

1 Works, House Committee on Ways and Means, and Senate Committee on Revenue and
2 Fiscal Affairs convened to review and receive subcommittees' findings on each assigned area
3 of study; and

4 WHEREAS, the joint committee on Transportation, Highways and Public Works,
5 Senate Committee on Transportation, Highways and Public Works, House Committee on
6 Ways and Means, and Senate Committee on Revenue and Fiscal Affairs and the
7 subcommittees on Transportation Funding, Non-Federal Matching, Ports, Airports and
8 Freight, Current Gas Tax and Public Transit and Local Government has completed its study
9 of alternative revenue sources for future transportation funding in the state of Louisiana; and

10 WHEREAS, the study by the joint committee on Transportation, Highways and
11 Public Works, Senate Committee on Transportation, Highways and Public Works, House
12 Committee on Ways and Means, and Senate Committee on Revenue and Fiscal Affairs,
13 determined that certain actions would be appropriate to resolve the transportation funding
14 issues.

15 THEREFORE BE IT RESOLVED, that the Legislature of Louisiana and the
16 governor should develop proposals and take action to accomplish the following:

17 (1) Additional reoccurring revenue is essential and critical to adequately fund
18 Louisiana's transportation needs. Efficiency and savings are important and must always be
19 pursued. Federal funding is a cornerstone of each state's system. Neither current state or
20 federal revenue sources are now or will ever be sufficient in the absence of increased state
21 revenues to meet the transportation needs of Louisiana's citizens and businesses. The
22 Louisiana Department of Transportation and Development, the Public Affairs Research
23 Council, and the joint committee's own calculation estimates the targeted increased amount
24 in today's dollars to be approximately \$750,000,000 annually.

25 (2) New revenue sources for funding the Louisiana Department of Transportation
26 and Development should be indexed or by nature grow with the economy.

27 (3) Consideration should be given to committing a fixed percentage of annual state
28 capital outlay to the priority system in the Louisiana Department of Transportation and
29 Development.

1 (4) Consideration should be given to statutorily dedicate a minimum fixed
2 percentage of state surpluses to the Louisiana Department of Transportation and
3 Development Transportation funding.

4 (5) Truck and trailer registration fees should be uniform for all industries based
5 on same weight and number of axles. Along with uniformity, truck and trailer fees should
6 be reviewed for adequacy and competitiveness with other states.

7 (6) Any new dedicated revenue source for the Department of Transportation and
8 Development should be limited to engineering and construction cost only, prohibiting any
9 new funds for administration or overhead. The state should consider a plan to move all the
10 Department of Transportation and Development's overhead and administrative costs to the
11 state general fund.

12 (7) The state should move away from fixed fuel taxes as its primary funding source
13 for transportation. Improved fuel efficiency, hybrid engines, electric engines, and hydrogen
14 engines, all combine to make fixed fuel taxes an antiquated, declining source of revenue with
15 little or no upside potential.

16 (8) Louisiana has a unique opportunity to leverage natural gas as a primary fuel
17 for its citizens and business transportation needs. Having passed one of the nation's most
18 aggressive state tax incentive programs for natural gas vehicle conversion, Louisiana is in
19 a position to increase, by very large quantities, the vehicles fueled by natural gas. Natural
20 gas is cleaner, it is abundant, it is domestic, and it is driving Louisiana's economy. Very
21 importantly, it is much less expensive than gasoline, offering an opportunity for an indexed
22 increase in the fuel tax while still resulting in very significant fuel savings for consumers.
23 Prices appear stable for several years into the future and long-term contracts can be
24 negotiated.

25 (9) Louisiana should consider incorporating toll roads and bridges in its funding
26 option as virtually every other state. The United States Department of Transportation is also
27 considering this option.

28 (10) Vehicle miles traveled factored by weight categories, addresses the two primary
29 considerations when constructing and maintaining a highway and bridge system, miles

1 traveled, and weight carried. Technology exists today to implement such a system. A
2 Louisiana pilot project could be explored.

3 (11) Formulas allocating a fixed percentage of transportation revenue to rural roads
4 should be initiated, including the state's non-federal matching highways, the Parish
5 Transportation Fund, Louisiana ports, Louisiana airports, and various Louisiana mass transit
6 systems. This will provide for an orderly allocation that grows as the economy grows for
7 these vital contributions to Louisiana's transportation system and economy.

8 BE IT FURTHER RESOLVED that a copy of this Resolution be transmitted to the
9 governor, the secretary of the Department of Transportation and Development, and the
10 chairmen of the House Committee on Transportation, Highways and Public Works, Senate
11 Committee on Transportation, Highways and Public Works, House Committee on Ways and
12 Means, and Senate Committee on Revenue and Fiscal Affairs.

DIGEST

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Downs

HCR No. 115

Recommends findings on alternative revenue sources for future transportation funding in the state of La.