

COVID-19 Transportation Funding Impact Update

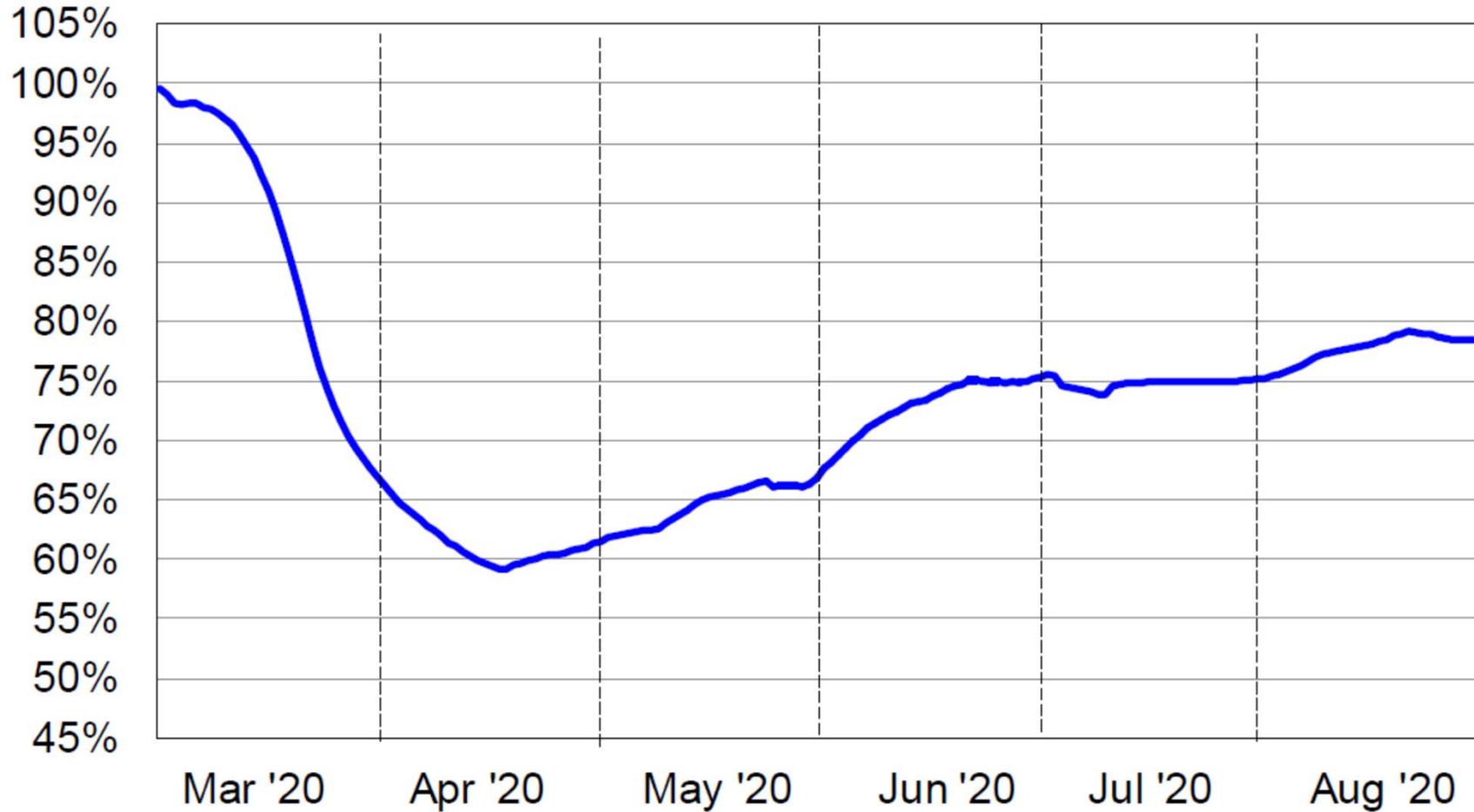
Iowa Freight Advisory Council

September 18, 2020

Update

- Travel trends
 - US total rail carloads
 - Commercial air service passenger counts
 - Vehicular traffic
 - Vehicle sales
- Funding Impacts
 - State Road Use Tax Fund
 - Rebuild Iowa Infrastructure Fund

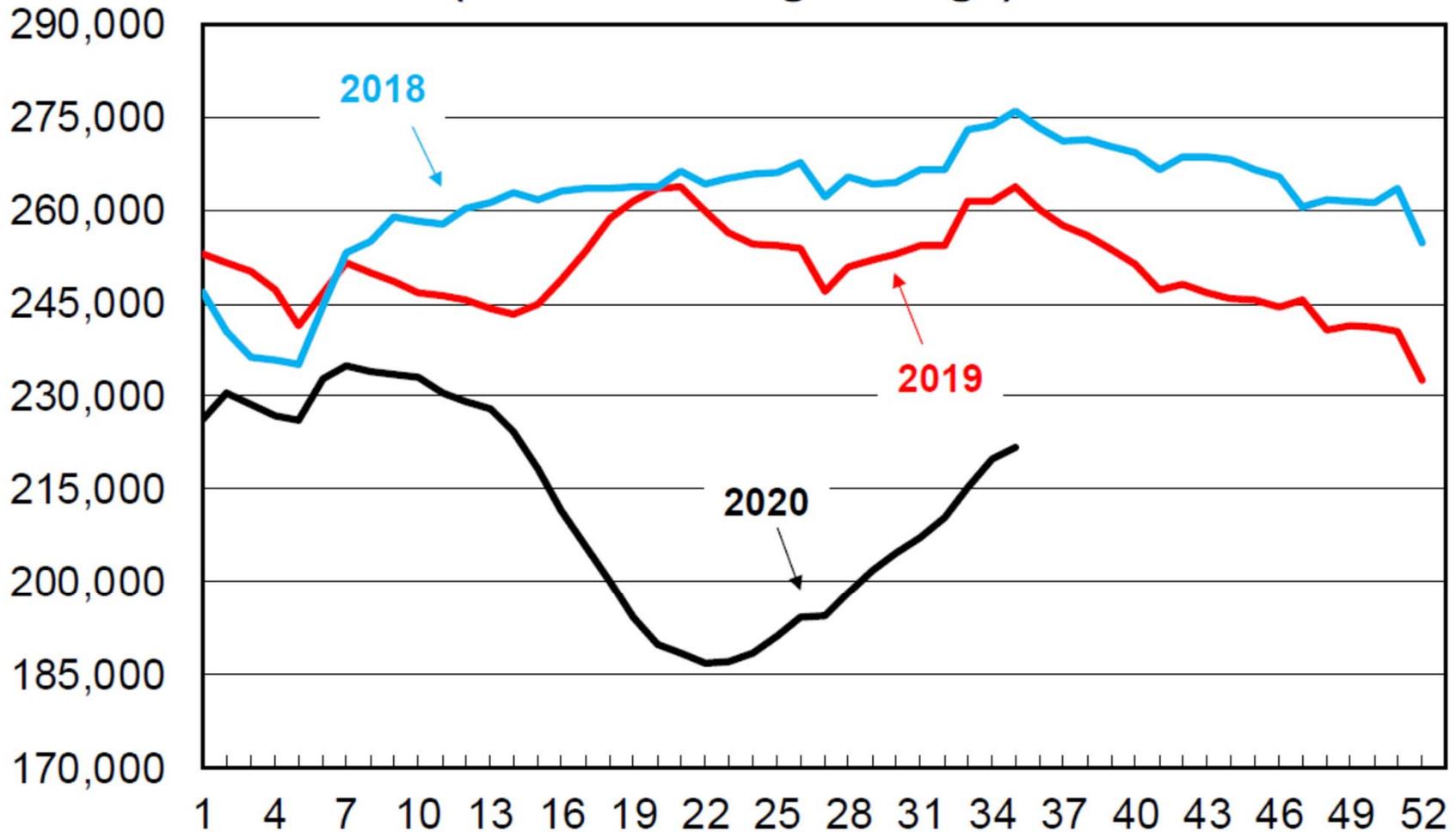
Moody's-CNN Back-To-Normal Index (Pre-Pandemic Level = 100)



Source: Moody's Analytics, CNN Business

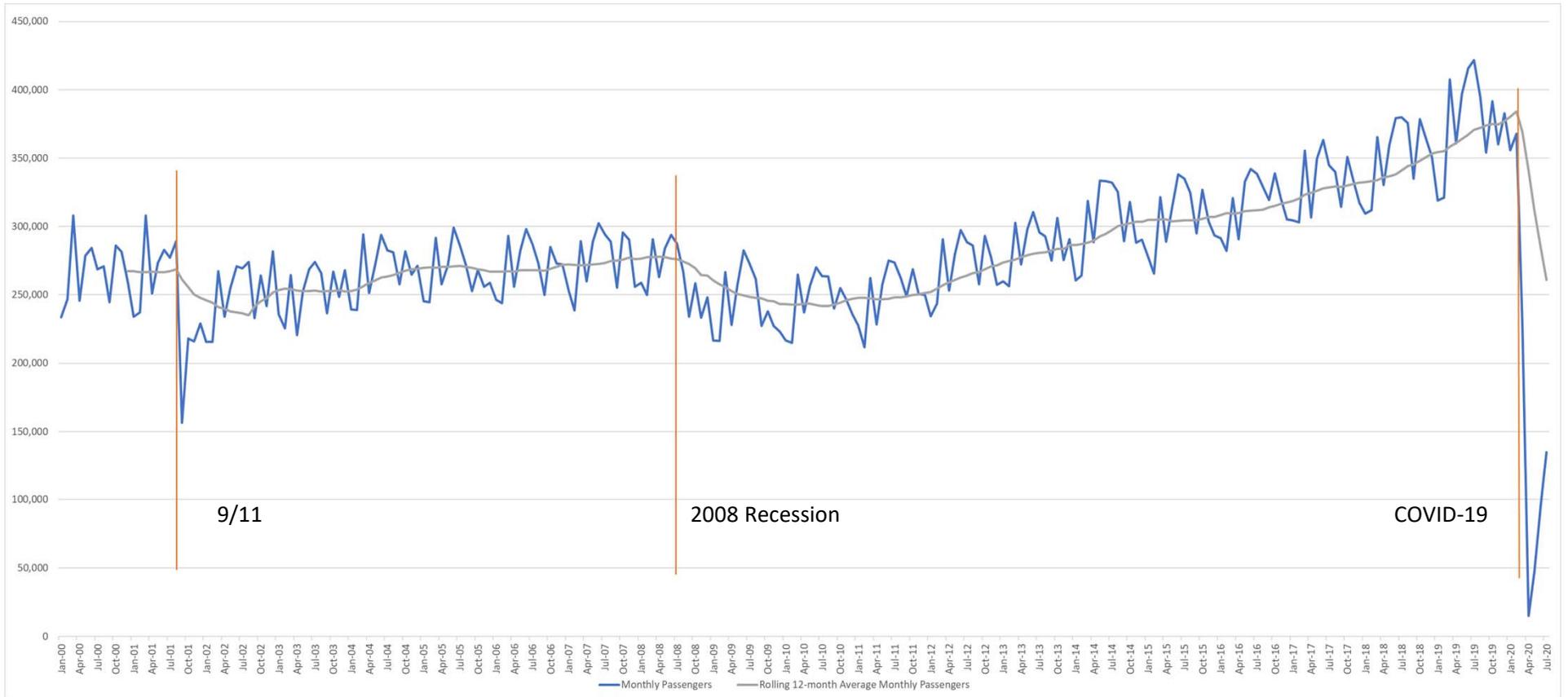
For details, see www.cnn.com/business/us-economic-recovery-coronavirus

Total U.S. Rail Carloads (6-week moving average)

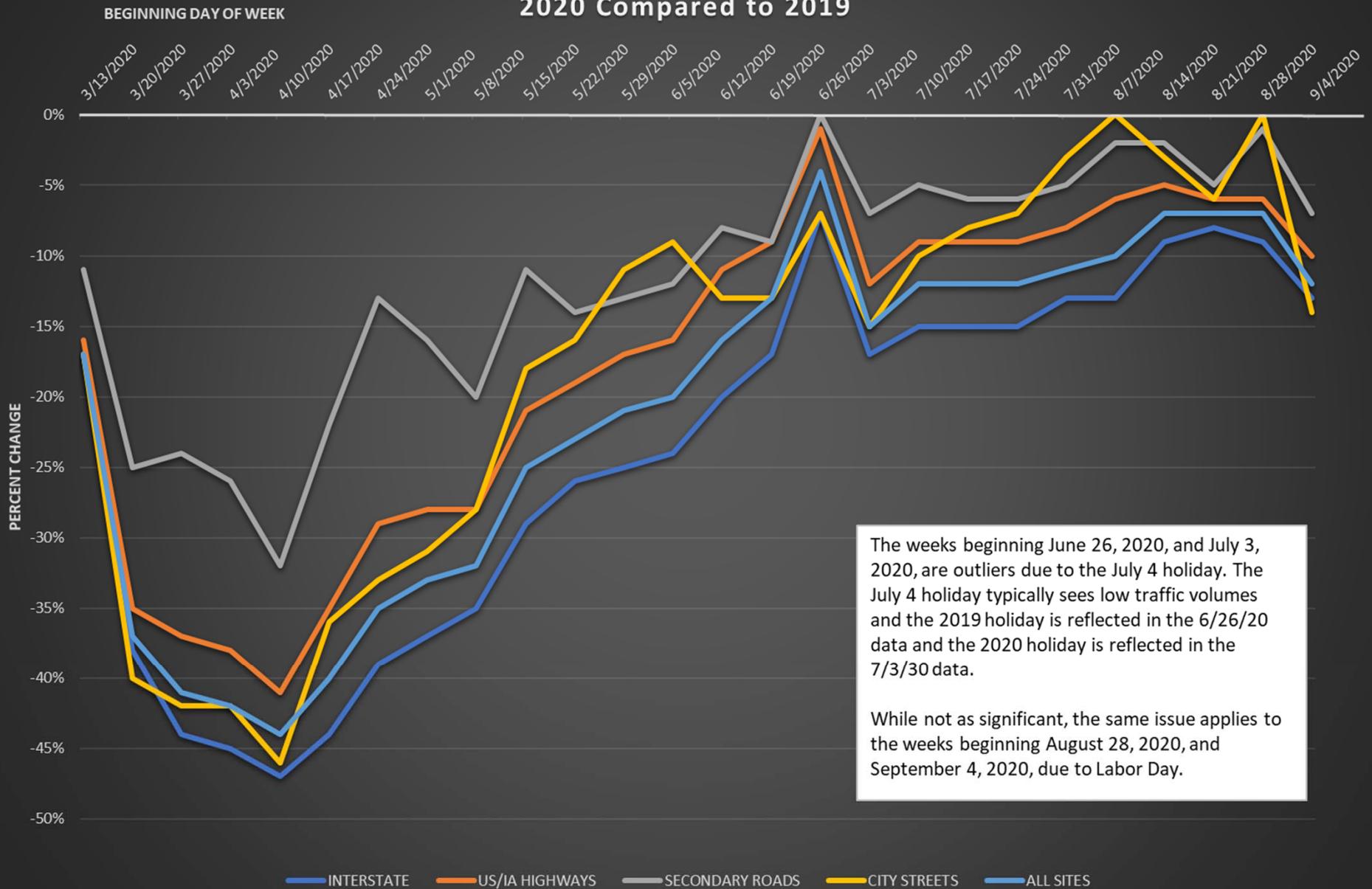


Data are 6-week moving average originations, do not include intermodal, and do not include the U.S. operations of CN, CP, and GMXT. Source: AAR *Rail Time Indicators*

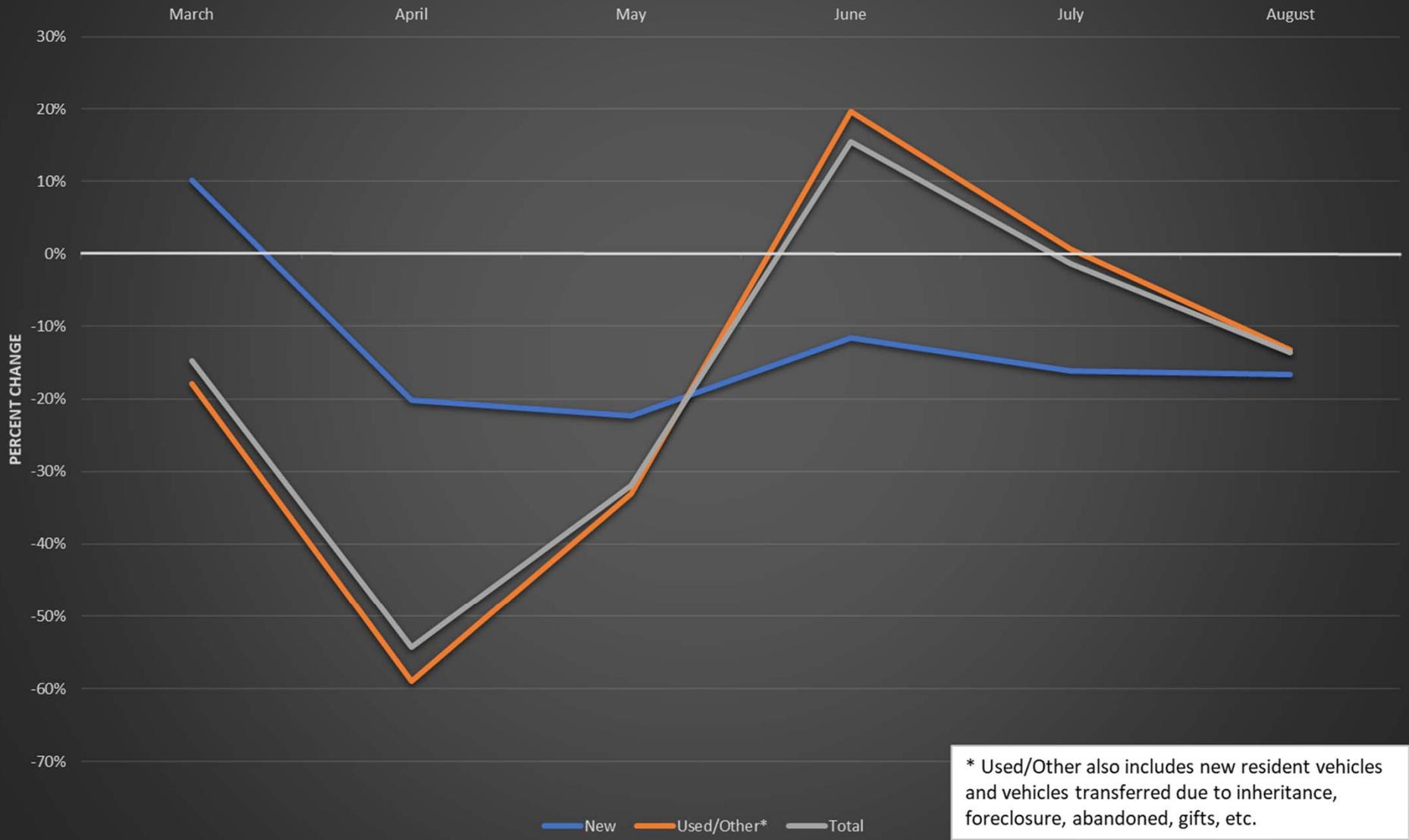
Monthly Passenger Counts at Iowa's Eight Commercial Service Airports (through July 2020)



Weekly Percentage Change in Traffic 2020 Compared to 2019



Monthly Percentage Change in Vehicle Sales 2020 Compared to 2019



Road Use Tax Fund

- Funding sources
 - Fuel tax revenue down with reduced travel
 - Fee for New Registration revenue down with reduced vehicle sales
 - Annual vehicle registration revenue down slightly

Road Use Tax Fund (cont.)

- Monthly Funding Impacts
 - June allocation of RUTF (actual): -\$25 million
 - Generally reflective of April collections
 - July allocation of RUTF (actual): +\$18 million (had estimated -\$1 million)
 - COVID-19 impact is offset by a fuel tax deposit timing situation.
 - August allocation of RUTF (actual): -\$6 million (had estimated -\$28 million)
 - **September allocation of RUTF (actual): -\$2 million (had estimated -\$19 million)**
 - October allocation of RUTF (est.): -\$17 million (had estimated -\$20 million)

Road Use Tax Fund (cont.)

- Long-Term Estimated Impacts (not updated since August)
 - June 2020 through Oct. 2020 Impact: -\$50 million (had estimated -\$100 million)
 - Nov. 2020 through June 2021 Impact: -\$96 million (had estimated -\$118 million)
- Reasons for Changes
 - Vehicle sales did not drop as significantly as data originally showed. Much of the drop was due to delayed processing as a result of COVID-19 office closures.
 - Fuel tax
 - Diesel tax is helping offset lower gasoline tax
 - Fuel tax receipts may still not fully reflect lower travel trends

FY 2021 Modal Appropriations from RIIF

(\$ 000 omitted)

Program	FY 2020 Appropriation	FY 2021 Appropriation
Commercial Service Vertical Infrastructure	\$1,900	\$1,000
General Aviation Vertical Infrastructure	\$1,000	\$650
State Recreational Trails	\$1,500	\$1,000
Public Transit Infrastructure	\$1,500	\$500
Railroad Revolving Loan and Grant Program	\$1,000	\$500
Total	\$6,900	\$3,650

Questions?