



Louisiana Senate Finance Committee



FY23 Executive Budget

07 – Transportation and Development (DOTD)

February 2022

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

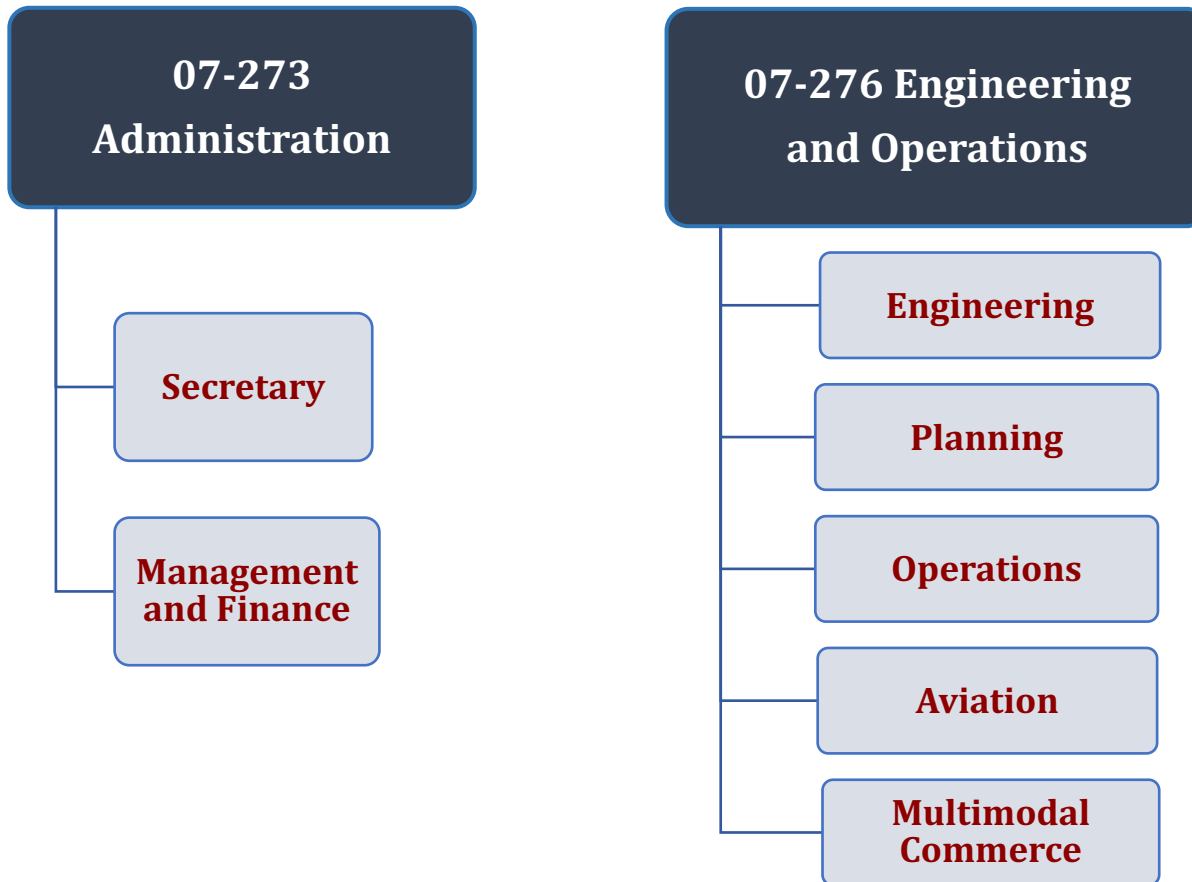


FY23 Recommended Budget

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.





FY23 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.

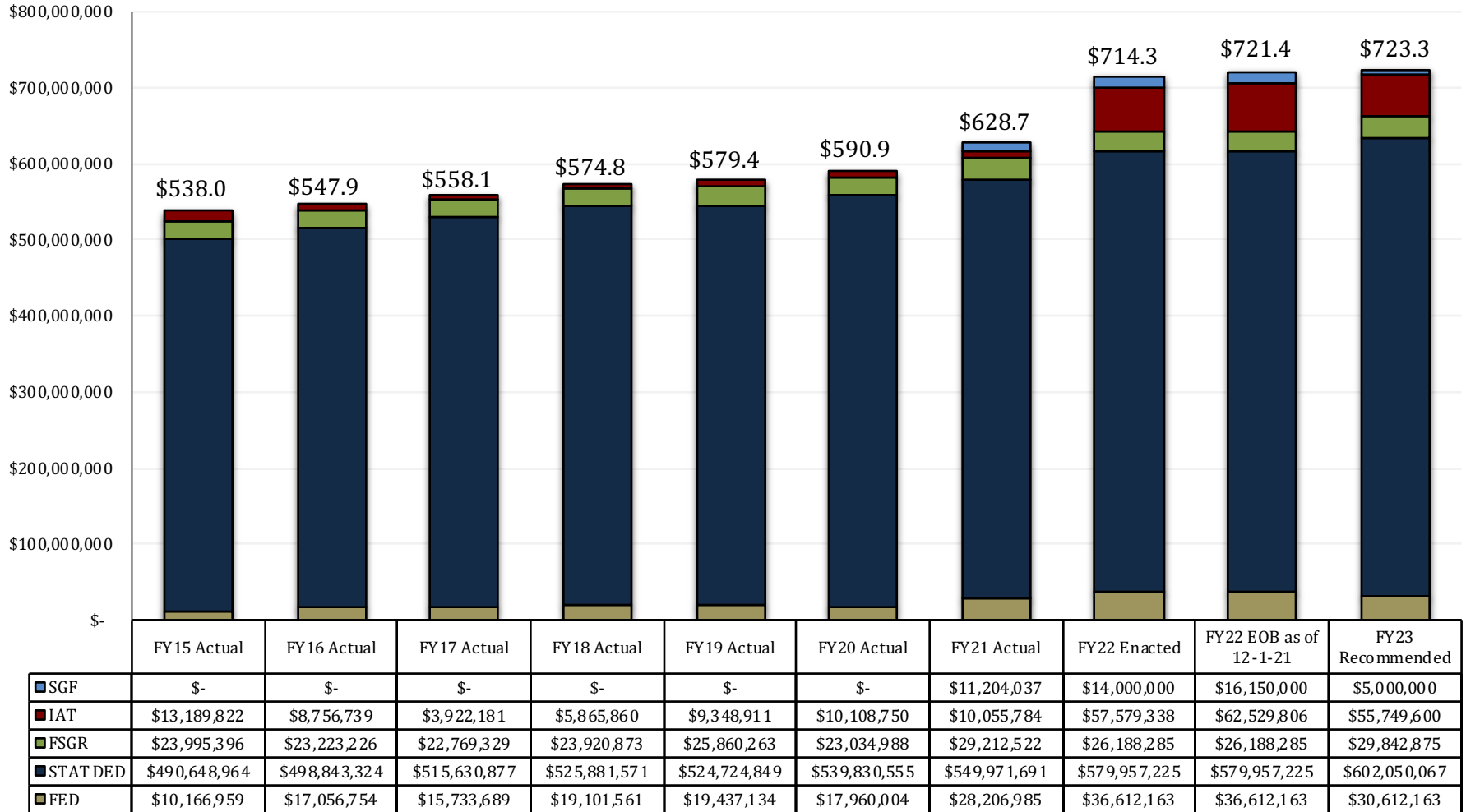


Transportation and Development

Changes in Funding since FY15

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

Change from FY15 to FY23 is 34%.
Change from FY15 to FY21 is 17%.





Transportation and Development Statewide Budget Adjustments for FY23

State General Fund (Direct)	Interagency Transfers	Fees and Self-generated Revenues	Statutory Dedications	Federal Funds	Total	T.O.	Adjustment
\$16,150,000	\$62,529,806	\$26,188,285	\$579,957,225	\$36,612,163	\$721,437,479	4,260	FY22 Existing Operating Budget as of 12-1-21
\$0	\$0	\$0	\$8,203,216	\$0	\$8,203,216	0	Market Rate Salary Adjustment – Classified
\$0	\$0	\$0	\$45,915	\$0	\$45,915	0	Unclassified Pay Increase
\$0	\$0	\$0	\$1,384,437	\$0	\$1,384,437	0	Civil Service Training Series Adjustment
\$0	\$0	\$0	\$827,225	\$0	\$827,225	0	Related Benefits Base Adjustment
\$0	\$0	\$0	\$2,006,056	\$0	\$2,006,056	0	Retirement Rate Adjustment
\$0	\$0	\$0	\$662,281	\$0	\$662,281	0	Group Insurance Rate Adjustment for Active Employees
\$0	\$0	\$0	\$775,824	\$0	\$775,824	0	Group Insurance Rate Adjustment for Retirees
\$0	\$0	\$0	\$2,980,858	\$0	\$2,980,858	0	Salary Base Adjustment
\$0	\$0	\$0	(\$7,351,757)	\$0	(\$7,351,757)	0	Attrition Adjustment
\$0	\$0	\$0	(\$82,922)	\$0	(\$82,922)	(1)	Personnel Reductions
\$0	\$1,881,108	\$22,239,750	\$9,226,950	\$23,770	\$33,371,578	0	Acquisitions and Major Repairs
\$0	(\$3,710,846)	(\$19,500,000)	(\$8,806,500)	(\$23,770)	(\$32,041,116)	0	Non-recurring Acquisitions and Major Repairs
(\$2,150,000)	(\$4,950,468)	\$0	\$0	\$0	(\$7,100,468)	0	Non-recurring Carryforwards
\$0	\$0	\$0	\$2,809,666	\$0	\$2,809,666	0	Risk Management
\$0	\$0	\$0	\$18,190	\$0	\$18,190	0	Legislative Auditor Fees
\$0	\$0	\$0	\$87	\$0	\$87	0	Capitol Park Security
\$0	\$0	\$0	\$15,273	\$0	\$15,273	0	UPS Fees
\$0	\$0	\$0	\$98,107	\$0	\$98,107	0	Civil Service Fees
\$0	\$0	\$0	\$2,736	\$0	\$2,736	0	State Treasury Fees
\$0	\$0	\$0	\$756,988	\$0	\$756,988	0	Office of Technology Services (OTS)
\$0	\$0	\$0	\$12,778,660	\$0	\$12,778,660	0	27th Pay Period
\$0	\$0	\$0	(\$31,103)	\$0	(\$31,103)	0	Office of State Procurement
(\$2,150,000)	(\$6,780,206)	\$2,739,750	\$26,320,187	\$0	\$20,129,731	(1)	Total Statewide Adjustments
\$0	\$0	\$914,840	(\$914,840)	\$0	\$0	0	Total Means of Financing Substitutions
(\$14,000,000)	\$0	\$0	(\$558,005)	\$0	(\$14,558,005)	0	Total Non-Recurring Other Adjustments
\$5,000,000	\$0	\$0	(\$2,754,500)	(\$6,000,000)	(\$3,754,500)	27	Total Other Adjustments
\$5,000,000	\$55,749,600	\$29,842,875	\$602,050,067	\$30,612,163	\$723,254,705	4,286	Total FY23 Recommended Budget
(\$11,150,000)	(\$6,780,206)	\$3,654,590	\$22,092,842	(\$6,000,000)	\$1,817,226	26	<i>Total Adjustments (Statewide and Agency-Specific)</i>



Transportation and Development Agency-Specific Adjustments for FY23

Means of Financing Substitutions

State General Fund (Direct)	Interagency Transfers	Fees and Self-generated Revenues	Statutory Dedications	Federal Funds	Total	T.O.	Adjustment
\$0	\$0	\$484,840	(\$484,840)	\$0	\$0	0	ENGINEERING -Means of finance substitution removes funding from the Statutorily Dedicated Louisiana Transportation Research Center-Transportation Training and Education Center Fund and increases the fund account re-classified as Fees & Self-Generated Revenue in accordance with Act 114 of the 2021 Regular Legislative Session.
\$0	\$0	\$430,000	(\$430,000)	\$0	\$0	0	ENGINEERING -Means of finance substitution removes funding from the Statutorily Dedicated Right-of-Way Permit Processing Fund and increases the fund account re-classified as Fees & Self-Generated Revenue in accordance with Act 114 of the 2021 Regular Legislative Session.
\$0	\$0	\$914,840	(\$914,840)	\$0	\$0	0	Total Means of Financing Substitutions

Non-Recurring Other Adjustments

State General Fund (Direct)	Interagency Transfers	Fees and Self-generated Revenues	Statutory Dedications	Federal Funds	Total	T.O.	Adjustment
(\$14,000,000)	\$0	\$0	\$0	\$0	(\$14,000,000)	0	DIST OPERATIONS -Non-recur one-time funding in the Operations Program for infrastructure improvement projects.
\$0	\$0	\$0	(\$558,005)	\$0	(\$558,005)	0	DIST OPERATIONS -Non-recur excess budget authority in Statutory Dedications out of the Crescent City Connection Transition Fund. The purpose of this fund was to cover expenditures related to maintaining the Crescent City Connection Bridge. The revenue source for this fund was tolls from the Crescent City Connection Bridge. The tolls were eliminated during the May 4, 2013 election and the remaining fund balance in the Operation program has been depleted.
(\$14,000,000)	\$0	\$0	(\$558,005)	\$0	(\$14,558,005)	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
\$0	\$0	\$0	(\$2,754,500)	\$0	(\$2,754,500)	0	ENGINEERING -Reduces excess budget authority in Statutory Dedications out of the Transportation Trust Fund-Regular in the professional service category.
\$0	\$0	\$0	\$0	(\$6,000,000)	(\$6,000,000)	0	PLANNING -Reduces COVID-19 funding for non-urbanized transit providers. This funding was used in accordance with the Coronavirus Aid, Relief, and Economic Security (CARES) Act to prevent, prepare, and respond to the COVID-19 pandemic at the local level. \$8 million in COVID-19 funding is remaining in FY 23.
\$5,000,000	\$0	\$0	\$0	\$0	\$5,000,000	0	DIST OPERATIONS -Provides funding in the Operations Program for the Port of Lake Charles to perform the Calcasieu Dredged Material Management Plan.
\$0	\$0	\$0	\$0	\$0	\$0	27	DIST OPERATIONS -Transfers 27 Table of Organization positions from the Department of Public Safety and Corrections to DOTD in accordance with Act 384 of the 2021 Regular Legislative Session. Act 384 transferred the operation and maintenance of the stationary Weight Enforcement Scale locations from the Department of Public Safety and Corrections to DOTD.
\$5,000,000	\$0	\$0	(\$2,754,500)	(\$6,000,000)	(\$3,754,500)	27	Total Other Adjustments



Transportation and Development Technical Adjustments for FY23

Technical Adjustments

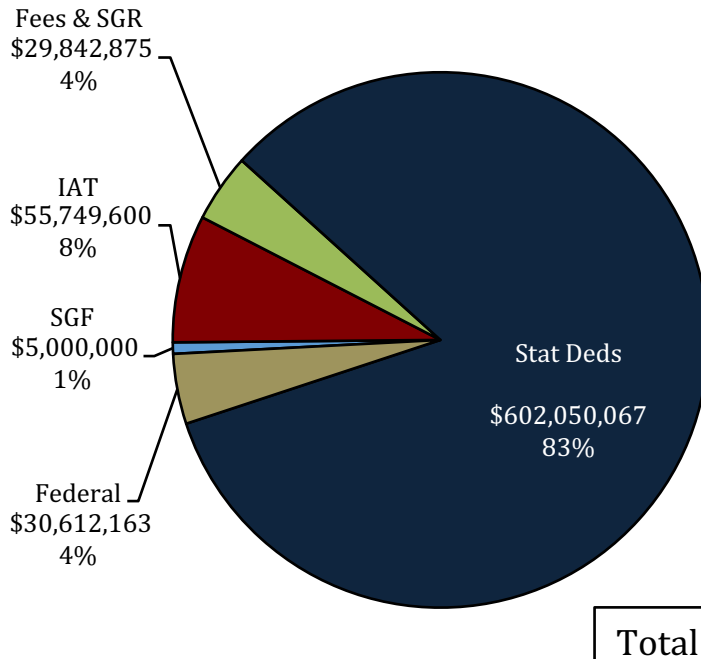
State General Fund (Direct)	Interagency Transfers	Fees and Self-generated Revenues	Statutory Dedications	Federal Funds	Total	T.O.	Adjustment
\$0	\$0	\$0	\$488,943	\$0	\$488,943	3	OFFC OF SECRETARY -Transfers three (3) authorized Table of Organization positions: Procurement Director, Engineer 6-DCL, and DOTD Program Specialist 5 from Engineering and Operations to Administration. These positions are being transferred to create the Innovative Procurement Section. This section will be responsible for soliciting and securing alternative funding sources for the State's growing infrastructure needs by coordinating procurement activities and identifying, evaluating, and developing innovative and technology based solutions for transportation challenges.
\$0	\$0	\$0	(\$6,643,555)	\$0	(\$6,643,555)	0	ENGINEERING -Transfers funding for the Weight Enforcement Scale Program from the Engineering Program to the Operations Program. This transfer is needed to realign expenditures with programmatic functions.
\$0	\$0	\$0	(\$488,943)	\$0	(\$488,943)	(3)	ENGINEERING -Transfers three (3) authorized Table of Organization positions: Procurement Director, Engineer 6-DCL, and DOTD Program Specialist 5 from Engineering and Operations to Administration. These positions are being transferred to create the Innovative Procurement Section. This section will be responsible for soliciting and securing alternative funding sources for the State's growing infrastructure needs by coordinating procurement activities and identifying, evaluating, and developing innovative and technology based solutions for transportation challenges.
\$0	\$0	\$0	\$6,643,555	\$0	\$6,643,555	0	DIST OPERATIONS -Transfers funding for the Weight Enforcement Scale Program from the Engineering Program to the Operations Program. This transfer is needed to realign expenditures with programmatic functions.
\$0	\$0	\$0	\$0	\$0	\$0	-	Total Technical Adjustments

Technical adjustments are those that produce a zero net effect on the overall budget.



Transportation and Development FY23 Recommended Means of Finance

**FY23 Recommended
Total Means of Finance
(In Millions)**



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),
- **Crescent City Transition Fund** (balance of tolls previously collected from the Crescent City Connection Bridge), *NON-RECURRED in FY23*
- **Regional Maintenance and Improvement Fund** (fifty percent of the remaining monies derived from the collection of registration and license fees and taxes collected by the state pursuant to R.S. 47:462, and as provided in R.S. 47:481, in Jefferson Parish), *Budgeted in 20-945 for FY23*
- **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)
- **New Orleans Ferry Fund** (revenues from truck and trailer registration or license tax collected in Orleans Parish), *ELIMINATED in FY19 budget/Reauthorized for FY21 budget*

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 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	FY21 Actual	FY22 EOB as of 12-1-21	FY23 Recommended	Difference FY22 EOB to FY23 REC
Crescent City Transition Fund	Balance of tolls previously collected from the CCC Bridge.	\$202,776	\$558,005	\$0	(\$558,005)
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
LTRC Transportation Training and Ed. Ctr. Fund	Registration fees for training courses.	\$423,549	\$724,590	\$0	(\$724,590)
New Orleans Ferry Fund	Revenues from truck and trailer registration or license tax collected in Orleans Parish.	\$1,786,472	\$1,140,000	\$1,140,000	\$0
Regional Maintenance & Improvement Fund	Fifty percent of the remaining monies derived from the collection of registration and license fees and taxes collected by the state pursuant to R.S. 47:462, and as provided in R.S. 47:481, in Jefferson Parish	\$789,739	\$0	\$0	\$0
Right-of-Way Permit Processing Fund	Permit fees from utilities.	\$430,000	\$430,000	\$0	(\$430,000)
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.	\$153,349,730	\$157,791,404	\$168,741,561	\$10,950,157
TTF-Regular	Taxes on gasoline, motor fuels, and special fuels.	\$387,989,425	\$414,311,226	\$427,166,506	\$12,855,280
TOTALS		\$549,971,691	\$579,957,225	\$602,050,067	\$22,092,842

The TTF-Regular is the largest statutory dedication in DOTD. From FY22 EOB to FY23 Recommended, it is projected to increase by \$12.8 million.

Additionally, TTF-Federal dollars from the Federal Highway Administration are projected to increase by \$10.9 million from FY22 EOB to FY23 Recommended.

Two current dedicated funds (highlighted), the Louisiana Transportation Research Center Transportation Training and Education Center Fund and the DOTD Right-of-Way Permit Processing Fund, are being converted to Fees and Self-generated Revenues as fund accounts in the FY23 Recommended Budget under the provisions of Act 114 of the 2021 Regular Session.

The Regional Maintenance and Improvement Fund is now budgeted directly to Jefferson Parish in 20-945 State Aid to Local Government Entities for operation and maintenance of lighting on the Westbank Expressway Business Corridor (Act 315 of the 2021 Regular Session).



Transportation and Development

FY22 Enacted vs. FY23 Recommended Means of Financing by Agency

This chart compares DOTD's budget as it was appropriated for FY22 versus how it is being recommended for FY23, including changes in Means of Financing.

FY22 Enacted Total MOF by Agency	SGF	IAT	FSGR	Stat Deds	Federal	Total	T.O.
Administration	\$0	\$21,976	\$26,505	\$53,643,897	\$0	\$53,692,378	198
Engineering and Operations	\$14,000,000	\$57,557,362	\$26,161,780	\$526,313,328	\$36,612,163	\$660,644,633	4,062
TOTAL Administration and Engineering and Operations	\$14,000,000	\$57,579,338	\$26,188,285	\$579,957,225	\$36,612,163	\$714,337,011	4,260
FY23 Recommended 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	201
Engineering and Operations	\$5,000,000	\$55,727,624	\$29,816,370	\$545,485,374	\$30,612,163	\$666,641,531	4,085
TOTAL Administration and Engineering and Operations	\$5,000,000	\$55,749,600	\$29,842,875	\$602,050,067	\$30,612,163	\$723,254,705	4,286
<i>Difference FY22 Enacted to FY23 Recommended</i>	<i>(\$9,000,000)</i>	<i>(\$1,829,738)</i>	<i>\$3,654,590</i>	<i>\$22,092,842</i>	<i>(\$6,000,000)</i>	\$8,917,694	26

The FY23 Recommended Budget for DOTD is an increase of \$8.9 million over FY22 Enacted. This equates to a percentage increase of 1.3.

The Administration Program increased by \$2.9 million, or 5.4 percent, from FY22 Enacted to FY23 Recommended.

The Engineering and Operations Program also increased from FY22 Enacted to FY23 Recommended by \$5.9 million, or roughly 1 percent.

When looking at Means of Financing, State General Fund dollars appropriated for FY22 Enacted decreased by \$9 million for FY23 Recommended. Interagency Transfers and Federal Funds also showed decreases, by (\$1.8 million) and (\$6 million) respectively. Statutory Dedications increased by \$22.1 million and Fees and Self-generated Revenues increased by \$3.7 million.

Total T.O. increased by 26 positions, largely due to the transfer of the Weight Enforcement Scale Program from Public Safety.



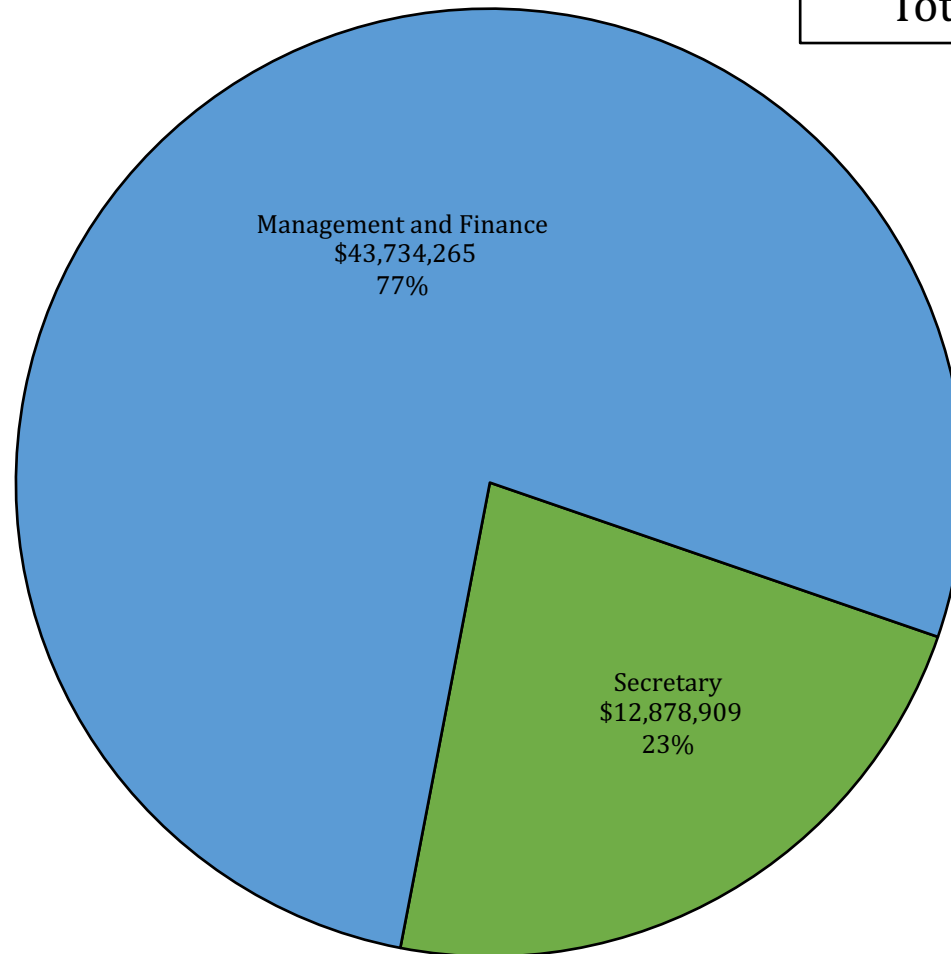
Transportation and Development Administration – FY23 Agency Budgets

FY23 Recommended
Total \$56.6 m.

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.





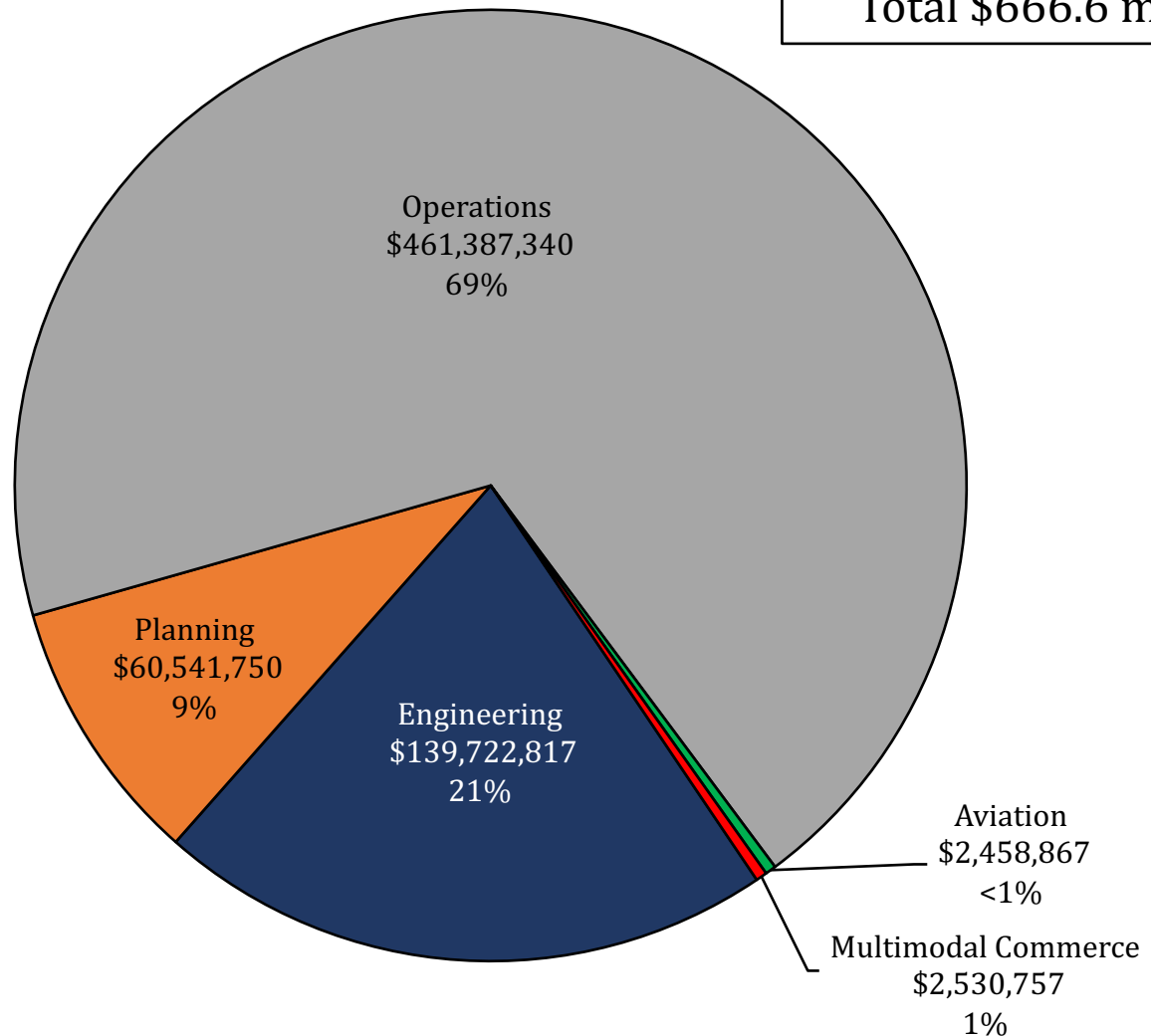
Transportation and Development Engineering and Operations – FY23 Agency Budgets

Authorized T.O. Positions

Engineering and Operations	
Engineering	549
Planning	75
Operations	3,437
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.

FY23 Recommended
Total \$666.6 m.





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.

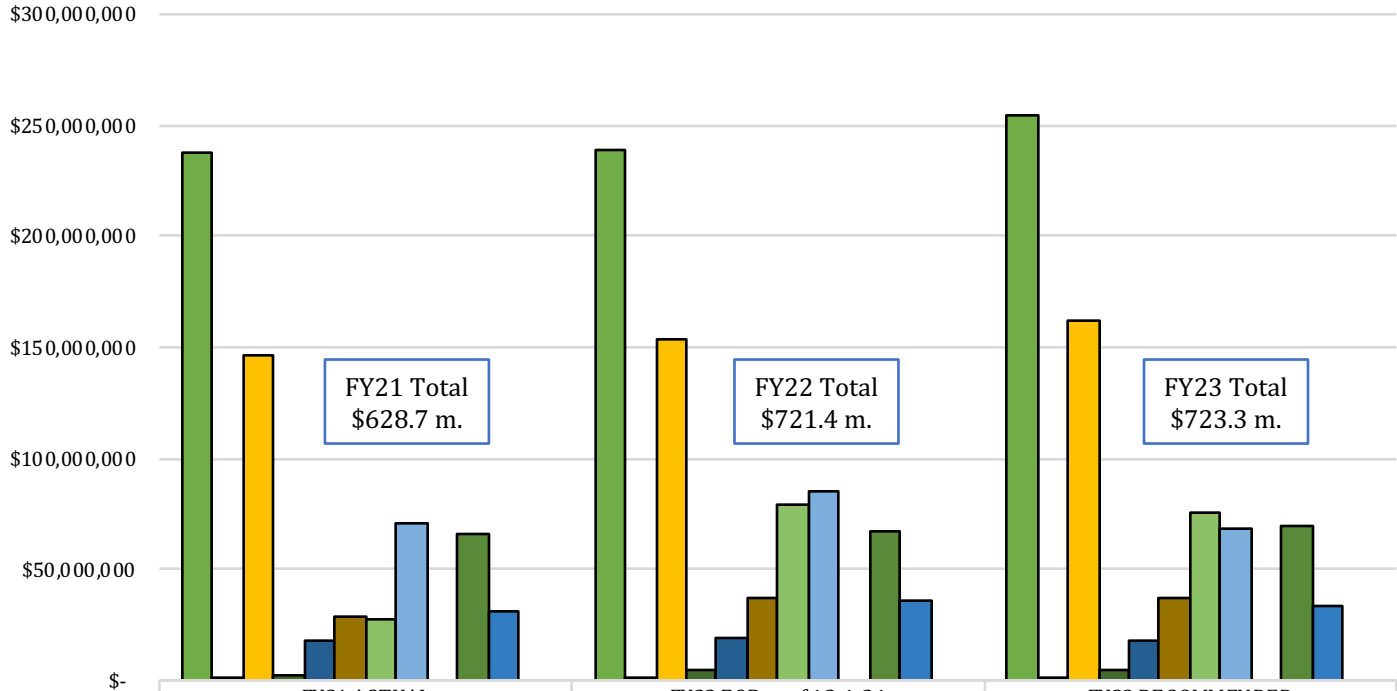


DOTD Categorical Expenditures FY21, FY22, and FY23

As with other departments that have a sizable amount of personnel, the largest macro expenditure category in DOTD is Personal Services for FY23 Recommended.

Within this category, Salaries make up over 35 percent of Total Expenditures, while Related Benefits accounts for over 22 percent.

Professional Services at roughly 10 percent, Interagency Transfers at 9.6 percent, and Other Charges at 9.5 percent round out the most significant expenditures in DOTD.



Personal Services

Operating Expenses

Professional Services

Other Charges

Acquisitions and Major Repairs

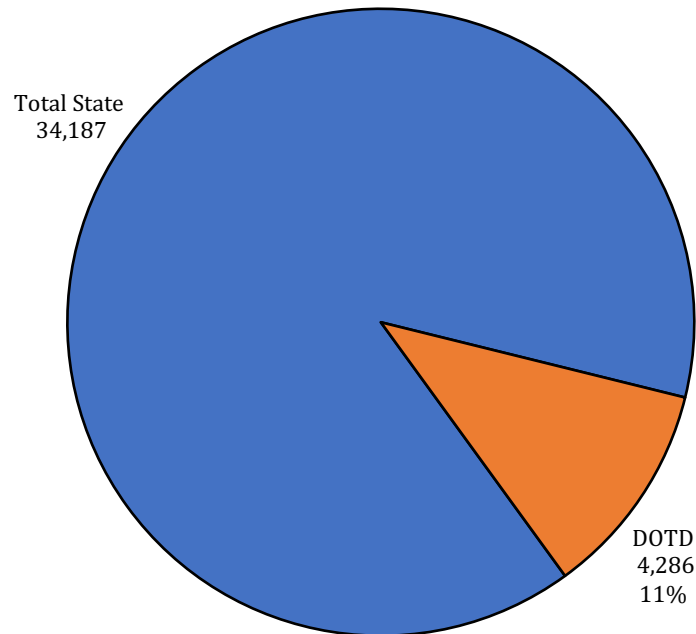
	FY21 ACTUAL	FY22 EOB as of 12-1-21	FY23 RECOMMENDED
Salaries	\$237,684,995	\$239,329,832	\$254,679,966
Other Compensation	\$543,180	\$957,484	\$957,484
Related Benefits	\$146,127,651	\$153,893,328	\$162,499,502
Travel	\$2,773,611	\$4,082,917	\$4,082,917
Operating Services	\$17,969,315	\$18,785,896	\$18,227,891
Supplies	\$28,254,897	\$36,740,838	\$36,491,541
Professional Services	\$27,734,973	\$78,826,861	\$75,081,633
Other Charges	\$70,291,019	\$85,700,309	\$68,550,309
Debt Service	\$-	\$-	\$-
Interagency Transfers	\$65,892,527	\$67,368,455	\$69,311,884
Acquisitions	\$31,378,851	\$35,751,559	\$33,371,578
Major Repairs	\$-	\$-	\$-



Transportation and Development

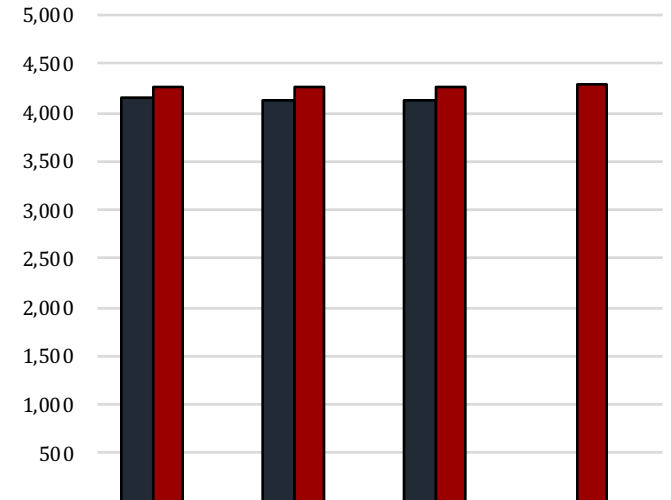
FTEs, Authorized T.O., and Other Charges Positions

**FY23 Recommended Department Employees
as a portion of
FY23 Recommended Total State Employees**



FY22 number of funded, but not filled,
positions as of January 31 = 208

**Number
and
Types
of
Positions**



■ Total FTEs (1st July Report)

■ Authorized T.O. Positions

■ 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 4,286 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	2020 Actual	2021 Actual	2022 Enacted	2023 Recommended
Salaries	\$222,505,255	\$237,684,995	\$239,329,832	\$254,679,966
Other Compensation	\$655,427	\$543,180	\$957,484	\$957,484
Related Benefits	\$142,177,186	\$146,127,651	\$153,713,328	\$162,499,502
Total Personal Services	\$365,337,868	\$384,355,826	\$394,000,644	\$418,136,952

Average T.O. Salary = \$53,686

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

2.

Related Benefits FY23 Recommended	Total Funding	%
Total Related Benefits	\$162,499,502	
UAL payments	\$82,136,835	51%
Retiree Health Benefits	\$36,299,505	
Remaining Benefits*	\$44,063,162	
Means of Finance	General Fund = 0%	Other = 100%

Department Demographics	Total	%
Gender		
Female	1,005	24
Male	3,114	76
Race/Ethnicity		
White	2,924	71
Black	985	23.9
Asian	76	1.8
Indian	35	0.8
Hawaiian/Pacific	2	0.0
Declined to State	97	2.4
Currently in DROP or Eligible to Retire	739	18

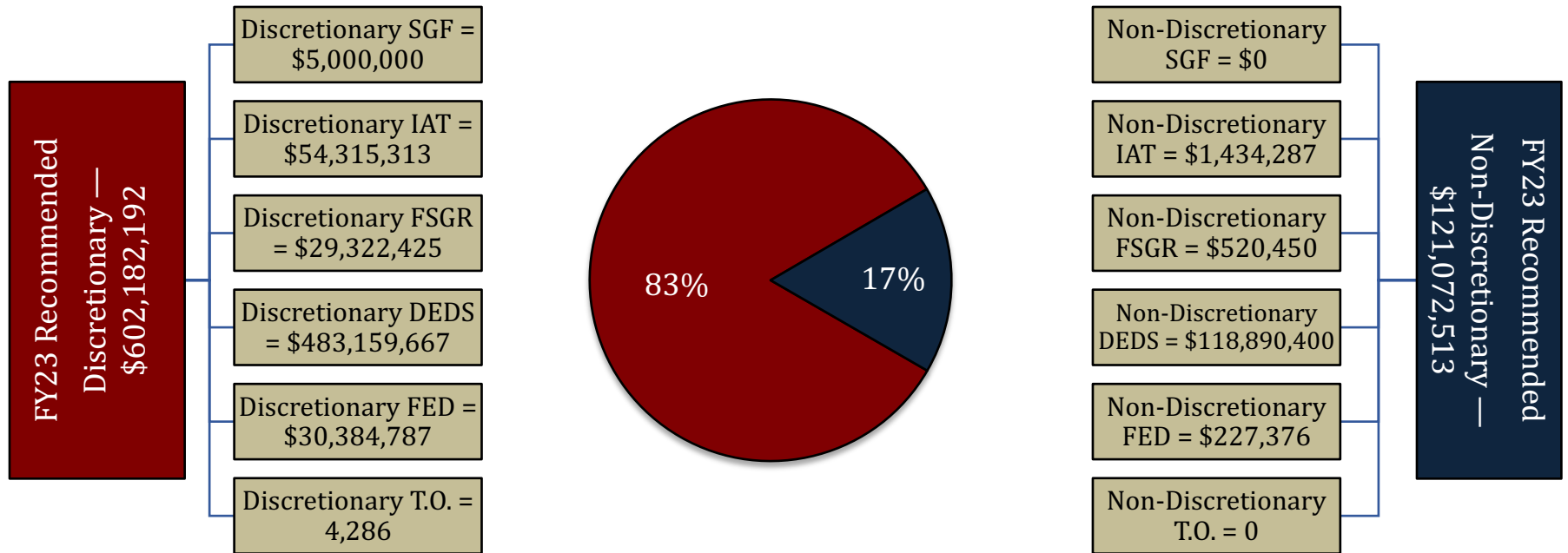
* Remaining Benefits include employer contribution to authorized positions' retirement, health, Medicare, FICA, Emoluments etc. The authorized positions include authorized T.O. positions and authorized other charges positions, both filled and vacant.

Other Charges Benefits
\$0



Transportation and Development

FY23 Discretionary/Non-Discretionary Comparison



Total Discretionary Funding by Office		
Administration	\$ 48,958,806	8%
Engineering & Operations	\$ 553,223,386	92%
Total Discretionary	\$ 602,182,192	100%

Total Non-Discretionary Funding by Type		
Required by the Constitution (UAL)	\$ 84,318,948	69.6%
Administration - Retirees' Group Insurance	\$ 1,865,491	1.5%
Engineering & Operations - Retirees' Group Insurance	\$ 34,434,014	28.4%
Administration - Legislative Auditor Fees	\$ 454,060	0.4%
Total Non-Discretionary	\$ 121,072,513	100.0%



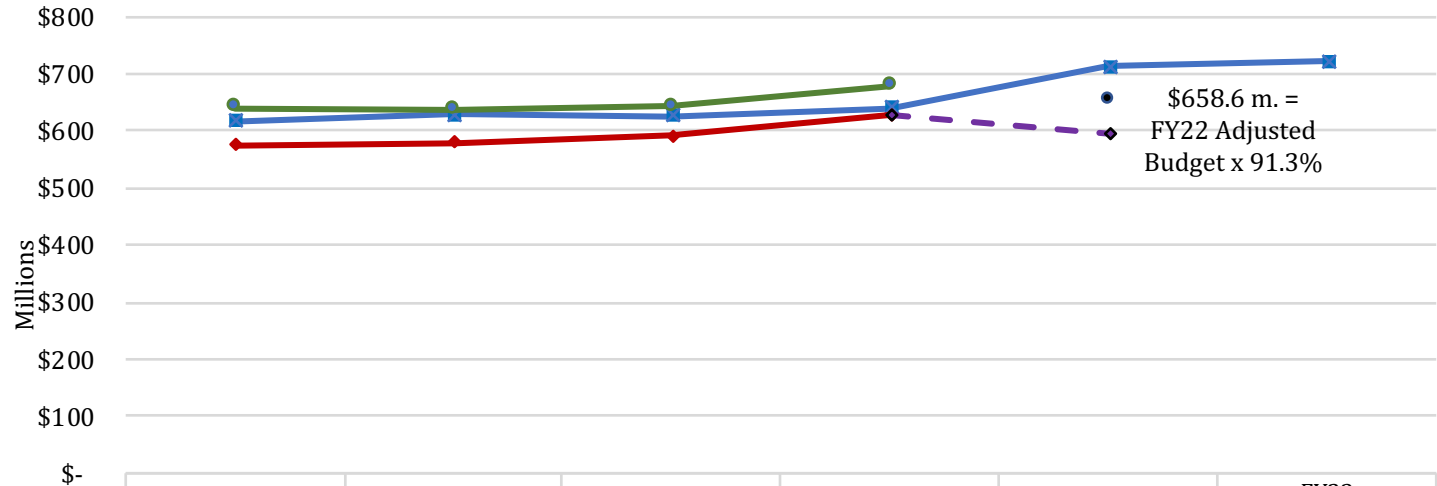
Transportation and Development

Enacted & FYE Budget vs. Actual Expenditures FY18 to FY21

FYE Budget = "Fiscal Year End" Budget includes all in-house and regular BA-7s through June 30 of the fiscal year. For FY22, it is as of January.

**FY22 Known
Supplemental Needs:
\$0**

**FY21 General Fund
Reversions:
\$3,943,444**



	FY18	FY19	FY20	FY21	FY22 EOB	FY23 Recommended
Enacted Budget	\$617,012,337	\$628,438,914	\$625,863,473	\$641,020,554	\$714,337,011	\$723,254,705
FYE Budget	\$641,058,252	\$637,481,619	\$642,298,317	\$679,080,812		
Actual Expenditures	\$574,769,865	\$579,371,157	\$590,934,297	\$628,651,019		
FY22 Expenditure Trend				\$628,651,019	\$595,822,623	

Monthly Budget Activity

	FY22 Adjusted Budget	FY22 Aggregate Expenditures	Remaining Budget Authority	Percent Expended To Date
Jul-21	\$ 714,337,011	\$ 44,527,169	\$ 669,809,842	6.2%
Aug-21	\$ 721,437,479	\$ 81,893,547	\$ 639,543,932	11.4%
Sep-21	\$ 721,437,479	\$ 133,142,674	\$ 588,294,805	18.5%
Oct-21	\$ 721,437,479	\$ 188,434,338	\$ 533,003,141	26.1%
Nov-21	\$ 721,437,479	\$ 244,487,571	\$ 476,949,908	33.9%
Dec-21	\$ 721,437,479	\$ 303,608,084	\$ 417,829,395	42.1%
Jan-22	\$ 721,437,479	\$ 347,563,197	\$ 373,874,282	48.2%

Monthly Budget Activity

	FY22 Adjusted Budget	FY22 Aggregate Expenditures	Remaining Budget Authority	Percent Expended To Date
<i>(Trend based on average monthly expenditures to date)</i>				
Feb-22	\$ 721,437,479	\$ 397,215,082	\$ 324,222,397	55.1%
Mar-22	\$ 721,437,479	\$ 446,866,968	\$ 274,570,511	61.9%
Apr-22	\$ 721,437,479	\$ 496,518,853	\$ 224,918,626	68.8%
May-22	\$ 721,437,479	\$ 546,170,738	\$ 175,266,741	75.7%
Jun-22	\$ 721,437,479	\$ 595,822,623	\$ 125,614,856	82.6%

Historical Year End Average

91.3%
18



Transportation and Development

Other Funding -- Proposed Transportation Investments

The administration has proposed to expend the following amounts for road and bridge projects from the sources of funding listed in the chart to the right. →

Also, in FY22, \$563 million was deposited in the Construction Sub-Fund of the TTF-Regular from the American Rescue Plan.

From the Infrastructure Investment and Jobs Act (IIJA), the chart below shows projects from the Statewide Transportation Plan that are proposed to be fully or partially funded:

I-49 Inner City Connector (Shreveport)	\$865 million
Strategic I-20 Widening	\$1 billion
Mississippi River Bridge (Baton Rouge)	\$1.2 billion
MRB connectors	\$800 million
Calcasieu River Bridge and I-10 Corridor Improvements	\$1.2 billion
Ryan Street to I-210 project	\$600 million
I-49 South (Lafayette region)	\$3.5 billion
I-12 Widening	\$680 million

Source: Division of Administration; DOTD

FY21 SGF Surplus	
FY23 March for existing identified projects	\$ 170.6
FY23 Match for August redistribution	\$ 25.0
Total FY21 SGF Surplus	\$ 195.6
FY22 SGF Excess	
FY22 Match for existing identified projects, redistribution and competitive IIJA grants	\$ 42.5
New Baton Rouge bridge fund	\$ 500.0
Total FY22 SGF Excess	\$ 542.5
American Rescue Plan (ARP)	
Lake Charles Bridge	\$ 100.0
I-49 South	\$ 100.0
Baton Rouge to New Orleans rail	\$ 25.0
Opportunity/Contingency Fund - competitive grants, opportunities, and cost overruns	\$ 50.0
Total ARP	\$ 275.0
Grand Total of Additional Funding for DOTD	\$ 1,013.1

The IIJA also contains formula funds for Louisiana (5 Years):

Highways	\$4.8 billion
Bridges	\$1.013 billion
Public Transportation	\$470 million*
Electric Vehicle Infrastructure	\$73 million
Airports	\$179 million
Resiliency	\$135 million

** Less than half to DOTD; the remainder to other public transit entities.*



Transportation and Development

GARVEE Program Update – January 2022

DOTD provided the following information to JLCB in January as an update on the Grant Anticipation Revenue (GARVEE) Program:

- DOTD has approval to issue \$650 million in GARVEE bonds to construct four (4) projects.
 - In 2019, JLCB approved GARVEE bonds totaling \$217 million.
 - In 2021, JLCB approved a second series of GARVEE bonds totaling \$182 million.
 - This brings the total to \$399 million, of which DOTD has expended \$195.5 million.

Status of all four GARVEE projects:

- I-220/I-20 Interchange Improvement and Barksdale AFB Access Project in Bossier Parish.
 - Notice to Proceed issued in April 2019 with \$78.8 million in GARVEE bonds.
 - To date, \$69.1 million has been expended and the expected completion date is July 2022.
- I-10/Loyola Drive Interchange Improvement Project in Jefferson Parish.
 - Notice to Proceed issued in August 2019 with \$138.8 million in GARVEE bonds.
 - To date, \$96.4 million has been expended with an expected completion date of September 2023.
- I-10; LA 415 to Essen on I-10 and I-12 Project in East Baton Rouge Parish.
 - This project is being phased due to complexity and will include the College Drive flyover (\$57.4 m.); the KCS Bridge replacement at Acadian (\$6.9 m.); and Segment 1 defined as the section in both directions of I-10 mainline west of Washington Street to the on and off ramps at Perkins Road (est. \$394 m.).
- LA 23 Belle Chasse Bridge and Tunnel Replacement Project in Plaquemines Parish.
 - Notice to Proceed issued in December 2019 with a \$181.3 million project cost.
 - A total of \$17 million in GARVEE bonds was authorized by JLCB for this project and is programmed to be expended by February 2022.

A third series of GARVEE bonds is anticipated in May 2023.



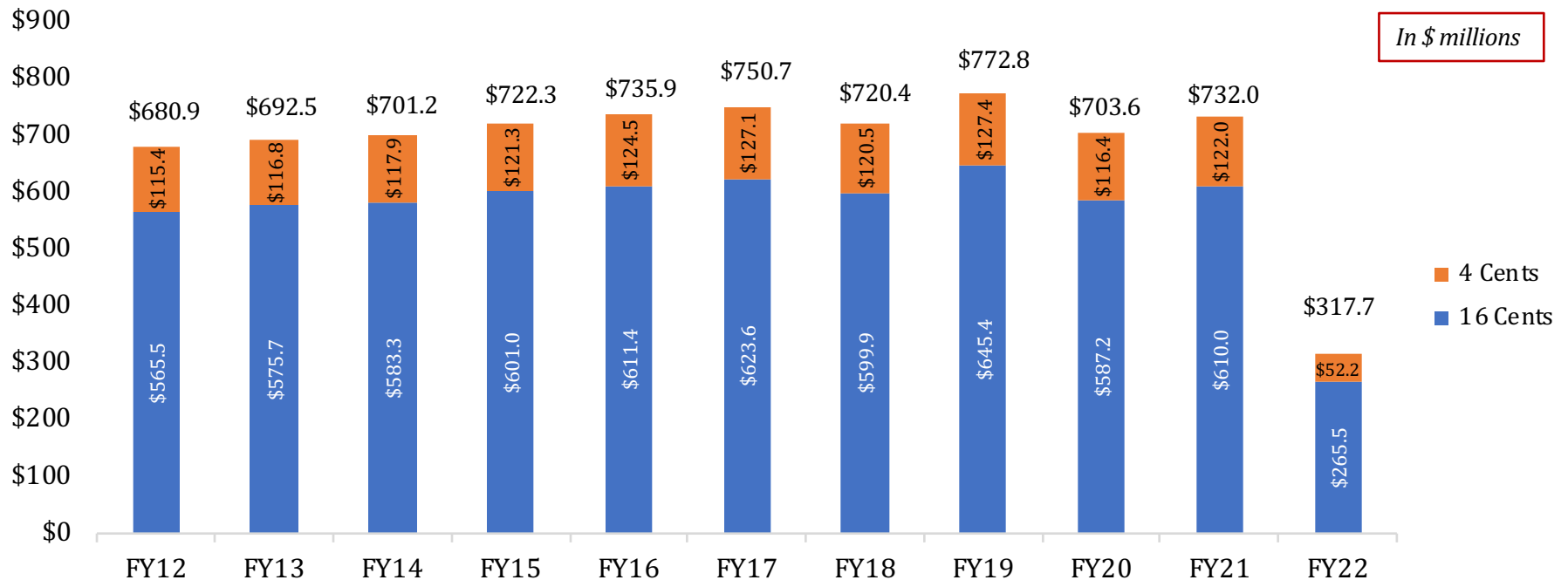
Transportation and Development

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. FY22 is a partial year through December 2021. From FY12 to FY21, the percent change is +7.5.



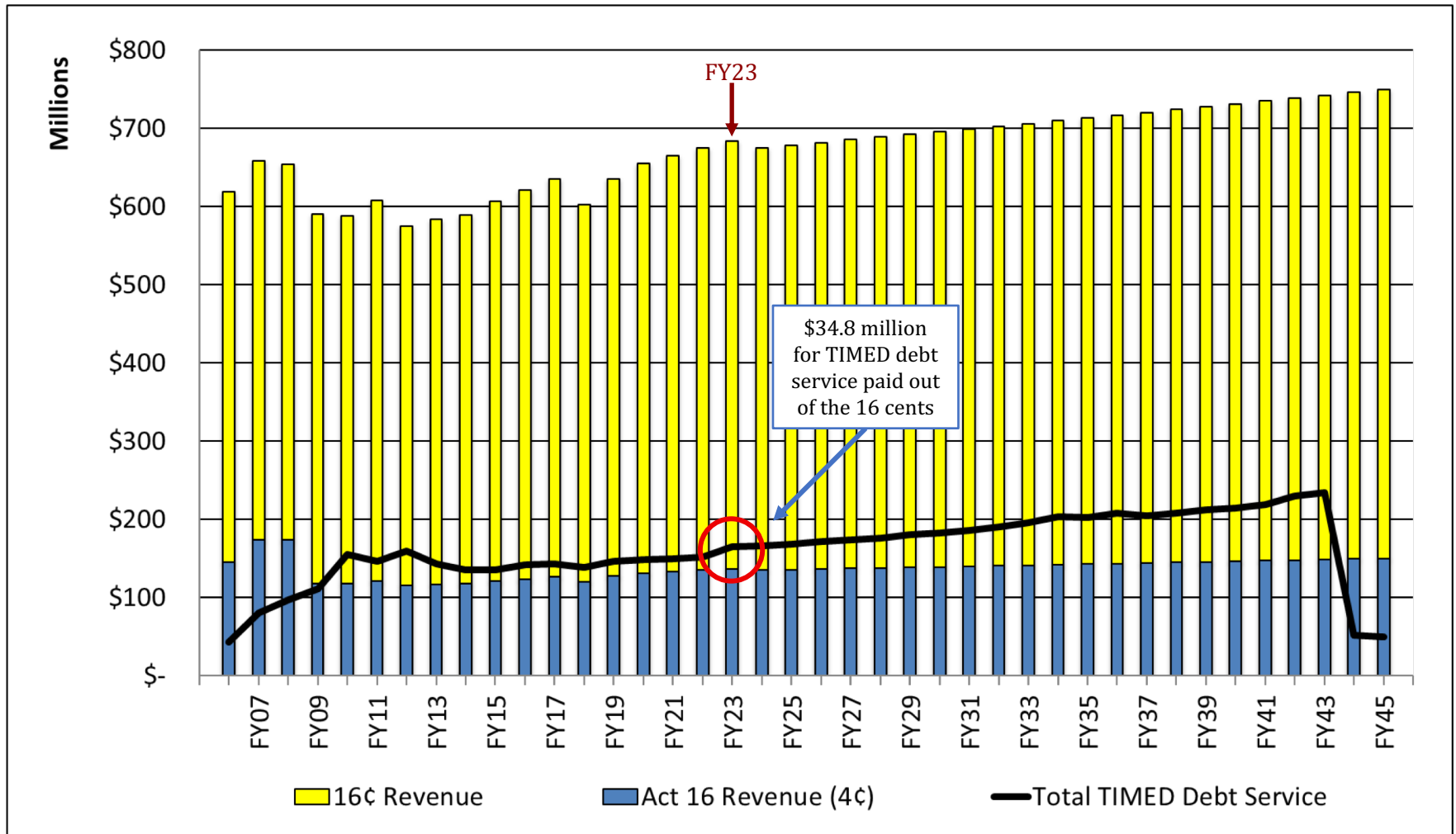
Source: La. State Treasury as of 12-31-21.

Totals are receipts only – any bond proceeds or carryforwards not included.



Transportation and Development

TIMED Debt Service Requirements



Source: DOTD



Transportation and Development

Louisiana Fuel Taxes vs. the National Average

Louisiana Gasoline 38.41 Total State plus Federal Excise Taxes (@18.4 cents per gallon)

20.00 State Excise Tax

0.01 Other state Taxes/Fees

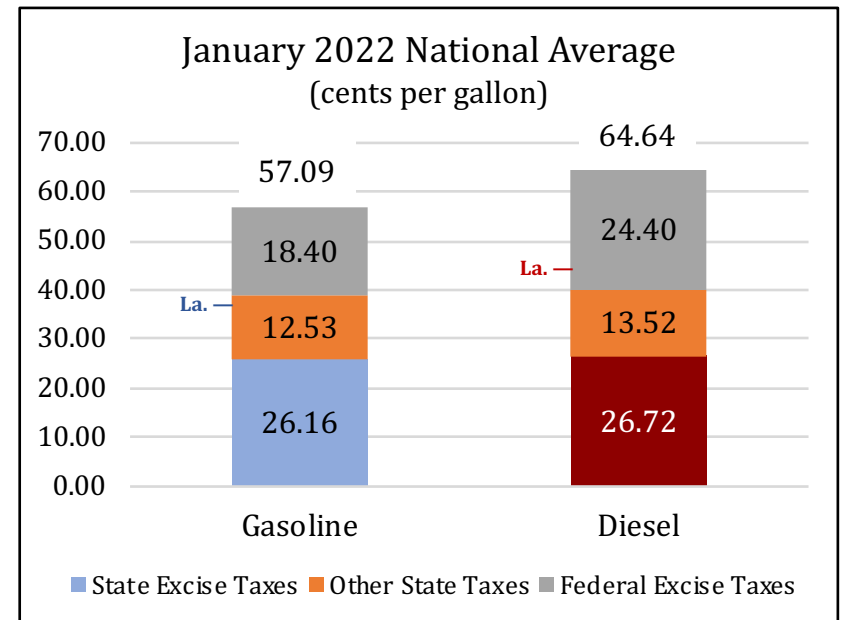
20.01 Total State Taxes/Fees

Louisiana Diesel 44.41 Total State plus Federal Excise Taxes (@24.4 cents per gallon)

20.00 State Excise Tax

0.01 Other state Taxes/Fees

20.01 Total State Taxes/Fees



The national average for gas taxes in 2021 was 55.23 cents/gallon.
The national average for diesel taxes in 2021 was 62.25 cents/gallon.

Source: American Petroleum Institute; rates effective as of January 2022.

Note: Other state taxes/fees include a 0.00125 cpg petroleum products fee and a 0.008 cpg motor fuel delivery fee.



Transportation and Development

National Highway Construction Cost Index

NHCCI

2.50

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 103 percent to 2.03 in June 2021.

Source: U.S. DOT, Federal Highway Administration, February 2022.

2.00

1.50

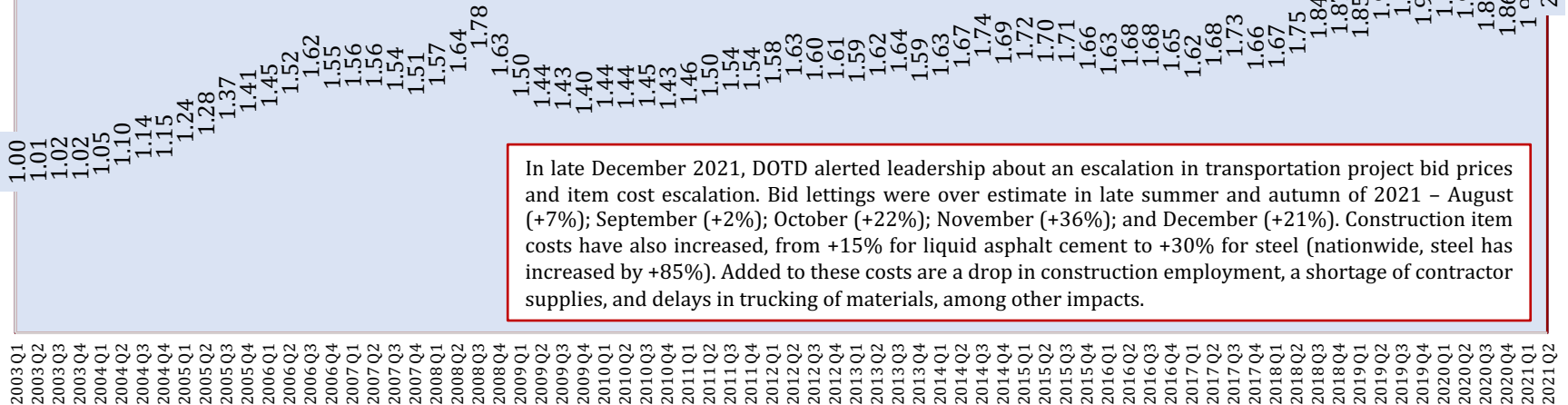
1.00

0.50

0.00

It would have cost \$2.03 in June 2021 to construct the same project that cost \$1 in March 2003.

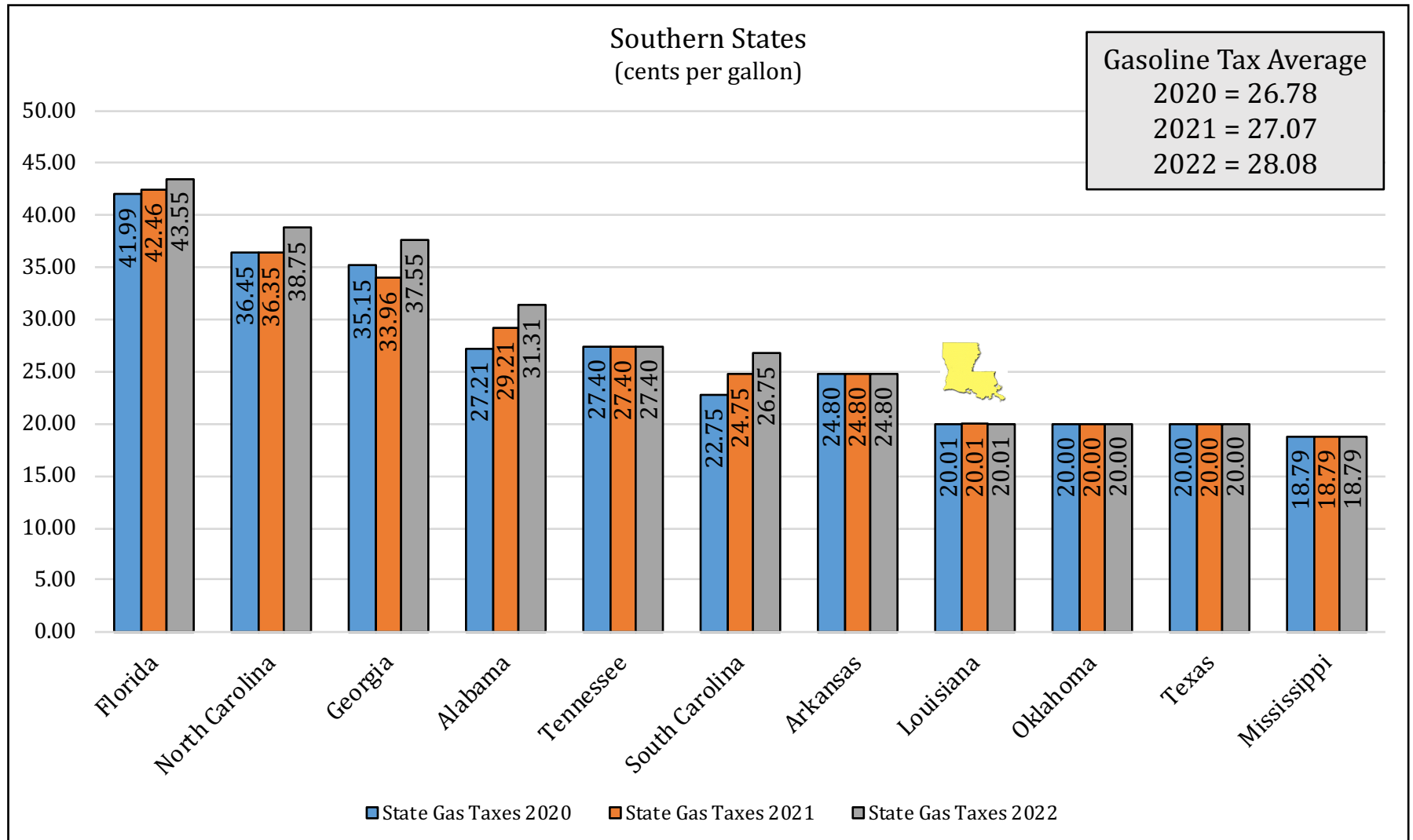
In late December 2021, DOTD alerted leadership about an escalation in transportation project bid prices and item cost escalation. Bid lettings were over estimate in late summer and autumn of 2021 – August (+7%); September (+2%); October (+22%); November (+36%); and December (+21%). Construction item costs have also increased, from +15% for liquid asphalt cement to +30% for steel (nationwide, steel has increased by +85%). Added to these costs are a drop in construction employment, a shortage of contractor supplies, and delays in trucking of materials, among other impacts.





Transportation and Development

Louisiana Gasoline Taxes vs. Other Southern States

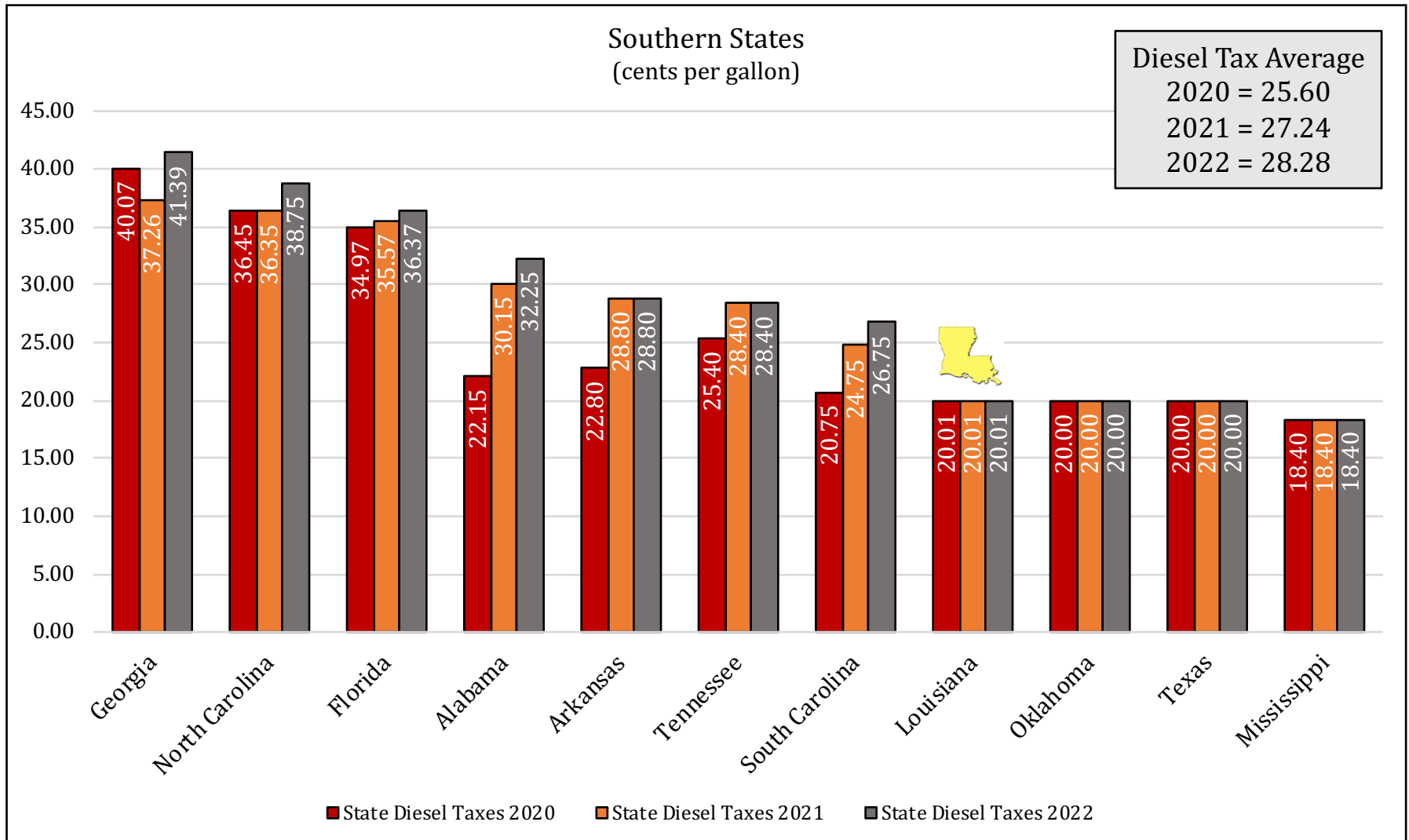


Source: American Petroleum Institute, January 2022



Transportation and Development

Louisiana Diesel Taxes vs. Other Southern States





Transportation and Development Comparison with Other Southern States

Each year, the Southern Legislative Conference compiles a comparative data report on State Transportation Programs.

The following summary on the administration and operation of state departments of transportation is from the 2021 report.

- Ten of the 15 SLC states have a board or commission overseeing or advising the state transportation department.
- Agency heads are appointed by a board or commission in six of the SLC states; agency heads in the nine other states are appointed by the governor.
- Of the ten transportation boards or commissions:
 - Eight are appointed by the governor;
 - One is appointed by the legislature;
 - One is elected by the public.
- Four of the 10 boards administer the state transportation department and seven of the boards control highway construction.



Transportation and Development

Administrative Structure Comparison of SLC States

Administrative Structure of State Transportation Agencies of SLC States							
State (Agency Name)	Agency Head	Who Appoints?	Board or Commission?	Size	How Chosen?	By Whom?	Term (Years)
Alabama (Department of Transportation)	Director	Governor	No				
Arkansas (Department of Transportation)	Director	Commission	Commission (State Highway Commission)	5	Appointed	Governor	10
Florida (Department of Transportation)	Secretary	Governor	Commission (Florida Transportation Commission)	9	Appointed	Governor	4
Georgia (Department of Transportation)	Commissioner	State Transportation Board	Board (State Transportation Board)	14	Elected	Legislative Caucus	5
Kentucky (Transportation Cabinet)	Secretary	Governor	No				
Louisiana (Department of Transportation and Development)	Secretary	Governor	No		Appointed	Governor	
Mississippi (Department of Transportation)	Director	Commission	Commission (Mississippi Transportation Commission)	3	Elected	Public	4
Missouri (Department of Transportation)	Director	Commission	Commission (Missouri Highways and Transportation Commission)	6	Appointed	Governor	6
North Carolina (Department of Transportation)	Secretary	Governor	Board (Board of Transportation)	20	Appointed	Governor	4
Oklahoma (Department of Transportation)	Director	Commission	Commission (Oklahoma Transportation Commission)	8	Appointed	Governor	8
South Carolina (Department of Transportation)	Secretary	Commission (subject to Senate confirmation)	Commission (South Carolina Transportation Commission)	8	Appointed	Governor	4
Tennessee (Department of Transportation)	Commissioner	Governor	No				
Texas (Department of Transportation)	Director	Commission	Yes (Texas Transportation Commission)	5	Appointed	Governor	6
Virginia (Department of Transportation)	Commissioner of Highways	Governor	Yes (Commonwealth Transportation Board)	17	Appointed	Governor (Subject to General Assembly Confirmation)	4
West Virginia (Department of Transportation)	Secretary	Governor	No				

Source: Survey of state transportation officials in the SLC states, June 2020

The SLC report also provides information about board members' qualifications.



Transportation and Development

Comparison of State Transportation Boards or Commissions in SLC States

Duties of State Transportation Boards or Commissions in SLC States

State	No Board	Department Administration	Department Oversight	Review Transportation Plan	Appoint Agency Head?	Advise Agency Head?	Control Highway Construction
Alabama	X						
Arkansas		X	X	X	X	X	X
Florida			X			X	
Georgia			X	X	X		
Kentucky	X						
Louisiana	X						
Mississippi		X	X	X*	X	X*	X*
Missouri		X	X	X	X	X	X
North Carolina			X	X		X	
Oklahoma			X	X	X	X	X
South Carolina		X	X	X	X	X	X
Tennessee	X						
Texas			X	X	X	X	X
Virginia			X	X		X	X
West Virginia	X						

* Transportation Commission sets policy for agency.

Source: Survey of state transportation officials in the SLC states, June 2020



Transportation and Development

Audit Findings

Louisiana Department of Transportation and Development

March 22, 2021

The department did not have adequate controls in place to ensure all electronic time sheets were certified and approved in a timely manner. In addition, the department did not have adequate controls in place to make sure the Summary of Samples and Test Results Form, which is part of close-out documentation for federal projects, was completed in a timely manner. **A prior-year finding related to non-compliance and inadequate controls related to Highway Planning and Construction Cluster sub-recipient monitoring was resolved.**