

Overview of Transportation Trust Fund (TTF) Revenues

November 30, 2022

Eric Kalivoda

Deputy Secretary



Transportation Trust Fund (TTF) History

- TTF established on January 1, 1990 through constitutional amendment approved by voters in November 1989.
- TTF revenues include:
 - 16 cents/gallon tax on gasoline, diesel, and special fuels
 - Passenger vehicle registration fees
 - Interest, fees, and fines
 - 4 cents/gallon sales tax on aviation fuel
- Also included 4 cents/gallon tax on gasoline, diesel, and special fuels for the TIMED program

Transportation Infrastructure Model for Economic Development

- US 171 – Lake Charles to Shreveport
- US 165 - I-10 to Alexandria to Monroe to Bastrop and thence on US 425 to Arkansas Line
- US 90 – Morgan City to Houma
- US 167 – Alexandria to Ruston to Arkansas Line
- LA 3241 – I-12 to Bush
- Jefferson Parish West Bank Expressway (Avenue D to Ames Boulevard)
- New Orleans Tchoupitoulas Street Corridor
- Earhart Boulevard (Orleans Parish line to Loyola Avenue)
- West Napoleon (Jefferson Parish/City of Kenner)
- LA 15 - Natchez Mississippi to Chase
- US 61 - Thompson Creek to Mississippi Line
- New Mississippi River Bridge at St. Francisville (connection to US 61)
- Huey P. Long Bridge (widen to six lanes)
- New Florida Avenue Bridge over Industrial Canal
- Port of New Orleans (\$100 million)
- New Orleans International Airport (\$75 million)

History of TTF Collections (excluding TIMED)

➤ 2023 (REC)	\$ 609,500,000.00	➤ 2006	\$ 554,873,510.20
➤ 2022 (est.)	\$ 616,400,000.00	➤ 2005	\$ 528,320,960.26
➤ 2021	\$ 609,951,265.17	➤ 2004	\$ 515,641,421.05
➤ 2020	\$ 587,223,635.62	➤ 2003	\$ 494,737,761.60
➤ 2019	\$ 645,403,724.56	➤ 2002	\$ 497,800,377.63
➤ 2018	\$ 599,947,094.38	➤ 2001	\$ 481,407,650.64
➤ 2017	\$ 623,646,672.63	➤ 2000	\$ 492,393,336.38
➤ 2016	\$ 611,359,145.12	➤ 1999	\$ 479,605,506.35
➤ 2015	\$ 600,985,238.10	➤ 1998	\$ 477,995,943.63
➤ 2014	\$ 583,312,471.38	➤ 1997	\$ 446,340,898.46
➤ 2013	\$ 575,705,919.82	➤ 1996	\$ 450,269,809.55
➤ 2012	\$ 565,549,176.72	➤ 1995	\$ 432,836,863.58
➤ 2011	\$ 588,062,029.69	➤ 1994	\$ 408,312,346.13
➤ 2010	\$ 574,638,033.55	➤ 1993	\$ 407,606,335.22
➤ 2009	\$ 562,535,267.20	➤ 1992	\$ 389,155,689.56
➤ 2008	\$ 577,191,335.52	➤ 1991	\$ 324,118,942.86
➤ 2007	\$ 576,165,039.98	➤ 1990	\$ 164,474,848.32

Uses of TTF Revenues

- Airport Priority Program
- Flood Control Program
- Highway Priority Program
- Port Priority Program
- Parish Transportation Fund
- TIMED projects and bond debt service
- DOTD operating budget

TTF DISTRIBUTION (Updated 11/14/2022 dcj)

REVENUES	FY 21-22 ACTUAL	FY 22-23 REC 5/09/22	FY 23-24 REC 5/09/22	FY 24-25 REC 5/09/22	FY 25-26 REC 5/09/22
16¢ Tax	496.9	493.0	502.5	505.3	507.7
4¢ Tax (TIMED)	124.2	123.3	125.6	126.3	126.9
Vehicle License Tax	55.1	52.5	55.0	55.4	59.9
Aviation Fuels	29.8	29.8	29.8	29.8	29.8
Interest, Fees, and Fines	29.9	29.8	29.5	29.5	29.5
Vehicle Sales Tax (Construction SubFund)			40.3	165.1	139.6
Transfer from DS1 (State Hwy Fund #2)(918)	4.6	4.4	4.7	4.7	5.3
TOTAL TTF	740.6	732.8	787.4	916.1	898.7
Highway Improvement Fund	41.4	34.0	38.4	38.8	43.9
Undesignated Fund Balance from prior years	9.6	41.5	18.0		
TOTAL REVENUE	791.6	808.3	843.8	954.9	942.6
EXPENDITURES					
Operating					
Regular Operating *	397.6	432.0	444.0	454.7	454.7
Aviation Operating	1.6	1.8	1.8	1.8	1.8
TOTAL OPERATING	399.2	433.7	445.8	456.5	456.5
Capital Outlay - Highways					
Highway Program - Matching Funds Current Yr	15.0	7.9	7.1	2.0	2.0
Highway Program - Matching Funds for Preservation VST			40.3	81.3	74.9
Highway Program - Matching Funds for Capacity VST				83.8	64.7
Highway Program - State Funded & other	7.0	7.0	4.0	4.0	4.0
Hot Mix, Pipe, Bridge Maintenance Materials	5.0	5.0	2.0	2.0	2.0
Secretary Emergency Fund	3.5	3.5	3.5	3.5	3.5
Total Capital Outlay - Highways	30.5	23.4	56.9	176.6	151.1
TIMED					
TIMED Program - 4¢ tax	124.2	123.3	125.6	126.3	126.9
TIMED Debt Service - paid from 16¢ tax	17.0	36.5	35.8	40.3	42.3
Capital Outlay - NFA Roads/Off Sys Bridges/Const Subfund					
Non-Fed Eligible (NFA) Roads - Capital	36.4	29.0	33.4	33.8	38.9
Non-Fed Eligible (NFA) Roads - Operating	5.0	5.0	5.0	5.0	5.0
Capital Outlay - Non-Highways					
Flood Control Program	20.0	20.0	20.0	20.0	20.0
Port Priority Program	39.4	39.4	39.4	39.4	39.4
Airport Priority Program	28.2	28.0	28.0	28.0	28.0
Facilities Major Repair	5.0	4.0	2.0	2.0	2.0
Ferry Repairs	1.5	1.5	1.5	1.5	1.5
TOTAL CAPITAL OUTLAY	307.3	310.2	347.7	472.9	455.1
STO Adjustment					
Capital Outlay - Parish Transportation	43.6	46.4	46.4	46.4	46.4
TOTAL EXPENDITURES	750.0	790.3	839.9	975.8	958.0

State Highway Improvement Fund

- Establishment – RS 48:196
- Revenue source – truck and trailer registration fees
- Uses – state highways not eligible for federal funds
- Total collections - \$55 to \$65 million annually
- Bond debt service - \$23 million annually
- Available for programming - \$32 to \$42 million annually

Parish Transportation Fund

State Fiscal Year 22-23 = \$46,400,000

Parish Road Program

Distributed by formula (RS 48:756)
State Fiscal Year 22-23 = \$38,445,000

Mass Transit Program

Distributed by formula (RS 48:756)
State Fiscal Year 22-23 = \$4,955,000

Match for Federal Funds for Parish Bridges and Railroad Crossings

State Fiscal Year 22-23 = \$3,000,000

ACT 486 (2021) / ACT 505 (2022) - VEHICLE SALES TAX

- 75% for megaprojects and other specific projects
- 25% for highway and bridge preservation projects

YEAR 1
FY2023-2024
30%
EST. \$161 MILLION

- 75% = \$121 million
 - \$121 million - mega
 - \$ 0 million - other
- 25% = \$40 million - pres.

YEAR 2
FY2024-2025
60%
EST. \$325 MILLION

- 75% = \$244 million
 - \$160 million - mega
 - \$ 84 million - other
- 25% = \$81 million - pres.

YEAR 3
FY2025-2026
60%
EST. \$300 MILLION

- 75% = \$225 million
 - \$160 million - mega
 - \$ 65 million - other
- 25% = \$75 million - pres.

ACT 486 (2021) / ACT 505 (2022) - VEHICLE SALES TAX

MEGAPROJECTS:

1. Replacement of I-10 Calcasieu River Bridge and I-10 improvements from I-210 interchange west of the river to the I-210 interchange east of the river
2. Upgrades to US 90 to Interstate standards from the I-10/ I-49 interchange in Lafayette to New Orleans
3. New Mississippi River Bridge at Baton Rouge with freeway-level connections from I-10 west of Baton Rouge to I-10 east of Baton Rouge
4. Upgrades to I-49 North where I-49 is not yet upgraded

ACT 486 (2021) / ACT 505 (2022)

Other Specific Projects (cash managed)

- Widening of I-12 to 6 lanes from Baton Rouge to the MS state line: **\$680 million**
- Widening of Vancil Rd. from I-20 to Hwy 80: **\$30 million**
- Widening of Wallace Dean Rd. from I-20 to Arkansas Rd.: **\$30 million**
- Widening of East Kentucky Ave in Ruston from Hwy 167 to Hwy 33: **\$16 million**
- Completion of Hwy 33 to Hwy 80: **\$10 million**
- Paved shoulders and passing lanes from Farmerville to Oak Grove on Hwy 2: **\$136 million**
- Paved shoulders and passing lanes on LA 15 at the Ouachita Line to LA 33: **\$30 million**
- Realign LA 15 from US 80 to Arkansas Rd.: **\$40 million**
- Add a sixth lane on Hwy 165 beginning on Hwy 15 to Hwy 2: **\$200 million**
- Widening of LA28 East to 4 lanes from Libuse to Holloway: **\$51 million**
- Widening LA 173 to 4 lanes from MLK Drive to Dougherty Ave in Blanchard: **\$40 million**
- Auxiliary lanes and noise mitigation on I-10 in Orleans Parish: **\$200 million**
- Widening of I-10 to 8 lanes from Williams Blvd. to Veterans Blvd.: **\$165 million**
- Widening of I-10 to 3 lanes from LA 30 to LA 22: **\$52 million**
- The replacement of aged timber bridges: **See Preservation**

ACT 486 (2021) / ACT 505 (2022) - VEHICLE SALES TAX

Bonding Provisions

- ~~If REC projections decrease by >100 million for a given fiscal year, the amount of VST for transportation is reduced to \$150 million~~ **Repealed in 2022**
- ~~Bonding with VST limited to \$150 million in debt service~~ **Repealed in 2022**
- Bonds not backed by full faith/credit of state **Added**
- Bonds do not count against state debt cap **Added**
- Bonding available only for megaprojects

Act 417 of 2022 Regular Session requires funds to be used to match any available federal funds

Fiscal Year 2023-2024

- 30% of VST
- Estimated \$161 Million

Fiscal Year 2024-2025

- 60% of VST
- Estimated \$325 Million

Fiscal Year 2025-2026

- 60% of VST
- Estimated \$300 MILLION

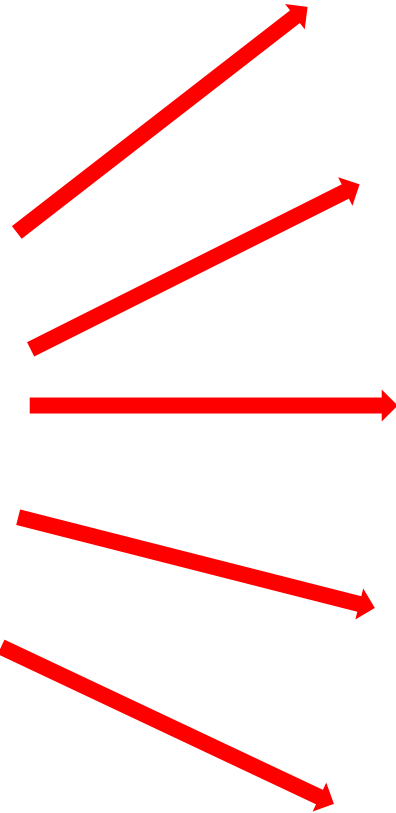
Allocation of the Highway Funds



Goals for the State Highway System

1. Preserve (i.e. maintain) the system
2. Operate the system
3. Improve the safety of the system
4. Expand the system
5. Improve quality of life

**TOTAL
CONSTRUCTION
BUDGET**



**SYSTEM
PRESERVATION/SUSTAINABILITY**

**OPERATIONS/
MOTORIST SERVICES**

TRAFFIC SAFETY

**ADDITIONAL CAPACITY/
NEW INFRASTRUCTURE**

**QUALITY OF LIFE/
LOCAL PUBLIC ASSISTANCE**

Budget Partition FY 2023-2024

➤ System Preservation/Sustainability	\$557 M
➤ Operations/Motorist Services	\$ 90 M
➤ Safety	\$ 88 M
➤ Capacity	<u>\$126 M</u>
Sub-total	\$861 M
➤ Quality of Life/Local Public Assistance	
➤ Transportation Alternatives Projects	\$ 13 M
➤ Intermodal Connectors	\$ 21 M
➤ Congestion Mitigation/Air Quality	\$ 7 M
➤ Federal & State Earmarks/Miscellaneous	\$ 32 M
➤ Road Transfer	\$ 23 M
➤ Other Local Public Assistance	<u>\$118 M</u>
Sub-total	\$214 M
➤ GARVEE Debt Service	\$ 53 M
Grand Total	\$1128 M

Budget Sub-Partition System Preservation

➤ Pavement Preservation (non-Interstate)	\$212 M
➤ Pavement Preservation (Interstate)	\$ 45 M
➤ Bridge Preservation (on-system)	\$231 M
➤ Bridge Preservation (off-system)	<u>\$ 69 M</u>
TOTAL	\$557 M

Budget Sub-Partition

Operations/Motorist Services

➤ ITS	\$12.8 M
➤ Traffic Control Devices	\$19.2 M
➤ Roadway Flooding	\$ 5.5 M
➤ Weigh Stations	\$10.0 M
➤ TSM	\$11.1 M
➤ Interstate Lighting	\$ 3.3 M
➤ Rest Areas	\$ 3.7 M
➤ Access Management	\$13.0 M
➤ Ferries/Major Repairs	\$ 5.5 M
➤ Movable Bridge Preventive Maintenance	\$ 3.7 M
➤ ADA Program	<u>\$ 2.2 M</u>
TOTAL	\$90.0 M



How are projects identified?

- Gather and analyze data
 - condition, operations, safety, and congestion
- Seek customer input (Legislative Hearings & year round)
 - Public
 - State and local elected officials
 - Metropolitan Planning Organizations
 - Rural Consultation Process
 - Regional/local planning officials
 - Other state agencies
 - Federal agencies



How are projects prioritized and selected?

- DOTD District and MPO officials rank projects based on:
 - Technical analyses
 - Customer input
- Project Selection Teams make the final selections based on:
 - District recommendations
 - Technical analyses
 - Customer input
 - Available funding
 - State Long Range Plan

Who are on these “Project Selection Teams”?

People with expertise in certain fields:

- DOTD Headquarters Officials
- Representatives from other state agencies
- DOTD District Officials (in a few cases)
- Representatives from Federal, local, & private-sector associations (in a few cases)



Then what happens?

Recommended (selected) projects assembled into proposed Highway Program



Proposed Highway Program submitted to House & Senate Transportation Committees



Joint Transportation Committee holds public hearings throughout state for the Program & STIP

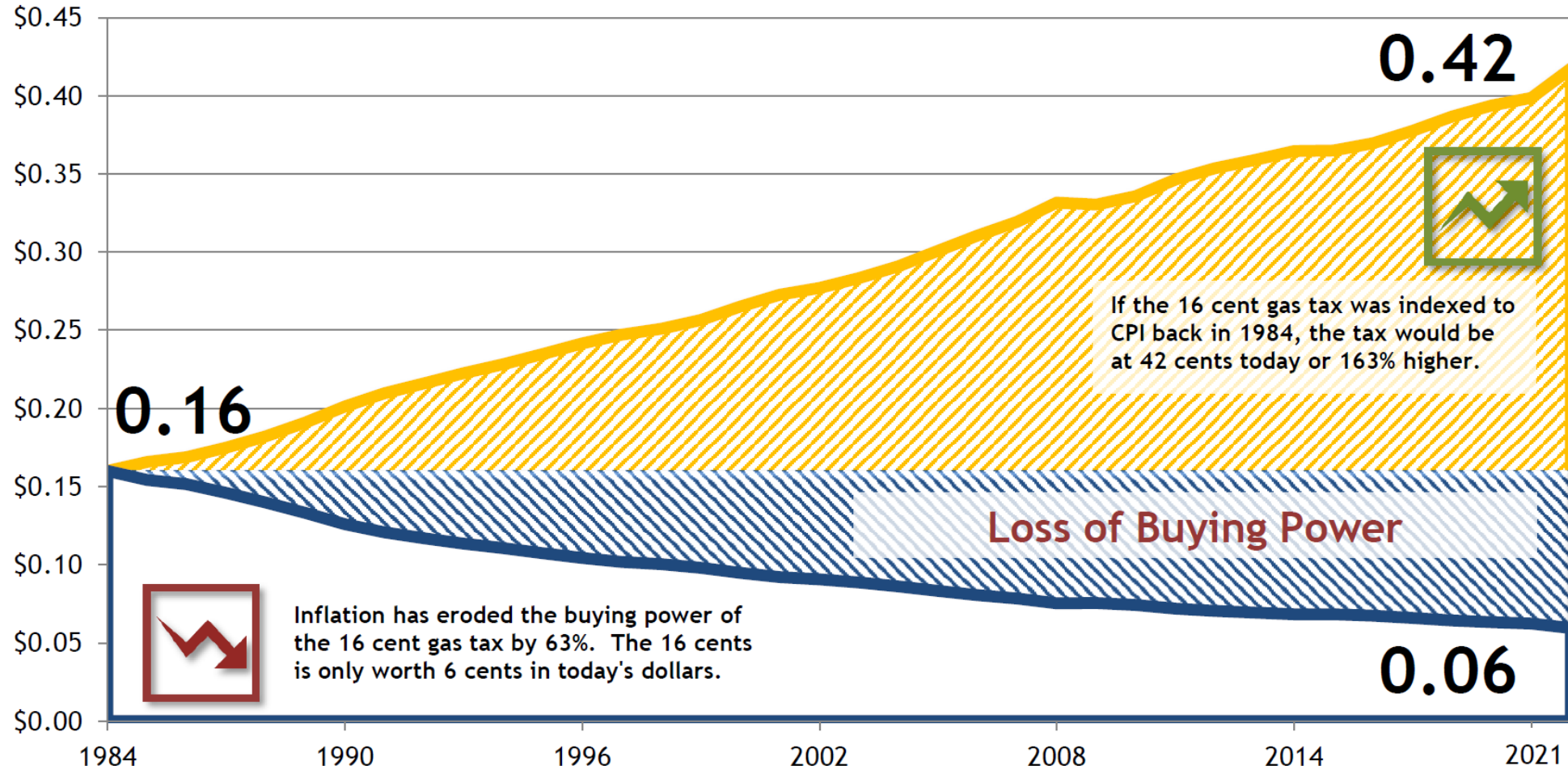


Final decision on Highway Program rests with House & Senate Transportation Committees and ultimately full Legislature

TTF Purchasing Power



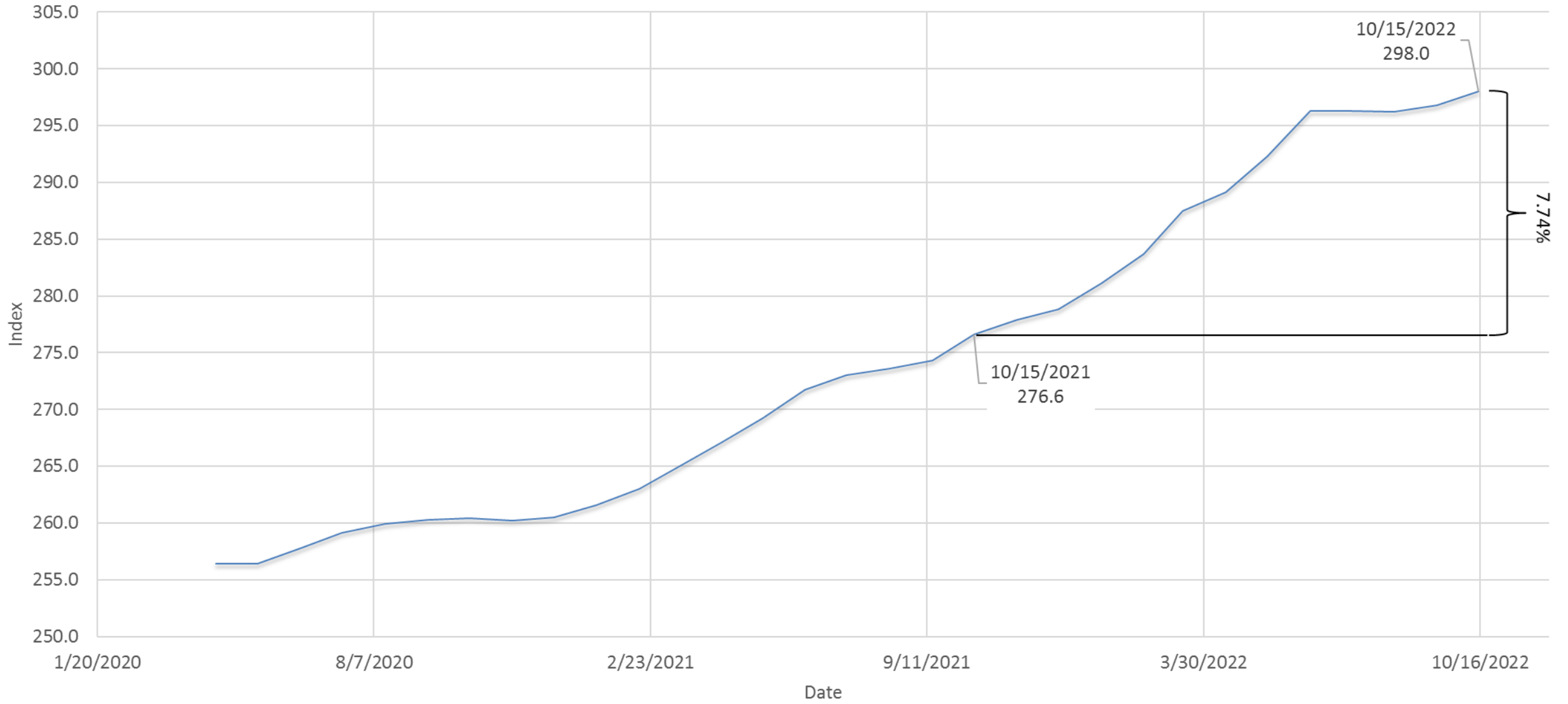
Effects of Inflation on Value of Fuel Tax Revenues



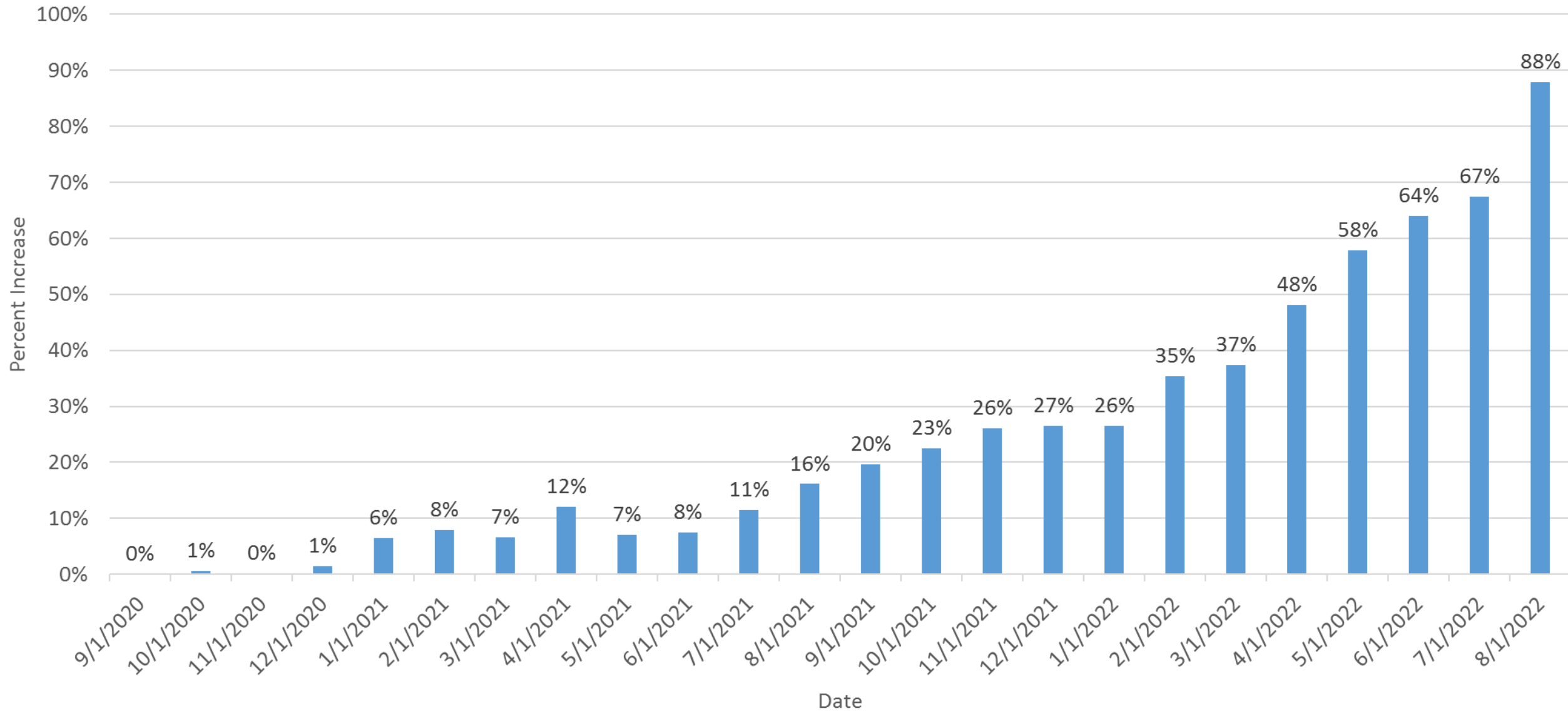
Prepared by Daniel Waguespack, House Fiscal Division

Source: Consumer Price Index (CPI) from U.S. Department of Labor, Bureau of Labor Statistics

Consumer Price Index for All Urban Consumers (CPI-U)
Bureau of Labor Statistics Series ID: CUUR0000SA0, CUUS0000SA0
Not Seasonally Adjusted (February 2020 to October 2022)



Percent Change in Construction Costs Since September, 2020
(Based on Cumulative Costs of Sixteen Major Items)



Legislative Auditor's Report on TTF

Effects of Higher Fuel Efficiency and External Electric Charging on TTF Revenues (\$, Millions) Calendar Year 2032					
Vehicle Type	Effect of Higher Fuel Efficiency	Effect of External Electric Charging	Total Impact on Motor Fuel Taxes	Act 578 Road Usage Fees*	Overall Effect on TTF
Internal Combustion Engine Vehicles (ICEVs)	-\$43.9	\$0.0	-\$43.9	\$0.0	-\$43.9
Plug-in Hybrid Electric Vehicles (PHEVs)	-\$13.2	-\$24.8	-\$38.0	\$23.8	-\$14.2
Hybrid Electric Vehicles (HEVs)	-\$8.8	\$0.0	-\$8.8	\$8.0	-\$0.8
Battery Electric Vehicles (BEVs)	\$0.0	-\$16.8	-\$16.8	\$16.4	-\$0.4
All Vehicle Types Total	-\$65.9	-\$41.6	-\$107.5	\$48.2	-\$59.3

*We assume that all vehicle owners subject to Act 578 road usage fees will pay as required. Taxpayer noncompliance may result in lower collections that do not fully offset the loss of motor fuel taxes.
Source: Prepared by legislative auditor's staff based on an analysis of data from the U.S. Bureau of Transportation Statistics, Federal Highway Administration, National Household Transportation Survey, Louisiana Department of Environmental Quality, and Louisiana Office of Motor Vehicles.

History of TTF Collections (excluding TIMED)

➤ 2023 (REC)	\$ 609,500,000.00	➤ 2006	\$ 554,873,510.20
➤ 2022 (est.)	\$ 616,400,000.00	➤ 2005	\$ 528,320,960.26
➤ 2021	\$ 609,951,265.17	➤ 2004	\$ 515,641,421.05
➤ 2020	\$ 587,223,635.62	➤ 2003	\$ 494,737,761.60
➤ 2019	\$ 645,403,724.56	➤ 2002	\$ 497,800,377.63
➤ 2018	\$ 599,947,094.38	➤ 2001	\$ 481,407,650.64
➤ 2017	\$ 623,646,672.63	➤ 2000	\$ 492,393,336.38
➤ 2016	\$ 611,359,145.12	➤ 1999	\$ 479,605,506.35
➤ 2015	\$ 600,985,238.10	➤ 1998	\$ 477,995,943.63
➤ 2014	\$ 583,312,471.38	➤ 1997	\$ 446,340,898.46
➤ 2013	\$ 575,705,919.82	➤ 1996	\$ 450,269,809.55
➤ 2012	\$ 565,549,176.72	➤ 1995	\$ 432,836,863.58
➤ 2011	\$ 588,062,029.69	➤ 1994	\$ 408,312,346.13
➤ 2010	\$ 574,638,033.55	➤ 1993	\$ 407,606,335.22
➤ 2009	\$ 562,535,267.20	➤ 1992	\$ 389,155,689.56
➤ 2008	\$ 577,191,335.52	➤ 1991	\$ 324,118,942.86
➤ 2007	\$ 576,165,039.98	➤ 1990	\$ 164,474,848.32

Questions?

Thank You