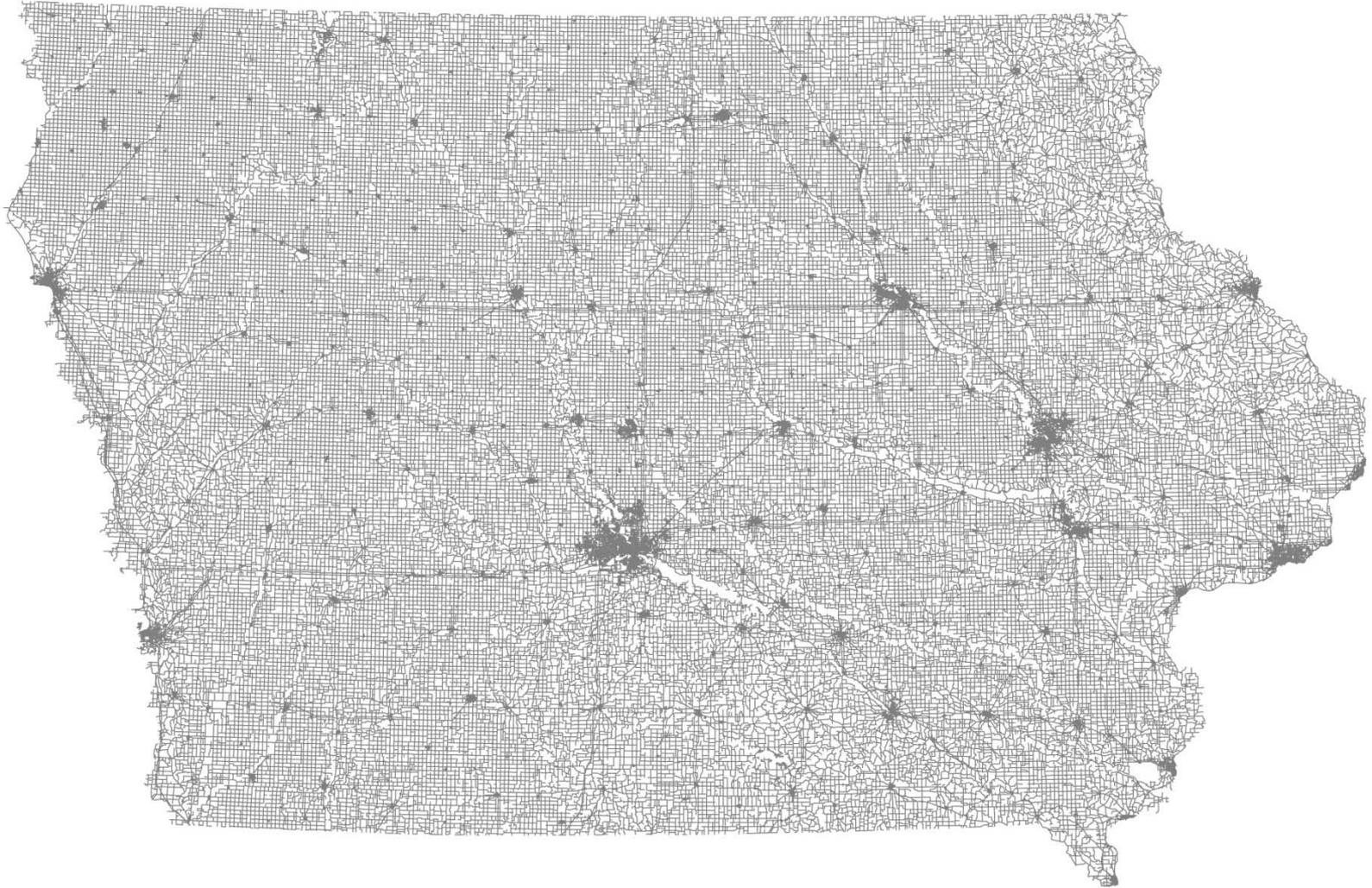


Critical Infrastructure Needs

Governor's Transportation 2020 Citizen Advisory Commission
June 27, 2011

Stuart Anderson
Iowa Department of Transportation



Iowa's Public Roadway System

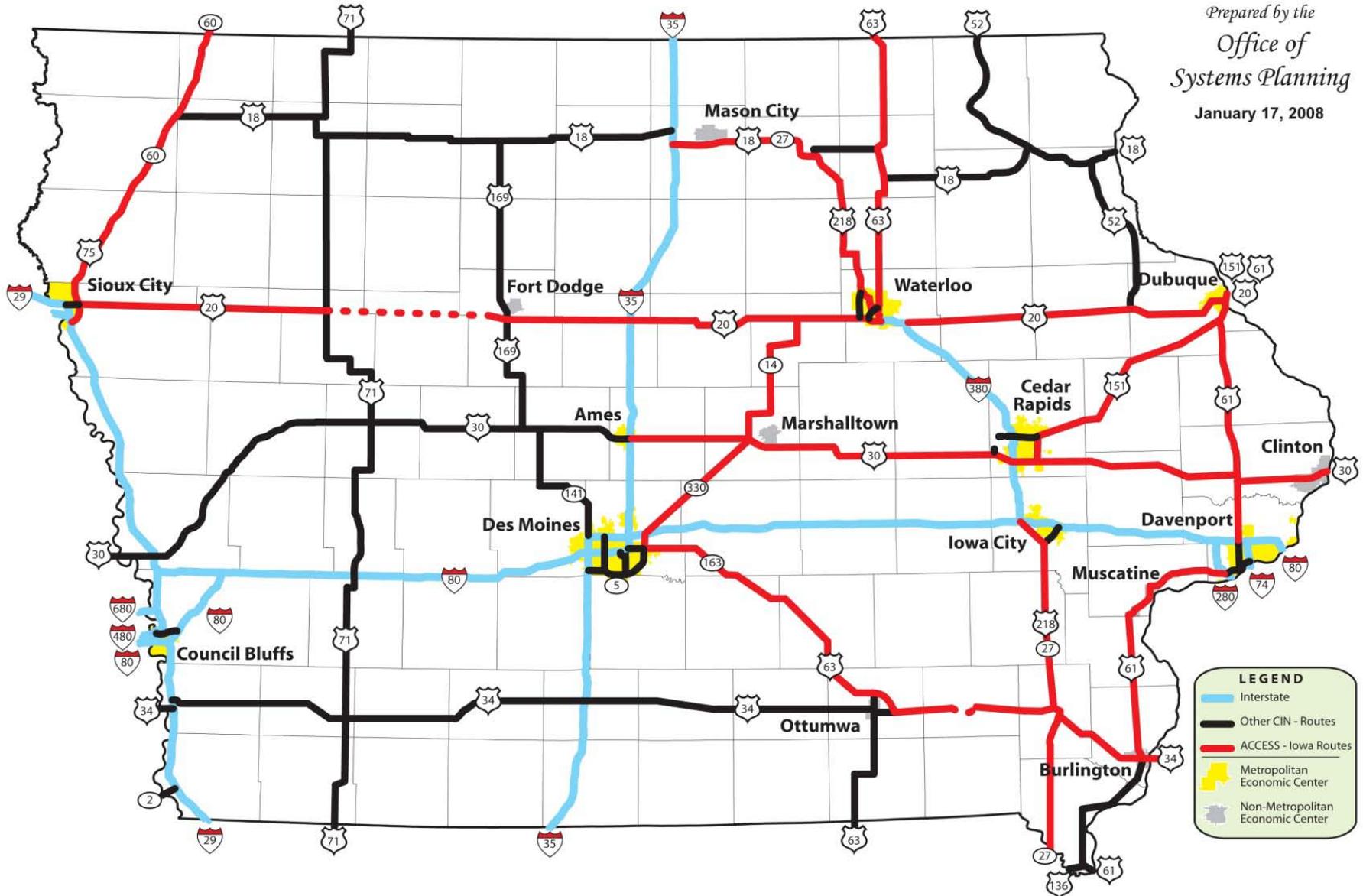
- 60 percent to DOT: For use on access-Iowa highways, CIN highways (priority to projects around renewable fuel developments), and Interstate highways.
- 20 percent to counties: For use on county road bridges and on farm-to-market roads (priority for projects that support economic development and job creation).
- 20 percent to cities: To improve and sustain the city street system.

TIME-21 Distribution

Access Iowa

Prepared by the
Office of
Systems Planning

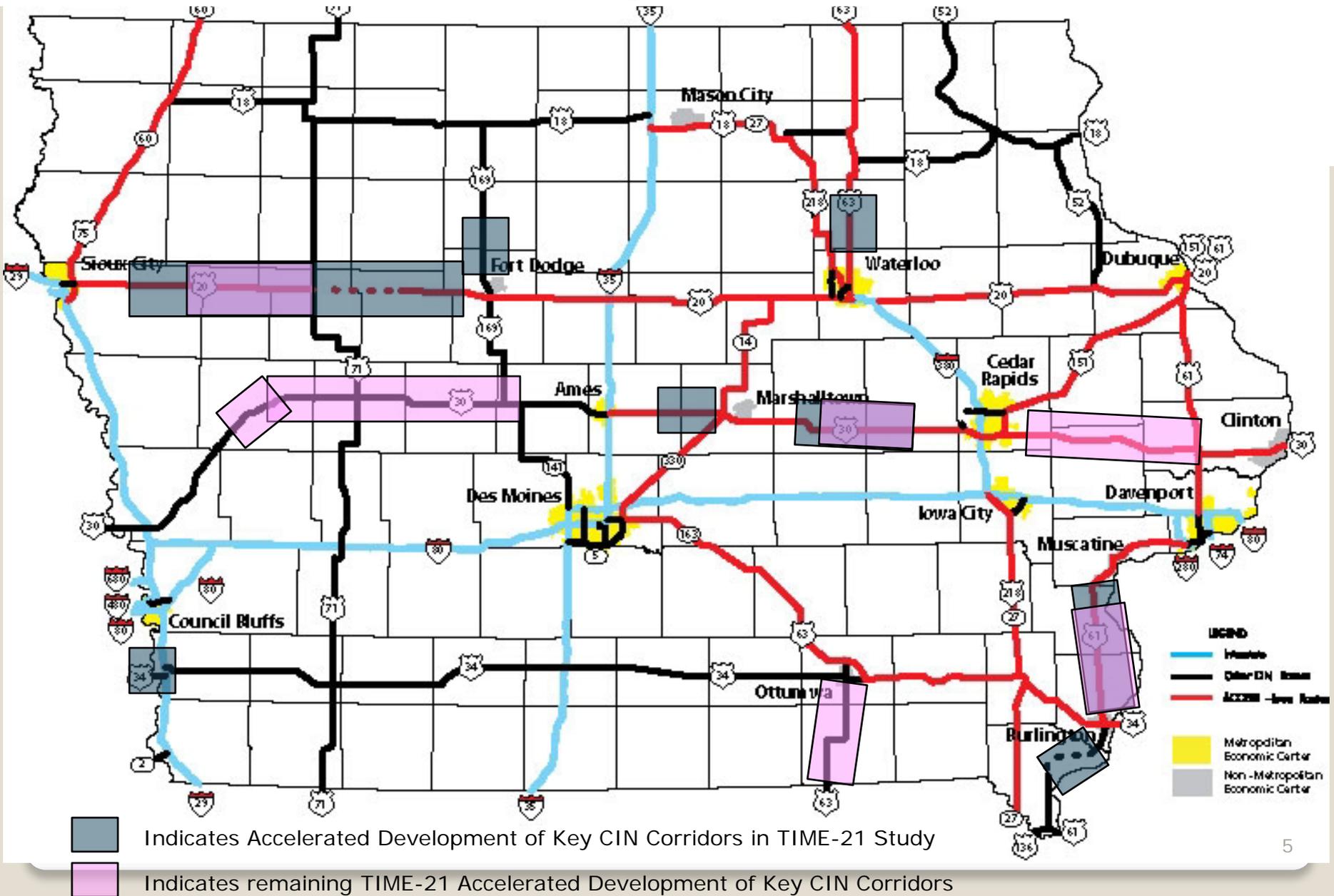
January 17, 2008

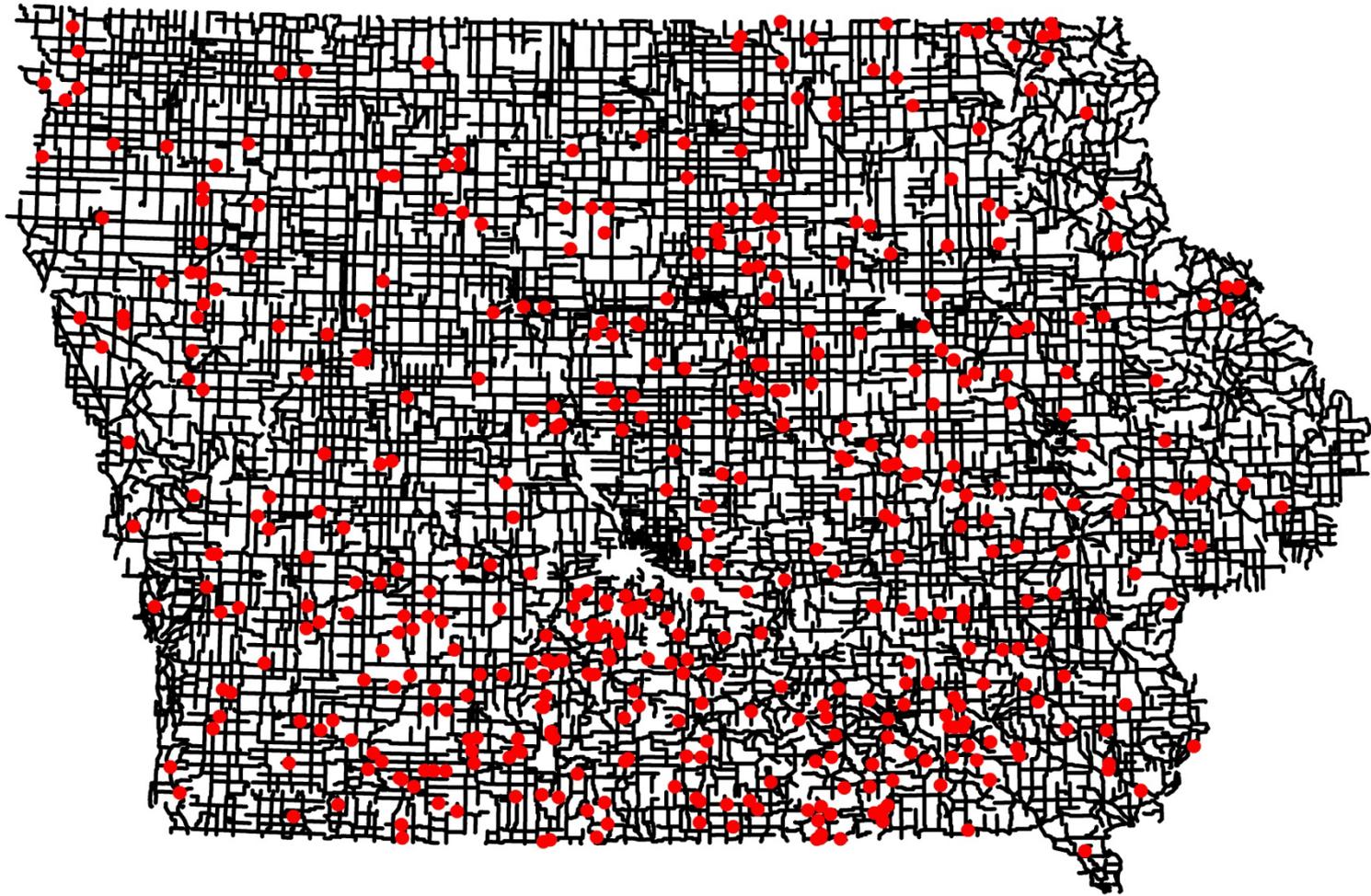


LEGEND

- Interstate
- Other CIN - Routes
- ACCESS - Iowa Routes
- Metropolitan Economic Center
- Non-Metropolitan Economic Center

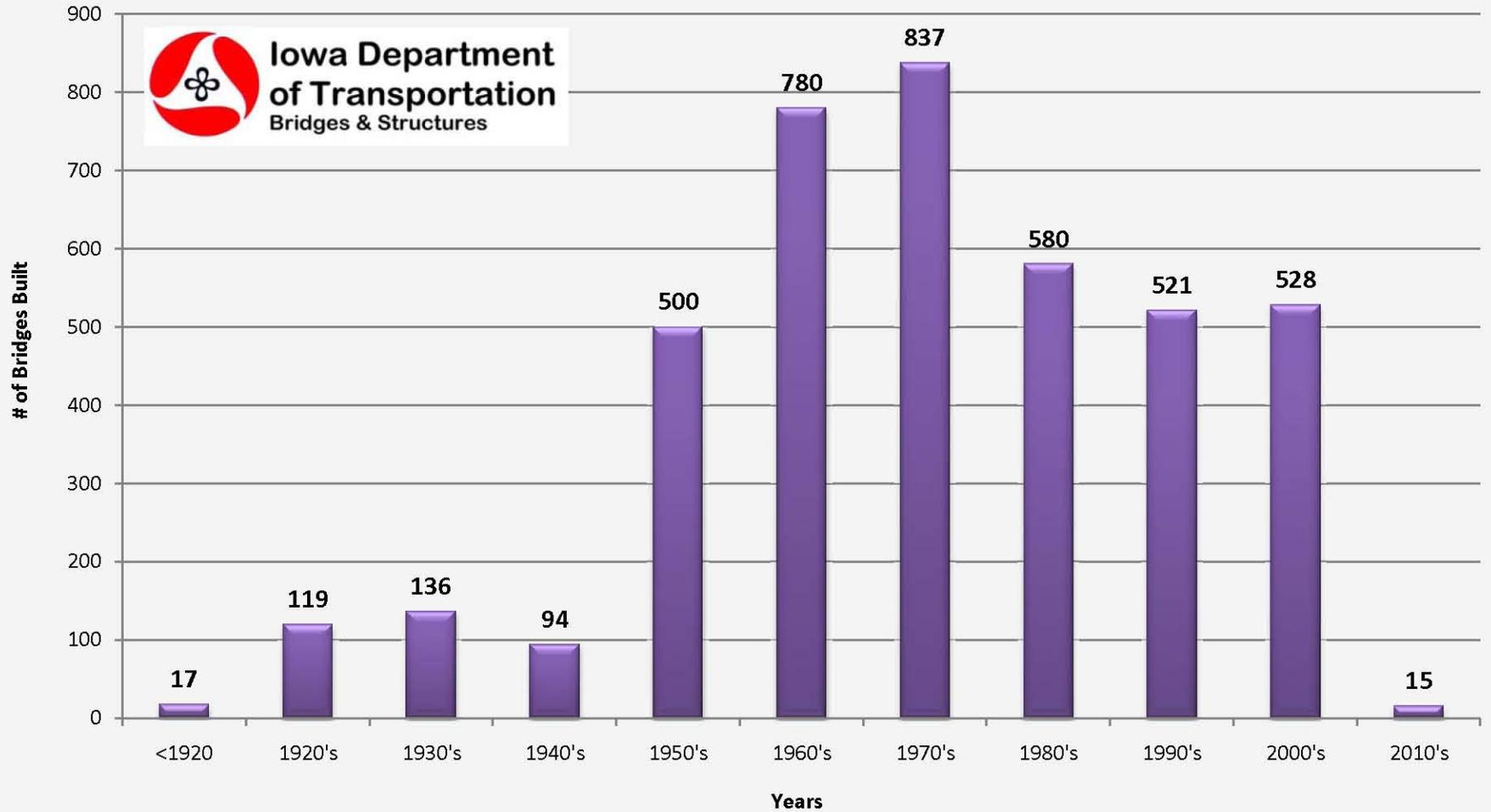
TIME-21 Accelerated Development of Key CIN Corridors Improvement changes FY 2009 to FY 2016





County Farm-to-Market System

Bridge Age by Decade on Primary System



Total Number of Bridges = 4127

As of April 1, 2010, from NBI submittal

- Full assessment of needs does not address
 - Priorities
 - Reality of limited funds
- Hierarchy of road needs developed
 - Generally in following priority
 - Maintain
 - Preserve
 - Expand
 - Modernize
 - Balance minimum thresholds for preservation which exist regardless of economic benefit vs. the benefits to road users

Road Needs

- Category 1
 - Maintenance
 - Administration
 - Debt service (primarily cities)
- Category 2
 - Resurfacing of high-volume roads
 - Repair/replacement of structurally deficient bridges on high-volume roads
 - Reconstruction of very high-volume roads with poor pavement/geometric deficiencies
- Category 3
 - Resurfacing of low-volume roads
 - Repair/replacement of structurally deficient bridges on low-volume roads
 - Repair/replacement of functionally obsolete bridges on high-volume roads.
 - Reconstruction of high-volume roads with poor pavement/geometric deficiencies
 - Capacity improvements on high-volume and CIN roads

Road Needs - Hierarchy

- Category 4

- All remaining capacity improvements
- Repair/replacement of functionally obsolete structures on moderate volume roads
- Reconstruction of moderate volume roads with poor pavement/geometric deficiencies

- Category 5

- Repair/replacement of all remaining functionally obsolete bridges
- Reconstruction of all remaining roads with poor pavement/geometric deficiencies

- Category 6

- Reconstruction of all remaining roads with geometric deficiencies

Road Needs – Hierarchy

- Funds are insufficient to preserve all roads and bridges
- Trade-offs will have to be made between needed reconstruction, bridge replacement, and high rate-of-return capacity improvements
- All jurisdictions will be faced with the preservation problem

A Guide to Decision-Making – Funding Analysis

- No minimum preservation threshold
- Eliminated lower rate-of-return needs and all modernization needs
- Estimate purely 'economical' levels of road needs

A Guide to Decision-Making – Economic Analysis

	20-Year Total (in millions)	Average Annual (in millions)
Needs	\$51,600	\$2,580
Revenue*	\$47,300	\$2,365
Shortfall	(\$4,300)	(\$215)

* Includes forecast TIME-21 revenue

Reevaluation of Critical Needs (DRAFT)

- Federal Prohibition
 - Privately financed rest areas on the Interstate are prohibited except:
 - Toll roads that receive no federal aid
 - Rare cases where the private rest area was developed prior to the road being designated an Interstate
 - Private or commercial use of Interstate highway right of way prohibited in US Code
- Iowa Restriction (306C.21)
 - After January 1, 1997, private persons, firms, or corporations entering into an agreement with the department under this section shall not develop, establish, or own any commercial business located on land adjacent to the rest area which is subject to the agreement.

Rest Area Privatization