

# Road Use Tax Fund Efficiency Report

## Savings Status

As of December 31, 2020

| Efficiency opportunity   | Estimated savings             | Savings to Date  |
|--|-------------------------------|--|
| <b>Program Efficiencies - \$38.5 million</b>   |                               |  |
| <p><b>Post-letting project costs</b><br/>           \$10 million savings per year by reducing program line item by \$10 million (Extra work orders and project changes).</p> <p>Through improved cost control and budgeting initiatives, the Commission has reduced that amount of funding set aside each year to cover post-letting project costs resulting from extra work orders and project changes. Previously, the Commission programmed \$20 million per year to cover these costs and with the 2013-2017 Transportation Improvement Program, that amount has been reduced by \$10 million per year. This recommendation from the RUTF Efficiency Report was fully implemented.</p>   | <p>\$10 million annually</p>  | <p>\$10 Million</p>  |
| <p><b>Rest areas and commercial motor vehicle weigh stations</b><br/>           \$0.5 million savings by reducing annual rest area maintenance costs due to completion of a safety related infrastructure improvement program.</p> <p>I-35 Ankeny rest area was programmed for \$11.1 million in 2012, now programmed for \$10.1 million in 2013. The reduction was a result of design modifications intended to reduce the cost of the facility. Changes included reduction of the building footprint, substitution of a less costly heating/cooling system, reducing art and cultural components throughout the building and sites, reduction of the size of the parking areas, and a number of other less impactful changes.</p> <p>The 2016 – 2020 Transportation Improvement Program included three rest area improvement (building replacement) projects totaling \$10.0 million. The 2017 – 2021 Transportation Improvement Program included only two projects totaling \$7.1 million. This is a one time savings of \$2.9 million.</p> | <p>\$1.5 million annually</p> | <p>\$0.5 Million</p> <p>\$1.0 Million<br/>One-time savings</p> <p>\$2.9 Million<br/>One-time savings</p> |

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| <p>Implementation of our plan to reduce the overall number of full service and parking rest areas is expected to save about \$38.2 million over the next 30 years, or about \$1.3 million annually.</p>   |  | <p>\$1.3 Million<br/>Annually</p>                                  |
| <p><b>Revenue collection</b><br/>Implement mechanisms to assure collection of state road fund revenue is done uniformly, effectively and efficiently, while maximizing revenue collected. The Iowa DOT administers the collection of several components of state road funding.</p> <p><i>Improved fee investigation &amp; collection efforts --</i><br/>[Focused efforts to identify and collect unpaid or underpaid registration fees associated with vehicles improperly registered under out-of-state L.L.C.s, vehicles improperly registered as business trade trucks, and privately sold vehicles that falsely under-reported the purchase price of the vehicle have resulted in additional collections of \$283,473 in 2020. The total amount collected during the period from January 2012 through December 2020 is \$1,369,088.</p> | <p>\$8 million annually</p>            | <p>\$1.135 Million</p> <p>\$1.369 Million<br/>One-time savings</p> |
| <p><b>Statewide roadside improvements</b><br/>\$1.0 million savings by reducing program line item for roadside vegetation by \$1.0 million annually.</p>  | <p>\$1 million annually</p>            | <p>\$1.0 Million</p>   |
| <p><b>Statewide traffic control devices</b><br/>\$1.0 million savings by reducing program line item by \$1.0 million in 2013. Reductions will be applied to the dynamic message sign purchase program and the specialty pavement marking program.</p>   | <p>\$1 million in one-time savings</p> | <p>\$1.0 Million</p>   |
| <p><b>Right of way parcels</b><br/>\$0.5 million annual savings by eliminating annual Corridor Preservation program line item.</p> <p>The sale of excess ROW totaled \$1,148,859 in 2020. The total amount gained for the sale of excess ROW during the period from January 2012 through December 2020 is \$28,372,869.</p>   | <p>\$1 million annually</p>            | <p>\$0.5 Million</p> <p>\$28.37 Million<br/>One time savings</p>   |

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| <p><b>Asset management</b></p> <p>\$11.0 million savings in 2015 for Non-Interstate Pavement Modernization-resurface, restore, rehabilitate.</p> <p>Through the implementation of more aggressive asset management practices, the Commission was able to reduce the amount of funding programmed for non-Interstate pavement modernization projects by \$11 million in FY 2015. This was accomplished by greater use of preventative maintenance projects and the use of tools that assist in determining the most cost-effective timing and selection of pavement modernization projects.</p> <p>The \$11 million savings implemented in the 2013-2017 Transportation Improvement Program meets the goal of the RUTF Efficiency Report; however, additional initiatives are underway to secure additional savings at the state level and also in partnership with local jurisdictions.</p> | <p>\$11 million in one-time savings</p>                | <p>\$11 Million</p>   |
| <p><b>Highway project concepts</b></p> <p>Design or concept changes on two projects in 2020 resulted in a savings of \$2,273,000. This is in addition to prior savings of \$27.39 million on 27 projects. The total savings to date is \$29.66 million on 29 projects.</p> <p>Contractors have the option to bid culverts as a pre-cast option or a cost in place option. In 2016, four projects on US 20 had the option of bidding pre-cast or cast in place. Three of the four projects were bid with pre-cast option for a total savings of \$1,048,000.</p>   | <p>\$5 million in one-time savings over five years</p> | <p>\$29.66 Million One-time savings</p> <p>\$1.0 Million One-time savings</p> |

| <b>Partnership Efficiencies – \$11.5 million</b>   |                               |                               |
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| <p><b>Surface Transportation Program (STP)</b><br/>           Develop, in conjunction with the regional planning affiliations and metropolitan planning organizations and other stakeholder groups, a process to exchange STP federal funds for Primary Highway System funds for the purpose of reducing the number of small projects that have to meet onerous federal requirements.</p> <p><b>Status:</b> House File 203, passed and signed into law in early 2017, provided the Iowa Transportation Commission (Commission) the authority to implement a “federal-aid swap” after consultation with stakeholders including regional planning affiliations, metropolitan planning organizations, the Iowa state association of counties, and the Iowa league of cities. Stakeholder consultation occurred throughout 2017 and led to the development of a policy adopted by the Commission on February 13, 2018. The policy took effect October 1, 2018 (the beginning of federal fiscal year 2019) with city and county swap projects being part of Iowa DOT project lettings.</p> <p>Since there are still many local Federal-aid projects in the development pipeline, the full effect of these efficiencies has not yet been realized. The current savings to date is based on the savings from avoiding construction cost inflation that is achieved because Swap projects can be developed in less time. We anticipate additional savings may be realized as the Swap is more fully implemented.</p> | <p>\$5 million annually</p>   | <p>\$8.2 million annually</p> |
| <p><b>Local jurisdiction partnerships for roadway maintenance</b><br/>           Review, in partnership with local jurisdictions, opportunities to maximize resources utilized for roadway maintenance activities.</p> <p>Iowa DOT staff has contacted counties across Iowa to assess their level of interest in partnering with the Iowa DOT in providing maintenance services. Several counties have expressed an interest and discussions are ongoing. Three pilot agreements have been entered into with counties resulting in operational efficiencies for the department but little to no direct operations budget savings.</p>  | <p>\$0.5 million annually</p> |                               |
| <p><b>Iowa DOT facilities, fleet and printing operations</b><br/>           During the period FY12 to December 31, 2019, the reduction in printing expenditures, facility consolidation efforts, and fleet reduction and changes has resulted in combined savings of approximately \$1.245 Million.</p>  | <p>\$0.5 million annually</p> | <p>\$1.245 Million</p>        |

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| <p><b>Regulatory permitting process</b><br/>Partner with regulatory permitting agencies to streamline the permitting process to reduce time and cost.</p>   | \$0.5 million annually                             |  |
| <p><b>Winter Salt Use</b><br/>In FY 2012, the Iowa DOT designed and implemented a salt management system that helps highway managers ensure appropriate salt use, even under complex and varying storm conditions. Since 2012, this has resulted in an average savings of \$1.5 Million annually for total savings to date of \$15.9 Million.</p> |  | \$1.5 Million annually                                     |
| <p><b>Motor vehicle enforcement</b><br/>Facilitate Iowa DOT and Iowa Department of Public Safety integration in related mission areas to capitalize on expertise; thus, ensuring the success of both departments.</p>   | \$5 million annually                               |  |
| <p><b>Vehicle Services Reduction in inventory for license plates</b><br/>DOT participated in process improvement project with county treasurers and Iowa Department of Corrections (Iowa Prison Industries staff). The project resulted in decreased inventory levels of 42% and an increase in cash flow of over \$430k.</p>                     |  | \$.43 Million Annually                                     |
| <p style="text-align: right;"><b>Total annual savings:</b><br/><b>Total one-time savings:</b></p>   | <p><b>\$33 million</b><br/><b>\$17 million</b></p> | <p><b>\$ 25.81 Million</b><br/><b>\$ 76.30 Million</b></p> |

| Senate File 257: Additional Efficiency Measures–<br>(FY2016 \$10 million/FY2017 \$10 million)   | Estimated Savings   |  |
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| <p>During the 2015 legislative session, Senate File 257 was passed and signed into law. This bill generated additional transportation funding to address critical needs across the state of Iowa. The bill also included the following language requiring the Iowa Department of Transportation (DOT) to identify additional efficiency measures for fiscal years 2016 and 2017:</p> <p><i>The department of transportation shall identify ten million dollars in efficiencies for the fiscal year beginning July 1, 2015, and ten million dollars in efficiencies for the fiscal year beginning July 1, 2016, in addition to the identification of any other efficiencies as required by law. The department shall provide details of activities undertaken to implement these efficiencies in the annual “Road Use Tax Fund Efficiency Report” required by 2012 Iowa Acts, chapter 1129, section 4, as amended by 2014 Iowa Acts, chapter 1123, section 21.</i></p> <p>The Iowa DOT has identified potential efficiency measures to exceed the legislative requirements and is working to finalize and implement the measures. The results will be reported in the Road Use Tax Fund Efficiency Report for December 2016 and December 2017.</p> <p>The final three sections of U.S. 20 (Correctionville to U.S. 71) were added to the 2016 – 2020 Transportation Improvement Program. The project schedule for these three sections was accelerated to complete these projects by the end of 2018. Project savings (for two of the three sections) due to the accelerated schedule and contract packaging are \$28,338,833.</p> | <p>\$10 million in fiscal year 2016</p> <p>\$10 million in fiscal year 2017</p> | <p>\$28.3 Million<br/>One-time savings</p> |