

**Commission on Streamlining Government
Recommendations for DOTD
Update 2011**

64. The fixed-site scale responsibilities of the Department of Transportation and Development be transferred to the Louisiana State Police, and that the State Police be directed to achieve a savings of at least 25% in the second year through the consolidation of the responsibilities.

The fixed-scale (stationary weight enforcement) responsibilities and personnel were transferred from DOTD to State Police on July 1, 2010. This activity was fully funded with \$5.2 million annually in TTF-Regular monies through an interagency transfer to State Police. Also effective July 1, 2010, the mobile weight enforcement activities at State Police were funded with \$1.5 million annually in TTF-Regular through an IAT. This activity had previously been funded with state general funds. State Police will be responsible for the reporting on the 25% savings in the second year, at which time any savings realized will go to the reduction of the amount of TTF-Regular that has to be transferred to State Police.

138. Department of Transportation and Development eliminate its airplane.

The DOTD airplane was transferred to the Department of Agriculture and Forestry by Interagency Cooperative Endeavor Agreement dated October 26, 2010. The reduction in annual operating expenses was \$86,623. The elimination of three (3) positions and related personnel expenses resulted in an annual savings in personnel expenses of \$205,377.

139 Department of Transportation and Development eliminate four ferry routes (Melville, White Castle, Reserve and New Roads).

The Melville Ferry was closed in December of 2010 resulting in the elimination of five (5) positions and an annual savings \$305,000. The St. Francisville (New Roads) Ferry was closed in May of 2011 resulting in the elimination of fourteen (14) positions and an annual savings of \$1.4 million. The White Castle and Reserve Ferries were part of the original recommendation and subsequently removed from consideration. The closure of these two ferries may be pursued in future years.

144. Reduce the number of Department of Transportation and Development districts by at least two districts.

DOTD operates ten Districts: Baton Rouge (61), Bridge City (02), Shreveport (03), Monroe (05), Chase (58), Alexandria (08), Lafayette (03), Lake Charles (07), Hammond (62) and the CCCD. In the fall of 2009, the DOTD developed a proposal to reduce the number of districts from ten to eight by consolidating District 7 (Lake Charles) into

District 3 (Lafayette) and by consolidating District 58 (Chase) into District 5 (Monroe). Meetings were held with stakeholders in District 7 (Lake Charles) and District 5 (Monroe). As a result of the strong opposition by affected Legislators and other stakeholders, the proposal was dropped. The tolls on the Crescent City Connection bridge will end on December 31st, 2012, at which time a majority of the employees will be laid off and the remaining transferred to DOTD District 02. The Crescent City Connection Division of the DOTD will cease to exist after the books have been closed and the toll booths have been removed.

145. Department of Transportation and Development outsource all testing labs to private labs outfitted to perform all testing.

Based on our stewardship agreements with the Federal Highway Administration, a complete outsourcing of construction materials testing is not possible at this time. DOTD has the only lab in Louisiana that is certified to perform all of the required material tests. It should also be noted that legislation is required to allow DOTD to privatize materials testing. However, the Department is committed to exploring the possibility of outsourcing construction materials testing by conducting pilot studies in two regions of the state. The steering committee that was formed to review the pilot studies agreed that all asphalt testing should also be included in the outsourcing effort in addition to testing on concrete, aggregate and other materials, but not soils testing. It was believed that soils testing should not be outsourced and should be kept as a core competency as private lab testing by contractors almost never matched DOTD results. Because required testing of asphalt will significantly change with the new specifications, the steering committee recommended waiting until the new highway specifications are implemented. At this point we estimate that the asphalt specifications can be initiated in January, 2012 at the earliest. The implementation is predicated on a number of factors. These include implementation of the site manager materials (SMM) software module and the renovation of building 6 at the MATLAB that will be used for the Independent Assurance Program to teach BRCC students for our certification program. Once the new specifications are implemented, a request for proposals for outsourcing the testing of materials will be developed and issued.

146. Department of Transportation and Development outsource maintenance operations to the private sector and sell production equipment not used except for emergency equipment.

DOTD currently outsources a large number of maintenance operations activities: mowing & litter, city signal agreements, rest area security, guardrail repairs and maintenance, attenuator repairs, contract sweeping, tree removal, drainage projects, pavement markings, debris removal, loop repair, ditch cleaning, bridge handrail repair, bridge deck drains. DOTD is currently in the process of studying other maintenance activities that could be outsourced. The cost of requiring DOTD to outsource all maintenance operations to the private sector is indeterminable and

highly dependent upon the costs the private sector would charge DOTD for a specific project. Savings will not likely be generated by outsourcing all maintenance activities and disposing of all equipment as the cost will be shifted from the DOTD to the private sector at the same or increased cost.

147. Department of Transportation and Development employ the fleet management program to eliminate 20% of its cars and pickup trucks.

A Cooperative Endeavor Agreement was executed by DOA with Enterprise Car Rental on September 17, 2010 allowing Enterprise to occupy DOTD Headquarters' service station and parking lot. This enabled DOTD staff as well as staff from other agencies to have ready access to the rental cars. Concurrently, the DOTD has reduced its passenger fleet by 177 vehicles as of August 2011. An additional four vehicles will be turned-in in the near future now that DOTD's Public Works and Intermodal Sections have moved to the DOTD Headquarters building in September of this year. DOTD continues to look for opportunities to reduce its passenger fleet.

148. Department of Transportation and Development outsource at least 80% of its design engineering to the private sector, with emphasis on the large jobs. The 20% of design engineering retained would involve small bridge and turning lane jobs.

The benefits of requiring DOTD to outsource at least 80% of its design engineering to the private sector is indeterminable and highly dependent upon the cost charged by the private sector to provide design engineering services. DOTD currently outsources 73% of engineering design work. The other 27% involves the design of smaller, preservation-type projects, small bridge projects and turn-lane projects that are accomplished using in-house design staff within the District Operations. These smaller projects are not as attractive to the consulting engineering industry and the effort required to solicit proposals and manage contracts outweighs the cost benefit. At this time, DOTD does not anticipate increasing the outsourcing of design work unless the size of the highway program grows substantially as a result of additional revenue.

149. Department of Transportation and Development reduce work-related accidents by 50%, from a total of 7% to 3.5%.

The industry standard for measuring safety is the number of accidents that result in a worker's compensation claim (missed seven or more days of work). DOTD's records indicate that only 2% of accidents turn into a worker's compensation claim which is well within industry standards, especially for a department of transportation where a majority of its workers are constantly exposed to hazardous conditions.

150. Department of Transportation and Development approve more projects for value engineering.

DOTD utilizes value engineering on all projects over \$15 million.

230. Provide that the annual budget for the Crescent City Connection Division of the Department of Transportation and Development can be no more than the amount of annual tolls collected by the Crescent City Connection, which tolls cannot be raised without a two-thirds vote of the legislature.

The annual budget for CCCD includes revenue from: bridge tolls, ferry tolls, sale of toll tags, highway fund number 2, federal grants and interest earnings. This revenue is used to pay debt service on the bonds and for the operation and maintenance of the bridge and ferries as well as for capital projects approved by statute. There have been significant budget reductions in recent years totaling over \$6 million or 22% since FY 09. In addition, the number of positions has been reduced by 37 or 16% since FY09. The tolls on the Crescent City Connection Bridge will end on December 31st, 2012, at which time a majority of the employees will be laid off and the remaining transferred to DOTD District 02. The Crescent City Connection Division of the DOTD will cease to exist after the books have been closed and the toll booths have been removed.