



**LEGISLATIVE FISCAL OFFICE**  
**Fiscal Note**

Fiscal Note On: **SB 352** SLS 26RS 27  
 Bill Text Version: **ORIGINAL**  
 Opp. Chamb. Action:  
 Proposed Amd.:  
 Sub. Bill For.:

**Date:** March 9, 2026 6:37 PM **Author:** CARTER, GARY  
**Dept./Agy.:** Department of Transportation and Development **Analyst:** Kimberly Fruge  
**Subject:** Administrative Fee on State-Owned Toll Collections

ROADS/HIGHWAYS OR DECREASE GF RV See Note Page 1 of 1  
 Provides for toll collections for state-owned toll facilities. (8/1/26)

Current law allows the Department of Transportation and Development to charge an administrative fee of \$25 to recover the cost of collecting a toll, when a vehicle does not pay the toll at a state-owned collection facility. Proposed law changes the administrative fee from \$25 to no more than 2% of the total cost of the toll.

EXPENDITURES	2026-27	2027-28	2028-29	2029-30	2030-31	5 -YEAR TOTAL
State Gen. Fd.	<b>SEE BELOW</b>	<b>SEE BELOW</b>	<b>SEE BELOW</b>	<b>SEE BELOW</b>	<b>SEE BELOW</b>	
Agy. Self-Gen.	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>
Ded./Other	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>
Federal Funds	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>
Local Funds	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>

**Annual Total**

REVENUES	2026-27	2027-28	2028-29	2029-30	2030-31	5 -YEAR TOTAL
State Gen. Fd.	<b>DECREASE</b>	<b>DECREASE</b>	<b>DECREASE</b>	<b>DECREASE</b>	<b>DECREASE</b>	
Agy. Self-Gen.	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>
Ded./Other	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>
Federal Funds	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>
Local Funds	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>

**Annual Total**

**EXPENDITURE EXPLANATION**

Proposed law changes the allowable administrative fee to cover the cost of collecting a toll that was not paid at a state-owned collection facility from \$25 to no more than 2% of the total cost of the toll. Proposed law applies to the toll on LA 1. The state is required to pay the debt service on the LA 1 toll bonds while actual toll collections are deposited as a partial reimbursement (see Revenue Explanation below). According to the Department of Transportation and Development, the toll collections, administrative fees, and late fees are all used to reimburse the state for bond payments. Any reduction in the administrative fee will lower the reimbursement to the state increasing the net cost. However, the expenditures are built into the base budget of the state and are not expected to change due to this bill.

**REVENUE EXPLANATION**


Proposed law will result in an indeterminable decrease in SGF revenues due to a decrease in the allowable administration fee to cover the cost of collecting a toll that was not paid at a state-owned collection facility. Proposed law changes the administration fee the Department of Transportation and Development is allowed to charge from \$25 to no more than 2% of the total cost of the toll. The exact fiscal impact of proposed law is indeterminable, as it is unknown how many individuals will not pay the toll at the collection facility, therefore requiring DOTD to recover the toll collection and charge the administrative fee. In addition, using a variable rate for the administrative fee changes the fee amount based on the vehicle class.

Revenue from the administrative fee has increased significantly year-over-year since FY 22 with collections of approximately \$600,582 in FY 24 and \$900,696 in FY 25. Under proposed law these collections would decrease significantly. For illustrative purposes, DOTD estimates it collected \$277,675 in administrative fees during the first quarter of FY 26. If this trend continues, the estimated total collection for FY 26 will be \$1,110,700. Using the rate in proposed law, DOTD estimates the allowable average administrative fee would be \$0.17 resulting in revenue collections of \$1,888 per quarter or \$7,552 annually. This would result in a decrease of \$1,103,148. To the extent that the average administrative fee differs from the estimate or more or less vehicles fail to pay the tolls, the revenue loss would increase or decrease accordingly.

The state pays the debt service on the Transportation Infrastructure Finance and Innovation Act (TIFIA) bonds, and actual toll collections are deposited into the State General Fund as a partial reimbursement. According to the Department of Transportation and Development the toll collections, the administrative fees, and the late fees are all deposited into the Louisiana Transportation Authority (LTA) account and used to reimburse the state for bond payments. Any adjustment to the administrative fee will impact the amount that is reimbursed to the state, which will cause a corresponding decrease in available SGF 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}

  
**Patrice Thomas**  
**Deputy Fiscal Officer**