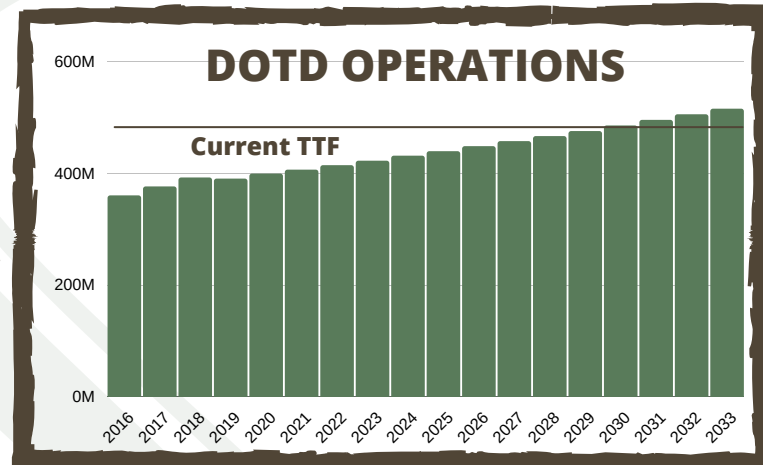


#### 1 Reforms DOTD's use of highway dollars

Without action, DOTD operations will absorb the entire existing Transportation Trust Fund (TTF) - 16 cents - for state highways by 2030. This bill stops that from happening by permanently shifting 4 cents - \$120M - of existing TTF to the construction sub-fund. In 2021, the bill moves 3 cents (\$90M) and in 2025 the bill shifts another one cent (\$30M). This measure effectively caps DOTD's use of TTF funds that can be spent on operations.



#### 2 Mandates accountability & transparency



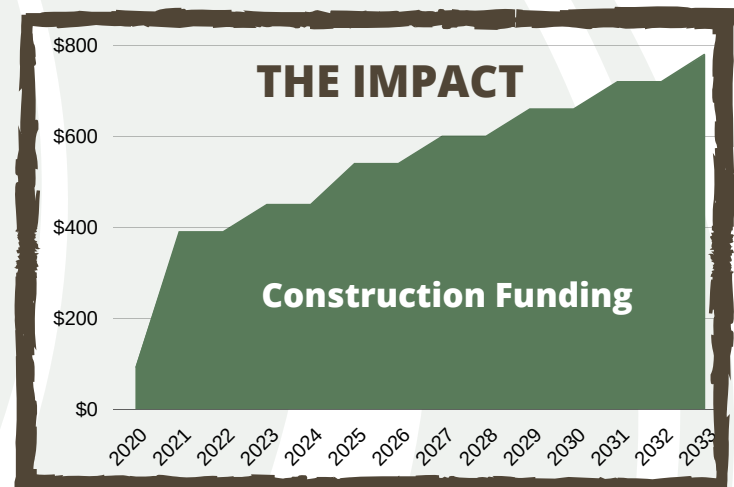
**Auditing:** charges the Louisiana Legislative Auditor with analyzing DOTD use of funds to ensure efficiency and compliance with the constitution and state law.

Toward the end of 2024, legislators and members of the public will have the opportunity to analyze the auditor's findings and make actionable recommendations regarding efficiencies which may include privatization of some functions or services.

Mandates a public website with real-time information including project details, project delivery timeline, cost, and means-of-financing.

#### 3 Restores purchasing power of highway funds

The bill restores the value lost through inflation and increased fuel economy over the past 37 years. Ensuring the State's ability to match federal funds, the bill creates an initial increase of \$300M (10 cents) in 2021 and gradually adds two additional cents every two years through 2033 for a total net gain of \$660M (22 cents). Combined with the 4 cents identified in #1 above, that's \$780M into the construction sub-fund each year by 2033. All of this is achieved while keeping rates below the national average. The bill also ensures electric and hybrid vehicles contribute an equitable amount for use of the highways, creating respective annual fees of \$400 and \$275.



#### 4 Protects the funding



All new revenue is deposited into the constitutionally-protected construction sub-fund of the TTF.

- 60% Preservation: investing in the rural and urban roads and bridges that we already have.
  - Creation of a bondable rural bridge program that will restore farm-to-market connectivity.
- 40% Capacity: each region gets its most important project:
  - New I-10 bridge in Lake Charles with connectors
  - New I-10 bridge in Baton Rouge with connectors
  - Port of NOLA access improvements with interstate lighting
  - Six-lane I-12 from BR to MS state line
  - I-49 South
  - New, four-lane Jimmie Davis Bridge in NWLA
  - Alexandria-Pineville Beltway Expansion
- Maximizes federal funds and protects current funding levels for other constitutional priorities like the Parish Trust Fund, flood control, and multi-modal programs.