

IOWA TRANSPORTATION COMMISSION

Workshop Overview

March 23, 2023
Telephonic Meeting

(One hour)
Begin at 9:30 am

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| 1. | Commission Input | Commission | 5 min. |
| | <ul style="list-style-type: none">• Purpose: Commission discussion of items.• Requested Action: N/A | | |
| 2. | Director's Welcome | Scott Marler | 5 min. |
| | <ul style="list-style-type: none">• Purpose: Director update of activities at the DOT.• Requested Action: N/A | | |
| 3. | Five-Year Program Discussion | | 50 min. |
| | | Stu Anderson, Director
Planning, Programming and
Modal Division | |
| | | Shawn Majors
Program Management Bureau | |
| | <ul style="list-style-type: none">• Purpose: This item is the continuation of discussion of the 2024-2028 Iowa Transportation Improvement Program.• Requested Action: Provide comments/direction during the workshop. | | |

Overview of slides planned for use at the workshop:

- **Slide 2: Overview**
- **Slide 3: Commission Program Development Schedule (2024-2028)**
- **Slide 4: Decision Points**
 - This highlights the Commission decisions/guidance necessary to proceed to the next steps of Program development. This also includes bullets that summarize our discussion at the March 14 workshop leading to the development of a program balancing scenario to be presented at this workshop.
- **Slide 5: 2024-2033 Highway Program Analysis**
 - This slide is identical to the Program analysis slide presented at the March 14 workshop that reflects the updated funding forecast, the rescheduling of FY 2023 projects into FY 2024+, the updated cost estimates/schedules of projects included in last year's Program, and the changes to targets based on proposed back of the program line item changes. The changes in green highlight the changes due to updated cost estimates and schedule changes and changes to targets.

- **Slide 6: 2024-2033 Highway Program Analysis**
 - This slide reflects the same information as shown on the previous slide but the funding amounts in each category and year have been updated to reflect changes shown in green. As discussed, there are significant program overbalances due to updated project cost estimates.
- **Slide 7: Interstate Stewardship**
 - This slide matches the slide shared at the March 14 workshop and includes summary bullets regarding the potential allocation of Interstate Stewardship funds in this Program. The bullets in green reflect project changes necessary to coordinate with other projects and to better balance the Interstate Stewardship allocation. Please note that further changes to this category are included in the project rescheduling scenario discussed later in this presentation. Full project lists will be provided at the April workshop.
- **Slide 8: Other Stewardship Categories**
 - This slide matches the slide shared at the March 14 workshop and includes summary bullets for the other stewardship categories (Non-Interstate Pavement Modernization, Non-Interstate Bridge Modernization, and Safety). Full project lists will be provided at the April workshop.
- **Slide 9: Capacity/System Enhancement Categories**
 - This slide matches the slide shared at the March 14 workshop and includes summary bullets for the Non-Interstate and Major Interstate Capacity/System Enhancement categories. The bullets in green highlight project schedule changes necessary due to changes in the development schedule. Please note that further changes to this category are included in the project rescheduling scenario discussed later in this presentation. Full project lists will be provided at the April workshop.
- **Slides 10 and 11: Underfunded Projects**

Based on Commission feedback at the March 14 workshop, we have developed a program balancing scenario based on both identifying some projects in the Program as being underfunded and by identifying some projects for a one-year delay. Slides 10 to 12 focus on the identification of projects that could be shown as underfunded.

 - Slide 10 summarizes the recommendation and justification for this action. In summary, there are significant opportunities for additional project funding beyond the formula funds that you normally use when you develop the Program. For example, the Infrastructure Bill significantly increased the size of existing federal discretionary programs and created new discretionary programs that could be sources of funding for projects. In addition, showing a few projects as not fully funded could help our discretionary grant applications compete better for discretionary funds.
 - Slide 11 lists some potential projects that could be shown as underfunded in the Program. These projects were identified based on

their ability to compete for additional funding. The dollar amount shown for each project is the amount that the project would be “underfunded” in the Program. You will see that there are no projects shown for FY 2024 so this process could be reassessed with the next Program development.

- **Slide 12: 2024-2033 Highway Program Analysis (Underfunded Projects)**
 - This Program analysis slide reflects the impact of including the project underfunding scenario shown on Slide 11. The impact of identifying some projects as underfunded is to reduce the level of overprogramming; however, this does not fully address the imbalance in the Program at this stage.
- **Slides 13 to 15: Project Reschedule Scenario**
 - To fully balance the Program, it is necessary to delay some projects. Slides 13 to 15 summarize a project rescheduling scenario.
 - Slide 13 includes the criteria used to develop this project rescheduling scenario. These are the same criteria as past Commissions have used when identifying projects that could be delayed if there was a significant reduction in federal-aid. We’ve also documented that this scenario was developed with a goal to avoid reducing the funding targets and investment levels for pavement and bridge stewardship and safety.
 - Slide 14 documents a project reschedule scenario that delays 12 projects for one-year. We focused on the Non-Interstate and Interstate Capacity/System Enhancement categories; however, two small Interstate Stewardship projects are listed because their schedule is impacted by the proposed delay to the I-80 Dallas County project. The numbers in black reflect each projects current Program schedule and the numbers in green reflect the potential Program schedule with a one-year delay.
 - Slide 15 summarizes the project rescheduling scenario.
- **Slide 16 and 17: 2024-2033 Highway Program Analysis (Project Rescheduling Scenario)**
 - Slide 16 shows the funding changes in green due to the project rescheduling scenario and Slide 17 shows the same information with the changes in green fully incorporated into the analysis. The program balancing scenario results in the Highway Program balances being within normal ranges by incorporating both the underfunded projects and the project rescheduling changes.
- **Slides 18 to 19: Highway Program Candidates**
 - These two slides are the lists of Highway Program Candidates shown in the March 14 workshop presentation. Slide 18 lists potential Major Interstate Capacity/System Enhancement projects and Slide 19 lists potential Non-Interstate Capacity/System Enhancement projects. Given the Highway Program Balances shown on Slide 17, there is limited

capacity to add significant projects. However, there are some small projects highlighted in yellow on both slides that could be added to the Program.

- **Slide 20: Project Addition Scenario**
 - This slide lists the projects in yellow from the previous two slides that could be added to the Program based on existing Program balances resulting from the funding scenario.
- **Slide 21: 2024-2033 Highway Program Analysis (Project Addition Scenario)**
 - This slide shows the changes in green based on the project addition scenario shown on Slide 20. Because these are small changes, the Highway Program balances are still reasonable.
- **Slide 22: Decision Points**
 - This slide has the same “decision points” as slide 4 and is included to guide the discussion and get feedback from the Commission during the workshop.
- **Slide 23: FY 2023-2027 Highway Program Objectives**
 - This slide summarizes the Commission approved objectives of the 2023-2027 Highway Program.
- **Slide 24: Potential FY 2024-2028 Highway Program Objectives**
 - This slide summarizes potential objectives of the 2024-2028 Highway Program. Discussion is necessary on these objectives as they will be an action item at the April business meeting.
- **Slide 25: Next Steps**
 - This slide lists the next steps of the Program development anticipated to occur at the April workshop.