

RESOLUTION 5

To recommend increasing revenue through vehicle registration fees for the commercial trucking industry as a bondable means of financing for a statewide bridge improvement program.

WHEREAS, bridge conditions in Louisiana are such that more than 220 bridges are currently closed, over 1,000 bridges have load-posted weight limits, more than 750 bridges have exceeded their useful life of 50 years, and nearly 2,500 bridges still have timber components; and

WHEREAS, without additional revenue to fund a bridge improvement program in Louisiana, additional bridges will continue to be closed and weight restricted, at an accelerating rate, disrupting commerce through lengthy detour routes in both urban and rural areas; and

WHEREAS, vehicle registration fees for the commercial trucking industry were identified by attendees of regional meetings as a means of increasing revenue for transportation infrastructure in Louisiana; and

WHEREAS, the Task Force has determined that vehicle registration fees for the commercial trucking industry provide for inequity with respect to specific commodities and do not correlate with impacts to the transportation system; and

WHEREAS, the Task Force has determined that establishing vehicle registration fees for the commercial trucking industry based on impact to the transportation system rather than with respect to the commodity being transported to be sound public policy; and

WHEREAS, such revisions to the existing fee structure would have commercial trucks with more impact to the transportation system invest more than those with less impact; and

WHEREAS, the Task Force has determined the use of additional revenue from commercial trucking vehicle registration fees for a bondable bridge improvement program that targets all 64 parishes to be appropriate, as bridges in rural areas are particularly susceptible to impacts from heavy loads that can result in closure or weight restrictions that impede commerce; and

WHEREAS, revisions to the existing fee structure could increase additional revenue to justify increasing the diesel tax a rate lower than the gasoline tax; and

WHEREAS, under the existing fee structures, vehicle registration for the commercial trucking industry generates approximately \$60 million annually; and

WHEREAS, vehicle registration fees for the commercial trucking industry were dedicated to transportation and authorized for bond issuance by Act 135 of the 2012 Regular Legislative Session providing for a one-time \$325 million capital investment that dedicated approximately \$23 million of the \$60 million to debt service annually over a thirty year period.

THEREFORE BE IT RESOLVED, the Governor's Task Force on Transportation Infrastructure Investment does hereby recommend increasing revenue through vehicle registration fees for the commercial trucking industry as a bondable means of financing for a statewide bridge improvement program; and

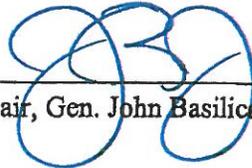
BE IT FURTHER RESOLVED, that revisions to the existing fee structure should increase additional revenue to justify increasing the diesel tax at an appropriate rate lower than the gasoline tax; and

BE IT FURTHER RESOLVED, that increases in vehicle registration fees for the commercial trucking industry should provide equity and ensure that commercial trucks with more impact to the transportation system invest more than those with less impact; 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.



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



Co-Chair, Gen. John Basilica

Governor's Task Force on Transportation Infrastructure Investment

Vote: Resolution 5

Member	YEA	NAY
Alario		
Barras		
Basilica		
Cortez		
Dardenne		
Dartez		
Gilfoil		
Gallagher		
Havard		
Brossett		
Morrison		
Naquin		
Owens		
Robinson		
Scott		
Trappey		
Wilson		
Yura		
Total		

Unanimously Adopted on 12/13/16



Chance McNeely, Task Force Staff