Today’s Discussion

➢ The last 4 years

➢ Where Are We Today
  • Safety remains a priority
  • Innovative funding and delivery

➢ What is the Outlook
  • DOTD Budget
  • Long Term Implications
The Last Four Years

➢ We have invested $2.6 Billion in 1,215 projects

➢ Gov. Edwards eliminated diversion, pre-constitutional amendment, and doubled the Port Priority Program

➢ Pushed dialogue on Transportation and shifted the narrative
  • DOTD can deliver when the tools are provided.
    o Utilized innovative approaches to find funding for projects
  • Secured the most federal funding in state history for projects.
  • Encouraged and received bipartisan support through committee for a fuel tax to generate over $500M toward infrastructure projects.
The current backlog of projects is $14.3 billion and a sustainable solution is obvious, and accepted by citizens.

Consumeraffairs.com ranked Louisiana as having the 2\textsuperscript{nd} worst roads in the country. Factors were:
- Dollars spent per mile - LA spends only $39 per mile
- Percent of total capital spending toward roads
- Crash fatalities
- Survey 1400+ people
Major Projects Completed

- I-49 North Corridor, I-220 to Arkansas
- U.S. 80 Boone Creek Bridge
- I-49 South Widening in Lafayette Parish
- US 90/LA 318 Interchange in St. Mary Parish
- LA 23 Happy Jack to Port Sulphur
- LA 30 in Gonzales
- Tremont Rest Area in Lincoln Parish
- Ouachita River Bridge (LA 8) in Harrisonburg
- I-110 – Terrace Street Off Ramp
Major Projects under Construction

- LA 616, Arkansas Road Widening
- Tarbutton Road / I-20 Interchange
- LA 42 (US 61 - LA 44) Widening
- LA 73, Government St. Road Diet
- I-10 Widening, Highland Road to LA 73, Design Build
- I-10 Widening and reconstruction, Lafayette to Atchafalaya Basin
- I-12 Widening, Walker to Satsuma
- LA 1, Leeville To Golden Meadow Phase 2e
- I-10/Loyola Interchange
Where Are We Today
Moving in the Right Direction

Safety

- DOTD has made significant progress in regards to safety:
  - Louisiana’s safety numbers over the last two years have maintained – what we are doing is working
    - In 2018 DOTD saw a 40% increase in pedestrian fatalities. That number has shrunk in 2019 (awaiting stats)
    - Invested $99 M in almost 700 miles of cable barriers along every major interstate and US190 corridors
  - As the new administration takes shape, we will be rolling out additional safety initiatives I believe will offer value.
GARVEE Bond Program Launched in April 2019

- DOTD has now launched a GARVEE bond program of $650 million for selected projects.

- First series was sold in April 2019 - $185,000,000 - 12-year level debt;

- DOTD has advanced a number of projects to move Louisiana forward
  - LA 23, the State’s first Public Private Partnership is in ongoing negotiations
  - I-220/Barksdale AFB interchange, constructing a new entrance into BAFB broke ground May 2019. Roadway construction will start near the top of 2020
  - The I-10 Loyola Interchange project, broke ground in early October, will be one of two Diverging Diamond Interchanges in the State
  - Last night completed the final public hearing on the I-10 corridor from LA 415 to the 10/12 Split
The $689 BP settlement revenues will be applied to ~$1B of projects as identified below:

- PH2 LA1 between Golden Meadow and Leeville - $150,000,000.00
- LA415 Bridge at Intracoastal Canal - $125,000,000.00
- I-49 South - $150,000,000.00
- I-49 North Inter-City Connector - $100,000,000.00
- LA 3241 to Bush - $50,000,000.00
- Bridge Program – $40,000,000.00
- Cameron Parish Ferry - $20,000,000.00
- Sugarhouse Rd to LA43 - $19,000,000.00
- Port of New Orleans cranes - $20,000,000.00
- Hooper Rd widening from LA3034 to La37 - $15,000,000.00
2019 Legislative Session did not provide
- Funding to cover construction inflation or contingency
- Funding to cover finance charges associated with bonding
- A clear timeline for projects in varying stages of project development

DOTD is developing a plan for project delivery and financing that may leave a funding gap to be filled with TTF, capitol outlay, or other funding to be determined.

Projects are being advanced to optimize use of HB578 funds that takes into account:
- Project readiness
- Cost of time delay
- Full Funding
What is the Outlook
# Department Overview FY 20 $1.9B

**Funding Breakout by Type of Revenue**

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<td>Fees &amp; Self-Generated Revenue</td>
<td>$26,182,415</td>
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<td>Interagency Transfers</td>
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<td>Other Statutory Dedications</td>
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<td>Reallocated Bonds</td>
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<td>State Hwy Improvement Fund (NFA)</td>
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<td>TTF-Federal</td>
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<td>Total Means of Financing</td>
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<td>$1,317,958,890</td>
<td>$1,943,822,363</td>
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## Budget Partition FY 19-20

- **System Preservation/Sustainability** $380 M
- **Operations/Motorist Services** $52 M
- **Safety** $61 M
- **Additional Capacity** $0 M

  **Sub-total** $493 M

- **Quality of Life/Local Public Assistance**
  - Transportation Alternatives Projects $4 M
  - Intermodal Connectors $15 M
  - Congestion Mitigation/Air Quality $6 M
  - Federal & State Earmarks/Miscellaneous $21 M
  - Road Transfer $21 M
  - Other Local Public Assistance $71 M

  **Sub-total** $138 M

- **GARVEE Construction and Debt Service** $184 M
- **PPP Construction** $125 M

  **Sub-total** $309 M

**Grand Total** $940 M
## Budget Sub-Partition System Preservation

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<td>Pavement Preservation (non-Interstate)</td>
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<td>Pavement Preservation (Interstate)</td>
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<td>Bridge Preservation (on-system)</td>
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<td>Bridge Preservation (off-system)</td>
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<td><strong>TOTAL</strong></td>
<td><strong>$380 M</strong></td>
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Second Term Focus - Delivering

- A firm commitment to moving major infrastructure projects
- Addressing state bridges
- Planning for the future of moving people
- Building our brand
- Improving the business processes within DOTD
Opportunities

➢ Become more innovative in project delivery

➢ New faces in the legislature
  • 64 new legislators who are unaware of how projects are selected, funded, the ramifications of certain stances (46/18)

➢ Put the “Commerce” in Multimodal Commerce

➢ Resource our Districts with equipment

➢ Recruit and Retain a knowledgeable staff at DOTD

➢ Finding funding to deliver on the needs of the State
DOTD has done well with what we have been given, collaborating with federal and local partners to find innovative ways to fund and deliver projects.

In 2017, we established sound policy and pushed for a fuel tax of 17 cents indexed with CPI, that would have moved the State away from relying on one time money.

We have examples of what success looks like in other states where partisan politics are put aside and a fact based discussion is had.
Opportunity Awaits
  - Moving forward under this administration is our opportunity to capitalize on the ground we’ve made and for the first time in decades move Louisiana forward.

What DOTD Wants
  - To be able to say we delivered: overlay, safety, widening, road transfers, mega projects.
  - To look back in 4 years and not recognize the state we are in because transformative projects are being built and people are moving.
Questions?