

Louisiana Senate Finance Committee



FY24 Executive Budget

07 – Department of Transportation and Development (DOTD)

March 2023

*Senator Patrick Page Cortez, President
Senator Bodi White, Chairman*

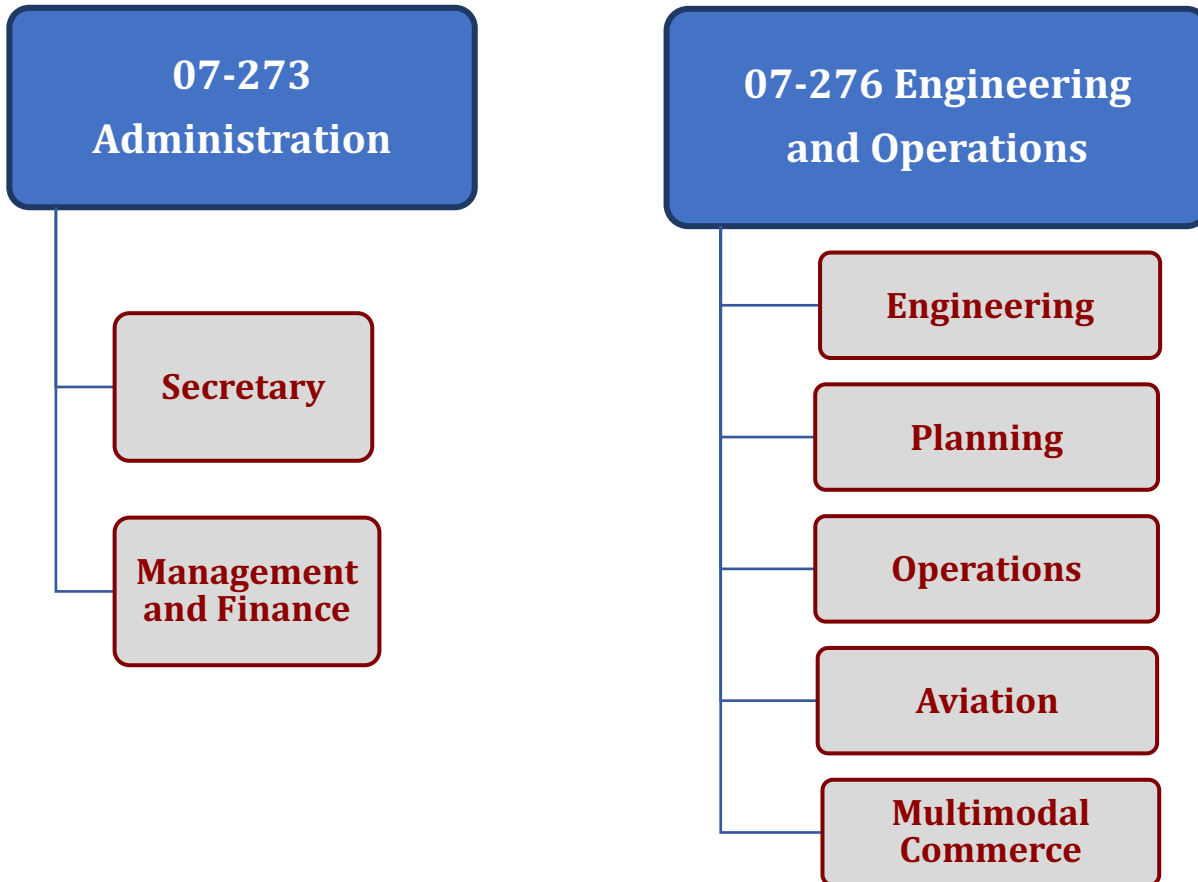




FY24 Recommended Budget Transportation and Development Organization



Departmental mission – To innovatively develop and sustain safe and reliable infrastructure comprising highways, multimodal transportation assets, micro-mobility systems, and public works.





FY24 Recommended Budget

Transportation and Development Agency Descriptions

Office of the Secretary — Provides administrative leadership, direction, and accountability for all DOTD programs in support of its mission.

Office of Management and Finance — Performs departmental responsibilities related to budgeting, financial services, procurement, audit, human resources, quality control, and other support services.

Engineering — Seeks to develop, construct and operate a safe, cost-effective and efficient highway and public infrastructure system which will satisfy the needs of the public and serve the economic development of the state in an environmentally compatible manner.

Planning — Provides strategic direction for a seamless, multimodal transportation system.

Operations — Plans, designs, builds, sustains, and operates a multimodal transportation and infrastructure system to enhance mobility and economic development.

Aviation — The Aviation Program has overall responsibility for facilitating, developing, exercising regulatory oversight, and providing guidance for airports and heliports.

Multimodal Commerce — Administers the planning and programming functions of the department related to commercial trucking, ports and waterways, and freight and passenger rail development; advises the Office of Planning on intermodal issues; and implements the master plan as it relates to intermodal transportation.

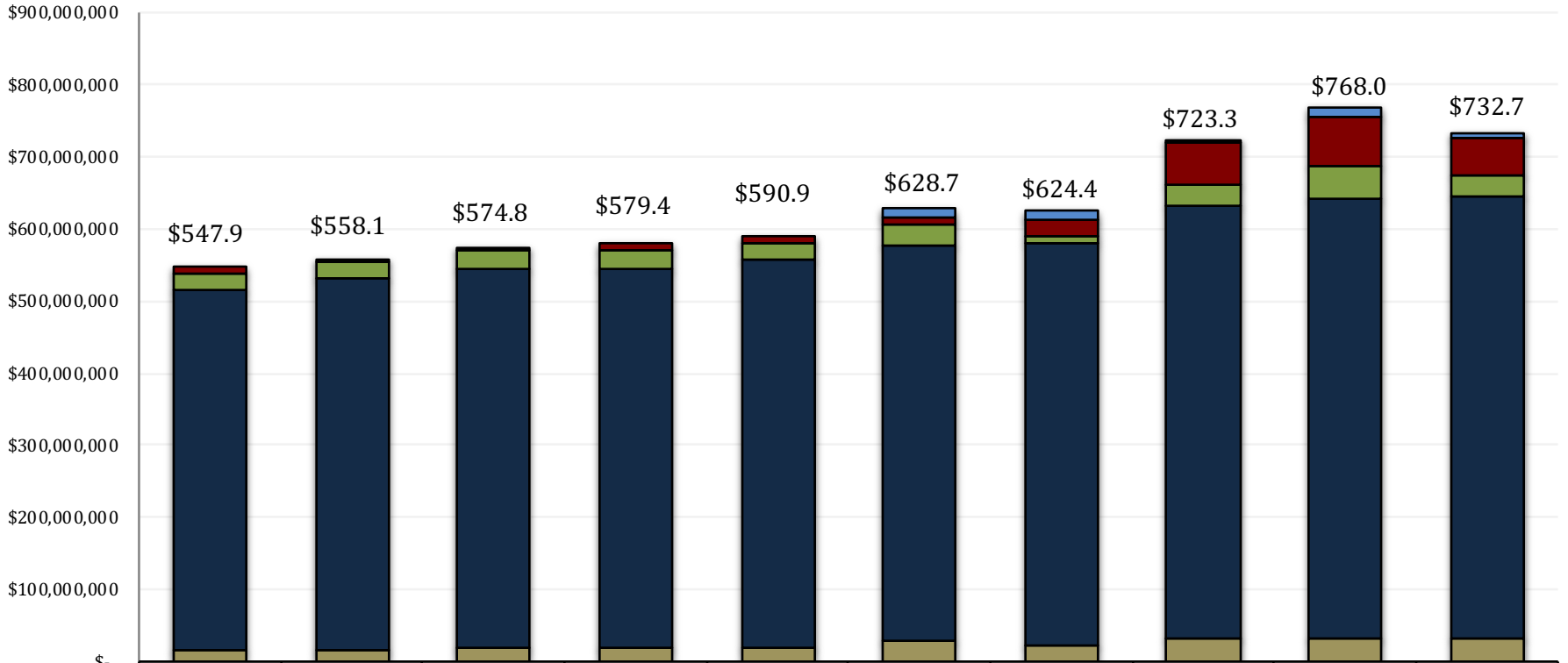


Transportation and Development

Changes in Funding since FY16

Total Budget by Fiscal Year and Means of Finance
(in \$ millions)

Change from FY16 to FY24 is 34%.
Change from FY16 to FY22 is 14%.



	FY16 Actual	FY17 Actual	FY18 Actual	FY19 Actual	FY20 Actual	FY21 Actual	FY22 Actual	FY23 Enacted	FY23 EOB as of 12-1-22	FY24 Recommended
■ SGF	\$-	\$-	\$-	\$-	\$-	\$11,204,037	\$12,409,202	\$5,000,000	\$11,338,531	\$8,000,000
■ IAT	\$8,756,739	\$3,922,181	\$5,865,860	\$9,348,911	\$10,108,750	\$10,055,784	\$21,893,314	\$55,749,600	\$69,195,194	\$50,868,492
■ FSGR	\$23,223,226	\$22,769,329	\$23,920,873	\$25,860,263	\$23,034,988	\$29,212,522	\$8,656,549	\$29,842,875	\$45,111,659	\$29,842,875
■ STAT DED	\$498,843,324	\$515,630,877	\$525,881,571	\$524,724,849	\$539,830,555	\$549,971,691	\$559,898,271	\$602,132,989	\$611,167,108	\$613,412,746
■ FED	\$17,056,754	\$15,733,689	\$19,101,561	\$19,437,134	\$17,960,004	\$28,206,985	\$21,564,933	\$30,612,163	\$31,209,540	\$30,612,163



Transportation and Development Statewide Budget Adjustments for FY24

State General Fund (Direct)	Interagency Transfers	Fees and Self-generated Revenues	Statutory Dedications	Federal Funds	Total	T.O.	Adjustment
\$11,338,531	\$69,195,194	\$45,111,659	\$611,167,108	\$31,209,540	\$768,022,032	4,287	FY23 Existing Operating Budget as of 12-1-22
\$0	\$0	\$22,239,750	\$5,993,700	\$23,770	\$28,257,220	0	Acquisitions and Major Repairs
\$0	\$0	\$0	\$18,828	\$0	\$18,828	0	Administrative Law Judges
\$0	\$0	\$0	(\$7,520,038)	\$0	(\$7,520,038)	0	Attrition Adjustment
\$0	\$0	\$0	\$7,161	\$0	\$7,161	0	Capitol Park Security
\$0	\$0	\$0	(\$62,085)	\$0	(\$62,085)	0	Civil Service Fees
\$0	\$0	\$0	\$9,570,856	\$0	\$9,570,856	0	Civil Service Pay Scale Adjustment
\$0	\$0	\$0	\$943,043	\$0	\$943,043	0	Civil Service Training Series Adjustment
\$0	\$0	\$0	\$978,883	\$0	\$978,883	0	Group Insurance Rate Adjustment for Active Employees
\$0	\$0	\$0	\$1,093,895	\$0	\$1,093,895	0	Group Insurance Rate Adjustment for Retirees
\$0	\$0	\$0	(\$42,679)	\$0	(\$42,679)	0	Legislative Auditor Fees
\$0	\$0	\$0	\$10,766,220	\$0	\$10,766,220	0	Market Rate Salary Adjustment - Classified
\$0	\$0	\$0	(\$12,778,660)	\$0	(\$12,778,660)	0	Non-recurring 27th Pay Period
\$0	(\$1,881,108)	(\$22,239,750)	(\$11,193,950)	(\$23,770)	(\$35,338,578)	0	Non-recurring Acquisitions and Major Repairs
(\$6,338,531)	(\$13,445,594)	(\$15,268,784)	(\$9,034,119)	(\$597,377)	(\$44,684,405)	0	Non-recurring Carryforwards
\$0	\$0	\$0	(\$12,824)	\$0	(\$12,824)	0	Office of State Procurement
\$0	\$0	\$0	(\$1,787,004)	\$0	(\$1,787,004)	0	Office of Technology Services (OTS)
\$0	\$0	\$0	\$4,795,915	\$0	\$4,795,915	0	Related Benefits Base Adjustment
\$0	\$0	\$0	\$1,968,436	\$0	\$1,968,436	0	Retirement Rate Adjustment
\$0	\$0	\$0	\$1,659,130	\$0	\$1,659,130	0	Risk Management
\$0	\$0	\$0	\$5,085,737	\$0	\$5,085,737	0	Salary Base Adjustment
\$0	\$0	\$0	\$95	\$0	\$95	0	State Treasury Fees
\$0	\$0	\$0	\$13,679	\$0	\$13,679	0	UPS Fees
(\$6,338,531)	(\$15,326,702)	(\$15,268,784)	\$464,219	(\$597,377)	(\$37,067,175)	0	Total Statewide Adjustments
	(\$3,000,000)	\$0	\$0	\$0	(\$3,000,000)	0	Total Non-Recurring Other Adjustments
\$3,000,000	\$0	\$0	\$1,781,419	\$0	\$4,781,419	32	Total Other Adjustments
\$8,000,000	\$50,868,492	\$29,842,875	\$613,412,746	\$30,612,163	\$732,736,276	4,319	Total FY24 Recommended Budget
(\$3,338,531)	(\$18,326,702)	(\$15,268,784)	\$2,245,638	(\$597,377)	(\$35,285,756)	32	Total Adjustments (Statewide and Agency-Specific)

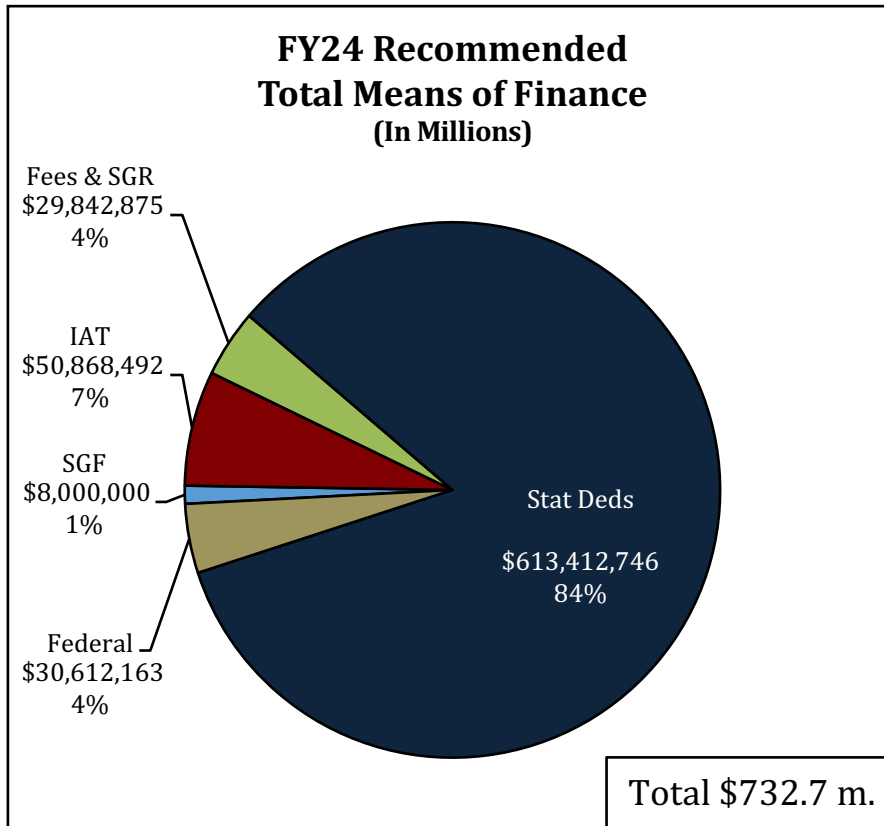


Transportation and Development Agency-Specific Adjustments for FY24

Non-Recurring Other Adjustments							
State General Fund (Direct)	Interagency Transfers	Fees and Self-generated Revenues	Statutory Dedications	Federal Funds	Total	T.O.	Adjustment
\$0	(\$3,000,000)	\$0	\$0	\$0	(\$3,000,000)	0	Decreases excess budget authority in the professional services category.
\$0	(\$3,000,000)	\$0	\$0	\$0	(\$3,000,000)	0	Total Non-Recurring Other Adjustments
Other Adjustments							
State General Fund (Direct)	Interagency Transfers	Fees and Self-generated Revenues	Statutory Dedications	Federal Funds	Total	T.O.	Adjustment
\$3,000,000	\$0	\$0	\$0	\$0	\$3,000,000	0	Increase in funding for additional mowing and litter pickup cycles.
\$0	\$0	\$0	\$1,781,419	\$0	\$1,781,419	32	Transfer of Mobile Weight Enforcement from Office of State Police to DOTD. State Police will transfer 32 vacant T.O. positions for compliance inspectors and police officers. This includes salaries, related benefits, travel, operating services, and supplies. This increase is partially offset by the reduction of \$1,468,879 in TTF-Regular for IAT to State Police for mobile weight enforcement.
\$3,000,000	\$0	\$0	\$1,781,419	\$0	\$4,781,419	32	Total Other Adjustments



Transportation and Development FY24 Recommended Means of Finance



Federal sources, in addition to the TTF-Federal, include Federal Research and Innovative Technology Administration (RITA) grants to be used exclusively for research grants for highways; Federal Emergency Management Agency (FEMA) grants for the National Flood Insurance Program - Community Assistance; a federal grant for highway safety programs; the Federal Transit Administration; Commercial Vehicle Information Systems and Networks program (CVISN) grants administered by the Federal Motor Carrier Safety Association; and the FAA's Wildlife Hazard Mitigation Program.

Non-SGF Sources of Funding:

The majority of funding in DOTD comes from **dedicated funds**, particularly the **Transportation Trust Fund-Regular (Constitutional)** and the **Transportation Trust Fund-Federal**. The TTF-Regular (16 cents/gallon) is derived from taxes on gasoline, motor fuels, and special fuels, while the TTF-Federal (18.4 cents/gallon on gasoline and special fuels; 24.4 cents/gallon diesel) comes from the Federal Highway Administration. An additional state tax of 4 cents/gallon provides funding for the TIMED program.

Other statutory dedications include:

- **Louisiana Highway Safety Fund** (speeding tickets issued for less than 10 miles over the limit on interstate highways),
- **New Orleans Ferry Fund** (revenues from truck and trailer registration or license tax collected in Orleans Parish)
- **State Highway Improvement Fund** (registration and license fees and taxes collected by the state pursuant to R.S. 47:462 and as provided in R.S. 47:481)

Fees and Self-generated Revenues come from sources such as sales of maps and plans; sales of land, buildings, and equipment on right-of-way; equipment buy back; the Louisiana Bicycle and Pedestrian Safety Account; the La. Transportation Research Center Transportation Training and Education Center Account (registration fees for training courses); DOTD Right-of-Way Permit Processing Account (permit fees from utilities); etc.

Interagency transfer sources include services provided for the Watershed Initiative, reimbursements from FEMA for natural disasters, and administrative fees collected for capital outlay projects administered by DOTD.



Transportation and Development Dedicated Funds

Dedicated Funds	Source of Funding	FY22 Actual	FY23 EOB as of 12-1-22	FY24 Recommended	Difference FY23 EOB to FY24 REC
Louisiana Highway Safety Fund	Speeding tickets issued for less than 10 miles over the speed limit on interstate highways.	\$0	\$2,000	\$2,000	\$0
New Orleans Ferry Fund	Revenues from truck and trailer registration or license tax collected in Orleans Parish.	\$1,140,000	\$1,140,000	\$1,140,000	\$0
State Highway Improvement Fund	Registration and license fees and taxes.	\$5,000,000	\$5,000,000	\$5,000,000	\$0
TTF-Federal	Federal Highway Administration.	\$153,682,700	\$170,952,422	\$177,203,003	\$6,250,581
TTF-Regular	Taxes on gasoline, motor fuels, and special fuels.	\$400,075,571	\$434,072,686	\$430,067,743	(\$4,004,943)
TOTALS		\$559,898,271	\$611,167,108	\$613,412,746	\$2,245,638

The TTF-Regular is the largest statutory dedication in DOTD. From FY23 EOB to FY24 Recommended, it is projected to decrease by \$4 million.

Additionally, TTF-Federal dollars from the Federal Highway Administration are projected to increase by \$6.3 million from FY23 EOB to FY24 Recommended.

The other three funds estimate no change from FY23 EOB to FY24 Recommended.



Transportation and Development

FY23 Enacted vs. FY24 Recommended Means of Financing by Agency

This chart compares DOTD's budget as it was appropriated for FY23 versus how it is being recommended for FY24, including changes in Means of Financing.

FY23 Enacted Total MOF by Agency	SGF	IAT	FSGR	Stat Deds	Federal	Total	T.O.
Administration	\$0	\$21,976	\$26,505	\$56,564,693	\$0	\$56,613,174	<i>201</i>
Engineering and Operations	\$5,000,000	\$55,727,624	\$29,816,370	\$545,568,296	\$30,612,163	\$666,724,453	<i>4,086</i>
TOTAL Administration and Engineering and Operations	\$5,000,000	\$55,749,600	\$29,842,875	\$602,132,989	\$30,612,163	\$723,337,627	4,287
FY24 Recommended Total MOF by Agency	SGF	IAT	FSGR	Stat Deds	Federal	Total	T.O.
Administration	\$0	\$21,976	\$26,505	\$55,053,174	\$0	\$55,101,655	<i>201</i>
Engineering and Operations	\$8,000,000	\$50,846,516	\$29,816,370	\$558,359,572	\$30,612,163	\$677,634,621	<i>4,118</i>
TOTAL Administration and Engineering and Operations	\$8,000,000	\$50,868,492	\$29,842,875	\$613,412,746	\$30,612,163	\$732,736,276	4,319
<i>Difference FY23 Enacted to FY24 Recommended</i>	\$3,000,000	(\$4,881,108)	\$0	\$11,279,757	\$0	\$9,398,649	32

The FY24 Recommended Budget for DOTD is an increase of \$9.4 million over FY23 Enacted. This equates to a percentage increase of 1.3.

The Administration Program decreased by \$1.5 million, or **-2.7** percent, from FY23 Enacted to FY24 Recommended.

The Engineering and Operations Program increased from FY23 Enacted to FY24 Recommended by \$10.9 million, or roughly 1.6 percent.

When looking at Means of Financing, State General Fund dollars increased by \$3 million for FY24 Recommended over FY23 Enacted. Interagency Transfers decreased by **(\$4.9 million)**. Statutory Dedications increased by \$11.3 million. Fees and Self-generated Revenues and Federal Funds remained unchanged.

Total T.O. increased by 32 positions due to the transfer of the Weight Enforcement Scale Program from Public Safety.



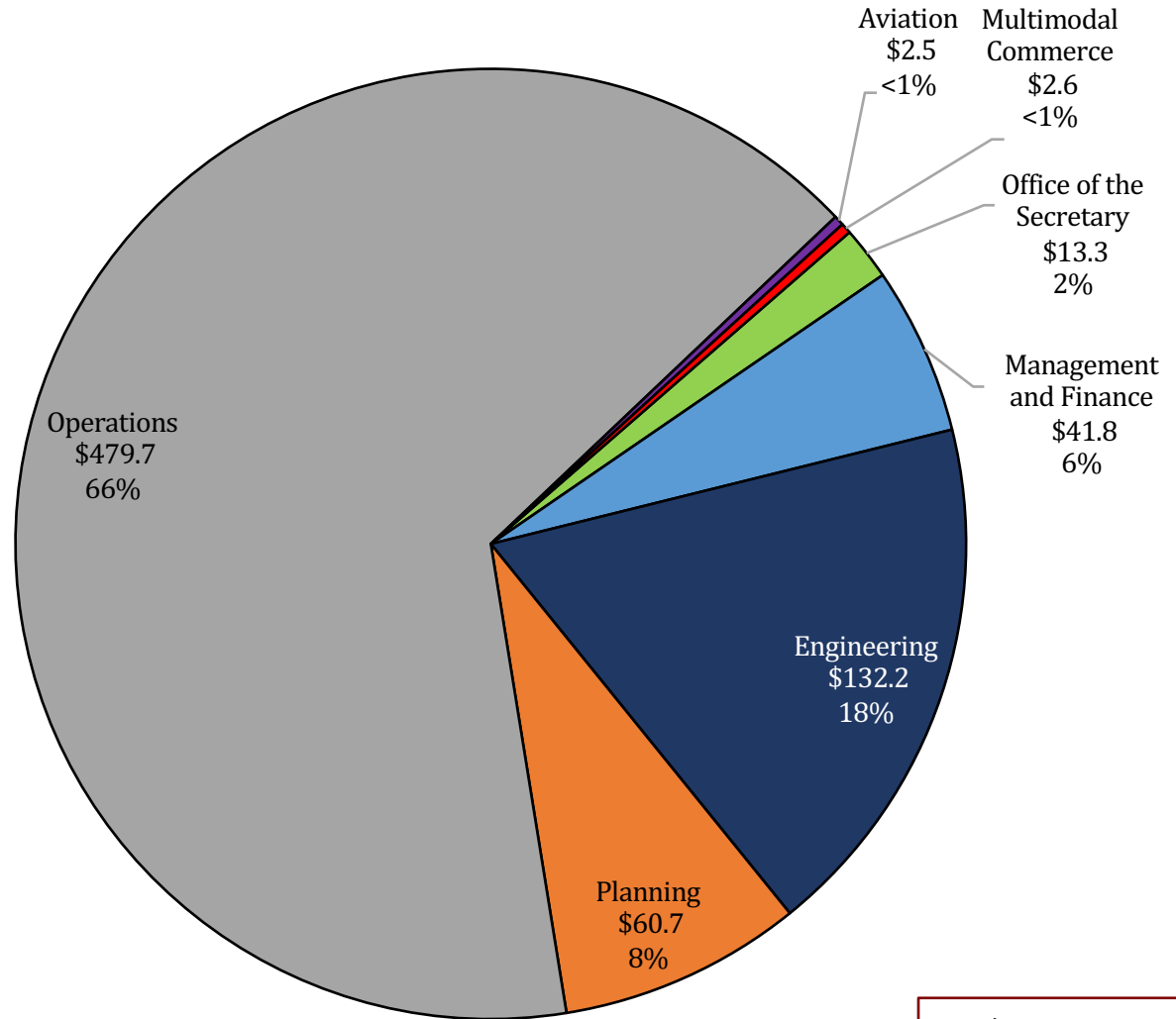
Transportation and Development FY24 Recommended Total Budget by Agency

This pie chart shows the percentage each agency's budget contributes to the whole department.

FY24 Recommended
Total DOTD Budget

\$732.7 m.

4,319 T.O. Positions



In \$ millions



Transportation and Development Administration – FY24 Agency Budgets

This pie chart shows a
breakout of the agency
budgets within the
Administration Program.

**FY24 Recommended
Administration**

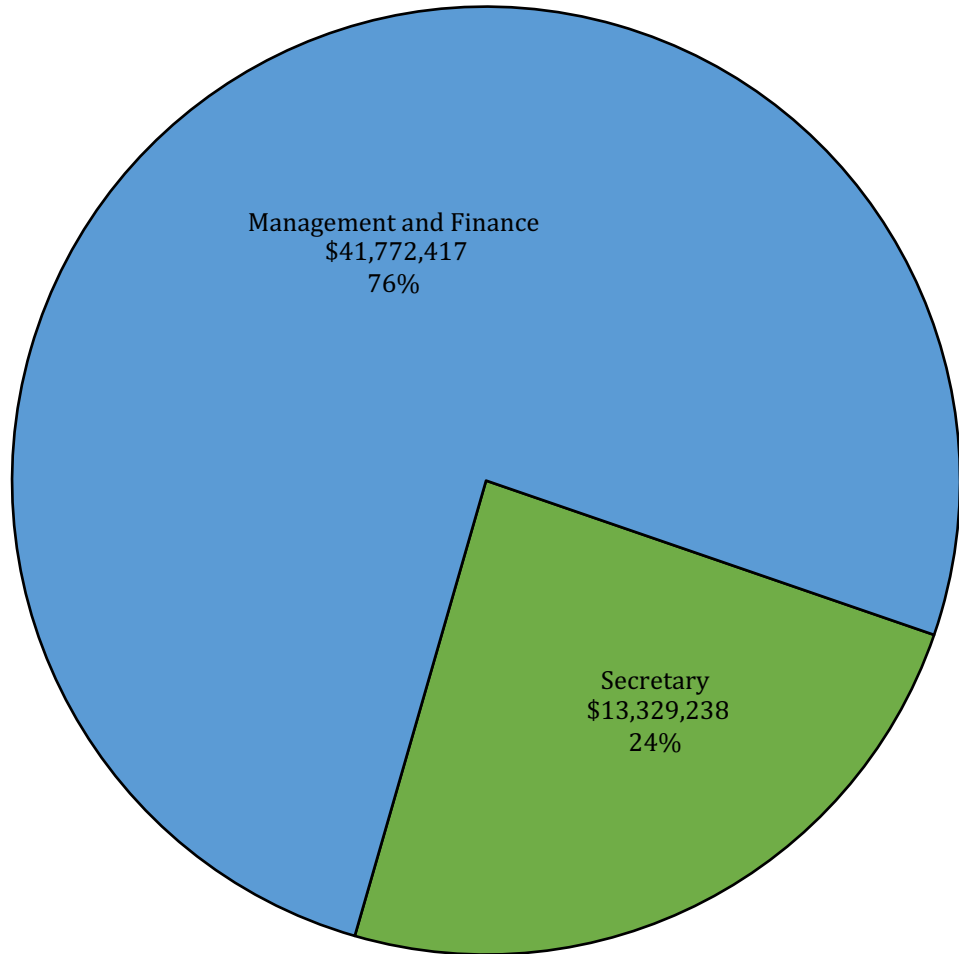
\$55.1 m.

201 T.O. Positions

Authorized T.O. Positions

Administration	
Office of the Secretary	76
Office of Management and Finance	125

Administration positions include the departmental secretary, undersecretary, and assistant secretaries; managerial and clerical staff; budget; fiscal; information technology; quality control; and other support staff.





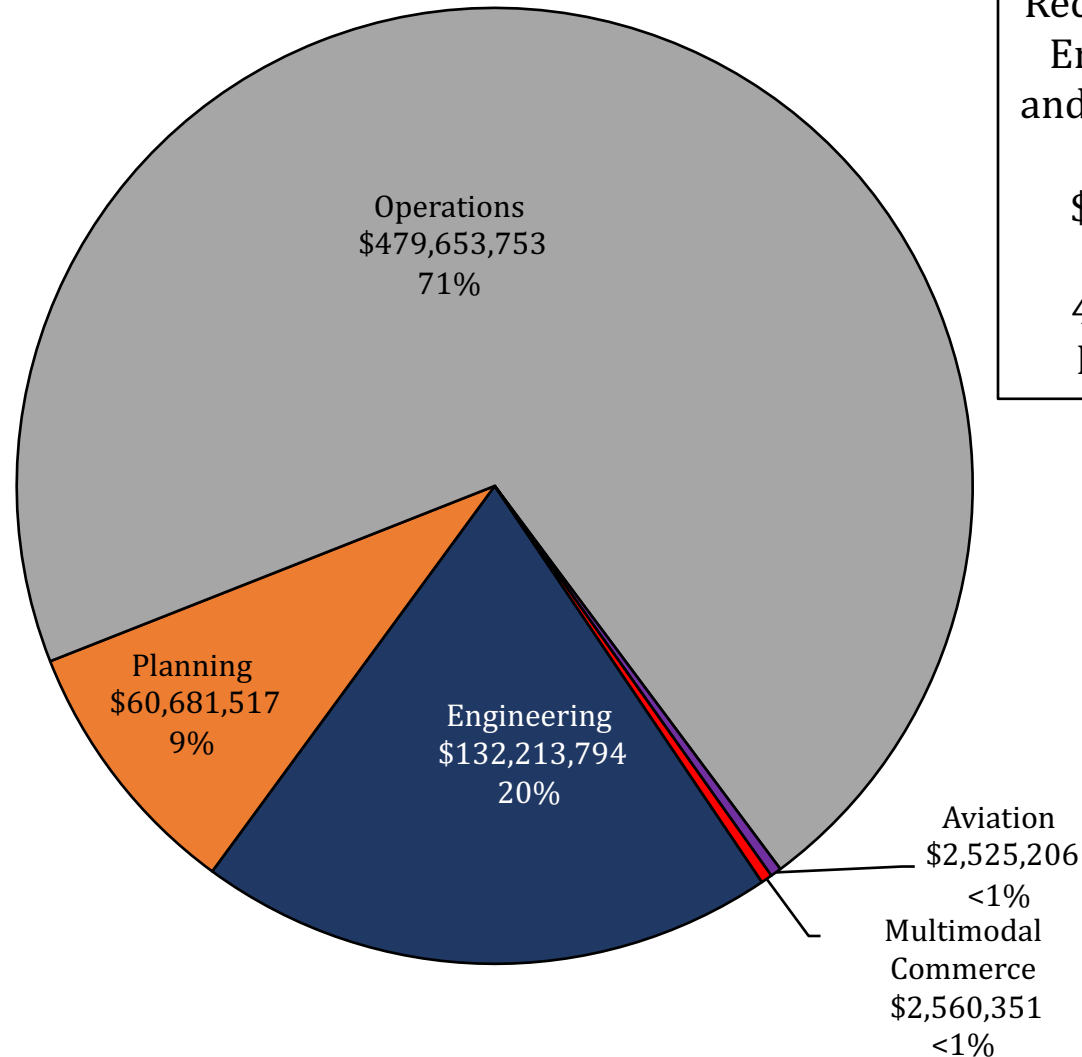
Transportation and Development Engineering and Operations – FY24 Agency Budgets

This pie chart shows a breakout of the agency budgets within the Engineering and Operations Program.

**FY24
Recommended
Engineering
and Operations**

\$677.6 m.

**4,118 T.O.
Positions**



Authorized T.O. Positions

Engineering and Operations	
Engineering	549
Planning	76
Operations	3,469
Aviation	12
Multimodal Commerce	12

Engineering and Operations positions include engineers; project planners and designers; information technology; mapping specialists; district directors; road crews; construction specialists; aviation specialists; transportation researchers; safety specialists; maritime and rail infrastructure staff; etc.



Categorical Expenditures

Examples of Categories

Departments expend funding in the five major categories listed below.

Personal Services

- Salaries – Regular, overtime, and termination pay for Classified and Unclassified personnel.
- Other Compensation – Wages, student labor, compensation for board members and/or board of trustees, evening instruction, university instructors, etc.
- Related Benefits – Retirement contributions, post-retirement contributions/benefits, FICA tax, Medicare tax, group insurance contributions, compensated absences, other related benefits, taxable fringe benefits, etc.

Total Operating Expenses

- Travel – In-state and Out-of-state, including meal reimbursement.
- Operating Services – Advertising, printing, insurance, maintenance, rentals, data processing, internet costs, dues and subscriptions, mail delivery, telephones, data lines, vehicle tracking and telematics, utilities, depreciation, amortization, banking services, credit card fees, etc.
- Supplies – office supplies and equipment, computers, clothing and uniforms, medical, pharmaceutical, food, automotive, repair and maintenance, software, etc.

Professional Services – Accounting, auditing, management consulting, engineering, architectural, legal, medical and dental, veterinary, information technology, etc.

Total Other Charges

- Other Charges – Aid to school boards, local government, etc.; public assistance; miscellaneous charges; judgments, fines, and penalties; interest on judgments; punitive/compensatory damages; OC personal services, operating expenses, professional services; contract attorney expenses; recoupments; furlough; contractual services; interest expense; claim payments; commercial group insurance; reinsurance; loans issued; disbursements; etc.
- Debt Service – Principal, interest, related charges, reserve requirement, amortization, and bond premiums.
- Interagency Transfer Line-Item Expenditure – Any expenses paid for with Interagency Transfers – from commodities and services to equipment.

Acquisitions and Major Repairs

- Acquisitions – Land; buildings; automobiles; aircraft; accessories; equipment; software; hardware; farm and heavy equipment; boats; capital outlay expenditures; construction; etc.
- Major Repairs – Land improvement; buildings; automotive; grounds; boats; aircraft; movable equipment; farm equipment; medical; office; library; education; recreation; communication; other equipment; pollution remediation; etc.

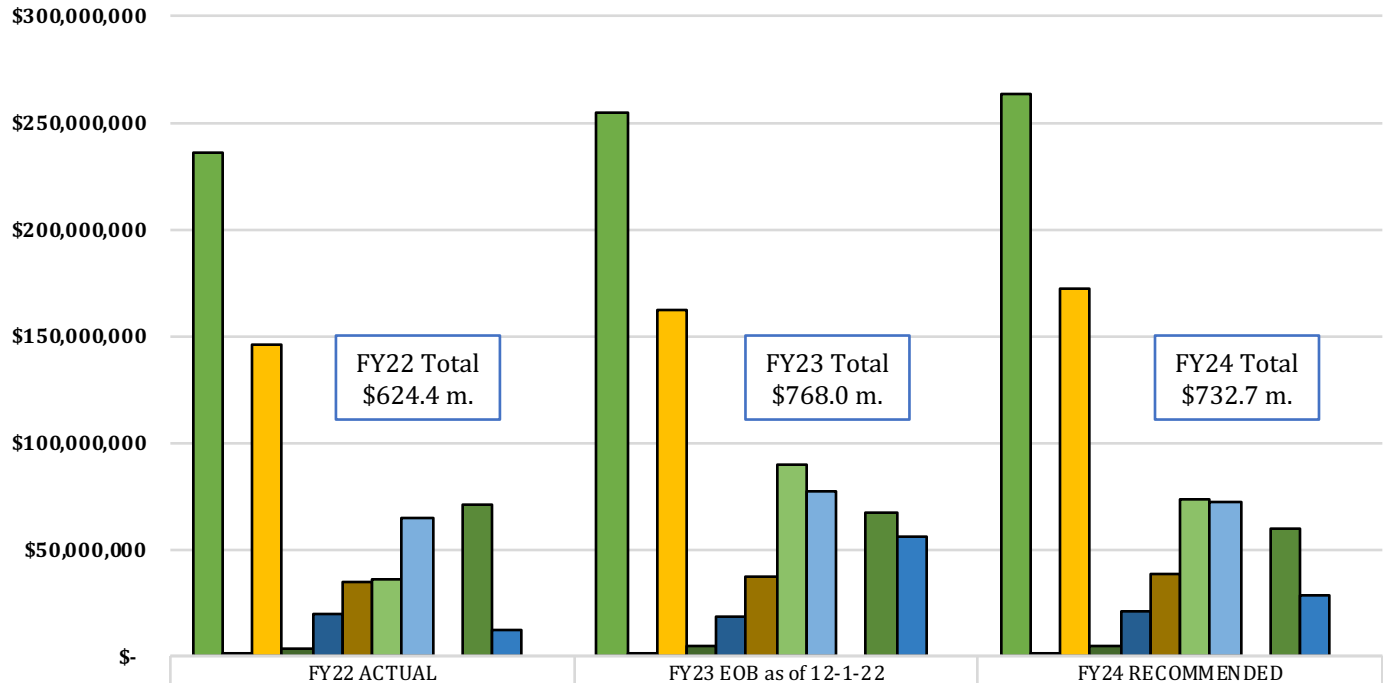


DOTD Categorical Expenditures FY22, FY23, and FY24

The largest expenditure category in DOTD is Personal Services for FY24 Recommended at 59.5 percent of Total Expenditures.

From this category, Salaries make up 35.8 percent of Total Expenditures, while Related Benefits accounts for 23.5 percent.

Professional Services at just over 10 percent and Other Charges at 9.8 percent are the next two highest expenditure categories in DOTD, followed closely by Interagency Transfers, which contribute 8.2 percent.



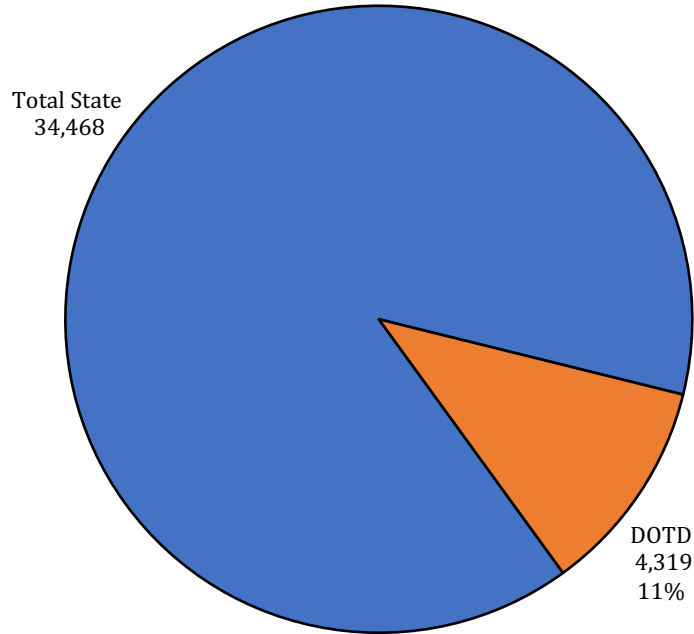
	FY22 ACTUAL	FY23 EOB as of 12-1-22	FY24 RECOMMENDED
Personal Services			
Salaries	\$235,659,026	\$254,736,863	\$262,749,230
Other Compensation	\$623,488	\$957,484	\$957,484
Related Benefits	\$146,275,426	\$162,525,527	\$171,986,150
Operating Expenses			
Travel	\$3,462,199	\$4,135,917	\$4,185,917
Operating Services	\$19,123,434	\$18,974,891	\$20,768,041
Supplies	\$35,253,577	\$37,490,894	\$38,824,986
Professional Services			
Professional Services	\$36,444,560	\$89,863,532	\$73,490,249
Other Charges	\$64,916,079	\$76,538,647	\$71,700,309
Other Charges			
Debt Service	\$-	\$-	\$-
Interagency Transfers	\$70,634,434	\$67,307,223	\$59,816,690
Acquisitions and Major Repairs			
Acquisitions	\$12,030,044	\$55,491,054	\$28,257,220
Major Repairs	\$-	\$-	\$-



Transportation and Development

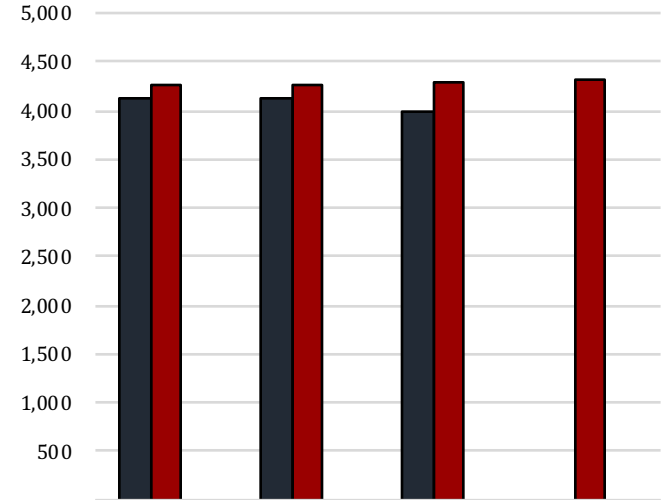
FTEs, Authorized T.O., and Other Charges Positions

FY24 Recommended Department Employees as a portion of FY24 Recommended Total State Employees



FY23 number of funded, but not filled, positions as of February 27 = 346

Number and Types of Positions



	2021	2022	2023	2024 REC
■ Total FTEs (1st July Report)	4,122	4,127	3,988	-
■ Authorized T.O. Positions	4,260	4,260	4,287	4,319
■ Other Charges Positions	-	-	-	-

The full-time equivalent or **FTE** definition refers to the number of hours considered full-time. For example, if an agency considers 40 hours full time, and there are two employees working 20 hours per week, those two employees would be 1.0 FTE.

Authorized Positions are those referred to in the Table of Organization (or T.O.) for each department. This count includes only those positions paid for from the Salaries expenditure category for the organization units and agencies include in each department's appropriation. This excludes positions paid for from other expenditure categories, such as wages or per diem.

Other Charges positions are authorized under R.S. 39:2(5)(b) ...

(5)(b) "Authorized other charges positions" means the number of positions in an appropriation bill to be funded by the other charges continuing category of the accounting system for the state. The number may be adjusted during a fiscal year in accordance with law.

- [Act 377 of 2013 by Rep. Burrell]
- Positions coded in the Other Charges expenditure category
- These positions are usually associated with federal grants



Transportation and Development

Related Employment Information

Salaries and Related Benefits for the 4,319 Authorized Positions are listed below in Chart 1.
 In Chart 2, benefits are broken out to show the portion paid for active versus retired employees.
 This is where payments for the Unfunded Accrued Liability (UAL) can be found.

1.

Personal Services	2021 Actual	2022 Actual	2023 Enacted	2024 Recommended
Salaries	\$237,684,995	\$235,659,026	\$254,736,863	\$262,749,230
Other Compensation	\$543,180	\$623,488	\$957,484	\$957,484
Related Benefits	\$146,127,651	\$146,275,426	\$162,525,527	\$171,986,150
Total Personal Services	\$384,355,826	\$382,557,940	\$418,219,874	\$435,692,864

Average T.O. Salary = \$55,270

Examples of Other Compensation include pay for WAE employees, part-time employees, student workers, etc.

2.

Related Benefits FY24 Recommended	Total Funding	%
Total Related Benefits	\$171,986,150	
UAL payments	\$86,099,443	50%
Retiree Health Benefits	\$38,265,721	
Remaining Benefits*	\$47,620,986	
Means of Finance	General Fund = 0%	Other = 100%

Department Demographics	Total	%
Gender		
Female	982	24
Male	3,003	76
Race/Ethnicity		
White	2,817	70
Black	966	24
Asian	77	2
Indian	39	<1
Hawaiian/Pacific	1	<1
Declined to State	115	3
Eligible for Retirement as of 6-30-23	719	18

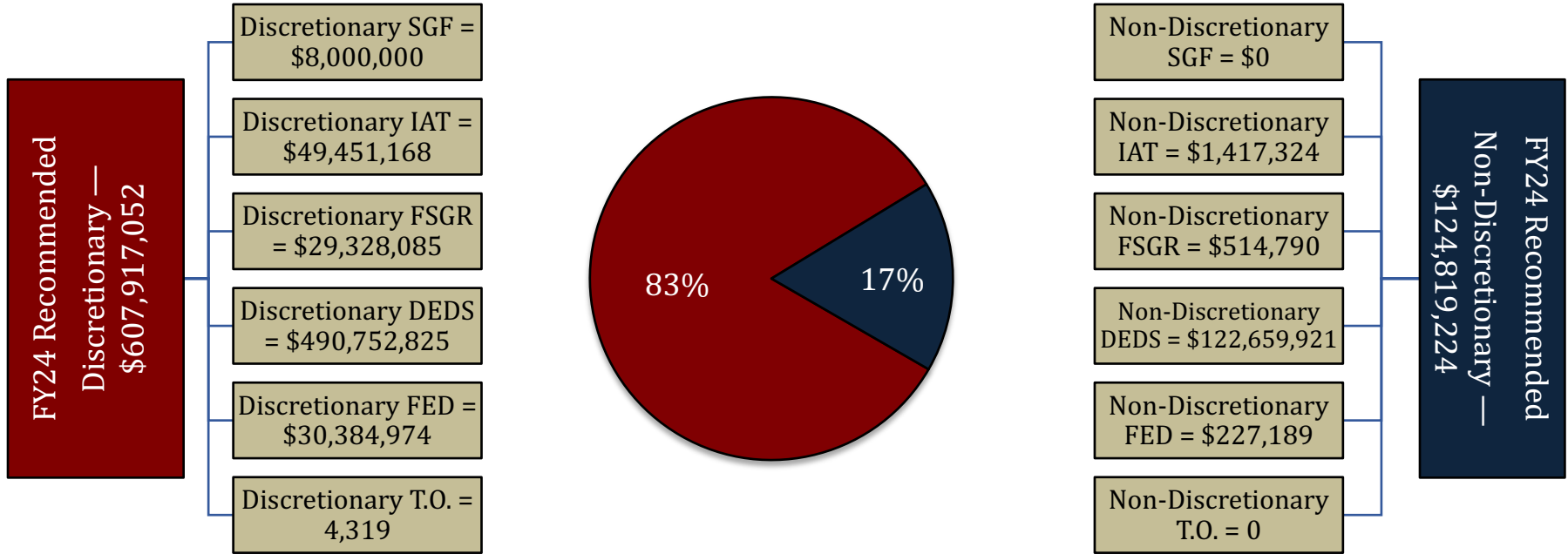
* Remaining Benefits include employer contribution to authorized positions' retirement, health, Medicare, FICA, Emoluments etc. The authorized positions include authorized T.O. positions and authorized other charges positions, both filled and vacant.

Other Charges Benefits
\$0



Transportation and Development

FY24 Discretionary/Non-Discretionary Comparison



Total Discretionary Funding by Office		
Administration	\$ 46,430,664	8%
Engineering & Operations	\$ 561,486,388	92%
Total Discretionary	\$ 607,917,052	100%

Total Non-Discretionary Funding by Type		
Required by the Constitution (UAL)	\$ 86,099,443	69.0%
Administration - Retirees' Group Insurance	\$ 2,797,974	2.2%
Engineering & Operations - Retirees' Group Insurance	\$ 35,467,747	28.4%
Administration - Legislative Auditor Fees	\$ 454,060	0.4%
Total Non-Discretionary	\$ 124,819,224	100.0%



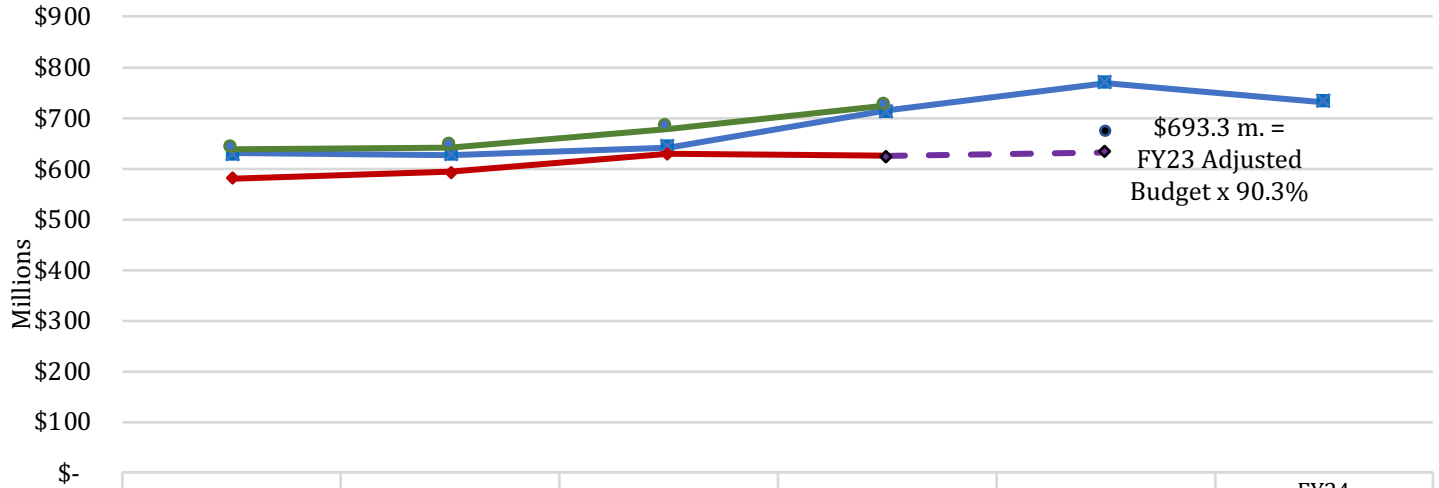
Transportation and Development

Enacted & FYE Budget vs. Actual Expenditures FY19 to FY22

FYE Budget = "Fiscal Year End" Budget includes all in-house and regular BA-7s through June 30 of the fiscal year. For FY23, it is as of February.

FY23 Known Supplemental Needs:
\$340 m. Highway Program

FY22 General Fund Reversions:
\$1,626,063 from FSGR Administration
\$2,267 est. from SGF Engineering and Operations



	FY19	FY20	FY21	FY22	FY23 EOB	FY24 Recommended
Enacted Budget	\$628,438,914	\$625,863,473	\$641,020,554	\$714,337,011	\$768,022,032	\$732,736,276
FYE Budget	\$637,481,619	\$642,298,317	\$679,080,812	\$724,037,479		
Actual Expenditures	\$579,371,157	\$590,934,297	\$628,651,019	\$624,422,269		
FY23 Expenditure Trend				\$624,422,269	\$631,161,031	

Monthly Budget Activity				
	FY23 Adjusted Budget	FY23 Aggregate Expenditures	Remaining Budget Authority	Percent Expended To Date
Jul-22	\$ 723,337,627	\$ 41,163,857	\$ 682,173,770	5.7%
Aug-22	\$ 768,022,032	\$ 92,036,596	\$ 675,985,436	12.0%
Sep-22	\$ 768,022,032	\$ 142,393,072	\$ 625,628,960	18.5%
Oct-22	\$ 768,022,032	\$ 209,357,157	\$ 558,664,875	27.3%
Nov-22	\$ 768,022,032	\$ 271,423,681	\$ 496,598,351	35.3%
Dec-22	\$ 768,022,032	\$ 319,354,894	\$ 448,667,138	41.6%
Jan-23	\$ 768,022,032	\$ 368,003,658	\$ 400,018,374	47.9%

Monthly Budget Activity				
	FY23 Adjusted Budget	FY23 Aggregate Expenditures	Remaining Budget Authority	Percent Expended To Date
Feb-23	\$ 768,022,032	\$ 420,873,226	\$ 347,148,806	54.8%
<i>(Trend based on average monthly expenditures to date)</i>				
Mar-23	\$ 768,022,032	\$ 473,445,177	\$ 294,576,855	61.6%
Apr-23	\$ 768,022,032	\$ 526,017,128	\$ 242,004,904	68.5%
May-23	\$ 768,022,032	\$ 578,589,079	\$ 189,432,953	75.3%
Jun-23	\$ 768,022,032	\$ 631,161,031	\$ 136,861,001	82.2%

Historical Year End Average

90.3%



Transportation and Development

Transportation Investments – Capital Outlay Bill

During the 2022 Regular Session, the state was proposing to expend transportation funding from a variety of sources, including FY21 SGF Surplus, FY22 Excess SGF, the American Rescue Plan (ARPA), and the Infrastructure Investment and Jobs Act (IIJA), among others. The following two slides show summaries of where the various sources of money have been budgeted by the enacting legislation:

HB2	State General Fund (Direct)	TTF - Regular	TTF - Federal	TTF Construction Subfund	P1	P5	ARPA	LA Rescue Fund	Capital Outlay Savings Fund	Non-Recurring Revenues	Total
I-10 Calcasieu River Bridge	\$ -	\$ -	\$ -	\$ -	\$ 10,000,000	\$ 75,000,000	\$ 100,000,000	\$ -	\$ -	\$ -	\$ 185,000,000
LA 3241 (I-12 to Bush)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 28,000,000	\$ -	\$ -	\$ -	\$ -	\$ 28,000,000
New Mississippi River Bridge	\$ -	\$ -	\$ -	\$ -	\$ 648,600	\$ 4,000,000	\$ -	\$ -	\$ -	\$ -	\$ 4,648,600
Highway Program:											
State Match P1	\$ -	\$ -	\$ -	\$ -	\$ 30,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,000,000
State Match P5	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 102,000,000	\$ -	\$ -	\$ -	\$ -	\$ 102,000,000
NOLA/BTR Rail	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,500,000	\$ -	\$ -	\$ 12,500,000
FED grant and project overrun	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,000,000	\$ -	\$ -	\$ 25,000,000
Not specified	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 85,300,000	\$ -	\$ -	\$ 85,300,000
Capital Outlay Savings Fund	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,200,000	\$ -	\$ 4,200,000
State Match SGF (Direct) *	\$ 67,650,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 67,650,000
State Match TTF Construction Subfund	\$ -	\$ -	\$ -	\$ 42,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 42,500,000
TTF - Regular	\$ -	\$ 23,400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23,400,000
TTF - Federal	\$ -	\$ -	\$ 959,550,550	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 959,550,550
Total Highway Program:	\$ 67,650,000	\$ 23,400,000	\$ 959,550,550	\$ 42,500,000	\$ 30,000,000	\$ 102,000,000	\$ -	\$ 122,800,000	\$ 4,200,000	\$ -	\$ 1,352,100,550
I-49 South from Lafayette to Westbank Expressway	\$ -	\$ -	\$ -	\$ -	\$ 2,461,000	\$ 127,000,000	\$ -	\$ 100,000,000	\$ -	\$ 3,500,000	\$ 232,961,000
TOTAL	\$ 67,650,000	\$ 23,400,000	\$ 959,550,550	\$ 42,500,000	\$ 43,109,600	\$ 336,000,000	\$ 100,000,000	\$ 222,800,000	\$ 4,200,000	\$ 3,500,000	\$ 1,802,710,150

* State Match SGF (Direct) includes \$4.2 m. for I-49 South utility relocation.



Transportation and Development

Transportation Investments – FY22 Supplemental Bill and Funds Bill

HB 592 (Supplemental Appropriations FY22)	State General Fund (Direct)
Operations Program District 3 for Hwy 714 (Vermilion Parish)	\$ 300,000
Operations Program District 3 for Hwy 82	\$ 300,000
Port Security Projects	\$ 2,000,000
Opportunity Fund	\$ 75,000,000
Northern Rail	\$ 10,000,000
FY22 Match	\$ 42,500,000
Total	\$ 130,100,000

This slide shows charts for the FY22 Supplemental Appropriations Bill and the Funds Bill, which transfers monies among funds.

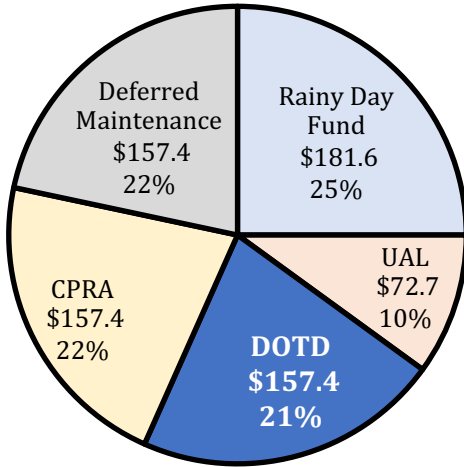
HB 406 (Funds Bill)	State General Fund (Direct)	TTF Construction Subfund	Construction Subfund Preservation Account	Megaprojects Leverage Fund
Section 1 (P)	\$ (600,000,000)	\$ 600,000,000	\$ -	\$ -
Preservation Account	\$ -	\$ -	\$ 100,000,000	\$ -
Megaprojects Leverage Fund:	\$ -	\$ -	\$ -	\$ 500,000,000
Mississippi River Bridge	\$ -	\$ -	\$ -	\$ 300,000,000
I-49 South	\$ -	\$ -	\$ -	\$ 100,000,000
I-10 Calcasieu Bridge	\$ -	\$ -	\$ -	\$ 100,000,000
Section 3 (A) - State Match FY23	\$ (42,500,000)	\$ 42,500,000	\$ -	\$ -
Section 3 (D)	\$ (50,000,000)	\$ -	\$ 50,000,000	\$ -
Total	\$ (692,500,000)	\$642,500,000	\$150,000,000	\$500,000,000

Note: The \$600 m. transferred to the TTF Construction Subfund was split between the Preservation Account (\$100 m.) and the Megaprojects Leverage Fund (\$500 m.). The Megaprojects Leverage Fund was allocated into the three projects listed on the chart – Mississippi River Bridge (\$300 m.); I-49 South (\$100 m.); and I-10 Calcasieu Bridge (\$100 m.).

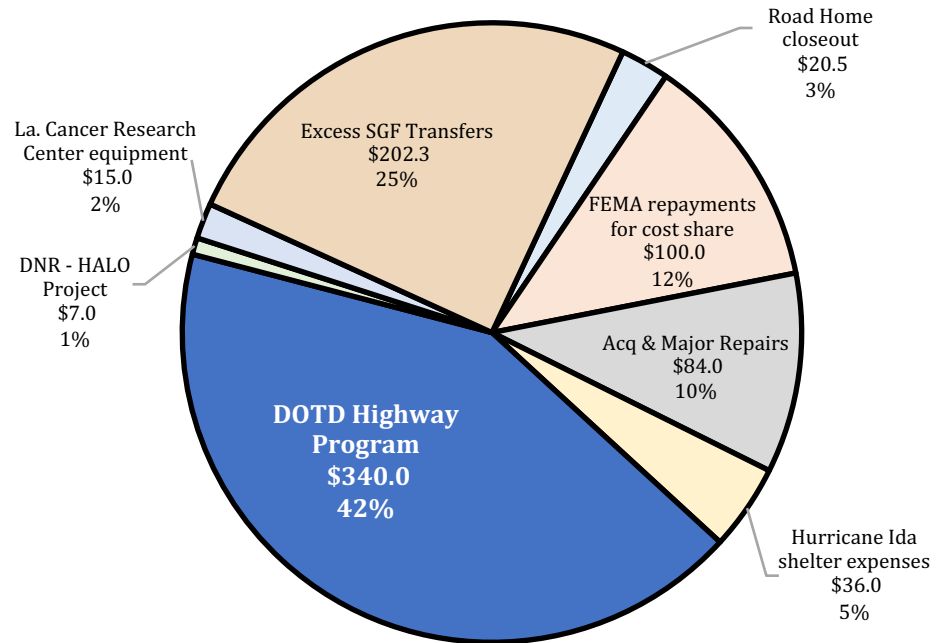


Transportation and Development Proposed Use of Surplus and Excess Funding

**FY22 Surplus
\$726.5 m.**



**FY23 Excess = \$928.5 m
Proposed Expenditures = \$804.8 m.**



**Total DOTD from
FY22 Surplus and
FY23 Excess Funds
= \$497.4 million**

\$340 m. – DOTD Highway Program:

- \$95 m. for state match for federal programs
- \$195 m. cost overruns for ARP funded projects
- \$50 m. for federal funding opportunities



Transportation and Development Grant Anticipation Revenue (GARVEE) Program Update

On March 20, the Joint Transportation Committee approved increasing the cap on how much GARVEE bond funding is allowed from \$650 million to \$830 million based on an increase request from DOTD of \$180 million. The department stated at the meeting this change is necessary due to 1). The I-10 widening project now going farther east than originally planned (*from Perkins Road overpass area to past Acadian Thruway*), and 2) Increased construction costs from inflation. With this increased cap, DOTD would propose to add the \$180 million in GARVEE bonds to the I-10 project.

JLCB approval would be needed to raise the cap on GARVEE bonds to \$830 million and to approve a proposed third series of GARVEE bonds totaling \$250 million, to be issued in 3rd quarter 2023.

At the Joint Transportation meeting, DOTD reported that the first round of GARVEE bonds was issued in 2019 at \$185 million. In 2021, the second round was issued at \$155 million.

Status of all four GARVEE projects as of March:

- **I-220/I-20 Interchange Improvement and Barksdale AFB Access Project in Bossier Parish - \$80.5 m. project total.**
 - Notice to Proceed issued in April 2019 with \$78.8 million in GARVEE bonds.
 - **All GARVEE bonds have been expended, and the project is complete.**
- **I-10/Loyola Drive Interchange Improvement Project in Jefferson Parish - \$166 m. project total.**
 - Notice to Proceed issued in August 2019 with \$138.8 million in GARVEE bonds.
 - As of March, \$133.9 million has been expended.
 - **The expected completion date remains as Fall 2023.**
- **LA 23 Belle Chasse Bridge and Tunnel Replacement Project in Plaquemines Parish - \$181.3 m. project total.**
 - Notice to Proceed issued in December 2019 with \$17 million in GARVEE bonds issued for the project.
 - **All GARVEE bonds issued for this project have been expended. Construction is ongoing with expected completion by February 2025.**
- **I-10; LA 415 to Essen on I-10 and I-12 Project in East Baton Rouge Parish - \$925 m. project total (completion 2028) - DOTD is proposing to add \$180 m. in GARVEE bonds to this project. A total of \$415.4 m. in GARVEE bonds has previously been programmed for this project, with \$34.9 m. expended.**
 - Railroad bridge over Acadian Thruway -- \$13 million approximate cost. New overpass bridge installed on January 15.
 - College Drive Flyover -- \$57.4 million in GARVEE bonds. Expected completion date of November 2023.
 - I-10 Mainline Segment 1 of Phase 1 - Washington Street to Acadian Thruway - \$850 million revised estimated cost. In addition to the \$180 million in GARVEE bonds, \$255 million in Federal IJA funds will be added. Preliminary work is underway.



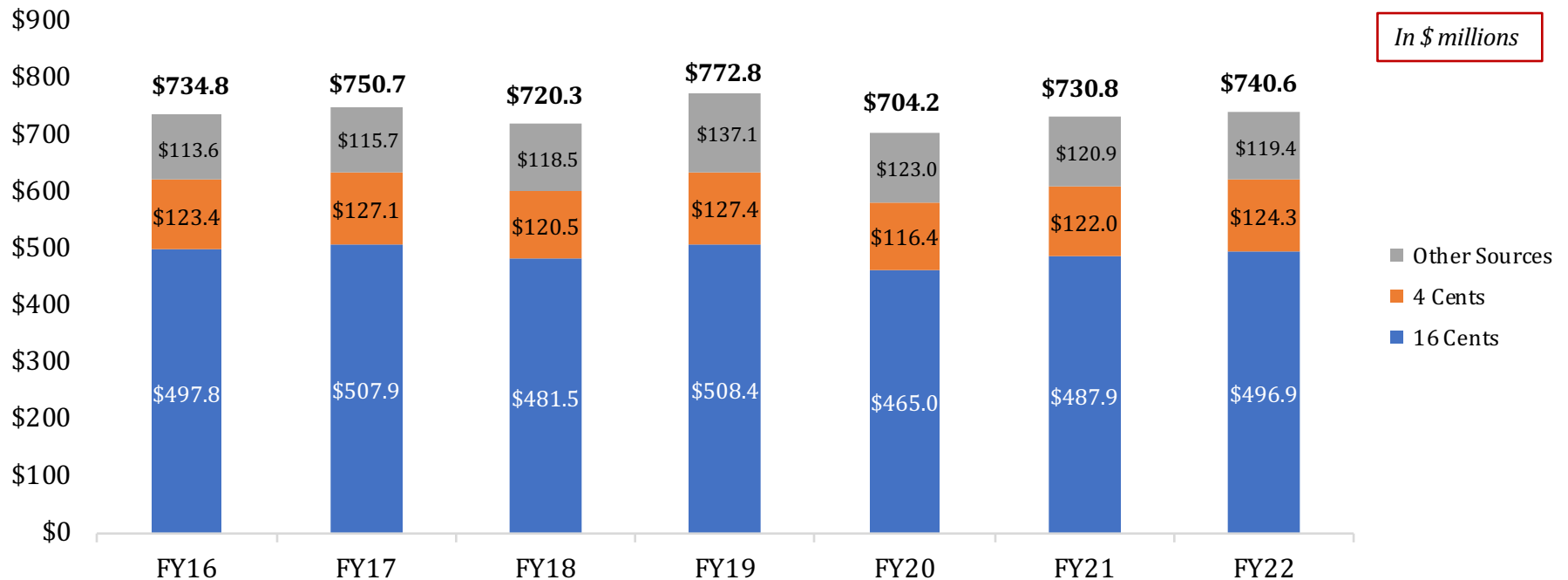
Transportation and Development

The Transportation Trust Fund

The Transportation Trust Fund (TTF) was created in La. Const. Article VII, Section 27 as the depository fund for all taxes levied on gasoline, motor fuels, and special fuels in the state. The tax rate is set at 16 cents/gallon with an additional 4 cents/gallon going towards projects in the TIMED program.

The TTF also receives funding from certain dedications of automobile registration fees, aviation fuel tax, and motor vehicle license tax.

The chart below shows total receipts from the 16-cent tax and the 4-cent tax. From FY16 to FY22, the change is **+0.8** percent.

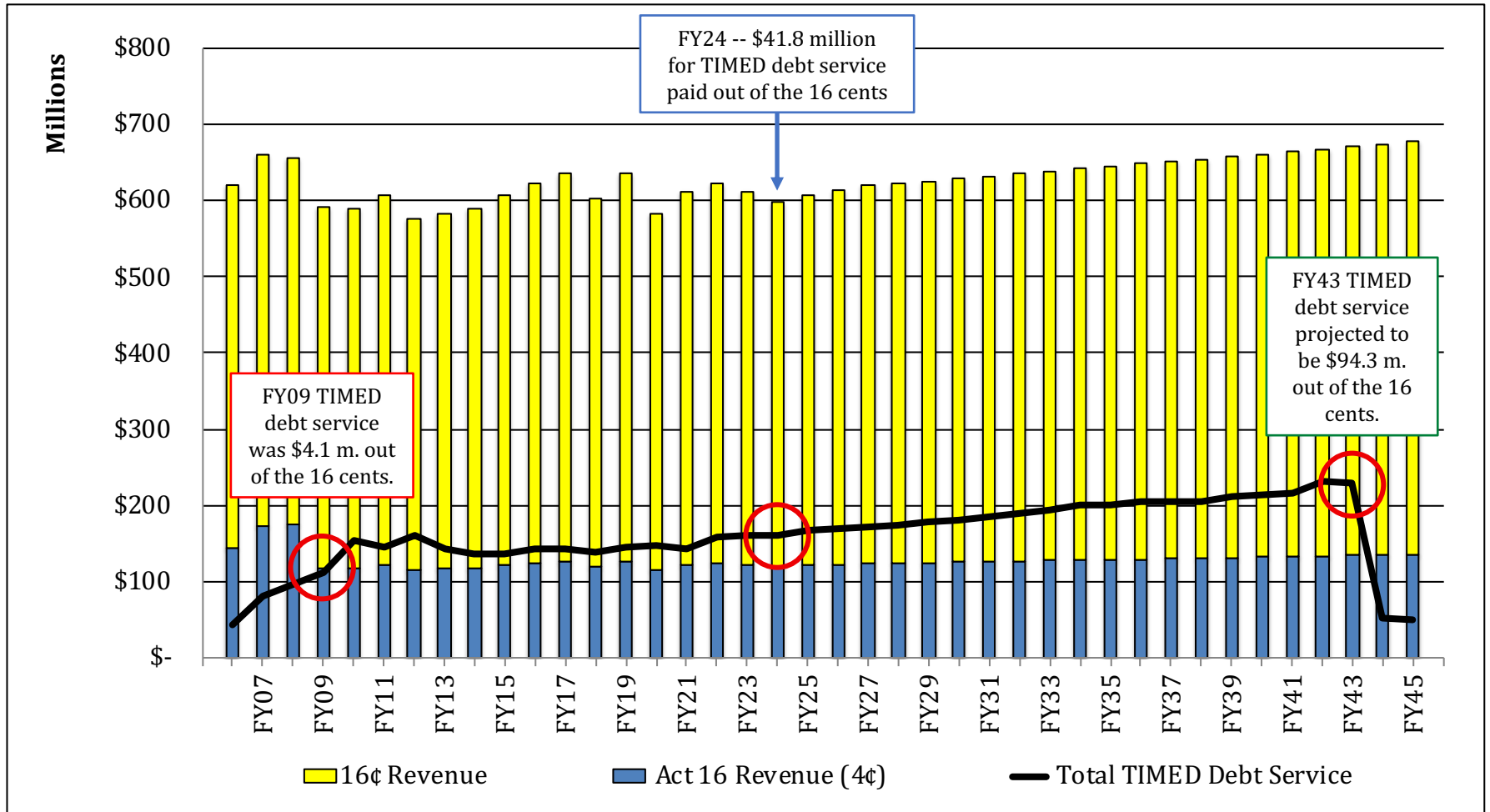


* Other Sources include Vehicle License Tax; Aviation Fuels; Interest, Fees and Fines; and State Highway Fund #2.



Transportation and Development TIMED Debt Service Requirements

The FY23 TIMED debt service amount is approximately \$160 m.



Source: DOTD



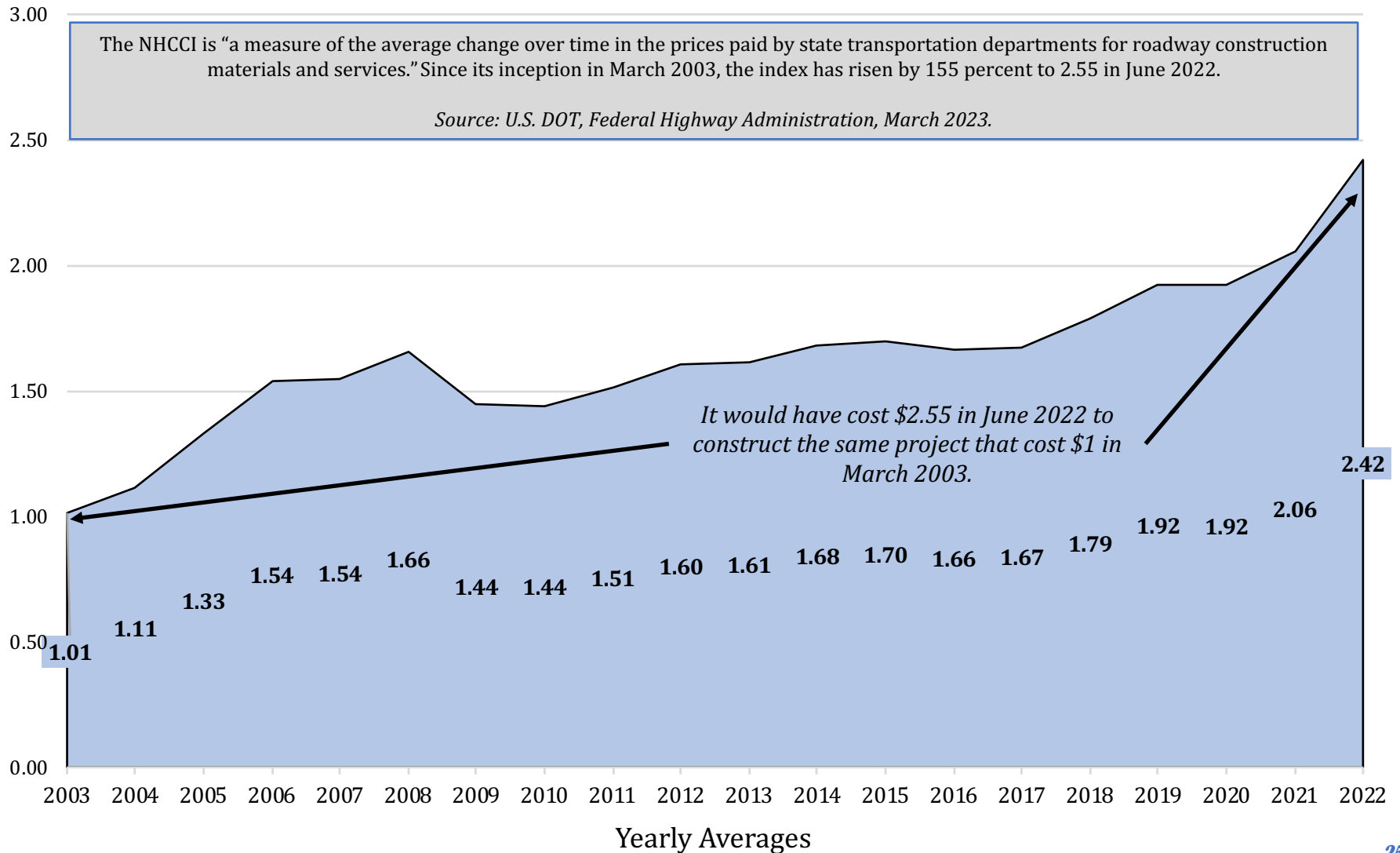
Transportation and Development

National Highway Construction Cost Index

National Highway Construction Cost Index

The NHCCI is "a measure of the average change over time in the prices paid by state transportation departments for roadway construction materials and services." Since its inception in March 2003, the index has risen by 155 percent to 2.55 in June 2022.

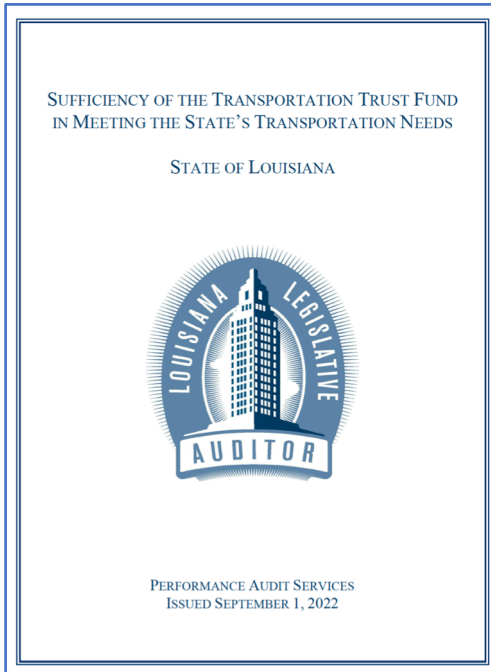
Source: U.S. DOT, Federal Highway Administration, March 2023.





Transportation and Development Transportation Trust Fund Audit by the LLA – September 2022

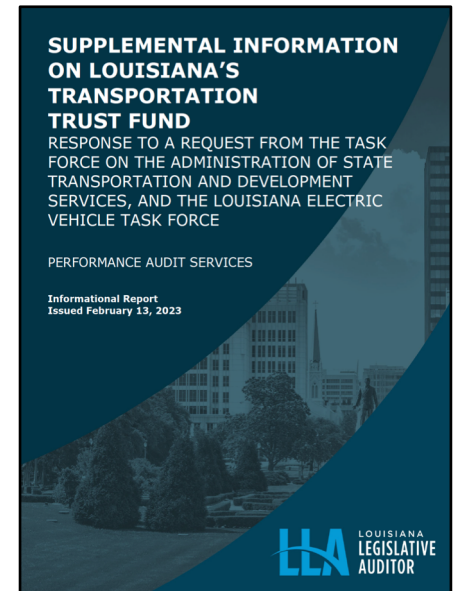
In September 2022, the Louisiana Legislative Auditor’s Office published an audit of the Transportation Trust Fund. The following information is from their summary of the report.



- “TTF funding has not been sufficient because motor fuel taxes, which are the TTF’s largest revenue source, have not increased since 1990 and are not indexed for inflation.”
- “From fiscal year 2015 through fiscal year 2021, \$309.6 million of TTF-Regular revenues were used to supplement the debt service associated with Transportation Infrastructure Model for Economic Development (TIMED) projects and were used for constitutionally-allowed local transportation needs, which reduced the amount of revenues for state transportation needs.”

- “We estimate that higher fuel efficiency and external electric charging vehicles will result in \$563.6 million less in motor fuel tax revenues to the state over calendar years 2023 to 2032, and \$107.5 million less in 2032 alone, assuming that electric vehicles will account for 30% of new vehicles sold in Louisiana by 2032.”
- “Other states have approved alternative funding measures to provide diversified, dedicated, predictable, and sustainable revenues for statewide roads and bridges.”

A supplementary report to the TTF audit was produced in February 2023. It includes responses to seven questions raised by the joint task force meeting of the Administration of State Transportation and Development Services and the Louisiana Electric Vehicle Task Force.





Transportation and Development Audit Reports

Louisiana Highway 3034 Sullivan Road Improvement Project

March 3, 2022

An evaluation of the Department of Transportation and Development's (DOTD) progress on the Louisiana Highway 3034 Sullivan Road improvement and sanitary sewer system installation project in the City of Central found several reasons for delays in the work. For instance, DOTD was unable to follow its typical process when it took over the project in 2011. Instead, it had to rely on East Baton Rouge Parish's design plans, did not have the expertise to oversee the sanitary sewer system installation work, and had to find additional funding for the project.

In addition, multiple changes in the project delayed work because DOTD had to coordinate with East Baton Rouge Parish, Central, and its engineering consultant every time. Utility companies also took more than three years to move electricity, water, gas, and telecommunication lines, which delayed the sanitary sewer system installation work, as did underground soil conditions and drainage issues. The contractor for the sewer system project stopped work in November 2021. In February 2022, to avoid further road construction delays, DOTD decided to remove the roundabout at the intersection of Sullivan and Hooper roads from the project.

Louisiana Department of Transportation and Development

April 20, 2022

For the third consecutive year, the department did not have adequate controls in place to make sure closeout documentation for federal projects related to the Highway Planning and Construction Cluster was completed in a timely manner. A prior-year finding related to deficiencies in controls over electronic payroll certifications and approvals was resolved.