



OFFICE OF LEGISLATIVE AUDITOR
Fiscal Note

Fiscal Note On: **HB 687** HLS 25RS 2487

Bill Text Version: **REENGROSSED**

Opp. Chamb. Action:

Proposed Amd.:

Sub. Bill For.:

Date: May 22, 2025	11:28 AM	Author: WRIGHT
Dept./Agy.: Port of New Orleans & DOTD		
Subject: St. Bernard Transportation Corridor Roadway		Analyst: Courtney Stevenson

TRANSPORTATION DEPT RE SEE FISC NOTE SD EX See Note Page 1 of 1
Authorizes the Port of New Orleans to utilize public private partnerships for the St. Bernard Transportation Corridor roadway project

Purpose of Bill: This bill grants the Board of Commissioners of the Port of New Orleans (Port NOLA Board) authority to enter into agreements with public and private entities to study, design, construct, operate, maintain, and finance the St. Bernard Transportation Corridor (SBTC), a roadway connecting the Louisiana International Terminal to the interstate highway system. This authority includes the ability to utilize public-private partnerships (PPPs), acquire immovable property needed for the project, and accept funds from public or private entities. The bill also outlines provisions for joint authority and cooperation between the Port NOLA Board and the Department of Transportation and Development (DOTD) regarding the SBTC project, including the use of DOTD engineering and other staff, at DOTD’s discretion, and the SBTC’s potential future transfer to the state highway system. The bill also grants the Port NOLA Board the same powers as DOTD with respect to administering tolls for the SBTC. The bill also requires approval of the final concession agreement with the PPPs by the Joint Committee on Transportation, Highways, and Public Works.

EXPENDITURES	2025-26	2026-27	2027-28	2028-29	2029-30	5 -YEAR TOTAL
State Gen. Fd.	\$0	\$0	\$0	\$0	\$0	\$0
Agy. Self-Gen.	\$0	\$0	\$0	\$0	\$0	\$0
Ded./Other	SEE BELOW	SEE BELOW	SEE BELOW	SEE BELOW	SEE BELOW	
Federal Funds	\$0	\$0	\$0	\$0	\$0	\$0
Local Funds	\$0	\$0	\$0	\$0	\$0	\$0
Annual Total						

REVENUES	2025-26	2026-27	2027-28	2028-29	2029-30	5 -YEAR TOTAL
State Gen. Fd.	\$0	\$0	\$0	\$0	\$0	\$0
Agy. Self-Gen.	\$0	\$0	\$0	\$0	\$0	\$0
Ded./Other	\$0	\$0	\$0	\$0	\$0	\$0
Federal Funds	\$0	\$0	\$0	\$0	\$0	\$0
Local Funds	\$0	\$0	\$0	\$0	\$0	\$0
Annual Total	\$0	\$0	\$0	\$0	\$0	\$0

EXPENDITURE EXPLANATION

The bill may increase statutorily dedicated expenditures for DOTD by an indeterminable amount.

Based on information from DOTD, it appears that this bill may increase DOTD’s expenditures, related to requests for assistance from Port NOLA. However, the exact amount of this impact is currently indeterminable and would depend on the actual request from Port NOLA and the amount of available funding and staff to comply with the request.

Based on information from Port NOLA, the bill formalizes and makes explicit the authority that Port NOLA already has under current law for the purpose of attracting PPPs. Therefore, this bill is not expected to have a direct material impact on Port NOLA expenditures.

REVENUE EXPLANATION

There is no anticipated direct material effect on governmental revenues as a result of this measure.

Based on information from Port NOLA, the bill formalizes and makes explicit the authority that Port NOLA already has under current law for the purpose of attracting PPPs. We were informed that clarifying procedures in law would help the Port attract PPPs. Therefore, this bill is not expected to have a direct material impact on Port NOLA revenue.

Senate

Dual Referral Rules

- ☐ 13.5.1 >= \$100,000 Annual Fiscal Cost {S & H}
- ☐ 13.5.2 >= \$500,000 Annual Tax or Fee Change {S & H}

House

- ☐ 6.8(F)(1) >= \$100,000 SGF Fiscal Cost {H & S}
- ☐ 6.8(G) >= \$500,000 Tax or Fee Increase or a Net Fee Decrease {S}

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