

2017 Regular Session

HOUSE BILL NO. 478

BY REPRESENTATIVE HOLLIS

Prefiled pursuant to Article III, Section 2(A)(4)(b)(i) of the Constitution of Louisiana.

BRIDGES/FERRIES: Modifies requirements for the issuance of toll bonds relative to the Greater New Orleans Expressway Commission

1 AN ACT

2 To enact Section 12.3 of Act No. 762 of the 1986 Regular Session of the Legislature, as
3 amended by Act No. 875 of the 1988 Regular Session, Act No. 1227 of the 1995
4 Regular Session, Act No. 855 of the 1997 Regular Session, Act No. 1469 of the 1997
5 Regular Session, Act No. 932 of the 2003 Regular Session, Act No. 892 of the 2008
6 Regular Session, and Act No. 481 of the 2016 Regular Session, relative to the
7 Greater New Orleans Expressway Commission; to provide for certain requirements
8 prior to the issuance of any toll bonds; to require an objective analysis prior to the
9 issuance of any toll bonds exceeding five million dollars; and to provide for related
10 matters.

11 Be it enacted by the Legislature of Louisiana:

12 Section 1. Section 12.3 of Act No. 762 of the 1986 Regular Session of the
13 Legislature, as amended by Act No. 875 of the 1988 Regular Session, Act No. 1227 of the
14 1995 Regular Session, Act No. 855 of the 1997 Regular Session, Act No. 1469 of the 1997
15 Regular Session, Act No. 932 of the 2003 Regular Session, Act No. 892 of the 2008 Regular
16 Session, and Act No. 481 of the 2016 Regular Session is hereby enacted to read as follows:

17 Section 12.3. Requirements for toll bonds
18 A. Prior to the issuance of any toll bond exceeding five million
19 dollars that is necessary for improvements and betterments of the

1 expressway, as provided in Section 12.2 of this Act, the commission shall
2 require a cost-benefit analysis and an objective analysis be conducted.

3 B. The cost-benefit analysis shall demonstrate, at a minimum, that
4 the proposed expressway improvements and betterments are necessary and
5 will enhance safety.

6 C. The objective analysis shall consider, at a minimum, the following
7 factors:

8 (1) The condition of the bridge and the relative urgency of the
9 improvements considering its needs. For purposes of this Paragraph,
10 "condition" shall include but not be limited to the state of repair of the
11 existing roadway and shoulder surfaces, structures and drainage, and other
12 factors, such as signs, signals, markings, and barriers.

13 (2) The type and volume of traffic on the bridge.

14 (3) The crash records for the bridge.

15 (4) The technical difficulties in the preparation of plans and the
16 procurement of rights-of-way for the bridge.

17 (5) Whether unforeseeable emergencies such as floods have created
18 an immediate need for improvement or reconstruction.

19 (6) Whether capacity improvements are warranted due to population
20 or traffic volume increases in specific geographic areas.

21 (7) Whether or not the bridge is or will be on an evacuation route
22 utilized to evacuate large populations due to catastrophic events such as
23 hurricanes or flooding.

24 (8) Whether the improvement or addition to the bridge will benefit
25 the economic development potential of the state.

26 * * *

27 Section 2. The Legislature hereby specifically declares that this Act in no way and
28 to no extent is intended to nor shall it be construed in any manner to impair outstanding debt
29 obligations of the commission.

DIGEST

The digest printed below was prepared by House Legislative Services. It constitutes no part of the legislative instrument. The keyword, one-liner, abstract, and digest do not constitute part of the law or proof or indicia of legislative intent. [R.S. 1:13(B) and 24:177(E)]

HB 478 Original

2017 Regular Session

Hollis

Abstract: Establishes requirements for issuance of toll bonds for the Greater New Orleans Expressway Commission.

Proposed law prohibits any toll bond exceeding five million dollars from being issued for repairs until a cost-benefit analysis and objective analysis are conducted.

Proposed law requires the cost-benefit analysis demonstrate, at a minimum, that the proposed expressway improvements and betterments are necessary and will enhance safety.

Proposed law requires the objective analysis consider safety, type, and volume of traffic, crash records, technical difficulties in preparation of plans and procurement of rights-of-way, whether unforeseeable emergencies will create a need for improvement or reconstruction, whether capacity improvements are warranted due to population or traffic increases, whether the bridge is or will be on an evacuation route for a catastrophic event, and whether the improvement or addition to the bridge will benefit the economic development potential of the state.

(Adds Section 12.3 of Act No. 762 of the 1986 R.S., as amended by Act No. 875 of the 1988 R.S., Act No. 1227 of the 1995 R.S., Act No. 855 of the 1997 R.S., Act No. 1469 of the 1997 R.S., Act No. 932 of the 2003 R.S., Act No. 892 of the 2008 R.S., and Act No. 481 of the 2016 R.S.)