

IOWA NORTHLAND REGIONAL TRANSPORTATION AUTHORITY

THURSDAY, April 17, 2025

MINUTES

Vice-Chair Hildebrandt called the meeting of the Iowa Northland Regional Transportation Authority (RTA) to order at 1:00 PM.

Meeting Attendees:

Name	Title	Representing	Role
Duane Hildebrandt	Supervisor	Bremer County	Policy Board Member (Vice-Chair)
Keith Wieland	Supervisor	Buchanan County	Policy Board Member
Scott Cerwinske*	Supervisor	Chickasaw County	Policy Board Member (Online)
Ryan Brennan	Assistant County Engineer	Black Hawk County	TTC Member
Ritch Kurtenbach	Supervisor	Black Hawk County	Policy Board Member
Michael Schares	Mayor	City of Dunkerton	Policy Board Member
Matthew Schmitz*	City Manager	City of Independence	Policy Board Member (Online)
Steve Geerts	Mayor	City of New Hampton	Policy Board Member
Landon Moore	County Engineer	Bremer County	TTC Member
Brad Bleichner	Mayor	City of Independence	Policy Board Member (Online)
Jeff Skalberg*	County Engineer	Grundy County	TTC Member
Mark Schildroth	Supervisor	Grundy County	Policy Board Member
Mark Crawford*	Engineer	Crawford Engineering	Attendee (Online)
Nick Fratzke	Director of Transportation	INRCOG	RTA Staff
Oghogho Oriakhi	Transportation Planner I	INRCOG	RTA Staff

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

Next was to review and consider approval of the minutes for the March 20, 2025, meeting. It was moved by Keith, seconded by Schildroth to approve the minutes as presented with the minor edits. Motion carried unanimously.

Next was Discussion Items:

1. Draft 2050 Long Range Transportation Plan
 - a. Review Chapter 2- Region Profile.

Fratzke explained that the purpose of the review was to provide context, with Chapter 2 focusing on demographics, and socio-economic data. He urged members to review the draft which is uploaded on the bhcmpo.org website. Oriakhi noted that Bremer County seems to be the only County experiencing slight population growth from historical decennial census data, while other counties have seen a steady decline since the 1980s, Oriakhi added that it is important to note how declining population would impact transit planning and infrastructure in the long-term. Vice Chair Hildebrandt added that the decline began after the peak in the 1980s and may be due to factors such as an aging population and smaller household sizes. Fratzke noted this decline could also be attributed to the younger generations particularly, Gen Z leaving for college and not returning and noting that the declining trends could also impact available funding sources. Keith agreed, acknowledging multiple contributing factors to the population decline.

b. Review Chapter 5- Bicycle and Pedestrian

Fratzke provided an update on bicycle and pedestrian infrastructure, noting that the region currently has over 764 miles of bikeway infrastructure, including 106 miles of paved trails. He encouraged board members to review the full document, which has been uploaded to the BHC-MPO website at bhcmpo.org.

2. Project updates (TASA/TAP and STBG).

Fratzke requested TASA/TAP and STBG road and bridge projects across counties. Landon reported ongoing bridge work in Chickasaw County, with the DOT also actively working on several of their own bridge projects. Ryan said for Black Hawk County, several major projects are planned for the summer, alongside extensive maintenance efforts currently underway. Buchanan County is progressing on bridges between Quasqueton and Independence, with other renovations underway. In New Hampton, work is underway to rebuild three roads and repave others as part of a two-phase industrial park development. For Chickasaw County, Scott reported there were no new updates on bridge projects at this time.

Fratzke gave updates on the TIP programming session which happened on the march 20, 2025, an overview of the projects and request for each county. Although the request was well beyond the fiscal year balance, Fratzke mentioned that Lensing, Chickasaw county volunteered to withdraw the \$450,000 funding request for V21. Riherd, Butler County proposed removing the additional \$144,000 requested for FY 2028 on T55, as well as the \$799,000 programmed for FY 2027 on T16/C13, to help bring FY 2027 and FY 2028 within fiscal constraints. In exchange, he asked the group to consider supporting a Butler County project in FY 2029. Keierleber, Buchanan County offered to eliminate the \$2,000,000 request for V62, while Billhorn, Iowa DOT agreed to remove the \$800,000 request for US 18. Moore, Bremer County reduced the request for V14 from \$2,514,298 to \$1,800,000. Riherd, Butler County also withdrew a \$240,000 request for Broadway/Main Street (T55) and reduced another T55 request from the West Fork Cedar River south to Beaver Valley Street from \$1,150,000 to \$900,000. Lastly, Brennan, Black Hawk County and Moore, Bremer County agreed to lower their requests for T69/D18/D19 and V14 from \$1,500,000 and \$1,800,000, respectively, to \$1,185,000 each.

Programming has been finalized with efforts focused on reducing funding requests to ensure the program remains fiscally constrained from FY 2026, through FY 2029. A public notice and comment meeting is scheduled for June, after which the plan will be submitted to the State for inclusion into the STIP. Fratzke noted that, over the past three years, there has been little to no individual have attended or expressed interest, although an online link is provided to accommodate virtual attendees.

3. General discussion.

There being no further business, it was moved by Schildroth, seconded by Geerts, to adjourn the meeting. Motion carried unanimously. The meeting was adjourned by 1:26 PM.

Respectfully submitted,

Oghogho Oriakhi
Secretary