
DIGEST

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HB 556 Engrossed

2025 Regular Session

Bourriaque

Abstract: Reforms operations for the Louisiana Department of Transportation and Development.

Present law (R.S. 48:1(1)) defines "bicycle facility" as any physical facility provided for the exclusive or semi-exclusive use of bicycles including but not limited to unmarked shared roadways, marked shared roadways, bicycle lanes, shared use trails, and end of trip facilities

Proposed law relocates the definition of "bicycle facility".

Proposed law defines "assistant secretary for project delivery" as the appointing authority for the office of project delivery within the Department of Transportation and Development (DOTD).

Present law (R.S. 48:1(2)) defines "chief engineer" as the chief engineer of the DOTD.

Proposed law modifies present law by removing the definition of "chief engineer".

Present law (R.S. 48:23) specifies that in order to properly discharge its functions, the department may employ engineering, drafting, accounting, legal, and other help and labor, subject to any applicable civil service laws and regulations. Further, specifies that the department, at its discretion, may hire persons with disabilities in the position of Bridge Tender I.

Proposed law modifies present law by specifying that the department must immediately and annually petition the Federal Highway Administration for full authority to contract services listed in present law to the fullest extent, and execute the contract by Jan. 1, 2026, and removes the remainder of present law.

Present law (R.S. 48:35(B)) authorizes the chief engineer may designate highways within the state highway system for reconstruction or repair at guidelines which are less than those as approved by the American Association of State Highway and Transportation Officials; however, no reconstruction or repair can be done on any highway under present law which results in a pavement width of less than 18 feet, and all reconstruction or repair done under present law must be accomplished within the existing right-of-way.

Proposed law authorizes the assistant secretary for project delivery instead of the chief engineer, but otherwise retains present law.

Present law (R.S. 48:35(E)(1)(b)) specifies that when any public road, highway, bridge, or street, or

any portion, is maintained, repaired, constructed, or reconstructed in accordance with the regulations or guidelines in effect on the date of approval by the chief engineer, or equivalent official in the case of a political subdivision of the state, of the original or amended design for the construction or major reconstruction, whichever is later, of such public road, highway, bridge, or street, or any portion thereof, there must be a presumption that any public road, highway, bridge, or street, or any portion, is maintained, repaired, constructed, or reconstructed in a reasonably safe condition.

Proposed law modifies present law by requiring the approval of the assistant secretary for project delivery instead of the chief engineer, but otherwise retains present law.

Present law (R.S. 48:53) authorizes the secretary to abolish positions; transfer duties between positions; and assign duties to, direct and control the work of, and transfer, promote, demote, remove, and otherwise change the status of employees of the dept. and fix their compensation.

Proposed law modifies present law by authorizing the secretary to transfer duties to private parties on a contractual basis in accordance with public bid law. Additionally, authorizes the secretary to eliminate any position within the dept. if he deems it necessary in fulfilling the goals of the office of transformation and in transitioning any departmental function to the 'La. Highway Construction Authority' (LHCA).

Present law (R.S. 48:76(B), (C), and (D)) authorizes the regulation and control of the annual budget for the Dept. of Transportation and Development.

Proposed law (R.S.48:76(D)) prohibits the dept. from financing, or proposing to finance, any of its direct and indirect employees through the Transportation Trust Fund or the Construction Subfund.

Proposed law (R.S.48:76(E) and (F)) prohibits the department from including in the capital budget any costs that are not directly associated with third-party contracts for preconstruction and construction services. Also prohibits the dept. from including any overhead percentage project costs in the capital budget.

Present law (R.S. 48:78(C)) specifies that for fiscal years 2015-2018, no more than a certain amount of Transportation Trust Fund (TTF) monies may be utilized by the Dept. of Public Safety and Corrections, office of state police.

Proposed law removes present law.

Proposed law (R.S. 48:78(C)) specifies that the TTF and the Construction Subfund must be a prohibited means of financing for any direct or indirect cost associated with any employee of the department.

Proposed law (R.S. 48:78(D)) specifies that nothing can be construed to prohibit or limit the use of monies in the TTF and the Construction Subfund for the outsourcing of any aspects of the departments functions and services.

Proposed law (R.S. 48:78(E)) specifies that monies in the TTF, the Construction Subfund. or state allocated one-time monies cannot be appropriated, dedicated, or otherwise used, directly or indirectly, for the payment of state sales and use taxes.

Proposed law (R.S. 78.1) authorizes departmental reform and directives and authority to restructure and organize under the direction of the deputy secretary.

Present law (R.S. 48:92) requires that chief engineer or his designated representative approve all plans, specifications, and estimates for the construction of all highways under the provisions of present law. Additionally, specifies that he also has such other duties as may be assigned to him by the secretary or by the provisions of present law. Further, requires that the chief engineer have direct supervision of the maintenance of the highways and other facilities of the department.

Proposed law modifies present law by requiring the chief engineer to report the proceedings of his office annually to the secretary.

Present law (R.S. 48:94) requires each dept. district office publish weekly on the department's internet website information by parish regarding the construction and maintenance work performed, including but not limited to a description and location of the construction project or maintenance work performed.

Proposed law (R.S. 48:94(B)) requires the dept., through the through the examination of best national practices, develop and publish a state- of- the- art, interactive online system to enable the public to conveniently monitor the status of the dept. projects statewide.

Present law (R.S. 48:105(B)(2)) specifies that the purpose of the Louisiana Transportation Research Center (LTRC) is to introduce new technology.

Proposed law modifies present law by specifying that the purpose of the LTRC is to promote new technology.

Proposed law (R.S. 48:105(B)(5)) specifies that the purpose of the LTRC is to serve the private sector in a timely and efficient manner that encourages the advancement of innovation through incentives.

Present law (R.S. 48:105.1(C)) specifies that the rules and regulations may authorize the chief engineer or his duly authorized representative to assess reduced fees for governmental personnel and faculty and staff of colleges and universities, provided those entities meet all state and federal requirements for a fee reduction.

Proposed law modifies present law by authorizing the assistant secretary for project delivery instead of the chief engineer, but otherwise retains present law.

Proposed law (R.S. 48:196(D)) specifies that effective July 1, 2025, the State Highways Improvement Fund, its indebtedness, and all non-federal aid routes within La. must fall under the

exclusive purview of the La. Highway Construction Authority (LHCA).

Proposed law (R.S. 48:196(E)) authorizes the LHCA to redeem any bonds of the State Highway Improvement Fund prior to their maturity date.

Present law (R.S. 48:203(B)) requires allotments unexpended during the fiscal year be carried over to the next fiscal year and remain allotted to the same project until completion of the project and liquidation of the costs.

Proposed law requires the dept. report to and appear before the Joint Legislative Committee on the Budget annually providing explanations for all unexpended allotments including but not limited to specific state laws that contributed to delays for such projects.

Present law (R.S. 48:207(A)) specifies that when recommended by the chief engineer, the assistant secretaries, or the executive directors of the various offices and divisions of the department and when in the opinion of the secretary the best interest of the state will be served, emergency purchases of commodities, materials, supplies, equipment and miscellany, or purchases or leases of noncompetitive or patented articles, devices, equipment, or commodities may be negotiated and made without requesting bids. Additionally, specifies that the essential documents authorizing these purchases or leases must have written on their face the explicit reasons supporting the necessity for these leases or purchases.

Proposed law modifies present law by changing the chief engineer to the assistant secretary for project delivery, but otherwise retains present law.

Proposed law (R.S. 48:224.1(E)) specifies that effective July 1, 2025, the LHCA have exclusive authority to enter into agreements with local governments for the transfer of non-federal-aid eligible routes from the state highway system.

Present law (R.S. 48:229.1(A)) specifies that the legislature declares it to be in the public interest that a prioritization process for construction be utilized to develop a Highway Priority Program that accomplishes the following:

- (1) Brings the state highway system into a good state of repair and optimizes the usage and efficiency of existing transportation facilities.
- (2) Improves safety for motorized and nonmotorized highway users and communities.
- (3) Supports resiliency in the transportation system, including safe evacuation of populations when necessitated by catastrophic events such as hurricanes and floods.
- (4) Increases accessibility for people, goods, and services.
- (5) Fosters diverse economic development and job growth, international and domestic commerce, and tourism.

- (6) Fosters multimodalism, promotes a variety of transportation and travel options, and encourages intermodal connectivity.
- (7) Encourages innovation and the use of technology.
- (8) Protects the environment, reduces emissions, and improves public health and quality of life.

Proposed law modifies present law by adding prioritizing above all else, transparency to the public and the accuracy of project delivery timelines, financial means, and the nature and scope of projects to be number one on the list.

Present law (R.S. 48:229.1(B)) specifies that beginning with the Highway Priority Program for Fiscal Year 2017-2018, the dept. must provide the legislature and public with this program which list projects to be constructed in the ensuing fiscal year in an order of priority that is determined after projects selected pursuant present law are analyzed and prioritized based upon the factors set forth in present law.

Proposed law modifies present law by removing the initial project list phase for Fiscal Year 2017-2018, but otherwise retains present law.

Present law (R.S. 48:229.1(D)) specifies that prior to selecting a project for inclusion in the program based on the factors set forth in present law, the dept. must screen all projects submitted for inclusion in the program to determine whether they are consistent with the most recent Statewide Transportation Plan and warrant inclusion in the program.

Proposed law modifies present law by specifying that the results must be published on the dept.'s website in a format that identifies non-prioritized projects, but otherwise retains present law.

Present law (R.S. 48:229.1(E)) requires that no later than Oct. 1st of each year, the dept. make public, in an accessible format, the results of the screening and analysis of projects pursuant to present law.

Proposed law modifies present law by requiring the format, in addition to being accessible, be accurate.

Present law (R.S. 48:229.1(F)) requires the dept. to initially identify prospective outcomes of each program and report these prospective outcomes to the legislature and make them available to the public on or before June 6, 2016. Additionally, requires the dept. evaluate the actual outcomes of each program and establish revised prospective outcomes of each program on a biennial basis. Further, specifies beginning in 2018, the dept. must report the results of these biennial evaluations to the legislature and make them available to the public on the dept. website on a biennial basis when the dept. presents a proposed program of construction to the Joint Highway Priority Construction Committee in accordance with present law.

Proposed law in addition to present law, requires the dept. include in its annual submission of the

highway priority program a detailed list of any and all information from the previous years submission that proved to be inaccurate along with detailed and comprehensive explanations as to why the dept. failed to adhere to the previous years attestation. Requires the goal of the dept. to ensure at least 90% of its projects progress as provided for in the previous years program submission. Additionally, requires the legislative auditor monitor the program and make an annual determination of the percentage of accuracy.

Present law (R.S. 48:229.1(G)) authorizes the dept. to consult with the La. Economic Development when fixing the priorities of projects as required by present law.

Proposed law modifies present law by requiring the dept. to consult with the La. Economic Development to understand and achieve site development goals.

Proposed law (R.S. 48:229.1(H)) requires the dept. provide a report on the status of items funded in the prior Highway Priority Program.

Present law (R.S. 48:230) requires the dept. provide to the legislature annually an additional list of projects proposed to be commenced within the ensuing four years which are in various stages of planning and preparation. Additional, requires this list be subject to change by the department until the dept. finally approves each project for construction.

Proposed law removes present law.

Present law (R.S. 48:231(A)(1)) requires that beginning on Oct. 1, 2010, and not later than Oct. 1st of each year thereafter, the dept. provide a proposed program of construction for the coming fiscal year to the Joint Highway Priority Construction Committee.

Proposed law modifies present law by removing the Oct. 1, 2010 date.

Present law (R.S. 48:231(A)(5)) requires a report based on the testimony received at the hearings be sent to the dept. Additionally, requires the dept. to then create the final construction program for the coming fiscal year for submission to the legislature.

Proposed law modifies present law by requiring the report be sent to House and Senate Committees on Transportation, Highways and Public Works and any projects discussed at the hearing that is not included in the final construction program for the upcoming fiscal year be given numerical identification and the dept. provide the aforementioned committees with a list of the projects along with written justification for the exclusion of each individual project.

Present law (R.S. 48:231(A)(6)) specifies that when this final construction program is communicated to the legislature for funding for the coming fiscal year, any project which the legislature determines is not in the proper order of priority in accordance with the factors stated in present law may be deleted by the legislature. Further, specifies that the legislature can not add any projects to this final construction program, nor can the legislature make substitutions for projects which have been removed.

Proposed law modifies present law by removing the provision that specifies that the legislature cannot add any projects to this final construction program, nor can the legislature make substitutions for projects which have been removed and adds any project discussed at the public hearing that is excluded from the final construction program by the dept. for more than one consecutive fiscal year will become eligible to be added to the program, in accordance with present law.

Proposed law (R.S. 48:231(A)(6)(b)) specifies that any one member from the House and Senate Committees on Transportation, Highways and Public Works may petition the House and Senate committees Transportation, Highways and Public Works, meeting jointly, to include an eligible project in the program by a favorable 2/3 vote.

Present law (R.S. 48:233) requires that the projects planned for the year for which appropriations have been made be commenced in that year; however, if a project cannot be commenced within the year for which it is planned, the secretary must file with the project records a public statement as to the factors causing the delay, and the next priority project meeting all necessary needed requirements for the same highway classification be substituted therefor. Further, requires when the delaying factors have been overcome, the delayed project be placed in the highest priority for the next ensuing fiscal year. Additionally, requires funds allocated for each construction project remain allocated until the project is completed and the project costs are liquidated.

Present law (R.S. 48:250.3(E)(1)) specifies that the chief engineer, with concurrence of the secretary, must establish a design-build qualifications evaluation committee for evaluation of the responses to the request for qualifications received by the dept. Further, specifies the following general criteria used by the committee in evaluating responses must apply to both the design and construction components of any responding entity.

Proposed law modifies present law by requiring the assistant secretary of project management in conjunction with the chief engineer to carry out provisions in present law.

Present law (R.S. 48:250.3(E)(2)) requires the qualifications evaluation committee evaluate the qualifications of responding design-builders on the basis of the criteria identified in the request for qualifications and set forth in present law, and select a short list of the highest rated entities in a number to be determined by the dept. Additionally, specifies that if fewer than three responses are received, the secretary or designated representative may approve proceeding with the design-build process. Specifies, the qualifications evaluation committee may, at its discretion, be assisted by other dept. personnel in its evaluation of an entity's qualifications. Requires, that the design-build qualifications evaluation committee present its short list to the chief engineer for recommendation to the secretary. Additionally, requires the shortlisted entities be invited by the secretary or designated representative to submit a detailed technical and cost proposal for the design-build project and invitation to the shortlisted entities specify a deadline for submission of proposals.

Proposed law modifies present law by requiring the assistant secretary of project management in conjunction with the chief engineer to carry out provisions in present law.

Present law (R.S. 250.3(G)) requires the chief engineer, with concurrence of the secretary, establish

a proposal review committee for evaluation of design-build proposals. Additionally, requires the proposal review committee be identified in the request for proposals (RFP). Further, requires the chief engineer, with concurrence of the secretary, assign a project manager, who becomes the chairman of the proposal review committee for the project. Specifies, that an RFP must identify technical elements of the project, depending on the characteristics of the project, to be included in the technical score. Additionally, the chief engineer, with concurrence of the secretary, may select additional dept. engineering and technical experts, and nationally recognized design-build experts to serve as committee members to score each technical element of the project and members of the proposal review committee must not have served as members of the qualifications evaluation committee. Specifies, that each member of the proposal review committee must make his scoring of assigned elements available for public review. Such scores must be considered public record.

Proposed law modifies present law by requiring the assistant secretary of project management in conjunction with the chief engineer to carry out provisions in present law.

Present law (R.S. 48:250.3.1(F)) specifies that the chief engineer, with the concurrence of the secretary, must establish a design-build qualifications evaluation committee for evaluation of the responses to the RFQ received by the dept. Further, requires the chief engineer, with the concurrence of the secretary, assign a project manager who becomes the chairman of the qualifications evaluation committee for the project. Additionally, the qualifications evaluation committee may, at its discretion, be assisted by other dept. personnel in its evaluation of a design-builder's SOQ.

Proposed law modifies present law by requiring the assistant secretary of project management in conjunction with the chief engineer to carry out provisions in present law.

Present law (R.S. 48:251(C)) requires every contract for the construction of or improvements to highways include a warranty by the contractor as to the quality of materials and workmanship for a duration of three years. Additionally, requires the dept. implement the submit a report on its implementation of the warranty requirements to the Joint Legislative Committee on Transportation, Highways and Public Works no later than July 1, 1998.

Proposed law modifies present law by changing the duration from three years to one year, and removes the remainder of present law.

Present law (R.S. 48:255(B)(6)) specifies that if two or more responsive bids from responsible bidders are received for exactly the same price and no preference or other method exists to determine the lowest bidder, the chief engineer must notify the tied bidders of a time and place where the lowest bidder on the project will be chosen by flipping a coin or by lots, as appropriate in the determination of the chief engineer. Additionally, specifies that the dept. may readvertise the projects in its discretion.

Proposed law modifies present law by requiring the assistant secretary of project management in conjunction with the chief engineer to carry out provisions in present law.

Present law (R.S. 48:259) requires the dept. maintain the highways forming the state highway

system, together with the other facilities of the dept. to the extent that the revenues of the dept. will permit. Additionally, requires the selection of the highways, facilities, or parts thereof to be maintained and the order of that selection be made by the secretary upon the recommendation of the chief engineer and may be changed from time to time as the case demands. Further, requires in this selection, these officials be guided by volume and character of traffic and the convenience, safety, and necessity of the traveling public.

Proposed law modifies present law by designating the district administrator to select the highways, facilities, or parts thereof.

Present law (R.S. 48:261(A)(1)) requires that all maintenance operations be performed by the employees of the dept. Additionally, specifies the dept. may, by contract or other means, arrange for the maintenance of any section or sections of highways or any of the facilities of the DOTD when, in the sole discretion of the secretary, there are not adequate employees to perform the maintenance work required by either federal or state law or sound engineering practices. Further, requires the secretary give due consideration to budgetary constraints and employment restrictions prior to entering into any contract to perform maintenance work. Requires, all such contracts to individuals or private concerns, except individuals with disabilities or organizations serving individuals with disabilities, be in accordance with the public bid provisions of present law.

Proposed law modifies present law by requiring, no later than June 30, 2026, that the dept. maximize third-party contracts for the maintenance of every section or sections of highways or any of the facilities of the department, in lieu of having department employees attempt to conduct work in a timely and effective manner, and removes the remainder of present law.

Present law (R.S. 48:261(B)) authorizes the dept. to contract with the Dept. of Public Safety and Corrections, for use of prison labor to perform maintenance in parishes that the dept. is unable to employ sufficient labor to perform the duties.

Proposed law removes present law.

Present law (R.S. 48:261(C)) specifies that the use of prison labor must in no way reduce the work force of any highway maintenance gang or cause the layoff of any classified employee.

Proposed law modifies present law by clarifying that the use of prison labor may reduce the workforce of any highway maintenance gang or result in the layoff of any classified employee.

Present law (R.S. 48:263) requires that the dept. establish and maintain its own shops for the servicing, repair, and upkeep of its equipment and must provide, at these shops and elsewhere, adequate standby units for emergency use and replacement of units under repair.

Proposed law modifies present law by requiring the dept. minimize and phase out and instead privatize such functions by June 30, 2026.

Present law (R.S. 48:265) requires that the dept. establish, operate, and maintain a laboratory for

such research activities as are of interest to the functions of the dept. and for the routine sampling, inspection, examination, analysis, and testing.

Proposed law modifies present law by setting a date by June 30, 2026 to outsource the functions of the laboratory activities in present law.

Present law requires the methods and procedures in the laboratory and the equipment, machinery, and devices employed in its operations be patterned upon and as consistently as possible conform to the standards as established by the American Society of Testing Materials, the American Association of State Highway Officials, and the Bureau of Public Roads as approved by the chief engineers of the offices of the dept.

Present law (R.S. 48:269(B)) specifies that the procedure in expropriation proceedings filed for these purposes must be in accordance with the provisions present law but, whether an entire tract of land or only a portion thereof is expropriated, must apply and the certificate of the chief engineer required by present law, may be eliminated.

Proposed law modifies present law by changing the chief engineer to the assistant secretary for project delivery.

Present law (R.S. 48:286) specifies the conditions of retaining consultants warranted authorization.

Proposed law modifies present law specifying that there are no conditions that limit or prohibit the retention of services of consultants by the dept.

Present law (R.S. 48:292(B)) requires that the section head, after ascertaining the need for a noncompetitive selection, request approval from the secretary or his authorized designee through the chief engineer, assistant secretary for operations, assistant secretary for planning and programming, or assistant secretary of public works, hurricane flood protection, and intermodal transportation, whichever is applicable to the project, to engage a specific firm to perform the required services.

Proposed law modifies present law by changing the chief engineer to the assistant secretary for project delivery in consultation with the chief engineer.

Present law (R.S. 48:292.1(E)(1)(f)) specifies that a prequalified consultant firm requests removal from the program in writing. Further, specifies that written requests for removal be addressed to the dept's chief engineer or his designee.

Proposed law modifies present law by requiring the written request be addressed to the departments assistant secretary for project delivery in addition to the chief engineer.

Present law (R.S. 48:292.1(E)(2)) specifies that a prequalified consultant removed from the program may not requalify for the program for a period of three years from the date of removal unless a written corrective action plan is submitted by the consultant to the department's project manager and the plan is approved by the chief engineer or his designee

Proposed law modifies present law by requiring the assistant secretary for project delivery in addition to the chief engineer to approve the corrective action plan.

Present law (R.S. 48:295.1(3)) defines "debarment committee" as the committee consisting of the following persons acting upon a unanimous vote: the chief engineer of the dept. or his designee; the deputy secretary of the department or his designee; and the general counsel of the dept. or his designee.

Proposed law modifies the definition in present law by adding the assistant secretary for project delivery.

Present law (R.S. 48:381(A)) specifies that when not inconsistent with the purposes of state highways, the chief engineer may issue permits for the use and occupancy of the rights-of-way of state highways.

Proposed law changes the chief engineer to the assistant secretary of project delivery.

Present law (R.S. 48:381(C)(3)(a)) specifies that the chief engineer, or his duly authorized representative, is authorized to negotiate utility relocation agreements containing liquidated damages clauses, equal to .05 percent per day of the estimated utility's relocation costs, regarding delays caused solely by the unjustifiable delinquency of a utility in the completion of relocation work. Further, specifies the chief engineer, or his duly authorized representative, may decline the issuance of a permit to any utility company that is unjustifiably delinquent in completing a relocation project and must continue to so decline until such a project is completed.

Proposed law changing the percent per day from .05 to 25 and requires the chief engineer or his duly authorized representative to decline the issuance of a permit.

Present law (R.S. 48:381(D)) authorizes the chief engineer, or his duly authorized representative, may require a deposit in the form of a certified check or other guaranty in a form and in an amount deemed by him to be necessary for the proper protection of the state prior to the issuing of a permit when the installations require excavations, or at other times when he believes a deposit or guaranty is necessary to protect the dept's interests.

Present law (R.S. 48:381(E)(1)(a)) specifies that except for rural water districts, the chief engineer or his duly authorized representative may assess reasonable utility operator's annual permit fees in connection with the issuance of permits. Additionally, requires that fees as determined by the dept. not exceed the maximum fees as set.

Present law (R.S. 48:381(E)(2)) authorizes the chief engineer or his duly authorized representative assess reasonable operator's fees for rural water districts in connection with the issuance of permits to defray the expense of inspections by the dept's employees.

Proposed law changes the chief engineer to the assistant secretary of project delivery.

Present law (R.S. 48:381(D)) specifies that the chief engineer may waive fees for governmental entities, political subdivisions, colleges and universities, provided that said entities derive no income directly from the use of highway rights-of-way, and provided that said entities meet any and all state and federal requirements for a fee waiver.

Proposed law changes the chief engineer to the assistant secretary of project delivery.

Present law (R.S. 48:381.4) authorizes the chief engineer or his duly authorized representative to enter into agreements with a wireless telecommunications tower manager to manage such towers for specified periods.

Proposed law changes the chief engineer to the assistant secretary of project delivery.

(Amends R.S. 48:1(1) and (2), 23, 35(B), and (E)(1)(b), 53, 76, 78(C), 92, 94, 105(B)(2), 105.1(C), 203(B), 207(A), 229.1(A), (B), and (D)-(G), 231(A)(1), (5), and (6), 250.3(E)(1)(intro. para.) and (2) and (G), 250.3.1(F), 251(C), 255(B)(6), 259, 261(A)(1), (B), and (C), 263, 265, 269(B), 286, 292(B), 292.1(E)(1)(f) and (2), 295.1(3), 381(A)(intro. para.), (C)(3)(a), (D), (E)(1)(a)(intro. para.) and (2), and (I), 381.1(D), and 381.4(intro. para.); Adds R.S. 48:78(D) and (E), 78.1, 105(B)(5), 196 (D) and (E), 224.1(E) and 229.1(H); Repeals R.S. 48:79, 163.1, and 230)

Summary of Amendments Adopted by House

The Committee Amendments Proposed by House Committee on Transportation, Highways and Public Works to the original bill:

1. Make technical changes.
2. Prohibit monies in the Transportation Trust Fund, the Construction Subfund, or state allocated one-time monies from being appropriated, dedicated, or otherwise used, directly or indirectly, for the payment of state sales use taxes.
3. Specify the departmental reforms under the direction of the deputy secretary.
4. Designate certain powers and duties to the assistant secretary for project management.
5. Authorize any one member from the House or Senate committees on Transportation, Highways and Public Works to petition the House and Senate committees on Transportation, Highways and Public Works to meet jointly to include eligible projects in the program by a favorable two-thirds vote.
6. Require that no later than June 30, 2026, the department maximize third-party contracts for the maintenance of every section or sections of highways or any of the facilities of the department, in lieu of having department employees attempt to conduct work in a timely and effective manner.

7. Requires the chief engineer to work in collaboration with the assistant secretary for project management for noncompetitive negotiation selections.