

IOWA NORTHLAND REGIONAL TRANSPORTATION AUTHORITY

THURSDAY, May 15, 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)
Landon Moore	County Engineer	Bremer County	TTC Member
Keith Wieland	Supervisor	Buchanan County	Policy Board Member
Brian Keierleber	County Engineer	Buchanan County	TTC Member
Scott Cerwinske*	Supervisor	Chickasaw County	Policy Board Member (Online)
Ritch Kurtenbach	Supervisor	Black Hawk County	Policy Board Member
Ryan Brennan	Assistant County Engineer	Black Hawk County	TTC Member
Jerald Heuer	Mayor	City of Clarksville	Policy Board Member
Michael Schares	Mayor	City of Dunkerton	Policy Board Member
Joel Wikner	Mayor pro tem	City of Denver	Policy Board Member (Online)
Steve Geerts	Mayor	City of New Hampton	Policy Board Member
Mark Schildroth	Supervisor	Grundy County	Policy Board Member
Jeff Skalberg	County Engineer	Grundy County	TTC Member
John Riherd*	County Engineer	Butler County	TTC Member
Mark Crawford*	Engineer	Crawford Engineering	Attendee (Online)
Krista Billhorn*	District Planner Supervisor	IDOT	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 Wikner, seconded by Wieland to approve the agenda as presented. Motion carried unanimously.

Next was to review and consider approval of the minutes for the April 17, 2025, meeting. It was moved by Kurtenbach, seconded by Wikner to approve the minutes as presented with the minor edits. Motion carried unanimously.

Next was to Hold a Public Hearing and consider approval of the FY 2026 Transportation Planning Work Program (TPWP). Hildebrandt (Vice-Chair) opened the public hearing regarding the FY 2026 TPWP. A motion to open the hearing was made by Landon and seconded by Keith, the motion carried unanimously. Fratzke provided an overview of the TPWP and its objectives and goals, stating that the document serves as a consistent framework to guide the transportation planning process and that there have been no significant changes over the years. Fratzke further added that staff have not received any public comments on the TPWP. Hildebrandt (Vice-Chair) asked if there were any further comments. Hearing none, a motion to close the public hearing was made by Moore and seconded by Wieland. The motion carried unanimously.

Hildebrandt (Vice-Chair) then read the resolution for the approval of the FY 2026 TPWP and called for a motion to approve the resolution and authorize the appropriate signage. The motion was made by Moore and seconded by Geertz, the motion carried unanimously.

Next was Discussion Items:

1. Draft 2050 Long Range Transportation Plan

a. Review Chapter 8- Preliminary Environmental Review.

Oriakhi provided an overview of the preliminary environmental review, noting the section is a review of environmental impact transportation projects may pose to the environment. Oriakhi emphasized the importance of the National Environmental Policy Act of 1969 (NEPA), which provides guidance for conducting environmental assessments for projects that may present significant impact on the environment.

b. Review Chapter 9- Financial Analysis

Oriakhi explained that the financial analysis section of the LRTP aims to provide an overview of various funding sources available to the region at the federal, state, and local level, noting that this section highlights multiple grants programs including STBG, TAP, RISE, REAP, SRTP, etc. Oriakhi added that the section provides an overview of historical funding in the region, evaluating and forecasting operational revenue and expenditures, as well as federal and state funding. Fratzke noted that infographics are incorporated throughout the section to aid in interpretation, given the document's length, and encouraged members to explore the content further when possible.

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

Geertz reported on several infrastructure developments in the City of Independence. The treatment plants are still in the preliminary phase, and land acquisitions are currently in progress to support these projects. Additionally, there are plans to resurface or reconstruct three to four city streets soon. Keierleber mentioned for Buchanan County, D22 portion of Buchanan County is done, and the I-380 project is set next week for the overlay, from Urbana to the county line. Also, Keierleber added that the federal highway is behind on getting the agreement out for one of the bridges, and the bridge should be replaced starting in a year and half. Heuer reported on behalf of the City of Clarksville, no major updates, but was present for future prospect and projects. Brennan, provided updates for Black Hawk County, stated that the La Porte Rd paving project is currently ongoing. Moore from Bremer County shared that the C-50 Bridge is now open, work is continuing just south of it near the Chickasaw County line, with paving expected to begin in late June or early July.

Mark provided updates for Grundy that local funds are being used for several ongoing paving jobs. Scott from Chickasaw County noted that a couple of bridge projects are just getting underway. John from Butler County reported that a deck overlay project is progressing well; two sites have been completed, and crews are moving on to the third. Additionally, an asphalt resurfacing project is planned for the summer. Billhorn provided updates for the DOT, stating that there are no major project updates, although a feasibility study on US 63 by an in-house consultant, to look at options to improve the safety of that section is currently ongoing. Billhorn added that the draft Iowa 5-year Transportation Improvement Program is available online.

3. General discussion.

a. Road Vacations

Fratzke raised the issue of rural road vacations, and the challenges involved, especially with limited resources. Wieland was curious to know the possibilities of returning underused roads to farmers to reduce overhead and potentially benefit the tax base, though he noted some uncertainties, seeking opinions of other members. Skalberg responded that the financial gain from such land is minimal and emphasized the difficulty of ensuring parcel access and securing agreement from all adjacent landowners.

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

Respectfully submitted,

Oghogho Oriakhi
Secretary