
DIGEST

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HB 511 Reengrossed

2021 Regular Session

McFarland

Abstract: Provides for study and review of the operating budget and capital project expenditures of the Dept. of Transportation and Development (DOTD) and dedicates the sales and use tax for motor vehicles to the Construction Subfund of the Transportation Trust Fund (TTF).

Proposed law requires the House and Senate committees on transportation, highways and public works to meet jointly for the purpose of assessing DOTD's operations, employee salaries and related benefits, and capital project expenditures.

Proposed law further requires the committees to study the impacts of conversion to electric and hybrid vehicles on highway funding and submit recommendations for fully funding the state's transportation needs to the speaker of the House, president of the Senate, and the House Committee on Ways and Means, and Senate Committee on Revenue and Fiscal Affairs no later than Dec. 31, 2024.

Proposed law requires the legislative auditor to commence a comprehensive audit of DOTD, which shall include a review of DOTD's operations, organizational efficiency, and use of the avails of taxes deposited into the Construction Subfund of the TTF.

Present law requires the treasurer to deposit the avails of taxes from the sale, use, lease or rental, distribution, consumption, and storage for use or consumption of motor vehicles into the TTF. Proposed law removes this requirement and instead requires the legislature to deposit the avails of these taxes into the Construction Subfund of the TTF as follows:

- (1) For FY 2021-2022, 10% of the avails shall be deposited into the subfund.
- (2) For FY 2022-2023, 20% of the avails shall be deposited into the subfund.
- (3) For FY 2023-2024, 30% of the avails shall be deposited into the subfund.
- (4) For FY 2024-2025, 40% of the avails shall be deposited into the subfund.
- (5) For FY 2025-2026, 50% of the avails shall be deposited into the subfund.
- (6) For FY 2026-2027, 60% of the avails shall be deposited into the subfund.
- (7) For FY 2027-2028, 70% of the avails shall be deposited into the subfund.

- (8) For FY 2028-2029, 80% of the avails shall be deposited into the subfund.
- (9) For FY 2029-2030, 90% of the avails shall be deposited into the subfund.
- (10) For FY 2030-2031, and each fiscal year thereafter, 100% of the avails shall be deposited into the subfund.

Present law requires the treasurer to deposit an amount equal to an increase in general fund revenues as certified by the Revenue Estimating Conference as being attributable to certain mineral revenues, not in excess of \$100 million per fiscal year, to the TTF.

Proposed law repeals present law.

Proposed law requires DOTD to develop an online platform to provide the public access to Highway Priority Program project information.

Proposed law provides that projects in the Highway Priority Program shall have a designated total cost which shall include a prorated cost associated with third-party services required by the department to create, implement, and maintain the online platform.

Proposed law requires DOTD to utilize targeted digital technologies to raise public awareness of the online platform, to provide project updates to the public, and to seek the public's input on projects.

(Amends R.S. 48:77; Adds R.S. 48:71, 72, and 229.2)

Summary of Amendments Adopted by House

The Committee Amendments Proposed by House Committee on Appropriations to the original bill:

1. Delete the requirement that the legislature appropriate funding for DOTD's operating budget from the avails of taxes from the sale, use, lease or rental, distribution, consumption, and storage for use or consumption of motor vehicles.
2. Require the deposit of the avails of taxes from the sale, use, lease or rental, distribution, consumption, and storage for use or consumption of motor vehicles into the Construction Subfund of the TTF, beginning with 10% for FY 2021-2022 and increasing to 100% for FY 2030-2031 and each fiscal year thereafter.

The House Floor Amendments to the engrossed bill:

1. Remove the creation of the Commission on Government Reform in Transportation and instead require the House and Senate committees on transportation, highways and public works to review and make recommendations on certain information.

