

RESOLUTION 6

To recommend investing in transportation infrastructure through use of categorical expenditures rather than listing specific projects in the law.

WHEREAS, attendees of the regional meetings expressed support for increasing revenues provided such revenues are dedicated to investment in transportation and equitably distributed between all regions of the state, rural and urban, based on needs; and

WHEREAS, the Louisiana State Constitution provides for specific limitations on the use of revenue generated by motor fuel taxes for transportation; and

WHEREAS, as a matter of public policy, Governor John Bel Edwards and the Louisiana legislature have ended constitutionally authorized appropriations of state Transportation Trust Fund dollars to the Louisiana State Police; and

WHEREAS, the State of Louisiana's Highway Priority Program, as amended by the Louisiana State Legislature through Act 355 of the 2015 Regular session, includes annual public hearings across Louisiana with members of the Louisiana Joint Transportation Committees and the public; and

WHEREAS, attendees of the regional meetings and members of the Task Force identified issues associated with dedicating finite resources to the construction of specific projects without respect for long-term maintenance costs associated with new infrastructure; and

WHEREAS, expert testimony before the Task Force supported that dedicating finite resources to the construction of specific projects is inconsistent with national best practices for investing in transportation; and

WHEREAS, accountability ensured by the State Constitution and Highway Priority Program, as well as national best practices, demonstrate that increases in revenue for transportation infrastructure should be made categorically in a manner that allows the State to leverage revenues on an annual basis; and

WHEREAS, the Task Force found that increases in revenue should be allocated specifically to the following categories established by the Louisiana Statewide Transportation Plan (LSTP), none of which include costs associated with DOTD personnel, to ensure a balanced investment approach:

- Preservation: overlays and rehabilitation of interstate and highways; rehabilitation and reconstruction of state and locally owned bridges.
- Highway Operations: emergency response, congestion management, pothole repairs, traffic signals, striping, interstate lighting, roadway flood mitigation, rest areas, ferries, road transfer program, heavy equipment, and mowing .
- Highway Safety: roundabouts, cable barriers, curve realignment, rail crossing improvements and devices.
- Capacity: Megaprojects outlined in the LSTP and any other new roads and additional traffic lanes.
- Multimodal: rural and urban transit, rail, ports, aviation, and air quality improvements.
- Local Government Assistance: working with metropolitan planning organizations (MPOs) on new construction and rehabilitation projects in urban areas, safety projects on local roads, local enhancement projects such as bike paths, and the Parish Transportation Fund; and

WHEREAS, as a matter of compromise with proponents of specifying projects, the Task Force sees value in committing funds in the Capacity category to the specific A and B Megaprojects outlined in the LSTP; and

WHEREAS, to strategically and responsibly expedite the advancement and construction of all A and B Megaprojects outlined in the LSTP, the Task Force deems it appropriate to bond up to 30 percent of additional funding allocated to the capacity category for use on these Megaprojects.

THEREFORE BE IT RESOLVED, that the Governor's Task Force on Transportation Infrastructure Investment does hereby recommend investing in transportation infrastructure through use of categorical expenditures rather than dedicating all resources to the construction of specific projects; and

BE IT FURTHER RESOLVED, subject to the limitations outlined by the Louisiana State Constitution for the Transportation Trust Fund, new revenue should be categorically allocated in the following manner: Preservation 35 percent, Operations 7 percent, Safety 3 percent, Capacity 42 percent, Multimodal 6 percent, and Local Government Assistance 6 percent; and

BE IT FURTHER RESOLVED, that up to 30 percent of additional funding budgeted for the Capacity category should be eligible as a bondable means of financing for the specific A and B Megaprojects outlined by the LSTP; and

BE IT FURTHER RESOLVED, a copy of this resolution and additional information supporting the findings contained herein shall be included in the submission to the Governor by January 1, 2017.

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Co-Chair, Secretary Shawn D. Wilson, Ph.D.

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Co-Chair, Gen. John Basilica