

Transportation & Infrastructure Webinar Meeting 1



#MASKUP



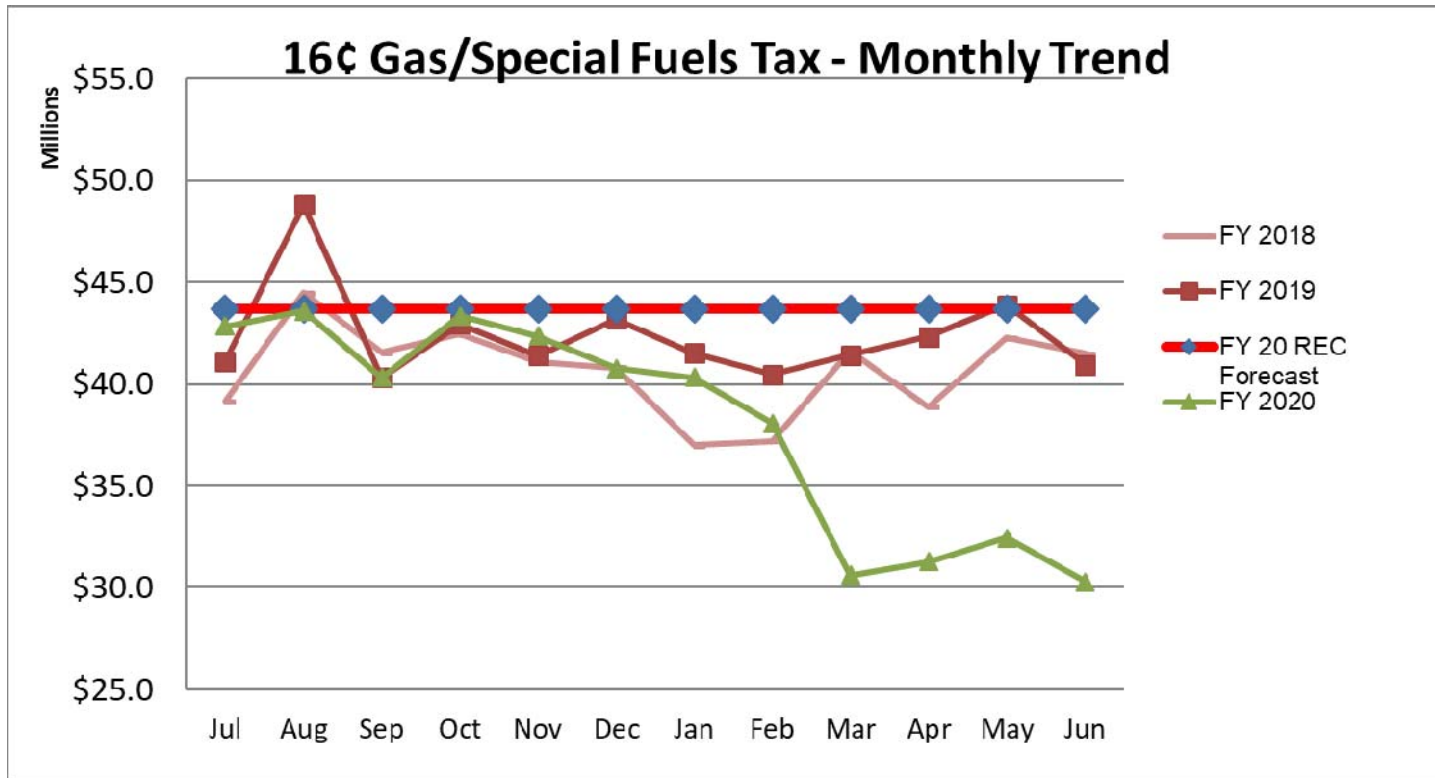
Financial Overview



Combined Impacts to the TTF

- The COVID-19 Pandemic impacts are projected to reduce DOTD's excise tax revenues up to 30%-40% for the remainder of SFY20 and into SFY21.
 - Based on reduced traffic counts early estimates suggest the COVID-19 impacts could result in up to \$50M per QTR lost revenues until traffic counts increase to normal levels.
- Impacts will be felt across the operating and capital program.
- Traffic counts will likely increase at a slower rate than they declined due to the economy gradually returning as business' open and people return to work.

FY 20 TTF Impacts



Based on reduced traffic counts revenues are projected to be \$68.3M under the current REC forecast for FY20

Operational Impacts



Transportation & Infrastructure are **ESSENTIAL** for recovery

- 58% of HQ's staff working from home
- 19% of District Operations capable staff are telecommuting
- District gangs who are not capable of telecommuting are working alternative workweek schedules, reducing the workplace footprint by 50%
 - They will be working over the next two weeks of reduced traffic on activities that are typically more complex to address during high traffic

Operational Impacts to DOTD

- Telecommuting employees are being phased back in
- DOTD facilities will be reopen upon the Governor's recommendation
- Exceptions for Truck Permit relief and grant applications will continue until the stay and home is lifted.
- Postponed all public meetings
 - This will potentially create further delays as we work to reschedule public engagement and traffic related opportunities.
- Maintained lettings and project development
- Redirected messaging on the system to COVID related topics

Construction & Project Delivery



Status of DOTD Project Delivery since COVID19

- Innovative Procurements had minimal impacts.
- I-10 to Split: Completed one-on-ones and CMAR Engr. Award
- Comite: Proceeding with CMAR contractor selection
- Advancing the efforts to move the HB578 projects forward thru the Build America Bureau
- I-10: Texas State Line to E. of Coone Gully Reconstruction
 - \$150M
 - 2nd highest value project (behind Post Katrina Twin Spans)
- Feb. 12th – Apr. 29th, 2020: 36 Projects Let totaling \$296M

Future Federal Response



Modal Specific Discussion



AASHTO'S Request to Congress

- \$49.95 billion in immediate backstop funding to DOT's
- Treatment as State Revenue
- Operations and Maintenance Support
- 100% Federal Share
- Sensible Reporting
- Obligation Timeline

Included in Louisiana's request...

- Elimination of State match for SFY 20 and 21
- 100% of obligation authority of current apportionment balances without any matching funds

NGA's Request to Congress

- Flexible federal funding to fill immediate budgetary gaps caused by critical revenue losses for our essential utilities, *highways, transit system*, and other revenue generating public authorities.
- An aggressive infrastructure plan is essential to both near-term supply chain needs and long-term economic stimulus.
- Large scale investments in our nation's traditional infrastructure systems, including not only *roads, bridges, transit, and aviation systems*, but also substantial investment in our energy, *water, broadband*, and cybersecurity infrastructure.

Questions

