



**OFFICE OF LEGISLATIVE AUDITOR  
Fiscal Note**

Fiscal Note On: **HB 616** HLS 25RS 866  
 Bill Text Version: **ORIGINAL**  
 Opp. Chamb. Action:  
 Proposed Amd.:  
 Sub. Bill For.:

<b>Date:</b> April 17, 2025 6:42 PM	<b>Author:</b> WRIGHT
<b>Dept./Agy.:</b> Port of New Orleans & DOTD	<b>Analyst:</b> Courtney Stevenson
<b>Subject:</b> St. Bernard Transportation Corridor Roadway	

TRANSPORTATION DEPT OR SEE FISC NOTE SD EX Page 1 of 1  
 Authorizes the Port of New Orleans to utilize public private partnerships for certain projects

**Purpose of Bill:** This bill grants the Board of Commissioners of the Port of New Orleans (Port NOLA Board) authority to design, study, acquire, construct, maintain, improve, operate, and regulate the St. Bernard Transportation Corridor (SBTC), a roadway connecting the Louisiana International Terminal to the interstate system in Orleans Parish. This authority includes the ability to utilize public-private partnerships (PPPs). The bill also outlines provisions for joint authority and cooperation between the Port NOLA Board and the Department of Transportation and Development (DOTD) regarding the SBTC project, including its potential future transfer to the state highway system.

EXPENDITURES	2025-26	2026-27	2027-28	2028-29	2029-30	5 -YEAR TOTAL
State Gen. Fd.	\$0	\$0	\$0	\$0	\$0	\$0
Agy. Self-Gen.	\$0	\$0	\$0	\$0	\$0	\$0
Ded./Other	<b>SEE BELOW</b>					
Federal Funds	\$0	\$0	\$0	\$0	\$0	\$0
Local Funds	\$0	\$0	\$0	\$0	\$0	\$0
<b>Annual Total</b>						

  

REVENUES	2025-26	2026-27	2027-28	2028-29	2029-30	5 -YEAR TOTAL
State Gen. Fd.	\$0	\$0	\$0	\$0	\$0	\$0
Agy. Self-Gen.	\$0	\$0	\$0	\$0	\$0	\$0
Ded./Other	\$0	\$0	\$0	\$0	\$0	\$0
Federal Funds	\$0	\$0	\$0	\$0	\$0	\$0
Local Funds	\$0	\$0	\$0	\$0	\$0	\$0
<b>Annual Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

**EXPENDITURE EXPLANATION**

**The bill may increase statutorily dedicated expenditures for DOTD by an indeterminable amount.**

Based on information from DOTD, it appears that this bill may increase DOTD’s expenditures related to staffing to assist in such partnerships. In addition, the Department informed us that there could be increased costs in the distant future for things like road maintenance. However, the exact amount of this impact is currently indeterminable as the details regarding the project(s) have yet to be finalized.

Based on information from Port NOLA, the bill formalizes and makes explicit the authority that Port NOLA already has under current law for the purpose of attracting PPPs. We were informed that clarifying procedures in law would help the Port attract PPPs. Therefore, this bill is not expected to have a direct material impact on Port NOLA expenditures.

**REVENUE EXPLANATION**

**There is no anticipated direct material effect on governmental revenues as a result of this measure.**

Based on information from Port NOLA, the bill formalizes and makes explicit the authority that Port NOLA already has under current law for the purpose of attracting PPPs. We were informed that clarifying procedures in law would help the Port attract PPPs. Therefore, this bill is not expected to have a direct material impact on Port NOLA revenue.

Senate Dual Referral Rules  
 13.5.1 >= \$100,000 Annual Fiscal Cost {S & H}  
 13.5.2 >= \$500,000 Annual Tax or Fee Change {S & H}

House  
 6.8(F)(1) >= \$100,000 SGF Fiscal Cost {H & S}  
 6.8(G) >= \$500,000 Tax or Fee Increase or a Net Fee Decrease {S}

**Michael G. Battle**  
 Manager, Advisory Services