Overview

• COVID-19 Impacts
  – Economy
  – Travel
  – Funding

• 2022-2026 Highway Program

• 2021 Funding Discussions

• State modal appropriations

• DOT Organization
Moody’s/CNN Recovery Index - Midwest
(Pre-Pandemic = 100) As of 6/18/2021

Nation is at 93% (91% last month)
Data are 6-week moving average originations, do not include intermodal, and do not include the U.S. operations of CN, CP, and GMXT. Source: AAR Rail Time Indicators
Monthly Passenger Counts at Iowa’s Eight Commercial Service Airports (through April 2021)
The fluctuation around July 4 is an outlier due to the holiday falling on a different week in the previous year.

Switched from weekly to monthly changes beginning in September 2020.

Beginning March 2021, the percent change is based on traffic from the corresponding month in 2019 so the comparison is with pre-pandemic levels.
Transportation Funding Impacts – COVID

HIGHWAY
• Fuel tax receipts are down due to travel impacts
• Vehicle registration revenue is steady to growing (despite early drop in vehicle sales)
• Estimated lost RUTF through June 2021 - $50M

TRANSIT
• Initial drop in State Transit Assistance revenue but that has rebounded
• FY 2021 state vertical infrastructure appropriation lower due to reduced RIIF revenue
• Dramatic drop in local revenue due to reduced ridership

AVIATION
• State aviation fund revenue down about 40 percent due to lower aviation fuel tax
• FY 2021 state vertical infrastructure appropriation lower due to reduced RIIF revenue
• Dramatic drop in local revenue due to reduced passengers

TRAILS
• FY 2021 state vertical infrastructure appropriations lower due to reduced RIIF revenue
Federal Support – COVID

HIGHWAYS/BRIDGES IN IOWA
• CARES Act: None
• CRRSAA: $121.9 million
• ARP Act: No dedicated funding

TRANSIT AGENCIES IN IOWA
• CARES Act: $107 million
• CRRSAA: $26.5 million
• ARP Act: $61.1 million

AIRPORTS IN IOWA
• CARES Act: $70.5 million
• CRRSAA: $13.4 million
• ARP Act: $26.9 million
2022-2026 Highway Program

• $3.6 billion of state/highway funding

• Challenges
  • Large negative balances in early years
  • Federal funding uncertainty

• Key Points
  • Some projects were delayed but none removed
  • Provided for annual increases in pavement contract maintenance.
  • Increased safety target with continued annual increases
  • Added $30 million of pavement rehab to FY 2022
  • Added initial phase of I-380 expansion north of 80/380 mixmaster
2021 Funding Discussions

- **2021 RUTF Study**
  - Assess needs, funding, and funding shortfall
  - Make recommendations
  - Due to legislature by end of CY 2021

- **Federal funding**
  - Infrastructure bill
  - Reauthorization
    - Current authorization bill expires Sept. 30, 2021
    - Both House and Senate are working on bills
    - Earmarks
## Modal Appropriations from Rebuild Iowa’s Infrastructure Fund (RIIF)

<table>
<thead>
<tr>
<th>Program</th>
<th>FY 2020 Appropriation</th>
<th>FY 2021 Appropriation</th>
<th>FY 2022/23 DOT Request</th>
<th>Final FY 2022 Appropriation</th>
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Questions?

Stu Anderson
stuart.anderson@iowadot.us
515-239-1661