

# FINAL REPORT

## CRITICAL INFRASTRUCTURE NEEDS INTERIM STUDY COMMITTEE

March 1994

### AUTHORIZATION AND APPOINTMENT

The Critical Infrastructure Needs Interim Study Committee was established by the Legislative Council for the 1993 Interim to "develop a strategic plan to address Iowa's long-range infrastructure needs; review previous public and private studies of state and local infrastructure needs; conduct an inventory of current facilities, financial resources, and maintenance programs; and solicit input from local and state government officials and interested trade associations, including representatives of the Associated Contractors and Master Builders of Iowa."

### MEMBERSHIP

The members of the Study Committee included legislators, representatives of state and local governments and governmental associations, representatives of construction contractors, and representatives of the general public as follows:

Senator William D. Palmer, Co-chairperson  
Representative Gregory Spenner, Co-chairperson  
Senator Richard Drake  
Senator Michael Gronstal  
Senator Paul Pate  
Senator Joseph Welsh  
Representative Deo Koenigs  
Representative James Meyer  
Representative Dennis Renaud  
Representative Bob Renken  
Ms. Linda Bloodsworth  
Ms. Pam Cullen  
Mr. Royce Fichtner  
Mr. Thomas Hanafan  
Mr. Craig Hansen  
Mr. Les Holland  
Ms. Patsy Partridge  
Ms. Gretchen Tegeler  
Mr. Mark L. Zaigert

## BACKGROUND

The Critical Infrastructure Needs Interim Study Committee was established by the Legislative Council during the 1993 Interim in response to requests to inventory and evaluate the current backlog of deferred maintenance and the needs for new facilities. The study was to include both horizontal and vertical infrastructure. Horizontal infrastructure includes highways, sewers, water lines, railroads, bridges, and tunnels. Vertical infrastructure includes public buildings of all types such as courthouses, jails, public safety buildings, primary and secondary schools, university buildings, hospitals, auditoriums, theaters, and athletic facilities.

During the early decades of the 1900s in Iowa, the growth of the state's horizontal infrastructure increased rapidly. In 1919, the General Assembly authorized plans for 6,500 miles of primary highways. By 1940, approximately 5,200 miles had been paved with Portland concrete and by 1980, the primary highway system had expanded to approximately 8,900 miles. In addition, a newer secondary road system of approximately 13,600 miles of paved roads interconnects with the primary highways and the farm-to-market road systems. During the same decades, drinking water and sewer lines were extended to more and more residences. Gradually, sewage treatment facilities were built with federal assistance and, by 1973, the goal of all Iowa cities with sewer systems also having sewage treatment plants was met.

As demands for public infrastructure are directed to meet environmental quality standards, requirements imposed by the Americans with Disabilities Act, and economic growth requirements, it is clear that too few dollars remain to repair and replace existing infrastructure. Mr. Bob Gumbert, representing the Iowa State Association of Counties, estimated counties needs for the next 20 years at \$500 million for vertical infrastructure and \$11 billion for horizontal infrastructure. Mr. Wayne Richey, Executive Secretary, State Board of Regents estimated that the value of the current infrastructure at \$4.8 billion and estimated additional needs over the 1995 through 1999 fiscal years at \$489 million. Concerning Iowa's cities, Mr. Harold Smith, City Engineer, Des Moines, estimated the vertical infrastructure needs of Iowa cities at \$320 million per year. Mr. J. Michael Carlstrom, Director, Department of General Services, stated that the needs of the Department of General Services amount to more than \$60 million over the five fiscal years beginning with fiscal year 1994-1995. To meet this estimated need, the Department received \$300,000 in fiscal year 1993-1994 capital appropriations. The Committee also received infrastructure values and estimates from the Department of Transportation, the Department of Defense, the Iowa Association of School Boards, and the Iowa Association of Community Colleges.

## COMMITTEE DISCUSSION

Following the invited testimony at its November 4, 1993, meeting, the Committee discussed whether or not further documentation of the infrastructure needs is needed. Representative Meyer commented that the Committee should focus on the matter of how to

fund the infrastructure problems. Co-chairperson Palmer and Representative Koenigs commented that additional accurate documentation of the current infrastructure inventory is needed before funding solutions can be discussed. There was also discussion by Mr. Hanafan that a redistribution of the proceeds of the road use tax fund should be made.

Before deciding on a second and final meeting of the Committee, the Committee directed the Legislative Service Bureau staff to contact Dr. James Rowings of Iowa State University concerning an expansion and update of an infrastructure study of Iowa which was prepared for the Rebuild Iowa Coalition in 1990. The Committee recommended that the expanded study should include vertical as well as horizontal infrastructure.

#### LEGISLATIVE COUNCIL ACTION

A second meeting was not called by the Co-chairpersons. The Legislative Council, at its February 1994 meeting, agreed to fund an expanded study by Dr. James Rowings and Mr. Dave Harmelink to include the state, counties, school districts, and cities of 1,000 or more. The study is to collect information on the current stock of infrastructure and the estimated needs for the next 10 years.