization
AASHTO	American Association of State Highway and Transportation Officials	MTC	Multimodal Transportation Center
ACS	American Community Survey	MUTCD	Manual on Uniform Traffic Control Devices
ADA	Americans with Disabilities Act	NACTO	National Association of City Transportation Officials
ADT	American Discovery Trail	NEPA	National Environmental Policy Act
ALO	Waterloo Regional Airport	NHFP	National Highway Freight Program
ARRA	American Recovery Reinvestment Act	NHPP	National Highway Performance Program
CAT	Community Attraction and Tourism	NHS	National Highway System
CE	Categorical Exclusion	NHTS	National Household Travel Survey
CIP	Capital Improvement Program	NHTSA	National Highway Traffic Safety Administration
CMAQ	Congestion Mitigation and Air Quality	PCI	Pavement Condition Index
CVAST	Cedar Valley Association for Soft Trails	PL	Planning Program
DMS	Dynamic Message Sign	PPP	Public Participation Plan
DOT	Department of Transportation	PRF	Primary Road Fund
DNR	Department of Natural Resources	PTP	Passenger Transportation Plan
EA	Environmental Assessment	REAP	Resource Enhancement and Protection
EIS	Environmental Impact Statement	RISE	Revitalize Iowa's Sound Economy
EMA	Emergency Management Agency	RTA	Regional Transportation Authority
FAA	Federal Aviation Administration	RTC	Regional Transit Commission
FAST	Fixing America's Surface Transportation	RUTF	Road Use Tax Fund
FFC	Federal Functional Classification	SHSP	Strategic Highway Safety Plan
FHWA	Federal Highway Administration	SICL	Safety Improvement Candidate Location
FM	Farm to Market	SRTS	Safe Routes to School
FONSI	Finding of No Significant Impact	STBG	Surface Transportation Block Grant
FTA	Federal Transit Administration	SUDAS	Statewide Urban Design and Specifications
FY	Fiscal Year	TAC	Transit Advisory Committee
GIS	Geographic Information Systems	TAMP	Transportation Asset Management Plan
GTSB	Governor's Traffic Safety Bureau	TAP	Transportation Alternatives Program
HMP	Hazard Mitigation Plan	TAZ	Traffic Analysis Zone
HSIP	Highway Safety Improvement Program	TDM	Travel Demand Model
ICAAP	Iowa's Clean Air Attainment Program	TEAP	Traffic Engineering Assistance Program
INRCOG	Iowa Northland Regional Council of Governments	TIFF	Tax Increment Finance Funding
InTrans	Institute for Transportation	TIP	Transportation Improvement Program
ISMS	Iowa Standardized Model Structure	TPMS	Transportation Program Management System
ITS	Intelligent Transportation System	TPWP	Transportation Planning Work Program
LOS	Level of Service	TSIP	Traffic Safety Improvement Program
LOST	Local Option Sales Tax	TSMO	Transportation System Management and Operations
L RTP	Long-Range Transportation Plan	ULB	Useful Life Benchmark
LWCF	Land and Water Conservation Fund	VHT	Vehicle Hours Traveled
MCO	Managed Care Organization	VMT	Vehicle Miles Traveled
MET	Metropolitan Transit Authority	YOE	Year of Expenditure

