

Road Use Tax Fund Efficiency Report

Savings Status

As of December 31, 2023

Efficiency opportunity	Estimated savings	Savings to Date
Program Efficiencies	\$86,200,000	\$139,830,000
<p>Post-letting project costs \$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.</p> <p>This recommendation from the RUTF Efficiency Report was fully implemented.</p>	\$30 million annually	\$30 Million
<p>Rest areas and commercial motor vehicle weigh stations</p> <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>	\$38.2 million over the next 30 years	\$1.3 million
<p>Statewide roadside improvements \$1.0 million savings by reducing program line item for roadside vegetation by \$1.0 million annually.</p> <p>This recommendation from the RUTF Efficiency Report was fully implemented.</p>	\$1 million annually	\$1.0 Million
<p>Right of way parcels \$0.5 million annual savings by eliminating annual Corridor Preservation program line item.</p> <p>This recommendation from the RUTF Efficiency Report was fully implemented.</p> <p>The sale of excess ROW totaled \$5,686,069 in 2023. The total amount gained for the sale of excess ROW during the period from January 2012 through December 2023 is \$37,032,680.</p>	\$1 million annually	\$2.5 Million \$37.03 Million

<p>Asset management</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 in partnership with local jurisdictions.</p>	<p>\$11 million in one-time savings</p>	<p>\$11 Million</p>
<p>Highway project concepts</p> <p>Design or concept changes on 2 projects in 2022 resulted in a savings of \$7.8 million. This is in addition to prior savings of \$37.2 million on 33 projects. The total savings to date is \$45.0 million.</p> <p>Contractors have the option to bid culverts as a pre-cast option or a cast-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. This recommendation from the RUTF Efficiency Report was fully implemented.</p>	<p>\$5 million in one-time savings over five years</p>	<p>\$45.0 Million One-time savings</p> <p>\$1.0 Million One-time savings</p>

Partnership Efficiencies	\$2,677,000	\$27,084,000
<p>Surface Transportation Program (STP) 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>Status: 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. The current savings to date is based on several things, including the savings from avoiding construction cost inflation that is achieved because Swap projects can be developed in less time, reductions in local agency staff time due to streamlined project delivery processes and repurposing of some Iowa DOT staff that were previously dedicated to reviewing local projects.</p> <p>This recommendation from the RUTF Efficiency Report was fully implemented. In 2022, with the implementation of the new Infrastructure Investment and Jobs Act (IIJA) also known as the Bipartisan Infrastructure Law (BIL), the Swap program was almost entirely eliminated. Therefore the annual savings for 2023 was negligible.</p>	\$0	\$7.6 M annually
<p>Local jurisdiction partnerships for roadway maintenance 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>Total recommended savings from RUTF Efficiency Report were met. Additional savings were not identified for this recommendation.</p>	\$0.5 million annually	

<p>Iowa DOT facilities, fleet and printing operations During the period FY12 to December 31, 2022, the reduction in printing expenditures, facility consolidation efforts, and fleet reduction and changes has resulted in combined savings of approximately \$1.245 Million. Total recommended savings from RUTF Efficiency Report were met.</p>	\$0.5 Million	\$1.245 Million												
<p>System issuance of oversize/overweight permitting In CY2022, MVD made changes to our oversize/overweight permit system issuance rules to allow us to have the system auto-issue 15.7% more, more permits that motor carrier services employees did not have to process manually.</p> <p>Annually we estimate this has saved 1,801 hours of staff time in CY22, and 1,812 hours of staff time in CY23 YTD. We were able to divert attention to other processing queues and applications, such as IFTA/IRP and titling work for motor carriers.</p> <table border="1" data-bbox="194 819 922 976"> <thead> <tr> <th>Year</th> <th>Total Permits</th> <th>System Issued permits</th> <th>% of total</th> </tr> </thead> <tbody> <tr> <td>2022</td> <td>155,159</td> <td>101,436</td> <td>65.4%</td> </tr> <tr> <td>2023 (YTD)</td> <td>153,950</td> <td>102,019</td> <td>66.3%</td> </tr> </tbody> </table>	Year	Total Permits	System Issued permits	% of total	2022	155,159	101,436	65.4%	2023 (YTD)	153,950	102,019	66.3%	\$62,000 annually	\$124,000
Year	Total Permits	System Issued permits	% of total											
2022	155,159	101,436	65.4%											
2023 (YTD)	153,950	102,019	66.3%											
<p>Document processing for PWD permits In CY 2023, MVD partnered with Iowa county treasurers to improve the process for document retention for persons with disabilities (PWD) parking permit applications. Previously, county treasurers would scan and email completed customer applications to the DOT, and clerk specialist staff would manually download, import, and index the applications into the document management system. Now, county staff utilize an online platform to upload the applications, where they are directly indexed into the document management system without relying on DOT staff intervention. Since implementing the process in January, 40,498 applications have been submitted using the new method, saving 5 minutes of DOT staff time for each submitted application. This equates to 202,490 minutes, or 3,375 hours of staff time savings.</p> <p>The staff have been able to reduce overtime and significantly cut down on customer response time for a variety of vehicle services such as government titles and personalized plates.</p>	\$115,000 annually	\$115,000												
<p>Winter Salt Use 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 \$18.0 Million.</p>	\$1.5 Million annually	\$18.0 Million to date												

<p>Motor vehicle enforcement</p> <p>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> <p>Total recommended savings from RUTF Efficiency Report were met. Additional savings were not identified for this recommendation.</p>		
<p>Total annual savings:</p> <p>Total one-time savings:</p>	<p>\$47,950,333</p> <p>\$88,877,000</p>	<p>\$166,914,000</p>

Senate File 257: Additional Efficiency Measures– (FY2016 \$10 million/FY2017 \$10 million)	Estimated Savings	\$28,300,000
<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 One-time savings</p>