

LEGISLATIVE FISCAL OFFICE

Fiscal Note



Fiscal Note On: **HB 645** HLS 15RS 1018
 Bill Text Version: **REENGROSSED**
 Opp. Chamb. Action:
 Proposed Amd.:
 Sub. Bill For.:

Date: April 30, 2015 6:21 AM	Author: CONNICK
Dept./Agy.: Department of Transportation and Development	Analyst: Alan M. Boxberger
Subject: Restricts the use of toll credits on certain highways	

HIGHWAYS RE NO IMPACT See Note Page 1 of 1
 Restricts the use of toll credits on certain highways

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, the Fourth Street extension or any combination thereof. Proposed law specifies that toll credits are 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.

EXPENDITURES	2015-16	2016-17	2017-18	2018-19	2019-20	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	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	\$0
Annual Total	\$0	\$0	\$0	\$0	\$0	\$0

REVENUES	2015-16	2016-17	2017-18	2018-19	2019-20	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	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	\$0
Annual Total	\$0	\$0	\$0	\$0	\$0	\$0

EXPENDITURE EXPLANATION

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

Proposed law requires DOTD to utilize toll credits generated by past toll collections on the Crescent City Connection Bridge (CCCB) and not obligated on or before April 3, 2015, to meet the nonfederal share requirement on transportation infrastructure projects on the CCCB, or the Westbank Expressway or its approaches, the Fourth Street extension, or any combination thereof.

Toll credits are generated for federally eligible work that was 100% financed with state funds but that could have been financed with state and federal matched dollars. Toll credits are not cash, but a mechanism whereby the state may expend federal funds as the state match portion rather than a traditional state-federal match. Toll credits may be used on any federal-aid eligible highway or transit project in the state, which are generally allocated and funded through the highway priority planning process.

The state currently has an allocation of toll credits associated with the CCCB totaling \$26M.

Of the toll credits associated with the CCCB, \$1.5M is current committed to projects for US90 ramp improvements and reconfiguration of the existing toll plaza. DOTD reports it is working with the New Orleans Regional Planning Commission regarding the planned use of the remaining balance of \$24.5M on projects within the New Orleans Metropolitan Area.

REVENUE EXPLANATION

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

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| <u>Senate</u> | <u>Dual Referral Rules</u> | <u>House</u> | <input type="checkbox"/> 6.8(F)(1) >= \$100,000 SGF Fiscal Cost {H & S} |
| <input type="checkbox"/> 13.5.1 >= \$100,000 Annual Fiscal Cost {S&H} | | | <input type="checkbox"/> 6.8(F)(2) >= \$500,000 Rev. Red. to State {H & S} |
| <input type="checkbox"/> 13.5.2 >= \$500,000 Annual Tax or Fee Change {S&H} | | | <input type="checkbox"/> 6.8(G) >= \$500,000 Tax or Fee Increase or a Net Fee Decrease {S} |

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