
DIGEST

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HB 645 Engrossed

2015 Regular Session

Connick

Abstract: Requires the Dept. of Transportation and Development (DOTD) to utilize toll credits generated by past toll collections on the Crescent City Connection Bridge for transportation infrastructure projects on the bridge itself, the Westbank Expressway, or its approaches, or any combination thereof.

Proposed law requires DOTD to utilize toll credits generated by past toll collections on the Crescent City Connection Bridge and not obligated on or before April 3, 2015, to meet the nonfederal share requirement on transportation infrastructure projects on the Crescent City Connection Bridge itself or the Westbank Expressway or its approaches, or any combination thereof, and for no other purpose.

Proposed law provides that toll credits shall be considered a supplemental funding source and not as a replacement for any other form of state transportation funding.

Proposed law defines "toll credit" as a financing tool approved by the Federal Highway Administration that allows states to use federal obligation authority without the requirement of nonfederal matching dollars.

(Adds R.S. 48:79)

Summary of Amendments Adopted by House

The Committee Amendments Proposed by House Committee on Transportation, Highways and Public Works to the original bill:

1. Remove a provision requiring toll credits generated by a tolled transportation facility to be utilized solely for highway projects on or in the vicinity of the facility where the toll was collected.
2. Add a provision to require the Dept. of Transportation and Development to utilize toll credits generated by past toll collections on the Crescent City Connection Bridge and not obligated on or before April 3, 2015, to meet the nonfederal share requirement on transportation infrastructure projects on the Crescent City Connection Bridge itself or the Westbank Expressway or its approaches, or any combination of those three, and for no other purpose.
3. Remove a provision that specified that toll credits be considered a supplemental funding

source only to be used in the area where the toll credit is generated and instead clarifies that toll credits be considered a supplemental funding source and not as a replacement for any other form of state transportation funding.