

**LEGISLATIVE FISCAL OFFICE**  
**Fiscal Note**



Fiscal Note On: **HB 394** HLS 19RS 795

Bill Text Version: **ENGROSSED**

Opp. Chamb. Action:

Proposed Amd.:

Sub. Bill For.:

<b>Date:</b> May 1, 2019	6:14 AM	<b>Author:</b> CARMODY
<b>Dept./Agy.:</b> Provides for the Rail Infrastructure Improvement Program		<b>Analyst:</b> Alan M. Boxberger
<b>Subject:</b>		

RAILROADS EG SEE FISC NOTE SD EX See Note  
Provides for the Rail Infrastructure Improvement Program

**Present law** provides for the Freight Railroad Intermodal Grant Program; provides that the program is available to meet intermodal needs of state freight rail services; provides for funding availability; provides for a sunset; provides that no Transportation Trust Fund (TTF) monies be used for the program; and requires DOTD to promulgate rules.

**Proposed law** renames the Intermodal Grant Program to the Rail Infrastructure Improvement Program; makes the program available for rail improvement needs to maintain an efficient rail network and implement recommendations in the State Freight Plan and State Rail Plan; provides for project eligibility; provides that new sources of revenue for the TTF may be used subject to annual appropriations as the department's share under the program and provides that non-TTF monies may be used as match through appropriation; requires a minimum 50% match from sources other than the TTF; repeals the sunset; modifies requirements to DOTD's promulgated rules; and requires that DOTD submit a prioritized project list each year to the Joint Committee on Transportation, Highways and Public Works.

<b>EXPENDITURES</b>	<b>2019-20</b>	<b>2020-21</b>	<b>2021-22</b>	<b>2022-23</b>	<b>2023-24</b>	<b>5 -YEAR TOTAL</b>
State Gen. Fd.	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>
Agy. Self-Gen.	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>
Ded./Other	SEE BELOW	SEE BELOW	SEE BELOW	SEE BELOW	SEE BELOW	
Federal Funds	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>
Local Funds	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<b><u>\$0</u></b>
<b>Annual Total</b>						
<b>REVENUES</b>	<b>2019-20</b>	<b>2020-21</b>	<b>2021-22</b>	<b>2022-23</b>	<b>2023-24</b>	<b>5 -YEAR TOTAL</b>
State Gen. Fd.	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>
Agy. Self-Gen.	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>
Ded./Other	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>
Federal Funds	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>
Local Funds	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<b><u>\$0</u></b>
<b>Annual Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

**EXPENDITURE EXPLANATION**

**Proposed law** is not anticipated to create material, direct expenditures. **Proposed law** renames the Freight Railroad Intermodal Grant Program to the Rail Infrastructure Improvement Program. The Program shall be made available for rail improvement needs to maintain efficient rail service on the rail network and to implement recommendations in the State Freight Plan and State Rail Plan and provides for eligible projects. **Proposed law** does not create any expenditure obligations unless and until appropriated by the legislature as a capital transit infrastructure project.

**Proposed law** provides that a minimum fifty percent match be provided from sources other than the Transportation Trust Fund (TTF) and authorizes certain TTF monies to be used for this program subject to annual appropriations. **Proposed law** provides that only new sources of revenue for the TTF may be appropriated as the department's share funding for projects authorized under this program, but also authorizes non-TTF sources to be utilized and appropriated.

**REVENUE EXPLANATION**

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

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}

*Evan Brasseaux*  


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**Evan Brasseaux**  
**Staff Director**