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To: The Honorable Eric Lafleur, Chairman  
Joint Legislative Committee on the Budget  
The Honorable Members of the Joint Legislative Committee on the Budget

From: Colleen Gil, Fiscal Analyst  
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Date: October 20, 2017

Subject: GREATER NEW ORLEANS EXPRESSWAY COMMISSION  
FY 18 BUDGET ANALYSIS

The Greater New Orleans Expressway Commission (GNOEC) staff annually prepares its budget for approval by the Commissioners in accordance with its bond indenture. Upon approval by the GNOEC, the budget is then submitted to the Legislative Fiscal Office. The GNOEC approved the budget and submitted the approved budget to the Legislative Fiscal Office on October 9, 2017.

Prior to the submission of the annual operating budget to the Joint Legislative Committee on the Budget (JLCB) for its approval or rejection, the Legislative Fiscal Office reviews the submission of the budget for mathematical accuracy and content. In addition, the Legislative Fiscal Office prepares an analysis of the budget submitted by the GNOEC and provides this report to the Joint Legislative Committee on the Budget (JLCB) for its consideration.

**BUDGET SUMMARY, FISCAL YEAR 2017-18**  
**Greater New Orleans Expressway Commission**

	Actual	Actual	Approved	Estimated	Requested	Approved	Page	
	<u>FY 15</u>	<u>FY 16</u>	<u>FY 17</u>	<u>Year End</u>	<u>FY 18</u>	<u>FY 17</u>		<u>Notes</u>
				<u>FY 17</u>		<u>vs. FY 18</u>	<u>No.</u>	
<b>Means of Finance</b>								
Tolls	\$16,455,022	\$16,543,981	\$19,480,000	\$16,030,898	\$15,938,076	-18.2%	2, 8-10	
Tolls - Increase	\$0	\$0	\$0	\$4,232,763	\$8,359,465	-	2, 8-10	Toll Increases
Highway Fund No. 2	\$6,092,745	\$6,511,625	\$6,000,000	\$6,568,625	\$6,000,000	0.0%	3	
Bond Proceeds	\$0	\$0	\$98,890,000	\$98,890,000	\$0	-100.0%	3, 7	
Interest Income	\$35,033	\$29,911	\$35,000	\$53,142	\$50,000	42.9%	3	Higher Toll Revenues Accruing Interest
Other Revenue	\$71,362	\$93,885	\$15,000	\$32,735	\$15,000	0.0%	3	
<b>Total MOF</b>	<b>\$22,654,162</b>	<b>\$23,179,402</b>	<b>\$124,420,000</b>	<b>\$125,807,823</b>	<b>\$30,362,541</b>	<b>-75.6%</b>		
<b>Expenditures</b>								
Salaries	\$3,943,388	\$4,091,897	\$4,226,338	\$4,184,712	\$4,328,042	2.4%	4, 11, 25-28	Salary Increases
Related Benefits	\$1,778,951	\$1,808,218	\$2,031,807	\$1,872,114	\$1,982,620	-2.4%	4, 11-12	Reduction in Employer's Share
Other Compensation	\$26,695	\$26,695	\$34,180	\$34,180	\$34,180	0.0%	12	
<b>Personnel Svcs.</b>	<b>\$5,749,034</b>	<b>\$5,926,810</b>	<b>\$6,292,325</b>	<b>\$6,091,006</b>	<b>\$6,344,842</b>	<b>0.8%</b>		
Operating Services	\$3,091,919	\$2,778,385	\$3,209,000	\$3,006,607	\$3,203,000	-0.2%	4-5, 13	Increase in toll deposits
Supplies	\$1,257,227	\$1,211,529	\$1,282,250	\$1,160,776	\$1,268,950	-1.0%	4-5, 14	
<b>Operating Expenses</b>	<b>\$4,349,146</b>	<b>\$3,989,914</b>	<b>\$4,491,250</b>	<b>\$4,167,383</b>	<b>\$4,471,950</b>	<b>-0.9%</b>		
<b>Professional Services</b>	<b>\$256,562</b>	<b>\$242,205</b>	<b>\$211,500</b>	<b>\$256,820</b>	<b>\$247,000</b>	<b>16.8%</b>	<b>5, 15</b>	
Debt Service	\$4,220,484	\$4,288,544	\$6,539,538	\$5,215,413	\$7,961,081	21.7%	5, 16-17	New Debt Service Associated with Span Improvements
State Surplus-HPL	\$1,740,496	\$1,730,471	\$1,788,849	\$1,582,466	\$1,811,746	1.3%	5, 18	Salary Increases
<b>Other Charges</b>	<b>\$5,960,980</b>	<b>\$6,091,015</b>	<b>\$8,328,387</b>	<b>\$6,797,879</b>	<b>\$9,772,827</b>	<b>16.6%</b>		
Acquisitions	\$347,075	\$501,885	\$492,825	\$505,603	\$360,739	-26.8%	5-6, 19- 20	
Safety Bays/ Rails Construction Fund 2017	\$0	\$0	\$98,890,000	\$102,198,388	\$3,499,716	-96.5%	5-7, 19, 24	Line Item for Span Improvements
Maj. Rep./Cap. Imps.	\$5,991,365	\$6,499,573	\$5,713,713	\$5,790,744	\$5,665,467	-0.8%	5-6, 19- 23	
<b>Acquisitions/Repairs</b>	<b>\$6,338,440</b>	<b>\$7,001,458</b>	<b>\$105,096,538</b>	<b>\$108,494,735</b>	<b>\$9,525,922</b>	<b>-90.9%</b>		
<b>Total Expenditures</b>	<b>\$22,654,162</b>	<b>\$23,179,402</b>	<b>\$124,420,000</b>	<b>\$125,807,823</b>	<b>\$30,362,541</b>	<b>-75.6%</b>		

Section 2 of Act 875 of 1988 requires the GNOEC to submit its annual budget to the Joint Legislative Committee on the Budget for its approval or rejection prior to the expenditure of funds contained in such budget. Act 842 of the 2008 Regular Legislative Session requires "...consideration of operating budgets shall be given in advance of the beginning of the subject entity's fiscal year." The GNOEC's new fiscal year begins on November 1, 2017; therefore, its annual operating budget is being presented at this time.

## **BUDGET SUMMARY**

The Greater New Orleans Expressway Commission (GNOEC) is requesting approval of a FY 18 total budget that represents a 75.6% decrease, or \$94.1 M total means of finance, from the budget approved by the JLCB for FY 17. Most of the decrease is derived from bond proceeds that the Commission received in FY 17 for the capital costs. These funds accumulated to the Construction Fund 2017 for the construction of the safety bays on the north- and southbound spans, as well as increasing the rail height on the southbound span. (These capital outlay expenditures are not reflected in the operating budget). The operating expenditures reflect a minimal increase, and the debt service increase is due to the payments associated with the new bonds.

Furthermore, the Commission anticipates an increase in toll revenues of approximately \$8.0 M more than originally budgeted in FY 17. The elevated toll revenues are primarily associated with toll increases allowed by Act 481 of the 2016 Regular Session. The new tolls began on May 1, 2017 and will be used to back the bond issuance that will fund the aforementioned improvements to the spans.

## **MEANS OF FINANCING**

### **Toll Revenues / Toll Increase**

Toll revenues are budgeted based upon historical collections and trends in traffic patterns. The budget for toll revenues for FY 18 is projected to increase by approximately 25% from approved for FY 17. Toll revenues are budgeted at \$24,297,541 (\$15.9 M + \$8.4 M from the toll increase) for FY 18, which is approximately \$4.8 M more than the total approved in FY 17 (\$19,480,000).

*Toll Revenues (\$15.9 M)* are used to pay for the Commission's operating expenses (\$10,998,792), and the excess toll revenues are encumbered in order to pay for future capital improvement projects. In FY 18 \$4,939,284 will be placed in to the Extraordinary Maintenance and Repair Reserve Fund for current and future projects. (See Pg. 20)

### *Toll Increases (\$8.4 M)*

In FY 18, \$4,859,750 will be used to pay the 2017 debt service payment, and \$3,499,716 will be encumbered in the Construction Fund 2017 for future use on the safety bay and rail project. (See Pg. 20)

The increase in toll revenues is primarily associated with toll increases approved by the Commission in August 2016 to back a bond issuance (see "Bond Proceeds" below) used to fund improvement projects outlined in Act 481 of the 2016 Regular Session. Toll collections depend upon vehicle type and payment method, which includes full fare and discounted fare programs. The toll increase raises Commuter (toll tag) tolls by \$1.00, from \$2.00 to \$3.00, and increases cash tolls by \$2.00, from \$3.00 to \$5.00. The new tolls began on May 1, 2017. The GNOEC's engineering contractor, Stantec, anticipates that the increased revenues from the higher tolls may be depressed by a number of factors, including traffic trends on the spans, as well as current population and employment trends in the Greater New Orleans Area.

For reference, the total number of one-way crossings on the expressway is anticipated to be 6,458,018 in FY 18 as opposed 6,497,000 projected in FY 17, or 38,982 fewer crossings. The full toll schedule is outlined on page 9, and toll revenue history is discussed on page 10.

## State Highway Fund Number 2

State Highway Fund No. 2 revenues are derived from vehicular license taxes collected in Orleans, Jefferson, St. John the Baptist, St. Charles, Tangipahoa and St. Tammany parishes. These revenues are disbursed as follows: 1) fifty percent (50%) accruing to GNOEC; 2) all monies collected in Orleans Parish from vehicular registration license fees and taxes from trucks and trailers pursuant to LA R.S. 47:462 are deposited into the New Orleans Ferry Fund and; 3) the remaining funds are deposited into the Transportation Trust Fund (TTF-R). Based upon the Revenue Estimating Conference's latest adopted revenue forecast for FY 18 of \$13.5 M, the GNOEC's share of revenue is anticipated to total \$6.75 M in State Highway Fund No. 2 dollars for FY 18. However, GNOEC wanted to be conservative and the board has approved a reduced amount of \$6.0 M, based on previous years actual collections.

The GNOEC's budgeted expenditures from State Highway Fund No. 2 are anticipated to be greater than its debt service payment backed by resources from the fund, which is projected to be \$3,101,332 in FY 18. As stated in earlier reports, the Legislative Fiscal Office (LFO) previously requested and received an Attorney General opinion on this matter verifying that "surplus" funds from Highway Fund No. 2 are permissible to be utilized by the GNOEC in its budget for expenses of the Huey P. Long Bridge and other local agencies, as well as capital improvements. The excess revenue from the Highway Fund No. 2 after the annual debt service payment is \$2,898,668 (\$6,000,000 - \$3,101,332 debt service). \$1,811,746 will go towards IAT for the HPL Bridge and Local agencies, and the remaining surplus of \$1,086,922 will be encumbered for bridge and facility repairs and improvements (\$726,183 for capital improvements and \$360,739 for acquisitions).

## Bond Proceeds

FY 17 bond proceeds totaling \$98.9 M were dedicated to the Construction Fund 2017, and are non-recurred in FY 18. These funds will be used for the addition of safety bays to the both the north and south bound spans, and increasing the rail height on the southbound bridge. During FY 17 the GNOEC issued bonds with a principal amount of \$88,740,000 and an interest rate of 5% with a completion date of November 1, 2047. The GNOEC paid \$838,494 towards interest in FY 17, and will pay \$4,374,750 towards the interest amount and \$485,000 towards principal which totals \$4,859,750 in FY 18. The GNOEC expects the project to begin in the summer of 2018 with a completion time frame of three to five years.

## Interest Income

Interest income is projected to increase by \$15,000 from FY 17's approved budget, from \$35,000 to \$50,000. According to the GNOEC, interest collections will increase as a result of higher toll revenues.

## Other Revenue

Other Revenue is projected at \$15,000, which is the same as the approved amount in FY 17. This category consists of monies received for copies of police accident and incident reports, plans for projects, records requests, and revenue generated from ATM fees. If the Commission has an auction during the year, revenues generated from that event will go towards Other Revenue.



## EXPENDITURES

### Personnel Expense (Salaries and Related Benefits)

The total Personnel Services expenditure category is requested at \$6,344,482 or 0.8% more than the amount approved in FY 17. This increase is primarily due to salary increases for FY 18. There were no salary increases in FY 17 due to the state salary freeze. There is, however, a net reduction of 0.5 T.O. positions in FY 18. There is a decrease of 1.5 positions associated with the Administration Division due to a North Shore Supervisor moving to the tolls division. There is a reduction of 3 FTEs in the Communications Section due to unfilled positions and retiring employees, which is offset by an increase of 3 FTEs in the Police Division. The number of FTEs for FY 18 is 12 administrative and 83.5 non-administrative for a total of 95.5. In addition, a portion of the personnel count for Administration (1 FTE position) and Operations (13 FTEs) are allocated to HPL Bridge expenditures.

Traditionally, administrative and supervisory personnel of the GNOEC may receive merit increases as a flat percentage based upon individual job performances. Merit increases are approved each year through the Commission's budget approval process. For FY 18, the Commission authorized merit based pay increases for GNOEC personnel, which averaged 4.7%, and added a total of approximately \$416,265 to Personnel expenses. These pay increases are primarily associated with aligning current salaries to market rates and workload adjustments.

During FY 17, the GNOEC also increased the hourly wage floor for toll personnel by \$0.50 an hour, from \$10.25 to \$10.75 an hour. The increase of the salary floors is due to a survey of salaries for similar positions and to make the GNOEC's salaries more competitive for employee retention purposes. One toll personnel received a promotion from a toll collector to a trainer, and received a salary increase of \$2,070, from \$23,400 to \$25,470.

The GNOEC currently has 30 Peace Officer Standards & Training (POST) certified police officers (24 - Causeway, 6 - Huey P. Long Bridge). Act 664 of the 2008 Regular Legislative Session provides that these police officers are eligible to receive state supplemental pay, which is currently \$500/month or \$6,000/year for a total state supplement of \$180,000 as all Causeway police officers currently receive supplemental pay. This portion of the police officers' salaries is not included in the GNOEC's budget as the state pays this amount annually. However, the GNOEC is responsible for paying the related benefits costs associated with the additional \$6,000 state salary supplement, which equates to approximately \$54,000 of additional related benefits expenditures included in the operating budget over and above the base amount. In FY 18, GNOEC plans to hire an additional three (3) police officers in order to assist throughout the time span in which the safety bays and bridge railings are being installed. GNOEC expects this project to last approximately three to five years.

Salary information for filled positions can be found on pages 26-29.

The Related Benefits expenditure category for FY 18 is requested at 2.4% less than the approved budget for FY 17. The Parochial Employee's Retirement System will decrease the employer contribution share from 12.5% to 11.5% effective January 1, 2018. Group insurance and retiree insurance will remain the same in FY 18.

### Operating Expenses (Operating Services/Material & Supplies)

The FY 18 budget request for Operating Expenses is \$4,471,950, which is a net decrease of \$19,300, or 0.4% less than what was approved in FY 17. Operating Expenses include advertising, the publication of public notices and minutes, insurance, travel, telephone and radio expenses, utilities and other operating services. Other operating services include payout of unused vacation

and sick leave, dues and subscriptions, trustee fees, bank and visa charges for toll deposits, and other miscellaneous expenses. The bulk of this decrease is due to a projected decrease in property insurance expenses of \$50,000, and switching the toll tags from plastic cases to stickers.

### Professional Services

The Commission hires outside consultants and services under professional services contracts. These items include services for bond indenture requirements in the form of independent audit and accounting services (\$85,000), engineering and traffic consultants (\$10,000), legal counsel (\$130,000), investment consultation (\$20,000) and accident investigation (\$2,000). The total projected professional services expenditure of \$247,000, a 16.8% or \$35,500 increase from what was approved in FY 17 is due to expenses related to the safety bay and rails project.

### Other Charges (Debt Service/Huey P. Long Bridge/State Surplus)

The Commission's debt service payment for FY 18 will increase to \$7,961,081 due to the issuance of bonds for the improvements of the spans.

Per Act 875 of 1988, the Commission provides \$50,000 each fiscal year to the parishes of St. Charles, St. John the Baptist, and Tangipahoa for a total of \$150,000. Per Act 1227 of 1995, the Commission provides \$50,000 to Jefferson Parish, St. Tammany Parish, the Washington Parish Infrastructure and Park Fund and the City of New Orleans. The City of New Orleans allocates its funding for use by the New Orleans Recreation Department and the New Orleans Police Department. The total of all such payments is \$200,000. Transfers made pursuant to Act 875 of 1988 (\$150,000) and Act 1227 of 1995 (\$200,000) total \$350,000.

The Commission is responsible for the policing of the Huey P. Long Bridge and budgets \$1,461,746 for FY 18 expenditures paid from anticipated surplus revenues. Since Act 875 of 1988, the Commission has budgeted expenditures for the policing of the Huey P. Long Bridge. This represents a requested increase of \$23,275, or 1.6%, above the level approved for FY 17. The increase is primarily related to salary increases.

### Total Acquisitions & Major Repairs

This category includes capital acquisitions and the major repairs / capital improvement program. The Commission's budget request decreased \$95.15 M, or 90.5%, in expenditures to a new total of \$9.95 M.

The GNOEC is required to have all funds available prior to the start of any capital improvement project. The budget summary reflects the receipt of any revenues designated for capital outlay projects. Acquisitions and repair expenditures reflect the dedication of the revenues into the Extraordinary Maintenance and Repair Reserve Fund and the Construction Fund 2017 for ongoing and future projects. (The actual project expenditures are not reflected in the operating budget).

The board approved budget for the capital improvements/ rehabilitation program includes fourteen (14) projects which will be paid for out of the Extraordinary Maintenance and Repair Reserve Fund. These projects include: North Channel Bascule Mechanical Maintenance (\$750,000), \*Upgrade Closed Circuit TV System (\$750,000), \*High Voltage Power System - Control System and Surge Protection (\$250,000), Upgrade 1700 AM Highway Advisory Radio (\$250,000), \*Replace Call Boxes (\$500,000), \*Replace Under Bridge Inspection Unit - Reachall Truck (\$750,000), \*Monroe Street Overpass and Frontage Road Rehabilitation (\$750,000), Road Rehabilitation at Monroe St and the West Approach, and Patching at the North Approach (\$1,250,000), \*Northshore Maintenance Facility Improvements (\$375,000), \*North Toll Plaza Canopy Roof and

Lightning Protection (\$475,000), \*North Toll Plaza Site Work (\$675,000), North Shore Maintenance Facility Improvements – Part B (\$800,000), Toll Tag Store Software Upgrade (\$725,000), and Toll Collection System- Violation Enforcement System (\$400,000). This project list includes new projects as denoted with an asterisk (\*) above, as well as continuing projects started with funds accrued in prior fiscal years.

A majority of the decrease is due to a line item expenditure for the addition of higher safety rails to both spans and the addition of safety bays to both spans at an originally approved cost of \$98.9 M, which reflects, increased toll revenues and was deposited into the Construction Fund 2017. In FY 18, \$3.9 M will be deposited into the Construction Fund 2017 to be used for the construction of the safety bays and increasing the rail height. The GNOEC anticipates spending \$250,000 for the safety shoulders and \$400,000 for the southbound bridge rail improvements in FY 18.

## **BUDGET ISSUES**

### **Act 481 of 2016 -Toll Increases, Toll Bonds, Span Improvements**

Act 481 of 2016, allows the GNOEC to carry out improvements to both spans of the bridge, including the addition of safety bays and higher safety rails. Act 481 allows the GNOEC to issue toll bonds up to \$133 M, the proceeds of which would be used to fund the higher safety rails and safety bays. The bond issuance is subject to approval of the State Bond Commission, as well as Jefferson and St. Tammany Parishes, the localities that the bridge directly serves. Act 481 also states that the bonds must be backed using revenues derived from tolls and cannot be supplemented by State Highway Fund No. 2, which the GNOEC uses to fund its current debt service payments. As a result, the GNOEC voted to increase toll schedules for use of the bridge in August 2016, allowing the Commission to back the bond issuance with increased toll revenues. During FY 17 the GNOEC issued bonds with a principal amount of \$88,740,000 and an interest rate of 5% with a maturity date of November 1, 2047. The GNOEC paid \$838,494 towards interest in FY 17, and will pay \$4,374,750 towards the interest amount and \$485,000 towards principal in FY 18.

Act 481 allows the GNOEC to fund higher safety rails on both spans at a cost of up to \$67 M. The GNOEC contracted with Texas A&M University to develop a rail that would fasten to the top of the existing rails on the southbound and northbound spans. Two options were tested. The option the GNOEC chose will increase the rail height of the southbound span by 21 inches for a total rail height of 46 inches (25 inch existing rail height + 21 inch addition) at a total estimated cost of \$40 M. It will include 2 bars spanning the length of the bridge on both sides and will be secured to the bridge by a bolt on the top and side of the existing rail.

In addition to increasing the rail heights on both spans, Act 481 allows the GNOEC to add safety bays to both spans of the bridge at a cost of up to \$63 M. The safety bays will have a length of 672 feet each and will result in a partial lane being added to each span of the bridge at different intervals that will allow vehicles to pull off in case of mechanical failure or wrecks. The concept calls for 12 safety bays in total, with the Northbound and Southbound bridges each having six. The safety bays on the Southbound Bridge require 12 of its 56-foot spans to be widened and the Northbound Bridge safety bays require 8 of its 84-foot spans to be widened. The safety bays will add up to an additional 16 feet of width to the corresponding spans. The GNOEC advertised a design competition for the safety bays in June of 2017, and four firms responded and are working to develop the best designs at the most cost efficient pricing levels. The due date for the designs was September 19, and GNOEC chose Volkert Inc. at the board meeting on October 9. After the selection was made the GNOEC authorized the General Manager to begin negotiations with Volkert Inc. and to execute any and all documents necessary to give full force and effect to the resolution.

The GNOEC expects to begin both of these projects during the summer of 2018. It is expected that the rail height increase will begin first, followed by the construction of the safety bays. The GNOEC hopes that these projects can be done consecutively at some point. For instance, the guardrails on the southbound side of the bridge could be installed while construction of the safety bays for the northbound sound of the bridge occurred. The GNOEC does not expect to have to close the bridge for any prolonged amount of time at any point during the construction of the projects. Total construction time for this project is expected to last between three and five years.

## TOLL RATES AND REHABILITATION PROJECTS

In February 1995, the Greater New Orleans Expressway Commission (GNOEC) increased tolls and charges on the Lake Pontchartrain Causeway. The revenues generated from the increase are dedicated for the purpose of funding major repairs/capital improvement projects.

The GNOEC increased tolls during an August 2016 meeting. Proceeds from the increased toll revenues will be used to finance a bond issuance, the proceeds of which will fund higher safety rails on the southbound span and safety bays on both spans. The new toll schedule became effective on May 1, 2017. A table including the new toll schedule is below.

NOTE: The GNOEC began one-way toll collections in May 1999. Tolls have been collected only on the North Shore since that time.

### TOLL SCHEDULE (Effective May 1, 2017)

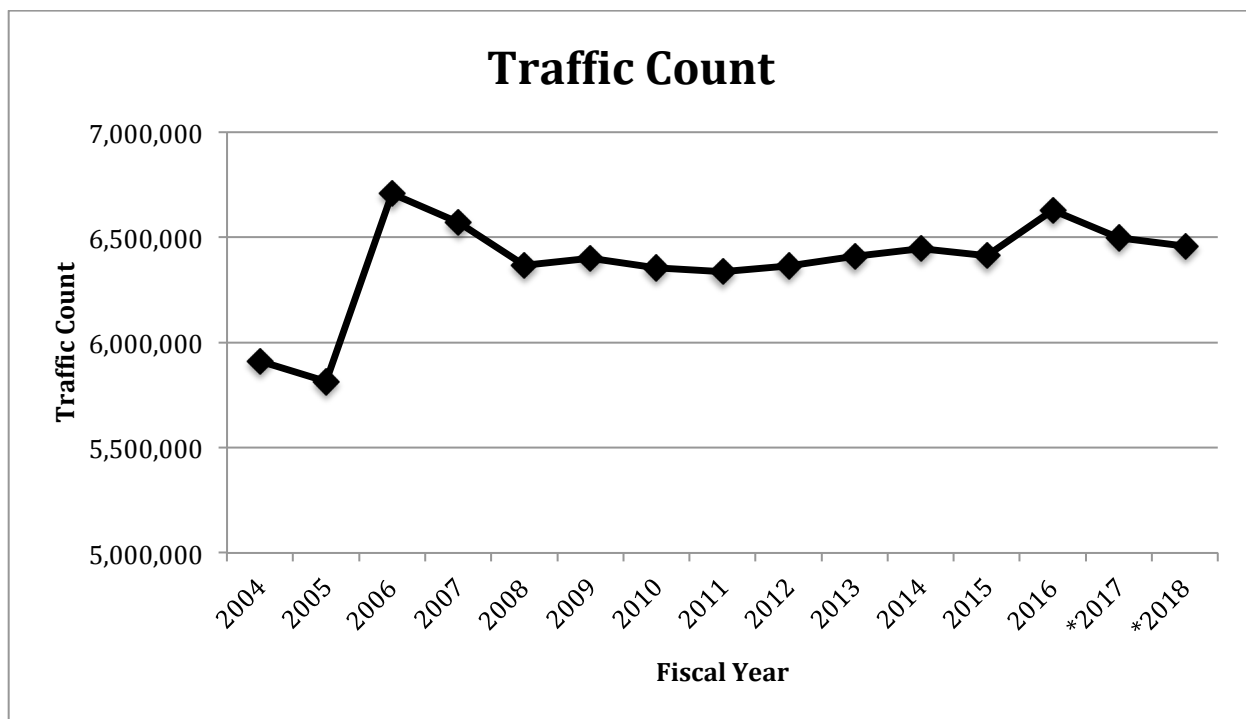
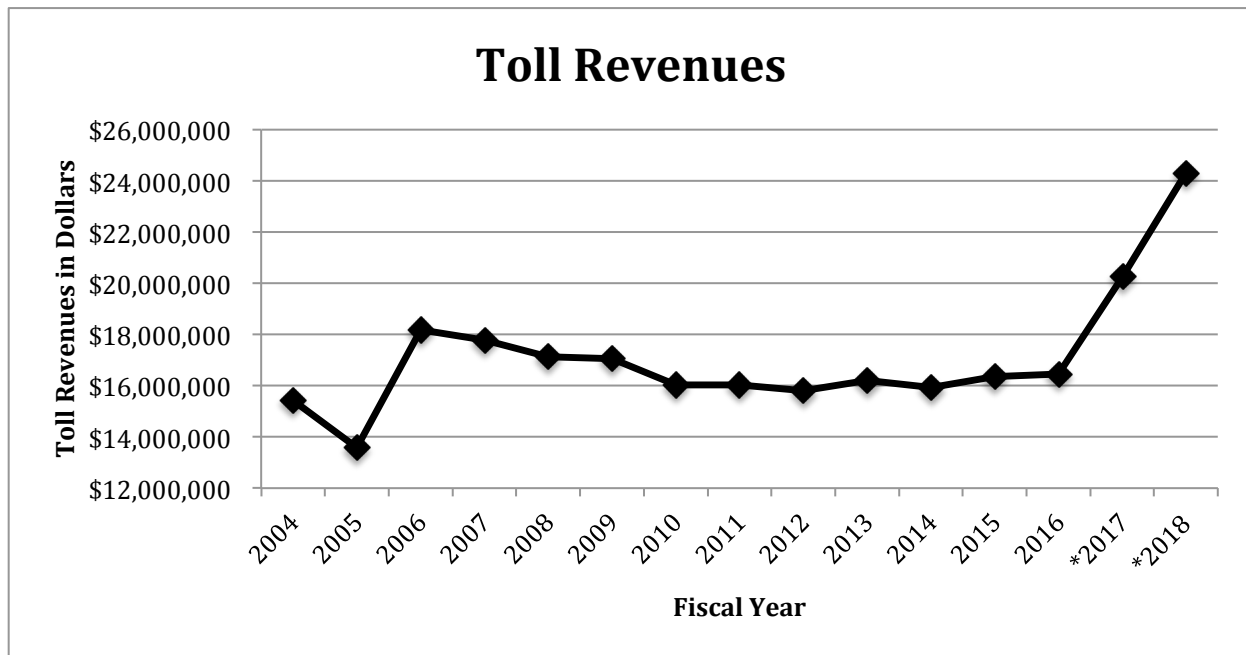
# of Axles	Toll Tag		Cash	
	Under 7'	Over 7'	Under 7'	Over 7'
2	\$3.00	\$9.00	\$5.00	\$9.00
3	\$6.75	\$13.50	\$7.00	\$14.00
4	\$9.00	\$18.00	\$9.00	\$18.00
5	\$11.25	\$22.50	\$12.00	\$23.00
6	\$11.25	\$22.50	\$12.00	\$23.00
7+	\$11.25	\$22.50	\$12.00	\$23.00

## **Toll Revenues**

Toll revenues are budgeted based upon historical collections and trends in traffic patterns. The collections from toll revenues in FY 18 are projected to increase by approximately 24.7% from the amount approved for FY 17. Toll revenues are projected at \$24,297,541 for FY 18, or \$4.8 M more than the \$19,480,000 approved in FY 17. The graphs on Page 11 illustrate toll revenue collections and traffic counts from FY 04 (pre-Katrina levels) to projected levels in FY 18. A majority of the increase in FY 18 revenues is a result of the increased tolls, with the elevated revenues used to back the issuance of bonds to fund bridge safety improvements. The GNOEC's engineering contractor, Stantec, anticipates that the increased revenues from the higher tolls may be depressed by a number of factors, including traffic trends on the spans, as well as current population and employment trends in the Greater New Orleans Area.

<b><u>FY</u></b>	<b><u>Toll Revenues</u></b>	<b><u>Difference</u></b>	<b><u>Traffic Count</u></b>	<b><u>Difference</u></b>
2004	\$15,421,017	-	5,909,426	-
2005	\$13,566,529	(\$1,854,488)	5,814,832	(94,594)
2006	\$18,184,159	\$4,617,630	6,707,603	892,771
2007	\$17,768,414	(\$415,745)	6,571,180	(136,423)
2008	\$17,135,270	(\$633,144)	6,366,320	(204,860)
2009	\$17,047,947	(\$87,323)	6,400,327	34,007
2010	\$16,025,247	(\$1,022,700)	6,355,044	(45,283)
2011	\$16,018,853	(\$6,394)	6,337,597	(17,447)
2012	\$15,811,025	(\$207,828)	6,364,746	27,149
2013	\$16,212,070	\$401,045	6,409,719	44,973
2014	\$15,916,000	(\$296,070)	6,445,170	35,451
2015	\$16,455,022	\$539,022	6,413,600	(31,570)
2016	\$16,543,981	\$88,959	6,629,438	215,838
*2017	\$20,263,261	\$3,719,280	6,497,000	(132,438)
*2018	\$24,297,541	\$4,034,280	6,458,018	(38,982)

\*Figures are projected through end of FY 17 and estimated for FY 18.



\*Figures are projected through end of FY 17 and estimated for FY 18.

## PERSONNEL EXPENSES

<u>SALARIES</u>	<u>FTE</u>	<u>Actual</u> <u>FY 15</u>	<u>FTE</u>	<u>Actual</u> <u>FY 16</u>	<u>FTE</u>	<u>Approved</u> <u>FY 17</u>	<u>FTE</u>	<u>Requested</u> <u>FY 18</u>
General Manager	1	\$120,000	1	\$120,000	1	\$126,027	1	\$128,160
Office Personnel	18.5	\$688,307	18.5	\$615,747	13.5	\$538,719	2	\$502,406
Less: HPL Adm.	(3)	(\$98,410)	(3)	(\$78,887)	(1)	(\$84,208)	(1)	(\$89,028)
<b>Total Administrative Salaries</b>	<b>16.5</b>	<b>\$709,897</b>	<b>16.5</b>	<b>\$756,860</b>	<b>13.5</b>	<b>\$580,538</b>	<b>12</b>	<b>\$541,538</b>
Toll Collectors	15.5	\$497,332	15.5	\$475,656	16	\$489,217	17	\$600,515
Bridge Monitors	2	\$58,047	2	\$33,750	0	\$0	0	\$0
Maintenance	28	\$867,431	28	\$977,380	26	\$1,067,489	26	\$1,030,918
Bascule Operators	5	\$202,372	5	\$193,493	5	\$196,136	5	\$202,594
Dispatch	12	\$479,010	12	\$505,046	16.5	\$676,322	13.5	\$585,061
Police	32	\$1,860,359	32	\$2,001,174	32	\$2,020,447	35	\$2,219,860
Less: HPL Operations	(13)	(\$731,054)	(13)	(\$751,462)	(13)	(\$803,811)	(13)	(\$852,443)
<b>Total Operations Salaries</b>	<b>81.5</b>	<b>\$3,233,491</b>	<b>81.5</b>	<b>\$3,435,037</b>	<b>82.5</b>	<b>\$3,645,800</b>	<b>83.5</b>	<b>\$3,786,505</b>
<b>TOTAL SALARIES</b>	<b>98.0</b>	<b>\$3,943,388</b>	<b>98.0</b>	<b>\$4,091,897</b>	<b>96.0</b>	<b>\$4,226,338</b>	<b>95.5</b>	<b>\$4,328,042</b>
<b>RELATED BENEFITS</b>								
Parochial (Retirement)		\$791,984		\$748,550		\$746,823		\$711,782
Group Insurance		\$1,050,274		\$1,043,188		\$1,199,313		\$1,193,113
Retirees Group Benefits		\$169,074		\$227,006		\$300,000		\$300,000
Gov. Def. Comp. Plan		\$85,000		\$85,000		\$85,000		\$85,000
Less: HPL Rel. Benef.		(\$317,381)		(\$295,526)		(\$299,329)		(\$307,275)
<b>Total Related Benefits</b>		<b>\$1,778,951</b>		<b>\$1,808,218</b>		<b>\$2,031,807</b>		<b>\$1,982,620</b>
<b>OTHER COMPENSATION</b>		<b>\$34,180</b>		<b>\$26,695</b>		<b>\$34,180</b>		<b>\$34,180</b>
<b>Total Personnel Expense</b>		<b>\$5,756,519</b>		<b>\$5,926,810</b>		<b>\$6,292,325</b>		<b>\$6,344,842</b>

<u>Requested Adjustments to Full Time Equivalency Position (FTE) Count:</u>	<u>FTEs</u>
FY 17 FTEs Approved (Including HPL Personnel)	110.0
FY 18 FTEs Requested (Including HPL Personnel)	109.5

### Salaries:

The GNOEC is requesting a 2.4% net increase in its salary budget. This increase is primarily due to salary increases, which averaged 4.7%. These pay increases are primarily associated with aligning current salaries to market rates and workload adjustments. Some employees also received promotions during FY 17 which also plays a factor in the increased salary budget. The promotions are listed below.



Two administrative staff, a leaderman and a toll analyst received promotions during FY 17. The leaderman was promoted to supervisor, and a received a \$1,509 salary increase from \$33,000 to \$34,509. The toll analyst took on additional responsibilities, and as a result received a salary increase of \$2,456, from \$31,304 to \$33,760.

Two maintenance personnel, an electrician and a MAP operator, received promotions during FY 17. The electrician took on additional duties due to an electrician retiring during the year, and received a salary increase of \$2,152.80, from \$35,880 to \$38,032.80. A MAP operator was promoted to MAP Leaderman and received a salary increase of \$4,617.60, from \$28,662.40 to \$33,280.

Seven employees were promoted within the police department. Two sergeants were promoted to lieutenants. One received a salary increase of \$7,936.84, from \$62,450.36 to \$70,387.20, and the other received a salary increase of \$7,696.05, from \$60,548.75 to \$68,244.80. Two corporals were promoted to sergeants. One received a salary increase of \$1,669.68, from \$41,511.12 to \$43,180.80, and the other received a salary increase of \$1,616.42, from \$40,711.58 to \$42,328. A Huey P. Long corporal was promoted to a Causeway Corporal and received an increase of \$4,631.80, from \$44,061 to \$48,692.80. Three officers were promoted to corporals and two received a salary increase of \$941.15, from \$37,081.25 to \$38,022.40, and the other received a salary increase of \$3,547.72, from \$38,572.28 to \$42,120.

During FY 17, the GNOEC also increased the hourly wage floor for toll personnel by \$0.50 an hour, from \$10.25 to \$10.75 an hour. The increase of the salary floors is due to a survey of salaries for similar positions and to make the GNOEC's salaries more competitive for employee retention purposes. One toll collector received a promotion to a trainer, and received a salary increase of \$2,070, from \$23,400 to \$25,470.

#### Related Benefits:

The GNOEC is requesting a 2.4% decrease in its Related Benefits budget. This decrease is primarily due to the Parochial Employees' Retirement System reducing the employer's share from 12.5% to 11.5% effective January 1, 2018.

#### Other Compensation:

The GNOEC is requesting the same amount in the Other Compensation category that was requested for FY 17. Other Compensation represents the salaries of the Greater New Orleans Expressway Commissioners. The five appointed commissioners are paid \$569.66 per month for Commission duties as provided by an amendment to the Articles of Incorporation of the Greater New Orleans Expressway Commission. The Parishes of Jefferson and St. Tammany executed the Articles of Incorporation on October 20, 1954, with the above amendment being approved on August 7, 1986.

## OPERATING EXPENSES

	Actual	Actual	Approved	Requested	FY 17
<u>OPERATING SERVICES</u>	<u>FY 15</u>	<u>FY 16</u>	<u>FY 17</u>	<u>FY 18</u>	<u>to FY 18</u>
Advertising (Motorist Safety)	\$8,731	\$3,554	\$20,000	\$20,000	0.0%
Publication of Public Notices and Minutes	\$1,365	\$2,417	\$1,500	\$1,500	0.0%
Insurance	\$2,212,646	\$2,020,805	\$2,375,000	\$2,325,000	-2.1%
Travel	\$450	\$1,430	\$1,000	\$3,000	200.0%
Telephone and Radio	\$235,398	\$225,154	\$235,000	\$235,000	0.0%
Utilities	\$200,162	\$180,894	\$185,000	\$195,000	5.4%
Bank/Visa Charge on Toll Deposits	\$227,516	\$247,538	\$225,000	\$250,000	11.1%
Bank Trustee Fees	\$11,448	\$5,979	\$8,500	\$8,500	0.0%
Dues & Subscriptions	\$7,538	\$4,859	\$8,000	\$15,000	87.5%
<u>Unused vacation and sick leave</u>	<u>\$186,665</u>	<u>\$85,755</u>	<u>\$150,000</u>	<u>\$150,000</u>	<u>0.0%</u>
<b>TOTAL OPER. SERVICES</b>	<b>\$3,091,919</b>	<b>\$2,778,385</b>	<b>\$3,209,000</b>	<b>\$3,203,000</b>	<b>-0.2%</b>

There is a \$6,000 decrease, or 0.2%, from FY 17 Approved to FY 18 Requested due primarily to a projected decrease in insurance costs of \$50,000. The decrease in insurance costs is a result of securing a two-year renewal of property insurance at a lower rate. Bank / Visa Charge on Toll Deposits increased by \$25,000 as a result of automatic rebills on accounts. There has been a major increase in toll tag accounts and toll tags since the increase of the toll rate. Tag accounts have increased by 19,869 between 2016 and 2017 and tag counts increased by 48,471 during the same period. The tag counts for the GNOEC increased from 43,845 in 2006 to a projected amount of 155,772 in 2017, a 255.3% increase and the number of accounts increased from 33,191 in 2006 to a projected amount of 87,257 in 2017, a 162.9% increase.

## SUPPLIES EXPENSES

	Actual	Actual	Approved	Requested	FY 17
<u>SUPPLIES</u>	<u>FY 15</u>	<u>FY 16</u>	<u>FY 17</u>	<u>FY 18</u>	<u>to FY 18</u>
Office Expense and Supplies	\$251,439	\$252,042	\$261,900	\$260,800	-0.4%
Operating Expense and Supplies	\$443,556	\$479,114	\$541,000	\$537,850	-0.6%
Repair and Maintenance Supplies	<u>\$562,232</u>	<u>\$480,373</u>	<u>\$479,350</u>	<u>\$470,300</u>	<u>-1.9%</u>
<b>TOTAL SUPPLIES</b>	<b>\$1,257,227</b>	<b>\$1,211,529</b>	<b>\$1,282,250</b>	<b>\$1,268,950</b>	<b>-1.0%</b>

### Office Expense and Supplies:

The GNOEC is requesting a 0.4% decrease in its office expense and supply budget. Included in this general ledger account are the costs related to leased office space, disposal services, postage, extermination and termite control, office machine repairs and maintenance contracts, and other general administrative office supplies. The decrease is due to a reduction in rent and storage. The GNOEC began a records retention program which allows the commission to destroy old files from storage, reducing the need for offsite storage facilities.

### Operating Expenses and Supplies:

The requested budget for FY 18 is \$537,850, or a 0.6% decrease from the previous approved budget and is attributed to decreased auto and truck fuel expenses. Included in the Operating Supplies general ledger account are the costs associated with vehicle and truck repairs and routine preventative maintenance. Gasoline, oil, auto parts, tires, lubricants, diesel fuel and any similar costs are in this account. All police equipment mounted on the vehicles and related maintenance is in this account. Also included in this account are all police uniforms, protective equipment and any expenditures for police car retrofitting.

### Repair and Maintenance Supplies:

The requested budget for FY 18 is \$470,300, or a 1.9% decrease from the amount budgeted in FY 16. The reduction is primarily associated with utilization of sticker toll tags, as opposed to the plastic hard-case models, which results in a net savings of approximately \$48,000 annually.

Included in this account are the costs for general maintenance and supplies needed on the bridge, toll tags, toll system software maintenance, computer and electronic repairs on all bridge equipment, plumbing and janitorial supplies for the entire operation, and air conditioning contracts and other miscellaneous items dealing with operations maintenance. Also included are the components of the crash attenuators used on the bridge, which must be kept in stock and used by maintenance personnel in repairing damages throughout the year.

## PROFESSIONAL SERVICES

<u>PROFESSIONAL SERVICES</u>	<u>Actual FY 15</u>	<u>Actual FY 16</u>	<u>Approved FY 17</u>	<u>Requested FY 18</u>	<u>FY 17 to FY 18</u>
<b>Accounting and Finance</b>					
Independent Audit	\$21,760	\$17,460	\$20,000	\$20,000	0.0%
<u>Accounting Services</u>	<u>\$60,685</u>	<u>\$54,195</u>	<u>\$65,000</u>	<u>\$65,000</u>	<u>0.0%</u>
<b>Total Accounting and Finance</b>	<b>\$82,445</b>	<b>\$71,655</b>	<b>\$85,000</b>	<b>\$85,000</b>	<b>0.0%</b>
<b>Engineering</b>					
Engineering Traffic Consultant	\$8,000	\$9,000	\$10,000	\$10,000	0.0%
<u>Engineering Consultant</u>	<u>\$12,851</u>	<u>\$5,093</u>	<u>\$8,500</u>	<u>\$0</u>	<u>-100.0%</u>
<b>Total Engineering</b>	<b>\$20,851</b>	<b>\$14,093</b>	<b>\$18,500</b>	<b>\$10,000</b>	<b>-46.0%</b>
<b>Litigation &amp; Legal Representation</b>					
<u>General Counsel</u>	<u>\$147,449</u>	<u>\$150,792</u>	<u>\$100,000</u>	<u>\$130,000</u>	<u>30.0%</u>
<b>Other Professional Services</b>					
Investment Consultant	\$5,817	\$5,665	\$6,000	\$20,000	233.3%
Other	\$0	\$0	\$0	\$0	0.0%
<u>Accident Investigation</u>	<u>\$0</u>	<u>\$0</u>	<u>\$2,000</u>	<u>\$2,000</u>	<u>-0.0%</u>
<b>Total Other Professional Services</b>	<b>\$5,817</b>	<b>\$5,665</b>	<b>\$8,000</b>	<b>\$22,000</b>	<b>175.0%</b>
<b>TOTAL PROF. SERVICES</b>	<b>\$256,562</b>	<b>\$242,205</b>	<b>\$211,500</b>	<b>\$247,000</b>	<b>16.8%</b>

### Accounting and Finance Expenses:

Beginning in FY 00, the Legislative Auditor began performing an annual audit of the Commission's financial statements, which is now being performed by an independent CPA firm. The Commission, with the recommendation of the Legislative Auditor, has budgeted \$20,000 for this activity. Account services include preparation of the financial statements, budget documents, and audit services.

### Engineering Expenses:

The traffic engineer provides information pertaining to annual traffic studies and toll analyses, which are used mainly for budget and operations planning. The decrease for the Engineering Consultant is due to the expense being moved to Extraordinary Maintenance Expenses for projects in the Capital Improvement Program. These costs generally range from 5% to 6% of a total project cost.

### Legal Expenses:

Litigation and legal representation includes general legal consultation and litigation. There is an increase for the general counsel expenses to reflect actual expenses based on prior years, and the anticipation of increased needs due to beginning the new construction project.

### Other Professional Services Expenses:

The Investment Consultant expenses represents an increase due to a fee increase charged based on the additional bond revenues. The Accident Investigation expense of \$2,000 is to hire a company to investigate a major crash, in the event there is one. An accident investigator was last hired in FY 12 at a cost of \$2,400.

## OTHER CHARGES

<b>Other Charges Expenditures</b>	<b>Actual FY 15</b>	<b>Actual FY 16</b>	<b>Approved FY 17</b>	<b>Requested FY 18</b>	<b>FY 17 to FY 18</b>
<b><u>Debt Service</u></b>	<u>\$4,220,484</u>	<u>\$4,288,544</u>	<u>\$6,539,538</u>	<u>\$7,901,081</u>	<u>20.8%</u>
<b><u>Interagency Expense</u></b>					
Act 875 of 1988					
St. Charles Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
St. John the Baptist Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
Tangipahoa Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
<b>Total Act 875</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>0.0%</b>
Act 1227 of 1995					
City of New Orleans*	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
Jefferson Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
St. Tammany Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
Washington Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
<b>Total Act 1227</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>0.0%</b>
<b><u>Huey P. Long Bridge</u></b>	<u>\$1,390,496</u>	<u>\$1,380,471</u>	<u>\$1,438,849</u>	<u>\$1,461,746</u>	<u>1.6%</u>
<b>Total Interagency Expense</b>	<b>\$1,740,496</b>	<b>\$1,730,471</b>	<b>\$1,788,849</b>	<b>\$1,811,746</b>	<b>1.3%</b>
Transfer to State of Louisiana (excess GNOEC collections)	\$0	\$0	\$0	\$0	0.0%
<b>TOTAL OTHER CHARGES</b>	<b>\$5,960,980</b>	<b>\$6,019,015</b>	<b>\$8,328,387</b>	<b>\$9,712,827</b>	<b>16.6%</b>

Other Charges expenditures consist of Debt Service, Interagency Expense, and State Surplus. Interagency Expense includes expenditures per Act 875 of 1988 and Act 1227 of 1995. These Acts provide, prior to the transfer of surplus funds to the State of Louisiana, funding for the policing of the Huey P. Long Bridge and for the transfer of funds to specific local agencies as detailed in the table above. The Commission last returned surplus revenues to the State of Louisiana in FY 94 in the amount of \$104,748. Act 875 of 1988 requires the Commission to use surplus funds to police the Huey P. Long Bridge.

The increase in Other Charges is due primarily to the 2017 bond issuance to fund improvements on both spans and budgeting for the debt service payment on the issuance. The payment amount approved for FY 18 is \$4,859,750 (see " Series 2017 Bonds Total Debt Service" on the following page for the full debt service schedule).

\*Act 892 of the 2008 Regular Legislative Session provides that of the \$50,000 distributed to the city of New Orleans, \$25,000 be allocated to the New Orleans Recreation Department and \$25,000 be allocated to the New Orleans Police Department.

**DEBT SERVICE REQUIREMENTS**  
**FY 18 and Forward**

<b><u>Fiscal Year</u></b>	<b><u>Series 2013 Bonds Total Debt Service</u></b>	<b><u>Series 2014 Bonds Principal</u></b>	<b><u>Series 2014 Bonds Interest</u></b>	<b><u>Series 2014 Bonds Total Debt Service</u></b>	<b><u>Series 2017 Bonds Principal</u></b>	<b><u>Series 2017 Bonds Interest</u></b>	<b><u>Series 2017 Bonds Total Debt Service</u></b>	<b><u>Combined Total Debt Service Requirements</u></b>
2018	\$2,418,863	\$60,000	\$622,469	\$682,469	\$485,000	\$4,374,750	\$4,859,750	\$7,961,081
2019	\$2,417,663	\$65,000	\$620,594	\$685,594	\$345,000	\$4,350,500	\$4,695,500	\$7,798,756
2020	\$2,415,713	\$70,000	\$618,569	\$688,569	\$185,000	\$4,333,250	\$4,518,250	\$7,622,531
2021	\$2,421,963	\$65,000	\$616,544	\$681,544	\$0	\$4,324,000	\$4,324,000	\$7,427,506
2022	\$2,413,963	\$75,000	\$614,444	\$689,444	\$0	\$4,324,000	\$4,324,000	\$7,427,406
2023	\$2,416,588	\$75,000	\$612,194	\$687,194	\$0	\$4,324,000	\$4,324,000	\$7,427,781
2024	\$2,404,713	\$90,000	\$609,719	\$699,719	\$1,905,000	\$4,324,000	\$6,229,000	\$9,333,431
2025	\$2,403,813	\$90,000	\$607,188	\$697,188	\$1,780,000	\$4,228,750	\$6,008,750	\$9,109,750
2026	\$2,402,966	\$95,000	\$604,700	\$699,700	\$1,585,000	\$4,139,750	\$5,724,750	\$8,555,301
2027	\$2,399,409	\$100,000	\$601,894	\$701,894	\$1,365,000	\$4,060,500	\$5,425,500	\$8,526,803
2028	\$2,392,650	\$110,000	\$598,744	\$708,744	\$1,120,000	\$3,992,250	\$5,112,250	\$8,213,644
2029	\$0	\$2,545,000	\$558,919	\$3,103,919	\$830,000	\$3,936,250	\$4,766,250	\$7,870,169
2030	\$0	\$2,625,000	\$479,728	\$3,104,728	\$525,000	\$3,894,750	\$4,419,750	\$7,524,478
2031	\$0	\$2,705,000	\$394,756	\$3,099,756	\$3,790,000	\$3,868,500	\$7,658,500	\$10,758,256
2032	\$0	\$2,810,000	\$294,600	\$3,104,600	\$3,595,000	\$3,679,000	\$7,274,000	\$10,378,600
2033	\$0	\$2,920,000	\$180,000	\$3,100,000	\$3,360,000	\$3,499,250	\$6,859,250	\$9,959,250
2034	\$0	\$3,040,000	\$60,800	\$3,100,800	\$3,090,000	\$3,331,250	\$6,421,250	\$9,522,050
2035	\$0	\$0	\$0	\$0	\$2,785,000	\$3,176,750	\$5,961,750	\$5,961,750
2036	\$0	\$0	\$0	\$0	\$2,440,000	\$3,037,500	\$5,477,500	\$5,477,500
2037	\$0	\$0	\$0	\$0	\$2,055,000	\$2,915,500	\$4,970,500	\$4,970,500
2038	\$0	\$0	\$0	\$0	\$5,845,000	\$2,812,750	\$8,657,750	\$8,657,750
2039	\$0	\$0	\$0	\$0	\$5,595,000	\$2,520,500	\$8,115,500	\$8,115,500
2040	\$0	\$0	\$0	\$0	\$5,290,000	\$2,240,750	\$7,530,750	\$7,530,750
2041	\$0	\$0	\$0	\$0	\$4,945,000	\$1,976,250	\$6,921,250	\$6,921,250
2042	\$0	\$0	\$0	\$0	\$4,560,000	\$1,729,000	\$6,289,000	\$6,289,000
2043	\$0	\$0	\$0	\$0	\$4,120,000	\$1,501,000	\$5,621,000	\$5,621,000
2044	\$0	\$0	\$0	\$0	\$3,640,000	\$1,295,000	\$4,935,000	\$4,935,000
2045	\$0	\$0	\$0	\$0	\$7,865,000	\$1,113,000	\$8,978,000	\$8,978,000
2046	\$0	\$0	\$0	\$0	\$7,440,000	\$719,750	\$8,159,750	\$8,159,750
<u>2047</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$6,955,000</u>	<u>\$347,750</u>	<u>\$7,302,750</u>	<u>\$7,302,750</u>
<b>TOTAL</b>	<b>\$26,508,304</b>	<b>\$17,540,000</b>	<b>\$8,695,862</b>	<b>\$26,235,862</b>	<b>\$87,495,000</b>	<b>\$95,208,744</b>	<b>\$182,703,744</b>	<b>\$235,447,910</b>

**HUEY P. LONG BRIDGE**  
**Interagency Transfer**

<b><u>Huey P. Long Bridge</u></b>	<b><u>Approved FY 17</u></b>	<b><u>Requested FY 18</u></b>	<b><u>FY 17 to FY 18</u></b>
<b>Administrative</b>			
Administrative Salaries	\$84,208	\$89,028	5.7%
Payroll Taxes	\$11,601	\$11,449	-1.3%
Payroll Benefits	\$15,058	\$17,426	15.7%
<u>Materials, Supplies, Contract Work</u>	<u>\$0</u>	<u>\$0</u>	<u>0.0%</u>
<b>Total Administrative Function</b>	<b>\$110,867</b>	<b>\$117,903</b>	<b>6.4%</b>
<b>Operations</b>			
Police Patrol	\$638,687	\$695,646	8.9%
Dispatch	\$145,979	\$136,574	-6.4%
Payroll Taxes	\$117,272	\$116,636	-0.5%
Payroll Benefits	\$148,635	\$154,854	4.2%
Materials, Supplies, and Maint.	\$90,000	\$90,000	0.0%
Telephone and Radio	\$40,000	\$40,000	0.0%
Unused Vacation and Sick Leave	\$10,000	\$10,000	0.0%
<u>Insurance</u>	<u>\$28,000</u>	<u>\$28,000</u>	<u>0.0%</u>
<b>Total Operations</b>	<b>\$1,218,573</b>	<b>\$1,271,710</b>	<b>4.4%</b>
<b>Maintenance</b>			
Maintenance Personnel	\$19,146	\$20,223	5.6%
Payroll Taxes	\$2,687	\$2,652	-1.3%
<u>Payroll Benefits</u>	<u>\$4,076</u>	<u>\$4,258</u>	<u>4.5%</u>
<b>Total Maintenance</b>	<b>\$25,909</b>	<b>\$27,133</b>	<b>4.7%</b>
<b><u>Capital Acquisitions</u></b>	<b><u>\$83,500</u></b>	<b><u>\$45,000</u></b>	<b><u>-46.1%</u></b>
<b>TOTAL HUEY P. LONG BRIDGE</b>	<b>\$1,438,849</b>	<b>\$1,461,746</b>	<b>1.6%</b>

Since Act 875 of 1988, the Commission has budgeted expenditures for the policing of the Huey P. Long Bridge. A percentage of the Commission's administrative, police, and maintenance salaries and benefits, equipment, and acquisitions comprise total expenditures associated with the policing function.

Total expenditures for policing the Huey P. Long Bridge is projected to increase by \$22,897, or 1.6%. The change is due primarily due to salary increases, and is offset by unfilled positions.

**FY 18 ACQUISITIONS, MAJOR REPAIRS AND CAPITAL IMPROVEMENTS**

<b>Acquisitions</b>			<b>Page No.</b>
	Causeway Police	\$206,600	20
	Maintenance	\$39,376	20
	Operations & Administration	\$114,763	20
<b>Total Acquisitions</b>		<b>\$360,739</b>	
<b>Capital Improvement Program</b>			
<b>Major Repairs</b>			
	Extraordinary Maintenance and Consulting Engineering	\$400,000	21
	Annual AASHTO Inspection	\$800,000	21
	Preventative Maintenance of Mechanical & Electrical Systems	\$800,000	21
<b>Sub-Total Major Repairs</b>		<b>\$2,000,000</b>	
<b>Capital Improvements/Rehabilitation Program</b>			
	North Channel Bascule Mechanical Maintenance	\$750,000	21
	Upgrade Closed Circuit TV System	\$750,000	21
	High Voltage Power System - Control System and Surge Protection	\$250,000	21
	Upgrade 1700 AM Highway Advisory Radio	\$250,000	22
	Replace Call Boxes	\$500,000	22
	Replace Under Bridge Inspection Unit – Reachall Truck	\$750,000	22
	Monroe Street Overpass & Frontage Road Rehabilitation	\$750,000	22
	Road Rehab at Monroe St & West Approach/ Patching at North Approach	\$1,250,000	22
	Northshore Maintenance Facility Improvements	\$375,000	23
	North Toll Plaza Canopy Roof and Lightning Protection	\$475,000	23
	North Toll Plaza Site Work	\$675,000	23
	North Shore Maintenance Facility Improvements – Part B	\$800,000	23
	Toll Tag Store Software Upgrade	\$725,000	23
	Toll Collection System – Violation Enforcement System (VES)	\$400,000	23
<b>Sub-Total Capital Improvements/Rehabilitation Program</b>		<b>\$8,700,000</b>	
<b>Total Major Repairs and Capital Improvements</b>		<b>\$10,700,000</b>	
<b>Safety Bays and Rail Project</b>			
	Safety Shoulder Expenditures	\$250,000	24
	Southbound Bridge Rail Improvements Expenditures	\$400,000	24
<b>Safety Bays and Rail Project</b>		<b>\$650,000</b>	
<b>Total Expenditures</b>		<b>\$11,710,739</b>	
<b>REVENUES FROM PRIOR AND CURRENT YEAR COLLECTIONS</b>			
<u>Extraordinary Maintenance and Repair Reserve Fund:</u>			
Funds carried forward from Prior Year (Beginning Balance)		\$14,809,766	20
	FY 18 Toll Revenues	\$4,939,284	2
	FY 18 Highway Fund #2	\$726,183	3
Total FY 18 Revenues		\$5,665,467	1
<u>Construction Fund 2017:</u>			
FY 18 Toll Revenues (Fee Increase)		\$3,499,716	2, 24
FY17 Bond Proceeds		\$101,848,388	24
<b>Total Revenues</b>		<b>\$125,823,337</b>	
<b>REVENUES LESS EXPENDITURES FOR CARRYFORWARD TO FY 19</b>		<b>\$114,112,598</b>	



## **Acquisitions, Major Repairs/Capital Improvement Expenditure Category**

### **Capital Acquisitions**

Capital Acquisitions total \$360,739 in FY 18 and include items such as vehicles, radios and various Causeway police equipment. This category is requested at 26.8% less than the amount budgeted in FY 17. The decrease in FY 18 is a result of spending less on maintenance equipment for the North and South Shore, such as tractors and mowers.

Causeway police acquisitions in FY 18 total \$206,600 and the expenditures include the purchase of five (5) Ford Police Interceptor Units with roof and push bumper light bars - \$158,500, five (5) Stalker Radars (\$15,000), five (5) Watchguard Video Cameras (\$31,800) and one (1) RedMan XP Instructor Suit (\$1,300).

Maintenance acquisitions for FY 18 total \$39,376 and include the purchase of one (1) Ford F-250 Truck (\$31,988) and accompanying equipment (\$1,738), and two (2) light bars and controls (\$5,650).

Operations and Administration acquisitions for FY 18 total \$114,763 and include one (1) Flatbed Wrecker (\$103,763), three (3) Dispatch Servers – PowerEdge R330 Rack Server (\$3,000), and one (1) server for an upgraded commuter sales system (\$8,000).

### **Major Repairs/Capital Improvement Program – Extraordinary Maintenance & Repair Reserve Fund**

The GNOEC is required to have all funds available prior to the start of any capital project. The Commission accumulates any unexpended funds each year in the Extraordinary Maintenance and Repair Reserve Fund for the purpose of meeting its regular capital outlay and maintenance needs not met in the capital improvements program. This financing method is not evidenced in the Commission's budget request in previous fiscal years, but was used prior to the capital improvements program in order to meet recurring capital outlay and major repair needs.

Total expenditures anticipated in the major repairs / capital improvement program for FY 18 is recommended at \$5,665,467 which reflects the amount the GNOEC will deposit into the Extraordinary Maintenance and Repair Reserve fund for ongoing and future projects. Funds carried forward from FY 17 to FY 18 represent \$14,809,766 in funds budgeted in prior years for major repairs and capital improvement projects. The GNOEC projects it will carry forward a total of \$9,775,233 from FY 18 to FY 19 for future projects.

A complete list of the GNOEC Capital Improvement/Rehabilitation Projects with a brief description of each project can be found on the next page. The costs include components of design, construction, and construction management. Consulting engineering firms provide all engineering services for Major Repairs and the Rehabilitation Program. The design engineering work generally costs approximately 5-6% of the construction cost. The cost of consulting engineers employed in the management of construction contracts is approximately 5.25-6% of the total construction cost. The total cost of projects listed equals \$10,700,000.

## **Major Repairs**

The budget approved by the Commission on August 15, 2017 includes the major repairs projects listed below. The projects approved by the GNOEC for a typical fiscal year often are changed during the course of the year due to changing priorities and other factors, which require projects to be altered or rescheduled (either delayed or accelerated). Total costs for the projects outlined below are \$2,000,000.

### **Extraordinary Maintenance & Consulting Engineering - \$400,000**

The services provided include monthly and annual reporting, review of driveway and utility permits, inspection of accident site damages, inspection and coordination of repairs to bridge deck and approach roads when necessary, and other engineering services as needed.

### **Annual AASHTO Inspection of Facilities & Security Inspection - \$800,000**

This is the annual inspection of the Causeway in accordance with Federal Highway Administration (FHWA) and American Association of State Highway & Transportation Officials (AASHTO) guidelines. The GNOEC's Trust Indenture requires that the bridge be inspected annually. In addition, the Consulting Engineers conduct monthly inspections of the underside of the bridge and the navigation lights.

### **Preventative Maintenance Electrical / Mechanical Systems - \$800,000**

The services provided under this category are in connection with assistance in maintenance of the CCTV Security Camera System and Variable Message Signs/ Call Box System, monitoring system operations of the high voltage electrical system and assistance in maintenance of the electronic toll system.

## **Capital Improvement Projects**

The budget approved by the GNOEC on August 15, 2017 includes the capital improvement projects listed below. The projects approved by the GNOEC for a typical fiscal year often are changed during the course of the year due to changing priorities and other factors, which require projects to be altered or rescheduled (either delayed or accelerated). Total costs for the projects outlined below are \$8,700,000.

### **North Channel Bascule Mechanical Maintenance - \$750,000**

The project provides for maintenance of the mechanical portion of the bascule and other repairs not covered during prior projects. The project will involve shimming the load bearings, replacing a lock bar receiver collar and lock bar operator rehabilitation.

### **Upgrade Closed Circuit TV (CCTV) System - \$750,000**

The CCTV system has been in service for approximately 10 years and has not received any major software or hardware upgrades since it was installed. Most of the hardware has reached end of life and end of support. As a result of the recording devices running full-time since installation nearly a decade ago, they are beginning to fail with minimal support available.

### **High Voltage Power System - \$250,000**

The High Voltage Power System provides power at various distribution points along the 24-mile bridge and has been in service since 2002. The system includes 11 switchgears at the utility source connections and distribution points that allow the system to be automatically reconfigured upon loss of utility power from one of the two sources (CLECO and Entergy). This power system relies on a complex control system that communicates on a fiber optic network communication system. Because of the "daisy chain" configuration, loss of a single communication device eliminates all communication to the Supervisory Control and Data Acquisition (SCADA) master station. The proposed upgrades will provide individual communication paths from each of the 11 switchgear control stations to the SCADA master

station. In the event of a loss of a single communication device at one of the 11 stations, all other stations will continue to provide data. This allows partial system status to be known until the communication failure can be resolved. The upgrades will also provide additional capabilities for data collection and remote diagnosis of power system issues. The upgrades will improve reliability of the communications for the power system controls and monitoring.

#### Upgrade 1700 AM Highway Advisory Radio - \$250,000

The GNOEC maintains a Highway Advisory Radio (HAR) system operating on 1700 AM to inform motorist conditions on the Lake Pontchartrain Causeway Bridge and Approaches. The system transmitters are located on the roof of the administration offices on the south shore, crossover 4, the north toll plaza, and near state police troop L on US 190 (north approach). Due to the age of the HAR system, replacement parts are difficult to find and the system has become unreliable. This project will replace components to improve communicants with the motorist.

#### Replace Call Boxes - \$500,000

Emergency call boxes are currently located at four-tenth mile intervals along the bridge and at each crossover. These call boxes allow motorists to summon help in the event of an emergency. The existing Call Boxes, installed in 1999, have reached the ends of their useful lives and replacement parts are becoming difficult to obtain. This project will provide for the replacement of the call boxes with new equipment, allowing greater flexibility for the Causeway staff to handle emergencies and increased safety for the Causeway user.

#### Replace the Under Bridge Inspection Unit (Reachall) - \$750,000

Federal Law requires that all bridges on public roads be inspected in accordance with National Bridge Inspection Standards (23 CFR Part 650 Subsection C). The under bridge inspection unit provides the inspectors with hands on access to the Lake Pontchartrain Causeway. The GNOEC under bridge inspection unit manufactured by Reachall was purchased in 1993. The unit was rebuilt at the 10-year service mark and is due for the 20-year rebuild. The Commission has budgeted for the purchase of a replacement unit should the cost to rebuild the now 23-year old unit prove too high. The new under bridge inspection unit will have capabilities in the boom and basket to allow GNOEC to perform bearing pad replacement. The Commission indicates that if the current unit can be rebuilt at a lower cost, it will rebuild the current unit in lieu of purchasing a new one.

#### Monroe Street Overpass and Frontage Road Rehabilitation - \$750,000

The project was originally constructed in the early 1990s and needs to be rehabilitated. The bridge repairs will result in the replacement of expansion joint seals, epoxy repair of cracks in bent caps, bridge drain restoration and repair of brick fascia. The Frontage Road repairs will consist of removal and replacement of a damaged guardrail, extension of culvers and cleaning of the drainage system and replacement of the striping and pavement markers.

#### Road Rehabilitation at Monroe St and West Approach and Patching at North Approach - \$1,250,000

In 2015, the West Approach Road from the west side of the Chinchuba Bayou Bridge to the intersection with LA 22 was rehabilitated. The limits for this project will be from the end of the Monroe Street Overpass through the Chinchuba Bayou Bridge. The existing asphaltic concrete overlay and striping/pavement markings are badly worn and are in need of replacement. This project provides for the removal and replacement of two inches of the existing asphaltic concrete overlay, patching of the Portland Cement Concrete pavement as needed, replacement of the curb in the median as needed, replacement of the striping, pavement markers, and any symbols or legends. This project will also include installation of safety end treatments on existing cross-side drains, and cleaning of the existing drainage system. The guardrails across from the Chinchuba Bayou Bridge will also be replaced. Construction will be sequenced or phased in to cause minimal interruptions to the flow of

traffic. In order to extend the life of the existing asphaltic concrete overlay, the North Approach Road will also receiving patching and crack sealing. If warranted, microsurfacing will also be applied.

Northshore Maintenance Facility Improvements – Part A - \$375,000

This project will include renovations to a building constructed in 1998 and the construction of a new storage area for GNOEC maintenance equipment and spare part inventories. The renovations will include the roof replacement over offices, replacement of gutters and downspouts, replacement of roll-up doors, replacement of air-conditioning units, replacement of flooring and painting and installation of shelving in storage areas.

North Toll Plaza Canopy Roof and Lightning Protection - \$475,000

This project includes waterproofing the North Toll Plaza canopy roof and providing lightning and surge protection for the North Toll Plaza. The project will be scheduled after the dynamic message sign has been removed and replaced on the truss.

North Shore Maintenance Facility Improvements – Part B - \$800,000

The Northshore Maintenance Facility was constructed in 1998, and is need of expansion and renovations. Part B renovations will consist of replacing the flooring, roll up doors, HVAC system, and the installation of industrial shelving, painting and site drainage work.

North Toll Plaza Site Work - \$675,000

As a result of the police building renovations, approximately 15 parking spaces were removed and a driveway was closed. This project will restore the lost parking spaces and revise the driveway to accommodate toll turnarounds and fog operations. The project will also include maintenance to the north parking lot.

Toll Tag Store Software Upgrade - \$725,000

The software was last updated in 2009. The system currently can only work using Internet Explorer 9, which is no longer supported. The upgrade will include: the capability to use multiple browsers, compatibility for the violation system, and equipment upgrades. The upgrade expenses will extend over a four year period.

Toll Collection System – Violation Enforcement System (VES) - \$400,000

The Violation Enforcement System allows for an open toll road. The VES will connect to the Toll Tag Software, and the image will be reviewed to verify the vehicle has a tag or a violation letter will be issued. This project will consist of software and camera upgrades.

The Commission expects to carry forward \$9,775,233 in order to fund future projects on the major repair and improvements program. The GNOEC anticipates directing these funds to projects scheduled to begin in FY 19 and future years. In future years, the GNOEC intends to begin rehabilitating the North Approach Road, replace bearing pads and level the northbound bridge, clean and adjust bearings and level the southbound span, structural repairs to the underside of the bridge deck, painting of the steel spans, replacing or performing maintenance on the radar system, and pile encapsulation. Historically, funds are carried to the next fiscal year as the GNOEC is required by its bond indenture to have all construction funds available before a project can be initiated.

### **Safety Bays / Rails - Construction Fund 2017**

Total expenditures budgeted in the Safety Bays/Rails Construction fund are approximately \$3.5 M which will be deposited into the Construction Fund 2017 and encumbered for expenditures associated with raising the safety rails on the southbound span by 25 inches, from 21 inches to 46 inches in height. The rails are prefabricated and will bolt on top of the existing bridge structure. This project will also add six safety bays of 672 feet in length to both the south and northbound spans, for a total of 12 bays. The bays will increase the segment width of the corresponding spans by approximately 16 feet.

The Commission anticipates spending approximately \$650,000 in FY 18 to go towards expenditures associated with the Safety Shoulders (\$250,000) and Southbound Bridge Rail Improvements (\$400,000).

The Commission intends to carry forward approximately \$105 M within the Construction Fund 2017 from FY 18 to FY 19. The Commission began the year with a balance of approximately \$101,848,388, and will add the \$3,499,716 generated from the increased toll revenues.

## Salary Information for Filled Positions as of August 16, 2017

### ADMINISTRATION

<b>TITLE/POSITION</b>	<b>DATE HIRED</b>	<b>FULL PART TIME</b>	<b>FY 2017 CURRENT SALARY</b>	<b>FY 2018 PROPOSED SALARY</b>	<b>% INCREASE</b>
General Manager	9/1/09	FULL	126,027.20	128,160.20	1.69%
Chief Financial Officer	5/28/03	FULL	74,500.00	79,000.00	6.04%
Human Resource Director	6/16/95	FULL	70,865.60	74,865.60	5.64%
Executive Secretary	10/2/00	FULL	53,000.00	54,700.00	3.21%

### COMMUTER SALES

Commuter Sales Supervisor	2/22/06	FULL	34,509.60	35,509.60	2.90%
North Shore Leaderman	11/28/08	FULL	28,953.60	29,953.60	3.45%
North Shore Tag Office	11/22/99	FULL	27,476.80	28,476.80	3.64%
North Shore Tag Office	10/18/16	FULL	22,880.00	23,880.00	4.37%

### ACCOUNTING

Accountant	2/18/15	FULL	40,000.00	42,598.40	6.50%
Toll Analyst	1/26/09	FULL	33,760.00	34,860.00	3.26%
Web Special Project	6/6/12	FULL	33,245.20	34,907.20	5.00%

### CAUSEWAY BRIDGE POLICE

TITLE/POSITION	DATE HIRED	FULL PART TIME	FY 2017 CURRENT SALARY	FY 2018 PROPOSED SALARY	% INCREASE
Chief	8/5/08	FULL	103,251.20	105,000.00	1.69%
Lieutenant	10/20/97	FULL	70,387.20	74,047.33	5.20%
Lieutenant	3/15/99	FULL	68,244.80	71,793.53	5.20%
Sergeant	7/10/06	FULL	48,588.80	51,115.42	5.20%
Sergeant	11/3/09	FULL	43,180.80	45,246.20	5.20%
Sergeant	2/1/10	FULL	42,328.00	44,529.06	5.20%
Sergeant	10/12/87	FULL	75,316.80	79,233.27	5.20%
Corporal	3/17/08	FULL	48,692.80	51,224.83	5.20%
Corporal	7/28/98	FULL	60,444.80	63,587.93	5.20%
Corporal	10/14/13	FULL	38,022.40	39,999.56	5.20%
Corporal	12/2/13	FULL	38,022.40	39,999.56	5.20%
Corporal	8/16/11	FULL	42,120.00	44,310.24	5.20%
Officer	1/2/14	FULL	37,086.40	39,014.89	5.20%
Officer	7/16/12	FULL	35,651.20	37,505.06	5.20%
Officer	7/1/14	FULL	37,086.40	39,014.89	5.20%
Officer		FULL	35,651.20	37,505.06	5.20%
Officer	7/3/07	FULL	35,651.20	37,505.06	5.20%
Officer	1/16/14	FULL	37,086.40	39,014.89	5.20%
Officer	5/24/17	FULL	35,651.20	37,505.06	5.20%
Officer	5/12/14	FULL	37,086.40	39,014.89	5.20%
Officer	1/25/16	FULL	35,651.20	37,505.06	5.20%
Officer	6/1/11	FULL	38,563.20	40,568.49	5.20%
Officer	4/18/17	FULL	35,651.20	37,505.06	5.20%
Officer	10/4/10	FULL	38,563.20	40,568.49	5.20%

### HUEY P. LONG BRIDGE POLICE

Sergeant	9/1/93	FULL	70,283.20	73,937.93	5.20%
Sergeant	3/22/99	FULL	60,528.00	63,675.46	5.20%
Corporal	9/19/96	FULL	55,203.20	58,073.77	5.20%
Officer	5/26/98	FULL	58,968.00	62,034.34	5.20%
Officer	11/5/14	FULL	35,651.20	37,505.06	5.20%
Officer	3/12/07	FULL	35,651.20	37,505.06	5.20%

### TOLL COLLECTORS – NORTH SHORE

<b>TITLE/POSITION</b>	<b>DATE HIRED</b>	<b>FULL PART TIME</b>	<b>FY 2017 CURRENT SALARY</b>	<b>FY 2018 PROPOSED SALARY</b>	<b>% INCREASE</b>
North Shore Toll Supervisor	8/1/81	FULL	72,342.40	74,000	2.29%
N. S. Toll Captain	1/30/96	FULL	36,566.40	38,394.72	5.00%
Toll Collector	11/3/15	FULL	21,320.00	22,636.00	6.17%
Toll Collector	6/30/16	FULL	22,880.00	23,566.40	3.00%
Toll Collector	3/23/15	FULL	21,320.00	22,636.00	6.17%
Toll Collector	3/21/16	FULL	23,400.00	25,470.00	8.85%
Toll Collector	4/23/02	FULL	27,497.60	28,322.53	3.00%
Toll Collector	12/19/16	FULL	21,320.00	22,520.00	5.63%
Toll Collector	7/18/08	FULL	26,936.00	28,013.44	4.00%
Toll Collector	4/4/17	FULL	21,320.00	22,520.00	5.63%
Toll Collector		PART	14,862.50	15,605.63	5.00%
Toll Collector	4/27/06	PART	17,037.50	17,548.63	3.00%
Toll Collector	5/23/16	PART	14,862.50	15,605.63	5.00%
Toll Collector	2/1/17	PART	14,862.50	15,605.63	5.00%
Toll Collector	5/22/17	PART	14,862.50	15,605.63	5.00%

### COMMUNICATIONS – DISPATCH AND BASCULE

<b>TITLE/POSITION</b>	<b>DATE HIRED</b>	<b>FULL PART TIME</b>	<b>FY 2017 CURRENT SALARY</b>	<b>FY 2018 PROPOSED SALARY</b>	<b>% INCREASE</b>
Supervisor of Comm	11/1/96	FULL	64,500.00	66,100.00	2.48%
TAC Officer	9/25/00	FULL	48,048.00	49,729.68	3.50%
Dispatcher-HPL	7/31/98	FULL	38,729.60	40,472.43	4.50%
Dispatcher	3/3/08	FULL	31,137.60	32,227.16	3.50%
Dispatcher	4/23/01	FULL	24,960.00	25,958.40	4.00%
Team Leader	4/23/01	FULL	38,708.80	40,644.24	5.00%
Dispatcher	12/20/14	FULL	25,958.40	26,999.73	4.00%
Team Leader	8/31/05	FULL	35,131.20	36,536.44	4.00%
Team Leader	2/2/04	FULL	36,670.40	38,503.92	5.00%
Record Clerk	8/19/96	FULL	33,758.40	34,858.40	3.26%
Record Clerk	4/1/08	PART	23,545.60	24,645.60	4.67%
Security Operator	3/5/07	FULL	29,452.80	30,483.65	3.50%
Security Operator	5/26/17	FULL	29,120.00	30,066.40	3.25%
Supervisor	9/26/94	FULL	50,710.40	52,231.71	3.00%
Operator	1/21/14	FULL	26,208.00	26,994.22	3.00%
Operator	8/16/12	FULL	27,788.80	29,178.24	5.00%
Operator	10/3/08	FULL	31,984.80	33,226.75	4.00%
Operator	7/21/03	FULL	33,945.60	35,303.42	4.00%



## MAINTENANCE

TITLE/POSITION	DATE HIRED	FULL PART TIME	FY 2017 CURRENT SALARY	FY 2018 PROPOSED SALARY	% INCREASE
Bridge/Operation Director	11/2/95	FULL	72,342.40	76,842.40	6.22%
Foreman	8/19/91	FULL	46,072.00	48,605.960	5.50%
Electrical	3/16/17	FULL	31,200.00	33,072.00	6.00%
North Shore Maintenance	9/28/15	FULL	27,456.00	28,554.24	4.00%
North Shore Maintenance	9/28/15	FULL	27,040.00	28,080.00	3.85%
North Shore Maintenance	9/21/15	FULL	27,456.00	28,828.80	5.00%
Electrical	10/1/01	FULL	43,409.60	45,580.08	5.00%
North Shore Maintenance	6/1/16	FULL	27,040.00	28,392.00	5.00%
Electrical	1/7/16	FULL	35,880.00	38,032.80	6.00%
North Shore Maintenance	10/1/02	FULL	32,302.40	33,917.52	5.00%
S.S. Maintenance Supervisor	2/23/09	FULL	38,147.20	40,054.56	5.00%
South Shore Maintenance	11/12/15	FULL	27,456.00	28,828.80	5.00%
South Shore Maintenance	10/27/08	PART	21,964.80	23,063.04	5.00%

## MOTORIST ASSISTANCE PATROL

MAP Supervisor	8/2/04	FULL	33,280.00	35,110.40	5.50%
Operator	6/8/17	FULL	27,040.00	28,600.00	5.77%
Operator	2/2/15	FULL	29,036.80	30,779.01	6.00%
Operator	6/6/16	FULL	28,600.00	29,744.00	4.00%
Operator	12/16/16	FULL	28,600.00	30,030.00	5.00%
Operator	4/8/13	FULL	29,036.80	30,198.27	4.00%
Operator	5/5/16	FULL	28,600.00	30,030.00	5.00%

## VEHICLE MAINTENANCE

Supervisor	10/8/86	FULL	43,971.20	46,169.76	5.00%
Mechanic	11/13/00	FULL	40,123.20	42,129.36	5.00%
Mechanic	2/21/11	FULL	29,036.80	30,779.01	6.00%



John Carpenter  
Legislative Fiscal Officer

**STATE OF LOUISIANA**  
**LEGISLATIVE FISCAL OFFICE**  
**BATON ROUGE**

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To: The Honorable Eric Lafleur, Chairman  
Joint Legislative Committee on the Budget  
The Honorable Members of the Joint Legislative Committee on the Budget

From: John Carpenter, Legislative Fiscal Officer  
Zach Rau, Fiscal Analyst

Date: October 28, 2016

Subject: GREATER NEW ORLEANS EXPRESSWAY COMMISSION  
FY 17 BUDGET ANALYSIS

The Greater New Orleans Expressway Commission (GNOEC) staff annually prepares its budget for approval by the Commissioners in accordance with its bond indenture. Upon approval by the GNOEC, the budget is then submitted to the Legislative Fiscal Office. The GNOEC approved the original budget and submitted the approved budget to the Legislative Fiscal Office on August 16, 2016.

Prior to the submission of the annual operating budget to the Joint Legislative Committee on the Budget (JLCB) for its approval or rejection, the Legislative Fiscal Office reviews the submission of the budget for mathematical accuracy and content. In addition, the Legislative Fiscal Office prepares an analysis of the budget submitted by the GNOEC and provides this report to the Joint Legislative Committee on the Budget (JLCB) for its consideration.

**BUDGET SUMMARY, FISCAL YEAR 2016-17**  
**Greater New Orleans Expressway Commission**

	Actual	Actual	Approved	Estimated	Requested	Approved	Page	Notes
	<u>FY 14</u>	<u>FY 15</u>	<u>FY 16</u>	<u>Year End</u> <u>FY 16</u>	<u>FY 17</u>	<u>FY 16</u> <u>vs. FY 17</u>	<u>No.</u>	
<b>Means of Finance</b>								
Highway Fund No. 2	\$5,895,434	\$6,092,745	\$5,800,000	\$6,511,625	\$6,000,000	3.4%	3	
Tolls	\$16,146,120	\$16,455,022	\$16,498,000	\$16,555,000	\$19,480,000	18.1%	3-4, 10-12	Toll Increases, Bond Issuance
Bond Proceeds	\$0	\$0	\$0	\$0	\$98,890,000	-	4	Bridge Improvement Funds
Interest Income	\$43,810	\$35,033	\$25,000	\$53,142	\$35,000	40.0%	4	Higher Toll Revenues Accruing Interest
Other Revenue	\$75,738	\$71,362	\$10,000	\$32,735	\$15,000	50.0%		
<b>Total MOF</b>	<b>\$22,161,102</b>	<b>\$22,654,162</b>	<b>\$22,333,000</b>	<b>\$23,152,502</b>	<b>\$124,420,000</b>	457.1%		
<b>Expenditures</b>								
Salaries	\$3,967,580	\$3,943,388	\$4,385,477	\$4,049,033	\$4,289,933	-2.2%	5-6	
Related Benefits	\$34,180	\$1,778,951	\$2,198,424	\$1,769,233	\$2,031,807	-7.6%	5-6	Dependent Coverage Reduction in Insurance
Other Compensation	\$1,842,624	\$26,695	\$34,180	\$34,180	\$34,180	0.0%		Commissioners' salaries
<b>Personnel Svcs.</b>	<b>\$5,844,384</b>	<b>\$5,749,034</b>	<b>\$6,618,081</b>	<b>\$5,852,446</b>	<b>\$6,355,920</b>	-4.0%		
<b>Operating Services</b>	<b>\$3,255,523</b>	<b>\$3,091,919</b>	<b>\$3,225,000</b>	<b>\$3,178,618</b>	<b>\$3,209,000</b>	-0.5%	6, 14	Increase in toll deposits
<b>Supplies</b>	<b>\$1,589,028</b>	<b>\$1,257,227</b>	<b>\$1,305,800</b>	<b>\$1,218,013</b>	<b>\$1,282,250</b>	-1.8%	6, 14-15	
<b>Operating Expenses</b>	<b>\$4,844,551</b>	<b>\$4,349,146</b>	<b>\$4,530,800</b>	<b>\$4,396,631</b>	<b>\$4,491,250</b>	-0.9%		
<b>Professional Services</b>	<b>\$201,229</b>	<b>\$256,562</b>	<b>\$211,500</b>	<b>\$204,026</b>	<b>\$211,500</b>	0.0%	6, 16	
Debt Service	\$4,535,948	\$4,220,484	\$4,288,544	\$4,288,544	\$6,539,538	52.5%	6, 17	New Debt Service Associated with Span Improvements
State Surplus-HPL	\$1,853,866	\$1,740,496	\$1,941,121	\$1,671,314	\$1,788,849	-7.8%	6, 19	
<b>Other Charges</b>	<b>\$6,389,814</b>	<b>\$5,960,980</b>	<b>\$6,229,665</b>	<b>\$5,959,858</b>	<b>\$8,328,387</b>	33.7%		
Acquisitions	\$286,040	\$347,075	\$505,603	\$505,603	\$492,825	-2.5%	6-7, 20-21	
Safety Bays/Rails Construction Fund	\$0	\$0	\$0	\$0	\$98,890,000	-	6-7, 20-21	Line Item for Span Improvements
Maj. Rep./Cap. Imps.	\$4,595,084	\$5,991,365	\$4,237,351	\$6,233,938	\$5,650,118	33.3%	6-7, 20-25	
<b>Acquisitions/Repairs</b>	<b>\$4,881,124</b>	<b>\$6,338,440</b>	<b>\$4,742,954</b>	<b>\$6,739,541</b>	<b>\$105,032,943</b>	2,114.5%		
<b>Total Expenditures</b>	<b>\$22,161,102</b>	<b>\$22,654,162</b>	<b>\$22,333,000</b>	<b>\$23,152,502</b>	<b>\$124,420,000</b>	457.1%		

Section 2 of Act 875 of 1988 requires the GNOEC to submit its annual budget to the Joint Legislative Committee on the Budget for its approval or rejection prior to the expenditure of funds contained in such budget. Act 842 of the 2008 Regular Legislative Session requires "...consideration of operating budgets shall be given in advance of the beginning of the subject entity's fiscal year." The GNOEC's new fiscal year begins on November 1, 2016; therefore, its annual operating budget is being presented at this time.

## **BUDGET SUMMARY**

The Greater New Orleans Expressway Commission (GNOEC) is requesting approval of a FY 17 budget that represents a 457.1% increase, or \$102.1 M total means of finance, from the budget approved by the JLCB for FY 16. A majority of the increase, \$98.9 M, is derived from anticipated bond proceeds that the Commission will use to fund improved safety rails on the southbound span and the addition of safety bays to both spans.

Furthermore, the Commission anticipates an increase in toll revenues of approximately \$3.0 M more than originally budgeted in FY 16. The elevated toll revenues are primarily associated with toll increases allowed by Act 481 of the 2016 Regular Session. The new tolls will begin on May 1, 2017 and be used to back the bond issuance that will fund the aforementioned improvements to the spans.

## **MEANS OF FINANCING**

### **State Highway Fund Number 2**

State Highway Fund No. 2 revenues are derived from vehicular license taxes collected in the parishes: Orleans, Jefferson, St. John the Baptist, St. Charles, Tangipahoa and St. Tammany. These revenues are disbursed as follows: 1) fifty percent (50%) accruing to GNOEC, 2) all monies collected in Orleans Parish from vehicular registration license fees and taxes from trucks and trailers pursuant to LA R.S. 47:462 are deposited into the New Orleans Ferry Fund and 3) the remaining funds are deposited into the Transportation Trust Fund (TTF-R). Based upon the Revenue Estimating Conference's latest adopted revenue forecast for FY 17 of \$13.1 M, the GNOEC's anticipated share of revenue is anticipated to total \$6.55 M in State Highway Fund No. 2 dollars in FY 17. However, GNOEC wanted to be conservative and the board has approved a budgeted amount of \$6.0 M, an increase of \$200,000 from the amount of \$5.8 M budgeted the previous three years.

The GNOEC's budget authority from State Highway Fund No. 2 is anticipated to be greater than its existing annual debt service payment backed by resources from the fund, projected to be \$4,291,038 in FY 17. As stated in earlier reports, the Legislative Fiscal Office (LFO) previously requested and received an Attorney General opinion on this matter verifying that "surplus" funds from Highway Fund No. 2 are permissible to be utilized by the GNOEC in its budget for capital improvements. The excess revenue from the Highway Fund No. 2 after the annual debt service payment is \$1,708,962 (\$6,000,000 Highway Fund #2 revenue - \$4,291,038 debt service).

Note: the line item debt service expenditure totals \$6,539,538. The discrepancy in total debt service and debt service payments backed by State Highway Fund No. 2 is due to a proposed debt service schedule for a 2017 series of bonds, the proceeds of which will fund expenditures associated with elevating safety rails on the southbound span and placing safety bays on both spans. The 2017 series of bonds is backed by an uptick in projected toll revenues based upon the toll increase approved by the GNOEC in August 2016. Furthermore, Act 481 provides that the 2017 bond issuance cannot be backed using State Highway Fund No. 2 revenues, and must be backed using toll revenues.

### **Toll Revenues/Bond Proceeds/Interest Income**

Toll revenues are budgeted based upon historical collections and trends in traffic patterns. The budget for toll revenues for FY 17 is projected to increase by approximately 18.1% from the amount originally projected for FY 16. Toll revenues are budgeted at \$19,480,000 for FY 17, which is approximately \$3.0 M more than the total approved in FY 16 (\$16,498,000).

The increase in toll revenues is primarily associated with toll increases approved by the Commission in August 2016 to back a bond issuance (see "Bond Proceeds" below) used to fund improvement projects outlined in Act 481 of the 2016 Regular Session. Toll collections depend upon vehicle type and payment method, which includes full fare and discounted fare programs. The toll increase raises Commuter (toll tag) tolls by \$1.00, from \$2.00 to \$3.00, and increases cash tolls by \$2.00, from \$3.00 to \$5.00. The new tolls will begin on May 1, 2017, the second half of FY 17. The GNOEC's engineering contractor, Stantec, anticipates that the increased revenues from the higher tolls may be depressed by a number of factors, including traffic trends on the spans, as well as current population and employment trends in the Greater New Orleans Area.

For reference, the total number of one-way crossings on the expressway is anticipated to be 6,621,672 in FY 17 as opposed to a projected 6,534,960 in FY 16, or 86,712 more crossings (see table on page 10). The full toll schedule is outlined on page 9.

Bond proceeds are a new means of finance item in the GNOEC's FY 17 budget and total approximately \$98.9 M. The GNOEC intends to use the bond proceeds to fund the addition of safety bays to both spans and the raising of safety rails on the southbound span. Act 481 of the 2016 Regular Session allows the GNOEC to issue up to \$133 M in bonds - subject to the approval of the State Bond Commission, as well as Jefferson and St. Tammany Parish - which must be backed by toll revenues.

Interest income is projected to increase by \$10,000 from FY 16's approved budget, from \$25,000 to \$35,000. According to the GNOEC, interest collections will increase as a result of interest accruing on an increased amount of toll revenues.

## EXPENDITURES

### Personnel Expense (Salaries and Related Benefits)

The total personnel services expenditure category is requested at 4.0% less than the amount approved in FY 16. This decrease is due to a reduction of 4.5 T.O. positions due to eliminating 2 bridge monitor positions, the elimination of 1.5 positions associated with operating a Motorist Assistance Patrol (MAP) truck on the Huey P. Long Bridge and one other MAP position, and a member of the Huey P. Long records staff shifting from full to part-time employment. The number of FTEs by category for FY 16 is 13.5 administrative and 82.5 non-administrative for a total of 96. In addition, a portion of the personnel count for administration (1 FTE position) and operations (13 FTEs) are allocated to HPL Bridge expenditures.

Traditionally, administrative and supervisory personnel of the GNOEC may receive merit increases as a flat percentage based upon individual job performances. Merit increases are approved each year through the Commission's budget approval process. For FY 16, the Commission has not authorized merit increases for GNOEC personnel. The only increase included in FY 17 not associated with additional work duties is for the general manager, to annualize his salary to the amount outlined in his contract, \$122,250 plus an annual adjustment based upon the Consumer Price Index. The Commission voted to increase the general manager's salary by \$3,777.20 (3.1%) in FY 16, to \$126,027.20, in accordance with his contract.

Three administrative staff, the assistant to the general manager, the accountant, and the web special project coordinator received promotions during FY 16. The assistant to the general manager previously held the job title of executive secretary, but received a new job description with additional duties, and as a result received a salary increase of \$8,402.80, from \$44,597.20 to \$53,000. The accountant formerly held the title of bookkeeper, and received a salary increase of \$2,990.56 as a result of filling the formerly vacant accountant position. Lastly, the web special projects coordinator was promoted from the now-defunct position of watch commander. Moving to the new position increased this employee's salary by \$4,634.80, from \$28,610.40 to \$33,245.20 annually.

During FY 16, the GNOEC also increased the hourly wage floor for maintenance personnel by \$2.50 an hour, from \$10.50 to \$13.00 an hour. In addition, the GNOEC increased the hourly wage floor for Motorist Assistance Patrol operators by \$2.75 an hour, from \$11.00 to \$13.75 an hour. The increase of the salary floors is due to a survey of salaries for similar positions in the adjacent parishes and to make the GNOEC's salaries more competitive for employee retention purposes. Two employees in the maintenance program are realizing salary increases of \$3,037 a year (from \$24,003 to \$27,040 annually) and \$4,583 a year (from \$24,453 to \$29,036 annually), respectively. One Motorist Assistance Patrol operator is realizing a salary increase of \$4,098.40 as a result of raising the hourly wage floor, increasing their annual salary from \$24,938.40 to \$29,036.80.

The GNOEC currently has 32 Peace Officer Standards & Training (POST) certified police officers (24 - Causeway, 8 - Huey P. Long Bridge). Act 664 of the 2008 Regular Legislative Session provides that these police officers are eligible to receive state supplemental pay, which is currently \$500/month or \$6,000/year for a total state supplement of \$192,000 as all Causeway police officers currently receive supplemental pay. This portion of the police officers' salaries is not included in the GNOEC's budget as the state pays this amount annually. However, the GNOEC is responsible for paying the related benefits costs associated with the additional \$6,000 state salary supplement, which equates to approximately \$54,000 of additional related benefits expenditures included in the operating budget over and above the base amount.

The related benefits expenditure category for FY 17 is requested at 7.6% less than the approved budget for FY 16. The Parochial Employee's Retirement System will decrease the employer

contribution share from 13% to 12.5% effective January 1, 2017. Group insurance and retiree insurance will decrease by 12.2%. The decrease is a result of reducing dependent coverage for group insurance and is partially offset by an increase to retiree group benefits.

#### Operating Expenses (Operating Services/Material & Supplies)

Operating Expenses include advertising, the publication of public notices and minutes, insurance, travel, telephone and radio expenses, utilities and other operating services. Other operating services include payout of unused vacation and sick leave, dues and subscriptions, trustee fees, bank and visa charges for toll deposits, and other miscellaneous expenses. The FY 17 budget request for total operating expenses is \$4,491,250, which is a decrease of \$39,550, or 0.9% less than what was approved in FY 16. The bulk of this decrease is due to a projected decrease in property insurance expenses of \$25,000 and a fuel decrease of approximately \$24,000. The Commission anticipates a rent increase of \$1,000-\$2,000 a month (\$12,000 - \$24,000 annually) as a result of renewing the lease in the Volunteers of America building to partially offset any decreases.

#### Professional Services

The Commission hires outside consultants and services under professional services contracts. These items include services for bond indenture requirements in the form of independent audit and accounting services (\$85,000), engineering and traffic consultants (\$18,500), legal counsel (\$100,000), investment consultation (\$6,000) and accident investigation (\$2,000). The total projected professional services expenditure totals \$211,500, which matches the FY 16 projection.

#### Other Charges (Debt Service/Huey P. Long Bridge/State Surplus)

The Commission's existing debt service payment for FY 17 will total \$4,291,038. A new, anticipated debt service schedule with a first payment of approximately \$2,248,500 raises the overall debt service to \$6,539,538 in FY 17.

Per Act 875 of 1988, the Commission provides \$50,000 each fiscal year to the parishes of St. Charles, St. John the Baptist, and Tangipahoa for a total of \$150,000. Per Act 1227 of 1995, the Commission provides \$50,000 to Jefferson Parish, St. Tammany Parish, the Washington Parish Infrastructure and Park Fund and the City of New Orleans. The City of New Orleans allocates its funding for use by the New Orleans Recreation Department and the New Orleans Police Department. The total of all such payments is \$200,000. Transfers made pursuant to Act 875 of 1988 (\$150,000) and Act 1227 of 1995 (\$200,000) total \$350,000.

The Commission is responsible for the policing of the Huey P. Long Bridge and budgets \$1,438,849 for FY 17 expenditures paid from anticipated surplus revenues. Since Act 875 of 1988, the Commission has budgeted expenditures for the policing of the Huey P. Long Bridge, not as a part of its operating budget, but as a reduction to surplus. This represents a requested decrease of \$152,272, or 17%, below the level approved for FY 16. The decrease is primarily related the retirement of two employees and the corresponding reduction in salaries and benefits, as well as the elimination of a Motorist Assistance Patrol (MAP) Truck for use on the bridge. The wider bridge lanes and added shoulders eliminated the need for the MAP truck on the Huey P. Long Bridge.

#### Total Acquisitions & Major Repairs

This category includes capital acquisitions and the major repairs / capital improvement program. The Commission's budget request increases \$100.29 M, or 2,114.5%, in expenditures to a new total of \$105.03 M. A majority of this increase is due to a line item expenditure for the addition of higher safety rails to both spans and the addition of safety bays to both spans at a total cost of

\$98.89 M. The major repairs and capital improvements expenditure category increases by approximately \$1.41 M, or 33.3%, from the amount approved in FY 16. This item also includes acquisitions, which total \$492,825 in FY 17, a decrease of \$12,778 (2.5%) from the approved amount in FY 16.

The approved budget request for the capital improvements/ rehabilitation program includes fourteen (14) projects. These projects include: North Channel Bascule Mechanical Maintenance (\$475,000), \*Upgrade Closed Circuit TV System (\$750,000), \*High Voltage Power System - Control System and Surge Protection (\$250,000), \*Resurface Pavement - North (16-Mile Hump) and South (8-Mile Hump) Marine Crossings (\$700,000), Replace Dynamic Message Signs (\$3,000,000), Replace Call Boxes (\$500,000), Replace Under Bridge Inspection Unit - Reachall Truck (\$750,000), Demolition of 9-Mile Turnaround (\$2,500,000), Monroe Street Overpass and Frontage Road Rehabilitation (\$1,600,000), Northshore Maintenance Facility Improvements (\$300,000), North Toll Plaza Canopy Roof and Lightning Protection (\$500,000), North Toll Plaza Generator Fuel Relocation (\$420,000), and North Toll Plaza Site Work (\$700,000). The GNOEC is required to have all funds available prior to the start of any capital improvement project. This project list includes new projects as denoted with an asterisk (\*) above, as well as continuing projects started with funds accrued in prior fiscal years.

As a result of the number of projects proposed for FY 17 and the cost associated with the projects, the amount of available funding estimated to be carried forward into FY 18 is significantly less than recent years. To the extent the requested projects are completed in FY 17, the balance at the end of the year will be approximately \$4.47 M, which is less than the FY 16 projected ending balance of \$12.9 M and less than the FY 14 and 15 ending balances of \$19.84 M and \$15.66 M, respectively. The impact of a significantly reduced carry forward balance would be either fewer capital improvement/rehabilitation projects for future years or smaller, less costly projects would be undertaken.



## **BUDGET ISSUES**

### **Act 481 of the 2016 Regular Session -Toll Increases, Toll Bonds, Span Improvements**

The legislature passed Act 481 during the 2016 Regular Session, which allows the GNOEC to carry out improvements to both spans of the bridge, including the addition of safety bays and higher safety rails. Act 481 allows the GNOEC to issue toll bonds, the proceeds of which would be used to fund the higher safety rails and safety bays. The bond issuance is subject to approval of the State Bond Commission, as well as Jefferson and St. Tammany Parishes, the localities that the bridge directly serves. Act 481 also states that the bonds must be backed using revenues derived from tolls and cannot be supplemented by State Highway Fund No. 2, which the GNOEC uses to fund its current debt service payments. As a result, the GNOEC voted to increase toll schedules for use of the bridge in August 2016, allowing the Commission to back the bond issuance with increased toll revenues.

The GNOEC's desire to increase rail height and add safety bays is a result of vehicles going overboard on both spans. Since 1994, the first year a vehicle went over the railing, fifteen vehicles have gone overboard which have resulted in 11 fatalities. Fourteen of the fifteen vehicles have been trucks or sport utility vehicles. There has only been 1 vehicle that has gone overboard while traveling on the northbound span and that occurred in 1994. The other 14 vehicles went overboard on the southbound span. The southbound span is the older of the two spans and has a lower rail height compared to the northbound span. The southbound span opened in 1956 and has a rail height of 25 inches compared to the northbound span, opened in 1969, with a height of 31 inches.

Act 481 allows the GNOEC to fund higher safety rails on both spans at a cost of up to \$67 M. The GNOEC contracted with Texas A&M University to develop a rail that would fasten to the top of the existing rails on the southbound and northbound spans. Two options were tested. Option A would increase the rail height of the southbound span by 21 inches for a total rail height of 46 inches (25 inch existing rail height + 21 inch addition) at a total estimated cost of \$40 M. It would include 2 bars spanning the length of the bridge on both sides and would be secured to the bridge by a bolt on the top and side of the existing rail. Option B would increase the rail height on the northbound span by 12 inches for a total rail height of 43 inches (31 inch existing rail height + 12 inch addition) at a total estimated cost of \$27 M. It would include 1 bar spanning the length of the span on both sides and would be secured to the bridge by 1 bolt on the top of the existing rail. Because a majority of the overboard incidents occur on the southbound span, the GNOEC chose to raise the rails on that span only at an estimated cost of \$40 M.

In addition to increasing the rail heights on both spans, Act 481 allows the GNOEC to add safety bays to both spans of the bridge at a cost of up to \$63 M. The safety bays would have a length of 672 feet each and would be a lane added to each span of the bridge that would allow vehicles to pull off in case of mechanical failure or wrecks. The concept calls for 12 safety bays in total, with the Northbound and Southbound bridges each having six. The safety bays on the Southbound Bridge require 12 of its 56-foot spans to be widened and the Northbound Bridge safety bays require 8 of its 84-foot spans to be widened. The safety bays will add up to an additional 16 feet of width to the corresponding spans.

Act 481 allows for the issuance of toll bonds of up to \$133 M to fund the improved safety measures on both spans. However, because a majority of the overboard incidents have occurred on the southbound span, the GNEOC has decided to increase the rail height on that span only (Option A), while adding safety bays to both spans. The GNOEC's anticipated expenditure for the addition of the safety bays and the increased rail heights on the southbound span totals approximately \$103 M (\$63 M - Safety Bays, \$40 M - increased rail heights on the southbound span). The GNOEC anticipates bond proceeds of approximately \$98.9 M to fund these

expenditures. The difference between the bond proceeds and the total cost of the project, approximately \$4.1 M, represents the cost of issuance (including underwriters' discounts, bond insurance, etc.) of the bond indenture and will be funded using toll revenues.

## TOLL RATES AND REHABILITATION PROJECTS

In February 1995, the Greater New Orleans Expressway Commission (GNOEC) increased tolls and charges on the Lake Pontchartrain Causeway. The revenues generated from the increase are dedicated for the purpose of funding major repairs/capital improvement projects. The schedule of tolls and charges below became effective February 1, 1995.

The GNOEC increased tolls during an August 2016 meeting. Proceeds from the increased toll revenues will be used to finance a bond issuance, the proceeds from which will fund higher safety rails on the southbound span and safety bays on both spans. The new toll schedule becomes effective on May 1, 2017. A table including the new toll schedule is below.

NOTE: The GNOEC began one-way toll collections in May 1999. Tolls have been collected only on the North Shore since that time.

### PRIOR AND CURRENT TOLL SCHEDULE

<u>Height</u>	<u>Type</u>	<u>Axles</u>	<u>Current Toll</u>	<u>Prior Toll</u>
Under 7'6"	Toll Tag Cash	2	\$2.00	\$0.50
		2	\$3.00	\$1.00
		3	\$4.50	\$1.50
		4	\$6.00	\$2.00
		5+	\$7.50	\$2.50
Over 7'6"	Cash	2	\$6.00	\$2.35
		3	\$9.00	\$2.90
		4	\$12.00	\$3.75
		5+	\$15.00	\$4.00

### FUTURE TOLL SCHEDULE (Effective May 1, 2017)

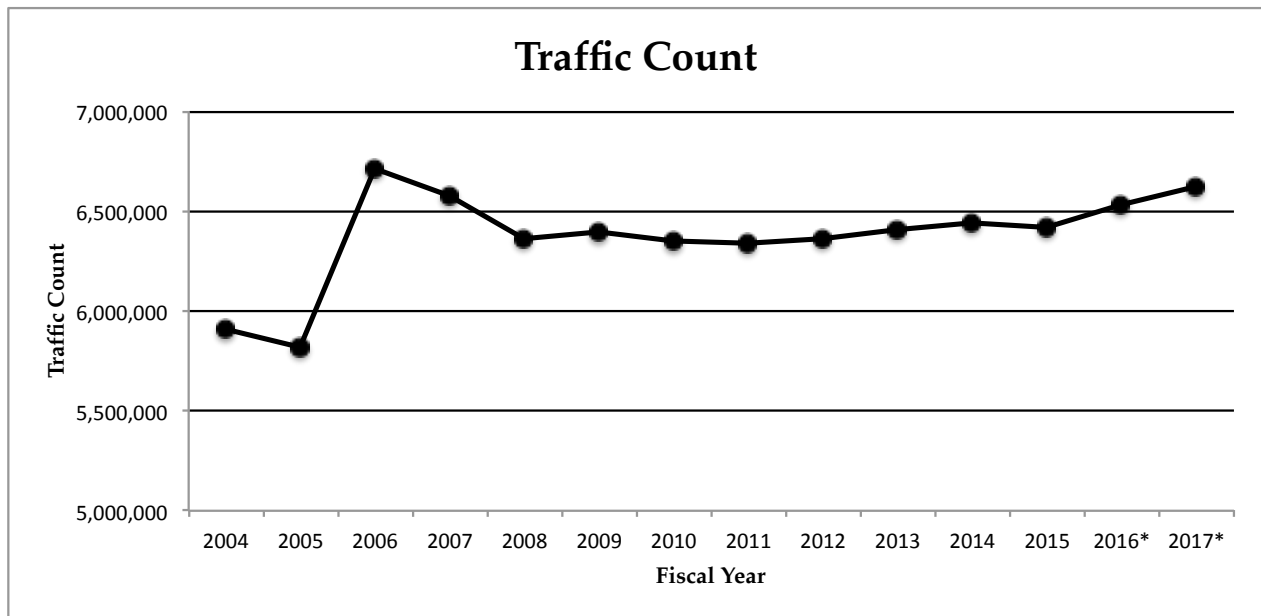
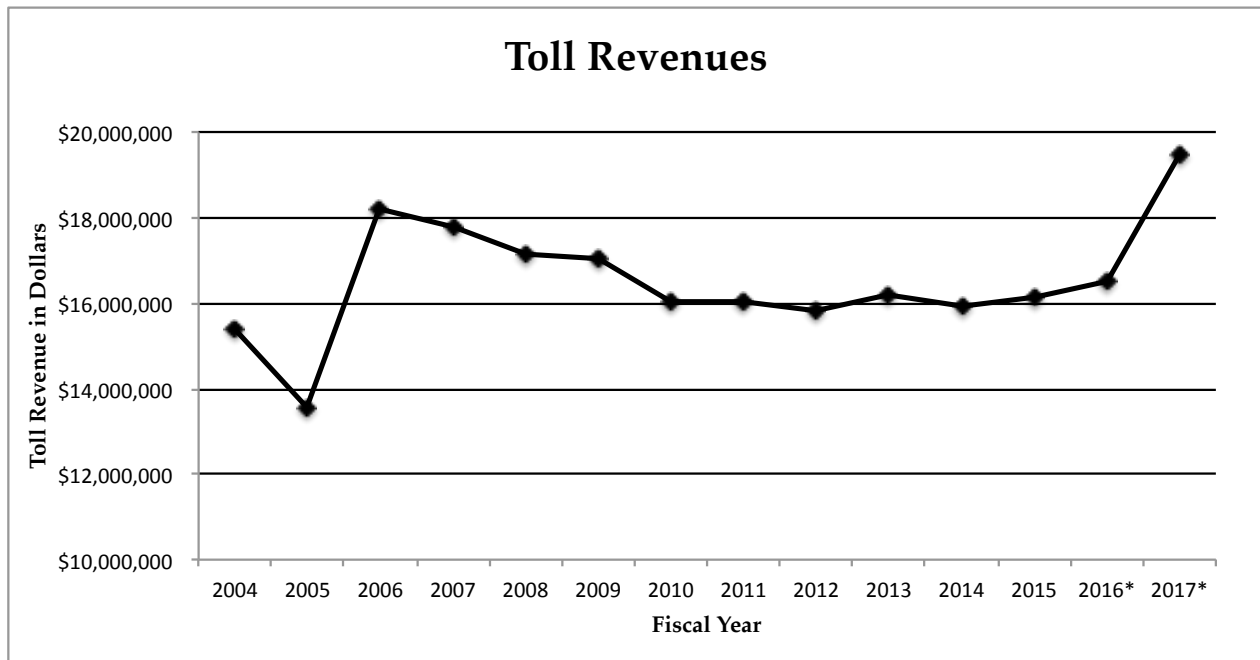
	Toll Tag		Cash	
# of Axles	Under 7'	Over 7'	Under 7'	Over 7'
2	\$3.00	\$9.00	\$5.00	\$9.00
3	\$6.75	\$13.50	\$7.00	\$14.00
4	\$9.00	\$18.00	\$9.00	\$18.00
5	\$11.25	\$22.50	\$12.00	\$23.00
6	\$11.25	\$22.50	\$12.00	\$23.00
7+	\$11.25	\$22.50	\$12.00	\$23.00

### **Toll Revenues**

Toll revenues are budgeted based upon historical collections and trends in traffic patterns. The collections from toll revenues in FY 17 are projected to increase by approximately 18.1% from the amount approved for FY 16. Toll revenues are projected at \$19,480,000 for FY 17, or \$3.0 M more than the \$16,498,000 approved in FY 16. On page 12 are graphs that illustrate toll revenue collections and traffic counts from FY 04 (pre-Katrina levels) to projected levels in FY 17. Traffic counts and toll collections realized annual declines between FY 06 and FY 10, but appear to have stabilized and remained relatively flat since that time with the first large increase projected in FY 16. A majority of the increase in FY 17 is a result of the increased tolls, with the elevated revenues being used to back the issuance of bonds to fund bridge safety improvements. The GNOEC's engineering contractor, Stantec, anticipates that the increased revenues from the higher tolls may be depressed by a number of factors, including traffic trends on the spans, as well as current population and employment trends in the Greater New Orleans Area.

<b><u>FY</u></b>	<b><u>Toll Revenues</u></b>	<b><u>Traffic Count</u></b>
2004	\$15,421,017	5,909,426
2005	\$13,566,529	5,814,832
2006	\$18,184,159	6,707,603
2007	\$17,768,414	6,571,180
2008	\$17,135,270	6,366,320
2009	\$17,047,947	6,400,327
2010	\$16,025,247	6,355,044
2011	\$16,018,853	6,337,597
2012	\$15,811,025	6,364,746
2013	\$16,212,070	6,409,719
2014	\$15,916,000	6,445,170
2015	\$16,363,000	6,413,600
*2016	\$16,498,000	6,534,960
*2017	\$19,480,000	6,621,672

\*Figures are projected through end of FY 16 and estimated for FY 17.



\*Figures are projected through end of FY 16 and estimated for FY 17.

## PERSONNEL EXPENSES

<u>SALARIES</u>	<u>FTE</u>	<u>Actual</u> <u>FY 14</u>	<u>FTE</u>	<u>Actual</u> <u>FY 15</u>	<u>FTE</u>	<u>Approved</u> <u>FY 16</u>	<u>FTE</u>	<u>Requested</u> <u>FY 17</u>
General Manager	1	\$114,660	1	\$120,000	1	\$122,250	1	\$126,027
Office Personnel	19	\$728,645	18.5	\$688,307	18.5	\$804,766	13.5	\$602,314
<u>Less: HPL Adm.</u>	<u>(3)</u>	<u>(\$129,897)</u>	<u>(3)</u>	<u>(\$98,410)</u>	<u>(3)</u>	<u>(\$137,265)</u>	<u>(1)</u>	<u>(\$84,208)</u>
<b>Total Administrative Salaries</b>	<b>17</b>	<b>\$713,408</b>	<b>16.5</b>	<b>\$709,897</b>	<b>16.5</b>	<b>\$789,751</b>	<b>13.5</b>	<b>\$644,133</b>
Toll Collectors	15.5	\$493,970	15.5	\$497,332	16	\$514,396	16	\$489,217
Bridge Monitors	4.5	\$56,398	2	\$58,047	2	\$33,737	0	\$0
Maintenance	28	\$914,347	28	\$867,431	28	\$1,092,927	26	\$1,067,489
Bascul Operators	5	\$205,428	5	\$202,372	5	\$200,408	5	\$196,136
Dispatch	12	\$466,645	12	\$479,010	12	\$539,803	16.5	\$676,322
Police	32	\$1,866,689	32	\$1,860,353	32	\$2,022,865	32	\$2,020,447
<u>Less: HPL Operations</u>	<u>(13)</u>	<u>(\$749,255)</u>	<u>(13)</u>	<u>(\$731,054)</u>	<u>(13)</u>	<u>(\$808,410)</u>	<u>(13)</u>	<u>(\$803,811)</u>
<b>Total Operations Salaries</b>	<b>84</b>	<b>\$3,254,222</b>	<b>81.5</b>	<b>\$3,233,491</b>	<b>82.0</b>	<b>\$3,595,726</b>	<b>82.5</b>	<b>\$3,645,800</b>
<b>TOTAL SALARIES</b>	<b>101.0</b>	<b>\$3,967,630</b>	<b>98.0</b>	<b>\$3,943,388</b>	<b>98.5</b>	<b>\$4,385,477</b>	<b>96.0</b>	<b>\$4,289,933</b>
<b>RELATED BENEFITS</b>								
Parochial (Retirement)		\$808,117		\$791,984		\$805,933		\$746,823
Group Insurance		\$1,109,283		\$1,050,274		\$1,533,136		\$1,199,313
Retirees Group Benefits		\$164,934		\$169,074		\$175,000		\$300,000
Gov. Def. Comp. Plan		\$85,000		\$85,000		\$85,000		\$85,000
<u>Less: HPL Rel. Benef.</u>		<u>(\$324,710)</u>		<u>(\$317,381)</u>		<u>(\$400,645)</u>		<u>(\$299,329)</u>
<b>Total Related Benefits</b>		<b>\$1,842,624</b>		<b>\$1,778,951</b>		<b>\$2,198,424</b>		<b>\$2,031,807</b>
<b>OTHER COMPENSATION*</b>		<b>\$34,180</b>		<b>\$26,695</b>		<b>\$34,180</b>		<b>\$34,180</b>
<b>Total Personnel Expense</b>		<b>\$5,844,434</b>		<b>\$5,749,034</b>		<b>\$6,618,081</b>		<b>\$6,355,920</b>

\*Other Compensation represents the salaries of the Greater New Orleans Expressway Commissioners. The five appointed commissioners are paid \$569.66 per month for Commission duties as provided by an amendment to the Articles of Incorporation of the Greater New Orleans Expressway Commission. The Parishes of Jefferson and St. Tammany executed the Articles of Incorporation on October 20, 1954, with the above amendment being approved on August 7, 1986.

<u>Requested Adjustments to Full Time Equivalency Position (FTE) Count:</u>	<u>FTEs</u>
FY 16 FTEs Approved (Including HPL Personnel)	114.5
FY 17 FTEs Requested (Including HPL Personnel)	110.0

## OPERATING EXPENSES

	Actual	Actual	Approved	Requested	FY 16
<u>OPERATING SERVICES</u>	<u>FY 14</u>	<u>FY 15</u>	<u>FY 16</u>	<u>FY 17</u>	<u>to FY 17</u>
Advertising (Motorist Safety)	\$2,613	\$8,731	\$20,000	\$20,000	0.0%
Publication of Public Notices and Minutes	\$1,825	\$1,365	\$2,000	\$1,500	-25.0%
Insurance	\$2,472,962	\$2,212,646	\$2,400,000	\$2,375,000	-1.0%
Travel	\$0	\$450	\$1,000	\$1,000	0.0%
Telephone and Radio	\$235,386	\$235,398	\$220,000	\$235,000	6.8%
Utilities	\$212,549	\$200,162	\$205,000	\$185,000	-9.8%
Bank/ Visa Charge on Toll Deposits	\$217,828	\$227,516	\$210,000	\$225,000	7.1%
Bank Trustee Fees	\$6,401	\$11,448	\$9,000	\$8,500	-5.6%
Dues & Subscriptions	\$4,100	\$7,538	\$8,000	\$8,000	0.0%
<u>Unused vacation and sick leave</u>	<u>\$101,859</u>	<u>\$186,665</u>	<u>\$150,000</u>	<u>\$150,000</u>	<u>0.0%</u>
<b>TOTAL OPER. SERVICES</b>	<b>\$3,255,523</b>	<b>\$3,091,919</b>	<b>\$3,225,000</b>	<b>\$3,209,000</b>	<b>-0.5%</b>

There is a \$16,000 decrease, or 0.5%, from approved FY 16 to requested FY 17 due primarily to a projected decrease in insurance costs of \$25,000 and utility costs of \$20,000. The decrease in insurance costs is a result of securing a two-year renewal of property insurance at a lower rate. Furthermore, Commission staff indicates a savings on utilities due to less usage. Bank / Visa Charge on Toll Deposits increased by \$15,000 as a result of automatic rebills on accounts. Tag accounts increased by 5,055 since 2015 and tag counts increased by 7,814 during the same period. The tag counts for the GNOEC increased from 43,845 in 2006 to 105,930 in 2016, a 141.6% increase and the number of accounts increased from 33,191 in 2006 to 66,809 in 2015, a 101.3% increase.

## SUPPLIES EXPENSE

	Actual	Actual	Approved	Requested	FY 16
<u>SUPPLIES</u>	<u>FY 14</u>	<u>FY 15</u>	<u>FY 16</u>	<u>FY 17</u>	<u>to FY 17</u>
Office Expense and Supplies	\$315,077	\$251,439	\$260,150	\$261,900	0.7%
Operating Expense and Supplies	\$721,260	\$443,556	\$557,800	\$541,000	-3.0%
<u>Repair and Maintenance Supplies</u>	<u>\$552,691</u>	<u>\$562,232</u>	<u>\$487,850</u>	<u>\$479,350</u>	<u>-1.7%</u>
<b>TOTAL SUPPLIES</b>	<b>\$1,589,028</b>	<b>\$1,257,227</b>	<b>\$1,305,800</b>	<b>\$1,282,250</b>	<b>-1.8%</b>

### Office Expense and Supplies:

The GNOEC is requesting a 0.7% increase in its office expense and supply budget. Included in this general ledger account are the costs related to leased office space, disposal services, postage, extermination and termite control, office machine repairs and maintenance contracts, and other general administrative office supplies. The increase is in anticipation of a higher per-month rent (\$1,000 - \$2,000 monthly) as a result of renewing the Commission's lease in the Volunteers of America building.

### Operating Expenses and Supplies:

The requested budget for FY 16 is \$541,000, or a 3.0% decrease from the previous approved budget and is attributed to decreased auto and truck fuel expenses. Included in the Operating Supplies general ledger account are the costs associated with vehicle and truck repairs and routine preventative maintenance. Gasoline, oil, auto parts, tires, lubricants, diesel fuel and any similar costs are in this account. All police equipment mounted on the vehicles and related maintenance is in this account. Also included in this account are all police uniforms, protective equipment and any expenditures for police car retrofitting.

Repair and Maintenance Supplies:

The requested budget for FY 16 is \$479,350, or a 1.7% decrease from the amount budgeted in FY 16. The reduction is primarily associated with utilization of sticker toll tags, as opposed to the plastic hard-case models, which results in a net savings of approximately \$48,000 annually. Included in this account are the costs for general maintenance and supplies needed on the bridge, toll tags, toll system software maintenance, computer and electronic repairs on all bridge equipment, plumbing and janitorial supplies for the entire operation, and air conditioning contracts and other miscellaneous items dealing with operations maintenance. Also included are the components of the crash attenuators on the bridge, which must be kept in stock and used by maintenance personnel in repairing damages throughout the year.



## PROFESSIONAL SERVICES

	Actual	Actual	Approved	Requested	FY 16
<u>PROFESSIONAL SERVICES</u>	<u>FY 14</u>	<u>FY 15</u>	<u>FY 16</u>	<u>FY 17</u>	<u>to FY 17</u>
<b>Accounting and Finance</b>					
Independent Audit	\$19,000	\$21,760	\$20,000	\$20,000	0.0%
<u>Accounting Services</u>	<u>\$59,561</u>	<u>\$60,685</u>	<u>\$65,000</u>	<u>\$65,000</u>	<u>0.0%</u>
<b>Total Accounting and Finance</b>	<b>\$78,561</b>	<b>\$82,445</b>	<b>\$85,000</b>	<b>\$85,000</b>	<b>0.0%</b>
<b>Engineering</b>					
Engineering Traffic Consultant	\$7,000	\$8,000	\$8,000	\$10,000	25.0%
<u>Engineering Consultant</u>	<u>\$11,402</u>	<u>\$12,851</u>	<u>\$8,500</u>	<u>\$8,500</u>	<u>0.0%</u>
<b>Total Engineering</b>	<b>\$18,402</b>	<b>\$20,851</b>	<b>\$16,500</b>	<b>\$18,500</b>	<b>12.1%</b>
<b>Litigation &amp; Legal Representation</b>					
<u>General Counsel</u>	<u>\$99,219</u>	<u>\$147,449</u>	<u>\$100,000</u>	<u>\$100,000</u>	<u>0.0%</u>
<b>Other Professional Services</b>					
Investment Consultant	\$5,047	\$5,817	\$6,000	\$6,000	0.0%
Other	\$0	\$0	\$0	\$0	0.0%
<u>Accident Investigation</u>	<u>\$0</u>	<u>\$0</u>	<u>\$4,000</u>	<u>\$2,000</u>	<u>-50.0%</u>
<b>Total Other Professional Services</b>	<b>\$5,047</b>	<b>\$5,817</b>	<b>\$10,000</b>	<b>\$8,000</b>	<b>-20.0%</b>
<b>TOTAL PROF. SERVICES</b>	<b>\$201,229</b>	<b>\$256,562</b>	<b>\$211,500</b>	<b>\$211,500</b>	<b>0.0%</b>

Not included in this category are the engineering costs associated with Major Repairs and projects in the Capital Improvement Program. These costs generally range from 5% to 6% of a total project cost.

Beginning in FY 00, the Legislative Auditor began performing an annual audit of the Commission's financial statements, which is now being performed by an independent CPA firm. The Commission, with the recommendation of the Legislative Auditor, has budgeted \$20,000 for this activity.

Accounting Services includes preparation of the financial statements, budget documents, and audit services. The traffic engineer provides information pertaining to annual traffic studies and toll analyses, which are used mainly for budget and operations planning. Litigation and legal representation includes general legal consultation and litigation.

The Accident Investigation category for \$2,000 in Professional Services is to hire a company to investigate a major crash, in the event there is one. An accident investigator was last hired in FY 12 at a cost of \$2,400.

## OTHER CHARGES

<b>Other Charges Expenditures</b>	<b>Actual FY 14</b>	<b>Actual FY 15</b>	<b>Approved FY 16</b>	<b>Requested FY 17</b>	<b>FY 16 to FY 17</b>
<b><u>Debt Service</u></b>	<u>\$4,535,948</u>	<u>\$4,220,484</u>	<u>\$4,288,544</u>	<u>\$6,539,538</u>	<u>52.5%</u>
<b><u>Interagency Expense</u></b>					
Act 875 of 1988					
St. Charles Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
St. John the Baptist Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
Tangipahoa Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
<b>Total Act 875</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>0.0%</b>
Act 1227 of 1995					
City of New Orleans*	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
Jefferson Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
St. Tammany Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
Washington Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
<b>Total Act 1227</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>0.0%</b>
<b><u>Huey P. Long Bridge</u></b>	<u>\$1,503,866</u>	<u>\$1,390,496</u>	<u>\$1,591,121</u>	<u>\$1,438,849</u>	<u>-9.6%</u>
<b>Total Interagency Expense</b>	<b>\$1,853,866</b>	<b>\$1,740,496</b>	<b>\$1,941,121</b>	<b>\$1,788,849</b>	<b>-7.8%</b>
Transfer to State of Louisiana (excess GNOEC collections)	\$0	\$0	\$0	\$0	0.0%
<b>TOTAL OTHER CHARGES</b>	<b>\$6,389,814</b>	<b>\$5,960,980</b>	<b>\$6,229,665</b>	<b>\$8,328,387</b>	<b>33.7%</b>

Other Charges expenditures consist of Debt Service, Interagency Expense, and State Surplus. Interagency Expense includes expenditures per Act 875 of 1988 and Act 1227 of 1995. These Acts provide, prior to the transfer of surplus funds to the State of Louisiana, funding for the policing of the Huey P. Long Bridge and for the transfer of funds to specific local agencies as detailed in the table above. The Commission last returned surplus revenues to the State of Louisiana in FY 94 in the amount of \$104,748. Act 875 of 1988 requires the Commission to use surplus funds to police the Huey P. Long Bridge.

The increase in other charges is due primarily to the anticipation of a bond issuance to fund improvements on both spans and budgeting for the first debt service payment on the issuance. The GNOEC anticipates the payment to be approximately \$2,248,500 (see "Series 2017 Bonds Proposed Total Debt Service" on following page for full debt service schedule).

\*Act 892 of the 2008 Regular Legislative Session provides that of the \$50,000 distributed to the city of New Orleans, \$25,000 be allocated to the New Orleans Recreation Department and \$25,000 be allocated to the New Orleans Police Department.

**DEBT SERVICE REQUIREMENTS**  
**FY 17 and Forward**

<b><u>Fiscal Year</u></b>	<b><u>Series 2009 Bonds Total Debt Service</u></b>	<b><u>Series 2013 Bonds Total Debt Service</u></b>	<b><u>Series 2014 Bonds Principal</u></b>	<b><u>Series 2013 Bonds Interest</u></b>	<b><u>Series 2013 Bonds Total Debt Service</u></b>	<b><u>Series 2017 Bonds Proposed Total Debt Service</u></b>	<b><u>Combined Total Debt Service Requirements</u></b>
2017	\$1,244,906	\$2,422,763	\$0	\$623,369	\$623,369	\$2,248,500	\$6,539,538
2018	\$0	\$2,418,863	\$60,000	\$622,469	\$682,469	\$4,753,200	\$7,854,531
2019	\$0	\$2,417,663	\$65,000	\$620,594	\$685,594	\$4,718,200	\$7,821,456
2020	\$0	\$2,415,713	\$70,000	\$618,569	\$688,569	\$4,678,200	\$7,782,481
2021	\$0	\$2,421,963	\$65,000	\$616,544	\$681,544	\$4,593,200	\$7,696,706
2022	\$0	\$2,413,963	\$75,000	\$614,444	\$689,444	\$4,503,200	\$7,606,606
2023	\$0	\$2,416,588	\$75,000	\$612,194	\$687,194	\$4,408,200	\$7,511,981
2024	\$0	\$2,404,713	\$90,000	\$609,719	\$699,719	\$6,043,200	\$9,147,631
2025	\$0	\$2,403,813	\$90,000	\$607,188	\$697,188	\$5,968,200	\$9,069,200
2026	\$0	\$2,402,966	\$95,000	\$604,700	\$699,700	\$5,833,200	\$8,935,866
2027	\$0	\$2,399,409	\$100,000	\$601,894	\$701,894	\$5,693,200	\$8,794,503
2028	\$0	\$2,392,650	\$110,000	\$598,744	\$708,744	\$5,544,700	\$8,646,094
2029	\$0	\$0	\$2,545,000	\$558,919	\$3,103,919	\$5,385,450	\$8,489,369
2030	\$0	\$0	\$2,625,000	\$479,728	\$3,104,728	\$5,222,950	\$8,327,678
2031	\$0	\$0	\$2,705,000	\$394,756	\$3,099,756	\$7,422,700	\$10,522,456
2032	\$0	\$0	\$2,810,000	\$294,600	\$3,104,600	\$7,251,950	\$10,356,550
2033	\$0	\$0	\$2,920,000	\$180,000	\$3,100,000	\$7,063,700	\$10,163,700
2034	\$0	\$0	\$3,040,000	\$60,800	\$3,100,800	\$6,863,950	\$9,964,750
2035	\$0	\$0	\$0	\$0	\$0	\$6,658,450	\$6,658,450
2036	\$0	\$0	\$0	\$0	\$0	\$6,442,700	\$6,442,700
2037	\$0	\$0	\$0	\$0	\$0	\$6,222,450	\$6,222,450
2038	\$0	\$0	\$0	\$0	\$0	\$8,753,200	\$8,753,200
2039	\$0	\$0	\$0	\$0	\$0	\$8,517,700	\$8,517,700
2040	\$0	\$0	\$0	\$0	\$0	\$8,267,700	\$8,267,700
2041	\$0	\$0	\$0	\$0	\$0	\$8,003,950	\$8,003,950
2042	\$0	\$0	\$0	\$0	\$0	\$7,737,200	\$7,737,200
2043	\$0	\$0	\$0	\$0	\$0	\$7,457,700	\$7,457,700
2044	\$0	\$0	\$0	\$0	\$0	\$7,171,200	\$7,171,200
2045	\$0	\$0	\$0	\$0	\$0	\$9,998,200	\$9,998,200
2046	\$0	\$0	\$0	\$0	\$0	\$9,645,200	\$9,645,200
2047	\$0	\$0	\$0	\$0	\$0	\$9,282,100	\$9,282,100
2048	\$0	\$0	\$0	\$0	\$0	\$8,909,200	\$8,909,200
2049	\$0	\$0	\$0	\$0	\$0	\$8,526,800	\$8,526,800
2050	\$0	\$0	\$0	\$0	\$0	\$8,130,200	\$8,130,200
<b>TOTAL</b>	<b>\$1,244,906</b>	<b>\$28,931,063</b>	<b>\$17,540,000</b>	<b>\$9,319,228</b>	<b>\$26,859,228</b>	<b>\$227,919,850</b>	<b>\$284,955,047</b>

**HUEY P. LONG BRIDGE**  
**Interagency Transfer**

<b><u>Huey P. Long Bridge</u></b>	<b><u>Approved FY 16</u></b>	<b><u>Requested FY 17</u></b>	<b><u>FY 16 to FY 17</u></b>
<b>Administrative</b>			
Administrative Salaries	\$137,265	\$84,208	-38.7%
Payroll Taxes	\$19,661	\$11,601	-41.0%
Payroll Benefits	\$47,347	\$15,058	-68.2%
<u>Materials, Supplies, Contract Work</u>	<u>\$0</u>	<u>\$0</u>	<u>0.0%</u>
<b>Total Administrative Function</b>	<b>\$204,273</b>	<b>\$110,867</b>	<b>-45.7%</b>
<b>Operations</b>			
Police Patrol	\$639,320	\$638,687	-0.1%
Dispatch	\$121,821	\$145,979	19.8%
Payroll Taxes	\$120,266	\$117,272	-2.5%
Payroll Benefits	\$193,968	\$148,635	-23.4%
Materials, Supplies, and Maint.	\$90,000	\$90,000	0.0%
Telephone and Radio	\$40,000	\$40,000	0.0%
Unused Vacation and Sick Leave	\$10,000	\$10,000	0.0%
<u>Insurance</u>	<u>\$28,000</u>	<u>\$28,000</u>	<u>0.0%</u>
<b>Total Operations</b>	<b>\$1,243,375</b>	<b>\$1,218,573</b>	<b>-2.0%</b>
<b>Maintenance</b>			
Maintenance Personnel	\$47,270	\$19,146	-59.5%
Payroll Taxes	\$6,949	\$2,687	-61.3%
<u>Payroll Benefits</u>	<u>\$12,454</u>	<u>\$4,076</u>	<u>-67.3%</u>
<b>Total Maintenance</b>	<b>\$66,673</b>	<b>\$25,909</b>	<b>-61.1%</b>
<b><u>Capital Acquisitions</u></b>	<b><u>\$76,800</u></b>	<b><u>\$83,500</u></b>	<b><u>8.7%</u></b>
<b>TOTAL HUEY P. LONG BRIDGE</b>	<b>\$1,591,121</b>	<b>\$1,438,849</b>	<b>-9.6%</b>

Since Act 875 of 1988, the Commission has budgeted expenditures for the policing of the Huey P. Long Bridge, not as a part of its operating budget, but as a reduction to surplus. A percentage of the Commission's administrative, police, and maintenance salaries and benefits, equipment, and acquisitions comprise total expenditures associated with the policing function.

Total expenditures for policing the Huey P. Long Bridge is projected to decrease by \$152,272, or 9.6%. The change is due primarily to ceasing the use of a Motorist Assistance Patrol (MAP) truck on the bridge and two fewer employees being transferred from the Causeway's operations to the bridge's operations, resulting in a corresponding decrease in salaries and related benefits. Furthermore, the limitation of dependent coverage on employee insurance yields a greater savings on the Huey P. Long Bridge expense.

## ACQUISITIONS AND MAJOR REPAIRS

<u>Causeway Acquisitions, Major Repairs and Capital Improvement Program</u>	<u>Approved FY 17</u>
<b>Capital Acquisitions</b>	
Causeway Police	\$251,242
Maintenance	\$145,115
<u>Operations &amp; Administration</u>	<u>\$96,468</u>
<b>Total Capital Acquisitions</b>	<b>\$492,825</b>
<b>Safety Bays/Rails Construction Fund</b>	<b>\$98,890,000</b>
<b>Major Repairs</b>	
Extraordinary Maintenance and Consulting Engineering	\$225,000
Annual AASHTO Inspection	\$750,000
Emergency and Periodic Repairs	\$25,000
<u>Preventative Maintenance of Mechanical &amp; Electrical Systems</u>	<u>\$600,000</u>
<b>Total Major Repairs</b>	<b>\$1,600,000</b>
<b>Capital Improvements/Rehabilitation Program</b>	
North Channel Bascule Mechanical Maintenance	\$475,000
Upgrade Closed Circuit TV System	\$750,000
High Voltage Power System - Control System and Surge Protection	\$250,000
Resurface Pavement - South Marine Crossing	\$400,000
Resurface Pavement - North Channel Bascule	\$300,000
Replace Dynamic Message Signs	\$3,000,000
Replace Call Boxes	\$500,000
Replace Under Bridge Inspection Unit	\$750,000
Demolition of 9 - Mile Turnaround (Bid January 2016)	\$2,500,000
Monroe Street Overpass & Frontage Road Rehabilitation	\$1,600,000
Northshore Maintenance Facility Improvements	\$300,000
North Toll Plaza Canopy Roof and Lightning Protection	\$500,000
North Toll Plaza Generator Fuel Relocation	\$420,000
North Toll Plaza Site Work	\$700,000
<b>Total Cap. Improvements/Rehabilitation Program</b>	<b>\$12,445,000</b>
<b>Total Expenditures</b>	<b>\$113,427,825</b>
Less Funds carried forward from Prior Year (Beginning Balance)	(\$12,867,880)
<u>Funds carried forward to Next Year</u>	<u>\$4,472,998</u>
<b>Net of Carryforwards</b>	<b>\$105,032,943</b>

## **Acquisitions, Major Repairs/Capital Improvement Expenditure Category**

### **Capital Acquisitions**

Capital Acquisitions total \$492,825 in FY 17 and include items such as vehicles, radios and various Causeway police equipment. This category is requested at 2.5% less than the amount budgeted in FY 16. The decrease in FY 17 is a result of spending less on a Motorist Assistance Patrol unit than anticipated.

Causeway police acquisitions in FY 17 total \$251,242 and the expenditures include the purchase of six (6) Ford Police Interceptor Units with roof and push bumper light bars - \$186,642, six (6) Stalker Radars - \$16,800, one (1) Panasonic laptop computer - \$4,000, six (6) Watchguard In-Car Video systems - \$37,800 and four (4) inflatable boats - \$6,000.

Maintenance acquisitions for FY 16 total \$145,115 and include the purchase of one (1) Tiger Boom mower (\$48,591), one (1) Kubota Diesel Tractor (\$68,600), one (1) Grasshopper Zero-Tum Mower (\$9,429), and one (1) Wanco Three-Line message board with a trailer, hydraulic lift, and solar charger component (\$18,495).

Operations and Administration acquisitions for FY 17 total \$96,468 and include one (1) 2016 Ford F-350 truck (\$59,902) and accompanying light bar (\$2,050), one (1) Stokes life basket (\$1,339), one (1) 700 handheld radio (\$2,914), one (1) Kenwood Mobile & Portable F-2 Radio (\$1,736), two (2) lane controller computers (\$13,065), one (1) ATEN remote access switch (\$5,080), and one (1) dispatch server (\$10,382).

### **Safety Bays / Rails Construction Fund**

Total expenditures anticipated in the Safety Bays/Rails Construction fund are approximately \$98.9 M. This line item represents expenditures associated with raising the safety rails on the southbound span by 25 inches, from 21 inches to 46 inches in height. The rails are prefabricated and will bolt on top of the existing bridge structure. This project will also add six safety bays of 672 feet in length to both the south and northbound spans, for a total of 12 bays. The bays will increase the segment width of the corresponding spans by approximately 16 feet.

### **Major Repairs/Capital Improvement Program**

Total expenditures anticipated in the major repairs / capital improvement program for FY 17 is recommended at \$5,650,118. Funds carried forward to FY 17 represent \$12,867,880 in funds budgeted in prior years for major repairs and capital improvement projects. The GNOEC will carry forward a total of \$4,472,998 from FY 17 for future projects. The GNOEC is required to have all funds available prior to the start of any capital project.

A complete list of the GNOEC Capital Improvement/Rehabilitation Projects with a brief description of each project can be found below. The costs include components of design, construction, and construction management. Consulting engineering firms provide all engineering services for Major Repairs and the Rehabilitation Program. The design engineering work generally costs approximately 5-6% of the construction cost. The cost of consulting engineers employed in the management of construction contracts is approximately 5.25-6% of the total construction cost. The total cost of projects listed below equals \$14,045,000.

## **Major Repairs**

The budget approved by the Commission on August 10, 2016 includes the major repairs projects listed below. The projects approved by the GNOEC for a typical fiscal year often are changed during the course of the year due to changing priorities and other factors, which require projects to be altered or rescheduled (either delayed or accelerated). Total costs for the projects outlined below are \$1,600,000

### **Extraordinary Maintenance & Consulting Engineering - \$225,000**

The services provided include monthly and annual reporting, review of driveway and utility permits, inspection of accident site damages, inspection and coordination of repairs to bridge deck and approach roads when necessary, and other engineering services as needed.

### **Annual AASHTO Inspection of Facilities & Security Inspection - \$750,000**

This is the annual inspection of the Causeway in accordance with Federal Highway Administration (FHWA) and American Association of State Highway & Transportation Officials (AASHTO) guidelines. The GNOEC's Trust Indenture requires that the bridge be inspected annually. In addition, the Consulting Engineers conduct monthly inspections of the underside of the bridge and the navigation lights.

### **Emergency and Periodic Repairs - \$25,000**

This category includes services in connection with the bridge's electrical system, diesel spills at the Maintenance Building, bridge traffic control signs and gates, and directional signs and traffic signal lights on approach roads.

### **Preventative Maintenance Electrical / Mechanical Systems - \$600,000**

The services provided under this category are in connection with assistance in maintenance of the CCTV Security Camera System and Variable Message Signs/ Call Box System, monitoring system operations of the high voltage electrical system and assistance in maintenance of the electronic toll system.

## **Capital Improvement Projects**

The budget approved by the GNOEC on August 10, 2016 includes the capital improvement projects listed below. The projects approved by the GNOEC for a typical fiscal year often are changed during the course of the year due to changing priorities and other factors, which require projects to be altered or rescheduled (either delayed or accelerated). Total costs for the projects outlined below are \$12,445,000

### **North Channel Bascule Mechanical Maintenance - \$475,000**

The project provides for maintenance of the mechanical portion of the bascule and other repairs not covered during prior projects. The project will involve shimming the load bearings, replacing a lock bar receiver collar and lock bar operator rehabilitation.

### **Upgrade Closed Circuit TV (CCTV) System - \$750,000**

The CCTV system has been in service for approximately 10 years and has not received any major software or hardware upgrades since it was installed. Most of the hardware has reached end of life and end of support. As a result of the recording devices running full-time since installation nearly a decade ago, they are beginning to fail with minimal support available.

### **High Voltage Power System - \$250,000**

The High Voltage Power System provides power at various distribution points along the 24-mile bridge and has been in service since 2002. The system includes 11 switchgears at the utility source connections and distribution points that allow the system to be automatically reconfigured upon loss of utility power from one of the two sources (CLECO and Entergy).

This power system relies on a complex control system that communicates on a fiber optic network communication system. Because of the "daisy chain" configuration, loss of a single communication device eliminates all communication to the Supervisory Control and Data Acquisition (SCADA) master station. The proposed upgrades will provide individual communication paths from each of the 11 switchgear control stations to the SCADA master station. In the event of a loss of a single communication device at one of the 11 stations, all other stations will continue to provide data. This allows partial system status to be known until the communication failure can be resolved. The upgrades will also provide additional capabilities for data collection and remote diagnosis of power system issues. The upgrades will improve reliability of the communications for the power system controls and monitoring.

Resurface Pavement Part A (South) & B (North) Marine Crossings - \$700,000 (South - \$400,000, North - \$300,000)

The project provides for the resurfacing of the lightweight concrete decks at both the South (8-Mile Hump) and North Marine Crossings (16-Mile Hump). The existing epoxy asphalt surfaces, applied more than nineteen years ago, have become badly worn, particularly in the wheel tracks of both lanes on both bridges. The project will remove the existing surface and remove existing striping, reflector and delineator buttons. Following the removal and cleaning of the deck surface, a new polymer surface treatment will be applied and the striping, reflectors and buttons will be replaced.

Replace Dynamic Message Signs (DMS) - \$3,000,000

The Causeway currently has dynamic variable message signs at the toll plazas, crossovers and approach roads. These signs are used to alert motorists to potentially hazardous conditions on the bridge. The project will replace a total of 15 dynamic message signs. The existing DMS, installed in 1999, have reached the ends of their useful lives and replacement parts are becoming difficult to obtain. This project will provide for the replacement of the dynamic message signs with new equipment, allowing greater flexibility for the Causeway staff to handle emergencies and increased safety for the Causeway user.

Replace Call Boxes - \$500,000

Emergency call boxes are currently located at four-tenth mile intervals along the bridge and at each crossover. These call boxes allow motorists to summon help in the event of an emergency. The existing Call Boxes, installed in 1999, have reached the ends of their useful lives and replacement parts are becoming difficult to obtain. This project will provide for the replacement of the call boxes with new equipment, allowing greater flexibility for the Causeway staff to handle emergencies and increased safety for the Causeway user.

Replace the Under Bridge Inspection Unit (Reachall) - \$750,000

Federal Law requires that all bridges on public roads be inspected in accordance with National Bridge Inspection Standards (23 CFR Part 650 Subsection C). The under bridge inspection unit provides the inspectors with hands on access to the Lake Pontchartrain Causeway. The GNOEC under bridge inspection unit manufactured by Reachall was purchased in 1993. The unit was rebuilt at the 10-year service mark and is due for the 20-year rebuild. The Commission has budgeted a purchase of a replacement unit should the cost to rebuild the now 23-year old unit prove too high. The new under bridge inspection unit will have capabilities in the boom and basket to allow GNOEC to perform bearing pad replacement. The Commission indicates that if the current unit can be rebuilt at a lower cost, it will rebuild the current unit in lieu of purchasing a new one.

\*Demolition of 9-Mile Turnaround Spans - \$2,500,000

The project will remove the lower level spans of the 9-mile turnaround. In the aftermath of Hurricane Isaac, the LA DOTD and GNOEC assessed the damage and costs for the emergency repair and permanent restoration. FHWA will provide a percentage of funding for this project.



\*During FY 17, the GNOEC has two projects ongoing that are receiving construction funds via Emergency Federal Relief Funds from the Federal Highway Administration (FHWA). These two projects (9 Mile Turnaround Spans & Demolition of 9 Mile Turnaround) are associated with simultaneous repairs and improvements associated with damage incurred during Hurricanes Katrina and Isaac. The Commission anticipates the 9 Mile Turnaround Spans to be completed in FY 17. In both cases, the GNOEC is solely responsible for all costs associated with pre- construction engineering, environmental services, construction engineering and related testing services. Under the existing agreements, the Louisiana Department of Transportation and Development (DOTD) will prepare construction proposals, and advertise and receive bids in accordance with its normal practices. DOTD will then award the contract on behalf of the GNOEC to the winning bidder with concurrence of the FHWA. After award of the contract, the GNOEC will provide construction administration and inspection during construction. The federal government will fund construction costs on a reimbursement basis. DOTD will reimburse the GNOEC monthly, minus five percent retainage, up to the maximum amount of federal allocation available for the project.

Monroe Street Overpass and Frontage Road Rehabilitation - \$1,600,000

The project was originally constructed in the early 1990s and needs to be rehabilitated. The bridge repairs will result in the replacement of expansion joint seals, epoxy repair of cracks in bent caps, bridge drain restoration and repair of brick fascia. The Frontage Road repairs will consist of removal and replacement of a damaged guardrail, extension of culvers and cleaning of the drainage system and replacement of the striping and pavement markers.

Northshore Maintenance Facility Improvements - \$300,000

This project will include renovations to a building constructed in 1998 and the construction of a new storage area for GNOEC maintenance equipment and spare part inventories. The renovations will include the roof replacement over offices, replacement of gutters and downspouts, replacement of roll-up doors, replacement of air-conditioning units, replacement of flooring and painting and installation of shelving in storage areas.

North Toll Plaza Canopy Roof and Lightning Protection - \$500,000

This project includes waterproofing the North Toll Plaza canopy roof and providing lightning and surge protection for the North Toll Plaza. The project will be scheduled after the dynamic message sign has been removed and replaced on the truss.

North Toll Plaza Generator and Fuel Relocation - \$420,000

This project will relocate the emergency generator and fuel tank as a result of the police building renovations. The GNOEC will have both diesel and gasoline available for vehicles at North Toll Plaza. The fuel tanks and generator will be located to the west of the AT&T cell tower service building fronting on the driveway to the Toll Tag Store.

North Toll Plaza Site Work - \$700,000

As a result of the police building renovations, approximately 15 parking spaces will be removed and a driveway will be closed. This project will restore the lost parking spaces and revise the driveway to accommodate toll turnarounds and fog operations. The project will also include maintenance to the north parking lot.

The Commission intends to carry forward \$4,472,880 in order to fund future projects on the major repair and improvements program. The GNOEC anticipates directing these funds to projects scheduled to begin in FY 17 and future years. In future years, the GNOEC intends to begin rehabilitating the North Approach Road, replace bearing pads and level the northbound bridge, clean and adjust bearings and level the southbound span, structural repairs to the underside of the bridge deck, painting of the steel spans, replacing or performing maintenance on the radar system, and pile encapsulation. Historically, funds are carried to the next fiscal year as the

GNOEC is required by its bond indenture to have all construction funds available before a project can be initiated.

**Salary Information for Filled Positions as of August 16, 2016****ADMINISTRATION**

<b>TITLE/POSITION</b>	<b>DATE HIRED</b>	<b>FULL PART TIME</b>	<b>FY 2016 CURRENT SALARY</b>	<b>FY 2017 PROPOSED SALARY</b>	<b>% INCREASE</b>
General Manager	9/1/09	FULL	126,027.20	126,027.20	0.00%
Chief Financial Officer	5/28/03	FULL	74,500.00	74,500.00	0.00%
North Shore Supervisor	8/1/81	FULL	72,342.40	72,342.40	0.00%
Human Resource Director	6/16/95	FULL	70,865.60	70,865.60	0.00%
Asst. to General Manager	10/2/00	FULL	53,000.00	53,000.00	0.00%
Receptionist	4/28/16	FULL	22,880.00	22,880.00	0.00%

**COMMUTER SALES**

Commuter Sales Leaderman	2/22/06	FULL	33,099.60	33,099.60	0.00%
North Shore Leaderman	11/28/08	FULL	28,953.60	28,953.60	0.00%
North Shore Tag Office	11/22/99	FULL	27,476.80	27,476.80	0.00%

**ACCOUNTING**

Accounting Clerk	4/1/08	PART	23,545.60	23,545.60	0.00%
Accountant	2/18/15	FULL	40,000.00	40,000.00	0.00%
Toll Analyst	1/26/09	FULL	32,760.00	32,760.00	0.00%
Web Special Project	6/6/12	FULL	33,245.20	33,245.20	0.00%

### CAUSEWAY BRIDGE POLICE

TITLE/POSITION	DATE HIRED	FULL PART TIME	FY 2016 CURRENT SALARY	FY 2017 PROPOSED SALARY	% INCREASE
Chief	8/5/08	FULL	103,251.20	103,251.20	0.00%
Lieutenant	2/16/87	FULL	77,604.80	77,604.80	0.00%
Sergeant	10/20/97	FULL	62,441.60	62,441.60	0.00%
Sergeant	7/10/06	FULL	48,588.80	48,588.80	0.00%
Sergeant/Evidence Officer	9/18/06	FULL	47,382.40	47,382.40	0.00%
Sergeant	3/15/99	FULL	60,548.80	60,548.80	0.00%
Sergeant	10/12/87	FULL	75,316.80	75,316.80	0.00%
Corporal	9/19/96	FULL	55,203.20	55,203.20	0.00%
Corporal	7/28/98	FULL	60,444.80	60,444.80	0.00%
Corporal	11/3/09	FULL	41,516.80	41,516.80	0.00%
Corporal	2/1/10	FULL	40,705.60	40,705.60	0.00%
Officer	1/2/14	FULL	37,086.40	37,086.40	0.00%
Officer	7/16/12	FULL	37,086.40	37,086.40	0.00%
Officer	7/1/14	FULL	37,086.40	37,086.40	0.00%
Officer	10/14/13	FULL	37,086.40	37,086.40	0.00%
Officer	1/16/14	FULL	37,086.40	37,086.40	0.00%
Officer	5/12/14	FULL	37,086.40	37,086.40	0.00%
Officer	12/2/13	FULL	37,086.40	37,086.40	0.00%
Officer	1/25/16	FULL	35,651.20	35,651.20	0.00%
Officer	6/1/11	FULL	38,563.20	38,563.20	0.00%
Officer	8/16/11	FULL	40,123.20	40,123.20	0.00%
Officer	1/4/11	FULL	38,563.20	38,563.20	0.00%
Officer	10/4/10	FULL	38,563.20	38,563.20	0.00%

### HUEY P. LONG BRIDGE POLICE

Sergeant	9/1/93	FULL	70,283.20	70,283.20	0.00%
Sergeant	3/22/99	FULL	60,528.00	60,528.00	0.00%
Corporal	3/17/08	FULL	45,822.40	45,822.40	0.00%
Officer	5/13/13	FULL	38,563.20	38,563.20	0.00%
Officer	5/26/98	FULL	58,968.00	58,968.00	0.00%
Officer	11/5/14	FULL	35,651.20	35,651.20	0.00%
Officer	3/12/07	FULL	35,651.20	35,651.20	0.00%
Officer	7/3/07	FULL	35,651.20	35,651.20	0.00%

### **TOLL COLLECTORS – NORTH SHORE**

<b>TITLE/POSITION</b>	<b>DATE HIRED</b>	<b>FULL PART TIME</b>	<b>FY 2016 CURRENT SALARY</b>	<b>FY 2017 PROPOSED SALARY</b>	<b>% INCREASE</b>
N. S. Toll Captain	1/30/96	FULL	36,566.40	36,566.40	0.00%
Toll Collector	1/21/14	FULL	21,611.20	21,611.20	0.00%
Toll Collector	11/3/15	FULL	21,320.00	21,320.00	0.00%
Toll Collector	5/29/12	FULL	21,798.40	21,798.40	0.00%
Toll Collector	3/23/15	FULL	21,320.00	21,320.00	0.00%
Toll Collector	3/21/16	FULL	21,320.00	21,320.00	0.00%
Toll Collector	4/23/02	FULL	27,497.60	27,497.60	0.00%
Toll Collector	9/14/15	FULL	21,320.00	21,320.00	0.00%
Toll Collector	7/18/08	FULL	26,936.00	26,936.00	0.00%
Toll Collector	4/27/06	PART	17,037.50	17,037.50	0.00%
Toll Collector	6/30/16	PART	14,862.50	14,862.50	0.00%
Toll Collector	7/25/16	PART	14,862.50	14,862.50	0.00%

### **COMMUNICATIONS – DISPATCH AND BASCULE**

<b>TITLE/POSITION</b>	<b>DATE HIRED</b>	<b>FULL PART TIME</b>	<b>FY 2016 CURRENT SALARY</b>	<b>FY 2017 PROPOSED SALARY</b>	<b>% INCREASE</b>
Supervisor of Comm	11/1/96	FULL	64,500.00	64,500.00	0.00%
TAC Officer	9/25/00	FULL	48,048.00	48,048.00	0.00%
Team Leader-HPL	2/4/98	FULL	39,686.40	39,686.40	0.00%
Dispatcher-HPL	7/31/98	FULL	38,729.60	38,729.60	0.00%
Dispatcher	3/3/08	FULL	31,137.60	31,137.60	0.00%
Dispatcher	6/4/01	FULL	38,355.20	38,355.20	0.00%
Team Leader	4/23/01	FULL	38,708.80	38,708.80	0.00%
Dispatcher	2/9/15	FULL	25,958.40	25,958.40	0.00%
Dispatcher	12/20/14	FULL	25,958.40	25,958.40	0.00%
Team Leader	8/31/05	FULL	35,131.20	35,131.20	0.00%
Team Leader	2/2/04	FULL	36,670.40	36,670.40	0.00%
Record Clerk	8/19/96	FULL	33,758.40	33,758.40	0.00%
Security Operator	3/5/07	FULL	29,452.80	29,452.80	0.00%
Security Operator	4/20/15	FULL	22,880.00	22,880.00	0.00%

## MAINTENANCE

TITLE/POSITION	DATE HIRED	FULL PART TIME	FY 2016 CURRENT SALARY	FY 2017 PROPOSED SALARY	% INCREASE
Bridge/Operation Director	11/2/95	FULL	72,342.40	72,342.40	0.00%
Foreman	8/19/91	FULL	46,072.00	46,072.00	0.00%
Grounds Leaderman	8/20/84	FULL	46,612.80	46,612.80	0.00%
Welding Leaderman	12/12/88	FULL	41,433.60	41,433.60	0.00%
North Shore Maintenance	9/28/15	FULL	27,456.00	27,456.00	0.00%
Bridge, Welding & Grounds	8/2/04	FULL	30,388.80	30,388.80	0.00%
North Shore Maintenance	9/21/15	FULL	27,456.00	27,456.00	0.00%
North Shore Maintenance	10/1/02	FULL	32,302.40	32,302.40	0.00%
Electronics Technician	1/30/07	FULL	41,641.60	41,641.60	0.00%
Electrical	10/1/01	FULL	43,409.60	43,409.60	0.00%
Electrical	1/7/16	FULL	31,220.80	31,220.80	0.00%
Bridge, Welding & Grounds	5/5/08	FULL	27,040.00	27,040.00	0.00%
S.S. Maintenance Supervisor	2/23/09	FULL	38,147.20	38,147.20	0.00%
South Shore Maintenance	11/12/15	FULL	27,456.00	27,456.00	0.00%
South Shore Maintenance	10/27/08	PART	21,964.80	21,964.80	0.00%

## MOTORIST ASSISTANCE PATROL

MAP Supervisor	1/7/86	FULL	55,993.60	55,993.60	0.00%
Operator	2/2/15	FULL	29,036.80	29,036.80	0.00%
Operator	6/6/16	FULL	28,600.00	28,600.00	0.00%
Operator	5/23/16	FULL	28,600.00	28,600.00	0.00%
Operator	4/8/13	FULL	29,036.80	29,036.80	0.00%
Operator	5/5/16	FULL	28,600.00	28,600.00	0.00%
Operator	9/8/09	FULL	30,929.60	30,929.60	0.00%

## VEHICLE MAINTENANCE

Supervisor	10/8/86	FULL	43,971.20	43,971.20	0.00%
Mechanic	11/13/00	FULL	40,123.20	40,123.20	0.00%
Mechanic	2/21/11	FULL	29,036.80	29,036.80	0.00%



John Carpenter  
Legislative Fiscal Officer

**STATE OF LOUISIANA**  
**LEGISLATIVE FISCAL OFFICE**  
**BATON ROUGE**

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To: The Honorable James Fannin, Chairman  
Joint Legislative Committee on the Budget  
The Honorable Members of the Joint Legislative Committee on the Budget

From: John Carpenter, Legislative Fiscal Officer  
Matthew J. LaBruyere, Fiscal Analyst

Date: October 30, 2015

Subject: GREATER NEW ORLEANS EXPRESSWAY COMMISSION  
FY 16 BUDGET ANALYSIS

The Greater New Orleans Expressway Commission (GNOEC) staff annually prepares its budget for approval by the Commissioners in accordance with its bond indenture. Upon approval by the GNOEC, the budget is then submitted to the Legislative Fiscal Office. The GNOEC approved the original budget and submitted the approved budget to the Legislative Fiscal Office on August 27, 2015.

Prior to the submission of the annual operating budget to the Joint Legislative Committee on the Budget (JLCB) for its approval or rejection, the Legislative Fiscal Office reviews the submission of the budget for mathematical accuracy and content. In addition, the Legislative Fiscal Office prepares an analysis of the budget submitted by the GNOEC and provides this report to the Joint Legislative Committee on the Budget (JLCB) for its consideration.

**BUDGET SUMMARY, FISCAL YEAR 2015-16**  
**Greater New Orleans Expressway Commission**

	Actual	Actual	Approved	Estimated	Requested	Apprvd	Page	Notes
	<u>FY 13</u>	<u>FY 14</u>	<u>FY 15</u>	<u>Year End</u> <u>FY 15</u>	<u>FY 16</u>	<u>FY 15</u> <u>vs. FY 16</u>	<u>No.</u>	
<b>Means of Finance</b>								
Highway Fund No. 2	\$5,966,844	\$5,895,434	\$5,800,000	\$6,098,185	\$5,800,000	0.00%	3	
Tolls	\$16,212,070	\$16,146,120	\$16,143,000	\$16,363,000	\$16,498,000	2.20%	3, 7-8	See graphs on page 8
Interest Income	\$8,349	\$43,810	\$25,000	\$25,000	\$25,000	0.00%	3	
Other Revenue	<u>\$5,997</u>	<u>\$75,738</u>	<u>\$10,000</u>	<u>\$10,000</u>	<u>\$10,000</u>	<u>0.00%</u>		
<b>Total MOF</b>	<b>\$22,193,260</b>	<b>\$22,161,102</b>	<b>\$21,978,000</b>	<b>\$22,496,185</b>	<b>\$22,333,000</b>	<b>1.60%</b>		
<b>Expenditures</b>								
Salaries	\$3,792,969	\$3,967,580	\$4,283,930	\$3,928,037	\$4,385,477	2.40%	4, 9	0-6% Merit Inc.
Related Benefits	\$1,704,418	\$34,180	\$2,086,471	\$1,870,591	\$2,198,424	5.40%	4, 9	Group ins. rate adj.
Other Compensation	<u>\$34,158</u>	<u>\$1,842,624</u>	<u>\$34,180</u>	<u>\$34,180</u>	<u>\$34,180</u>	<u>0.00%</u>	9	Commissioners' salaries
<b>Personnel Svcs.</b>	<b>\$5,531,545</b>	<b>\$5,844,384</b>	<b>\$6,404,581</b>	<b>\$5,832,808</b>	<b>\$6,618,081</b>	<b>3.30%</b>		
<b>Operating Services</b>	<b>\$3,176,710</b>	<b>\$3,255,523</b>	<b>\$3,260,000</b>	<b>\$3,343,558</b>	<b>\$3,225,000</b>	<b>-1.10%</b>	4, 10	Decrease in insurance
<b>Supplies</b>	<u>\$1,492,389</u>	<u>\$1,589,028</u>	<u>\$1,342,300</u>	<u>\$1,249,765</u>	<u>\$1,305,800</u>	<u>-2.70%</u>	4, 10-11	
<b>Operating Expenses</b>	<b>\$4,669,099</b>	<b>\$4,844,551</b>	<b>\$4,602,300</b>	<b>\$4,593,323</b>	<b>\$4,530,800</b>	<b>-1.60%</b>		
<b>Professional Services</b>	<u><b>\$191,795</b></u>	<u><b>\$201,229</b></u>	<u><b>\$197,200</b></u>	<u><b>\$243,884</b></u>	<u><b>\$211,500</b></u>	<u><b>7.30%</b></u>	5, 11	
Debt Service	\$4,633,475	\$4,535,948	\$4,220,484	\$4,220,484	\$4,288,544	1.60%	5, 13	Debt service sch., pg. 13
State Surplus-HPL	<u>\$1,721,665</u>	<u>\$1,853,866</u>	<u>\$1,934,498</u>	<u>\$1,693,020</u>	<u>\$1,941,121</u>	<u>0.30%</u>	5, 12, 14	
<b>Other Charges</b>	<b>\$6,355,140</b>	<b>\$6,389,814</b>	<b>\$6,154,982</b>	<b>\$5,913,504</b>	<b>\$6,229,665</b>	<b>1.20%</b>		
Acquisitions	\$265,507	\$286,040	\$355,112	\$355,112	\$505,603	42.40%	5, 15-16	New police vehicles
Maj Rep / Cap Imps	<u>\$5,180,174</u>	<u>\$4,595,084</u>	<u>\$4,263,825</u>	<u>\$5,557,554</u>	<u>\$4,237,351</u>	<u>-0.60%</u>	5, 16-19	
<b>Acquisitions/Repairs</b>	<b>\$5,445,681</b>	<b>\$4,881,124</b>	<b>\$4,618,937</b>	<b>\$5,912,666</b>	<b>\$4,742,954</b>	<b>2.70%</b>		
<b>Total Expenditures</b>	<b>\$22,193,260</b>	<b>\$22,161,102</b>	<b>\$21,978,000</b>	<b>\$22,496,185</b>	<b>\$22,333,000</b>	<b>1.60%</b>		

Section 2 of Act 875 of 1988 requires the GNOEC to submit its annual budget to the Joint Legislative Committee on the Budget for its approval or rejection prior to the expenditure of funds contained in such budget. Act 842 of the 2008 Regular Legislative Session requires "...consideration of operating budgets shall be given in advance of the beginning of the subject entity's fiscal year." The GNOEC's new fiscal year begins on November 1, 2015; therefore, its annual operating budget is being presented at this time.



## **BUDGET SUMMARY**

The Greater New Orleans Expressway Commission (GNOEC) is requesting approval of a FY 16 budget that represents a 1.6% increase, or \$355,000 total means of finance, from the budget approved by the JLCB for FY 15. The Commission anticipates an increase in toll revenues of \$355,000 more than originally budgeted in FY 15.

## **MEANS OF FINANCING**

### **State Highway Fund Number 2**

State Highway Fund No. 2 revenues are derived from vehicular license taxes collected in the parishes of Orleans, Jefferson, St. John the Baptist, St. Charles, Tangipahoa and St. Tammany. These revenues are disbursed as follows: 1) fifty percent (50%) accruing to GNOEC, 2) all monies collected from Orleans Parish are deposited into the New Orleans Ferry Fund and 3) the remaining funds are deposited into the Transportation Trust Fund (TTF-R). Based upon the Revenue Estimating Conference's latest adopted revenue forecast for FY 16 of \$12.3 M, the GNOEC's anticipated share of revenue is anticipated to total \$6.15 M in State Highway Fund No. 2 dollars in FY 16. However, GNOEC wanted to be conservative and the board has approved a budgeted amount of \$5.8 M since that amount has been budgeted the previous three years.

The GNOEC's budget authority from State Highway Fund No. 2 is anticipated to be greater than its annual debt service payment, projected to be \$4,288,544 in FY 16. As stated in previous reports, the Legislative Fiscal Office (LFO) previously requested and received an Attorney General opinion on this matter verifying that "surplus" funds from Highway Fund No. 2 are permissible to be utilized by the GNOEC in its budget for capital improvements. The excess revenue from the Highway Fund No. 2 after the annual debt service payment is \$1,511,456 (\$5,800,000 Highway Fund #2 revenue - \$4,288,544 debt service).

### **Toll Revenues/Interest Income**

Toll revenues are budgeted based upon historical collections and trends in traffic patterns. The budget for toll revenues for FY 16 is projected to increase by approximately 2.2% from the amount originally projected for FY 15. Toll revenues are budgeted at \$16,498,000 for FY 16, which is \$365,000 more than the total approved in FY 15 (\$16,143,000).

The total number of one-way crossings on the expressway is anticipated to be 6,534,960 in FY 16 as opposed to a projected 6,413,600 in FY 15, or 121,360 more crossings (see graphs on page 7). Toll collections depend upon vehicle type and payment method, which includes full fare and discounted fare programs.

Interest income is projected to remain static at \$25,000. According to the GNOEC, interest collections continue below historic levels due to continuing low interest rates, fund balances being expended on projects, and the overall economic climate.

## EXPENDITURES

### Personnel Expense (Salaries and Related Benefits)

The salaries and related benefits expenditure category is requested at 3.3% more than the amount approved in FY 15, which includes an increase of 0.5 fulltime equivalent employee (FTE) from a total of 114 in FY 15 to 114.5 in FY 16. This increase is due to the addition of a part-time toll collector position. The number of FTEs by category for FY 16 is 16.5 administrative and 83 non-administrative for a total of 99.5. In addition, a portion of the personnel count for administration (3 FTE positions) and operations (12 FTEs) are allocated to HPL Bridge expenditures.

Traditionally, administrative and supervisory personnel of the GNOEC may receive merit increases as a flat percentage based upon individual job performances. Merit increases are approved each year through the Commission's budget approval process. For FY 16, the Commission authorized merit based pay increases ranging from 0% to 6%. Only 1 FTE (bascule operator) received a 6%. Under the proposed budget, approximately 95 positions will be eligible to receive merit increases at an annual total salary and related benefits cost of \$145,030.

The GNOEC currently has 32 Peace Officer Standards & Training (POST) certified police officers (24 – Causeway, 8 Huey P. Long Bridge). Act 664 (SB 26) of the 2008 Regular Legislative Session provides that these police officers are eligible to receive state supplemental pay, which is currently \$500/month or \$6,000/year for a total state supplement of \$192,000 as all Causeway police officers currently receive supplemental pay. This portion of the police officers' salaries is not included in the GNOEC's budget as the state pays this amount annually. However, the GNOEC is responsible for paying the related benefits costs associated with the additional \$6,000 state salary supplement, which equates to approximately \$56,000 of additional related benefits expenditures included in the operating budget over and above the base amount.

The related benefits expenditure category for FY 16 is requested at 5.4% more than the approved budget for FY 15. The Parochial Employee's Retirement System will decrease the employer contribution share from 14.50% to 13% effective January 1, 2016. Group insurance and retiree insurance will increase by 11.1%. This change results in an increased related benefit expenditure of approximately \$112,000 annually. The increase is due to greater health insurance usage than anticipated and a 7% increase in insurance costs.

### Operating Expenses (Operating Services / Material & Supplies)

Operating Expenses include advertising, the publication of public notices and minutes, insurance, travel, telephone and radio expenses, utilities and other operating services. Other operating services include payout of unused vacation and sick leave, dues and subscriptions, trustee fees, bank and visa charges for toll deposits, and other miscellaneous expenses. The FY 16 budget request for total operating expenses is \$4,530,800, which is a decrease of \$71,500, or 1.6% less than what was approved in FY 15. The bulk of this decrease is due to a projected decrease in property insurance expenses of \$100,000, a fuel decrease of \$45,000 and a rent decrease of \$30,000. The decrease is partially offset by a projected increase in unused sick and vacation leave of \$50,000 as a result of a policy change and computer software upgrades resulting in a \$20,000 computer maintenance increase.

## Professional Services

The Commission hires outside consultants and services under professional services contracts. These items include services for bond indenture requirements in the form of independent audit and accounting services (\$85,000), engineering and traffic consultants (\$16,500), legal counsel (\$100,000), investment consultation (\$6,000) and accident investigation (\$4,000). The total projected professional services expenditure totals \$211,500, which is an increase of approximately \$14,300, or 7.3% more than the approved budget level for FY 15. The primary anticipated increases associated with this expenditure item are a result of increasing the legal counsel contract by \$20,000.

## Other Charges (Debt Service/Huey P. Long Bridge/State Surplus)

The Commission's debt service payment for FY 16 will total \$4,288,544.

Per Act 875 of 1988, the Commission provides \$50,000 each fiscal year to the parishes of St. Charles, St. John the Baptist, and Tangipahoa for a total of \$150,000. Per Act 1227 of 1995, the Commission provides \$50,000 to Jefferson Parish, St. Tammany Parish, the Washington Parish Infrastructure and Park Fund and the City of New Orleans. The City of New Orleans allocates its funding for use by the New Orleans Recreation Department and the New Orleans Police Department. A total of all such payments is \$200,000.

The Commission is responsible for the policing of the Huey P. Long Bridge and budgets \$1,941,121 for FY 16 expenditures paid from anticipated surplus revenues. Since Act 875 of 1988, the Commission has budgeted expenditures for the policing of the Huey P. Long Bridge, not as a part of its operating budget, but as a reduction to surplus. This represents a requested increase of \$6,623, or 0.4%, above the level approved for FY 15. The increase is primarily related to an increase of \$13,153 in salaries and benefits. The increase is partially offset by a decrease of \$7,400 in capital acquisitions.

## Total Acquisitions & Major Repairs

This category includes capital acquisitions and the major repairs/capital improvement program. The Commission's budget request includes an increase of \$150,491, or 42.4%, in acquisitions expenditures to a new total of \$505,603. The majority of the FY 15 increase is a result purchasing more vehicles than in FY 15. The major repairs and capital improvements expenditure category decreases by \$26,474, or 0.6%, from the amount approved in FY 15. The FY 16 requested amount for major repairs and capital improvements is \$4,237,351. The total budget request for Acquisitions and Major Repairs is \$4,742,954.

The approved budget request for the capital improvements/rehabilitation program includes twelve (12) projects. These projects include: \*North Channel Bascule Mechanical Maintenance (\$500,000), \*Monroe Street Overpass and Frontage Road Rehabilitation (\$1,000,000), \*Resurface Pavement - South Marine Crossing (\$420,000), 9-Mile Turnaround Spans (\$2,600,000), Demolition of 9-Mile Turnaround (\$1,300,000), Replace Dynamic Message Signs (\$2,800,000), Replace Call Boxes (\$370,000), North Toll Plaza Canopy Roof and Lightning Protection (\$450,000), North Toll Plaza Police Building Renovations (\$300,000), North Toll Plaza Generator Fuel Relocation (\$300,000), 9-Mile Cell Tower Relocation (\$1,425,000), North Toll Plaza Site Work (\$450,000) and Northshore Maintenance Facility Improvements (\$370,000). The GNOEC is required to have all funds available prior to the start of any capital improvement project. This project list includes new projects as denoted with an asterisk (\*) above, as well as continuing projects started with funds accrued in prior fiscal years.

## **BUDGET ISSUES**

As a result of the number of projects proposed for FY 16 and the cost associated with the projects, the amount of available funding that is carried forward each year is significantly less. To the extent the requested projects are completed in FY 16, the balance at the end of the year will be approximately \$6.9 M, which is less than the FY 15 projected ending balance of \$10.5 M and less than the FY 13 and 14 ending balances of \$22.3 M and \$22.3 M, respectively. The impact of a significantly reduced carry forward balance would be either fewer capital improvement/rehabilitation projects for future years or smaller, less costly projects would be undertaken.

### **Guard Rails and Safety Bays**

The GNOEC is currently exploring the possibility of increasing the height of the rails on the southbound span. Since 1994, the first year a vehicle went over the railing, twelve vehicles have gone overboard which have resulted in 9 fatalities. Eleven of the twelve vehicles have been trucks or sport utility vehicles. There has only been 1 vehicle that has gone overboard while traveling on the northbound span and that occurred in 1994. The other 11 vehicles went overboard on the southbound span. The southbound span is the older of the two spans and has a lower rail height compared to the northbound span. The southbound span, opened in 1956, has a rail height of 25 inches compared to the northbound span, opened in 1969, with a height of 31 inches.

GNOEC has contracted with Texas A&M University to develop a rail that would fasten to the top of the existing rails on the southbound and northbound spans. There are currently two options being tested. Option A would increase the rail height of the southbound span by 21 inches for a total rail height of 46 inches (25 inch existing rail height + 21 inch addition). It would include 2 bars spanning the length of the bridge on both sides and would be secured to the bridge by a bolt on the top and side of the existing rail. Option B would increase the rail height on the northbound span by 12 inches for a total rail height of 43 inches (31 inch existing rail height + 12 inch addition). It would include 1 bar spanning the length of the span on both sides and would be secured to the bridge by 1 bolt on the top of the existing rail. The utilization of the rail option for both spans would depend on available funding for the project.

In addition to the rail options, another option being explored for the bridge is safety bays. The safety bays would be a lane added to each span of the bridge that would allow vehicles to pull off in case of vehicle trouble or wrecks. The concept calls for 12 spans at 56 feet in length to be added on the southbound span and 8 spans at 84 feet to be added on the northbound span. This would add 672 feet of addition lanes on each span.

The rail project could cost be as much as \$50 M and the safety bay project could cost as much as \$60 M. However, the exact cost to construct the rail options and safety bays is unknown at this time. There is currently no funding available for the projects and a funding stream has not been identified. According to GNOEC, tolls would not be raised to fund the project.

GNOEC have applied for federal grants, such as the Transportation Investment Generating Economic Recovery (TIGER Grant), to fund the project as well as selling bonds for the project. TIGER grants are awarded by the U.S. Department of Transportation for road, rail, transit and port projects that solve infrastructure problems across the country. The applicant's projects are judged on safety, economic competitiveness, state of repair, livability and environmental sustainability. The grant offers broad eligibility and can be awarded directly to any public entity. GNOEC is also applying for a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan. TIFIA is a federal loan program that provides credit assistance for regional and national large-scale projects. The credit assistance cannot exceed thirty-three percent (33%) of the anticipated cost.

## TOLL RATES AND REHABILITATION PROJECTS

In February 1995, the Greater New Orleans Expressway Commission (GNOEC) increased tolls and charges on the Lake Pontchartrain Causeway. The revenues generated from the increase are dedicated for the purpose of funding major repairs/capital improvement projects. The schedule of tolls and charges below became effective February 1, 1995.

NOTE: The GNOEC began one-way toll collections in May 1999. Tolls have been collected only on the North Shore since that time.

### PRIOR AND CURRENT TOLL SCHEDULE

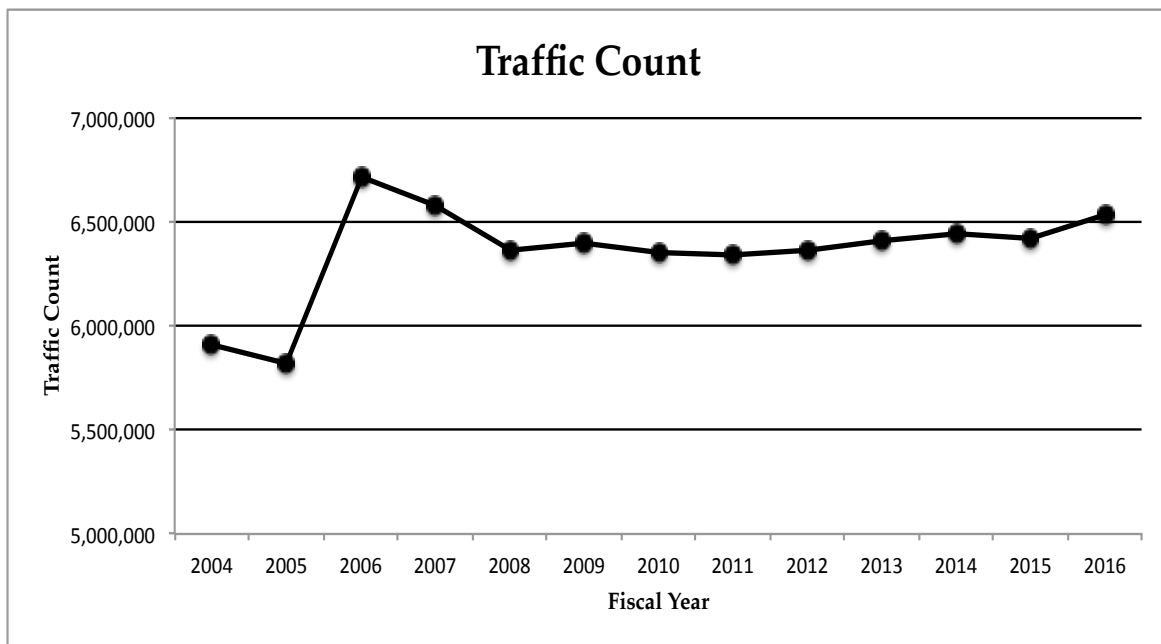
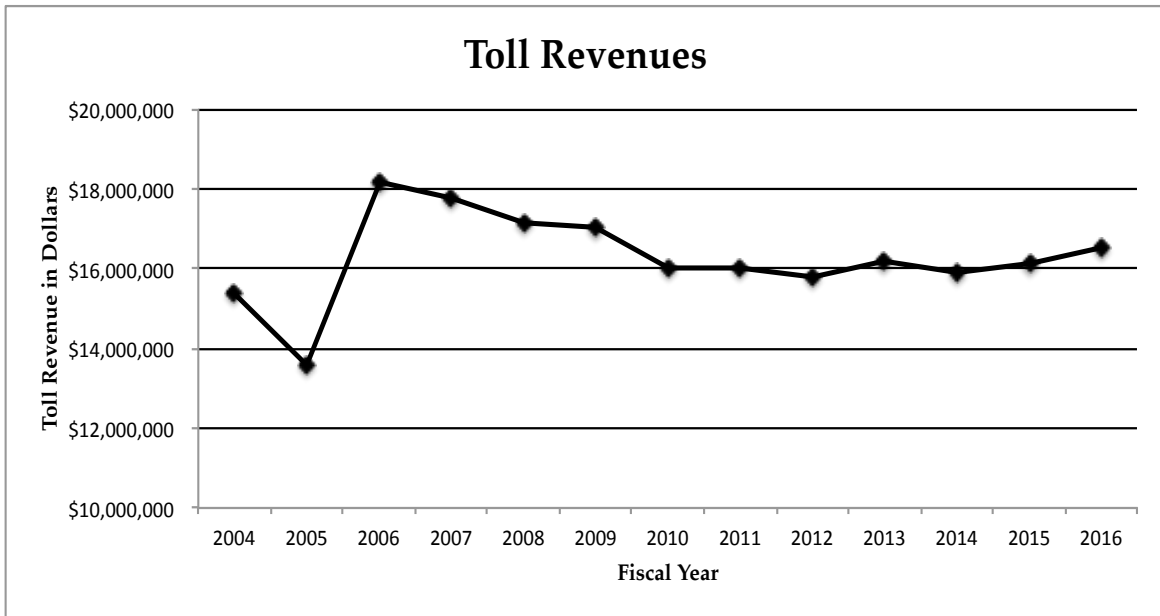
<u>Height</u>	<u>Type</u>	<u>Axles</u>	<u>Current Toll</u>	<u>Prior Toll</u>
Under 7'6"	Commuter Cash	2	\$2.00	\$0.50
		2	\$3.00	\$1.00
		3	\$4.50	\$1.50
		4	\$6.00	\$2.00
		5+	\$7.50	\$2.50
Over 7'6"	Cash	2	\$6.00	\$2.35
		3	\$9.00	\$2.90
		4	\$12.00	\$3.75
		5+	\$15.00	\$4.00

### Toll Revenues

Toll revenues are budgeted based upon historical collections and trends in traffic patterns. The collections from toll revenues in FY 16 are projected to increase by approximately 2.2% from the amount approved for FY 15. Toll revenues are budgeted at \$16,498,000 for FY 16, or \$355,000 more than the \$16,143,000 approved in FY 15 and actually collected in FY 14. On page 8 are graphs that illustrate toll revenue collections and traffic counts from FY 04 (pre-Katrina levels) to projected levels in FY 16. Traffic counts and toll collections realized annual declines between FY 06 and FY 10, but appear to have stabilized and remained relatively flat since that time with the first large increase projected for FY 16.

<u>FY</u>	<u>Toll Revenues</u>	<u>Traffic Count</u>
2004	\$15,421,017	5,909,426
2005	\$13,566,529	5,814,832
2006	\$18,184,159	6,707,603
2007	\$17,768,414	6,571,180
2008	\$17,135,270	6,366,320
2009	\$17,047,947	6,400,327
2010	\$16,025,247	6,355,044
2011	\$16,018,853	6,337,597
2012	\$15,811,025	6,364,746
2013	\$16,212,070	6,409,719
2014	\$15,916,000	6,445,170
*2015	\$16,363,000	6,413,600
*2016	\$16,498,000	6,534,960

\*Figures are projected through end of FY 15 and estimated for FY 16.



## PERSONNEL EXPENSES

<u>SALARIES</u>	<u>FTE</u>	<u>Actual FY 13</u>	<u>FTE</u>	<u>Actual FY 14</u>	<u>FTE</u>	<u>Approved FY 15</u>	<u>FTE</u>	<u>Requested FY 16</u>
General Manager	1	\$110,250	1	\$114,660	1	\$120,000	1	\$122,250
Office Personnel	19	\$753,589	19	\$728,645	18.5	\$783,848	18.5	\$804,766
<u>Less: HPL Adm.</u>	<u>(3)</u>	<u>(\$134,411)</u>	<u>(3)</u>	<u>(\$129,897)</u>	<u>(3)</u>	<u>(\$134,202)</u>	<u>(3)</u>	<u>(\$137,265)</u>
<b>Total Administrative Salaries</b>	<b>17</b>	<b>\$729,428</b>	<b>17</b>	<b>\$713,408</b>	<b>16.5</b>	<b>\$769,646</b>	<b>16.5</b>	<b>\$789,751</b>
Toll Collectors	15.5	\$452,483	15.5	\$493,970	15.5	\$494,120	16	\$514,396
Bridge Monitors	4.5	\$127,557	4.5	\$56,398	2	\$62,893	2	\$33,737
Maintenance	28	\$862,553	28	\$914,347	28	\$1,053,682	28	\$1,092,927
Bascule Operators	5	\$194,337	5	\$205,428	5	\$197,081	5	\$200,408
Dispatch	12	\$469,835	12	\$466,645	12	\$498,517	12	\$539,803
Police	32	\$1,663,378	32	\$1,866,689	32	\$2,008,915	32	\$2,022,865
<u>Less: HPL Operations</u>	<u>(13)</u>	<u>(\$706,602)</u>	<u>(14)</u>	<u>(\$749,255)</u>	<u>(13)</u>	<u>(\$800,924)</u>	<u>(12)</u>	<u>(\$808,410)</u>
<b>Total Operations Salaries</b>	<b>84</b>	<b>\$3,063,541</b>	<b>83</b>	<b>\$3,254,222</b>	<b>81.5</b>	<b>\$3,514,284</b>	<b>83.0</b>	<b>\$3,595,726</b>
<b>TOTAL SALARIES</b>	<b>101.0</b>	<b>\$3,792,969</b>	<b>100.0</b>	<b>\$3,967,630</b>	<b>98.0</b>	<b>\$4,283,930</b>	<b>99.5</b>	<b>\$4,385,477</b>
<b>RELATED BENEFITS</b>								
Parochial (Retirement)		\$840,084		\$808,117		\$875,262		\$805,933
Group Insurance		\$938,086		\$1,109,283		\$1,339,463		\$1,533,136
Retirees Group Benefits		\$163,070		\$164,934		\$198,417		\$175,000
Gov. Def. Comp. Plan		\$85,000		\$85,000		\$85,000		\$85,000
<u>Less: HPL Rel. Benef.</u>		<u>(\$321,822)</u>		<u>(\$324,710)</u>		<u>(\$411,671)</u>		<u>(\$400,645)</u>
<b>Total Related Benefits</b>		<b>\$1,704,418</b>		<b>\$1,842,624</b>		<b>\$2,086,471</b>		<b>\$2,198,424</b>
<b>OTHER COMPENSATION*</b>		<b><u>\$34,180</u></b>		<b><u>\$34,180</u></b>		<b><u>\$34,180</u></b>		<b><u>\$34,180</u></b>
<b>Total Personnel Expense</b>		<b>\$5,531,545</b>		<b>\$5,844,434</b>		<b>\$6,404,581</b>		<b>\$6,618,081</b>

\*Other Compensation represents the salaries of the Greater New Orleans Expressway Commissioners. The five appointed commissioners are paid \$569.66 per month for Commission duties as provided by an amendment to the Articles of Incorporation of the Greater New Orleans Expressway Commission. The Parishes of Jefferson and St. Tammany executed the Articles of Incorporation on October 20, 1954, with the above amendment being approved on August 7, 1986.

<u>Requested Adjustments to Full Time Equivalency Position (FTE) Count:</u>	<u>FTEs</u>
FY 15 FTEs Approved (Including HPL Personnel)	114.0
FY 16 FTEs Requested (Including HPL Personnel)	114.5

Note: The position added in a part-time toll collector.

## OPERATING EXPENSES

	Actual	Actual	Approved	Requested	FY 15
<u>OPERATING SERVICES</u>	<u>FY 13</u>	<u>FY 14</u>	<u>FY 15</u>	<u>FY 16</u>	<u>to FY 16</u>
Advertising (Motorist Safety)	\$484	\$2,613	\$10,000	\$20,000	100.0%
Publication of Public Notices and Minutes	\$2,190	\$1,825	\$2,000	\$2,000	0.0%
Insurance	\$2,467,093	\$2,472,962	\$2,500,000	\$2,400,000	-4.0%
Travel	\$0	\$0	\$1,000	\$1,000	0.0%
Telephone and Radio	\$216,838	\$235,386	\$225,000	\$220,000	-2.2%
Utilities	\$224,658	\$212,549	\$205,000	\$205,000	0.0%
Bank/Visa Charge on Toll Deposits	\$218,011	\$217,828	\$200,000	\$210,000	5.0%
Bank Trustee Fees	\$8,500	\$6,401	\$10,000	\$9,000	-10.0%
Dues & Subscriptions	\$6,833	\$4,100	\$7,000	\$8,000	14.3%
<u>Unused vacation and sick leave</u>	<u>\$32,103</u>	<u>\$101,859</u>	<u>\$100,000</u>	<u>\$150,000</u>	<u>50.0%</u>
<b>TOTAL OPER. SERVICES</b>	<b>\$3,176,710</b>	<b>\$3,255,523</b>	<b>\$3,260,000</b>	<b>\$3,225,000</b>	<b>-1.1%</b>

There is a \$35,000 decrease, or 1.1%, from approved FY 15 to requested FY 16 due primarily to a projected decrease in insurance costs of \$100,000. The decrease in insurance costs is a result of securing a two-year renewal of property insurance at a lower rate. Unused vacation and sick leave increased by approximately \$50,000 as a result of a policy change to pay employees up to five days of unused vacation leave if not used by December 31st each year. Bank/Visa Charge on Toll Deposits increased by \$10,000 as a result of automatic rebills on accounts. Tag accounts increased by 399 since FY 14 and tag counts increased by 4,544 since FY 14. The tag counts for the GNOEC increased from 43,845 in 2006 to 97,283 in 2015, a 121.9% increase and the number of accounts increased from 33,191 in 2006 to 59,294 in 2015, a 78.6% increase.

## SUPPLIES EXPENSE

	Actual	Actual	Approved	Requested	FY 15
<u>SUPPLIES</u>	<u>FY 13</u>	<u>FY 14</u>	<u>FY 15</u>	<u>FY 16</u>	<u>to FY 16</u>
Office Expense and Supplies	\$295,649	\$315,077	\$281,880	\$260,150	-7.7%
Operating Expense and Supplies	\$563,514	\$721,260	\$588,750	\$557,800	-5.3%
<u>Repair and Maintenance Supplies</u>	<u>\$633,226</u>	<u>\$552,691</u>	<u>\$471,670</u>	<u>\$487,850</u>	<u>3.4%</u>
<b>TOTAL SUPPLIES</b>	<b>\$1,492,389</b>	<b>\$1,589,028</b>	<b>\$1,342,300</b>	<b>\$1,305,800</b>	<b>-2.7%</b>

### Office Expense and Supplies:

The GNOEC is requesting a 7.7% decrease in its office expense and supply budget. Included in this general ledger account are the costs related to leased office space, disposal services, postage, extermination and termite control, office machine repairs and maintenance contracts, and other general administrative office supplies.

### Operating Expenses and Supplies:

The requested budget for FY 16 is \$557,800, or a 5.3% decrease from the previous approved budget and is attributed to decreased rent and auto and truck fuel. Included in the Operating Supplies general ledger account are the costs associated with vehicle and truck repairs and routine preventative maintenance. Gasoline, oil, auto parts, tires, lubricants, diesel fuel and any similar costs are in this account. All police equipment mounted on the vehicles and related maintenance is in this account. Also included in this account are all police uniforms, protective equipment and any expenditures for police car retrofitting.



Repair and Maintenance Supplies:

The requested budget for FY 16 is \$487,850, or a 3.4% increase from the amount budgeted in FY 15. Included in this account are the costs for general maintenance and supplies needed on the bridge, toll tags, toll system software maintenance, computer and electronic repairs on all bridge equipment, plumbing and janitorial supplies for the entire operation, and air conditioning contracts and other miscellaneous items dealing with operations maintenance. Also included are the components of the crash attenuators on the bridge, which must be kept in stock and used by maintenance personnel in repairing damages throughout the year.

<b><u>PROFESSIONAL SERVICES</u></b>					
	<b>Actual</b>	<b>Actual</b>	<b>Approved</b>	<b>Requested</b>	<b>FY 15</b>
<b><u>PROFESSIONAL SERVICES</u></b>	<b><u>FY 13</u></b>	<b><u>FY 14</u></b>	<b><u>FY 15</u></b>	<b><u>FY 16</u></b>	<b><u>to FY 16</u></b>
<b>Accounting and Finance</b>					
Independent Audit	\$14,000	\$19,000	\$20,000	\$20,000	0.0%
<u>Accounting Services</u>	<u>\$55,656</u>	<u>\$59,561</u>	<u>\$70,000</u>	<u>\$65,000</u>	-7.1%
<b>Total Accounting and Finance</b>	<b>\$69,656</b>	<b>\$78,561</b>	<b>\$90,000</b>	<b>\$85,000</b>	-5.6%
<b>Engineering</b>					
Engineering Traffic Consultant	\$7,000	\$7,000	\$7,200	\$8,000	11.1%
<u>Engineering Consultant</u>	<u>\$6,477</u>	<u>\$11,402</u>	<u>\$10,000</u>	<u>\$8,500</u>	-15.0%
<b>Total Engineering</b>	<b>\$13,477</b>	<b>\$18,402</b>	<b>\$17,200</b>	<b>\$16,500</b>	-4.1%
<b>Litigation &amp; Legal Representation</b>					
<u>General Counsel</u>	<u>\$95,799</u>	<u>\$99,219</u>	<u>\$80,000</u>	<u>\$100,000</u>	25.0%
<b>Other Professional Services</b>					
Investment Consultant	\$5,363	\$5,047	\$6,000	\$6,000	0.0%
Other	\$7,500	\$0	\$0	\$0	0.0%
<u>Accident Investigation</u>	<u>\$0</u>	<u>\$0</u>	<u>\$4,000</u>	<u>\$4,000</u>	0.0%
<b>Total Other Professional Services</b>	<b>\$12,863</b>	<b>\$5,047</b>	<b>\$10,000</b>	<b>\$10,000</b>	0.0%
<b>TOTAL PROF. SERVICES</b>	<b>\$191,795</b>	<b>\$201,229</b>	<b>\$197,200</b>	<b>\$211,500</b>	7.3%

Not included in this category are the engineering costs associated with Major Repairs and projects in the Capital Improvement Program. These costs generally range from 5% to 6% of a total project cost.

Beginning in FY 00, the Legislative Auditor began performing an annual audit of the Commission's financial statements, which is now being performed by an independent CPA firm. The Commission, with the recommendation of the Legislative Auditor, has budgeted \$20,000 for this activity.

Accounting Services includes preparation of the financial statements and budget documents. The traffic engineer provides information pertaining to annual traffic studies and toll analyses, which are used mainly for budget and operations planning. Litigation and legal representation includes general legal consultation and litigation, which has increased by \$20,000 which is a result of dealing with employee issues and an increase in maximum hourly fees.

The Accident Investigation for \$4,000 in Professional Services is to hire a company to investigate a major crash, in the event there is one. An accident investigator was last hired in FY 12 at a cost of \$2,400.

### OTHER CHARGES

<u>Other Charges</u> <u>Expenditures</u>	<u>Actual</u> <u>FY 13</u>	<u>Actual</u> <u>FY 14</u>	<u>Approved</u> <u>FY 15</u>	<u>Requested</u> <u>FY 16</u>	<u>FY 15</u> <u>to FY 16</u>
<b><u>Debt Service</u></b>	<u>\$4,633,475</u>	<u>\$4,535,948</u>	<u>\$4,220,484</u>	<u>\$4,288,544</u>	<u>1.6%</u>
<b><u>Interagency Expense</u></b>					
Act 875 of 1988					
St. Charles Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
St. John the Baptist Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
<u>Tangipahoa Parish</u>	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	<u>0.0%</u>
<b>Total Act 875</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>0.0%</b>
Act 1227 of 1995					
City of New Orleans*	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
Jefferson Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
St. Tammany Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
<u>Washington Parish</u>	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	<u>0.0%</u>
<b>Total Act 1227</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>0.0%</b>
<b><u>Huey P. Long Bridge</u></b>	<b><u>\$1,371,665</u></b>	<b><u>\$1,503,866</u></b>	<b><u>\$1,584,498</u></b>	<b><u>\$1,591,121</u></b>	<b><u>0.4%</u></b>
<b>Total Interagency Expense</b>	<b>\$6,355,140</b>	<b>\$6,389,814</b>	<b>\$6,154,982</b>	<b>\$6,229,665</b>	<b>1.2%</b>
Transfer to State of Louisiana (excess GNOEC collections)	\$0	\$0	\$0	\$0	0.0%
<b>TOTAL OTHER CHARGES</b>	<b>\$6,355,140</b>	<b>\$6,389,814</b>	<b>\$6,154,982</b>	<b>\$6,229,665</b>	<b>1.2%</b>

Other Charges expenditures consist of Debt Service, Interagency Expense, and State Surplus. Interagency Expense includes expenditures per Act 875 of 1988 and Act 1227 of 1995. These Acts provide, prior to the transfer of surplus funds to the State of Louisiana, funding for the policing of the Huey P. Long Bridge and for the transfer of funds to specific local agencies as detailed in the table above. The Commission last returned surplus revenues to the State of Louisiana in FY 94 in the amount of \$104,748. Act 875 of 1988 requires the Commission to use surplus funds to police the Huey P. Long Bridge.

\*Act 892 of the 2008 Regular Legislative Session provides that of the \$50,000 distributed to the city of New Orleans, \$25,000 be allocated to the New Orleans Recreation Department and \$25,000 be allocated to the New Orleans Police Department.

**DEBT SERVICE REQUIREMENTS**  
**FY 16 and Forward**

<b>Fiscal Year</b>	<b>Series 2009 Bonds Total Debt Service</b>	<b>Series 2013 Bonds Total Debt Service</b>	<b>Series 2014 Bonds Principal</b>	<b>Series 2014 Bonds Interest</b>	<b>Series 2014 Bonds Total Debt Service</b>	<b>Combined Total Debt Service Requirements</b>
2016	\$1,247,663	\$2,417,513	\$0	\$623,369	\$623,369	\$4,288,544
2017	\$1,244,906	\$2,422,763	\$0	\$623,369	\$623,369	\$4,291,038
2018	\$0	\$2,418,863	\$60,000	\$622,469	\$682,469	\$3,101,331
2019	\$0	\$2,417,663	\$65,000	\$620,594	\$685,594	\$3,103,256
2020	\$0	\$2,415,713	\$70,000	\$618,569	\$688,569	\$3,104,281
2021	\$0	\$2,421,963	\$65,000	\$616,544	\$681,544	\$3,103,506
2022	\$0	\$2,413,963	\$75,000	\$614,444	\$689,444	\$3,103,406
2023	\$0	\$2,416,588	\$75,000	\$612,194	\$687,194	\$3,103,781
2024	\$0	\$2,404,713	\$90,000	\$609,719	\$699,719	\$3,104,431
2025	\$0	\$2,403,813	\$90,000	\$607,188	\$697,188	\$3,101,000
2026	\$0	\$2,402,966	\$95,000	\$604,700	\$699,700	\$3,102,666
2027	\$0	\$2,399,409	\$100,000	\$601,894	\$701,894	\$3,101,303
2028	\$0	\$2,392,650	\$110,000	\$598,744	\$708,744	\$3,101,394
2029	\$0	\$0	\$2,545,000	\$558,919	\$3,103,919	\$3,103,919
2030	\$0	\$0	\$2,625,000	\$479,728	\$3,104,728	\$3,104,728
2031	\$0	\$0	\$2,705,000	\$394,756	\$3,099,756	\$3,099,756
2032	\$0	\$0	\$2,810,000	\$294,600	\$3,104,600	\$3,104,600
2033	\$0	\$0	\$2,920,000	\$180,000	\$3,100,000	\$3,100,000
2034	\$0	\$0	\$3,040,000	\$60,800	\$3,100,800	\$3,100,800
<b>TOTAL</b>	<b>\$2,492,569</b>	<b>\$31,348,575</b>	<b>\$17,540,000</b>	<b>\$9,942,597</b>	<b>\$27,482,597</b>	<b>\$61,323,741</b>

**HUEY P. LONG BRIDGE**  
**Interagency Transfer**

<b><u>Huey P. Long Bridge</u></b>	<b><u>Approved FY 15</u></b>	<b><u>Requested FY 16</u></b>	<b><u>FY 15 to FY 16</u></b>
<b>Administrative</b>			
Administrative Salaries	\$134,202	\$137,265	2.3%
Payroll Taxes	\$21,237	\$19,661	-7.4%
Payroll Benefits	\$44,741	\$47,347	5.8%
<u>Materials, Supplies, Contract Work</u>	<u>\$0</u>	<u>\$0</u>	<u>0.0%</u>
<b>Total Administrative Function</b>	<b>\$200,180</b>	<b>\$204,273</b>	<b>2.0%</b>
<b>Operations</b>			
Police Patrol	\$633,988	\$639,320	0.8%
Dispatch	\$116,069	\$121,821	5.0%
Payroll Taxes	\$131,028	\$120,266	-8.2%
Payroll Benefits	\$183,825	\$193,968	5.5%
Materials, Supplies, and Maint.	\$90,000	\$90,000	0.0%
Telephone and Radio	\$30,000	\$40,000	33.3%
Unused Vacation and Sick Leave	\$5,500	\$10,000	81.8%
<u>Insurance</u>	<u>\$28,000</u>	<u>\$28,000</u>	<u>0.0%</u>
<b>Total Operations</b>	<b>\$1,218,410</b>	<b>\$1,243,375</b>	<b>2.0%</b>
<b>Maintenance</b>			
Maintenance Personnel	\$50,868	\$47,270	-7.1%
Payroll Taxes	\$8,241	\$6,949	-15.7%
<u>Payroll Benefits</u>	<u>\$22,599</u>	<u>\$12,454</u>	<u>-44.9%</u>
<b>Total Maintenance</b>	<b>\$81,708</b>	<b>\$66,673</b>	<b>-18.4%</b>
<b><u>Capital Acquisitions</u></b>	<b><u>\$84,200</u></b>	<b><u>\$76,800</u></b>	<b><u>-8.8%</u></b>
<b>TOTAL HUEY P. LONG BRIDGE</b>	<b>\$1,584,498</b>	<b>\$1,591,121</b>	<b>0.4%</b>

Since Act 875 of 1988, the Commission has budgeted expenditures for the policing of the Huey P. Long Bridge, not as a part of its operating budget, but as a reduction to surplus. A percentage of the Commission's administrative, police, and maintenance salaries and benefits, equipment, and acquisitions comprise total expenditures associated with the policing function.

Total expenditures for policing the Huey P. Long Bridge is projected to increase by \$6,623, or 0.4%. The change is due primarily to an increase of \$13,153 in salaries and payroll benefits and a decrease of \$7,400 in capital acquisitions.

## ACQUISITIONS AND MAJOR REPAIRS

<u>Causeway Acquisitions, Major Repairs and Capital Improvement Program</u>	<u>Approved FY 16</u>
Causeway Police	\$234,900
Maintenance	\$260,829
<u>Operations &amp; Administration</u>	<u>\$9,874</u>
<b>Total Capital Acquisitions</b>	<b>\$505,603</b>
<b>Major Repairs</b>	
Extraordinary Maintenance and Consulting Engineering	\$225,000
Annual AASHTO Inspection	\$550,000
Emergency and Periodic Repairs	\$25,000
Preventative Maintenance of Mechanical & Electrical Systems	\$400,000
<u>System Improvements</u>	<u>\$250,000</u>
<b>Total Major Repairs</b>	<b>\$1,450,000</b>
<b>Capital Improvements/Rehabilitation Program</b>	
Monroe Street Overpass & Frontage Road Rehabilitation	\$1,000,000
Resurface Pavement South Marine Crossing	\$420,000
9-Mile Turnaround Spans (Widening)	\$2,600,000
Replace the Dynamic Message Signs	\$2,800,000
Replace the Call Boxes	\$370,000
9-Mile Turnaround Demolition	\$1,300,000
9-Mile Cell Tower Relocation	\$1,425,000
North Channel Bascule Mechanical Maintenance	\$500,000
Northshore Maintenance Facility Improvements	\$370,000
North Toll Plaza Generator Fuel Relocation	\$300,000
North Toll Plaza Police Building Renovations	\$300,000
North Toll Plaza Canopy Roof and Lightning Protection	\$450,000
North Toll Plaza Site Work	\$450,000
Funds carried forward from Prior Year (Beginning Balance)	(\$10,464,731)
<u>Funds carried forward to Next Year</u>	<u>\$6,967,082</u>
<b>Total Cap. Improvements/Rehabilitation Program</b>	<b>\$8,337,351</b>
<b>TOTAL ACQUISITIONS, MAJ. REPAIRS &amp; CAP IMPROVEMENTS</b>	<b>\$10,292,954</b>

### Acquisitions, Major Repairs/Capital Improvement Expenditure Category

#### Capital Acquisitions

Capital Acquisitions total \$505,603 in FY 16 and include items such as vehicles, radios and various Causeway police equipment. This category is requested at 42.4% more than the amount budgeted in FY 15. In FY 15, GNOEC purchased a new rescue truck, a pickup truck and 6 Ford Police Interceptors and equipment. The increase in FY 16 is a result of purchasing additional trucks and equipment. Projected capital acquisitions by operational unit appear below.

Causeway police acquisitions in FY 16 total \$234,900 and the expenditures include the purchase of six (6) Ford Police Interceptor Units with light bars - \$177,600, six (6) Stalker Radars - \$15,000, six (6) Watchguard In-Car Video systems - \$37,800 and three (3) inflatable boats - \$4,500.

Maintenance acquisitions for FY 16 total \$260,829 and include the purchase of one (1) F-650 attenuator truck with accessory equipment - \$114,609, one (1) F-150 pickup truck (\$33,345), one (1) F-250 pickup truck (\$33,437), two (2) light bars (\$3,450), one (1) Miller welding machine (\$3,690), one (1) F-350 rescue truck and light bar (\$66,996), one (1) Motorola 700 MHz Radio - \$2,668, one (1) Stokes Basket \$1,339 and one (1) Automated External Defibrillator Machine \$1,295.

Operations and Administration acquisitions for FY 16 total \$9,874 and include one (1) antenna analyzer (\$1,100), ones (1) lane controller computer (\$3,694), and one (1) ATEN remote access switch (\$5,080).

#### Major Repairs/Capital Improvement Program

Total expenditures anticipated in the major repairs/capital improvement program for FY 16 is recommended at \$9,787,351. Funds carried forward to FY 16 represent \$10,464,731 in funds budgeted in prior years for major repairs and capital improvement projects. The GNOEC will carry forward a total of \$6,967,082 from FY 16 for future projects. The GNOEC is required to have all funds available prior to the start of any capital project.

A complete list of the GNOEC Capital Improvement/Rehabilitation Projects with a brief description of each project can be found below. The costs include components of design, construction, and construction management. Consulting engineering firms provide all engineering services for Major Repairs and the Rehabilitation Program. The design engineering work generally costs approximately 5-6% of the construction cost. The cost of consulting engineers employed in the management of construction contracts is approximately 5.25-6% of the total construction cost. The total cost of projects listed below equals \$13,735,000.

The budget approved by the GNOEC on August 15, 2015 includes the capital improvement projects listed below. The projects approved by the GNOEC for a typical fiscal year often are changed during the course of the year due to changing priorities and other factors, which require projects to be altered or rescheduled (either delayed or accelerated).

#### Extraordinary Maintenance & Consulting Engineering - \$225,000

The services provided include monthly and annual reporting, review of driveway and utility permits, inspection of accident site damages, inspection and coordination of repairs to bridge deck and approach roads when necessary, and other engineering services as needed.

#### Annual AASHTO Inspection of Facilities & Security Inspection - \$550,000

This is the annual inspection of the Causeway in accordance with Federal Highway Administration (FHWA) and American Association of State Highway & Transportation Officials (AASHTO) guidelines. The GNOEC's Trust Indenture requires that the bridge be inspected annually. In addition, the Consulting Engineers conduct monthly inspections of the underside of the bridge and the navigation lights.

#### Emergency and Periodic Repairs - \$25,000

This category includes services in connection with the bridge's electrical system, diesel spills at the Maintenance Building, bridge traffic control signs and gates, and directional signs and traffic signal lights on approach roads.

#### Preventative Maintenance Electrical/Mechanical Systems - \$400,000

The services provided under this category are in connection with assistance in maintenance of the CCTV Security Camera System and Variable Message Signs/Call Box System, monitoring system operations of the high voltage electrical system and assistance in maintenance of the electronic toll system.

#### System Improvements - \$250,000

This category includes the following: survey and mark rights-of-way on approach roads, North Shore Toll System planning, and coordination with Louisiana DOTD/FHWA on federal transportation funds.

#### North Channel Bascule Mechanical Maintenance - \$500,000

The project provides for maintenance of the mechanical portion of the bascule and other repairs not covered during prior projects. The project will involve shimming the load bearings, replacing a lock bar and lock bar operation.

#### Resurface Pavement (Part A) South Marine Crossing - \$420,000

The project provides for the resurfacing of the lightweight concrete decks at the South Marine Crossing (8-Mile Hump). The existing epoxy asphalt surface, applied more than eighteen years ago, has become badly worn, particularly in the wheel tracks of both lanes on both bridges. The project will remove the existing surface and remove existing striping, reflector and delineator buttons. Following the removal and cleaning of the deck surface, a new polymer surface treatment will be applied and the striping, reflectors and buttons will be replaced.

#### 9-Mile Turnaround Spans (Crossover #5 Widening) - \$2,600,000

The permanent restoration to be undertaken under this project is the repair and or replacement of the 9-mile turnaround spans on the bridge. FHWA has allocated a percentage of funding for the project. The GNOEC has worked with the FHWA to repair the 9-mile turnaround versus the widening of Crossover #5. FHWA prefers that Crossover #5 be widened.

#### Demolition of 9-Mile Turnaround - \$1,300,000

The project will remove the lower level spans of the 9-mile turnaround. In the aftermath of Hurricane Isaac, the LA DOTD and GNOEC assessed the damage and costs for the emergency repair and permanent restoration. FHWA will provide a percentage of funding for this project.

#### Replace Dynamic Message Signs - \$2,800,000

The Causeway currently has dynamic variable message signs at the toll plazas, crossovers and approach roads. These signs are used to alert motorists to potentially hazardous conditions on the bridge. The project will replace a total of 15 dynamic message signs. The existing DMS, installed in 1999, have reached the ends of their useful lives and replacement parts are becoming difficult to obtain. This project will provide for the replacement of the dynamic message signs with new equipment, allowing greater flexibility for the Causeway staff to handle emergencies and increased safety for the Causeway user.

#### Replace Call Boxes - \$370,000

Emergency call boxes are currently located at four-tenth mile intervals along the bridge and at each crossover. These call boxes allow motorists to summon help in the event of an emergency. The existing Call Boxes, installed in 1999, have reached the ends of their useful lives and replacement parts are becoming difficult to obtain. This project will provide for the replacement of the call boxes with new equipment, allowing greater flexibility for the Causeway staff to handle emergencies and increased safety for the Causeway user.

#### 9-Mile Cell Tower Relocation - \$1,425,000

The 9-Mile Turnaround and access ramps are subject to damage from hurricanes. Each was damaged during Hurricanes Katrina and Isaac. 9-Mile Turnaround Spans were designed to replace the spans of the turnaround at their current location. During plan development, a lower cost alternate to widen Crossover 5 was examined. The FHWA has approved the widening of Crossover 5 due to its lower cost and lower probability of damage from future hurricane events. This project covers the GNOEC's portion of the expense to relocate the cell towers from the 9-Mile Turnaround.

Monroe Street Overpass and Frontage Road Rehabilitation - \$1,000,000

The project was originally constructed in the early 1990s and needs to be rehabilitated. The bridge repairs will result in the replacement of expansion joint seals, epoxy repair of cracks in bent caps, bridge drain restoration and repair of brick fascia. The Frontage Road repairs will consist of removal and replacement of a damaged guardrail, extension of culvers and cleaning of the drainage system and replacement of the striping and pavement markers.

North Toll Plaza Canopy Roof and Lightning Protection - \$450,000

This project includes waterproofing the North Toll Plaza canopy roof and providing lightning and surge protection for the North Toll Plaza. The project will be scheduled after the dynamic message sign has been removed and replaced on the truss.

North Toll Plaza Police Building Renovations - \$300,000

The GNOEC police office was moved to the Northshore during the Corps of Engineers Hurricane Protection Work. The police office currently consists of three small rooms and a reception area total of 832 square feet. This project will expand the current building to include a Sergeant's office, an evidence storage area, firearm storage area, a meeting room for roll call, restrooms, and a break room.

North Toll Plaza Generator and Fuel Relocation - \$300,000

This project will relocate the emergency generator and fuel tank as a result of the police building renovations. The GNOEC will have both diesel and gasoline available for vehicles at North Toll Plaza

North Toll Plaza Site Work - \$450,000

As a result of the police building renovations, approximately 15 parking spaces will be removed and a driveway will be closed. This project will restore the lost parking spaces and revise the driveway to accommodate toll turnarounds and fog operations. The project will also include maintenance to the north parking lot.

Northshore Maintenance Facility Improvements - \$370,000

This project will include renovations to a building constructed in 1998 and the construction of a new storage area for GNOEC maintenance equipment and spare part inventories. The renovations will include the roof replacement over offices, replacement of gutters and downspouts, replacement of roll-up doors, replacement of air-conditioning units, replacement of flooring and painting and installation of shelving in storage areas.

The Commission intends to carry forward \$6,967,082 in order to fund future projects on the major repair and improvements program. The GNOEC anticipates directing these funds to projects scheduled to begin in FY 17 and future years. The anticipated FY 17 projects are the North Approach Road Rehabilitation, High Voltage Power System Control System Upgrade, Bearing Pad Replacement and CCTV and Radar Maintenance Upgrades. In future years, the GNOEC intends to begin cleaning and adjusting bearing and leveling of the southbound span, structural repairs to the underside of the bridge, painting of the steel spans and pile encapsulation. Historically, funds are carried to the next fiscal year as the GNOEC is required by its bond indenture to have all construction funds available before a project can be initiated.

\*During FY 16, the GNOEC has two projects ongoing that are receiving construction funds via Emergency Federal Relief Funds from the Federal Highway Administration (FHWA). These two projects (9 Mile Turnaround Spans & Demolition of 9 Mile Turnaround) are associated with simultaneous repairs and improvements associated with damage incurred during Hurricanes Katrina and Isaac. In both cases, the GNOEC is solely responsible for all costs associated with pre-construction engineering, environmental services, construction engineering and related testing services. Under the existing agreements, the Louisiana Department of Transportation and



Development (DOTD) will prepare construction proposals, and advertise and receive bids in accordance with its normal practices. DOTD will then award the contract on behalf of the GNOEC to the winning bidder with concurrence of the FHWA. After award of the contract, the GNOEC will provide construction administration and inspection during construction. The federal government will fund construction costs on a reimbursement basis. DOTD will reimburse the GNOEC monthly, minus five percent retainage, up to the maximum amount of federal allocation available for the project.

**Salary Information for Filled Positions as of August 26, 2015****ADMINISTRATION**

<b>TITLE/POSITION</b>	<b>DATE HIRED</b>	<b>FULL/ PART- TIME</b>	<b>FY 2015 CURRENT SALARY</b>	<b>FY 2016 PROPOSED SALARY</b>	<b>% INCREASE</b>
General Manager	9/1/09	FULL	120,000.00	122,250.00	1.88%
Chief Financial Officer	5/28/03	FULL	73,000.00	74,500.00	2.05%
North Shore Supervisor	8/1/81	FULL	70,345.60	72,345.60	2.84%
Human Resources Director	6/16/95	FULL	67,496.00	70,871.00	5.00%
Executive Secretary	10/2/00	FULL	43,347.20	44,597.20	2.88%

**COMMUTER SALES - TOLL TAG OFFICES**

Consumer Sales Leaderman	2/22/06	FULL	33,000.00	33,000.00	0.00%
South Shore Tag Office	7/24/09	FULL	23,608.00	24,257.22	2.75%
North Shore Tag Office	11/22/99	FULL	26,686.40	27,486.99	3.00%
North Shore Leaderman	11/28/08	FULL	28,100.80	28,943.82	3.00%

**ACCOUNTING**

Clerical	4/1/08	FULL	22,497.28	23,545.60	4.66%
Toll Analyst	1/26/09	FULL	31,304.00	32,760.00	4.65%
Bookkeeper	2/18/15	FULL	36,000.00	37,009.44	2.80%

**RECORDS**

Clerk	8/19/96	FULL	32,156.80	33,764.64	5.00%
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**SECURITY CAMERAS COMMAND POST**

Monitor	3/5/07	FULL	28,329.60	29,462.78	4.00%
Monitor	11/5/12	FULL	20,800.00	21,632.00	4.00%
Watch Commander	6/16/12	FULL	27,248.00	28,610.40	5.00%

**CAUSEWAY BRIDGE POLICE**

<b>TITLE/POSITION</b>	<b>DATE HIRED</b>	<b>FULL/ PART- TIME</b>	<b>FY 2015 CURRENT SALARY</b>	<b>FY 2016 PROPOSED SALARY</b>	<b>% INCREASE</b>
Chief	8/5/08	FULL	103,251.20	103,251.20	0.00%
Lieutenant	2/16/87	FULL	74,692.80	77,598.35	3.89%
Sergeant	10/20/97	FULL	60,112.00	62,450.36	3.89%
Sergeant	3/15/99	FULL	58,281.60	60,548.75	3.89%
Sergeant/Evidence Officer	9/18/06	FULL	45,614.40	47,388.80	3.89%
Sergeant	10/12/87	FULL	72,488.00	75,307.78	3.89%
Sergeant	7/10/06	FULL	46,779.20	48,598.91	3.89%
Corporal	2/1/10	FULL	39,187.20	40,711.58	3.89%
Corporal	9/19/96	FULL	53,144.00	55,211.30	3.89%
Corporal	7/28/68	FULL	58,177.60	60,440.71	3.89%
Corporal	11/3/09	FULL	39,956.80	41,511.12	3.89%
Officer	1/2/14	FULL	35,692.80	37,081.25	3.89%
Officer	7/16/14	FULL	35,692.80	37,081.25	3.89%
Officer	7/1/14	FULL	35,692.80	37,081.25	3.89%
Officer	10/14/13	FULL	35,692.80	37,081.25	3.89%
Officer	1/16/14	FULL	35,692.80	37,081.25	3.89%
Officer	9/10/12	FULL	35,692.80	37,081.25	3.89%
Officer	3/12/07	FULL	34,320.00	35,655.05	3.89%
Officer	6/1/11	FULL	37,128.00	38,572.28	3.89%
Officer	8/16/11	FULL	37,128.00	38,572.28	3.89%
Officer	1/4/11	FULL	37,128.00	38,572.28	3.89%
Officer	10/4/10	FULL	37,128.00	38,572.28	3.89%

**HUEY P. LONG BRIDGE POLICE**

Sergeant	9/1/93	FULL	67,641.60	70,272.86	3.89%
Sergeant	3/22/99	FULL	58,260.80	60,527.15	3.89%
Corporal	3/17/08	FULL	42,411.20	44,061.00	3.89%
Officer	5/13/13	FULL	37,128.00	38,572.28	3.89%
Officer	5/12/14	FULL	35,692.80	37,081.25	3.89%
Officer	5/26/98	FULL	56,763.20	58,971.29	3.89%
Officer	11/5/14	FULL	34,320.00	35,655.05	3.89%

**TOLL COLLECTORS - NORTH SHORE**

<b>TITLE/POSITION</b>	<b>DATE HIRED</b>	<b>FULL/ PART- TIME</b>	<b>FY 2015 CURRENT SALARY</b>	<b>FY 2016 PROPOSED SALARY</b>	<b>% INCREASE</b>
N.S. Toll Captain	1/30/96	FULL	35,152.00	36,558.08	4.00%
Toll Collector	1/21/14	FULL	20,987.20	21,616.82	3.00%
Toll Collector	11/3/14	FULL	20,800.00	21,320.00	2.50%
Toll Collector	12/4/14	FULL	20,800.00	21,320.00	2.50%
Leaderman	8/26/96	FULL	34,694.40	35,735.23	3.00%
Toll Collector	3/23/15	FULL	20,800.00	21,320.00	2.50%
Toll Collector	5/7/07	FULL	24,065.60	24,667.24	2.50%
Toll Collector	5/29/12	FULL	21,257.60	21,789.04	2.50%
Toll Collector	11/8/04	FULL	25,001.60	25,626.64	2.50%
Toll Collector	4/23/02	FULL	26,832.00	27,502.80	2.50%
Toll Collector	7/18/08	FULL	24,211.20	25,058.59	3.50%
Toll Collector	8/22/06	FULL	24,065.60	24,667.24	2.50%
Toll Collector	4/20/15	PART	14,500.00	14,862.50	2.50%
Toll Collector	5/4/15	PART	14,500.00	14,862.50	2.50%
Toll Collector	4/27/06	PART	16,617.00	17,032.43	2.50%

**BRIDGE MONITORS - SOUTH SHORE**

Bridge Monitor	10/27/08	FULL	23,524.80	24,230.54	3.00%
Bridge Monitor	6/9/03	FULL	27,185.60	27,729.31	2.00%

**COMMUNICATIONS - DISPATCH**

<b>TITLE/POSITION</b>	<b>DATE HIRED</b>	<b>FULL/ PART- TIME</b>	<b>FY 2015 CURRENT SALARY</b>	<b>FY 2016 PROPOSED SALARY</b>	<b>% INCREASE</b>
Supervisor of Communication	11/1/96	FULL	64,500.00	64,500.00	0.00%
TAC Officer	9/25/00	FULL	46,196.80	48,044.67	4.00%
Team Leader	2/4/98	FULL	38,168.00	39,694.72	4.00%
Dispatcher	7/31/98	FULL	37,232.00	38,721.28	4.00%
Dispatcher	3/3/08	FULL	29,931.20	31,128.45	4.00%
Dispatcher	6/4/01	FULL	36,878.40	38,353.54	4.00%
Team Leader	4/23/01	FULL	37,211.20	38,699.65	4.00%
Team Leader	8/31/05	FULL	33,779.20	35,130.37	4.00%
Dispatcher	2/9/15	FULL	24,960.00	25,958.40	4.00%
Dispatcher	12/20/14	FULL	24,960.00	25,958.40	4.00%
Team Leader	2/2/04	FULL	35,256.00	36,666.24	4.00%

**COMMUNICATIONS - BASCULE**

Supervisor	9/26/94	FULL	49,712.00	50,706.24	2.00%
Operator	8/16/12	FULL	26,208.00	27,780.48	6.00%
Operator	10/3/08	FULL	30,430.40	31,951.92	5.00%
Operator	7/21/03	FULL	32,635.20	33,940.40	4.00%

### MAINTENANCE

TITLE/POSITION	DATE HIRED	FULL/ PART- TIME	FY 2015 CURRENT SALARY	FY 2016 PROPOSED SALARY	% INCREASE
Bridge/Operation Director	11/2/95	FULL	72,342.40	72,342.40	0.00%
Maintenance Foreman	8/19/91	FULL	44,304.00	46,076.16	4.00%
Electrical Supervisor	5/6/96	FULL	57,886.40	58,754.70	1.50%
Bridge, Welding & Grounds	7/16/12	FULL	29,536.00	30,717.44	4.00%
Electronics Technician	1/30/07	FULL	40,040.00	41,641.60	4.00%
Grounds Leaderman	8/20/84	FULL	44,824.00	46,616.96	4.00%
Welding Leaderman	12/12/88	FULL	39,832.00	41,425.28	4.00%
Bridge, Welding & Grounds	8/2/04	FULL	27,560.00	28,662.40	4.00%
Electrical	10/1/01	FULL	39,000.00	40,560.00	4.00%
Bridge, Welding & Grounds	5/5/08	FULL	24,003.20	24,003.20	0.00%
S.S. Maintenance Supervisor	2/23/09	FULL	33,529.60	34,870.78	4.00%
S.S. Maintenance	10/1/02	FULL	31,054.40	32,296.58	4.00%

### MOTORISTS ASSISTANCE PATROL - CAUSEWAY BRIDGE

MAP Supervisor	1/7/86	FULL	53,830.40	55,983.62	4.00%
Operator	7/3/07	FULL	29,744.00	31,082.48	4.50%
Operator	12/8/08	FULL	27,040.00	28,121.60	4.00%
Operator	2/2/15	FULL	24,960.00	25,958.40	4.00%
Operator	3/27/14	FULL	23,920.00	24,876.80	4.00%
Operator	4/8/13	FULL	23,920.00	24,398.40	2.00%
Operator	10/1/07	FULL	31,200.00	31,824.00	2.00%

### MOTORISTS ASSISTANCE PATROL - HUEY P. LONG BRIDGE

Operator	9/8/09	FULL	29,744.00	30,933.76	4.00%
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### VEHICLE MAINTENANCE

Supervisor	10/8/86	FULL	42,286.40	43,977.86	4.00%
Mechanic	11/13/00	FULL	38,584.00	40,127.36	4.00%
Mechanic	2/21/11	FULL	23,400.00	24,453.00	4.50%



John Carpenter  
Legislative Fiscal Officer

**STATE OF LOUISIANA**  
**LEGISLATIVE FISCAL OFFICE**  
**BATON ROUGE**

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To: The Honorable James Fannin, Chairman  
Joint Legislative Committee on the Budget  
The Honorable Members of the Joint Legislative Committee on the Budget

From: John Carpenter, Legislative Fiscal Officer  
Matthew J. LaBruyere, Fiscal Analyst

Date: October 17, 2014

Subject: GREATER NEW ORLEANS EXPRESSWAY COMMISSION  
FY 15 BUDGET ANALYSIS

The Greater New Orleans Expressway Commission (GNOEC) staff annually prepares its budget for approval by the Commissioners in accordance with its bond indenture. Upon approval by the GNOEC, the budget is then submitted to the Legislative Fiscal Office. The GNOEC approved the original budget and submitted the approved budget to the Legislative Fiscal Office on August 15, 2014.

Prior to the submission of the annual operating budget to the Joint Legislative Committee on the Budget (JLCB) for its approval or rejection, the Legislative Fiscal Office reviews the submission of the budget for mathematical accuracy and content. In addition, the Legislative Fiscal Office prepares an analysis of the budget submitted by the GNOEC and provides this report to the Joint Legislative Committee on the Budget (JLCB) for its consideration.

**BUDGET SUMMARY, FISCAL YEAR 2014-15**  
**Greater New Orleans Expressway Commission**

	Actual	Actual	Approved	Estimated	Requested	Apprvd	Page	
	FY 12	FY 13	FY 14	Year End	FY 15	FY 14	No.	Notes
				FY 14		vs. FY 15		
<b>Means of Finance</b>								
Highway Fund No. 2	\$6,694,898	\$5,966,844	\$5,800,000	\$5,895,434	\$5,800,000	0.00%	3	
Tolls	\$15,811,025	\$16,212,070	\$15,916,000	\$16,143,000	\$16,143,000	1.40%	3, 7-8	See graphs on page 8
Interest Income	\$70,660	\$8,349	\$25,000	\$25,000	\$25,000	0.00%	3	
Other Revenue	<u>\$9,069</u>	<u>\$5,997</u>	<u>\$10,000</u>	<u>\$10,000</u>	<u>\$10,000</u>	<u>0.00%</u>		
<b>Total MOF</b>	<b>\$22,585,652</b>	<b>\$22,193,260</b>	<b>\$21,751,000</b>	<b>\$22,073,434</b>	<b>\$21,978,000</b>	<b>1.00%</b>		
<b>Expenditures</b>								
Salaries	\$3,899,559	\$3,794,119	\$4,266,422	\$4,038,568	\$4,283,930	0.40%	4, 9	0-9% Merit Inc.
Related Benefits	\$1,655,116	\$1,704,418	\$1,911,110	\$1,820,664	\$2,086,471	9.20%	4, 9	Retiree ins. rate adj.
Other Compensation	<u>\$34,180</u>	<u>\$34,158</u>	<u>\$34,180</u>	<u>\$34,180</u>	<u>\$34,180</u>	<u>0.00%</u>	9	Commissioners' salaries
<b>Personnel Svcs.</b>	<b>\$5,588,855</b>	<b>\$5,532,695</b>	<b>\$6,211,712</b>	<b>\$5,893,412</b>	<b>\$6,404,581</b>	<b>3.10%</b>		
<b>Operating Services</b>	<b>\$3,308,988</b>	<b>\$3,176,710</b>	<b>\$3,267,000</b>	<b>\$3,257,087</b>	<b>\$3,260,000</b>	<b>-0.20%</b>	4, 10	Dec. in bank & Visa rates
<b>Supplies</b>	<u>\$1,366,606</u>	<u>\$1,492,389</u>	<u>\$1,294,280</u>	<u>\$1,410,295</u>	<u>\$1,342,300</u>	<u>3.70%</u>	4, 10-11	
<b>Operating Expenses</b>	<b>\$4,675,594</b>	<b>\$4,669,099</b>	<b>\$4,561,280</b>	<b>\$4,667,382</b>	<b>\$4,602,300</b>	<b>0.90%</b>		
<b>Professional Services</b>	<u><b>\$165,974</b></u>	<u><b>\$192,139</b></u>	<u><b>\$174,200</b></u>	<u><b>\$188,394</b></u>	<u><b>\$197,200</b></u>	<u><b>13.20%</b></u>	5, 11	
Debt Service	\$4,635,125	\$4,633,475	\$4,637,891	\$4,538,948	\$4,220,484	-9.00%	5, 13	Debt service sch., pg. 13
State Surplus-HPL	<u>\$1,563,647</u>	<u>\$1,721,665</u>	<u>\$1,894,111</u>	<u>\$1,803,175</u>	<u>\$1,934,498</u>	<u>2.10%</u>	5, 12, 14	
<b>Other Charges</b>	<b>\$6,198,772</b>	<b>\$6,355,140</b>	<b>\$6,532,002</b>	<b>\$6,342,123</b>	<b>\$6,154,982</b>	<b>-5.80%</b>		
Acquisitions	\$185,948	\$265,507	\$523,313	\$523,313	\$355,112	-32.10%	5, 15-16	Dec. in police vehicles
Maj Rep / Cap Imps	<u>\$5,770,509</u>	<u>\$5,178,680</u>	<u>\$3,748,493</u>	<u>\$4,458,810</u>	<u>\$4,263,825</u>	<u>13.70%</u>	5, 16-19	
<b>Acquisitions/Repairs</b>	<b>\$5,956,457</b>	<b>\$5,444,187</b>	<b>\$4,271,806</b>	<b>\$49,821,823</b>	<b>\$4,618,937</b>	<b>8.10%</b>		
<b>Total Expenditures</b>	<b>\$22,585,652</b>	<b>\$22,193,260</b>	<b>\$21,751,000</b>	<b>\$22,073,434</b>	<b>\$21,978,000</b>	<b>1.00%</b>		

Section 2 of Act 875 of 1988 requires the GNOEC to submit its annual budget to the Joint Legislative Committee on the Budget for its approval or rejection prior to the expenditure of funds contained in such budget. Act 842 of the 2008 Regular Legislative Session requires "...consideration of operating budgets shall be given in advance of the beginning of the subject entity's fiscal year." The GNOEC's new fiscal year begins on November 1, 2014; therefore, its annual operating budget is being presented at this time.



## **BUDGET SUMMARY**

The Greater New Orleans Expressway Commission (GNOEC) is requesting approval of a FY 15 budget that represents a 1.0% increase, or \$227,000 total means of finance, from the budget approved by the JLCB for FY 14. The Commission anticipates an increase in toll revenues of \$227,000 more than originally budgeted in FY 14.

## **MEANS OF FINANCING**

### **State Highway Fund Number 2**

State Highway Fund No. 2 revenues are derived from vehicular license taxes collected in the parishes of Orleans, Jefferson, St. John the Baptist, St. Charles, Tangipahoa and St. Tammany. These revenues are disbursed as follows: 1) fifty percent (50%) accruing to GNOEC, 2) all monies collected from Orleans Parish are deposited into the New Orleans Ferry Fund and 3) the remaining funds are deposited into the Transportation Trust Fund (TTF-R). Based upon the Revenue Estimating Conference's latest adopted revenue forecast for FY 15 of \$12.3 M, the GNOEC's anticipated share of revenue is anticipated to total \$6.15 M in State Highway Fund No. 2 dollars in FY 15. However, GNOEC wanted to be conservative and the board has approved a budgeted amount of \$5.8 M since that amount has been budgeted the previous two years.

The GNOEC's budget authority from State Highway Fund No. 2 is anticipated to be greater than its annual debt service payment, projected to be \$4,220,484 in FY 15. As stated in previous reports, the Legislative Fiscal Office (LFO) previously requested and received an Attorney General opinion on this matter verifying that "surplus" funds from Highway Fund No. 2 are permissible to be utilized by the GNOEC in its budget for capital improvements. The excess revenue from the Highway Fund No. 2 after the annual debt service payment is \$1,579,516 (\$5,800,000 Highway Fund #2 revenue - \$4,220,484 debt service).

### **Toll Revenues/Interest Income**

Toll revenues are budgeted based upon historical collections and trends in traffic patterns. The budget for toll revenues for FY 15 is projected to increase by approximately 1.4% from the amount originally projected for FY 15. Toll revenues are budgeted at \$16,143,000 for FY 15, which is \$227,000 more than the total approved in FY 14 (\$15,916,000), and the same amount as the current projected collections in FY 14 (\$16,143,000).

The total number of one-way crossings on the expressway is anticipated to be 6,413,600 in FY 15 as opposed to a projected 6,445,170 in FY 14, or 31,570 less crossings (see graphs on page 7). Toll collections depend upon vehicle type and payment method, which includes full fare and discounted fare programs.

Interest income is projected to remain static at \$25,000. According to the GNOEC, interest collections continue below historic levels due to continuing low interest rates, fund balances being expended on projects, and the overall economic climate.

## EXPENDITURES

### Personnel Expense (Salaries and Related Benefits)

The salaries and related benefits expenditure category is requested at 3.1% more than the amount approved in FY 14, which includes a reduction of 2 fulltime equivalent employees (FTEs) from a total of 100 in FY 14 to 98 in FY 15. This reduction is due to the elimination of an accountant and two bridge monitor positions and using one less motor assistance patrol for the Huey P. Long (HPL) Bridge. The total number of FTEs for FY 15 is 16.5 administrative and 81.5 non-administrative for a total of 98. In addition, a portion of the personnel count for administration (3 FTE positions) and operations (13 FTEs) are allocated to HPL Bridge expenditures. Including the 16 HPL positions, the total FTEs compensated by the GNOEC is 114.

Traditionally, administrative and supervisory personnel of the GNOEC may receive merit increases as a flat percentage based upon individual job performances. Merit increases are approved each year through the Commission's budget approval process. For FY 15, the Commission authorized merit based pay increases ranging from 0% to 9%. Only 1 FTE (toll collector) received a 9% increase and that was an increase of a starting salary from \$9.25/hour to \$10.00/hour. In addition, two part-time positions (toll collectors) received an hourly wage increase from \$9.25/hour to \$10.00/hour. Under the proposed budget, approximately 98 positions will be eligible to receive merit increases at an annual total salary and related benefits cost of \$169,800.

The GNOEC currently has 32 Peace Officer Standards & Training (POST) certified police officers (24 – Causeway, 8 Huey P. Long Bridge). Act 664 (SB 26) of the 2008 Regular Legislative Session provides that these police officers are eligible to receive state supplemental pay, which is currently \$500/month or \$6,000/year for a total state supplement of \$192,000 as all Causeway police officers currently receive supplemental pay. This portion of the police officers' salaries is not included in the GNOEC's budget as the state pays this amount annually. However, the GNOEC is responsible for paying the related benefits costs associated with the additional \$6,000 state salary supplement, which equates to approximately \$58,000 of additional related benefits expenditures included in the operating budget over and above the base amount.

The related benefits expenditure category for FY 15 is requested at 9.2% more than the approved budget for FY 14. The Parochial Employee's Retirement System will decrease the employer contribution share from 16.00% to 14.50% effective January 1, 2015. Group insurance and retiree insurance will increase by 22%. This change results in an increased related benefit expenditure of approximately \$175,000 annually. The increase is due to greater usage than anticipated and a 15% increase in insurance costs. This is the first health insurance increase for GNOEC in three years.

### Operating Expenses (Operating Services/Material & Supplies)

Operating Expenses include advertising, the publication of public notices and minutes, insurance, travel, telephone and radio expenses, utilities and other operating services. Other operating services include payout of unused vacation and sick leave, dues and subscriptions, trustee fees, bank and visa charges for toll deposits, and other miscellaneous expenses. The FY 15 budget request for total operating expenses is \$4,602,300, which is an increase of \$41,020, or 0.9% more than what was approved in FY 14. The bulk of this increase is due to a projected increase in telephone and radio expenses of \$30,000, computer maintenance expenses of \$31,000, and a \$10,000 increase in automotive repairs. The increase is partially offset by a projected decrease in expenditures of \$40,000 associated with bank and Visa charges on toll deposits. The decrease in bank and Visa charges is a result of GNOEC negotiating lower bank and Visa rates.

## Professional Services

The Commission hires outside consultants and services under professional services contracts. These items include services for bond indenture requirements in the form of independent audit and accounting services (\$90,000), engineering and traffic consultants (\$17,200), legal counsel (\$80,000) and investment consultation (\$6,000). The total projected professional services expenditure totals \$197,200, which is an increase of approximately \$23,000, or 13.2% more than the current budget level. The primary anticipated increases associated with this expenditure item are a result of increasing the legal counsel contract by \$15,000, increasing the audit contract by \$5,000, and adding an accident investigation contract for \$4,000.

## Other Charges (Debt Service/Huey P. Long Bridge/State Surplus)

The Commission's debt service payment for FY 15 will total \$4,220,484.

Per Act 875 of 1988, the Commission provides \$50,000 each fiscal year to the parishes of St. Charles, St. John the Baptist, and Tangipahoa for a total of \$150,000. Per Act 1227 of 1995, the Commission provides \$50,000 to Jefferson Parish, St. Tammany Parish, and the City of New Orleans for use by the New Orleans Recreation Department and the New Orleans Police Department, and the Washington Parish Infrastructure and Park Fund, for a total of \$200,000.

The Commission is responsible for the policing of the Huey P. Long Bridge and budgets \$1,584,498 for FY 15 expenditures paid from anticipated excess revenues to the state. This represents a requested increase of \$40,387, or 2.6%, above the level approved for FY 14. The increase is primarily related to an increase of \$56,702 in payroll benefits. The increase is offset by a decrease of \$14,592 in capital acquisitions.

## Total Acquisitions & Major Repairs

This category includes capital acquisitions and the major repairs/capital improvement program. The Commission's budget request includes a decrease of \$168,201, or 32.1%, in acquisitions expenditures to a new total of \$355,112. The majority of the FY 15 decrease is a result purchasing fewer vehicles than in FY 14. The major repairs and capital improvements expenditure category increases by \$515,332, or 13.7%, from the amount approved in FY 14. The FY 15 requested amount for major repairs and capital improvements is \$4,263,825. The total budget request for Acquisitions and Major Repairs is \$4,618,937.

The approved budget request for the capital improvements/rehabilitation program includes eleven (11) projects. These projects include: South Channel Fender Repair & Structural Improvements (\$1,700,000), Resurface Pavement - South Marine Crossing (\$500,000), \*9-Mile Turnaround Spans (\$5,100,000), Cable Support Tray Repairs (\$1,200,000), \*Demolition of 9-Mile Turnaround (\$50,000), Replace Variable Message Signs and Call Boxes (\$3,500,000), North Toll Plaza Canopy Roof and Lightning Protection (\$500,000), \*North Toll Plaza Police Building Renovations (\$575,000), \*North Toll Plaza Revetment (\$200,000), 9-Mile Cell Tower Relocation (\$1,500,000), and \*Cold Mill and Overlay West Causeway Approach (\$5,500,000). The GNOEC is required to have all funds available prior to the start of any capital improvement project. This project list includes new projects as denoted with an asterisk (\*) above, as well as continuing projects started with funds accrued in prior fiscal years.

## **BUDGET ISSUES**

As a result of the number of projects proposed for FY 15 and the cost associated with the projects, the amount of available funding that is carried forward each year is significantly less. To the extent the requested projects are fulfilled in FY 15, the balance at the end of the year will be approximately \$8.1 M, which is almost half of the FY 14 projected ending balance of \$19.4 M and less than the FY 12 and 13 ending balances of \$19.2 M and \$22.3 M, respectively. The impact of a significantly reduced carry forward balance would be either fewer capital improvement/rehabilitation projects for future years or smaller, less costly projects would be undertaken.

### **Guard Rails and Safety Bays**

The GNOEC is currently exploring the possibility of increasing the height of the rails on the southbound span. Since 1994, the first year a vehicle went over the railing, twelve vehicles have gone overboard which have resulted in 9 fatalities. Eleven of the twelve vehicles have been trucks or sport utility vehicles. There has only been 1 vehicle that has gone overboard while traveling on the northbound span and that occurred in 1994. The other 11 vehicles went overboard on the southbound span. The southbound span is the older of the two spans and has a lower rail height compared to the northbound span. The southbound span, opened in 1956, has a rail height of 25 inches compared to the northbound span, opened in 1969, with a height of 31 inches.

GNOEC has contracted with Texas A&M University to develop a rail that would fasten to the top of the existing rail on the southbound span. There are currently two options being tested. Option A would increase the rail height by 21 inches. It would include 2 bars spanning the length of the bridge on both sides and would be secured to the bridge by a bolt on the top and side of the existing rail. Option B would increase the rail height by 12 inches. It would include 1 bar spanning the length of the span on both sides and would be secured to the bridge by 1 bolt on the top of the existing rail.

In addition to the rail options, another option being explored for the bridge is safety bays. The safety bays would be a lane added to each span of the bridge that would allow vehicles to pull off in case of vehicle trouble or wrecks. The concept calls for 12 spans at 56 feet in length to be added on the southbound span and 8 spans at 84 feet to be added on the northbound span. This would add 672 feet of addition lanes on each span.

The rail project could cost be as much as \$50 M and the safety bay project could cost as much as \$60 M. However, the exact cost to construct the rail options and safety bays is unknown at this time. There is currently no funding available for the projects and a funding stream has not been identified.

GNOEC is looking into federal grants, such as the Transportation Investment Generating Economic Recovery (TIGER Grant), to fund the project as well as selling bonds for the project. TIGER grants are awarded by the U.S. Department of Transportation for road, rail, transit and port projects that solve infrastructure problems across the country. The applicant's projects are judged on safety, economic competitiveness, state of repair, livability and environmental sustainability. The grant offers broad eligibility and can be awarded directly to any public entity.

## TOLL RATES AND REHABILITATION PROJECTS

In February 1995, the Greater New Orleans Expressway Commission (GNOEC) increased tolls and charges on the Lake Pontchartrain Causeway. The revenues generated from the increase are dedicated for the purpose of funding major repairs/capital improvement projects. The schedule of tolls and charges below became effective February 1, 1995.

NOTE: The GNOEC began one-way toll collections in May 1999. Tolls have been collected only on the North Shore since that time.

### PRIOR AND CURRENT TOLL SCHEDULE

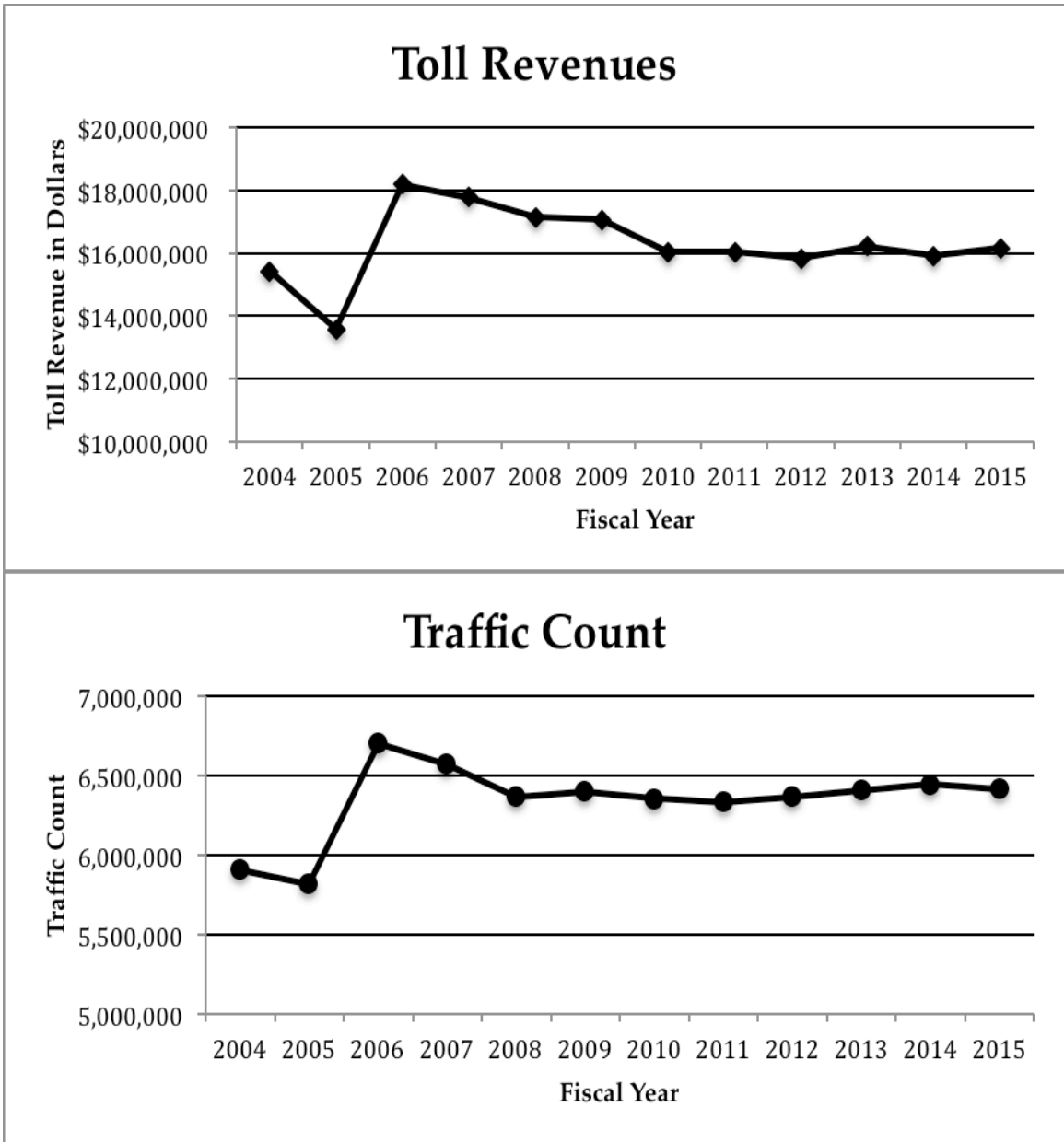
<u>Height</u>	<u>Type</u>	<u>Axles</u>	<u>Current Toll</u>	<u>Prior Toll</u>
Under 7'6"	Commuter Cash	2	\$2.00	\$0.50
		2	\$3.00	\$1.00
		3	\$4.50	\$1.50
		4	\$6.00	\$2.00
		5+	\$7.50	\$2.50
Over 7'6"	Cash	2	\$6.00	\$2.35
		3	\$9.00	\$2.90
		4	\$12.00	\$3.75
		5+	\$15.00	\$4.00

### Toll Revenues

Toll revenues are budgeted based upon historical collections and trends in traffic patterns. The collections from toll revenues in FY 15 are projected to increase by approximately 1.4% from the amount approved for FY 14. Toll revenues are budgeted at \$16,143,000 for FY 15, or \$227,000 more than the \$15,916,000 approved in FY 14, but approximately the same amount as current projected actual collections of \$16,143,000 in FY 14. On page 8 are graphs that illustrate toll revenue collections and traffic counts from FY 04 (pre-Katrina levels) to projected levels in FY 14. Traffic counts and toll collections realized annual declines between FY 06 and FY 10, but appear to have stabilized and remained relatively flat since that time.

<u>FY</u>	<u>Toll Revenues</u>	<u>Traffic Count</u>
2004	\$15,421,017	5,909,426
2005	\$13,566,529	5,814,832
2006	\$18,184,159	6,707,603
2007	\$17,768,414	6,571,180
2008	\$17,135,270	6,366,320
2009	\$17,047,947	6,400,327
2010	\$16,025,247	6,355,044
2011	\$16,018,853	6,337,597
2012	\$15,811,025	6,364,746
2013	\$16,212,070	6,409,719
*2014	\$15,916,000	6,445,170
*2015	\$16,143,000	6,413,600

\*Figures are projected through end of FY 14 and estimated for FY 15.



## PERSONNEL EXPENSES

<u>SALARIES</u>	<u>FTE</u>	<u>Actual FY 12</u>	<u>FTE</u>	<u>Actual FY 13</u>	<u>FTE</u>	<u>Approved FY 14</u>	<u>FTE</u>	<u>Requested FY 15</u>
General Manager	1	\$110,250	1	\$110,250	1	\$114,660	1	\$120,000
Office Personnel	18	\$766,641	19	\$753,589	19	\$831,615	18.5	\$783,848
Less: HPL Adm.	(3)	(\$139,384)	(3)	(\$134,411)	(3)	(\$145,230)	(3)	(\$134,202)
<b>Total Administrative Salaries</b>	<b>16</b>	<b>\$737,507</b>	<b>17</b>	<b>\$729,428</b>	<b>17</b>	<b>\$801,045</b>	<b>16.5</b>	<b>\$769,646</b>
Toll Collectors	15	\$457,188	15.5	\$452,483	15.5	\$472,852	15.5	\$494,120
Bridge Monitors	4.5	\$137,367	4.5	\$127,557	4.5	\$136,965	2	\$62,893
Maintenance	28	\$956,088	28	\$862,553	28	\$1,011,224	28	\$1,053,682
Bascule Operators	5	\$203,000	5	\$194,337	5	\$190,662	5	\$197,081
Dispatch	12	\$465,807	12	\$469,835	12	\$505,160	12	\$498,517
Police	32	\$1,580,581	32	\$1,664,528	32	\$1,932,833	32	\$2,008,915
Less: HPL Operations	(13)	(\$637,979)	(13)	(\$706,602)	(14)	(\$784,319)	(13)	(\$800,924)
<b>Total Operations Salaries</b>	<b>83.5</b>	<b>\$3,162,052</b>	<b>84</b>	<b>\$3,064,691</b>	<b>83</b>	<b>\$3,465,377</b>	<b>81.5</b>	<b>\$3,514,284</b>
<b>TOTAL SALARIES</b>	<b>99.5</b>	<b>\$3,899,559</b>	<b>101.0</b>	<b>\$3,794,119</b>	<b>100.0</b>	<b>\$4,266,422</b>	<b>98.0</b>	<b>\$4,283,930</b>
<b>RELATED BENEFITS</b>								
Parochial (Retirement)		\$819,120		\$840,084		\$932,389		\$875,262
Group Insurance		\$914,918		\$938,086		\$1,093,990		\$1,339,463
Retirees Group Benefits		\$130,228		\$163,070		\$167,000		\$198,417
Gov. Def. Comp. Plan		\$86,076		\$85,000		\$85,000		\$85,000
Less: HPL Rel. Benef.		(\$295,226)		(\$321,822)		(\$367,269)		(\$411,671)
<b>Total Related Benefits</b>		<b>\$1,655,116</b>		<b>\$1,704,418</b>		<b>\$1,911,110</b>		<b>\$2,086,471</b>
<b>OTHER COMPENSATION*</b>		<b>\$34,180</b>		<b>\$34,180</b>		<b>\$34,180</b>		<b>\$34,180</b>
<b>Total Personnel Expense</b>		<b>\$5,588,855</b>		<b>\$5,532,717</b>		<b>\$6,211,712</b>		<b>\$6,404,581</b>

\*Other Compensation represents the salaries of the Greater New Orleans Expressway Commissioners. The five appointed commissioners are paid \$569.66 per month for Commission duties as provided by an amendment to the Articles of Incorporation of the Greater New Orleans Expressway Commission. The Parishes of Jefferson and St. Tammany executed the Articles of Incorporation on October 20, 1954, with the above amendment being approved on August 7, 1986.

<u>Requested Adjustments to Full Time Equivalency Position (FTE) Count:</u>	<u>FTEs</u>
FY 14 FTEs Approved (Including HPL Personnel)	117.0
FY 15 FTEs Requested (Including HPL Personnel)	114.0

Note: The positions reduced are an accounting position and 2 bridge monitor positions.

## OPERATING EXPENSES

	Actual	Actual	Approved	Requested	FY 14
<u>OPERATING SERVICES</u>	<u>FY 12</u>	<u>FY 13</u>	<u>FY 14</u>	<u>FY 15</u>	<u>to FY 15</u>
Advertising (Motorist Safety)	\$369	\$484	\$5,000	\$10,000	50.0%
Publication of Public Notices and Minutes	\$1,792	\$2,190	\$2,000	\$2,000	0.0%
Insurance	\$2,560,514	\$2,467,093	\$2,500,000	\$2,500,000	0.0%
Travel	\$0	\$0	\$2,500	\$1,000	-150.0%
Telephone and Radio	\$229,016	\$216,838	\$195,000	\$225,000	15.4%
Utilities	\$196,143	\$224,658	\$205,000	\$205,000	0.0%
Bank/ Visa Charge on Toll Deposits	\$206,701	\$218,011	\$240,000	\$200,000	-16.7%
Bank Trustee Fees	\$5,000	\$8,500	\$10,000	\$10,000	0.0%
Dues & Subscriptions	\$8,203	\$6,833	\$7,500	\$7,000	-7.1%
<u>Unused vacation and sick leave</u>	<u>\$101,250</u>	<u>\$32,103</u>	<u>\$100,000</u>	<u>\$100,000</u>	<u>0.0%</u>
<b>TOTAL OPER. SERVICES</b>	<b>\$3,308,988</b>	<b>\$3,176,710</b>	<b>\$3,267,000</b>	<b>\$3,260,000</b>	<b>-0.2%</b>

There is a \$7,000 decrease, or 0.2%, from approved FY 14 to requested FY 15 due primarily to a projected decrease in bank and Visa charges on toll deposits of \$40,000. The decrease in bank and Visa charges is a result of lower bank and Visa rates. The tag counts for the GNOEC increased from 43,845 in 2006 to 92,739 in 2014, a 111.5% increase and the number of accounts increased from 33,191 in 2006 to 58,597 in 2014, a 76.5% increase. Telephone and radio expenditures increased by approximately \$30,000.

## SUPPLIES EXPENSE

	Actual	Actual	Approved	Requested	FY 14
<u>SUPPLIES</u>	<u>FY 12</u>	<u>FY 13</u>	<u>FY 14</u>	<u>FY 15</u>	<u>to FY 15</u>
Office Expense and Supplies	\$278,410	\$295,649	\$274,850	\$281,880	2.6%
Operating Expense and Supplies	\$533,230	\$563,514	\$571,900	\$588,750	2.9%
<u>Repair and Maintenance Supplies</u>	<u>\$554,966</u>	<u>\$633,226</u>	<u>\$447,530</u>	<u>\$471,670</u>	<u>5.4%</u>
<b>TOTAL SUPPLIES</b>	<b>\$1,366,606</b>	<b>\$1,492,389</b>	<b>\$1,294,280</b>	<b>\$1,342,300</b>	<b>3.7%</b>

### Office Expense and Supplies:

The GNOEC is requesting a 2.6% increase in its office expense and supply budget. Included in this general ledger account are the costs related to leased office space, disposal services, postage, extermination and termite control, office machine repairs and maintenance contracts, and other general administrative office supplies.

### Operating Expenses and Supplies:

The requested budget for FY 15 is \$588,750, or a 2.9% increase from the previous approved budget and is attributed to increased automotive repairs and computer expenses and maintenance. Included in the Operating Supplies general ledger account are the costs associated with vehicle and truck repairs and routine preventative maintenance. Gasoline, oil, auto parts, tires, lubricants, diesel fuel and any similar costs are in this account. All police equipment mounted on the vehicles and related maintenance is in this account. Also included in this account are all police uniforms, protective equipment and any expenditures for police car retrofitting.

### Repair and Maintenance Supplies:

The requested budget for FY 15 is \$471,670, or a 5.4% increase from the amount budgeted in FY 14. Included in this account are the costs for general maintenance and supplies needed on the bridge, toll tags, toll system software maintenance, computer and electronic repairs on all bridge



equipment, plumbing and janitorial supplies for the entire operation, and air conditioning contracts and other miscellaneous items dealing with operations maintenance. Also included are the components of the crash attenuators on the bridge, which must be kept in stock and used by maintenance personnel in repairing damages throughout the year.

<b>PROFESSIONAL SERVICES</b>					
<b>PROFESSIONAL SERVICES</b>	<b>Actual FY 12</b>	<b>Actual FY 13</b>	<b>Approved FY 14</b>	<b>Requested FY 15</b>	<b>FY 14 to FY 15</b>
<b>Accounting and Finance</b>					
Independent Audit	\$12,500	\$14,000	\$15,000	\$20,000	33.3%
<u>Accounting Services</u>	<u>\$54,883</u>	<u>\$56,000</u>	<u>\$70,000</u>	<u>\$70,000</u>	0.0%
<b>Total Accounting and Finance</b>	<b>\$67,383</b>	<b>\$70,000</b>	<b>\$85,000</b>	<b>\$90,000</b>	5.9%
<b>Engineering</b>					
Engineering Traffic Consultant	\$7,000	\$7,000	\$7,200	\$7,200	0.0%
<u>Engineering Consultant</u>	<u>\$6,130</u>	<u>\$6,477</u>	<u>\$5,000</u>	<u>\$10,000</u>	100.0%
<b>Total Engineering</b>	<b>\$13,130</b>	<b>\$13,477</b>	<b>\$12,200</b>	<b>\$17,200</b>	41.0%
<b>Litigation &amp; Legal Representation</b>					
<u>General Counsel</u>	<u>\$73,260</u>	<u>\$95,799</u>	<u>\$65,000</u>	<u>\$80,000</u>	23.1%
<b>Other Professional Services</b>					
Investment Consultant	\$9,760	\$5,363	\$10,000	\$6,000	-40.0%
Other	\$0	\$7,500	\$2,000	\$0	0.0%
<u>Accident Investigation</u>	<u>\$2,441</u>	<u>\$0</u>	<u>\$0</u>	<u>\$4,000</u>	0.0%
<b>Total Other Professional Services</b>	<b>\$12,201</b>	<b>\$12,863</b>	<b>\$12,000</b>	<b>\$10,000</b>	-16.7%
<b>TOTAL PROF. SERVICES</b>	<b>\$165,974</b>	<b>\$192,139</b>	<b>\$174,200</b>	<b>\$197,200</b>	13.2%

Not included in this category are the engineering costs associated with Major Repairs and projects in the Capital Improvement Program. These costs generally range from 5% to 6% of a total project cost.

Beginning in FY 00, the Legislative Auditor began performing an annual audit of the Commission's financial statements, which is now being performed by an independent CPA firm. The Commission, with the recommendation of the Legislative Auditor, has budgeted \$20,000 for this activity. The increase is due to an audit as a result of receiving over \$500,000 in federal funds.

Accounting Services includes preparation of the financial statements and budget documents. The traffic engineer provides information pertaining to annual traffic studies and toll analyses, which are used mainly for budget and operations planning. Litigation and legal representation includes general legal consultation and litigation, which has increased by \$15,000 which is a result of dealing with employee issues.

The Accident Investigation for \$4,000 in Professional Services is to hire a company to investigate a major crash, in the event there is one. An accident investigator was last hired in FY 12 at a cost of \$2,400.

## OTHER CHARGES

<b>Other Charges Expenditures</b>	<b>Actual FY 12</b>	<b>Actual FY 13</b>	<b>Approved FY 14</b>	<b>Requested FY 15</b>	<b>FY 14 to FY 15</b>
<b><u>Debt Service</u></b>	<u>\$4,635,125</u>	<u>\$4,633,475</u>	<u>\$4,637,891</u>	<u>\$4,220,484</u>	<u>-9.0%</u>
<b><u>Interagency Expense</u></b>					
Act 875 of 1988					
St. Charles Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
St. John the Baptist Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
<u>Tangipahoa Parish</u>	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	<u>0.0%</u>
<b>Total Act 875</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>0.0%</b>
Act 1227 of 1995					
City of New Orleans*	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
Jefferson Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
St. Tammany Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
<u>Washington Parish</u>	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	<u>0.0%</u>
<b>Total Act 1227</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>0.0%</b>
<b><u>Huey P. Long Bridge</u></b>	<u>\$1,213,690</u>	<u>\$1,721,665</u>	<u>\$1,544,111</u>	<u>\$1,584,498</u>	<u>2.6%</u>
<b>Total Interagency Expense</b>	<b>\$6,198,815</b>	<b>\$6,705,140</b>	<b>\$6,532,002</b>	<b>\$6,154,982</b>	<b>-5.8%</b>
Transfer to State of Louisiana (excess GNOEC collections)	\$0	\$0	\$0	\$0	0.0%
<b>TOTAL OTHER CHARGES</b>	<b>\$6,198,815</b>	<b>\$6,705,140</b>	<b>\$6,532,002</b>	<b>\$6,154,982</b>	<b>-5.8%</b>

Other Charges expenditures consist of Debt Service, Interagency Expense, and State Surplus. Interagency Expense includes expenditures per Act 875 of 1988 and Act 1227 of 1995. These Acts provide, prior to the transfer of surplus funds to the State of Louisiana, funding for the policing of the Huey P. Long Bridge and for the transfer of funds to specific local agencies as detailed in the table above. The Commission last returned surplus revenues to the State of Louisiana in FY 94 in the amount of \$104,748. Act 875 of 1988 requires the Commission to use surplus funds to police the Huey P. Long Bridge.

\*Act 892 of the 2008 Regular Legislative Session provides that of the \$50,000 distributed to the city of New Orleans, \$25,000 be allocated to the New Orleans Recreation Department and \$25,000 be allocated to the New Orleans Police Department.

**DEBT SERVICE REQUIREMENTS**  
**FY 15 and Forward**

<b><u>Fiscal Year</u></b>	<b><u>Series 2009 Bonds Total Debt Service</u></b>	<b><u>Series 2013 Bonds Total Debt Service</u></b>	<b><u>Series 2014 Bonds Principal</u></b>	<b><u>Series 2014 Bonds Interest</u></b>	<b><u>Series 2014 Bonds Total Debt Service</u></b>	<b><u>Combined Total Debt Service Requirements</u></b>
2015	\$1,246,394	\$2,433,838	\$0	\$540,253	\$540,253	\$4,220,484
2016	\$1,247,663	\$2,417,513	\$0	\$623,369	\$623,369	\$4,288,544
2017	\$1,244,906	\$2,422,763	\$0	\$623,369	\$623,369	\$4,291,038
2018	\$0	\$2,418,863	\$60,000	\$622,469	\$682,469	\$3,101,331
2019	\$0	\$2,417,663	\$65,000	\$620,594	\$685,594	\$3,103,256
2020	\$0	\$2,415,713	\$70,000	\$618,569	\$688,569	\$3,104,281
2021	\$0	\$2,421,963	\$65,000	\$616,544	\$681,544	\$3,103,506
2022	\$0	\$2,413,963	\$75,000	\$614,444	\$689,444	\$3,103,406
2023	\$0	\$2,416,588	\$75,000	\$612,194	\$687,194	\$3,103,781
2024	\$0	\$2,404,713	\$90,000	\$609,719	\$699,719	\$3,104,431
2025	\$0	\$2,403,813	\$90,000	\$607,188	\$697,188	\$3,101,000
2026	\$0	\$2,402,966	\$95,000	\$604,700	\$699,700	\$3,102,666
2027	\$0	\$2,399,409	\$100,000	\$601,894	\$701,894	\$3,101,303
2028	\$0	\$2,392,650	\$110,000	\$598,744	\$708,744	\$3,101,394
2029	\$0	\$0	\$2,545,000	\$558,919	\$3,103,919	\$3,103,919
2030	\$0	\$0	\$2,625,000	\$479,728	\$3,104,728	\$3,104,728
2031	\$0	\$0	\$2,705,000	\$394,756	\$3,099,756	\$3,099,756
2032	\$0	\$0	\$2,810,000	\$294,600	\$3,104,600	\$3,104,600
2033	\$0	\$0	\$2,920,000	\$180,000	\$3,100,000	\$3,100,000
<u>2034</u>	<u>\$0</u>	<u>\$0</u>	<u>\$3,040,000</u>	<u>\$60,800</u>	<u>\$3,100,800</u>	<u>\$3,100,800</u>
<b>TOTAL</b>	<b>\$3,738,963</b>	<b>\$33,782,413</b>	<b>\$17,540,000</b>	<b>\$10,482,850</b>	<b>\$28,022,850</b>	<b>\$65,544,225</b>

**HUEY P. LONG BRIDGE**  
**Interagency Transfer**

<b><u>Huey P. Long Bridge</u></b>	<b><u>Approved FY 14</u></b>	<b><u>Requested FY 15</u></b>	<b><u>FY 14 to FY 15</u></b>
<b>Administrative</b>			
Administrative Salaries	\$145,230	\$134,202	-7.6%
Payroll Taxes	\$24,943	\$21,237	-14.9%
Payroll Benefits	\$34,408	\$44,741	30.0%
<u>Materials, Supplies, Contract Work</u>	<u>\$0</u>	<u>\$0</u>	<u>0.0%</u>
<b>Total Administrative Function</b>	<b>\$204,581</b>	<b>\$200,180</b>	<b>-2.2%</b>
<b>Operations</b>			
Police Patrol	\$606,155	\$633,988	4.6%
Dispatch	\$111,490	\$116,069	4.1%
Payroll Taxes	\$136,145	\$131,028	-3.8%
Payroll Benefits	\$147,112	\$183,825	25.0%
Materials, Supplies, and Maint.	\$90,000	\$90,000	0.0%
Telephone and Radio	\$25,000	\$30,000	20.0%
Unused Vacation and Sick Leave	\$5,500	\$5,500	0.0%
<u>Insurance</u>	<u>\$28,000</u>	<u>\$28,000</u>	<u>0.0%</u>
<b>Total Operations</b>	<b>\$1,149,402</b>	<b>\$1,218,410</b>	<b>6.0%</b>
<b>Maintenance</b>			
Maintenance Personnel	\$66,675	\$50,868	-23.7%
Payroll Taxes	\$11,718	\$8,241	-29.7%
<u>Payroll Benefits</u>	<u>\$12,943</u>	<u>\$22,599</u>	<u>74.6%</u>
<b>Total Maintenance</b>	<b>\$91,336</b>	<b>\$81,708</b>	<b>-10.5%</b>
<b><u>Capital Acquisitions</u></b>	<b><u>\$98,792</u></b>	<b><u>\$84,200</u></b>	<b><u>-14.8%</u></b>
<b>TOTAL HUEY P. LONG BRIDGE</b>	<b>\$1,544,111</b>	<b>\$1,584,498</b>	<b>2.6%</b>

Since Act 875 of 1988, the Commission has budgeted expenditures for the policing of the Huey P. Long Bridge, not as a part of its operating budget, but as a reduction to surplus. A percentage of the Commission's administrative, police, and maintenance salaries and benefits, equipment, and acquisitions comprise total expenditures associated with the policing function.

Total expenditures for policing the Huey P. Long Bridge is projected to increase by \$40,387, or 2.6%. The change is due primarily to an increase of \$56,702 in payroll benefits and a decrease of \$14,592 in capital acquisitions.

## ACQUISITIONS AND MAJOR REPAIRS

<u>Causeway Acquisitions, Major Repairs and Capital Improvement Program</u>	<u>Approved FY 15</u>
<b>Capital Acquisitions</b>	
Causeway Police	\$228,600
Maintenance	\$119,982
<u>Operations &amp; Administration</u>	<u>\$6,530</u>
<b>Total Capital Acquisitions</b>	<b>\$355,112</b>
<b>Major Repairs</b>	
Extraordinary Maintenance and Consulting Engineering	\$200,000
Annual AASHTO Inspection	\$550,000
Emergency and Periodic Repairs	\$25,000
Preventative Maintenance of Mechanical & Electrical Systems	\$250,000
Hurricane Gustav / Isaac Recovery	\$0
<u>System Improvements</u>	<u>\$225,000</u>
<b>Total Major Repairs</b>	<b>\$1,250,000</b>
<b>Capital Improvements/Rehabilitation Program</b>	
South Channel Fender Repair & Structural Improvements	\$1,700,000
Resurface Pavement South Marine Crossing	\$500,000
Cable Support Tray Repairs	\$1,200,000
9-Mile Turnaround Spans (Widening)	\$5,100,000
Replace the Variable Message Signs & Call Boxes	\$3,500,000
9-Mile Turnaround Demolition	\$50,000
9-Mile Cell Tower Relocation	\$1,500,000
Cold Mill and Overlay West Causeway Approach	\$5,500,000
North Toll Plaza Building Renovations	\$575,000
North Toll Plaza Canopy Roof and Lightning Protection	\$500,000
North Toll Plaza Revetment (Scour Protection)	\$200,000
<u>Funds carried forward to Next Year</u>	<u>(\$19,371,200)</u>
<b>Total Cap. Improvements/Rehabilitation Program</b>	<b>\$8,102,619</b>
<b>TOTAL ACQUISITIONS, MAJ. REPAIRS &amp; CAP IMPROVEMENTS</b>	<b>\$8,856,419</b>

### Acquisitions, Major Repairs/Capital Improvement Expenditure Category

#### Capital Acquisitions

Capital Acquisitions total \$355,112 in FY 15 and include items such as vehicles, radios and various causeway police equipment. This category is requested at 32.1% less than the amount budgeted in FY 14. In FY 14, GNOEC purchased a new wrecker truck and 7 Ford Police Interceptors and equipment. The decrease in FY 15 is a result of purchasing fewer police vehicles and equipment. Projected capital acquisitions by operational unit appear below.

Causeway police acquisitions in FY 15 total \$228,600 and the expenditures include the purchase of six (6) Ford Police Interceptor Units with light bars - \$175,600, six (6) Stalker Radars - \$13,200, and six (6) Watchguard In-Car Video systems - \$37,800.

Maintenance acquisitions for FY 15 total \$119,982 and include the purchase of one (1) F-350 rescue truck and light bars - \$86,319, one (1) F-250 pickup truck (\$26,661), one (1) Motorola 700 MHz Radio - \$2,672, one (1) Stokes Basket \$1,300, one (1) Automated External Defibrillator Machine \$1,295, and one (1) Kenwood Mobile & Portable F-2 radio - \$1,731.

Operations and Administration acquisitions for FY 15 total \$6,530 and one (1) March DVR video recorder - \$6,530.

#### Major Repairs/Capital Improvement Program

Total expenditures anticipated in the major repairs/capital improvement program for FY 15 is recommended at \$8,856,419. Funds carried forward to FY 15 represent \$19,371,200 in funds budgeted in prior years for major repairs and capital improvement projects. The GNOEC will carry forward a total of \$8,102,619 from FY 15 for future projects. The GNOEC is required to have all funds available prior to the start of any capital project.

A complete list of the GNOEC Capital Improvement/Rehabilitation Projects with a brief description of each project can be found below. The costs include components of design, construction, and construction management. Consulting engineering firms provide all engineering services for Major Repairs and the Rehabilitation Program. The design engineering work generally costs approximately 5-6% of the construction cost. The cost of consulting engineers employed in the management of construction contracts is approximately 5.25-6% of the total construction cost. The total cost of projects listed below equals \$21,575,000.

The budget approved by the GNOEC on August 6, 2014 includes the capital improvement projects listed below. The projects approved by the GNOEC for a typical fiscal year often are changed during the course of the year due to changing priorities and other factors, which require projects to be altered or rescheduled (either delayed or accelerated).

#### Extraordinary Maintenance & Consulting Engineering - \$200,000

The services provided include monthly and annual reporting, review of driveway and utility permits, inspection of accident site damages, inspection and coordination of repairs to bridge deck and approach roads when necessary, and other engineering services as needed.

#### Annual AASHTO Inspection of Facilities & Security Inspection - \$550,000

This is the annual inspection of the Causeway in accordance with Federal Highway Administration (FHWA) and American Association of State Highway & Transportation Officials (AASHTO) guidelines. The GNOEC's Trust Indenture requires that the bridge be inspected annually. In addition, the Consulting Engineers conduct monthly inspections of the underside of the bridge and the navigation lights.

#### Emergency and Periodic Repairs - \$25,000

This category includes services in connection with the bridge's electrical system, diesel spills at the Maintenance Building, bridge traffic control signs and gates, and directional signs and traffic signal lights on approach roads.

#### Preventative Maintenance Electrical/Mechanical Systems - \$250,000

The services provided under this category are in connection with assistance in maintenance of the CCTV Security Camera System and Variable Message Signs/Call Box System, monitoring system operations of the high voltage electrical system and assistance in maintenance of the electronic toll system.

#### System Improvements - \$225,000

This category includes the following: survey and mark rights-of-way on approach roads, North Shore Toll System planning, and coordination with Louisiana DOTD/FHWA on federal transportation funds.

#### South Channel Fender Repair & Structural Improvements - \$1,700,000

The project includes preparation of plans and specifications for the repair of damages to the South Channel Fender (8-mile). Most of the damage was caused during Katrina and is in the form of broken handrails, loosened hardware and lost walers. In addition, maintenance, such as the filling of steel dolphins with rock and spiral stair replacement, will be addressed. At the North Channel, removal and replacement of tidal gauge signs will be performed. Plans and specifications have been revised for bidding by LA DOTD to use Discretionary Bridge Program funds.

#### Resurface Pavement South Marine Crossing - \$500,000

The project provides for the resurfacing of the lightweight concrete decks at the South Marine Crossing (8-Mile Hump). The existing epoxy asphalt surface, applied more than eighteen years ago, has become badly worn, particularly in the wheel tracks of both lanes on both bridges. The project will remove the existing surface and remove existing striping, reflector and delineator buttons. Following the removal and cleaning of the deck surface, a new polymer surface treatment will be applied and the striping, reflectors and buttons will be replaced.

#### 9 Mile Turnaround Spans (Crossover #5 Widening) - \$5,100,000

The permanent restoration to be undertaken under this project is the repair and or replacement of the 9-mile turnaround spans on the bridge. FHWA has allocated a percentage of funding for the project. The GNOEC has worked with the FHWA to repair the 9-mile turnaround versus the widening of Crossover #5. FHWA prefers that Crossover #5 be widened.

#### Cable Support Trays - \$1,200,000

The permanent restoration to be undertaken under this project is the repair or replacement of damage to the high voltage aerial cable and fiber optic cable support tray located on the southbound part of the bridge in order to minimize damage from future hurricanes. In the aftermath of Hurricane Isaac, the LA DOTD and GNOEC assessed the damage and costs for the emergency repair and permanent restoration. FHWA will provide a percentage of funding for this project.

#### Demolition of 9-Mile Turnaround - \$50,000

The project will remove the 9-mile turnaround from the southbound bridge. In the aftermath of Hurricane Isaac, the LA DOTD and GNOEC assessed the damage and costs for the emergency repair and permanent restoration. FHWA will provide a percentage of funding for this project.

#### Replace Variable Message Signs and Call Boxes - \$3,500,000

The Causeway currently maintains variable message signs at the toll plazas, crossovers and approach roads. These signs are used to alert motorists to potentially hazardous conditions on the bridge. Emergency call boxes are currently located at one-half mile intervals along the bridge and at each crossover. These call boxes allow motorists to summon help in the event of an emergency. The existing VMS and Call Boxes, installed in 1999, have reached the ends of their useful lives and replacement parts are becoming difficult to obtain. This project will provide for the replacement of the variable message signs and call boxes with new equipment, allowing greater flexibility for the Causeway staff to handle emergencies and increased safety for the Causeway user.

#### 9-Mile Cell Tower Relocation - \$1,500,000

Hurricanes Katrina and Isaac damaged the 9-Mile Turnaround. Project ER-0004, 9-Mile Turnaround Spans, was designed to replace the spans of the turnaround at their current location. During plan development, a lower cost alternate to widen Crossover 5 was examined. The FHWA has approved the widening of Crossover 5 due to its lower cost and lower probability of damage from future hurricane events. This project covers the GNOEC's portion of the expense to relocate the cell towers from the 9-Mile Turnaround.

#### Cold Mill and Overlay West Causeway Approach - \$5,500,000

The West Approach Road is beginning to show signs of wear and deterioration of the asphalt overlay. To stem further deterioration, the existing asphalt will be removed by cold milling and new asphaltic cement overlay applied to the entire length of the approach roads. The project also includes replacement of the curb in the median, replacement of striping and pavement markings and any symbols or legends.

#### North Toll Plaza Canopy Roof and Lightning Protection - \$500,000

This project includes waterproofing the North Toll Plaza canopy roof and providing lightning and surge protection for the North Toll Plaza. The existing concrete canopy for the fourth toll lane is being removed and rebuilt to cover Lane 4 and the new Lane 5. The project will waterproof the existing and new portions of the canopy, restore the gutters and provide a façade that unifies the new and old canopies. This project will supplement and complement the lightning protection systems and schemes in the Toll Collection System Replacement project and will also provide protection for the entire North Toll Plaza site. The project will install air terminals, down-conductors and ground plane for the purpose of structural protection. In addition, surge protection will be installed for the purpose of protecting electrical and electronic systems and their communication paths.

#### North Toll Plaza Police Building Renovations - \$575,000

The GNOEC police was moved to the Northshore during the Corps of Engineers Hurricane Protection Work. The police office currently consists of three small rooms and a reception area total of 832 square feet. This project will expand the current building to include a Sergeant's office, an evidence storage area, firearm storage area, a meeting room for roll call, restrooms, and a break room.

#### North Toll Plaza Revetment – Scour Protection - \$200,000

This project is to install cast-in-place revetment under the northbound and southbound bridges at the North Toll Plaza. FHWA will provide a percentage of funding for this project.

The Commission intends to carry forward \$8,102,619 in order to fund future projects on the major repair and improvements program. The GNOEC anticipates directing these funds to projects scheduled to begin in FY 16 and future years. The anticipated FY 16 projects are the demolition of 9-mile turnaround spans, bascule mechanical adjustment, North Shore maintenance facility improvements, and Monroe Street overpass and Frontage Road rehabilitation. In future years, the GNOEC intends to begin replacement of bridge bearing pads on both spans in sections, structural repairs to the underside of the bridge, maintenance painting of the steel spans, piling restoration, and North Toll Plaza fuel tank replacement. Historically, funds are carried to the next fiscal year as the GNOEC is required by its bond indenture to have all construction funds available before a project can be initiated.

\*During FY 15, the GNOEC has six projects ongoing that are receiving construction funds via Emergency Federal Relief Funds from the Federal Highway Administration (FHWA). These six projects are associated with simultaneous repairs and improvements associated with damages incurred during Hurricanes Katrina and Isaac. In all six cases, the GNOEC is solely responsible



for all costs associated with pre-construction engineering, environmental services, construction engineering and related testing services. Under the existing agreements, the Louisiana Department of Transportation and Development (DOTD) will prepare construction proposals, and advertise and receive bids in accordance with its normal practices. DOTD will then award the contract on behalf of the GNOEC to the winning bidder with concurrence of the FHWA. After award of the contract, the GNOEC will provide construction administration and inspection during construction. The federal government will fund construction costs on a reimbursement basis. DOTD will reimburse the GNOEC monthly, minus five percent retainage, up to the maximum amount of federal allocation available for the project.

**Salary Information for Filled Positions as of August 15, 2014****ADMINISTRATION**

<b>TITLE/POSITION</b>	<b>DATE HIRED</b>	<b>FULL/ PART- TIME</b>	<b>FY 2014 CURRENT SALARY</b>	<b>FY 2015 PROPOSED SALARY</b>	<b>% INCREASE</b>
General Manager	9/1/09	FULL	114,660.00	120,000.00	4.66%
Chief of Staff	2/3/75	FULL	103,740.00	103,740.00	0.00%
North Shore Supervisor	8/1/81	FULL	68,243.24	70,343.24	3.08%
Chief Financial Officer	5/28/03	FULL	70,000.00	70,000.00	0.00%
Human Resources Director	6/16/95	FULL	64,906.45	67,500.00	4.00%
Executive Secretary	10/2/00	FULL	41,678.21	43,345.34	4.00%

**COMMUTER SALES - TOLL TAG OFFICES**

Supervisor	8/1/81	FULL	59,622.51	62,007.41	4.00%
South Shore Tag Office	2/22/06	FULL	28,115.91	29,240.55	4.00%
South Shore Tag Office	7/24/09	FULL	22,699.85	23,607.84	4.00%
North Shore Tag Office	11/28/08	FULL	25,742.08	26,771.76	4.00%
North Shore Leaderman	11/22/99	FULL	36,581.33	38,044.58	4.00%

**ACCOUNTING**

Toll Analyst	1/26/09	FULL	30,097.60	31,301.50	4.00%
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**RECORDS**

Clerk	8/19/96	FULL	30,915.75	32,152.38	4.00%
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**SECURITY CAMERAS COMMAND POST**

Monitor	3/5/07	FULL	28,338.16	28,338.16	3.00%
Monitor	11/5/12	FULL	20,009.60	20,809.98	4.00%
Watch Commander	6/16/12	FULL	25,958.44	27,256.36	5.00%

**CAUSEWAY BRIDGE POLICE**

<b>TITLE/POSITION</b>	<b>DATE HIRED</b>	<b>FULL/ PART- TIME</b>	<b>FY 2014 CURRENT SALARY</b>	<b>FY 2015 PROPOSED SALARY</b>	<b>% INCREASE</b>
Chief	8/5/08	FULL	103,242.17	103,242.17	0.00%
Lieutenant	2/16/87	FULL	71,822.67	74,692.80	4.00%
Sergeant	10/20/97	FULL	57,809.07	60,121.43	4.00%
Sergeant	3/15/99	FULL	56,007.65	58,247.96	4.00%
Sergeant	10/12/87	FULL	69,693.74	72,481.49	4.00%
Corporal	4/1/08	FULL	40,776.32	42,407.37	4.00%
Corporal	7/10/06	FULL	43,242.37	44,972.06	4.00%
Corporal	7/28/98	FULL	55,940.35	58,177.60	4.00%
Corporal	11/3/09	FULL	38,418.43	39,956.80	4.00%
Corporal/Evidence Officer	9/18/06	FULL	42,180.62	43,867.20	4.00%
Officer	1/2/14	FULL	34,320.00	35,692.80	4.00%
Officer	9/19/96	FULL	49,846.08	51,839.92	4.00%
Officer	9/17/12	FULL	35,692.80	37,120.51	4.00%
Officer	7/1/14	FULL	34,320.00	35,692.80	4.00%
Officer	10/14/13	FULL	34,320.00	35,692.80	4.00%
Officer	1/16/14	FULL	34,320.00	35,692.80	4.00%
Officer	9/10/12	FULL	34,320.00	35,692.80	4.00%
Officer	12/2/13	FULL	34,320.00	35,692.80	4.00%
Officer	8/1/12	FULL	35,692.80	37,120.51	4.00%
Officer	2/1/10	FULL	36,763.58	38,234.12	4.00%
Officer	6/1/11	FULL	35,692.80	37,120.51	4.00%
Officer	8/16/11	FULL	35,692.80	37,120.51	4.00%
Officer	1/4/11	FULL	35,692.80	37,120.51	4.00%
Officer	10/4/10	FULL	35,692.80	37,120.51	4.00%

**HUEY P. LONG BRIDGE POLICE**

Sergeant	9/1/93	FULL	62,536.66	65,038.13	4.00%
Corporal	3/22/99	FULL	51,783.95	53,855.31	4.00%
Corporal	3/17/08	FULL	39,208.00	40,776.32	4.00%
Officer	10/21/02	FULL	43,910.63	45,667.06	4.00%
Officer	7/16/14	FULL	34,320.00	35,692.80	4.00%
Officer	5/26/98	FULL	52,481.30	54,580.55	4.00%
Officer	5/13/13	FULL	35,692.80	37,120.51	4.00%

**TOLL COLLECTORS - NORTH SHORE**

<b>TITLE/POSITION</b>	<b>DATE HIRED</b>	<b>FULL/ PART- TIME</b>	<b>FY 2014 CURRENT SALARY</b>	<b>FY 2015 PROPOSED SALARY</b>	<b>% INCREASE</b>
N.S. Toll Captain	1/30/96	FULL	33,806.83	35,159.10	4.00%
Toll Collector	12/16/08	FULL	22,414.78	22,863.08	2.00%
Toll Collector	1/21/14	FULL	19,760.00	20,980.00	6.17%
Toll Collector	12/10/03	FULL	23,613.80	24,027.04	1.75%
Leaderman	8/26/96	FULL	33,529.20	34,702.72	3.50%
Toll Collector	5/29/12	FULL	20,352.80	21,252.80	4.42%
Toll Collector	5/7/07	FULL	23,368.01	24,068.01	3.00%
Toll Collector	10/16/12	FULL	20,352.80	20,802.80	2.21%
Toll Collector	11/8/04	FULL	24,508.86	24,999.04	2.00%
Toll Collector	4/23/02	FULL	26,073.41	26,823.41	2.88%
Toll Collector	11/4/13	FULL	19,240.00	21,015.00	9.23%
Toll Collector	7/16/08	FULL	22,951.28	23,869.33	4.00%
Toll Collector	7/18/08	FULL	23,278.11	24,209.23	4.00%
Toll Collector	8/22/06	FULL	23,141.14	24,066.14	4.00%
Toll Collector	4/28/14	PART	13,412.50	14,502.50	8.13%
Toll Collector	4/27/06	PART	16,050.54	16,611.42	3.49%

**BRIDGE MONITORS - SOUTH SHORE**

Bridge Monitor	10/27/08	FULL	22,429.59	23,529.59	4.90%
Bridge Monitor	6/9/03	FULL	26,325.86	27,175.86	3.23%

**COMMUNICATIONS - DISPATCH**

<b>TITLE/POSITION</b>	<b>DATE HIRED</b>	<b>FULL/ PART- TIME</b>	<b>FY 2014 CURRENT SALARY</b>	<b>FY 2015 PROPOSED SALARY</b>	<b>% INCREASE</b>
Training Officer	11/1/96	FULL	54,486.84	57,211.18	5.00%
TAC Officer	9/25/00	FULL	44,415.21	46,191.82	4.00%
Team Leader	2/4/98	FULL	36,696.08	38,163.92	4.00%
Dispatcher	7/31/98	FULL	35,800.96	37,233.00	4.00%
Dispatcher	3/3/08	FULL	28,781.44	29,932.70	4.00%
Dispatcher	6/4/01	FULL	35,801.04	39,875.07	3.00%
Team Leader	4/23/01	FULL	35,781.66	37,212.93	4.00%
Team Leader	8/31/05	FULL	32,488.41	33,787.96	4.00%
Dispatcher	12/5/05	FULL	31,696.02	32,646.90	3.00%
Team Leader	2/2/04	FULL	34,229.14	35,526.01	3.00%

**COMMUNICATIONS - BASCULE**

Supervisor	9/26/94	FULL	48,736.90	49,711.64	2.00%
Operator	8/16/12	FULL	24,960.00	26,208.00	5.00%
Operator	10/3/08	FULL	28,989.44	30,438.91	5.00%
Operator	7/21/03	FULL	31,374.73	32,629.72	4.00%
Operator	3/12/07	FULL	30,686.58	32,220.91	5.00%

### MAINTENANCE

TITLE/POSITION	DATE HIRED	FULL/ PART- TIME	FY 2014 CURRENT SALARY	FY 2015 PROPOSED SALARY	% INCREASE
Asst. N.S. Supv/Safety Officer	11/2/95	FULL	63,836.00	66,389.44	4.00%
N.S. Maintenance Supervisor	1/7/86	FULL	51,749.76	53,830.40	4.02%
Electrical Supervisor	5/6/96	FULL	51,819.94	53,892.80	4.00%
Maintenance Foreman	8/19/91	FULL	42,592.88	44,304.00	4.02%
Bridge, Welding & Grounds	11/28/11	FULL	28,121.60	29,536.00	5.03%
Bridge, Welding & Grounds	12/16/10	FULL	27,040.00	27,872.00	3.08%
Bridge, Welding & Grounds	7/16/12	FULL	28,121.60	29,536.00	5.03%
Electronics Technician	1/30/07	FULL	38,563.20	40,040.00	3.83%
Grounds Leaderman	8/20/84	FULL	43,508.09	44,824.00	3.02%
Welding Leaderman	12/12/88	FULL	38,554.97	39,832.00	3.31%
Bridge, Welding & Grounds	8/2/04	FULL	26,368.33	27,560.00	4.52%
Electrical	10/1/01	FULL	37,150.17	39,000.00	4.98%
Bridge, Welding & Grounds	5/5/08	FULL	23,995.01	23,995.01	0.00%
S.S. Maintenance Supervisor	2/23/09	FULL	32,239.00	33,528.56	4.00%
S.S. Maintenance	10/1/02	FULL	29,867.86	31,062.57	4.00%

### MOTORISTS ASSISTANCE PATROL - CAUSEWAY BRIDGE

Operator	7/3/07	FULL	28,871.84	29,744.00	3.02%
Operator	12/8/08	FULL	25,958.40	27,040.00	4.17%
Operator	6/28/14	FULL	22,880.00	23,920.00	4.55%
Operator	3/27/14	FULL	22,880.00	23,920.00	4.55%
Operator	4/8/13	FULL	23,566.40	23,920.00	1.50%
Operator	10/1/07	FULL	30,253.68	31,200.00	3.13%
Operator	6/26/14	FULL	22,880.00	23,920.00	4.55%
Operator	7/9/07	FULL	37,752.40	38,896.00	3.03%

### MOTORISTS ASSISTANCE PATROL - HUEY P. LONG BRIDGE

Operator	9/8/09	FULL	28,607.40	29,744.00	3.97%
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### VEHICLE MAINTENANCE

Supervisor	10/8/86	FULL	40,725.36	42,286.40	3.83%
Mechanic	11/13/00	FULL	37,174.00	38,584.00	3.80%
Mechanic	2/21/11	FULL	22,048.00	23,400.00	6.13%



John Carpenter  
Legislative Fiscal Officer

**STATE OF LOUISIANA**  
**LEGISLATIVE FISCAL OFFICE**  
**BATON ROUGE**

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To: The Honorable Jack Donahue, Chairman  
Joint Legislative Committee on the Budget  
The Honorable Members of the Joint Legislative Committee on the Budget

From: John Carpenter, Legislative Fiscal Officer  
Matthew J. LaBruyere, Fiscal Analyst

Date: October 18, 2013

Subject: GREATER NEW ORLEANS EXPRESSWAY COMMISSION  
FY 14 BUDGET ANALYSIS

The Greater New Orleans Expressway Commission (GNOEC) staff annually prepares its budget for approval by the Commissioners in accordance with its bond indenture. Upon approval by the GNOEC, the budget is then submitted to the Legislative Fiscal Office. The GNOEC approved the original budget and submitted the approved budget to the Legislative Fiscal Office on August 12, 2013.

Prior to the submission of the annual operating budget to the Joint Legislative Committee on the Budget (JLCB) for its approval or rejection, the Legislative Fiscal Office reviews the submission of the budget for mathematical accuracy and content. In addition, the Legislative Fiscal Office prepares an analysis of the budget submitted by the GNOEC and provides this report to the JLCB for its consideration.

**BUDGET SUMMARY, FISCAL YEAR 2013-14**  
**Greater New Orleans Expressway Commission**

**BUDGET REVIEW AUTHORITY**

	<u>Actual</u>	<u>Actual</u>	<u>Approved</u>	<u>Estimated</u>	<u>Requested</u>	<u>Apprvd</u>	<u>Page</u>	<u>Notes</u>
	<u>FY 11</u>	<u>FY 12</u>	<u>FY 13</u>	<u>Year End</u>	<u>FY 13</u>	<u>FY 13</u>	<u>vs. FY 14</u>	
<b>Means of Finance</b>								
Highway Fund No. 2	\$4,655,089	\$6,694,898	\$5,700,000	\$5,966,844	\$5,800,000	1.8%	3	
Tolls	\$16,018,853	\$15,811,025	\$16,085,000	\$15,916,000	\$15,916,000	-1.1%	3, 7-8	See graphs on page 8
Interest Income	\$21,376	\$70,660	\$25,000	\$25,000	\$25,000	0.0%	3	
Other Revenue	\$9,344	\$9,069	\$10,000	\$10,000	\$10,000	0.0%		
<b>Total MOF</b>	<b>\$20,704,662</b>	<b>\$22,585,652</b>	<b>\$21,820,000</b>	<b>\$21,917,844</b>	<b>\$21,751,000</b>	<b>-0.3%</b>		
<b>Expenditures</b>								
Salaries	\$4,017,335	\$3,899,559	\$4,166,344	\$3,802,482	\$4,266,422	2.4%	4, 9	0-4% Merit Inc.
Related Benefits	\$1,698,325	\$1,655,116	\$1,858,044	\$1,628,771	\$1,911,110	2.9%	4, 9	Retiree ins. rate adj.
Other Compensation	\$34,180	\$34,180	\$34,180	\$34,180	\$34,180	0.0%	9	Commissioners' salaries
<b>Personnel Svcs.</b>	<b>\$5,749,840</b>	<b>\$5,588,855</b>	<b>\$6,058,568</b>	<b>\$5,465,433</b>	<b>\$6,211,712</b>	<b>2.5%</b>		
<b>Operating Services</b>	<b>\$3,274,786</b>	<b>\$3,308,988</b>	<b>\$3,229,000</b>	<b>\$3,302,333</b>	<b>\$3,267,000</b>	<b>1.2%</b>	4, 10	Increase in toll deposits
<b>Supplies</b>	<b>\$1,434,756</b>	<b>\$1,366,606</b>	<b>\$1,350,530</b>	<b>\$1,301,147</b>	<b>\$1,294,280</b>	<b>-4.2%</b>	4, 10-11	
<b>Operating Expenses</b>	<b>\$4,709,542</b>	<b>\$4,675,594</b>	<b>\$4,579,530</b>	<b>\$4,603,480</b>	<b>\$4,561,280</b>	<b>-0.4%</b>		
<b>Professional Services</b>	<b>\$164,122</b>	<b>\$165,974</b>	<b>\$172,000</b>	<b>\$196,237</b>	<b>\$174,200</b>	<b>1.3%</b>	5, 11	
Debt Service	\$4,643,112	\$4,635,125	\$4,633,475	\$4,633,475	\$4,637,891	0.1%	5, 13	Debt service sch., pg. 13
State Surplus-HPL	\$1,576,470	\$1,563,647	\$1,791,321	\$1,694,224	\$1,894,111	5.7%	5, 12, 14	
<b>Other Charges</b>	<b>\$6,219,582</b>	<b>\$6,198,772</b>	<b>\$6,424,796</b>	<b>\$6,327,699</b>	<b>\$6,532,002</b>	<b>1.7%</b>		
Acquisitions	\$430,228	\$185,948	\$256,848	\$256,848	\$523,313	103.7%	5, 15-16	Inc. in police vehicles
Maj Rep/Cap Imps	\$3,431,348	\$5,770,509	\$4,328,258	\$5,068,147	\$3,748,493	-13.4%	5, 16-18	
<b>Acquisitions/Repairs</b>	<b>\$3,861,576</b>	<b>\$5,956,457</b>	<b>\$4,585,106</b>	<b>\$5,324,995</b>	<b>\$4,271,806</b>	<b>-6.8%</b>		
<b>Total Expenditures</b>	<b>\$20,704,662</b>	<b>\$22,585,652</b>	<b>\$21,820,000</b>	<b>\$21,917,844</b>	<b>\$21,751,000</b>	<b>-0.3%</b>		

Section 2 of Act 875 of 1988 requires the GNOEC to submit its annual budget to the Joint Legislative Committee on the Budget (JLCB) for its approval or rejection prior to the expenditure of funds contained in such budget. Act 842 of the 2008 Regular Legislative Session requires "...consideration of operating budgets shall be given in advance of the beginning of the subject entity's fiscal year." The GNOEC's new fiscal year begins on 11/1/2013; therefore, its annual operating budget is being presented at this time.



## **BUDGET SUMMARY**

The Greater New Orleans Expressway Commission (GNOEC) is requesting approval of a FY 14 budget that represents a 0.3% decrease, or \$69,000 total means of finance, from the budget approved by the JLCB for FY 13. The Commission anticipates an increase in Highway Fund No. 2 revenues of \$100,000 more than originally budgeted in FY 13.

## **MEANS OF FINANCING**

### **State Highway Fund Number 2**

State Highway Fund No. 2 revenues are derived from vehicular license taxes collected in the parishes of Orleans, Jefferson, St. John the Baptist, St. Charles, Tangipahoa and St. Tammany. These revenues are divided equally between the GNOEC and the Crescent City Connection Division (CCCD). Based upon the Revenue Estimating Conference's latest adopted revenue forecast for FY 14 of \$11.6 M, the GNOEC's anticipated share of revenue is anticipated to total \$5.8 M in State Highway Fund No. 2 dollars in FY 14.

The GNOEC's budget authority from State Highway Fund No. 2 is anticipated to be greater than its annual debt service payment, projected to be \$4,637,891 in FY 14. As stated in previous reports, the Legislative Fiscal Office (LFO) previously requested and received an Attorney General opinion on this matter verifying that "surplus" funds from Highway Fund No. 2 are permissible to be utilized by the GNOEC in its budget for capital improvements. The excess revenue from the Highway Fund No. 2 after the annual debt service payment is \$1,162,109.

### **Toll Revenues/Interest Income**

Toll revenues are budgeted based upon historical collections and trends in traffic patterns. The budget for toll revenues for FY 14 is projected to decrease by approximately 1.1% from the amount originally projected for FY 13. Toll revenues are budgeted at \$15.916 M for FY 14, which is \$169,000 less than the total approved in FY 13 (\$16.085 M), and the same amount as the current projected collections in FY 13 (\$15.916 M).

The total number of one-way crossings on the expressway is anticipated to be 6,445,170 in FY 14 as opposed to a projected 6,409,719 in FY 13, or 34,451 more crossings (see graphs on page 7). Toll collections depend upon vehicle type and payment method, which includes full fare and discounted fare programs.

Interest income is projected to remain static at \$25,000. According to the GNOEC, interest collections continue below historic levels due to continuing low interest rates, fund balances being expended on projects, and the overall economic climate.

## EXPENDITURES

### Personnel Expense (Salaries and Related Benefits)

The salary expenditure category is requested at 2.4% more than the amount approved in FY 13, which includes a reallocation of 1 fulltime equivalent employee (FTEs) from a total of 101 in FY 13 to 100 in FY 14. This reallocation is due to a percentage of a Police Corporal/Evidence Officer's salary being allocated to the Huey P. Long Bridge Police. The total number of FTEs for FY 14 is 17 administrative and 83 non-administrative for a total of 100. In addition, a portion of the personnel count for administration (3 FTE positions) and operations (14.0 FTEs) are allocated to Huey P. Long (HPL) Bridge expenditures. Including the 17 HPL positions, the total FTE compensated by the GNOEC is 117.

Traditionally, administrative and supervisory personnel of the GNOEC may receive merit increases as a flat percentage based upon individual job performances. Merit increases are approved each year through the Commission's budget approval process. For FY 14, the Commission authorized merit based pay increases ranging from 0% to 4%. In addition seven employees are to be given an additional \$500 by the General Manager for exceptional performance. Under the proposed budget, approximately 100 positions will be eligible to receive pay merit increases at an annual total salary cost of \$100,078.

The GNOEC currently has 32 Peace Officer Standards & Training (POST) certified police officers (24 – Causeway, 8 Huey P. Long Bridge). Act 664 (SB 26) of the 2008 Regular Legislative Session provides that these police officers are eligible to receive state supplemental pay, which is currently \$500/month or \$6,000/year for a total state supplement of \$192,000 as all Causeway police officers currently receive the state supplement. This portion of the police officers' salaries is not included in the GNOEC's budget as the state pays this amount annually. However, the GNOEC is responsible for paying the related benefits costs associated with the additional \$6,000 state salary supplement, which equates to approximately \$57,000 of additional related benefits expenditures included in the operating budget over and above the base amount.

The related benefits expenditure category for FY 14 is requested at 2.9% more than the approved budget for FY 13. The Parochial Employee's Retirement System will decrease the employer contribution share from 16.75% to 16.00% effective 1/1/2014. Group insurance and retiree insurance will increase by 5.6%. This change results in an increased related benefit expenditure of approximately \$53,000 annually.

### Operating Expenses (Operating Services/Material & Supplies)

Operating Expenses include advertising, the publication of public notices and minutes, insurance, travel, telephone and radio expenses, utilities and other operating services. Other operating services include payout of unused vacation and sick leave, dues and subscriptions, trustee fees, bank and visa charges for toll deposits, and other miscellaneous expenses. The FY 14 budget request for total operating expenses is \$4,561,280, which is a decrease of \$18,250, or 0.4% less than what was approved in FY 13. The bulk of this decrease is due primarily to a projected decrease in oil and fuels costs of \$50,000. The decrease is partially offset by projected increased anticipated expenditures of \$33,000 associated with bank and Visa charges on toll deposits. The increase in bank and Visa charges is a result of the tag counts for the GNOEC increasing from 43,845 in 2006 to 90,276 in 2013, a 105.9% increase and the number of tag accounts increasing from 33,191 in 2006 to 57,362 in 2013, a 103.7% increase.

## Professional Services

The Commission hires outside consultants and services under professional services contracts. These items include services for bond indenture requirements in the form of independent audit and accounting services (\$85,000), engineering and traffic consultants (\$12,200), legal counsel (\$65,000) and investment consultation (\$10,000). The total projected professional services expenditure totals \$174,200, which is an increase of approximately \$2,200, or 1.3% more than the current budget level. The primary anticipated increases associated with this expenditure item are a result of the transportation consultant increasing its fee by \$200 and \$2,000 for strategic and long-term planning for bridge improvements.

## Other Charges (Debt Service/Huey P. Long Bridge/State Surplus)

The Commission's debt service payment for FY 14 will total \$4,637,891.

Per Act 875 of 1988, the Commission provides \$50,000 each fiscal year to the parishes of St. Charles, St. John the Baptist, and Tangipahoa for a total of \$150,000. Per Act 1227 of 1995, the Commission provides \$50,000 to Jefferson Parish, St. Tammany Parish, and the City of New Orleans for use by the New Orleans Recreation Department and the New Orleans Police Department, and the Washington Parish Infrastructure & Park Fund, for a total of \$200,000.

The Commission is responsible for the policing of the Huey P. Long Bridge and budgets \$1,544,111 for FY 14 expenditures paid from anticipated excess revenues to the state. This represents a requested increase of \$102,790, or 6.7%, above the level approved for FY 13. The increase is primarily related to an increase of \$50,972 in capital acquisitions, including 2 Chevrolet Tahoe Police Cruisers (\$51,592), 2 Light Bars (\$4,000), 2 Watch Guard Video Cameras (\$6,000), 2 Stalker Radars (\$2,200), 4 Pelican Computer Laptops (\$22,400) and 2 Stalker Lidars Hand Held (\$4,400).

## Total Acquisitions & Major Repairs

This category includes capital acquisitions and the major repairs/capital improvement program. The Commission's budget request includes an increase of \$266,465, or 103.7%, in acquisitions expenditures to a new total of \$523,313. The majority of the FY 14 increase is a result of the need for a new wrecker truck for the Motorist Assistance Patrol and 3 additional police Tahoes and equipment. The major repairs and capital improvements expenditure category decreases by \$579,765, or -13.4%, from the amount approved in FY 13. The FY 14 requested amount for major repairs and capital improvements is \$3,748,493. The total budget request for acquisitions and major repairs is \$4,271,806.

The approved budget request for the capital improvements/rehabilitation program includes 10 projects. These projects include: North Channel Bascule Control System Replacement (\$275,000), South Channel Fender Repair & Structural Improvements (\$1 M), Resurface Pavement - South Marine Crossing (\$420,000), Piling Restoration Transformer Vaults (\$95,737), \* Restripe Causeway Bridge (\$1.92 M), \*Replace Variable Message Signs and Call Boxes (\$2 M), \*Isaac Repair Projects (\$500,000), North Toll Plaza Canopy Roof and Lightning Protection (\$450,000), \*9-Mile Cell Tower Relocation (\$1.5 M), and \*Cold Mill and Overlay East Causeway Approach (\$3 M). The GNOEC is required to have all funds available prior to the start of any capital improvement project. This project list includes new projects as denoted with an asterisk (\*) above, as well as continuing projects started with funds accrued in prior fiscal years.

## **BUDGET ISSUES**

As a result of the number of projects proposed for FY 14 and the cost associated with the projects, the amount of available funding that is carried forward each year is significantly less. To the extent the requested projects are fulfilled in FY 14, the balance at the end of the year will be approximately \$8.7 M, which is almost half of the FY 13 projected ending balance of \$17.2 M and much less than the FYs 11 and 12 ending balances of \$14.3 M and \$16.9 M, respectively.

The impact of a significantly reduced carry forward balance would be either fewer capital improvement/rehabilitation projects for future years or smaller, less costly projects would be undertaken. However, some projects may be initiated through Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) which funds 80% of a project cost (Federal funding), with the GNOEC funding the remaining 20% of the project costs. This is currently being used for funding 3 projects budgeted for FY 14. The 3 projects (North Channel Bascule Control System Replacement, South Channel Fender Repair & Structural Improvements, and Piling Restoration Transformer Vaults) total approximately \$6.8 M with the GNOEC funding \$1.4 M (20%) and TEA- 21 funding for the remaining \$5.4 M (80%).

## TOLL RATES AND REHABILITATION PROJECTS

In February 1995, the Greater New Orleans Expressway Commission (GNOEC) increased tolls and charges on the Lake Pontchartrain Causeway. The revenues generated from the increase are dedicated for the purpose of funding major repairs/capital improvement projects. The schedule of tolls and charges below became effective 2/1/1995.

NOTE: The GNOEC began one-way toll collections in May 1999. Tolls have been collected only on the North Shore since that time.

### PRIOR AND CURRENT TOLL SCHEDULE

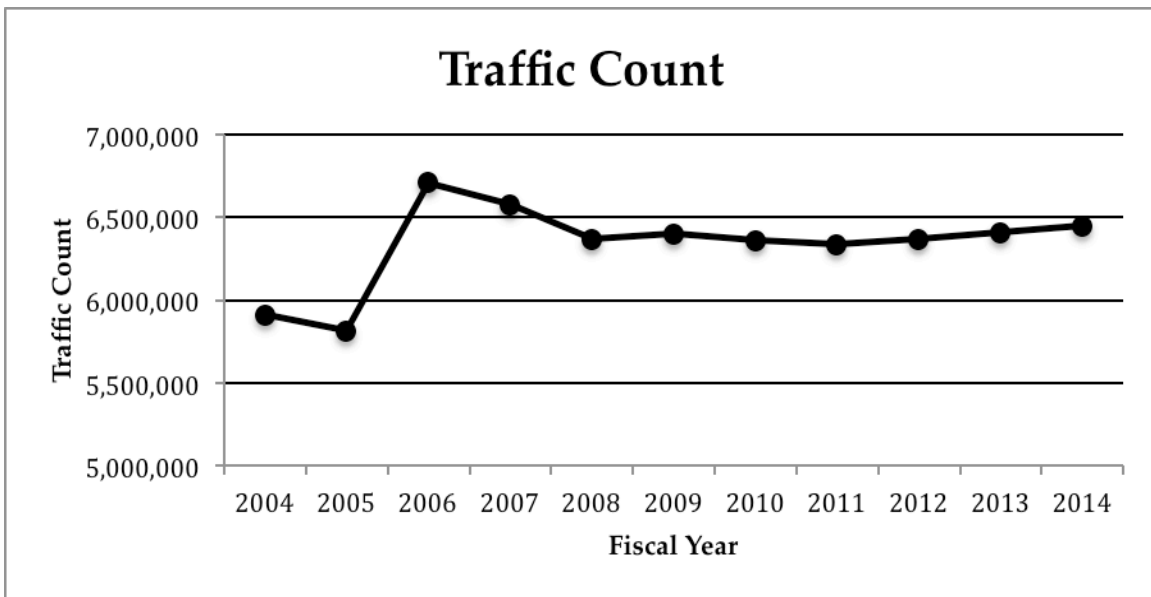
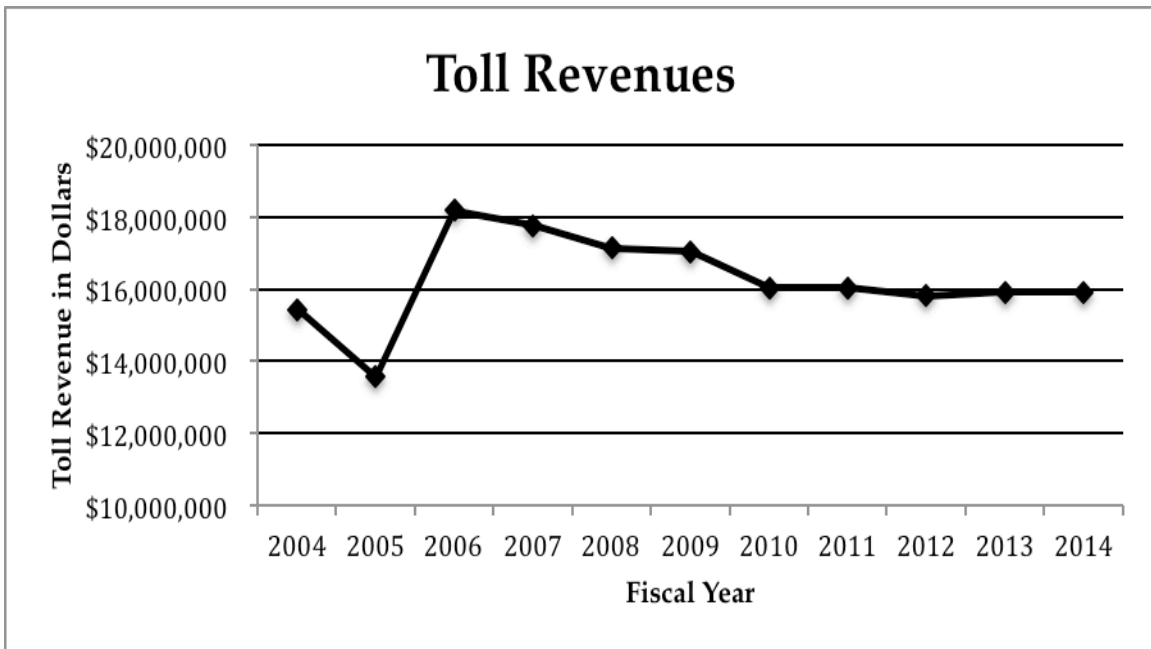
<u>Height</u>	<u>Type</u>	<u>Axles</u>	<u>Current Toll</u>	<u>Prior Toll</u>
Under 7'6"	Commuter Cash	2	\$2.00	\$0.50
		2	\$3.00	\$1.00
		3	\$4.50	\$1.50
		4	\$6.00	\$2.00
		5+	\$7.50	\$2.50
Over 7'6"	Cash	2	\$6.00	\$2.35
		3	\$9.00	\$2.90
		4	\$12.00	\$3.75
		5+	\$15.00	\$4.00

### Toll Revenues

Toll revenues are budgeted based upon historical collections and trends in traffic patterns. The collections from toll revenues in FY 14 are projected to decrease by approximately 1.1% from the amount approved for FY 13. Toll revenues are budgeted at \$15.916 M for FY 14, or \$169,000 less than the \$16.085 M approved in FY 13, but approximately the same amount as current projected actual collections of \$16.085 M in FY 13. On page 8 are graphs that illustrate toll revenue collections and traffic counts from FY 04 (pre-Katrina levels) to projected levels in FY 14. Traffic counts and toll collections realized annual declines between FY 06 and FY 10, but appear to have stabilized and remained relatively flat since that time.

<u>FY</u>	<u>Toll Revenues</u>	<u>Traffic Count</u>
2004	\$15,421,017	5,909,426
2005	\$13,566,529	5,814,832
2006	\$18,184,159	6,707,603
2007	\$17,768,414	6,571,180
2008	\$17,135,270	6,366,320
2009	\$17,047,947	6,400,327
2010	\$16,025,247	6,355,044
2011	\$16,018,853	6,337,597
2012	\$15,811,025	6,364,746
*2013	\$15,916,000	6,409,719
*2014	\$15,916,000	6,445,170

\*Figures are projected through end of FY 13 and estimated for FY 14.



## PERSONNEL EXPENSES

<u>SALARIES</u>	<u>FTE</u>	<u>Actual FY 11</u>	<u>FTE</u>	<u>Actual FY 12</u>	<u>FTE</u>	<u>Approved FY 13</u>	<u>FTE</u>	<u>Requested FY 14</u>
General Manager	1	\$110,250	1	\$110,250	1	\$110,250	1	\$114,660
Office Personnel	19	\$767,580	18	\$766,641	19	\$800,226	19	\$831,615
Less: HPL Adm.	(3)	(\$122,859)	(3)	(\$139,384)	(3)	(\$141,645)	(3)	(\$145,230)
<b>Total Administrative Salaries</b>	<b>17</b>	<b>\$754,971</b>	<b>16</b>	<b>\$737,507</b>	<b>17</b>	<b>\$768,831</b>	<b>17</b>	<b>\$801,045</b>
Toll Collectors	15	\$447,827	15	\$457,188	15.5	\$466,421	15.5	\$472,852
Bridge Monitors	4.5	\$131,396	4.5	\$137,367	4.5	\$134,631	4.5	\$136,965
Maintenance	29	\$995,790	28	\$956,088	28	\$998,557	28	\$1,011,224
Bascule Operators	5.5	\$203,857	5	\$203,000	5	\$179,840	5	\$190,662
Dispatch	14	\$466,422	12	\$465,807	12	\$500,436	12	\$505,160
Police	32	\$1,680,706	32	\$1,580,581	32	\$1,878,178	32	\$1,932,833
Less: HPL Operations	(13)	(\$663,634)	(13)	(\$637,979)	(13)	(\$760,550)	(14)	(\$784,319)
<b>Total Operations Salaries</b>	<b>87</b>	<b>\$3,262,364</b>	<b>83.5</b>	<b>\$3,162,052</b>	<b>84</b>	<b>\$3,397,513</b>	<b>83</b>	<b>\$3,465,377</b>
<b>TOTAL SALARIES</b>	<b>104.0</b>	<b>\$4,017,335</b>	<b>99.5</b>	<b>\$3,899,559</b>	<b>101.0</b>	<b>\$4,166,344</b>	<b>100.0</b>	<b>\$4,266,422</b>
<b>RELATED BENEFITS</b>								
Parochial (Retirement)		\$843,188		\$819,120		\$936,587		\$932,389
Group Insurance		\$943,062		\$914,918		\$1,043,149		\$1,093,990
Retirees Group Benefits		\$127,014		\$130,228		\$151,113		\$167,000
Gov. Def. Comp. Plan		\$83,500		\$86,076		\$85,000		\$85,000
Less: HPL Rel. Benef.		(\$298,439)		(\$295,226)		(\$357,805)		(\$367,269)
<b>Total Related Benefits</b>		<b>\$1,698,325</b>		<b>\$1,655,116</b>		<b>\$1,858,044</b>		<b>\$1,911,110</b>
<b>OTHER COMPENSATION*</b>		<b>\$34,180</b>		<b>\$34,180</b>		<b>\$34,180</b>		<b>\$34,180</b>
<b>Total Personnel Expense</b>		<b>\$5,749,840</b>		<b>\$5,588,855</b>		<b>\$6,058,568</b>		<b>\$6,211,712</b>

\*Other Compensation represents the salaries of the Greater New Orleans Expressway Commissioners. The 5 appointed commissioners are paid \$569.66 per month for Commission duties as provided by an amendment to the Articles of Incorporation of the Greater New Orleans Expressway Commission. The parishes of Jefferson and St. Tammany executed the Articles of Incorporation on 10/20/1954, with the above amendment being approved on 8/7/1986.

<u>Requested Adjustments to Full Time Equivalency Position (FTE) Count:</u>	<u>FTEs</u>
FY 13 FTEs Approved (Including HPL Personnel)	117
FY 14 FTEs Requested (Including HPL Personnel)	117

## OPERATING EXPENSES

	Actual	Actual	Approved	Requested	FY 13
<u>OPERATING SERVICES</u>	<u>FY 11</u>	<u>FY 12</u>	<u>FY 13</u>	<u>FY 14</u>	<u>to FY 14</u>
Advertising (Motorist Safety)	\$504	\$369	\$5,000	\$5,000	0.0%
Publication of Public Notices and Minutes	\$3,223	\$1,792	\$2,000	\$2,000	0.0%
Insurance	\$2,569,708	\$2,560,514	\$2,500,000	\$2,500,000	0.0%
Travel	\$297	\$0	\$2,500	\$2,500	0.0%
Telephone and Radio	\$211,152	\$229,016	\$190,000	\$195,000	2.6%
Utilities	\$215,347	\$196,143	\$205,000	\$205,000	0.0%
Bank/ Visa Charge on Toll Deposits	\$232,000	\$206,701	\$207,000	\$240,000	15.9%
Bank Trustee Fees	\$12,021	\$5,000	\$10,000	\$10,000	0.0%
Dues & Subscriptions	\$3,100	\$8,203	\$7,500	\$7,500	0.0%
<u>Unused vacation and sick leave</u>	<u>\$27,434</u>	<u>\$101,250</u>	<u>\$100,000</u>	<u>\$100,000</u>	<u>0.0%</u>
<b>TOTAL OPER. SERVICES</b>	<b>\$3,274,786</b>	<b>\$3,308,988</b>	<b>\$3,229,000</b>	<b>\$3,267,000</b>	<b>1.2%</b>

There is a \$38,000 increase, or 1.2%, from approved FY 13 to requested FY 14 due primarily to a projected increase in bank and Visa charges on toll deposits of \$33,000 and increased telephone and radio expenditures of approximately \$5,000. The increase in bank and Visa charges is a result of the tag counts for the GNOEC increasing from 43,845 in 2006 to 90,276 in 2013, a 105.9% increase and the number of accounts increasing from 33,191 in 2006 to 57,362 in 2013, a 103.7% increase.

## SUPPLIES EXPENSE

	Actual	Actual	Approved	Requested	FY 13
<u>SUPPLIES</u>	<u>FY 11</u>	<u>FY 12</u>	<u>FY 13</u>	<u>FY 14</u>	<u>to FY 14</u>
Office Expense and Supplies	\$287,747	\$278,410	\$271,850	\$274,850	1.1%
Operating Expense and Supplies	\$628,351	\$533,230	\$611,350	\$571,900	-6.5%
<u>Repair and Maintenance Supplies</u>	<u>\$518,658</u>	<u>\$554,966</u>	<u>\$467,330</u>	<u>\$447,530</u>	<u>-4.2%</u>
<b>TOTAL SUPPLIES</b>	<b>\$1,434,756</b>	<b>\$1,366,606</b>	<b>\$1,350,530</b>	<b>\$1,294,280</b>	<b>-4.2%</b>

### Office Expense and Supplies:

The GNOEC is requesting a 1.1% increase in its office expense and supply budget. Included in this general ledger account are the costs related to leased office space, disposal services, postage, extermination and termite control, office machine repairs and maintenance contracts, and other general administrative office supplies.

### Operating Expenses and Supplies:

The requested budget for FY 14 is \$571,900, or a 6.9% decrease from the previous approved budget and is attributed to decreased oil and fuel costs. Included in the operating supplies general ledger account are the costs associated with vehicle and truck repairs and routine preventative maintenance. Gasoline, oil, auto parts, tires, lubricants, diesel fuel and any similar costs are in this account. All police equipment mounted on the vehicles and related maintenance is in this account. Also included in this account are all police uniforms, protective equipment and any expenditures for police car retrofitting.

### Repair and Maintenance Supplies:

The requested budget for FY 14 is \$447,530, or a 4.4% decrease from the amount budgeted in FY 13. Included in this account are the costs for general maintenance and supplies needed on the bridge, toll tags, toll system software maintenance, computer and electronic repairs on all bridge



equipment, plumbing and janitorial supplies for the entire operation, and air conditioning contracts and other miscellaneous items dealing with operations maintenance. Also included are the components of the crash attenuators on the bridge, which must be kept in stock and used by maintenance personnel in repairing damages throughout the year.

<b>PROFESSIONAL SERVICES</b>					
<b>PROFESSIONAL SERVICES</b>	<b>Actual FY 11</b>	<b>Actual FY 12</b>	<b>Approved FY 13</b>	<b>Requested FY 14</b>	<b>FY 13 to FY 14</b>
<b>Accounting and Finance</b>					
Independent Audit	\$13,000	\$12,500	\$15,000	\$15,000	0.0%
<u>Accounting Services</u>	<u>\$58,416</u>	<u>\$54,883</u>	<u>\$70,000</u>	<u>\$70,000</u>	0.0%
<b>Total Accounting and Finance</b>	<b>\$71,416</b>	<b>\$67,383</b>	<b>\$85,000</b>	<b>\$85,000</b>	0.0%
<b>Engineering</b>					
Engineering Traffic Consultant	\$6,270	\$7,000	\$7,000	\$7,200	2.9%
<u>Engineering Consultant</u>	<u>\$11,001</u>	<u>\$6,130</u>	<u>\$5,000</u>	<u>\$5,000</u>	0.0%
<b>Total Engineering</b>	<b>\$17,271</b>	<b>\$13,130</b>	<b>\$12,000</b>	<b>\$12,200</b>	1.7%
<b>Litigation &amp; Legal Representation</b>					
<u>General Counsel</u>	<u>\$61,206</u>	<u>\$73,260</u>	<u>\$65,000</u>	<u>\$65,000</u>	0.0%
<b>Other Professional Services</b>					
Investment Consultant	\$14,229	\$9,760	\$10,000	\$10,000	0.0%
Other	\$0	\$0	\$0	\$2,000	0.0%
<u>Accident Investigation</u>	<u>\$0</u>	<u>\$2,441</u>	<u>\$0</u>	<u>\$0</u>	0.0%
<b>Total Other Professional Services</b>	<b>\$14,229</b>	<b>\$12,201</b>	<b>\$10,000</b>	<b>\$12,000</b>	<b>20.0%</b>
<b>TOTAL PROF. SERVICES</b>	<b>\$164,122</b>	<b>\$165,974</b>	<b>\$172,000</b>	<b>\$174,200</b>	<b>1.3%</b>

Not included in this category are the engineering costs associated with major repairs and projects in the Capital Improvement Program. These costs generally range from 5% to 6% of a total project cost.

Beginning in FY 00, the Legislative Auditor began performing an annual audit of the Commission's financial statements, which is now being performed by an independent CPA firm. The Commission, with the recommendation of the Legislative Auditor, has budgeted \$15,000 for this activity.

Accounting Services includes preparation of the financial statements and budget documents. The traffic engineer provides information pertaining to annual traffic studies and toll analyses, which are used mainly for budget and operations planning and has increased its fee by \$200. Litigation and legal representation includes general legal consultation and litigation unrelated to insurance matters.

The Other contract for \$2,000 in Professional Services is for strategic and longer-term planning for bridge improvements.

## OTHER CHARGES

<b>Other Charges Expenditures</b>	<b>Actual FY 11</b>	<b>Actual FY 12</b>	<b>Approved FY 13</b>	<b>Requested FY 14</b>	<b>FY 13 to FY 14</b>
<b><u>Debt Service</u></b>	<b><u>\$4,637,879</u></b>	<b><u>\$4,635,125</u></b>	<b><u>\$4,633,475</u></b>	<b><u>\$4,637,891</u></b>	<b><u>0.1%</u></b>
<b><u>Interagency Expense</u></b>					
Act 875 of 1988					
St. Charles Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
St. John the Baptist Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
<u>Tangipahoa Parish</u>	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	<u>0.0%</u>
<b>Total Act 875</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>0.0%</b>
Act 1227 of 1995					
City of New Orleans*	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
Jefferson Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
St. Tammany Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
<u>Washington Parish</u>	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	<u>0.0%</u>
<b>Total Act 1227</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>0.0%</b>
<b><u>Huey P. Long Bridge</u></b>	<b><u>\$1,226,470</u></b>	<b><u>\$1,213,647</u></b>	<b><u>\$1,441,321</u></b>	<b><u>\$1,544,111</u></b>	<b><u>7.1%</u></b>
<b>Total Interagency Expense</b>	<b><u>\$6,214,349</u></b>	<b><u>\$6,198,772</u></b>	<b><u>\$6,424,796</u></b>	<b><u>\$6,532,002</u></b>	<b><u>1.7%</u></b>
Transfer to State of Louisiana (excess GNOEC collections)	\$0	\$0	\$0	\$0	0.0%
<b>TOTAL OTHER CHARGES</b>	<b>\$6,214,349</b>	<b>\$6,198,772</b>	<b>\$6,424,796</b>	<b>\$6,532,002</b>	<b>1.7%</b>

Other Charges expenditures consist of Debt Service, Interagency Expense, and State Surplus. Interagency Expense includes expenditures per Act 875 of 1988 and Act 1227 of 1995. These Acts provide, prior to the transfer of surplus funds to the State of LA, funding for the policing of the Huey P. Long Bridge and for the transfer of funds to specific local agencies as detailed in the table above. The Commission last returned surplus revenues to the State of LA in FY 94 in the amount of \$104,748. Act 875 of 1988 requires the Commission to use surplus funds to police the Huey P. Long Bridge.

\*Act 892 of the 2008 Regular Legislative Session provides that of the \$50,000 distributed to the city of New Orleans, \$25,000 be allocated to the New Orleans Recreation Department and \$25,000 be allocated to the New Orleans Police Department.

**DEBT SERVICE REQUIREMENTS**  
**FY 14 and Forward**

<b><u>Fiscal Year</u></b>	<b><u>Unrefunded Series 2003 Bonds Total Debt Service</u></b>	<b><u>Series 2009 Bonds Total Debt Service</u></b>	<b><u>Series 2013 Bonds Principal</u></b>	<b><u>Series 2013 Bonds Interest</u></b>	<b><u>Series 2013 Bonds Total Debt Service</u></b>	<b><u>Combined Total Debt Service Requirements</u></b>
2014	\$2,156,691	\$1,252,813	\$450,000	\$679,444	\$1,129,444	\$4,538,948
2015	\$848,400	\$1,246,394	\$1,365,000	\$1,068,838	\$2,433,838	\$4,528,631
2016	\$848,400	\$1,247,663	\$1,390,000	\$1,027,513	\$2,417,513	\$4,513,575
2017	\$848,400	\$1,244,906	\$1,445,000	\$977,763	\$2,422,763	\$4,516,069
2018	\$848,400	\$0	\$1,500,000	\$918,863	\$2,418,863	\$3,267,263
2019	\$848,400	\$0	\$1,560,000	\$857,663	\$2,417,663	\$3,266,063
2020	\$848,400	\$0	\$1,630,000	\$785,713	\$2,415,713	\$3,264,113
2021	\$848,400	\$0	\$1,720,000	\$701,963	\$2,421,963	\$3,270,363
2022	\$848,400	\$0	\$1,800,000	\$613,963	\$2,413,963	\$3,262,363
2023	\$848,400	\$0	\$1,895,000	\$521,588	\$2,416,588	\$3,264,988
2024	\$848,400	\$0	\$1,980,000	\$424,713	\$2,404,713	\$3,253,113
2025	\$848,400	\$0	\$2,070,000	\$333,813	\$2,403,813	\$3,252,213
2026	\$848,400	\$0	\$2,155,000	\$247,966	\$2,402,966	\$3,251,366
2027	\$848,400	\$0	\$2,245,000	\$154,409	\$2,399,409	\$3,247,809
2028	\$848,400	\$0	\$2,340,000	\$52,650	\$2,392,650	\$3,241,050
2029	\$3,349,200	\$0	\$0	\$0	\$0	\$3,349,200
2030	\$3,304,000	\$0	\$0	\$0	\$0	\$3,304,000
2031	\$3,303,625	\$0	\$0	\$0	\$0	\$3,303,625
2032	\$3,301,375	\$0	\$0	\$0	\$0	\$3,301,375
2033	\$3,297,000	\$0	\$0	\$0	\$0	\$3,297,000
<u>2034</u>	<u>\$3,290,250</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$3,290,250</u>
<b>TOTAL</b>	<b>\$33,879,741</b>	<b>\$4,991,775</b>	<b>\$25,545,000</b>	<b>\$9,366,857</b>	<b>\$34,911,857</b>	<b>\$73,783,373</b>

**HUEY P. LONG BRIDGE**  
**Interagency Transfer**

<b><u>Huey P. Long Bridge</u></b>	<b><u>Approved FY 13</u></b>	<b><u>Requested FY 14</u></b>	<b><u>FY 13 to FY 14</u></b>
<b>Administrative</b>			
Administrative Salaries	\$141,645	\$145,230	2.5%
Payroll Taxes	\$24,984	\$24,943	-0.2%
Payroll Benefits	\$34,603	\$34,408	-0.6%
<u>Materials, Supplies, Contract Work</u>	<u>\$0</u>	<u>\$0</u>	<u>0.0%</u>
<b>Total Administrative Function</b>	<b>\$201,232</b>	<b>\$204,581</b>	<b>1.7%</b>
<b>Operations</b>			
Police Patrol	\$588,644	\$606,155	3.0%
Dispatch	\$107,096	\$111,490	4.1%
Payroll Taxes	\$135,744	\$136,145	0.3%
Payroll Benefits	\$141,596	\$147,112	3.9%
Materials, Supplies, and Maint.	\$75,000	\$90,000	20.0%
Telephone and Radio	\$25,000	\$25,000	0.0%
Unused Vacation and Sick Leave	\$5,500	\$5,500	0.0%
<u>Insurance</u>	<u>\$28,000</u>	<u>\$28,000</u>	<u>0.0%</u>
<b>Total Operations</b>	<b>\$1,106,580</b>	<b>\$1,149,402</b>	<b>3.9%</b>
<b>Maintenance</b>			
Maintenance Personnel	\$64,811	\$66,675	2.9%
Payroll Taxes	\$11,688	\$11,718	0.3%
<u>Payroll Benefits</u>	<u>\$9,190</u>	<u>\$12,943</u>	<u>40.8%</u>
<b>Total Maintenance</b>	<b>\$85,689</b>	<b>\$91,336</b>	<b>6.6%</b>
<b><u>Capital Acquisitions</u></b>	<b><u>\$47,820</u></b>	<b><u>\$98,792</u></b>	<b><u>106.6%</u></b>
<b>TOTAL HUEY P. LONG BRIDGE</b>	<b>\$1,441,321</b>	<b>\$1,544,111</b>	<b>7.1%</b>

Since Act 875 of 1988, the Commission has budgeted expenditures for the policing of the Huey P. Long Bridge, not as a part of its operating budget, but as a reduction to surplus. A percentage of the Commission's administrative, police, and maintenance salaries and benefits, equipment, and acquisitions comprise total expenditures associated with the policing function.

Total expenditures for policing the Huey P. Long Bridge is projected to increase by \$102,790, or 7.1%. The change is due primarily to an increase of \$50,972 in capital acquisitions for replacement equipment and \$42,822 in Operations for an increase in rent and computers for the police department (\$15,000) and salary increases (\$17,500).

## ACQUISITIONS AND MAJOR REPAIRS

<u>Causeway Acquisitions, Major Repairs and Capital Improvement Program</u>	<u>Approved FY 14</u>
<b>Capital Acquisitions</b>	
Causeway Police	\$290,172
Maintenance	\$210,041
<u>Operations &amp; Administration</u>	<u>\$23,100</u>
<b>Total Capital Acquisitions</b>	<b>\$523,313</b>
<b>Major Repairs</b>	
Extraordinary Maintenance and Consulting Engineering	\$250,000
Annual AASHTO Inspection	\$450,000
Emergency and Periodic Repairs	\$25,000
Preventative Maintenance of Mechanical & Electrical Systems	\$250,000
Hurricane Gustav / Isaac Recovery	\$50,000
<u>System Improvements</u>	<u>\$25,000</u>
<b>Total Major Repairs</b>	<b>\$1,050,000</b>
<b>Capital Improvements/Rehabilitation Program</b>	
North Channel Bascule Control System Replacement	\$275,000
South Channel Fender Repair & Structural Improvements	\$1,000,000
Resurface Pavement South Marine Crossing	\$420,000
Restripe Causeway Bridge	\$1,920,000
Piling Restoration Transformer Vaults	\$95,737
Replace the Variable Message Signs & Call Boxes	\$2,000,000
Isaac Repair Projects	\$500,000
9-Mile Cell Tower Relocation	\$1,500,000
Cold Mill and Overlay East Causeway Approach	\$3,000,000
North Toll Plaza Canopy Roof and Lightning Protection	\$450,000
Funds carried forward from Prior Year (Beginning Balance)	(\$17,178,294)
<u>Funds carried forward to Next Year</u>	<u>\$8,716,050</u>
<b>Total Cap. Improvements/Rehabilitation Program</b>	<b>\$2,698,493</b>
 <b>TOTAL ACQUISITIONS, MAJ. REPAIRS &amp; CAP IMPROVEMENTS</b>	 <b>\$4,271,806</b>

### Acquisitions, Major Repairs/Capital Improvement Expenditure Category

#### Capital Acquisitions

Capital Acquisitions total \$523,313 in FY 14 and include items such as vehicles, radios and various causeway police equipment. This category is requested at 103.7% more than the amount budgeted in FY 13. The majority of the FY 14 increase is a result of the need for a new wrecker truck for the Motorist Assistance Patrol and 3 additional police Tahoes and equipment. Projected capital acquisitions by operational unit appear below.

Causeway police acquisitions in FY 14 total \$290,172 and the expenditures include the purchase of seven (7) Chevrolet Tahoe Police Units with light bars - \$194,572, seven (7) Stalker DLS Radars - \$15,400, five (5) Pelican Laptop Computers for vehicles - \$28,000, seven (7) Watchguard In-Car

Video systems - \$42,000, four (4) Stalker Lidars Hand Held radars - \$8,800, and one (1) Turbo Sonic Power Pro Case cleaner - \$1,400.

Maintenance acquisitions for FY 14 total \$210,041 and include the purchase of one (1) Slide Back Flatbed Wrecker Truck - \$119,287, one (1) F-350 rescue truck and light bars - \$83,111, one (1) Motorola 700 MHz Radio - \$2,975, one (1) Stokes Basket \$1,378, one (1) Automated External Defibrillator Machine \$1,295, and one (1) Shop Manual on computer - \$1,995.

Operations and Administration acquisitions for FY 14 total \$23,100 and include one (1) ice machine - \$3,700, one (1) Jetsort 2000 coin counter / printer - \$4,400, and five (5) March DVR video recorders - \$15,000.

#### Major Repairs/Capital Improvement Program

Total expenditures anticipated in the major repairs/capital improvement program for FY 14 is recommended at \$2,698,493. Funds carried forward to FY 14 represent \$17,178,294 in funds budgeted in prior years for major repairs and capital improvement projects. The GNOEC will carry forward a total of \$8,176,050 from FY 14 for future projects. The GNOEC is required to have all funds available prior to the start of any capital project.

A complete list of the GNOEC Capital Improvement/Rehabilitation Projects with a brief description of each project can be found below. The costs include components of design, construction, and construction management. Consulting engineering firms provide all engineering services for Major Repairs and the Rehabilitation Program. The design engineering work generally costs approximately 5-6% of the construction cost. The cost of consulting engineers employed in the management of construction contracts is approximately 5.25-6% of the total construction cost. The total cost of projects listed below equals \$12,210,737.

The budget approved by the GNOEC on 8/7/2013 includes the capital improvement projects listed below. The projects approved by the GNOEC for a typical fiscal year often are changed during the course of the year due to changing priorities and other factors, which require projects to be altered or rescheduled (either delayed or accelerated).

#### Extraordinary Maintenance & Consulting Engineering - \$250,000

The services provided include monthly and annual reporting, review of driveway and utility permits, inspection of accident site damages, inspection and coordination of repairs to bridge deck and approach roads when necessary, and other engineering services as needed.

#### Annual AASHTO Inspection of Facilities & Security Inspection - \$450,000

This is the annual inspection of the Causeway in accordance with Federal Highway Administration (FHWA) and American Association of State Highway & Transportation Officials (AASHTO) guidelines. The GNOEC's Trust Indenture requires that the bridge be inspected annually. In addition, the Consulting Engineers conduct monthly inspections of the underside of the bridge and the navigation lights.

#### Emergency and Periodic Repairs - \$25,000

This category includes services in connection with the bridge's electrical system, diesel spills at the Maintenance Building, bridge traffic control signs and gates, and directional signs and traffic signal lights on approach roads.

#### Preventative Maintenance Electrical/Mechanical Systems - \$250,000

The services provided under this category are in connection with assistance in maintenance of the CCTV Security Camera System and Variable Message Signs/Call Box System, monitoring system

operations of the high voltage electrical system and assistance in maintenance of the electronic toll system.

#### System Improvements - \$25,000

This category includes the following: survey and mark rights-of-way on approach roads, North Shore Toll System planning, and coordination with LA DOTD/FHWA on federal transportation funds.

#### Hurricane Gustac/Isaac Recovery - \$50,000

This category includes services for the development of estimates of damages from Hurricanes Gustav and Isaac for insurance claims and FHWA Damage Inspection Reports.

#### North Channel Bascule Control System Replacement - \$275,000

This project provides for the replacement of the General Electric control system responsible for the automated operation of the North Channel Bascule and associated field wiring. Partial funding for this project will come from LA DOTD Discretionary Bridge Program.

#### South Channel Fender Repair & Structural Improvements - \$1,000,000

The project includes preparation of plans and specifications for the repair of damages to the South Channel Fender (8-mile). Most of the damage was caused during Katrina and is in the form of broken handrails, loosened hardware and lost walers. In addition, maintenance, such as the filling of steel dolphins with rock and spiral stair replacement, will be addressed. A new CCTV Camera access platform will be installed at the South Channel. At the North Channel, removal and replacement of tidal gage signs will be performed. Inspections of the 9-Mile Turnaround have revealed that jacks installed after Katrina have begun to deteriorate. Work needed to replace these jacks will be included in this project. Plans and specifications have been revised for bidding by LA DOTD to use Discretionary Bridge Program funds.

#### Resurface Pavement South Marine Crossing - \$420,000

The project provides for the resurfacing of the lightweight concrete decks at the South Marine Crossing (8-Mile Hump). The existing epoxy asphalt surface, applied more than eighteen years ago, has become badly worn, particularly in the wheel tracks of both lanes on both bridges. The project will remove the existing surface and remove existing striping, reflector and delineator buttons. Following the removal and cleaning of the deck surface, a new polymer surface treatment will be applied and the striping, reflectors and buttons will be replaced.

#### Restripe Causeway Bridge - \$1,920,000

The existing striping and raised pavement markers on the bridge were installed in 1998. Due to the age of the pavement markings, visibility in adverse weather conditions needs to be improved. This project will remove the old striping and pavement markers and install new ones to today's standards.

#### Piling Restoration Transformer Vaults - \$95,737

The project will encapsulate all of the pilings supporting the 19 transformer platforms on the west side of the southbound Causeway Bridge. Inspection of the pilings revealed vertical cracks, spalled mortar repairs and lifting holes that have lost their mortar plugs or were not plugged. The pilings are voided 30-inch by 30-inch pre-tensioned, pre-stressed concrete. To mitigate deterioration in the saline environment of Lake Pontchartrain, all 76 pilings will be encapsulated. Piling encapsulation will provide cathodic protection for the piling as well as a fiberglass jacket at the splash zone. The encapsulation will also cover the grounding rods on each of the platforms. Grounding rods will be replaced or repaired where needed. If funds remain from the Discretionary Bridge Program Grant, they will be used on this project.

#### Replace Variable Message Signs and Call Boxes - \$2,000,000

The Causeway currently maintains variable message signs at the toll plazas, crossovers and approach roads. These signs are used to alert motorists to potentially hazardous conditions on the bridge. Emergency call boxes are currently located at one-half mile intervals along the bridge and at each crossover. These call boxes allow motorists to summon help in the event of an emergency. The existing VMS and Call Boxes, installed in 1999, have reached the ends of their useful lives and replacement parts are becoming difficult to obtain. This project will provide for the replacement of the variable message signs and call boxes with new equipment, allowing greater flexibility for the Causeway staff to handle emergencies and increased safety for the Causeway user.

#### Isaac Repair Projects (TBD) - \$500,000

Hurricane Isaac caused significant damage to the following areas of the Causeway Bridge: Fender System, High Voltage Aerial Cable/Fiber Optic Cable Support Tray, South and North Channel Fender System, Bridge Signage and Scour Protection at the North Toll Plaza. The GNOEC is working with LA DOTD and FHWA to develop intergovernmental agreements for the repairs of these items. A number of different projects will be developed for bidding by the LA DOTD. This project covers the GNOEC costs not covered by FHWA.

#### 9-Mile Cell Tower Relocation - \$1,500,000

Hurricanes Katrina and Isaac damaged the 9-Mile Turnaround. Project ER-0004, 9-Mile Turnaround Spans, was originally to replace the spans of the turnaround in kind at their current location. During plan development, a lower cost alternate to widen Crossover 5 was examined. The FHWA has approved the widening of Crossover 5 due to its lower cost and lower probability of damage from future hurricane events. This project covers the GNOEC's portion of the expense to relocate the cell towers from the 9-Mile Turnaround.

#### Cold Mill and Overlay East Causeway Approach - \$3,000,000

The East Approach Road is beginning to show signs of wear as it was last overlaid in the 1990s. Heavy traffic usage, with an increase in truck traffic, has caused severe wear and deterioration of the asphalt overlay. To stem further deterioration, the existing asphalt will be removed by cold milling and a new asphaltic cement overlay applied to the entire length of the approach roads. The project also includes drainage improvements and new pavement markings.

#### North Toll Plaza Canopy Roof and Lightning Protection - \$450,000

This project includes waterproofing the North Toll Plaza canopy roof and providing lightning and surge protection for the North Toll Plaza. The existing concrete canopy for the 4th toll lane is being removed and rebuilt to cover Lane 4 and the new Lane 5. The project will waterproof the existing and new portions of the canopy, restore the gutters and provide a façade that unifies the new and old canopies. This project will supplement and complement the lightning protection systems and schemes in the Toll Collection System Replacement project and will also provide protection for the entire North Toll Plaza site. The project will install air terminals, down-conductors and ground plane for the purpose of structural protection. In addition, surge protection will be installed for the purpose of protecting electrical and electronic systems and their communication paths.

The Commission intends to carry forward \$8,716,050 in order to fund future projects on the major repair and improvements program. The GNOEC anticipates directing these funds to projects scheduled to begin in FY 15 and future years. The anticipated FY 15 project is the overlay of the West Causeway Approach Road. In future years, the GNOEC intends to begin replacement of bridge bearing pads on both spans in sections, structural repairs to the underside of the bridge, maintenance painting of the steel spans, Monroe Street overpass renovations, and service road pavement repair/overlay. Historically, funds are carried to the next fiscal year as the GNOEC is



required by its bond indenture to have all construction funds available before a project can be initiated.

\*During FY 14, the GNOEC has four projects ongoing that are receiving construction funds via Emergency Federal Relief Funds from the Federal Highway Administration (FHWA). These four projects are associated with simultaneous repairs and improvements associated with damages incurred during Hurricane Katrina. In all four cases, the GNOEC is solely responsible for all costs associated with pre-construction engineering, environmental services, construction engineering and related testing services. Under the existing agreements, the LA DOTD will prepare construction proposals, and advertise and receive bids in accordance with its normal practices. DOTD will then award the contract on behalf of the GNOEC to the winning bidder with concurrence of the FHWA. After award of the contract, the GNOEC will provide construction administration and inspection during construction. The federal government will fund construction costs on a reimbursement basis. DOTD will reimburse the GNOEC monthly, minus 5% retainage, up to the maximum amount of federal allocation available for the project.

## Salary Information for Filled Positions as of September 19, 2013

### ADMINISTRATION

TITLE/POSITION	DATE HIRED	FULL/ PART-TIME	FY 2013 CURRENT SALARY	FY 2014 PROPOSED SALARY	% INCREASE
General Manager	9/1/09	FULL	110,250.00	114,660.00	4.00%
Chief of Staff	2/3/75	FULL	99,750.00	103,740.00	4.00%
North Shore Supervisor	8/1/81	FULL	65,618.50	68,243.24	4.00%
Director of Finance	1/1/74	FULL	92,938.81	96,656.36	4.00%
Human Resources Director	6/16/95	FULL	61,929.28	64,906.45	4.81%
Executive Secretary	10/2/00	FULL	40,268.80	41,678.21	3.50%

### COMMUTER SALES - TOLL TAG OFFICES

Supervisor	8/1/81	FULL	57,329.34	59,622.51	4.00%
South Shore Tag Office	2/22/06	FULL	27,034.53	28,115.91	4.00%
South Shore Tag Office	7/24/09	FULL	21,826.78	22,699.85	4.00%
North Shore Tag Office	11/28/08	FULL	24,752.00	25,742.08	4.00%
North Shore Leaderman	11/22/99	FULL	35,174.36	36,581.33	4.00%

### ACCOUNTING

Toll Analyst	1/26/09	FULL	28,104.95	29,229.15	4.00%
Accountant	5/28/03	FULL	54,483.38	57,162.72	4.92%

### RECORDS

Clerk	8/19/96	FULL	29,726.68	30,915.75	4.00%
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### SECURITY CAMERAS COMMAND POST

Monitor	3/5/07	FULL	26,582.40	27,512.78	3.50%
Monitor	8/16/12	FULL	20,800.00	21,632.00	4.00%
Watch Commander	6/16/12	FULL	24,960.00	25,958.40	4.00%

**CAUSEWAY BRIDGE POLICE**

<b>TITLE/POSITION</b>	<b>DATE HIRED</b>	<b>FULL/ PART-TIME</b>	<b>FY 2013 CURRENT SALARY</b>	<b>FY 2014 PROPOSED SALARY</b>	<b>% INCREASE</b>
Chief	8/5/08	FULL	99,271.32	103,242.17	4.00%
Lieutenant	2/16/87	FULL	69,060.26	71,822.67	4.00%
Sergeant	10/20/97	FULL	55,585.64	57,809.07	4.00%
Sergeant	3/15/99	FULL	53,853.51	56,007.65	4.00%
Sergeant	10/12/87	FULL	67,013.21	69,693.74	4.00%
Corporal	4/1/08	FULL	39,208.00	40,776.32	4.00%
Corporal	7/10/06	FULL	41,579.20	43,242.37	4.00%
Corporal	7/28/98	FULL	53,788.80	55,940.35	4.00%
Corporal	6/17/02	FULL	46,520.07	48,380.87	4.00%
Corporal	11/3/09	FULL	36,940.80	38,418.43	4.00%
Corporal/Evidence Officer	9/18/06	FULL	40,558.29	42,180.62	4.00%
Officer	9/19/96	FULL	47,928.92	49,846.08	4.00%
Officer	8/6/13	FULL	34,320.00	35,692.80	4.00%
Officer	9/17/12	FULL	34,320.00	35,692.80	4.00%
Officer	5/13/13	FULL	34,320.00	35,692.80	4.00%
Officer	8/24/10	FULL	34,320.00	35,692.80	4.00%
Officer	9/10/12	FULL	34,320.00	35,692.80	4.00%
Officer	2/1/10	FULL	35,349.60	36,763.58	4.00%
Officer	6/1/11	FULL	34,320.00	35,692.80	4.00%
Officer	8/16/11	FULL	34,320.00	35,692.80	4.00%
Officer	1/4/11	FULL	34,320.00	35,692.80	4.00%
Officer	10/4/10	FULL	34,320.00	35,692.80	4.00%

**HUEY P. LONG BRIDGE POLICE**

Sergeant	9/1/93	FULL	62,536.66	65,038.13	4.00%
Corporal	3/22/99	FULL	51,783.95	53,855.31	4.00%
Corporal	3/17/08	FULL	39,208.00	40,776.32	4.00%
Officer	10/21/02	FULL	43,910.63	45,667.06	4.00%
Officer	5/26/98	FULL	52,481.30	54,580.55	4.00%
Officer	8/1/12	FULL	34,320.00	35,692.80	4.00%

**TOLL COLLECTORS - NORTH SHORE**

<b>TITLE/POSITION</b>	<b>DATE HIRED</b>	<b>FULL/ PART- TIME</b>	<b>FY 2013 CURRENT SALARY</b>	<b>FY 2014 PROPOSED SALARY</b>	<b>% INCREASE</b>
N.S. Toll Captain	1/30/96	FULL	32,025.80	33,806.83	5.56%
Toll Collector	12/16/08	FULL	21,552.67	22,414.78	4.00%
Toll Collector	12/10/03	FULL	23,150.78	23,613.80	2.00%
Leaderman	8/26/96	FULL	32,239.62	33,529.20	4.00%
Toll Collector	5/29/12	FULL	19,760.00	20,352.80	3.00%
Toll Collector	5/7/07	FULL	22,687.39	23,368.01	3.00%
Toll Collector	10/16/12	FULL	19,760.00	20,352.80	3.00%
Toll Collector	11/8/04	FULL	23,795.01	24,508.86	3.00%
Toll Collector	4/23/02	FULL	25,070.59	26,073.41	4.00%
Toll Collector	12/4/12	FULL	19,760.00	20,352.80	3.00%
Toll Collector	7/16/08	FULL	22,282.80	22,951.28	3.00%
Toll Collector	7/18/08	FULL	22,382.80	23,278.11	4.00%
Toll Collector	8/22/06	FULL	22,687.39	23,141.14	2.00%
Toll Collector	6/1/10	PART	13,050.00	13,050.00	0.00%
Toll Collector	4/27/06	PART	15,583.05	16,050.54	3.00%

**BRIDGE MONITORS - SOUTH SHORE**

Bridge Monitor	5/5/08	FULL	21,834.28	22,707.65	4.00%
Bridge Monitor	10/27/08	FULL	21,566.91	22,429.59	4.00%
Bridge Monitor	11/5/12	FULL	19,240.00	20,009.60	4.00%
Bridge Monitor	6/9/03	FULL	25,313.33	26,325.86	4.00%

**COMMUNICATIONS - DISPATCH**

<b>TITLE/POSITION</b>	<b>DATE HIRED</b>	<b>FULL/ PART- TIME</b>	<b>FY 2013 CURRENT SALARY</b>	<b>FY 2014 PROPOSED SALARY</b>	<b>% INCREASE</b>
Training Officer	11/1/96	FULL	51,910.42	54,486.84	4.96%
TAC Officer	9/25/00	FULL	42,706.93	44,415.21	4.00%
Team Leader	2/4/98	FULL	35,284.69	36,696.08	4.00%
Dispatcher	7/31/98	FULL	34,424.00	35,800.96	4.00%
Dispatcher	3/3/08	FULL	27,674.46	28,781.44	4.00%
Dispatcher	6/4/01	FULL	34,424.08	35,801.04	4.00%
Team Leader	4/23/01	FULL	34,405.44	35,781.66	4.00%
Team Leader	8/31/05	FULL	31,238.86	32,488.41	4.00%
Dispatcher	12/5/05	FULL	30,476.94	31,696.02	4.00%
Team Leader	2/2/04	FULL	32,912.63	34,229.14	4.00%
Dispatcher	5/5/08	FULL	23,995.01	23,995.01	0.00%

**COMMUNICATIONS - BASCULE**

Supervisor	9/26/94	FULL	46,862.40	48,736.90	4.00%
Operator	10/3/08	FULL	27,874.46	28,989.44	4.00%
Operator	7/21/03	FULL	30,168.01	31,374.73	4.00%
Operator	3/12/07	FULL	29,506.33	30,686.58	4.00%

**MAINTENANCE**

<b>TITLE/POSITION</b>	<b>DATE HIRED</b>	<b>FULL/ PART- TIME</b>	<b>FY 2013 CURRENT SALARY</b>	<b>FY 2014 PROPOSED SALARY</b>	<b>% INCREASE</b>
Asst. N.S. Supv/Safety Officer	11/2/95	FULL	60,900.00	63,836.00	4.82%
N.S. Maintenance Supervisor	1/7/86	FULL	49,759.38	51,749.76	4.00%
Electrical Supervisor	5/6/96	FULL	49,826.87	51,819.94	4.00%
Maintenance Foreman	8/19/91	FULL	41,152.54	42,592.88	3.50%
Bridge, Welding & Grounds	12/16/10	FULL	20,800.00	21,424.00	3.00%
Electronics Technician	1/30/07	FULL	37,440.00	38,563.20	3.00%
Grounds Leaderman	8/20/84	FULL	42,036.80	43,508.09	3.50%
Welding Leaderman	12/12/88	FULL	37,432.01	38,554.97	3.00%
Bridge, Welding & Grounds	8/2/04	FULL	24,873.39	26,368.33	6.01%
Electrical	10/1/01	FULL	35,240.55	37,150.17	5.42%
S.S. Maintenance Supervisor	2/23/09	FULL	31,300.00	32,239.00	3.00%
S.S. Maintenance	10/1/02	FULL	28,719.10	29,867.86	4.00%

**MOTORISTS ASSISTANCE PATROL - CAUSEWAY BRIDGE**

Operator	11/28/11	FULL	27,040.00	28,121.60	4.00%
Operator	7/3/07	FULL	27,895.50	28,871.84	3.50%
Operator	7/16/12	FULL	27,040.00	28,121.60	4.00%
Operator	12/8/08	FULL	24,960.00	25,958.40	4.00%
Operator	4/8/13	FULL	22,880.00	23,566.40	3.00%
Operator	10/1/07	FULL	29,660.47	30,253.68	2.00%
Operator	7/9/07	FULL	36,652.82	37,752.40	3.00%

**MOTORISTS ASSISTANCE PATROL - HUEY P. LONG BRIDGE**

Operator	9/8/09	FULL	27,640.00	28,607.40	3.50%
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**VEHICLE MAINTENANCE**

Supervisor	10/8/86	FULL	39,348.17	40,725.36	3.50%
Mechanic	11/13/00	FULL	35,916.91	37,174.00	3.50%
Mechanic	2/21/11	FULL	21,200.00	22,048.00	4.00%



John Carpenter  
Legislative Fiscal Officer

**STATE OF LOUISIANA**  
**LEGISLATIVE FISCAL OFFICE**  
**BATON ROUGE**

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To: The Honorable Jack Donahue, Chairman  
Joint Legislative Committee on the Budget  
The Honorable Members of the Joint Legislative Committee on the Budget

From: John Carpenter, Legislative Fiscal Officer  
Alan M. Boxberger, Fiscal Analyst

Date: October 19, 2012

Subject: GREATER NEW ORLEANS EXPRESSWAY COMMISSION  
FY 13 BUDGET ANALYSIS

The Greater New Orleans Expressway Commission (GNOEC) staff annually prepares its budget for approval by the Commissioners in accordance with its bond indenture. Upon approval by the GNOEC, the budget is then submitted to the Legislative Fiscal Office. The GNOEC approved the original budget and submitted the approved budget to the Legislative Fiscal Office on August 15, 2012.

Prior to the submission of the annual operating budget to the Joint Legislative Committee on the Budget (JLCB) for its approval or rejection, the Legislative Fiscal Office reviews the submission of the budget for mathematical accuracy and content. In addition, the Legislative Fiscal Office prepares an analysis of the budget submitted by the GNOEC and provides this report to the Joint Legislative Committee on the Budget (JLCB) for its consideration.

**BUDGET SUMMARY, FISCAL YEAR 2012-13**  
**Greater New Orleans Expressway Commission**

**BUDGET REVIEW AUTHORITY**

	<u>Actual</u>	<u>Actual</u>	<u>Approved</u>	<u>Estimated</u>	<u>Requested</u>	<u>Apprvd</u>	<u>Page</u>	<u>Notes</u>
	<u>FY 10</u>	<u>FY 11</u>	<u>FY 12</u>	<u>Year End</u>	<u>FY 13</u>	<u>FY 12</u>	<u>No.</u>	
				<u>FY 12</u>		<u>vs. FY 13</u>		
<b>Means of Finance</b>								
Highway Fund No. 2	\$5,441,447	\$4,655,089	\$4,600,000	\$6,694,898	\$5,700,000	23.9%	3	
Tolls	\$16,025,247	\$16,018,853	\$16,120,000	\$16,037,000	\$16,085,000	-0.2%	3, 6-7	See graphs on page 7
Interest Income	\$25,872	\$21,376	\$25,000	\$25,000	\$25,000	0.0%	3	
Other Revenue	<u>\$7,286</u>	<u>\$9,344</u>	<u>\$10,000</u>	<u>\$10,000</u>	<u>\$10,000</u>	<u>0.0%</u>		
<b>Total MOF</b>	<b>\$21,499,852</b>	<b>\$20,704,662</b>	<b>\$20,755,000</b>	<b>\$22,766,898</b>	<b>\$21,820,000</b>	<b>5.1%</b>		
<b>Expenditures</b>								
Salaries	\$4,194,174	\$4,017,335	\$4,070,100	\$3,975,686	\$4,220,916	3.7%	4, 8	1.5 FTE, 2-3% Merit Inc.
Related Benefits	\$1,752,364	\$1,698,325	\$1,758,771	\$1,686,179	\$1,879,447	6.9%	4, 8	1.5 FTE, Retire rate adj.
Other Compensation	<u>\$34,180</u>	<u>\$34,180</u>	<u>\$34,180</u>	<u>\$34,180</u>	<u>\$34,180</u>	<u>0.0%</u>	8	Commissioners' salaries
<b>Personnel Svcs.</b>	<b>\$5,980,718</b>	<b>\$5,749,840</b>	<b>\$5,863,051</b>	<b>\$5,696,045</b>	<b>\$6,134,543</b>	<b>4.6%</b>		
<b>Operating Services</b>	<b>\$3,358,898</b>	<b>\$3,274,786</b>	<b>\$3,371,600</b>	<b>\$3,250,098</b>	<b>\$3,229,000</b>	<b>-4.2%</b>	4, 9	Decrease in ins. prem.
<b>Supplies</b>	<u>\$1,504,216</u>	<u>\$1,434,756</u>	<u>\$1,386,675</u>	<u>\$1,307,601</u>	<u>\$1,350,530</u>	<u>-2.6%</u>	4, 9-10	
<b>Operating Expenses</b>	<b>\$4,863,114</b>	<b>\$4,709,542</b>	<b>\$4,758,275</b>	<b>\$4,557,699</b>	<b>\$4,579,530</b>	<b>-3.8%</b>		
<b>Professional Services</b>	<u>\$184,356</u>	<u>\$164,122</u>	<u>\$181,300</u>	<u>\$180,084</u>	<u>\$172,000</u>	<u>-5.1%</u>	5, 10-11	
Debt Service	\$4,749,226	\$4,643,112	\$4,635,125	\$4,635,125	\$4,633,475	0.0%	5, 11-12	Debt service sch., pg. 12
State Surplus-HPL	<u>\$1,635,422</u>	<u>\$1,576,470</u>	<u>\$1,752,762</u>	<u>\$1,565,228</u>	<u>\$1,805,740</u>	<u>3.0%</u>	5, 11, 13	
<b>Other Charges</b>	<b>\$6,384,648</b>	<b>\$6,219,582</b>	<b>\$6,387,887</b>	<b>\$6,200,353</b>	<b>\$6,439,215</b>	<b>0.8%</b>		
Acquisitions	\$473,600	\$430,228	\$189,054	\$189,024	\$256,848	35.9%	5, 14-15	
Maj Rep/Cap Imps	<u>\$3,613,416</u>	<u>\$3,431,348</u>	<u>\$3,375,433</u>	<u>\$5,943,693</u>	<u>\$4,237,864</u>	<u>25.6%</u>	5, 14-17	
<b>Acquisitions/Repairs</b>	<b>\$4,087,016</b>	<b>\$3,861,576</b>	<b>\$3,564,487</b>	<b>\$6,132,717</b>	<b>\$4,494,712</b>	<b>26.1%</b>		
<b>Total Expenditures</b>	<b>\$21,499,852</b>	<b>\$20,704,662</b>	<b>\$20,755,000</b>	<b>\$22,766,898</b>	<b>\$21,820,000</b>	<b>5.1%</b>		

Section 2 of Act 875 of 1988 requires the GNOEC to submit its annual budget to the Joint Legislative Committee on the Budget for its approval or rejection prior to the expenditure of funds contained in such budget. Act 842 of the 2008 Regular Legislative Session requires "...consideration of operating budgets shall be given in advance of the beginning of the subject entity's fiscal year." The GNOEC's new fiscal year begins on November 1, 2012; therefore, its annual operating budget is being presented at this time.



## **BUDGET SUMMARY**

The Greater New Orleans Expressway Commission (GNOEC) is requesting approval of a FY 13 budget that represents a 5.1% increase, or \$1,065,000 total means of finance, from the budget approved by the JLCB for FY 12. The Commission anticipates an increase in Highway Fund No. 2 revenues of approximately \$1,100,000 more than originally budgeted in FY 12.

## **MEANS OF FINANCING**

### **State Highway Fund Number 2**

State Highway Fund No. 2 revenues are derived from vehicular license taxes collected in the parishes of Orleans, Jefferson, St. John the Baptist, St. Charles, Tangipahoa and St. Tammany. These revenues are divided equally between the Greater New Orleans Expressway Commission (GNOEC) and the Crescent City Connection Division (CCCD). Based upon the Revenue Estimating Conference's latest adopted revenue forecast for FY 13 of \$11.5 million, the GNOEC's anticipated share of revenue is anticipated to total \$5.75 million in State Highway Fund No. 2 dollars in FY 13. However, the Commission has requested that for purposes of constructing its budget for the upcoming fiscal year, that a slightly more conservative total be budgeted from Highway Fund No. 2 at \$5.7 million.

The GNOEC's budget authority from State Highway Fund No. 2 is anticipated to be greater than its annual debt service payment, projected to be \$4,633,475 in FY 12. As stated in previous reports, the Legislative Fiscal Office (LFO) previously requested and received an Attorney General opinion on this matter verifying that "surplus" funds from Highway Fund No. 2 are permissible to be utilized by the GNOEC in its budget for capital improvements.

### **Toll Revenues/Interest Income**

Toll revenues are budgeted based upon historical collections and trends in traffic patterns. The budget for toll revenues for FY 13 is projected to decrease by approximately 0.2% from the amount originally projected for FY 12. Toll revenues are budgeted at \$16,085,000 for FY 13, which is \$35,000 less than the total approved in FY 12 (\$16,120,000), and approximately \$48,000 more than current projected collections in FY 12 (\$16,037,000).

The total number of one-way crossings on the expressway is anticipated to be 6,397,355 in FY 13 as opposed to a projected 6,388,565 in FY 12, or 8,790 more crossings (see graphs on page 7). Toll collections depend upon vehicle type and payment method, which includes full fare and discounted fare programs.

Interest income is projected to remain static at \$25,000. According to the GNOEC, interest collections continue below historic levels due to continuing low interest rates, fund balances being expended on projects, and the overall economic climate.

## EXPENDITURES

### Personnel Expense (Salaries and Related Benefits)

The salary expenditure category is requested at 3.7% more than the amount approved in FY 12, which includes an increase of 1.5 fulltime equivalent employees (FTEs) from a total of 99.5 in FY 12 to 101 in FY 13. The GNOEC plans to reinstate an unfilled accounting position eliminated in 2009 (1.0 FTE, funded at six months for approximately \$24,000 plus benefits) and to add an additional part-time rover position among the toll collector staff (0.5 FTE, approximately \$13,000). The accounting position will become a full year position beginning in FY 14 with an estimated salary of \$48,000. The new positions will result in an annual salary cost increase of approximately \$61,000 and a first year increase of \$37,000. The total number of FTEs for FY 13 is 17 administrative and 84 non-administrative for a total of 101. In addition, a portion of the personnel count for administration (3 FTE positions) and operations (13.0 FTEs) are allocated to Huey P. Long (HPL) Bridge expenditures. Including the 16 HPL positions, the total FTE compensated by the GNOEC is 117.

Traditionally, administrative and supervisory personnel of the GNOEC may receive merit increases as a flat percentage based upon individual job performances. Merit increases are approved each year through the Commission's budget approval process. For FY 13, the Commission authorized merit based pay increases ranging from 2% to 3%. The Commission authorized a 3% merit increase for employees with salaries less than \$30,000 and 2% for employees with salaries greater than \$30,000. Under the proposed budget, approximately 104 positions will be eligible to receive pay merit increases at an annual total salary cost of \$84,883.

The GNOEC currently has 30 Peace Officer Standards & Training (POST) certified police officers (23 – Causeway, 7 Huey P. Long Bridge). Act 664 (SB 26) of the 2008 Regular Legislative Session provides that these police officers are eligible to receive state supplemental pay, which is currently \$500/month or \$6,000/year for a total state supplement of \$180,000 as all Causeway police officers currently receive the state supplement. This portion of the police officers' salaries is not included in the GNOEC's budget as the state pays this amount annually. However, the GNOEC is responsible for paying the related benefits costs associated with the additional \$6,000 state salary supplement, which equates to approximately \$54,000 of additional related benefits expenditures included in the operating budget over and above the base amount.

The related benefits expenditure category for FY 13 is requested at 6.9% more than the approved budget for FY 12. In addition to increased related benefits costs associated with the 1.5 additional FTEs noted above, the Parochial Employee's Retirement System will increase the employer contribution share from 15.75% to 16.75% effective January 1, 2013. This change results in an increased related benefit expenditure of approximately \$42,000 annually.

### Operating Expenses (Operating Services/Material & Supplies)

Operating Expenses include advertising, the publication of public notices and minutes, insurance, travel, telephone and radio expenses, utilities and other operating services. Other operating services include payout of unused vacation and sick leave, dues and subscriptions, trustee fees, bank and visa charges for toll deposits, and other miscellaneous expenses. The FY 13 budget request for total operating expenses is \$4,579,530, which is a decrease of \$178,745, or 3.8% less than what was approved in FY 12. The bulk of this decrease is due primarily to a projected decrease in insurance costs of \$144,100, utilities expenditures of approximately \$32,225 (primarily cost of oil/fuel and vehicle maintenance), expenses associated with office supplies of \$11,000, bank and Visa charges on toll deposits of \$8,000, and bank trustee fees for services that will now be performed in-house for a savings of \$5,000. These decreases are partially offset by projected

increased anticipated expenditures of approximately \$25,000 associated with payments for unused annual and sick leave for retiring employees. The increase is based off actual recent costs.

### Professional Services

The Commission hires outside consultants and services under professional services contracts. These items include services for bond indenture requirements in the form of independent audit and accounting services (\$85,000), engineering and traffic consultants (\$12,000), legal counsel (\$65,000) and investment consultation (\$10,000). The total projected professional services expenditure totals \$172,000, which is a decrease of approximately \$9,300, or 5.1% less than the current budget level. The primary anticipated savings associated with this expenditure item is a result of the investment consultant lowering its fee from twenty-five to fifteen basis points in addition to lower balances in the investment accounts, at a projected savings of \$10,000.

### Other Charges (Debt Service/Huey P. Long Bridge/State Surplus)

The Commission's debt service payment for FY 13 will total \$4,633,475.

Per Act 875 of 1988, the Commission provides \$50,000 each fiscal year to the parishes of St. Charles, St. John the Baptist, and Tangipahoa for a total of \$150,000. Per Act 1227 of 1995, the Commission provides \$50,000 to Jefferson Parish, St. Tammany Parish, and the City of New Orleans for use by the New Orleans Recreation Department and the New Orleans Police Department, and the Washington Parish Infrastructure and Park Fund, for a total of \$200,000.

The Commission is responsible for the policing of the Huey P. Long Bridge and budgets \$1,455,740 for FY 13 expenditures paid from anticipated excess revenues to the state. This represents a requested increase of \$52,978, or 3.8%, above the level approved for FY 12. The increase is primarily related to an increase of \$45,126 in capital acquisitions, including 1 Chevrolet Tahoe Police Cruiser (\$25,400), 1 Light Bar (\$1,806), 1 Watch Guard Video Camera (\$5,680), 1 Stalker Radar (\$1,895), 2 Pelican Computer Laptops (\$10,244) and 1 Ultralyte LRB Laser (\$2,795).

### Total Acquisitions & Major Repairs

This category includes capital acquisitions and the major repairs/capital improvement program. The Commission's budget request includes an increase of \$67,794, or 35.9%, in acquisitions expenditures to a new total of \$256,848. The major repairs and capital improvements expenditure category increases by \$862,431, or 25.6%, from the amount approved in FY 12. The FY 13 requested amount for major repairs and capital improvements is \$4,237,864. The total budget request for Acquisitions & Major Repairs is \$4,494,712.

The approved budget request for the capital improvements/rehabilitation program includes twelve (12) projects. These projects include: \*North Channel Bascule Control System Replacement (\$360,000), \*South Channel Fender Repair & Structural Improvements (\$320,000), \*Resurface Pavement - South Marine Crossing (\$250,000), \*Piling Restoration Transformer Vaults (\$580,000), \*North and South Bound Bridge Traffic Signs (\$25,000), \*Modifications to the Cable Tray Support System (\$275,000), \*Replacement of the 9-Mile Turnaround Spans (\$355,000), \*Realignment of Spans on the Northbound Bridge (\$127,500), North Toll Plaza Lane Modifications (\$200,000), North Toll Plaza and Toll System Replacement (\$1,250,000), \*North Toll Plaza Canopy Roof and Lightning Protection (\$500,000), and Variable Message Signs – Maintenance Agreement (\$161,000). The GNOEC is required to have all funds available prior to the start of any capital improvement project. This project list includes new projects as denoted with an asterisk (\*) above, as well as continuing projects started with funds accrued in prior fiscal years.

## TOLL RATES AND REHABILITATION PROJECTS

In February 1995, the Greater New Orleans Expressway Commission (GNOEC) increased tolls and charges on the Lake Pontchartrain Causeway. The revenues generated from the increase are dedicated for the purpose of funding major repairs/capital improvement projects. The schedule of tolls and charges below became effective February 1, 1995.

NOTE: The GNOEC began one-way toll collections in May 1999. Tolls have been collected only on the North Shore since that time.

### PRIOR AND CURRENT TOLL SCHEDULE

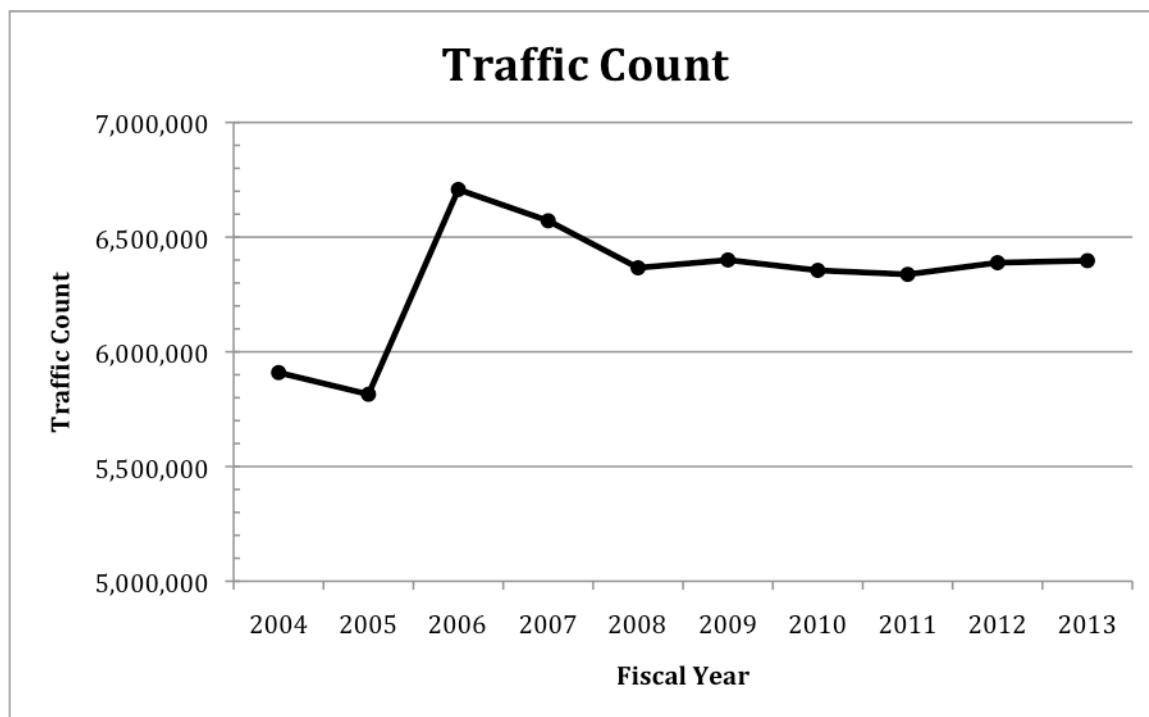
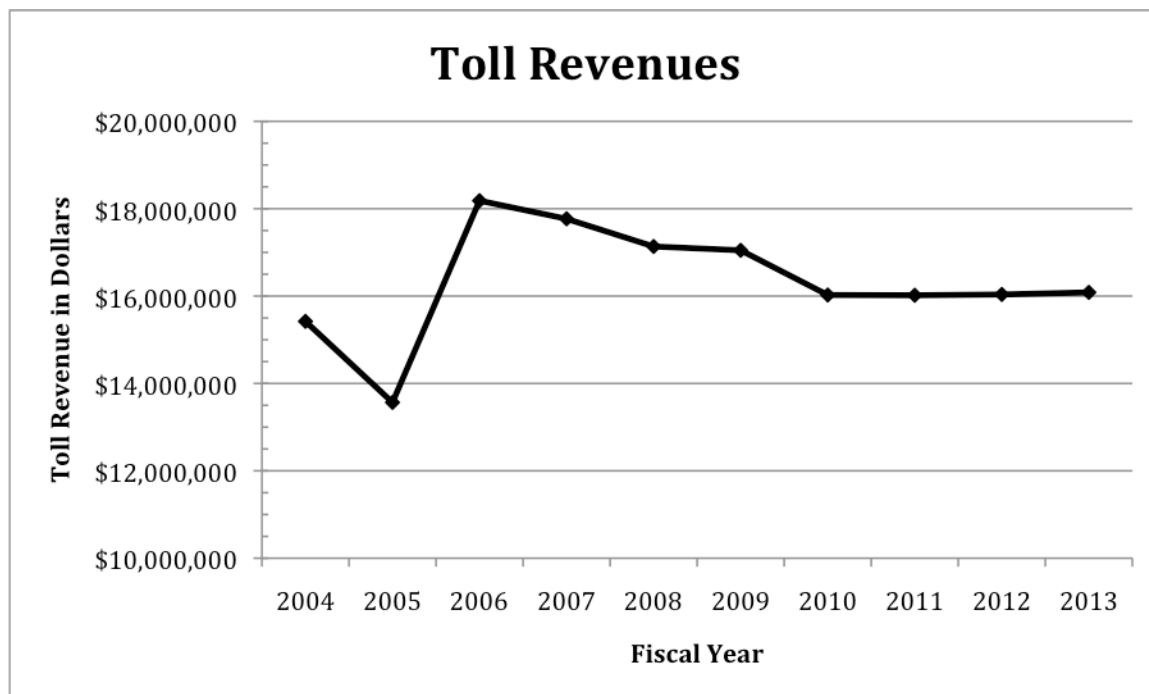
<u>Height</u>	<u>Type</u>	<u>Axles</u>	<u>Current Toll</u>	<u>Prior Toll</u>
Under 7'6"	Commuter Cash	2	\$2.00	\$0.50
		2	\$3.00	\$1.00
		3	\$4.50	\$1.50
		4	\$6.00	\$2.00
		5+	\$7.50	\$2.50
Over 7'6"	Cash	2	\$6.00	\$2.35
		3	\$9.00	\$2.90
		4	\$12.00	\$3.75
		5+	\$15.00	\$4.00

### Toll Revenues

Toll revenues are budgeted based upon historical collections and trends in traffic patterns. The collections from toll revenues in FY 13 are projected to decrease by approximately 0.2% from the amount approved for FY 12. Toll revenues are budgeted at \$16,085,000 for FY 13, or \$35,000 less than the \$16,120,000 approved in FY 12, but approximately \$48,000 more than current projected actual collections of \$16,037,000 in FY 12. On page 7 are graphs that illustrate toll revenue collections and traffic counts from FY 04 (pre-Katrina levels) to projected levels in FY 13. Traffic counts and toll collections realized annual declines between FY 06 and FY 10, but appear to have stabilized and remained relatively flat since that time.

<u>FY</u>	<u>Toll Revenues</u>	<u>Traffic Count</u>
2004	\$15,421,017	5,909,426
2005	\$13,566,529	5,814,832
<b>2006</b>	<b>\$18,184,159</b>	<b>6,707,603</b>
2007	\$17,768,414	6,571,180
2008	\$17,135,270	6,366,320
2009	\$17,047,947	6,400,327
2010	\$16,025,247	6,355,044
2011	\$16,018,853	6,337,597
*2012	\$16,037,000	6,388,565
*2013	\$16,085,000	6,397,355

\*Figures are projected through end of FY 12 and estimated for FY 13.



## PERSONNEL EXPENSES

	<b>Actual</b>		<b>Actual</b>		<b>Approved</b>		<b>Requested</b>	
<b><u>SALARIES</u></b>	<b><u>FTE</u></b>	<b><u>FY 10</u></b>	<b><u>FTE</u></b>	<b><u>FY 11</u></b>	<b><u>FTE</u></b>	<b><u>FY 12</u></b>	<b><u>FTE</u></b>	<b><u>FY 13</u></b>
General Mgr/Dir. Transition & Hurr.**	1.0	\$26,492	1.0	\$0	0.0	\$0	0.0	\$0
General Manager***	0.0	\$105,000	0.0	\$110,250	1.0	\$110,250	1.0	\$110,250
Asst. Gen. Manager	1.0	\$0	1.0	\$0	0.0	\$0	0.0	\$0
Office Personnel	19.0	\$867,489	19.0	\$767,580	18.0	\$789,174	19.0	\$816,542
<u>Less: HPL Adm.</u>	<u>(3.0)</u>	<u>(\$124,838)</u>	<u>(3.0)</u>	<u>(\$122,859)</u>	<u>(3.0)</u>	<u>(\$137,085)</u>	<u>(3.0)</u>	<u>(\$144,275)</u>
<b>Total Administrative Salaries</b>	<b>18.0</b>	<b>\$874,143</b>	<b>18.0</b>	<b>\$754,971</b>	<b>16.0</b>	<b>\$762,339</b>	<b>17.0</b>	<b>\$782,517</b>
Toll Collectors	14.5	\$444,190	15.0	\$447,827	15.0	\$465,417	15.5	\$477,573
Bridge Monitors	5.0	\$136,214	4.5	\$131,396	4.5	\$134,631	4.5	\$137,919
Maintenance	29.0	\$961,099	29.0	\$995,790	28.0	\$1,057,399	28.0	\$1,020,505
Bascule Operators	5.5	\$204,934	5.5	\$203,857	5.0	\$193,860	5.0	\$184,435
Dispatch	14.0	\$461,992	14.0	\$466,422	12.0	\$483,083	12.0	\$509,307
Police	32.5	\$1,767,001	32.0	\$1,680,706	32.0	\$1,740,802	32.0	\$1,884,242
<u>Less: HPL Operations</u>	<u>(13.0)</u>	<u>(\$655,399)</u>	<u>(13.0)</u>	<u>(\$663,634)</u>	<u>(13.0)</u>	<u>(\$767,431)</u>	<u>(13.0)</u>	<u>(\$775,582)</u>
<b>Total Operations Salaries</b>	<b>87.5</b>	<b>\$3,320,031</b>	<b>87.0</b>	<b>\$3,262,364</b>	<b>83.5</b>	<b>\$3,307,761</b>	<b>84.0</b>	<b>\$3,438,399</b>
<b>TOTAL SALARIES</b>	<b>105.5</b>	<b>\$4,194,174</b>	<b>105.0</b>	<b>\$4,017,335</b>	<b>99.5</b>	<b>\$4,070,100</b>	<b>101.0</b>	<b>\$4,220,916</b>
<b>RELATED BENEFITS</b>								
Parochial (Retirement)		\$798,495		\$843,188		\$870,878		\$954,747
Group Insurance		\$1,041,173		\$943,062		\$1,022,931		\$1,043,149
Retirees Group Benefits		\$116,714		\$127,014		\$127,014		\$151,113
Gov. Def. Comp. Plan		\$83,304		\$83,500		\$85,000		\$85,000
<u>Less: HPL Rel. Benef.</u>		<u>(\$287,322)</u>		<u>(\$298,439)</u>		<u>(\$347,052)</u>		<u>(\$354,562)</u>
<b>Total Related Benefits</b>		<b>\$1,752,364</b>		<b>\$1,698,325</b>		<b>\$1,758,771</b>		<b>\$1,879,447</b>
<b>OTHER COMPENSATION*</b>		<b><u>\$34,180</u></b>		<b><u>\$34,180</u></b>		<b><u>\$34,180</u></b>		<b><u>\$34,180</u></b>
<b>Total Personnel Expense</b>		<b>\$5,980,718</b>		<b>\$5,749,840</b>		<b>\$5,863,051</b>		<b>\$6,134,543</b>

\*Other Compensation represents the salaries of the Greater New Orleans Expressway Commissioners. The five appointed commissioners are paid \$569.66 per month for Commission duties as provided by an amendment to the Articles of Incorporation of the Greater New Orleans Expressway Commission. The Parishes of Jefferson and St. Tammany executed the Articles of Incorporation on October 20, 1954, with the above amendment being approved on August 7, 1986.

\*\*The GNOEC created the Director of Transition and Hurricane at its August 24, 2009 meeting. This position was filled from August 2009 through December 2009 at the salary amount of \$13,246/month, which at the time represented one month of an annual salary of \$158,950, which was the salary of the prior General Manager at retirement. The prior General Manager filled this created position in FY 10. This position was eliminated during FY 10.

\*\*\*In FY 10, the board approved the hiring of a new General Manager. The Commission approved a 5% increase in salary for the General Manager from \$105,000 to \$110,250 between FY 10 and FY 11.

<u>Requested Adjustments to Full Time Equivalency Position (FTE) Count:</u>	<u>FTEs</u>
FY 12 FTEs Approved (Including HPL Personnel)	115.5
FY 13 FTEs Requested (Including HPL Personnel)	117.0

The GNOEC plans to reinstate an unfilled accounting position eliminated in 2009 (1.0 FTE, funded at six months at approximately \$24,000 plus benefits) and to add an additional rover position among the toll collector staff (0.5 FTE, approximately \$13,000 plus benefits). The new positions will result in an annual salary cost increase of approximately \$61,000 and a first year increase of \$37,000.

### OPERATING EXPENSES

	Actual	Actual	Approved	Requested	FY 12
<u>OPERATING SERVICES</u>	<u>FY 10</u>	<u>FY 11</u>	<u>FY 12</u>	<u>FY 13</u>	<u>to FY 13</u>
Advertising (Motorist Safety)	\$546	\$504	\$5,000	\$5,000	0.0%
Publication of Public Notices and Minutes	\$4,621	\$3,223	\$2,500	\$2,000	-20.0%
Insurance	\$2,475,700	\$2,569,708	\$2,644,100	\$2,500,000	-5.4%
Travel	\$252	\$297	\$2,500	\$2,500	0.0%
Telephone and Radio	\$169,834	\$211,152	\$190,000	\$190,000	0.0%
Utilities	\$210,625	\$215,347	\$215,000	\$205,000	-4.7%
Bank/ Visa Charge on Toll Deposits	\$229,421	\$232,000	\$215,000	\$207,000	-3.7%
Bank Trustee Fees	\$8,333	\$12,021	\$15,000	\$10,000	-33.3%
Dues & Subscriptions	\$5,953	\$3,100	\$7,500	\$7,500	0%
<u>Unused vacation and sick leave</u>	<u>\$253,613</u>	<u>\$27,434</u>	<u>\$75,000</u>	<u>\$100,000</u>	<u>3.8%</u>
<b>TOTAL OPER. SERVICES</b>	<b>\$3,358,898</b>	<b>\$3,274,786</b>	<b>\$3,371,600</b>	<b>\$3,229,000</b>	<b>-4.2%</b>

There is a \$142,600 decrease, or -4.2%, from approved FY 12 to requested FY 13 due primarily to a projected decrease in insurance costs of \$144,100, decreased utilities expenditures of approximately \$10,000 (primarily cost of oil/fuel and vehicle maintenance), decreased bank and Visa charges on toll deposits of \$8,000, and bank trustee fees for services that will now be performed in-house of \$5,000. These decreases were partially offset by projected increased expenditures of approximately \$25,000 associated with payments for unused annual and sick leave for retiring employees.

### SUPPLIES EXPENSE

	Actual	Actual	Approved	Requested	FY 12
<u>SUPPLIES</u>	<u>FY 10</u>	<u>FY 11</u>	<u>FY 12</u>	<u>FY 13</u>	<u>to FY 13</u>
Office Expense and Supplies	\$278,019	\$287,747	\$282,850	\$271,850	-3.9%
Operating Expense and Supplies	\$659,708	\$628,351	\$633,575	\$611,350	-3.5%
<u>Repair and Maintenance Supplies</u>	<u>\$566,489</u>	<u>\$518,658</u>	<u>\$470,250</u>	<u>\$467,330</u>	<u>-0.6%</u>
<b>TOTAL SUPPLIES</b>	<b>\$1,504,216</b>	<b>\$1,434,756</b>	<b>\$1,386,675</b>	<b>\$1,350,530</b>	<b>-2.6%</b>

#### Office Expense and Supplies:

The GNOEC is requesting a 3.9% decrease in its office expense and supply budget. Included in this general ledger account are the costs related to leased office space, disposal services, postage, extermination and termite control, office machine repairs and maintenance contracts, and other general administrative office supplies.

### Operating Expenses and Supplies:

The requested budget for FY 13 is \$611,350, or a 3.5% decrease from the previous approved budget and is attributed to increased oil and fuel costs. Included in the Operating Supplies general ledger account are the costs associated with vehicle and truck repairs and routine preventative maintenance. Gasoline, oil, auto parts, tires, lubricants, diesel fuel and any similar costs are in this account. All police equipment mounted on the vehicles and related maintenance is in this account. Also included in this account are all police uniforms, protective equipment and any expenditures for police car retrofitting.

### Repair and Maintenance Supplies:

The requested budget for FY 13 is \$467,330, or a 0.6% decrease from the amount budgeted in FY 12. Included in this account are the costs for general maintenance and supplies needed on the bridge, toll tags, toll system software maintenance, computer and electronic repairs on all bridge equipment, plumbing and janitorial supplies for the entire operation, and air conditioning contracts and other miscellaneous items dealing with operations maintenance. Also included are the components of the crash attenuators on the bridge, which must be kept in stock and used by maintenance personnel in repairing damages throughout the year.

<b><u>PROFESSIONAL SERVICES</u></b>					
	<b><u>Actual</u></b>	<b><u>Actual</u></b>	<b><u>Approved</u></b>	<b><u>Requested</u></b>	<b><u>FY 12</u></b>
<b><u>PROFESSIONAL SERVICES</u></b>	<b><u>FY 10</u></b>	<b><u>FY 11</u></b>	<b><u>FY 12</u></b>	<b><u>FY 13</u></b>	<b><u>to FY 13</u></b>
<b>Accounting and Finance</b>					
Independent Audit	\$12,750	\$13,000	\$15,000	\$15,000	0.0%
<u>Accounting Services</u>	<u>\$53,821</u>	<u>\$58,416</u>	<u>\$70,000</u>	<u>\$70,000</u>	0.0%
<b>Total Accounting and Finance</b>	<b>\$66,571</b>	<b>\$71,416</b>	<b>\$85,000</b>	<b>\$85,000</b>	0.0%
<b>Engineering</b>					
Engineering Traffic Consultant	\$6,270	\$6,270	\$6,300	\$7,000	11.1%
<u>Engineering Consultant</u>	<u>\$5,721</u>	<u>\$11,001</u>	<u>\$5,000</u>	<u>\$5,000</u>	0.0%
<b>Total Engineering</b>	<b>\$11,991</b>	<b>\$17,271</b>	<b>\$11,300</b>	<b>\$12,000</b>	6.2%
<b>Litigation &amp; Legal Representation</b>					
<u>General Counsel</u>	<u>\$80,366</u>	<u>\$61,206</u>	<u>\$65,000</u>	<u>\$65,000</u>	0.0%
<b>Other Professional Services</b>					
Investment Consultant	\$25,158	\$14,229	\$20,000	\$10,000	-50.0%
<u>Accident Investigation</u>	<u>\$270</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	0.0%
<b>Total Other Professional Services</b>	<b>\$25,428</b>	<b>\$14,229</b>	<b>\$20,000</b>	<b>\$10,000</b>	-50.0%
<b>TOTAL PROF. SERVICES</b>	<b>\$184,356</b>	<b>\$164,122</b>	<b>\$181,300</b>	<b>\$172,000</b>	-5.1%

Not included in this category are the engineering costs associated with Major Repairs and projects in the Capital Improvement Program. These costs generally range from 5% to 6% of a total project cost.

Beginning in FY 00, the Legislative Auditor began performing an annual audit of Commission's financial statements, which is now being performed by an independent CPA firm. The Commission, with the recommendation of the Legislative Auditor, has budgeted \$15,000 for this activity.



Accounting Services includes preparation of the financial statements and budget documents. The traffic engineer provides information pertaining to annual traffic studies and toll analyses, which are used mainly for budget and operations planning. Litigation and legal representation includes general legal consultation and litigation unrelated to insurance matters.

The Investment Consultant fee is based upon the amount of rehabilitation fund investments under the consultant's management. The investment firm reduced its fee from 25 to 15 basis points in FY 13. Additionally, there are lower balances in the accounts as funds have been expended on projects, resulting in a smaller portfolio of assets and reduced management expenses.

<b>Other Charges Expenditures</b>	<b><u>OTHER CHARGES</u></b>				
	<b>Actual FY 10</b>	<b>Actual FY 11</b>	<b>Approved FY 12</b>	<b>Requested FY 13</b>	<b>FY 12 to FY 13</b>
<b><u>Debt Service</u></b>	<b><u>\$4,749,226</u></b>	<b><u>\$4,643,112</u></b>	<b><u>\$4,635,125</u></b>	<b><u>\$4,633,475</u></b>	<b><u>-0.04%</u></b>
<b><u>Interagency Expense</u></b>					
Act 875 of 1988					
St. Charles Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
St. John the Baptist Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
<u>Tangipahoa Parish</u>	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	<u>0.0%</u>
<b>Total Act 875</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>0.0%</b>
Act 1227 of 1995					
City of New Orleans*	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
Jefferson Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
St. Tammany Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
<u>Washington Parish</u>	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	<u>0.0%</u>
<b>Total Act 1227</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>0.0%</b>
<b><u>Huey P. Long Bridge</u></b>	<b><u>\$1,285,422</u></b>	<b><u>\$1,226,470</u></b>	<b><u>\$1,402,762</u></b>	<b><u>\$1,455,740</u></b>	<b><u>3.8%</u></b>
<b>Total Interagency Expense</b>	<b><u>\$6,384,648</u></b>	<b><u>\$6,219,582</u></b>	<b><u>\$6,387,887</u></b>	<b><u>\$6,439,215</u></b>	<b><u>0.8%</u></b>
Transfer to State of Louisiana (excess GNOEC collections)	\$0	\$0	\$0	\$0	0.0%
<b>TOTAL OTHER CHARGES</b>	<b>\$6,384,648</b>	<b>\$6,219,582</b>	<b>\$6,387,887</b>	<b>\$6,439,215</b>	<b>0.8%</b>

Other Charges expenditures consist of Debt Service, Interagency Expense, and State Surplus. Interagency Expense includes expenditures per Act 875 of 1988 and Act 1227 of 1995. These Acts provide, prior to the transfer of surplus funds to the State of LA, funding for the policing of the Huey P. Long Bridge and for the transfer of funds to specific local agencies as detailed in the table above. The Commission last returned surplus revenues to the State of LA in FY 94 in the amount of \$104,748. Act 875 of 1988 requires the Commission to use surplus funds to police the Huey P. Long Bridge.

\*Act 892 of the 2008 Regular Legislative Session provides that of the \$50,000 distributed to the city of New Orleans, \$25,000 be allocated to the New Orleans Recreation Department and \$25,000 be allocated to the New Orleans Police Department.

**DEBT SERVICE REQUIREMENTS**  
**FY 12 and Forward**

<b><u>Fiscal Year</u></b>	<b><u>Series 2003 Bonds Principal</u></b>	<b><u>Series 2003 Bonds Interest</u></b>	<b><u>Series 2003 Bonds Total Debt Service</u></b>	<b><u>Series 2009 Bonds Interest</u></b>	<b><u>Combined Total Debt Service Requirements</u></b>
2012	\$1,200,000	\$2,187,019	\$1,065,000	\$183,106	\$4,635,125
<b>2013</b>	<b>\$1,240,000</b>	<b>\$2,145,069</b>	<b>\$1,095,000</b>	<b>\$153,406</b>	<b>\$4,633,475</b>
2014	\$1,285,000	\$2,100,078	\$1,130,000	\$122,813	\$4,637,891
2015	\$1,330,000	\$2,053,513	\$1,155,000	\$91,394	\$4,629,907
2016	\$1,375,000	\$1,994,144	\$1,190,000	\$57,663	\$4,616,807
2017	\$1,450,000	\$1,919,988	\$1,225,000	\$19,906	\$4,614,894
2018	\$1,525,000	\$1,841,894	\$0	\$0	\$3,366,894
2019	\$1,605,000	\$1,761,738	\$0	\$0	\$3,366,738
2020	\$1,685,000	\$1,679,488	\$0	\$0	\$3,364,488
2021	\$1,770,000	\$1,600,856	\$0	\$0	\$3,370,856
2022	\$1,840,000	\$1,525,250	\$0	\$0	\$3,365,250
2023	\$1,920,000	\$1,444,150	\$0	\$0	\$3,364,150
2024	\$2,005,000	\$1,355,025	\$0	\$0	\$3,360,025
2025	\$2,105,000	\$1,249,275	\$0	\$0	\$3,354,275
2026	\$2,210,000	\$1,141,400	\$0	\$0	\$3,351,400
2027	\$2,320,000	\$1,028,150	\$0	\$0	\$3,348,150
2028	\$2,435,000	\$909,275	\$0	\$0	\$3,344,275
2029	\$2,560,000	\$789,200	\$0	\$0	\$3,349,200
2030	\$2,640,000	\$664,000	\$0	\$0	\$3,304,000
2031	\$2,775,000	\$528,625	\$0	\$0	\$3,303,625
2032	\$2,915,000	\$386,375	\$0	\$0	\$3,301,375
2033	\$3,060,000	\$237,000	\$0	\$0	\$3,297,000
<u>2034</u>	<u>\$3,210,000</u>	<u>\$80,250</u>	<u>\$0</u>	<u>\$0</u>	<u>\$3,290,250</u>
<b>TOTAL</b>	<b>\$46,460,000</b>	<b>\$30,621,762</b>	<b>\$6,860,000</b>	<b>\$628,288</b>	<b>\$84,570,050</b>

**HUEY P. LONG BRIDGE**  
**Interagency Transfer**

<b><u>Huey P. Long Bridge</u></b>	<b><u>Approved FY 12</u></b>	<b><u>Requested FY 13</u></b>	<b><u>FY 12 to FY 13</u></b>
<b>Administrative</b>			
Administrative Salaries	\$137,085	\$144,275	5.2%
Payroll Taxes	\$23,020	\$24,245	5.3%
Payroll Benefits	\$34,356	\$35,603	3.6%
<u>Materials, Supplies, Contract Work</u>	<u>\$0</u>	<u>\$0</u>	<u>0.0%</u>
<b>Total Administrative Function</b>	<b>\$194,461</b>	<b>\$204,123</b>	<b>5.0%</b>
<b>Operations</b>			
Police Patrol	\$590,519	\$600,206	1.6%
Dispatch	\$108,161	\$108,801	0.6%
Payroll Taxes	\$128,506	\$130,283	1.4%
Payroll Benefits	\$132,906	\$143,790	8.2%
Materials, Supplies, and Maint.	\$90,000	\$75,000	-16.7%
Telephone and Radio	\$25,000	\$25,000	0.0%
Unused Vacation and Sick Leave	\$5,500	\$5,500	0.0%
<u>Insurance</u>	<u>\$28,000</u>	<u>\$28,000</u>	<u>0.0%</u>
<b>Total Operations</b>	<b>\$1,108,592</b>	<b>\$1,116,580</b>	<b>0.7%</b>
<b>Maintenance</b>			
Maintenance Personnel	\$68,751	\$66,576	-3.2%
Payroll Taxes	\$11,824	\$11,451	-3.2%
<u>Payroll Benefits</u>	<u>\$16,440</u>	<u>\$9,190</u>	<u>-44.1%</u>
<b>Total Maintenance</b>	<b>\$97,015</b>	<b>\$87,217</b>	<b>-10.1%</b>
<b><u>Capital Acquisitions</u></b>	<b><u>\$2,694</u></b>	<b><u>\$47,820</u></b>	<b><u>1675.1%</u></b>
<b>TOTAL HUEY P. LONG BRIDGE</b>	<b>\$1,402,762</b>	<b>\$1,455,740</b>	<b>3.8%</b>

Since Act 875 of 1988, the Commission has budgeted expenditures for the policing of the Huey P. Long Bridge, not as a part of its operating budget, but as a reduction to surplus. A percentage of the Commission's administrative, police, and maintenance salaries and benefits, equipment, and acquisitions comprise total expenditures associated with the policing function.

Total expenditures for policing the Huey P. Long Bridge is projected to increase by \$52,978, or 3.8%. The change is due primarily to an increase of \$45,126 in capital acquisitions for replacement equipment.

## ACQUISITIONS AND MAJOR REPAIRS

<u>Causeway Acquisitions, Major Repairs and Capital Improvement Program</u>	<u>Approved FY 13</u>
<b>Capital Acquisitions</b>	
Causeway Police	\$165,202
Maintenance	\$91,646
<u>Operations &amp; Administration</u>	<u>\$0</u>
<b>Total Capital Acquisitions</b>	<b>\$256,848</b>
<b>Major Repairs</b>	
Extraordinary Maintenance and Consulting Engineering	\$250,000
Annual AASHTO Inspection	\$550,000
Emergency and Periodic Repairs	\$25,000
Preventative Maintenance of Mechanical & Electrical Systems	\$250,000
<u>System Improvements</u>	<u>\$25,000</u>
<b>Total Major Repairs</b>	<b>\$1,100,000</b>
<b>Capital Improvements/Rehabilitation Program</b>	
North Channel Bascule Control System Replacement	\$360,000
South Channel Fender Repair & Structural Improvements	\$320,000
Resurface Pavement South Marine Crossing	\$250,000
North and South Bound Traffic Signs	\$25,000
Modifications to the Cable Tray Support System	\$275,000
Replacement of the 9-mile Turnaround Spans	\$355,000
Realignment of Spans on the Northbound Bridge	\$127,500
Piling Restoration Transformer Vaults	\$580,000
North Toll Plaza Lane Modifications	\$200,000
North Toll Plaza and Toll System Replacement	\$1,250,000
North Toll Plaza Canopy Roof and Lightning Protection	\$500,000
Variable message signs (contract agreement)	\$161,000
Funds carried forward from Prior Year (Beginning Balance)	(\$17,872,612)
<u>Funds carried forward to Next Year</u>	<u>\$16,606,976</u>
<b>Total Cap. Improvements/Rehabilitation Program</b>	<b>\$3,137,864</b>
<b>TOTAL ACQUISITIONS, MAJ. REPAIRS &amp; CAP IMPROVEMENTS</b>	<b>\$4,494,712</b>

### Acquisitions, Major Repairs/Capital Improvement Expenditure Category

#### Capital Acquisitions

Capital Acquisitions total \$256,848 in FY 13 and include items such as vehicles, radios and various causeway police equipment. This category is requested in FY 13 at 35.9% more than the amount budgeted in FY 12. Projected capital acquisitions by operational unit appear below.

Causeway police acquisitions in FY 13 total \$165,202 and the expenditures include the purchase of four (4) Chevrolet Tahoe Police Unit with light bars - \$108,824, four (4) Stalker DLS Radars - \$7,580, four (4) Pelican Laptop Computers for vehicles - \$20,488, four (4) Watchguard In-Car Video systems - \$22,720, and two (2) Ultralyte LRB Lasers - \$5,590.

Maintenance acquisitions for FY 13 total \$91,646 and include the purchase of one (1) F-350 rescue truck and light bars - \$83,440, one (1) Motorola 700 MHz Radio - \$2,889, one (1) Clement Fire-Stokes Basket \$1,378, one (1) Automated External Defibrillator Machine \$2,300, and one (1) Communications Center – F2 Kenwood Portable Radio - \$1,639.

#### Major Repairs/Capital Improvement Program

Total expenditures anticipated in the major repairs/capital improvement program for FY 13 is recommended at \$4,237,864. Funds carried forward to FY 13 represent \$17,872,612 in funds budgeted in prior years for major repairs and capital improvement projects. The GNOEC will carry forward a total of \$16,606,976 from FY 13 for future projects. The GNOEC is required to have all funds available prior to the start of any capital project.

A complete list of the GNOEC Capital Improvement/Rehabilitation Projects with a brief description of each project can be found below. The costs include components of design, construction, and construction management. Consulting engineering firms provide all engineering services for Major Repairs and the Rehabilitation Program. The design engineering work generally costs approximately 5-6% of the construction cost. The cost of consulting engineers employed in the management of construction contracts is approximately 5.25-6% of the total construction cost.

The budget approved by the GNOEC on August 15, 2012 includes the capital improvement projects listed below. The projects approved by the GNOEC for a typical fiscal year often are changed during the course of the year due to changing priorities and other factors, which require projects to be altered or rescheduled (either delayed or accelerated).

#### Extraordinary Maintenance & Consulting Engineering - \$250,000

The services provided include monthly and annual reporting, review of driveway and utility permits, inspection of accident site damages, inspection and coordination of repairs to bridge deck and approach roads when necessary, and other engineering services as needed.

#### Annual AASHTO Inspection of Facilities & Security Inspection - \$550,000

This is the annual inspection of the Causeway in accordance with Federal Highway Administration (FHWA) and American Association of State Highway & Transportation Officials (AASHTO) guidelines. The GNOEC's Trust Indenture requires that the bridge be inspected annually. In addition, the Consulting Engineers conduct monthly inspections of the underside of the bridge and the navigation lights.

#### Emergency and Periodic Repairs - \$25,000

This category includes services in connection with the bridge's electrical system, diesel spills at the Maintenance Building, bridge traffic control signs and gates, and directional signs and traffic signal lights on approach roads.

#### Preventative Maintenance Electrical/Mechanical Systems - \$250,000

The services provided under this category are in connection with assistance in maintenance of the CCTV Security Camera System, monitoring system operations of the high voltage electrical system and assistance in maintenance of the electronic toll system.

#### System Improvements - \$25,000

This category includes the following: survey and mark rights-of-way on approach roads, North Shore Toll System planning, and coordination with Louisiana DOTD/FHWA on federal transportation funds.

#### North Channel Bascule Control System Replacement - \$360,000

This project provides for the replacement of the General Electric control system responsible for the automated operation of the North Channel Bascule and associated field wiring.

#### South Channel Fender Repair & Structural Improvements - \$320,000

The project includes preparation of plans and specifications for the repair of damages to the South Channel Fender (8-mile). Most of the damage was caused during Katrina and is in the form of broken handrails, loosened hardware and lost walers. In addition, maintenance, such as the filling of steel dolphins with rock and spiral stair replacement, will be addressed. At the North Channel, removal and replacement of tidal gauge signs will be performed. Inspections of the 9-Mile Turnaround have revealed that jacks installed after Katrina have started to deteriorate. Work needed to replace these jacks will be included in this project. Plans and specifications are being revised for bidding by LA DOTD to use Discretionary Bridge Program grant funds. The GNOEC secured \$1,537,650 of discretionary federal funds through the Transportation Equity Act for the Twenty-First Century (TEA-21, Federal ID LA 023) and an additional FY 04 Consolidated Appropriations Act allocation in the amount of \$2,982,300 in Discretionary Bridge Program funds. These funds require a minimum state contribution of 20% with a federal match of up to 80%. GNOEC will utilize its funds for preconstruction design and engineering costs. Any excess federal funds shall be allocated to the project, Piling Restoration Transformer Vaults, as noted below.

#### Resurface Pavement South Marine Crossing - \$250,000

The project provides for the resurfacing of the lightweight concrete decks at the South Marine Crossing (8-Mile Hump). The existing epoxy asphalt surface, applied more than 18 years ago, has become badly worn. The project will remove the existing surface and remove existing striping, reflector and delineator buttons. Following the removal and cleaning of the deck surface, a new polymer surface treatment will be applied and the striping, reflectors and buttons will be replaced.

#### \*North and South Bound Bridge Traffic Signs - \$25,000

The FHWA agreed in 2006 to fund Permanent Restoration projects that minimize the future costs associated with damage caused by Hurricane Katrina. This project is to be funded through Emergency Federal Relief Funds at an estimated \$100,000. GNOEC, under terms of the agreement, is solely responsible for all cost associated with pre-construction engineering, environmental services, construction engineering and related testing services. The project is to strengthen the sign supports and signs on the northbound and southbound bridges in an effort to improve the chances that they survive the next hurricane.

#### \*Modifications to the Cable Tray Support System - \$275,000

The FHWA agreed in 2006 to fund Permanent Restoration projects that minimize the future costs associated with damage caused by Hurricane Katrina. This project is to be funded through Emergency Federal Relief Funds at an estimated \$92,222. GNOEC, under terms of the agreement, is solely responsible for all cost associated with pre-construction engineering, environmental services, construction engineering and related testing services. The high voltage aerial cable and support tray on the east side of the southbound bridge from the North Toll Plaza to the South Toll Plaza was severely damaged by Hurricane Katrina. The permanent restoration to be undertaken in this project consists of appropriate modifications to the cable tray support system to mitigate damage that may be caused by future named storms.

#### \*Replacement of the 9-Mile Turnaround Spans - \$355,000

The FHWA agreed in 2006 to fund Permanent Restoration projects that minimize the future costs associated with damage caused by Hurricane Katrina. This project is to be funded through Emergency Federal Relief Funds at an estimated \$2,574,880. GNOEC, under terms of the agreement, is solely responsible for all cost associated with pre-construction engineering,

environmental services, construction engineering and related testing services. The permanent restoration to be undertaken in this project is the repair and/or replacement of the 9-mile turnaround spans of the bridge that were severely damaged by Hurricane Katrina.

#### Piling Restoration Transformer Vaults - \$580,000

This project will encapsulate all of the pilings supporting the nineteen transformer platforms on the west side of the southbound Causeway Bridge. Inspections of the pilings revealed vertical cracks, spalled mortar repairs and lifting holes that either have lost their mortar plugs or were not plugged. The pilings are voided 30-inch by 30-inch pre-tensioned, pre-stressed concrete. To mitigate deterioration in the saline environment of Lake Pontchartrain, all seventy-six pilings will be encapsulated. Piling encapsulation will provide cathodic protection for the piling as well as a fiberglass jacket at the splash zone. The encapsulation will also cover the grounding rods on each of the platforms. Grounding rods will be replaced or repaired where needed. If funds remain from the Discretionary Bridge Program Grant after completion of the South Channel Fender Repair and Structural Improvements above, they will be utilized on this project with the same 80/20 match requirements.

#### \*Realignment of Spans on the Northbound Bridge - \$127,500

The FHWA agreed in 2006 to fund Permanent Restoration projects that minimize the future costs associated with damage caused by Hurricane Katrina. This project is to be funded through Emergency Federal Relief Funds at an estimated \$902,500. GNOEC, under terms of the agreement, is solely responsible for all cost associated with pre-construction engineering, environmental services, construction engineering and related testing services. The permanent restoration to be undertaken in this project is the realignment of the northbound bridge spans dislocated by wave forces associated with Hurricane Katrina.

#### North Toll Plaza Lane Modifications - \$200,000

This project provides for the realignment of the four existing southbound lanes approaching the North Shore Toll Plaza and for the opening of a fifth lane through the plaza. It provides the necessary alignments and vehicle deceleration distances for all five lanes. Capacity is increased by the realignments of Lanes 1-4 and the creation of Lane 5. The project also adds needed weave distance where Lanes 1 and 2 converge with Lanes 3 and 4 by eliminating a portion of the curbed median between Lanes 2 and 3. With the opening of Lane 5, the existing toll plaza canopy must be extended. Other features include a northbound traffic pullout lane and two U-turn openings for police use only.

#### North Toll Plaza and Toll System Replacement - \$1,250,000

This project is for the initial design and procurement of a new Toll Collection System and improvements to the North Toll Plaza. The Toll Collection System is at the end of its useful life as repairs are becoming more frequent and replacement parts are difficult to obtain. The tollbooths are more than 20 years old and need to be replaced. The pavement and drainage structures in the toll collection lanes at the North Toll Plaza have not been changed in more than 30 years. Due to the age of these items replacement is necessary. In addition, on March 23, 2012, a lightning strike knocked out all of the toll collection and computer equipment.

#### North Toll Plaza Canopy Roof and Lightning Protection - \$500,000

This project includes waterproofing the North Toll Plaza canopy roof and providing lightning and surge protection for the North Toll Plaza. The existing concrete canopy for the fourth toll lane is being removed and rebuilt to cover Lane 4 and the new Lane 5. The project will waterproof the existing and new portions of the canopy, restore the gutters and provide a façade that unifies the new and old canopies. This project will supplement and complement the lightning protection systems and schemes in the Toll Collection System Replacement project and will also provide protection for the entire North Toll Plaza site. The project will install air terminals, down-conductors and ground plane for the purpose of structural protection. Surge

protection will be installed for the purpose of protecting electrical and electronic systems and their communication paths.

Variable Message Signs – Maintenance Agreement - \$161,000

This provides for the inspection and maintenance of the variable message signs and call box systems on the bridge.

The Commission intends to carry forward \$16,606,976 in order to fund future projects on the major repair and improvements program. The GNOEC anticipates directing these funds to projects scheduled to begin in FYs 14 and 15. The anticipated FY 14 projects include the following: Overlay of the East Causeway Approach Road and striping of the Causeway Bridge spans. In FY15, the GNOEC intends to begin replacement of bridge bearing pads on both spans in sections, and overlay of the West Causeway Approach Road. Historically, funds are carried to the next fiscal year as the GNOEC is required by its bond indenture to have all construction funds available before a project can be initiated.

\*The GNOEC intends to initiate four projects during FY 13 that will receive construction funds via Emergency Federal Relief Funds from the Federal Highway Administration (FHWA). These 4 projects are associated with simultaneous repairs and improvements associated with damages incurred during Hurricane Katrina. In all 4 cases, the GNOEC is solely responsible for all costs associated with pre-construction engineering, environmental services, construction engineering and related testing services. Under the existing agreements, the LA Department of Transportation & Development (DOTD) will prepare construction proposals, and advertise and receive bids in accordance with its normal practices. DOTD will then award the contract on behalf of the GNOEC to the winning bidder with concurrence of the FHWA. After award of the contract, the GNOEC will provide construction administration and inspection during construction. The federal government will fund construction costs on a reimbursement basis. DOTD will reimburse the GNOEC monthly, minus 5% retainage, up to the maximum amount of federal allocation available for the project.



## Salary Information for Filled Positions as of October 4, 2012

### ADMINISTRATION

TITLE/POSITION	DATE HIRED	FULL/ PART-TIME	FY 2012 CURRENT SALARY	FY 2013 PROPOSED SALARY	% INCREASE
General Manager	9/1/09	FULL	110,250.00	110,250.00	0.00%
Chief of Staff	2/3/75	FULL	99,750.00	101,745.00	2.00%
North Shore Supervisor	8/1/81	FULL	65,618.50	66,930.87	2.00%
Director of Finance	1/1/74	FULL	92,938.81	94,797.59	2.00%
Human Resources Director	6/16/95	FULL	61,929.28	63,167.87	2.00%
Executive Secretary	10/2/00	FULL	40,268.80	41,074.18	2.00%

### COMMUTER SALES - TOLL TAG OFFICES

Supervisor	8/1/81	FULL	57,329.34	58,475.93	2.00%
South Shore Tag Office	2/22/06	FULL	27,034.53	27,845.57	3.00%
South Shore Tag Office	7/24/09	FULL	21,826.78	22,481.58	3.00%
North Shore Tag Office	4/17/02	FULL	26,858.00	27,663.74	3.00%
North Shore Leaderman	11/22/99	FULL	35,174.36	35,877.85	2.00%

### ACCOUNTING

Toll Analyst	7/3/07	FULL	27,895.50	28,732.37	3.00%
Accountant	5/28/03	FULL	54,483.38	55,573.05	2.00%

### RECORDS

Clerk	8/19/96	FULL	29,726.68	30,618.48	3.00%
Clerk	1/26/09	FULL	26,023.10	26,803.79	3.00%

### SECURITY CAMERAS COMMAND POST

Leaderman	3/5/07	FULL	27,989.96	28,409.81	3.00%
Monitor	8/16/12	FULL	20,800.00	20,800.00	0.00%
Monitor	8/16/12	FULL	20,800.00	20,800.00	0.00%
Monitor	6/16/12	FULL	22,880.00	23,566.40	3.00%

**CAUSEWAY BRIDGE POLICE**

<b>TITLE/POSITION</b>	<b>DATE HIRED</b>	<b>FULL/ PART-TIME</b>	<b>FY 2012 CURRENT SALARY</b>	<b>FY 2013 PROPOSED SALARY</b>	<b>% INCREASE</b>
Chief	8/5/08	FULL	99,271.32	101,256.75	2.00%
Lieutenant	2/16/87	FULL	69,060.26	70,441.47	2.00%
Lieutenant	8/25/08	FULL	50,119.30	51,121.69	2.00%
Sergeant	10/20/97	FULL	55,585.64	56,697.35	2.00%
Sergeant	3/15/99	FULL	53,853.51	54,930.58	2.00%
Sergeant	10/12/87	FULL	67,013.21	68,353.47	2.00%
Corporal	4/1/08	FULL	38,241.84	39,006.68	2.00%
Corporal	7/10/06	FULL	40,560.00	41,371.20	2.00%
Corporal	7/28/98	FULL	53,788.80	54,864.58	2.00%
Corporal	6/17/02	FULL	46,520.07	47,450.47	2.00%
Corporal/Evidence Officer	9/18/06	FULL	40,558.29	41,369.46	2.00%
Officer	9/19/96	FULL	47,928.92	48,887.50	2.00%
Officer	9/16/12	FULL	34,320.00	35,006.40	2.00%
Officer	7/30/12	FULL	34,320.00	35,006.40	2.00%
Officer	8/24/10	FULL	34,320.00	35,006.40	2.00%
Officer	12/7/10	FULL	34,320.00	35,006.40	2.00%
Officer	11/3/09	FULL	36,036.00	36,756.72	2.00%
Officer	8/1/12	FULL	34,320.00	35,006.40	2.00%
Officer	2/1/10	FULL	35,349.60	36,056.59	2.00%
Officer	6/1/11	FULL	34,320.00	35,006.40	2.00%
Officer	8/16/11	FULL	34,320.00	35,006.40	2.00%
Officer	1/4/11	FULL	34,320.00	35,006.40	2.00%
Officer	10/4/10	FULL	34,320.00	35,006.40	2.00%

**HUEY P. LONG BRIDGE POLICE**

Sergeant	9/1/93	FULL	62,536.66	63,787.39	2.00%
Corporal	3/22/99	FULL	51,783.95	52,819.63	2.00%
Corporal	3/17/08	FULL	39,208.00	39,992.16	2.00%
Officer	10/21/02	FULL	43,910.63	44,788.84	2.00%
Officer	5/26/98	FULL	52,481.30	53,530.93	2.00%
Officer	9/10/12	FULL	34,320.00	35,006.40	2.00%
Officer	9/14/09	FULL	36,036.00	36,756.72	2.00%

**TOLL COLLECTORS - NORTH SHORE**

<b>TITLE/POSITION</b>	<b>DATE HIRED</b>	<b>FULL/ PART- TIME</b>	<b>FY 2012 CURRENT SALARY</b>	<b>FY 2013 PROPOSED SALARY</b>	<b>% INCREASE</b>
N.S. Toll Captain	1/30/96	FULL	32,025.80	32,666.32	2.00%
Toll Collector	12/16/08	FULL	21,552.67	22,199.25	3.00%
Toll Collector	12/10/03	FULL	23,150.78	23,845.30	3.00%
Toll Collector	8/26/96	FULL	32,239.62	32,884.41	2.00%
Toll Collector	5/7/07	FULL	22,687.39	23,368.01	3.00%
Toll Collector	11/28/08	FULL	22,903.77	23,590.88	3.00%
Toll Collector	11/8/04	FULL	23,795.01	24,508.86	3.00%
Toll Collector	4/23/02	FULL	25,070.59	25,822.71	3.00%
Toll Collector	12/1/11	FULL	19,240.00	19,817.20	3.00%
Toll Collector	7/16/08	FULL	22,282.80	22,951.28	3.00%
Toll Collector	7/18/08	FULL	22,382.80	23,054.28	3.00%
Toll Collector	8/22/06	FULL	22,687.39	23,368.01	3.00%
Toll Collector	6/1/10	ROVER	13,050.00	13,050.00	0.00%
Toll Collector	4/27/06	ROVER	15,583.05	16,050.54	3.00%
Toll Collector	5/29/12	ROVER	13,412.50	13,814.88	3.00%
Toll Collector	9/17/12	ROVER	13,412.50	13,814.88	3.00%

**BRIDGE MONITORS - SOUTH SHORE**

S.S. Monitor Captain	3/15/84	PART	23,046.40	23,046.40	0.00%
Bridge Monitor	5/5/08	FULL	21,834.28	22,489.31	3.00%
Bridge Monitor	10/27/08	FULL	21,566.91	22,213.92	3.00%
Bridge Monitor	5/23/11	FULL	19,640.00	20,229.20	3.00%
Bridge Monitor	6/9/03	FULL	25,313.33	26,072.73	3.00%

**COMMUNICATIONS - DISPATCH**

<b>TITLE/POSITION</b>	<b>DATE HIRED</b>	<b>FULL/ PART-TIME</b>	<b>FY 2012 CURRENT SALARY</b>	<b>FY 2013 PROPOSED SALARY</b>	<b>% INCREASE</b>
Training Officer	11/1/96	FULL	51,910.42	52,948.63	2.00%
TAC Officer	9/25/00	FULL	42,706.93	43,561.07	2.00%
Team Leader	2/4/98	FULL	35,284.69	35,990.38	2.00%
Dispatcher	7/31/98	FULL	34,424.00	35,112.48	2.00%
Dispatcher	8/16/12	FULL	24,960.00	24,960.00	0.00%
Dispatcher	3/3/08	FULL	27,674.46	28,504.69	3.00%
Dispatcher	6/4/01	FULL	34,424.08	35,112.56	2.00%
Team Leader	4/23/01	FULL	34,405.44	35,093.55	2.00%
Team Leader	8/31/05	FULL	31,238.86	31,863.64	2.00%
Dispatcher	12/5/05	FULL	30,476.94	31,086.48	2.00%
Team Leader	2/2/04	FULL	32,912.63	33,570.88	2.00%

**COMMUNICATIONS - BASCULE**

Supervisor	9/26/94	FULL	41,863.56	42,700.83	2.00%
Operator	10/3/08	FULL	27,874.46	28,710.69	3.00%
Operator	7/21/03	FULL	30,168.01	30,771.37	2.00%
Operator	3/12/07	FULL	29,506.33	30,391.52	3.00%
Operator	4/16/12	FULL	24,960.00	25,708.80	3.00%

### MAINTENANCE

TITLE/POSITION	DATE HIRED	FULL/ PART- TIME	FY 2012 CURRENT SALARY	FY 2013 PROPOSED SALARY	% INCREASE
Asst. N.S. Supv/Safety Officer	11/2/95	FULL	60,900.00	62,118.00	2.00%
N.S. Maintenance Supervisor	1/7/86	FULL	49,759.38	50,754.57	2.00%
Electrical Supervisor	5/6/96	FULL	49,826.87	50,823.41	2.00%
Bridge, Welding & Grounds	2/16/11	FULL	20,800.00	21,424.00	3.00%
Maintenance Foreman	8/19/91	FULL	41,152.54	41,152.54	0.00%
Bridge, Welding & Grounds	12/16/10	FULL	20,800.00	21,424.00	3.00%
Electronics Technician	1/30/07	FULL	37,440.00	38,188.80	2.00%
Grounds Leaderman	8/20/84	FULL	42,036.80	42,877.54	2.00%
Welding Leaderman	12/12/88	FULL	37,432.01	38,180.65	2.00%
Bridge, Welding & Grounds	8/2/04	FULL	24,873.39	25,619.59	3.00%
Electrical	10/1/01	FULL	35,240.55	35,945.36	2.00%
Bridge, Welding & Grounds	10/22/84	FULL	45,987.05	46,906.79	2.00%
Electrical	2/18/08	FULL	31,927.03	32,565.57	2.00%
S.S. Maintenance Supervisor	2/23/09	FULL	31,300.00	31,926.00	2.00%
S.S. Maintenance	10/1/02	FULL	28,719.10	29,580.67	3.00%

### MOTORISTS ASSISTANCE PATROL - CAUSEWAY BRIDGE

Operator	11/28/11	FULL	27,040.00	27,851.20	3.00%
Operator	12/8/08	FULL	22,632.19	23,311.16	3.00%
Operator	7/16/12	FULL	20,176.00	20,781.28	3.00%
Operator	5/5/08	FULL	23,995.01	24,714.86	3.00%
Operator	7/9/07	FULL	36,652.82	37,385.88	2.00%

### MOTORISTS ASSISTANCE PATROL - HUEY P. LONG BRIDGE

Operator	10/1/07	FULL	29,660.47	30,550.28	3.00%
Operator	9/8/09	FULL	27,640.00	28,469.20	3.00%

### VEHICLE MAINTENANCE

Supervisor	10/8/86	FULL	39,348.17	39,741.65	2.00%
Mechanic	11/13/00	FULL	35,916.91	36,635.25	2.00%
Mechanic	2/21/11	FULL	21,200.00	21,836.00	3.00%



H. Gordon Monk  
Legislative Fiscal Officer

**STATE OF LOUISIANA**  
**LEGISLATIVE FISCAL OFFICE**  
**BATON ROUGE**

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To: The Honorable James R. "Jim" Fannin, Chairman  
Joint Legislative Committee on the Budget  
The Honorable Members of the Joint Legislative Committee on the Budget

From: H. Gordon Monk, Legislative Fiscal Officer  
Alan M. Boxberger, Fiscal Analyst

Date: October 28, 2011

Subject: GREATER NEW ORLEANS EXPRESSWAY COMMISSION  
FY 12 BUDGET ANALYSIS

The Greater New Orleans Expressway Commission (GNOEC) staff annually prepares its budget for approval by the Commissioners in accordance with its bond indenture. Upon approval by the GNOEC, the budget is then submitted to the Legislative Fiscal Office. The GNOEC approved the original budget and submitted the approved budget to the Legislative Fiscal Office on August 15, 2011.

Prior to the submission of the annual operating budget to the Joint Legislative Committee on the Budget (JLCB) for its approval or rejection, the Legislative Fiscal Office reviews the submission of the budget for mathematical accuracy and content. In addition, the Legislative Fiscal Office prepares an analysis of the budget submitted by the GNOEC and provides this report to the Joint Legislative Committee on the Budget (JLCB) for its consideration.

**BUDGET SUMMARY, FISCAL YEAR 2011-12**  
**Greater New Orleans Expressway Commission**

**BUDGET REVIEW AUTHORITY**

				Estimated		Approved		
	Actual	Actual	Approved	Year End	Requested	FY 11	Page	
	<u>FY 09</u>	<u>FY 10</u>	<u>FY 11</u>	<u>FY 11</u>	<u>FY 12</u>	<u>vs. FY 12</u>	<u>No.</u>	<u>Notes</u>
<b>Means of Finance</b>								
Highway Fund No. 2	\$5,194,515	\$5,441,447	\$5,800,000	\$4,655,089	\$4,600,000	-20.7%	3	
Tolls	\$17,051,055	\$16,025,247	\$15,467,000	\$16,076,000	\$16,120,000	4.2%	3,4,7,8	See graph on page 8
Interest Income	\$132,906	\$25,872	\$50,000	\$31,500	\$25,000	-50.0%	4	Lower interest rates on funds
Other Revenue	\$13,085	\$7,286	\$10,000	\$10,000	\$10,000	0.0%		No change
<b>Total MOF</b>	<b>\$22,391,561</b>	<b>\$21,499,852</b>	<b>\$21,327,000</b>	<b>\$20,772,589</b>	<b>\$20,755,000</b>	<b>-2.7%</b>		
<b>Expenditures</b>								
Salaries	\$3,967,952	\$4,089,173	\$4,338,031	\$4,018,914	\$4,060,529	-6.4%	4,10,20	4.5 reduction of FTE positions
Related Benefits	\$1,435,399	\$1,752,364	\$1,923,232	\$1,701,459	\$1,761,098	-8.4%	10	4.5 reduction of FTE positions
Other Compensation	\$34,180	\$34,180	\$34,180	\$34,180	\$34,180	0.0%	10	Commissioners' salaries
<b>Personnel Svcs.</b>	<b>\$5,437,531</b>	<b>\$5,875,717</b>	<b>\$6,295,443</b>	<b>\$5,754,553</b>	<b>\$5,855,807</b>	<b>-7.0%</b>		
<b>Operating Services</b>	<b>\$2,859,437</b>	<b>\$3,358,898</b>	<b>\$3,242,500</b>	<b>\$3,496,439</b>	<b>\$3,371,600</b>	<b>4.0%</b>	<b>4,5,11</b>	<b>Increase in insurance premiums</b>
<b>Supplies</b>	<b>\$1,433,676</b>	<b>\$1,504,216</b>	<b>\$1,425,050</b>	<b>\$1,419,058</b>	<b>\$1,386,675</b>	<b>-2.7%</b>	<b>11</b>	
<b>Operating Expenses</b>	<b>\$4,293,113</b>	<b>\$4,863,114</b>	<b>\$4,667,550</b>	<b>\$4,915,497</b>	<b>\$4,758,275</b>	<b>1.9%</b>		
<b>Professional Services</b>	<b>\$218,443</b>	<b>\$184,356</b>	<b>\$206,300</b>	<b>\$181,746</b>	<b>\$181,300</b>	<b>-12.1%</b>	<b>12,13</b>	
Debt Service	\$4,749,226	\$4,643,112	\$4,637,879	\$4,637,879	\$4,635,125	-0.1%	13,14	Debt service sch., pg. 14
State Surplus-HPL	\$1,591,703	\$1,635,422	\$1,831,163	\$1,593,768	\$1,752,762	-4.3%	5,15	
<b>Other Charges</b>	<b>\$6,340,929</b>	<b>\$6,278,534</b>	<b>\$6,469,042</b>	<b>\$6,231,647</b>	<b>\$6,387,887</b>	<b>-1.3%</b>		
Acquisitions	\$353,770	\$473,600	\$440,639	\$440,639	\$189,054	-57.1%	16,17	
Major Repairs/Cap Im	\$5,747,775	\$3,824,531	\$3,248,026	\$3,248,507	\$3,382,677	4.1%	17,18,19	
<b>Acquisitions/Repairs</b>	<b>\$6,101,545</b>	<b>\$4,298,131</b>	<b>\$3,688,665</b>	<b>\$3,689,146</b>	<b>\$3,571,731</b>	<b>-3.2%</b>		
<b>Total Expenditures</b>	<b>\$22,391,561</b>	<b>\$21,499,852</b>	<b>\$21,327,000</b>	<b>\$20,772,589</b>	<b>\$20,755,000</b>	<b>-2.7%</b>		

Section 2 of Act 875 of 1988 requires the GNOEC to submit its annual budget to the Joint Legislative Committee on the Budget for its approval or rejection prior to the expenditure of funds contained in such budget. Historically, the Joint Legislative Committee on the Budget has approved the Greater New Orleans Expressway Commission's budget in February or March after beginning of the Commission's fiscal year. However, passage of Act 842 of the 2008 Regular Legislative Session requires "...consideration of operating budgets shall be given in advance of the beginning of the subject entity's fiscal year." The GNOEC's new fiscal year begins on November 1, 2011; therefore, its annual operating budget is being presented at this time.

Section 4 of Act 875 of 1988 provides that the Expressway Commission may secure bonds by a trust agreement and that any revenues of the Commission remaining at the end of each fiscal year after (1) payment of all expenses of maintaining and operating the facilities of the Commission and (2) satisfaction of all obligations of the Commission shall be considered surplus. This surplus shall be transferred to the Treasurer of the State of Louisiana for deposit in the Treasury, provided that prior to the transfer of surplus funds the Commission shall use said funds first for its officers to police the Huey P. Long Bridge, and transfer \$50,000 each fiscal year to the parishes of St. Charles, St. John the Baptist, and Tangipahoa. Act 1227 of 1995 provides

that the Commission use surplus funds to provide \$50,000 per year beginning in FY 95 to the following: Jefferson and St. Tammany parishes, the City of New Orleans for use by the New Orleans Recreation Department (NORD) and the New Orleans Police Department (NOPD) and the Washington Parish Infrastructure and Park Fund. Of the \$50,000 allocated to the City of New Orleans, Act 892 of the 2008 Regular Legislative Session provides for \$25,000 be allocated to the New Orleans Recreation Department and \$25,000 to be allocated to the New Orleans Police Department.

### **BUDGET SUMMARY**

The Greater New Orleans Expressway Commission (GNOEC) is requesting approval of a FY 12 budget that represents a 2.7% decrease, or \$572,000 total means of finance, from the budget approved by the JLCB for FY 11. The Commission projects an increase in toll revenues of approximately \$653,000 over that originally budgeted in FY 11. This increase is offset, however, by the Commission's choice to lower its authority from Highway Fund No. 2 by \$1.2 million from what was originally budgeted in FY 11, and a \$25,000 decrease in interest/other income. The Commission chose to voluntarily lower its budget authority from Highway Fund No. 2 after actual collections during FY 11 were substantially less than the revenue estimate adopted by the Revenue Estimating Conference. Based upon the latest revenue estimate, the GNOEC's anticipated share of revenue should total \$5.8 million in FY 12. The Commission requested budget authority of \$4.6 million for FY 12. While actual collections fell short of the estimate in FY 11, early data in the current fiscal year suggests that vehicle sales tax collections are recovering from last year's unanticipated decline. The total recommended decrease in FY 12 revenues is approximately \$17,589 from the current revenues estimated through FY 11.

### **MEANS OF FINANCING**

#### **State Highway Fund Number 2**

State Highway Fund No. 2 revenues are derived from vehicular license taxes collected in the parishes of Orleans, Jefferson, St. John the Baptist, St. Charles, Tangipahoa and St. Tammany. These revenues are divided equally between the Greater New Orleans Expressway Commission (GNOEC) and the Crescent City Connection Division (CCCD). Based upon the Revenue Estimating Conference's latest adopted revenue forecast for FY 12 of \$11.6 million, the GNOEC's anticipated share of revenue should total \$5.8 million in State Highway Fund No. 2 dollars in FY 12. However, the Commission has requested that for purposes of constructing its budget for the upcoming fiscal year, that a more conservative total be budgeted from Highway Fund No. 2 at \$4.6 million. The Commission feels this lower number could more accurately reflect anticipated revenues, as actual collections in FY 11 provided a total prorated distribution to the GNOEC of \$4,655,089, substantially less than the \$5.8 million originally budgeted.

Unlike previous fiscal years, the GNOEC's budget authority from State Highway Fund No. 2 will not be greater than its annual debt service payment, projected to be \$4,635,125 in FY 12. As stated in previous reports, the Legislative Fiscal Office (LFO) previously requested and received an Attorney General opinion on this matter verifying that "surplus" funds from Highway Fund No. 2 could be utilized by the GNOEC in its budget for capital improvements. Because there are no anticipated surplus funds after debt service payments, there is no budgeted use of Highway Fund No. 2 for capital projects in FY 12.

#### **Toll Revenues/Interest Income**

Toll revenues are budgeted based upon historical collections and trends in traffic patterns. The budget for toll revenues for FY 12 is projected to increase by approximately 4.2% from the amount originally approved for FY 11. Toll revenues are budgeted at \$16,120,000 for FY 12,



which is \$653,000 more than what was approved in FY 11 (\$15,467,000), and approximately \$44,000 more than current projected collections in FY 11 (\$16,076,000). The GNOEC, through a \$6,300 professional service contract with a traffic engineering consultant that estimates toll revenues for the GNOEC, speculates that an anticipated decrease in toll collections from FY 10 to FY 11 may not have materialized due to higher fuel prices making the toll a more desirable alternative for truck traffic than taking the longer distance path around Lake Pontchartrain. Additionally, an Army Corps of Engineers Levee Work Project at the South Toll Plaza area did not result in the severe congestion along Causeway Boulevard that was originally anticipated. The GNOEC police and maintenance crews monitored traffic and reported that delays were not significant enough to result in the diversion of traffic to alternate routes. These two factors contributed to result in higher than expected revenue collections in FY 11, and those higher collections are projected into next fiscal year.

The total number of one-way crossings on the expressway is anticipated to be 6,366,593 in FY 12 as opposed to 6,350,333 in FY 11, or 16,260 more crossings (see graphs on page 7 and 8). Toll collections depend upon vehicle type and payment method, which includes full fare and discounted fare programs.

Interest income is projected to decrease 50%, or \$25,000, from the \$50,000 total approved last fiscal year. According to the GNOEC, the decrease in interest collections is due to continuing low interest rates, fund balances being expended on projects, and the overall economic climate.

## **EXPENDITURES**

### **Personnel Expense**

The salary expenditure category is budgeted at 6.4% less than the amount approved in FY 11, which includes a 4.5 decrease in fulltime equivalents (FTEs) from 104 in FY 11 to 99.5 in FY 12 as the GNOEC eliminated a command/security position (1.0 FTE), a Motorist Assistance Patrol position (1.0 FTE), a bascule rover position (0.5 FTE) and two dispatch positions (2.0 FTE). The eliminated positions were unfilled vacancies and resulted in an annual savings of approximately \$137,500. The total number of FTEs for FY 12 is 16 administrative and 83.5 non-administrative for total FTEs of 99.5. In addition, a portion of the personnel count for administration (3 FTE positions) and operations (13.0) are allocated to Huey P. Long (HPL) Bridge expenditures. Including the 16 HPL positions brings the total FTE for the GNOEC to 115.5.

Traditionally, administrative and supervisory personnel of the GNOEC may receive merit increases as a flat percentage based upon individual job performances. Historically, merit increases are approved each year through the Commission's budget approval process. For FY 12, the Commission authorized merit based pay increases ranging from \$200 to \$624, but limited consideration for pay increases to only employees making less than \$34,000 annually. Fifty positions will receive pay increases at an annual total salary cost of \$22,348.

The GNOEC currently has 32 Peace Officer Standards & Training (POST) certified police officers (24 – Causeway, 8 Huey P. Long Bridge). Act 664 (SB 26) of the 2008 Regular Legislative Session provides that these police officers are eligible to receive state supplemental pay, which is currently \$500/month or \$6,000/year for a total state supplement of \$192,000 as all Causeway police officers currently receive the state supplement. This portion of the police officers' salaries is not included in the GNOEC's budget as the state pays this amount annually. However, the GNOEC is responsible for paying the related benefits costs associated with the additional \$6,000 state salary supplement, which equates to approximately \$57,600 of additional related benefits expenditures included in the operating budget over and above the base amount.

### Operating Expenses (Operating Services/Material & Supplies)

Operating Expenses include advertising, the publication of public notices and minutes, insurance, travel, telephone and radio expenses, utilities and other operating services. Other operating services include unused vacation and sick leave, dues and subscriptions, trustee fees, bank and visa charges for toll deposits, and other miscellaneous expenses. The FY 12 budget for total operating expenses is \$4,758,275, which is an increase of \$90,725, or 1.9%, more than what was approved in FY 11. The bulk of this increase is due primarily to a projected increase in insurance premiums of \$144,100, utilities expenditures of approximately \$40,000 (primarily cost of oil/fuel) and vehicle repairs/maintenance and safety supplies of approximately \$42,025. These increases were partially offset by projected reduced expenditures on the commission's motorist safety campaign (\$5,000), travel (\$2,500), telephone and radio expenses (\$45,000), general administrative office supplies (\$20,600) and general repair and maintenance supplies (\$59,800).

### Professional Services

The Commission hires some outside consultants and services under professional services contracts. These items include services for bond indenture requirements in the form of an independent audit and accounting services (\$85,000), engineering and traffic consultants (\$11,300), legal counsel (\$65,000) and investment consultation (\$20,000). The total projected professional services expenditure totals \$181,300, which is roughly equal to the projected expenditure in FY 11 and actual expenditure in FY 10.

### Other Charges (Debt Service/Huey P. Long Bridge/State Surplus)

Per Act 875 of 1988, the Commission provides \$50,000 each fiscal year to the parishes of St. Charles, St. John the Baptist, and Tangipahoa for a total of \$150,000. Per Act 1227 of 1995, the Commission provides \$50,000 to each of the following: Jefferson Parish, St. Tammany Parish, the City of New Orleans for use by the New Orleans Recreation Department and the New Orleans Police Department, and the Washington Parish Infrastructure and Park Fund, for a total of \$200,000.

The Commission is responsible for the policing of the Huey P. Long Bridge and budgets \$1,752,762 for FY 12 expenditures paid from anticipated excess revenues to the State. This represents an expenditure decrease of \$78,401, or 4.3%. This decrease is primarily related to the elimination of one vacant Motorist Assistance Patrol position.

### Total Acquisitions & Major Repairs

This category includes capital acquisitions and the major repairs/capital improvement program. The Commission's budget request includes a decrease of \$251,585, or 57.1%, in acquisitions expenditures to a new total of \$189,054. The major repairs and capital improvements expenditure category increases by \$134,651, or 4.1%, from the amount approved by the Committee last fiscal year. The FY 12 requested amount for major repairs and capital improvements is \$3,382,677. The total budget for Acquisitions and Major Repairs is \$3,571,731 in FY 12.

The approved budget request for the capital improvements/rehabilitation program includes nine (9) projects. These projects include: North Channel Bascule Control System Replacement (\$360,000), South Channel Fender Repair & Structural Improvements (\$320,000), North and South Bound Bridge Traffic Signs (\$25,000)\*, Modifications to the Cable Tray Support System (\$225,000)\*, Replacement of the 9-Mile Turnaround Spans (\$325,000)\*, Realignment of Spans on the Northbound Bridge (\$125,000)\*, Piling Restoration Transformer Vaults (\$540,000), North Toll

Plaza and Toll System Replacement (\$2,000,000)\*, and Variable Message Signs (\$180,000). The GNOEC is required to have all funds available prior to the start of any capital improvement project. This project list includes new projects as denoted with an asterisk (\*) above, as well as continuing projects started with funds accrued in prior fiscal years.

### **BUDGET ISSUES**

#### **U.S. Army Corps of Engineers' Project at South Toll Plaza**

Currently the U.S. Army Corps of Engineers is constructing a T-wall and bridge at the South Toll Plaza. The construction begins north of 6<sup>th</sup> Street and extends northward approximately 500 feet onto the existing Causeway. The new floodwall under Causeway Boulevard will tie into the existing lakefront levees and provide flood protection up to 15 feet. In addition, this project involves raising 700 feet of Causeway Boulevard south of the bridge to enable access to build the floodwall under the road.

Due to the location of this construction project, the GNOEC vacated and demolished the South Toll Plaza area. This involved relocating certain functional operations of the GNOEC. The GNOEC is now leasing office space for its activities in the Volunteers of America Building on North Causeway Boulevard (administrative services, dispatch and security cameras) and at a secondary site on Ridgelake Drive (toll tag store, bridge monitors, records department and south shore maintenance). The south shore police function relocated to the north toll plaza area, consolidating all police activities in that facility.

The GNOEC signed an intergovernmental agreement with the Governor's Office of Coastal Protection and Restoration (OCPR) in July 2010 that provides for OCPR to provide "just compensation" for the property rights of the land vacated by the GNOEC for this levee project. The GNOEC was compensated \$2.6 million. At this time the GNOEC is exploring options for permanent office space but has not budgeted the \$2.6 million nor allocated it to a specific future project.

To date \$2.15 million has been expended by the GNOEC on relocating operations. At this time, the U.S. Army Corp. of Engineers has not agreed to reimburse the GNOEC for moving expenses. The GNOEC relocated its Operations and Systems functions into leased office space and is currently expending approximately \$8,200 per month in the Volunteers of America Building and \$3,300 at the Ridgelake Drive property.

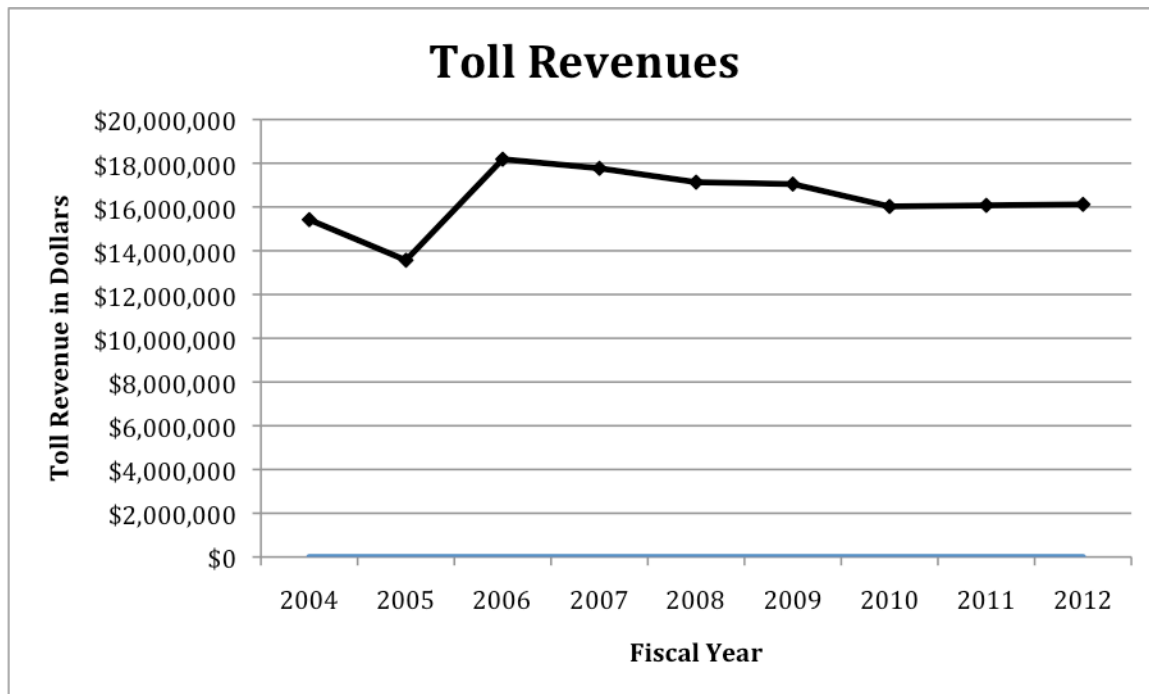
The U.S. Army Corp of Engineers awarded the \$43.2 million contract to Boh Bros. Construction Company for the project. The overall goal of the project is to provide a system of protection from the effects of a 100-year storm. The U.S. Army Corp of Engineers is estimating traffic delays on the bridge for southbound commuters on weekday mornings. Of the estimated 20,000 vehicles per day on the southbound Causeway near the bridge, about 15,000 exit the bridge between 7 AM and 8:15 AM during the morning commute.

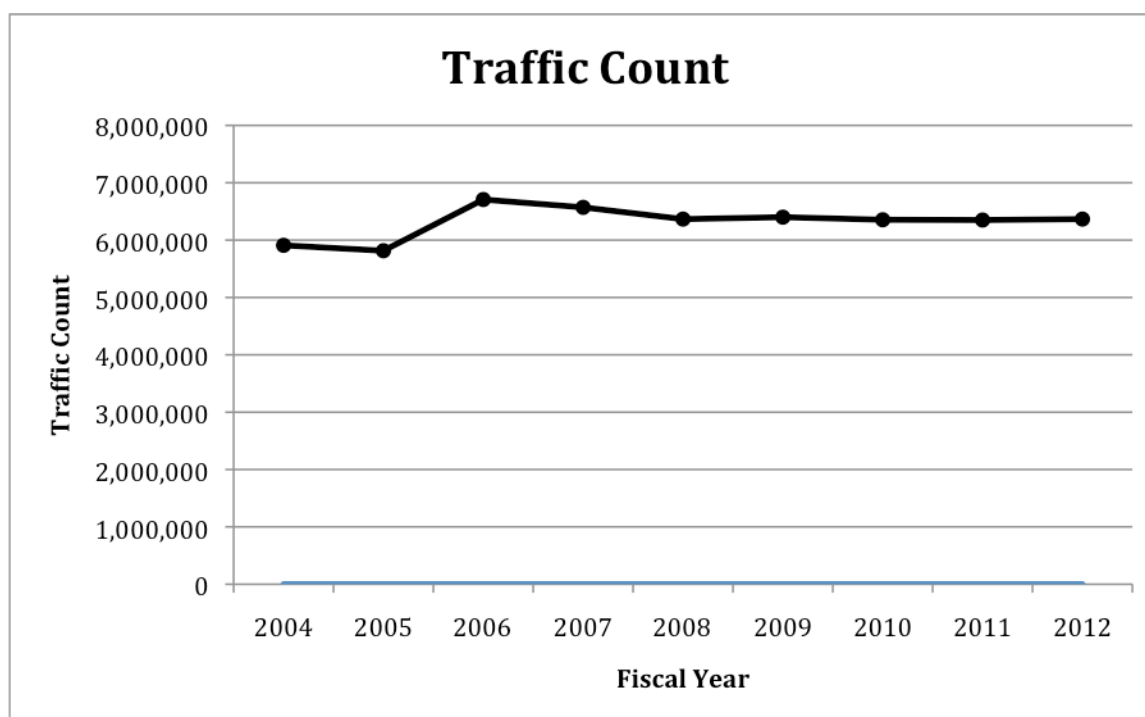
### Toll Revenues

Toll revenues are budgeted based upon historical collections and trends in traffic patterns. The budget for toll revenues for FY 12 is projected to increase by approximately 4.2% from the amount approved for FY 11. Toll revenues are budgeted at \$16,120,000 for FY 12, or \$653,000 more than the \$15,467,000 approved in FY 11, and approximately \$44,000 more than projected actual collections of \$16,076,000 in FY 11. On page 7 and 8 are graphs that illustrate toll revenue collections and traffic counts from FY 04 (pre-Katrina levels) to projected levels in FY 12. Traffic counts and toll collections realized annual declines between FY 06 and FY 10, but appear to have stabilized since that time.

<u>FY</u>	<u>Toll Revenues</u>	<u>Traffic Count</u>
2004	\$15,421,017	5,909,426
2005	\$13,566,529	5,814,832
<b>2006</b>	<b>\$18,184,159</b>	<b>6,707,603</b>
2007	\$17,768,414	6,571,180
2008	\$17,135,270	6,366,320
2009	\$17,047,947	6,400,327
2010	\$16,025,247	6,355,044
*2011	\$16,076,000	6,350,333
*2012	\$16,120,000	6,366,593

\*Figures are projected through end of FY 11 and estimated for FY 12.





### TOLL RATES AND REHABILITATION PROJECTS

In February 1995, the Greater New Orleans Expressway Commission (GNOEC) increased tolls and charges on the Lake Pontchartrain Causeway. The revenues generated from the increase are dedicated for the purpose of funding major repairs/capital improvement projects. The schedule of tolls and charges below became effective February 1, 1995.

NOTE: The GNOEC began one-way toll collections in May 1999. Tolls have been collected only on the North Shore since that time.

### PRIOR AND CURRENT TOLL SCHEDULE

<u>Height</u>	<u>Type</u>	<u>Axles</u>	<u>Current Toll</u>	<u>Prior Toll</u>
Under 7'6"	Commuter Cash	2	\$2.00	\$0.50
		2	\$3.00	\$1.00
		3	\$4.50	\$1.50
		4	\$6.00	\$2.00
		5+	\$7.50	\$2.50
Over 7'6"	Cash	2	\$6.00	\$2.35
		3	\$9.00	\$2.90
		4	\$12.00	\$3.75
		5+	\$15.00	\$4.00

## PERSONNEL EXPENSE

		Actual		Actual		Approved		Requested
<u>SALARIES</u>	<u>FTE</u>	<u>FY 09</u>	<u>FTE</u>	<u>FY 10</u>	<u>FTE</u>	<u>FY 11</u>	<u>FTE</u>	<u>FY 12</u>
General Mgr/Dir. Transition & Hurr.**	1.0	\$155,832	1.0	\$26,492	0.0	\$0	0.0	\$0
General Manager***	0.0	\$0	0.0	\$105,000	1.0	\$110,250	1.0	\$110,250
Asst. Gen. Manager	1.0	\$90,281	1.0	\$0	0.0	\$0	0.0	\$0
Office Personnel	19.0	\$711,332	19.0	\$762,488	19.0	\$789,174	18.0	\$779,602
Less: HPL Adm.	(3.0)	(\$133,732)	(3.0)	(\$124,838)	(3.0)	(\$136,402)	(3.0)	(\$137,085)
<b>Total Administrative</b>	<b>18.0</b>	<b>\$823,713</b>	<b>18.0</b>	<b>\$769,142</b>	<b>17.0</b>	<b>\$763,022</b>	<b>16.0</b>	<b>\$752,767</b>
Toll Collectors	14.5	\$436,659	14.5	\$444,190	15.0	\$458,878	15.0	\$465,417
Bridge Monitors	5.0	\$135,944	5.0	\$136,214	4.5	\$136,219	4.5	\$134,631
Maintenance	29.0	\$914,000	29.0	\$961,099	29.0	\$1,081,817	28.0	\$1,057,399
Bascule Operators	5.5	\$187,707	5.5	\$204,934	5.5	\$210,148	5.0	\$193,860
Dispatch	14.0	\$441,127	14.0	\$461,992	14.0	\$537,991	12.0	\$483,083
Police	32.5	\$1,657,076	32.5	\$1,767,001	32.0	\$1,945,284	32.0	\$1,740,802
Less: HPL Operations	(13.0)	(\$628,274)	(13.0)	(\$655,399)	(13.0)	(\$795,328)	(13.0)	(\$767,430)
<b>Total Operations</b>	<b>87.5</b>	<b>\$3,144,239</b>	<b>87.5</b>	<b>\$3,320,031</b>	<b>87.0</b>	<b>\$3,575,009</b>	<b>83.5</b>	<b>\$3,307,762</b>
<b>TOTAL SALARIES</b>	<b>105.5</b>	<b>\$3,967,952</b>	<b>105.5</b>	<b>\$4,089,173</b>	<b>104.0</b>	<b>\$4,338,031</b>	<b>99.5</b>	<b>\$4,060,529</b>
<b>Related Benefits</b>								
Parochial (Retirement)		\$655,583		\$798,495		\$923,250		\$870,878
Group Insurance		\$837,272		\$1,041,173		\$1,142,429		\$1,022,931
Retirees Group Benefits		\$100,876		\$116,714		\$128,126		\$129,341
Gov. Def. Comp. Plan		\$83,304		\$83,304		\$86,400		\$85,000
Less: HPL Rel. Benef.		(\$241,636)		(\$287,322)		(\$356,973)		(\$347,052)
<b>Total Related Benefits</b>		<b>\$1,435,399</b>		<b>\$1,752,364</b>		<b>\$1,923,232</b>		<b>\$1,761,098</b>
<b>Other Compensation*</b>		<b>\$34,180</b>		<b>\$34,180</b>		<b>\$34,180</b>		<b>\$34,180</b>

\*Other Compensation represents the salaries of the Greater New Orleans Expressway Commissioners. The five appointed commissioners are paid \$569.66 per month for Commission duties as provided by an amendment to the Articles of Incorporation of the Greater New Orleans Expressway Commission. The Parishes of Jefferson and St. Tammany executed the Articles of Incorporation on October 20, 1954, with the above amendment being approved on August 7, 1986.

\*\*The GNOEC created the Director of Transition and Hurricane at its August 24, 2009 meeting. This position was filled from August 2009 through December 2009 at the salary amount of \$13,246/month, which at the time represented one month of an annual salary of \$158,950, which was the salary of the prior General Manager at retirement. The prior General Manager filled this created position in FY 10. This position was eliminated during FY 10.

\*\*\*In FY 10, the board approved the hiring of a new General Manager. The Commission approved a 5% increase in salary for the General Manager from \$105,000 to \$110,250 between FY 10 and FY 11.

<u>Requested Adjustments to Full Time Equivalency Position (FTE) Count:</u>	<u>FTEs</u>
FY 11 FTEs Approved (Including HPL Personnel)	120.0
Requested FY 12 FTEs (Including HPL Personnel)	115.5

The positions eliminated are: a command/security position (1.0 FTE), a Motorist Assistance Patrol position (1.0 FTE), a bascule rover position (0.5 FTE) and two dispatch positions (2.0 FTE). The eliminated positions were unfilled vacancies.

## OPERATING EXPENSES

	Actual	Actual	Approved	Requested	FY 11
<u>OPERATING SERVICES</u>	<u>FY 09</u>	<u>FY 10</u>	<u>FY 11</u>	<u>FY 12</u>	<u>to FY 12</u>
Advertising (Motorist Safety)	\$8,620	\$546	\$10,000	\$5,000	-50.0%
Publication of Public					
Notices and Minutes	\$2,388	\$4,621	\$2,500	\$2,500	0.0%
Insurance	\$2,124,959	\$2,475,700	\$2,500,000	\$2,644,100	5.8%
Travel	\$8,033	\$252	\$5,000	\$2,500	-50.0%
Telephone and Radio	\$175,651	\$169,834	\$235,000	\$190,000	-19.1%
Utilities	\$246,157	\$210,625	\$175,000	\$215,000	22.9%
Other Operating Services	<u>\$293,629</u>	<u>\$497,320</u>	<u>\$315,000</u>	<u>\$312,500</u>	-0.8%
<b>TOTAL OPER. SERVICES</b>	<b>\$2,859,437</b>	<b>\$3,358,898</b>	<b>\$3,242,500</b>	<b>\$3,371,600</b>	<b>4.0%</b>

There is a \$129,100 increase, or 4.0%, from approved FY 11 to requested FY 12 due to a projected increase in insurance premiums (5.8%) and utilities (22.9%).

## OTHER OPERATING SERVICES SUMMARY

	Actual	Actual	Approved	Requested	FY 11
<u>Other Operating Services</u>	<u>FY 09</u>	<u>FY 10</u>	<u>FY 11</u>	<u>FY 12</u>	<u>to FY 12</u>
Unused Vacation &					
Sick Leave	\$58,747	\$253,613	\$75,000	\$75,000	0.0%
Dues and Subscriptions	\$8,380	\$5,953	\$10,000	\$7,500	-25.0%
Trustee Fees	\$9,167	\$8,333	\$15,000	\$15,000	0.0%
Bank & Visa Charges on					
Toll Deposits	\$217,335	\$229,421	\$215,000	\$215,000	0.0%
All Other	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	0.0%
<b>TOTAL OTHER OP. SVC.</b>	<b>\$293,629</b>	<b>\$497,320</b>	<b>\$315,000</b>	<b>\$312,500</b>	<b>-0.8%</b>

This category includes dues for memberships in various police associations and chambers of commerce.

## SUPPLIES EXPENSE

	Actual	Actual	Approved	Requested	FY 11
<u>Supplies Expense Items</u>	<u>FY 09</u>	<u>FY 10</u>	<u>FY 11</u>	<u>FY 12</u>	<u>to FY 12</u>
Office Expense and Supplies	\$259,514	\$278,019	\$303,450	\$282,850	-6.8%
Oper. Expenses & Supplies	\$528,419	\$659,708	\$591,550	\$633,575	7.1%
Repair & Maint./Supplies	<u>\$645,743</u>	<u>\$566,489</u>	<u>\$530,050</u>	<u>\$470,250</u>	-11.3%
<b>TOTAL SUPPLIES EXP.</b>	<b>\$1,433,676</b>	<b>\$1,504,216</b>	<b>\$1,425,050</b>	<b>\$1,386,675</b>	<b>-2.7%</b>

### Office Expense and Supplies:

The GNOEC is requesting a 6.8% decrease in its office expense and supply budget. Included in this general ledger account are the costs related to leased office space, disposal services, postage, extermination and termite control, office machine repairs and maintenance contracts, and other general administrative office supplies.

### Operating Expenses and Supplies:

The approved budget for FY 12 is \$633,575, or a 7.1% increase from the previous approved budget and is attributed to increased oil and fuel costs. Included in the general ledger account Operating Supplies are the costs associated with vehicle and truck repairs and their

routine preventative maintenance. All gasoline, oil, auto parts, tires, lubricants, diesel fuel and any other similar costs are in this account. All police equipment on the vehicles and related maintenance is in this account. Also included in this account are all police uniforms and protective equipment and any expenditures for police car retrofitting.

**Repair and Maintenance Supplies:**

The approved budget for FY 12 is \$470,250, or an 11.3% decrease from the amount budgeted in FY 11. Included in this account are the costs for general maintenance and supplies needed on the bridge, toll tags, toll system software maintenance, computer and electronic repairs on all bridge equipment, plumbing and janitorial supplies for the entire operation, and air conditioning contracts and other miscellaneous items dealing with operations maintenance. Also included are the components of the crash attenuators on the bridge, which must be kept in stock and used by maintenance personnel in repairing damages throughout the year.

**PROFESSIONAL SERVICES**

<b><u>Professional Service Items</u></b>	<b><u>Actual FY 09</u></b>	<b><u>Actual FY 10</u></b>	<b><u>Approved FY 11</u></b>	<b><u>Requested FY 12</u></b>	<b><u>FY 11 to FY 12</u></b>
<b>Accounting and Finance</b>					
Independent Audit	\$12,750	\$12,750	\$15,000	\$15,000	0.0%
Accounting Services	\$60,676	\$53,821	\$85,000	\$70,000	-17.6%
<b>Total Accounting and Finan.</b>	<b>\$73,426</b>	<b>\$66,571</b>	<b>\$100,000</b>	<b>\$85,000</b>	<b>-15.0%</b>
<b>Engineering</b>					
Engineering Traffic Consultant	\$6,270	\$6,270	\$6,300	\$6,300	0.0%
Engineering Consultant	\$5,457	\$5,721	\$5,000	\$5,000	0.0%
<b>Total Engineering</b>	<b>\$11,727</b>	<b>\$11,991</b>	<b>\$11,300</b>	<b>\$11,300</b>	<b>0.0%</b>
<b>Litigation &amp; Legal Representation</b>					
<b>Gen. Counsel</b>	<b>\$90,156</b>	<b>\$80,366</b>	<b>\$65,000</b>	<b>\$65,000</b>	<b>0.0%</b>
<b>Other Professional Services</b>					
Investment Consultant	\$41,624	\$25,158	\$30,000	\$20,000	-33.3%
Police Integrity & Ethics	\$1,510	\$270	\$0	\$0	0.0%
<b>Total Other Prof. Services</b>	<b>\$43,134</b>	<b>\$25,428</b>	<b>\$30,000</b>	<b>\$20,000</b>	<b>-33.3%</b>
<b>TOTAL PROFESSIONAL SERVICES</b>	<b>\$218,443</b>	<b>\$184,356</b>	<b>\$206,300</b>	<b>\$181,300</b>	<b>-12.1%</b>

Not included in this category are the engineering costs associated with Major Repairs and the Capital Improvement Program projects. These costs generally range from 5% to 6% of a total project cost.

Beginning in FY 00, the Legislative Auditor began performing an annual audit of Commission's financial statements, which is now being performed by an independent CPA firm. The Commission, with the recommendation of the Legislative Auditor, has budgeted \$15,000 for this activity.

Accounting Services includes preparation of the financial statements and budget documents. The decrease in budget authority for FY 12 anticipates a greater portion of this work being prepared by in-house staff.

The traffic engineer provides information pertaining to annual traffic studies and toll analyses, which are used mainly for budget and operations planning.



Litigation and legal representation includes general legal consultation and litigation unrelated to insurance matters.

The Investment Consultant fee is based upon the amount of the rehabilitation fund investments under the consultant's management. The investment firm reduced its fee from twenty-five to fifteen basis points in FY 11. Additionally, there are lower balances in the accounts as funds have been expended on projects, resulting in a smaller portfolio of assets and reduced management expenses.

### **OTHER CHARGES**

<b><u>Other Charges</u></b>	<b><u>Actual</u></b>	<b><u>Actual</u></b>	<b><u>Approved</u></b>	<b><u>Requested</u></b>	<b><u>FY 11</u></b>
<b><u>Expenditures</u></b>	<b><u>FY 09</u></b>	<b><u>FY 10</u></b>	<b><u>FY 11</u></b>	<b><u>FY 12</u></b>	<b><u>to FY 12</u></b>
<b>Debt Service</b>	\$4,749,226	\$4,643,112	\$4,637,879	\$4,635,125	-0.1%
<b>Interagency Expense</b>					
Act 875 of 1988					
St. Charles Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
St. John the Baptist Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
Tangipahoa Parish	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	0.0%
<b>Total Act 875</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>\$150,000</b>	0.0%
Act 1227 of 1995					
City of New Orleans*	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
Jefferson Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
St. Tammany Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
Washington Parish	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	0.0%
<b>Total Act 1227</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$200,000</b>	0.0%
<b>Huey P. Long Bridge</b>	<b>\$1,241,703</b>	<b>\$1,285,422</b>	<b>\$1,481,163</b>	<b>\$1,402,762</b>	-5.3%
<b>Total Interagency Expense</b>	<b>\$6,340,929</b>	<b>\$6,278,534</b>	<b>\$6,469,042</b>	<b>\$6,387,887</b>	-1.3%
Transfer to State of Louisiana (excess GNOEC collections)	\$0	\$0	\$0	\$0	0.0%
<b>TOTAL OTHER CHARGES</b>	<b>\$6,340,929</b>	<b>\$6,278,534</b>	<b>\$6,469,042</b>	<b>\$6,387,887</b>	-1.3%

Other Charges consist of Debt Service, Interagency Expense, and State Surplus. Interagency Expense includes expenditures per Act 875 of 1988 and Act 1227 of 1995. These Acts provide, prior to the transfer of surplus funds to the State of Louisiana, funding for the policing of the Huey P. Long Bridge and for the transfer of funds to specific local agencies as detailed in the table above. The Commission last returned surplus revenues to the State of Louisiana in FY 94 in the amount of \$104,748. Act 875 of 1988 requires the Commission to use surplus funds to police the Huey P. Long Bridge.

\*Act 892 of the 2008 Regular Legislative Session provides that of the \$50,000 distributed to the city of New Orleans, \$25,000 be allocated to the New Orleans Recreation Department and \$25,000 be allocated to the New Orleans Police Department.

### DEBT SERVICE REQUIREMENTS

<b>Fiscal Year</b>	<b>Series 1999A Bonds Total Debt Service</b>	<b>Series 2003 Bonds Principal</b>	<b>Series 2003 Bonds Interest</b>	<b>Series 2003 Bonds Total Debt Service</b>	<b>Series 2009 Bonds Interest</b>	<b>Combined Total Debt Service Requirements</b>
2011	\$0	\$1,160,000	\$2,225,829	\$1,040,000	\$212,050	\$4,637,879
<b>2012</b>	<b>\$0</b>	<b>\$1,200,000</b>	<b>\$2,187,019</b>	<b>\$1,065,000</b>	<b>\$183,106</b>	<b>\$4,635,125</b>
2013	\$0	\$1,240,000	\$2,145,069	\$1,095,000	\$153,406	\$4,633,475
2014	\$0	\$1,285,000	\$2,100,078	\$1,130,000	\$122,813	\$4,637,891
2015	\$0	\$1,330,000	\$2,053,513	\$1,155,000	\$91,394	\$4,629,907
2016	\$0	\$1,375,000	\$1,994,144	\$1,190,000	\$57,663	\$4,616,807
2017	\$0	\$1,450,000	\$1,919,988	\$1,225,000	\$19,906	\$4,614,894
2018	\$0	\$1,525,000	\$1,841,894	\$0	\$0	\$3,366,894
2019	\$0	\$1,605,000	\$1,761,738	\$0	\$0	\$3,366,738
2020	\$0	\$1,685,000	\$1,679,488	\$0	\$0	\$3,364,488
2021	\$0	\$1,770,000	\$1,600,856	\$0	\$0	\$3,370,856
2022	\$0	\$1,840,000	\$1,525,250	\$0	\$0	\$3,365,250
2023	\$0	\$1,920,000	\$1,444,150	\$0	\$0	\$3,364,150
2024	\$0	\$2,005,000	\$1,355,025	\$0	\$0	\$3,360,025
2025	\$0	\$2,105,000	\$1,249,275	\$0	\$0	\$3,354,275
2026	\$0	\$2,210,000	\$1,141,400	\$0	\$0	\$3,351,400
2027	\$0	\$2,320,000	\$1,028,150	\$0	\$0	\$3,348,150
2028	\$0	\$2,435,000	\$909,275	\$0	\$0	\$3,344,275
2029	\$0	\$2,560,000	\$789,200	\$0	\$0	\$3,349,200
2030	\$0	\$2,640,000	\$664,000	\$0	\$0	\$3,304,000
2031	\$0	\$2,775,000	\$528,625	\$0	\$0	\$3,303,625
2032	\$0	\$2,915,000	\$386,375	\$0	\$0	\$3,301,375
2033	\$0	\$3,060,000	\$237,000	\$0	\$0	\$3,297,000
<u>2034</u>	<u>\$0</u>	<u>\$3,210,000</u>	<u>\$80,250</u>	<u>\$0</u>	<u>\$0</u>	<u>\$3,290,250</u>
<b>TOTAL</b>	<b>\$0</b>	<b>\$47,620,000</b>	<b>\$32,847,591</b>	<b>\$7,900,000</b>	<b>\$840,338</b>	<b>\$89,207,929</b>

## HUEY P. LONG BRIDGE

<u>Huey P. Long</u>	<u>Approved</u>	<u>Requested</u>	<u>FY 11</u>
<u>Bridge</u>	<u>FY 11</u>	<u>FY 12</u>	<u>to FY 12</u>
<b>Administrative</b>			
Administrative Salaries	\$136,402	\$137,085	0.5%
Payroll Taxes	\$22,902	\$23,020	0.5%
Payroll Benefits	\$37,060	\$34,356	-7.3%
Materials, Supplies, Contract Work	<u>\$0</u>	<u>\$0</u>	<u>0.0%</u>
<b>Total Administrative Function</b>	<b>\$196,364</b>	<b>\$194,461</b>	<b>-1.0%</b>
<b>Operations</b>			
Police Patrol	\$593,923	\$590,519	-0.6%
Dispatch	\$109,799	\$108,161	-1.5%
Payroll Taxes	\$129,373	\$128,506	-0.7%
Payroll Benefits	\$133,426	\$132,906	-0.4%
Materials, Supplies, and Maint.	\$120,000	\$90,000	-25.0%
Telephone and Radio	\$25,000	\$25,000	0.0%
Unused Vacation and Sick Leave	\$5,500	\$5,500	0.0%
Insurance	<u>\$28,000</u>	<u>\$28,000</u>	<u>0.0%</u>
<b>Total Operations</b>	<b>\$1,145,021</b>	<b>\$1,108,592</b>	<b>-3.2%</b>
<b>Maintenance</b>			
Maintenance Personnel	\$91,606	\$68,751	-24.9%
Payroll Taxes	\$15,756	\$11,824	-25.0%
Payroll Benefits	<u>\$18,456</u>	<u>\$16,440</u>	<u>-10.9%</u>
<b>Total Maintenance</b>	<b>\$125,818</b>	<b>\$97,015</b>	<b>-22.9%</b>
<b>Capital Acquisitions</b>	<b>\$13,960</b>	<b>\$2,694</b>	<b>-80.7%</b>
<b>TOTAL HUEY P. LONG BRIDGE</b>	<b>\$1,481,163</b>	<b>\$1,402,762</b>	<b>-5.3%</b>

Since Act 875 of 1988, the Commission has budgeted expenditures for the policing of the Huey P. Long Bridge, not as a part of its operating budget, but as a reduction to surplus. A percentage of the Commission's administrative, police, and maintenance salaries and benefits, equipment, and acquisitions comprise total expenditures associated with the policing function.

Total expenditures for policing the Huey P. Long Bridge is projected to decrease by 5.3% or \$78,401. The change is due primarily to the decreases in operating supplies (25%), maintenance personnel expenditures (22.9%) and capital acquisitions (80.7%).

## ACQUISITIONS AND MAJOR REPAIRS

	Approved
<u>Causeway Acquisitions, Major Repairs and Capital Improvement Program</u>	<u>FY 12</u>
<b>Capital Acquisitions</b>	
Police	\$57,469
Maintenance	\$130,585
Operations & Administration	\$1,000
<b>Total Capital Acquisitions</b>	<b>\$189,054</b>
<b>Major Repairs</b>	
Consulting Engineering	\$400,000
Annual AASHTO Inspection	\$450,000
Emergency and Periodic Repairs	\$100,000
Preventative Maintenance of Mechanical & Electrical Systems	\$400,000
System Improvement	\$50,000
Hurricane Katrina / Gustav Recovery	\$0
<b>Total Major Repairs</b>	<b>\$1,400,000</b>
<b>Capital Improvements/Rehabilitation Program</b>	
North Channel Bascule Control System Replacement	\$360,000
South Channel Fender Repair & Structural Improvements	\$320,000
North and South Bound Traffic Signs	\$25,000
Modifications to the Cable Tray Support System	\$225,000
Replacement of the 9-mile Turnaround Spans	\$325,000
Realignment of Spans on the Northbound Bridge	\$125,000
Piling Restoration Transformer Vaults	\$540,000
North Toll Plaza and Toll System Replacement	\$2,000,000
Variable message signs (contract agreement)	\$180,000
Funds carried forward from Prior Year	(\$14,037,900)
Funds carried forward to Next Year	<u>\$11,920,577</u>
<b>Total Cap. Improvements/Rehabilitation Program</b>	<b>\$1,982,677</b>
<b>TOTAL ACQ, MAJ. RPRS. &amp; CAP IMP.</b>	<b>\$3,571,731</b>

### Acquisitions, Major Repairs/Capital Improvement Expenditure Category

#### Capital Acquisitions

Capital Acquisitions total \$189,054 in FY 12 and includes items such as maintenance vehicles, motorists assistance patrol units (MAP units) and various causeway police acquisitions. This category is budgeted in FY 12 at 57.1% less than the amount budgeted in FY 11. Projected capital acquisitions by operational unit appear below.

Causeway police acquisitions in FY 12 total \$57,469 and the expenditures include the purchase of One Chevrolet Tahoe Police Unit with options and light bars \$30,000, One Stalker DLS Radar \$2,100, Two Pelican/Panasonic Laptop Computers for vehicles \$8,000, Two Watchguard In-Car Video systems \$10,400, One Powerhart AED Machine (external defibrillator) \$1,295, One Tomba-Motorola XTS 5000 Radio \$4,399 and One Gun Clearing System \$1,275.

Maintenance acquisitions for FY 12 total \$130,585 and the expenditures include the purchase of: One F-150 pick up with light bars \$31,063, One 1700 AM radio for advisories \$7,500, One F-350 Rescue Truck with safety lights (MAP Unit) \$83,649, One Stokes Basket \$1,300, One Powerhart AED Machine \$1,295, and One 700 MHz Radio \$5,778.

Communications acquisitions for FY 12 total \$1,000 for One AIS System – UHF Radio Receiver Antenna and Software.

#### Major Repairs/Capital Improvement Program

Total expenditures anticipated in the major repairs/capital improvement program for FY 12 is recommended at \$3,382,677. Funds carried forward to FY 12 represent \$14,037,900 in funds budgeted in prior years for major repairs and capital improvement projects. In addition, the GNOEC will carry forward a total of \$11,920,577 from FY 12 for future projects. The GNOEC is required to have all funds available prior to the start of any capital project.

A complete list of the GNOEC Capital Improvement/Rehabilitation Projects with a brief description of each project can be found below. The costs include design, construction, and construction management. Consulting engineering firms provide all engineering services for Major Repairs and the Rehabilitation Program. The design engineering work generally costs approximately 5-6% of the construction cost. The cost of consulting engineers employed in the management of construction contracts is approximately 5.25-6% of the total construction cost.

The budget approved by the GNOEC on August 10, 2011 includes the capital improvement projects listed below. The projects approved by the GNOEC for a typical fiscal year often are changed during the course of the year due to changing priorities and other factors, which require projects to be altered or rescheduled (either delayed or moved forward).

#### Extraordinary Maintenance & Consulting Engineering - \$400,000

The services provided under this category include monthly and annual reporting, review of driveway and utility permits, inspection of accident site damages, inspection and coordination of repairs to bridge deck and approach roads when necessary, and other engineering services as needed.

#### Annual AASHTO Inspection of Facilities & Security Inspection - \$450,000

This is the annual inspection of the Causeway in accordance with Federal Highway Administration (FHWA) and American Association of State Highway & Transportation Officials (AASHTO) guidelines. The GNOEC's Trust Indenture requires that the bridge be inspected annually. In addition, the Consulting Engineers conduct monthly inspections of the underside of the bridge and the navigation lights.

#### Emergency and Periodic Repairs - \$100,000

This category includes services in connection with the bridge's electrical system, diesel spills at the Maintenance Building, bridge traffic control signs and gates, and directional signs and traffic signal lights on approach roads.

#### Preventative Maintenance Electrical/Mechanical Systems - \$400,000

The services provided under this category are in connection with assistance in maintenance of the CCTV Security Camera System, monitoring system operations of the high voltage electrical system and assistance in maintenance of the electronic toll system.

#### System Improvements - \$50,000

This category includes the following: survey and mark rights-of-way on approach roads, North Shore Toll System planning, and coordination with Louisiana DOTD/FHWA on federal TEA-21 funds.

#### North Channel Bascule Control System Replacement - \$360,000

This project provides for the replacement of the General Electric control system responsible for the automated operation of the North Channel Bascule and associated field wiring.

#### South Channel Fender Repair & Structural Improvements - \$320,000

The project includes preparation of plans and specifications for the repair of damages to the South Channel Fender (8-mile). Most of the damage was caused during Katrina and is in the form of broken handrails, loosened hardware and lost walers. In addition, maintenance, such as the filling of steel dolphins with rock and spiral stair replacement, will be addressed. At the North Channel, removal and replacement of tidal gauge signs will be performed. Inspections of the 9-Mile Turnaround have revealed that jacks installed after Katrina have started to deteriorate. Work needed to replace these jacks will be included in this project. Plans and specifications are being revised for bidding by LA DOTD to use Discretionary Bridge Program funds.

#### North and South Bound Bridge Traffic Signs - \$25,000

The project is to strengthen the sign supports and signs on the northbound and southbound bridges in an effort to improve the chances that they survive the next hurricane. FHWA will spend a smaller amount of money today to reduce the possibility of spending a greater amount after the next event.

#### Modifications to the Cable Tray Support System - \$225,000

The FHWA has a program to fund Permanent Restoration projects that minimize the future costs associated with damage caused by hurricanes. The high voltage aerial cable and support tray on the east side of the southbound bridge from the North Toll Plaza to the South Toll Plaza was severely damaged by Hurricane Katrina. The permanent restoration to be undertaken in this project consists of appropriate modifications to the cable tray support system to mitigate damage that may be caused by future named storms.

#### Replacement of the 9-Mile Turnaround Spans - \$325,000

The FHWA has a program to fund Permanent Restoration projects that minimize the future costs associated with damage caused by hurricanes. The permanent restoration to be undertaken in this project is the repair and/or replacement of the 9-mile turnaround spans of the bridge that were severely damaged by Hurricane Katrina.

#### Realignment of Spans on the Northbound Bridge - \$125,000

The FHWA has a program to fund Permanent Restoration projects that minimize the future costs associated with damage caused by hurricanes. The permanent restoration to be undertaken in this project is the realignment of the northbound bridge spans dislocated by wave forces associated with Hurricane Katrina.

#### Piling Restoration Transformer Vaults - \$540,000

This project will encapsulate all of the pilings supporting the nineteen transformer platforms on the west side of the southbound bridge. Inspections of the pilings revealed vertical cracks, spalled mortar repairs and lifting holes that either have lost their mortar plugs or were not plugged. The pilings are 24-inch by 24-inch post-tensioned reinforced concrete. To mitigate deterioration in the saline environment of Lake Pontchartrain, all seventy-six pilings will be encapsulated. The encapsulation will also cover the grounding rods on each of the platforms. Grounding rods will be replaced or repaired where needed.

North Toll Plaza and Toll System Replacement - \$2,000,000

This project is for the initial design and procurement of a new Toll Collection System and improvements to the North Toll Plaza. The Toll Collection System is at the end of its useful life as repairs are becoming more frequent and replacement parts are difficult to obtain. The tollbooths are more than twenty years old and need to be replaced. The pavement and drainage structures in the toll collection lanes at the North Toll Plaza have not been changed in more than 30 years. Due to the age of these items replacement is necessary.

Variable Message Signs – Maintenance Agreement - \$180,000

This provides for the inspection and maintenance of the variable message signs and call box systems on the bridge.

Finally, the Commission intends to carry forward \$11,920,577 in order to fund future projects on the major repair and improvements program. The GNOEC anticipates directing these funds to projects scheduled to begin in FY 13. These projects include the following: Bearing Pad Replacement Northbound, Southbound Bridge Bearing Rehabilitation, Bridge Striping, and Structural Repairs and Concrete Sealing of the Underside of the Bridge Deck. Historically, funds are carried to the next fiscal year as the GNOEC is required by its bond indenture to have all construction funds available before a project can be initiated.

## Salary Information as of September 2011

### ADMINISTRATION

TITLE/POSITION	DATE HIRED	FULL PART TIME	FY 11 CURRENT SALARY	FY 12 PROPOSED SALARY	\$ INCREASE
General Manager	9/1/09	FULL	110,250.00	110,250.00	0.00
Chief of Staff	2/3/75	FULL	99,750.00	99,750.00	0.00
North Shore Supervisor	8/1/81	FULL	65,618.50	65,618.50	0.00
Director of Finance	1/1/74	FULL	92,938.81	92,938.81	0.00
Human Resources Director	6/16/95	FULL	61,929.28	61,929.28	0.00
Executive Secretary	10/2/00	FULL	40,268.80	40,268.80	0.00

### COMMUTER SALES - TOLL TAG OFFICES

Supervisor	8/1/81	FULL	57,329.34	57,329.34	0.00
South Shore Tag Office	2/22/06	FULL	26,634.53	27,034.53	400.00
South Shore Tag Office	7/24/09	FULL	21,426.78	21,826.78	400.00
North Shore Tag Office	4/17/02	FULL	26,458.00	26,858.00	400.00
North Shore Leaderman	11/22/99	FULL	35,174.36	35,174.36	0.00

### ACCOUNTING

Toll Analyst	7/3/07	FULL	27,295.50	27,895.50	600.00
Accountant	5/28/03	FULL	54,483.38	54,483.38	0.00

### RECORDS

Clerk	8/19/96	FULL	29,326.68	29,726.68	400.00
Clerk	1/26/09	FULL	25,623.10	26,023.10	400.00

### SECURITY CAMERAS COMMAND POST

Leaderman	3/5/07	FULL	27,589.96	27,989.96	400.00
Monitor	11/9/09	FULL	19,817.20	20,217.20	400.00
Monitor	10/8/09	FULL	19,817.20	20,217.20	400.00
Monitor	3/23/09	FULL	22,280.96	22,680.96	400.00



**CAUSEWAY BRIDGE POLICE**

<b>TITLE/POSITION</b>	<b>DATE HIRED</b>	<b>FULL PART TIME</b>	<b>FY 11 CURRENT SALARY</b>	<b>FY 12 PROPOSED SALARY</b>	<b>\$ INCREASE</b>
Chief	8/5/08	FULL	99,271.32	99,271.32	0.00
Lieutenant	2/16/87	FULL	69,060.26	69,060.26	0.00
Lieutenant	8/25/08	FULL	50,119.30	50,119.30	0.00
Sergeant	10/20/97	FULL	55,585.64	55,585.64	0.00
Sergeant	3/15/99	FULL	53,853.51	53,853.51	0.00
Sergeant	10/12/87	FULL	67,013.21	67,013.21	0.00
Coporal	6/17/02	FULL	46,520.07	46,520.07	0.00
Corporal/Evidence Officer	9/18/06	FULL	40,558.29	40,558.29	0.00
Officer	9/19/96	FULL	47,928.92	47,928.92	0.00
Officer	9/2/09	FULL	36,036.00	36,036.00	0.00
Officer	7/15/08	FULL	38,241.84	38,241.84	0.00
Officer	7/10/06	FULL	39,569.06	39,569.06	0.00
Officer	9/1/10	FULL	34,320.00	34,320.00	0.00
Officer	7/28/98	FULL	52,481.30	52,481.30	0.00
Officer	8/24/10	FULL	34,320.00	34,320.00	0.00
Officer	12/7/10	FULL	34,320.00	34,320.00	0.00
Officer	11/3/09	FULL	36,036.00	36,036.00	0.00
Officer	8/16/10	FULL	34,320.00	34,320.00	0.00
Officer	2/1/10	FULL	35,349.60	35,349.60	0.00
Officer	6/1/11	FULL	34,320.00	34,320.00	0.00
Officer	5/19/09	FULL	36,410.09	36,410.09	0.00
Officer	11/3/09	FULL	35,349.60	35,349.60	0.00
Officer	1/4/11	FULL	34,320.00	34,320.00	0.00
Officer	10/4/10	FULL	34,320.00	34,320.00	0.00

**HUEY P. LONG BRIDGE POLICE**

Sergeant	9/1/93	FULL	62,536.66	62,536.66	0.00
Corporal	3/22/99	FULL	51,783.95	51,783.95	0.00
Officer	4/1/08	FULL	38,241.84	38,241.84	0.00
Officer	3/17/08	FULL	38,241.84	38,241.84	0.00
Officer	10/21/02	FULL	43,910.63	43,910.63	0.00
Officer	5/26/98	FULL	52,481.30	52,481.30	0.00
Officer	9/14/09	FULL	36,036.00	36,036.00	0.00
Officer	8/16/11	FULL	34,320.00	34,320.00	0.00

**COMMUNICATIONS - DISPATCH**

<b>TITLE/POSITION</b>	<b>DATE HIRED</b>	<b>FULL PART TIME</b>	<b>FY 11 CURRENT SALARY</b>	<b>FY 12 PROPOSED SALARY</b>	<b>\$ INCREASE</b>
Training Officer	11/1/96	FULL	51,910.42	51,910.42	0.00
TAC Officer	9/25/00	FULL	42,706.93	42,706.93	0.00
Team Leader	2/4/98	FULL	35,284.69	35,284.69	0.00
Team Leader	7/31/98	FULL	35,284.69	35,284.69	0.00
Dispatcher	3/3/08	FULL	27,274.46	27,674.46	400.00
Dispatcher	6/4/01	FULL	34,424.08	34,424.08	0.00
Dispatcher	4/23/01	FULL	33,166.28	33,566.28	400.00
Dispatcher	8/31/05	FULL	30,076.94	30,476.94	400.00
Dispatcher	11/18/96	FULL	34,424.08	34,424.08	0.00
Dispatcher	12/5/05	FULL	30,076.94	30,476.94	400.00
Dispatcher	2/2/04	FULL	31,709.88	32,109.88	400.00

**COMMUNICATIONS - BASCULE**

Supervisor	9/26/94	FULL	41,863.56	41,863.56	0.00
Operator	3/20/92	FULL	36,518.50	36,518.50	0.00
Operator	10/3/08	FULL	27,274.46	27,874.46	600.00
Operator	7/21/03	FULL	29,768.01	30,168.01	400.00
Operator	3/12/07	FULL	28,906.33	29,506.33	600.00

**MAINTENANCE**

<b>TITLE/POSITION</b>	<b>DATE HIRED</b>	<b>FULL PART TIME</b>	<b>FY 11 CURRENT SALARY</b>	<b>FY 12 PROPOSED SALARY</b>	<b>\$ INCREASE</b>
Asst. N.S. Supv/Safety Ofcr.	11/2/95	FULL	60,900.00	60,900.00	0.00
N.S. Maintenance Supv.	1/7/86	FULL	49,759.38	49,759.38	0.00
Electrical Supervisor	5/6/96	FULL	49,826.87	49,826.87	0.00
Bridge, Welding & Grounds	2/16/11	FULL	20,176.00	20,800.00	624.00
Bridge, Welding & Grounds	8/19/91	FULL	36,295.69	36,295.69	0.00
Bridge, Welding & Grounds	12/16/10	FULL	20,176.00	20,800.00	624.00
Electronics Technician	1/30/07	FULL	37,440.00	37,440.00	0.00
Grounds Leaderman	8/20/84	FULL	42,036.80	42,036.80	0.00
Electronics Technician	8/3/10	FULL	31,930.00	32,330.00	400.00
Welding Leaderman	12/12/88	FULL	37,432.01	37,432.01	0.00
Bridge, Welding & Grounds	8/2/04	FULL	24,273.39	24,873.39	600.00
Electrical	10/1/01	FULL	35,240.55	35,240.55	0.00
Bridge, Welding & Grounds	10/22/84	FULL	45,987.05	45,987.05	0.00
Electrical	2/18/08	FULL	31,327.03	31,927.03	600.00
S.S. Maintenance Supv.	2/23/09	FULL	30,900.00	31,300.00	400.00
S.S. Maintenance	10/1/02	FULL	28,319.10	28,719.10	400.00

**MOTORISTS ASSISTANCE PATROL - CAUSEWAY BRIDGE**

MAP Leaderman	2/1/82	FULL	45,096.67	45,096.67	0.00
Operator	12/8/08	FULL	22,032.19	22,632.19	600.00
Operator	10/29/07	FULL	31,974.68	32,374.68	400.00
Operator	5/9/11	FULL	27,040.00	27,240.00	200.00
Operator	10/1/07	FULL	29,260.47	29,660.47	400.00
Operator	9/8/09	FULL	27,040.00	27,640.00	600.00
Operator	5/5/08	FULL	23,395.01	23,995.01	600.00

**MOTORISTS ASSISTANCE PATROL - HUEY P. LONG BRIDGE**

Operator	5/1/09	FULL	28,686.74	28,686.74	0.00
Operator	7/9/07	FULL	36,652.82	36,652.82	0.00

**VEHICLE MAINTENANCE**

Supervisor	10/8/86	FULL	39,348.17	39,348.17	0.00
Mechanic	11/13/00	FULL	35,916.91	35,916.91	0.00
Mechanic	2/21/11	FULL	20,800.00	21,200.00	400.00

**TOLL COLLECTORS - NORTH SHORE**

<b>TITLE/POSITION</b>	<b>DATE HIRED</b>	<b>FULL PART TIME</b>	<b>FY 11 CURRENT SALARY</b>	<b>FY 12 PROPOSED SALARY</b>	<b>\$ INCREASE</b>
N. S. Toll Captain	1/30/96	FULL	31,425.80	32,025.80	600.00
Toll Collector	12/16/08	FULL	20,952.67	21,552.67	600.00
Toll Collector	10/4/10	FULL	19,240.00	19,640.00	400.00
Toll Collector	12/10/03	FULL	22,750.78	23,150.78	400.00
Toll Collector	8/26/96	FULL	31,839.62	32,239.62	400.00
Toll Collector	5/7/07	FULL	22,287.39	22,687.39	400.00
Toll Collector	11/28/08	FULL	22,503.77	22,903.77	400.00
Toll Collector	1/16/06	FULL	22,684.59	23,084.59	400.00
Toll Collector	11/8/04	FULL	23,395.01	23,795.01	400.00
Toll Collector	4/23/02	FULL	24,670.59	25,070.59	400.00
Toll Collector	7/16/08	FULL	21,782.80	22,282.80	500.00
Toll Collector	8/29/94	FULL	30,628.61	30,628.61	
Toll Collector	7/18/08	FULL	21,782.80	22,382.80	600.00
Toll Collector	8/22/06	FULL	22,287.39	22,687.39	400.00
Toll Collector	6/1/10	ROVER	13,050.00	13,050.00	
Toll Collector	4/27/06	ROVER	15,383.05	15,583.05	200.00

**BRIDGE MONITORS - SOUTH SHORE**

S. S. Monitor Captain	3/15/84	ROVER	23,046.40	23,046.40	
Bridge Monitor	5/5/08	FULL	21,434.28	21,834.28	400.00
Bridge Monitor	10/27/08	FULL	21,166.91	21,566.91	400.00
Bridge Monitor	5/23/11	FULL	19,240.00	19,640.00	400.00
Bridge Monitor	6/9/03	FULL	24,913.33	25,313.33	400.00



H. Gordon Monk  
Legislative Fiscal Officer

**STATE OF LOUISIANA**  
**LEGISLATIVE FISCAL OFFICE**  
**BATON ROUGE**

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To: The Honorable James R. "Jim" Fannin, Chairman  
Joint Legislative Committee on the Budget  
The Honorable Members of the Joint Legislative Committee on the Budget

From: H. Gordon Monk, Legislative Fiscal Officer  
Evan J. Brasseaux, Section Director  
J. Travis McIlwain, Fiscal Analyst

Date: October 22, 2010

Subject: GREATER NEW ORLEANS EXPRESSWAY COMMISSION  
FY 11 BUDGET ANALYSIS

The Greater New Orleans Expressway Commission (GNOEC) staff annually prepares its budget for approval by the Commissioners in accordance with its bond indenture. Upon approval by the GNOEC, the budget is then submitted to the Legislative Fiscal Office. The GNOEC approved the original budget and submitted the approved budget to the Legislative Fiscal Office on August 3, 2010.

Prior to the submission of the annual operating budget to the Joint Legislative Committee on the Budget (JLCB) for its approval or rejection, the Legislative Fiscal Office reviews the submission of the budget for mathematical accuracy and content. In addition, the Legislative Fiscal Office prepares an analysis of the budget submitted by the GNOEC and provides this report to the Joint Legislative Committee on the Budget (JLCB) for its consideration.

**BUDGET SUMMARY, FISCAL YEAR 10-11**  
**Greater New Orleans Expressway Commission**

	Actual FY 07-08	Actual FY 08-09	Approved FY 09-10	Estimated Year End FY 09-10	Requested FY 10-11	Approved FY 10 vs. FY 11	Page No. Notes
<b>Means of Finance</b>							
Highway Fund No. 2	\$5,330,222	\$5,194,515	\$4,850,000	\$5,441,447	\$5,800,000	20%	3,4
Tolls	\$17,135,070	\$17,051,055	\$17,105,000	\$15,946,000	\$15,467,000	-10%	4,7,8 See graphs on page 7,8
Interest Income	\$830,763	\$132,906	\$200,000	\$50,000	\$50,000	-75%	4 Lower interest rates on fund
Other Revenue	\$81,026	\$13,085	\$10,000	\$10,000	\$10,000	0%	4 No change
<b>Total MOF</b>	<b>\$23,377,081</b>	<b>\$22,391,561</b>	<b>\$22,165,000</b>	<b>\$21,447,447</b>	<b>\$21,327,000</b>	<b>-4%</b>	
<b>Expenditures</b>							
Salaries	\$4,079,030	\$3,967,952	\$4,398,070	\$4,194,392	\$4,338,031	-1%	4,9,19 1% decrease
Related Benefits	\$1,518,638	\$1,435,399	\$1,984,384	\$1,719,773	\$1,923,232	-3%	9
Other Compensation	\$30,556	\$34,180	\$34,180	\$34,180	\$34,180	0%	9 Commissioners' salaries
<b>Personnel Svcs.</b>	<b>\$5,628,224</b>	<b>\$5,437,531</b>	<b>\$6,416,634</b>	<b>\$5,948,345</b>	<b>\$6,295,443</b>	<b>-2%</b>	
<b>Operating Services</b>	<b>\$3,032,021</b>	<b>\$2,859,437</b>	<b>\$2,810,000</b>	<b>\$3,363,133</b>	<b>\$3,242,500</b>	<b>15%</b>	<b>5,6,10 Rent Increase</b>
<b>Supplies</b>	<b>\$1,865,126</b>	<b>\$1,433,676</b>	<b>\$1,550,050</b>	<b>\$1,333,796</b>	<b>\$1,425,050</b>	<b>-8%</b>	<b>10</b>
<b>Operating Expenses</b>	<b>\$4,897,147</b>	<b>\$4,293,113</b>	<b>\$4,360,050</b>	<b>\$4,696,929</b>	<b>\$4,667,550</b>	<b>7%</b>	
<b>Professional Services</b>	<b>\$254,215</b>	<b>\$218,443</b>	<b>\$227,300</b>	<b>\$198,330</b>	<b>\$206,300</b>	<b>-9%</b>	<b>12</b>
Debt Service	\$4,739,889	\$4,749,226	\$4,752,189	\$4,631,289	\$4,637,879	-2%	14 Debt service sch., pg. 14
State Surplus-HPL	\$1,638,190	\$1,591,703	\$1,906,482	\$1,710,405	\$1,831,163	-4%	5,15
<b>Other Charges</b>	<b>\$6,378,079</b>	<b>\$6,340,929</b>	<b>\$6,658,671</b>	<b>\$6,341,694</b>	<b>\$6,469,042</b>	<b>-3%</b>	
Acquisitions	\$472,985	\$353,770	\$499,718	\$499,718	\$440,639	-12%	16
Major Repairs/Cap Im	\$5,746,431	\$5,747,775	\$4,002,627	\$3,762,431	\$3,248,026	-19%	17
<b>Acquisitions/Repairs</b>	<b>\$6,219,416</b>	<b>\$6,101,545</b>	<b>\$4,502,345</b>	<b>\$4,262,149</b>	<b>\$3,688,665</b>	<b>-18%</b>	
<b>Total Expenditures</b>	<b>\$23,377,081</b>	<b>\$22,391,561</b>	<b>\$22,165,000</b>	<b>\$21,447,447</b>	<b>\$21,327,000</b>	<b>-4%</b>	

**BUDGET REVIEW AUTHORITY**

Section 2 of Act 875 of 1988 requires the GNOEC to submit its annual budget to the Joint Legislative Committee on the Budget for its approval or rejection prior to the expenditure of funds contained in such budget. Historically, the Joint Legislative Committee on the Budget has approved the Greater New Orleans Expressway Commission's budget in February or March after beginning of the Commission's fiscal year. However, passage of Act 842 of the 2008 Regular Legislative Session requires "...consideration of operating budgets shall be given in advance of the beginning of the subject entity's fiscal year." The GNOEC's new fiscal year begins on November 1, 2010; therefore, its annual operating budget is being presented at this time rather than in February or March of the subsequent year as has been done historically.

Section 4 of Act 875 of 1988 provides that the Commission may secure bonds by a trust agreement and that any revenues of the Commission remaining at the end of each fiscal year after (1) payment of all expenses of maintaining and operating the facilities of the Commission and (2) satisfaction of all obligations of the Commission shall be considered surplus. This surplus

shall be transferred to the Treasurer of the State of Louisiana for deposit in the Treasury, provided that prior to the transfer of surplus funds the Commission shall use said funds first for its officers to police the Huey P. Long Bridge, and transfer \$50,000 each fiscal year to the parishes of St. Charles, St. John the Baptist, and Tangipahoa. Act 1227 of 1995 provides that the Commission use surplus funds to provide \$50,000 per year beginning in FY 95 to the following: Jefferson and St. Tammany parishes, the City of New Orleans for use by the New Orleans Recreation Department (NORD) and the New Orleans Police Department (NOPD) and the Washington Parish Infrastructure and Park Fund. Of the \$50,000 allocated to the City of New Orleans, Act 892 of the 2008 Regular Legislative Session provides for \$25,000 be allocated to the New Orleans Recreation Department and \$25,000 to be allocated to the New Orleans Police Department.

### **BUDGET SUMMARY**

The Greater New Orleans Expressway Commission (GNOEC) is requesting approval of a FY 10-11 budget that represents a 4% decrease from the budget approved by the JLCB for FY 09-10. This decrease is due to an anticipated decrease in toll revenues of approximately \$1.6 million from what was originally budgeted in FY 10 and a \$150,000 decrease in interest/other income for a total decrease in FY 10-11 revenues from the budget approved by the JLCB from FY 09-10 of approximately \$0.8 million, or a total decrease of approximately \$120,447 from the estimated year end in FY 10.

### **MEANS OF FINANCING**

#### **State Highway Fund Number 2**

State Highway Fund Number 2 revenues are derived from vehicular license taxes collected in the parishes of Orleans, Jefferson, St. John the Baptist, St. Charles, Tangipahoa and St. Tammany. These revenues are divided equally between the Greater New Orleans Expressway Commission (GNOEC) and the Crescent City Connection Division (CCCD). Based upon the Revenue Estimating Conference's latest adopted revenue forecast for FY 11 of \$11.6 million, the GNOEC anticipates receiving a total of \$5.8 million in State Highway Fund #2 dollars in FY 10-11. As in previous fiscal years, the GNOEC's portion of State Highway Fund #2 monies is greater than its annual debt service by \$1,162,121 as the FY 11 debt service payment is projected to be \$4,637,879, which is \$6,590 more than the payment in FY 10. The GNOEC once again requests using this "surplus" for its capital improvement program. As stated in previous reports, the Legislative Fiscal Office (LFO) previously requested and received an Attorney General opinion on this matter of whether these "surplus" funds could be utilized in its budget for use in capital improvements.

Attorney General Opinion Number 05-0059, and its subsequent clarification, notes that "the act (ACT 875 of the 1988 Regular Session) does not specifically reference a rehabilitation program, but if the rehabilitation program consists of expenditures related to maintaining and operating Commission facilities or the renewal or replacement of Commission facilities, then such expenditures would be authorized by the Act and could be used prior to deposit of any surplus into the State Treasury." The Commission last returned surplus revenues to the State of Louisiana in FY 94 in the amount of \$104,748. Act 875 of 1988 requires the Commission to use surplus funds to police the Huey P. Long Bridge.

#### **Toll Revenues/Interest Income**

Toll revenues are budgeted based upon historical collections and trends in traffic patterns. The budget for toll revenues for FY 11 is projected to decrease by approximately 10% from the amount approved for FY 10. Toll revenues are budgeted at \$15,467,000 for FY 11, which is \$1.6 million less than what was approved in FY 10 (\$17,105,000) and approximately \$0.5 million less than what was actually collected in FY 10 (\$15,946,000). The GNOEC, through a \$6,300 professional service contract with Systramobility, which estimates toll revenues for the

GNOEC, speculates that the decrease in toll collections from FY 10 to FY 11 is due to the on-going recession that has impacted auto travel, specifically commercial traffic. According to the GNOEC, large trucks that were diverted to the Causeway due to weight limitations can now travel on the newly opened twin span in Slidell, LA. In addition, a new Army Corps of Engineers Levee Work Project at the South Toll Plaza area is anticipated to cause traffic congestion along Causeway Blvd. This traffic could result in some potential tolled traffic being diverted to other routes.

The total number of one-way crossings on the expressway is anticipated to be 6,136,825 in FY 11 as opposed to 6,326,624 in FY 10, or 189,799 fewer crossings (*see graphs on page 7 and 8*). Toll collections depend upon vehicle type and payment method, which includes full fare and discounted fare programs.

Interest income is projected to decrease 75%, or \$150,000, from the amount approved last fiscal year. According to the GNOEC, the decrease in interest is due to lower interest rates, funds being expended on projects, and the economic climate. The majority of the FY 08 Actual Other Revenue was derived from an agreement the GNOEC had with the East Jefferson Levee District for dispatching services, which generated approximately \$52,000 of revenue in FY 08.

## EXPENDITURES

### Personnel Expense

The salary expenditure category is budgeted at 1.4% less than the amount approved in FY 10, which includes a 2.5 decrease in fulltime equivalents (FTEs) from 106.5 in FY 10 to 104.0 in FY 11 as the GNOEC eliminated the temporary Director of Transition & Hurricane position (1.0 FTE), the Assistant General Manager position (1.0 FTE) and a bridge monitor position (0.5 FTE). The total number of FTEs for FY 11 is 17 administrative and 87.0 non-administrative for total FTEs of 104.0. In addition, a portion of the personnel count for administration (3 FTE positions) and operations (13.0) are allocated to Huey P. Long (HPL) Bridge expenditures. Including the 16 HPL positions the total FTE positions for the GNOEC is 120.0.

Pay increases are earned through a level and step program approved by the Greater New Orleans Expressway Commission. Administrative and supervisory personnel receive merit increases as a flat percentage based upon individual job performances. Historically, merit increases are approved each year through the Commission's budget approval process. The General Manager will be paid \$110,250 in FY 11, which is a 5% increase in pay of \$5,250 from a salary of \$105,000 in FY 10. Although FY 11 proposes a \$5,250 per year increase in salary for the General Manager, the proposed pay rate of \$110,250 is \$45,582 less than the former General Manager's salary at retirement, which was \$155,832. Pay increases in FY 11 for other personnel range from 0% to 5% (*see page 20 for a complete position listing and merit increase in FY 11*).

The GNOEC currently has 32 Peace Officers Standards & Training (POST) certified police officers (24 – Causeway, 8 Huey P. Long Bridge). Act 664 (SB 26) of the 2008 Regular Legislative Session provides that these police officers are eligible to receive state supplemental pay, which is currently \$500/month or \$6,000/year for a total state supplement of \$192,000 as all Causeway police officers currently receive the state supplement. This portion of the police officers' salaries is not included in the GNOEC's budget as the state pays this amount annually. However, the GNOEC is responsible for paying the related benefits costs associated with the additional \$6,000 state salary supplement, which equates to approximately \$57,600 of additional related benefits costs, and this is included in the GNOEC's budget.

### Operating Expenses (Operating Services/Material & Supplies)

Operating Expenses include advertising, the publication of public notices and minutes, insurance, travel, telephone and radio expenses, utilities and other operating services. Other operating services include unused vacation and sick leave, dues and subscriptions, trustee fees, bank and visa charges for toll deposits, and other miscellaneous expenses. The FY 11 budget for operating expenses is \$4,667,550, which is an increase of \$307,500 or 7.1% more than what was approved in FY 10. The increase is due primarily to the increase in insurance premiums and



rental expenditure increases due to the U.S. Corps of Engineers' Project at South Toll Plaza. The additional rental expenditures for FY 11 are approximately \$3,335 per month, or a \$40,020 per year increase for at least 4 years. The GNOEC has entered into a 4-year lease for those functions moved from the South Toll Plaza. The GNOEC does not anticipate rebuilding the South Toll Plaza (*see page 6*).

#### Other Charges (Debt Service/Huey P. Long Bridge/State Surplus)

Per Act 875 of 1988, the Commission provides \$50,000 each fiscal year to the parishes of St. Charles, St. John the Baptist, and Tangipahoa for a total of \$150,000. Per Act 1227 of 1995, the Commission provides \$50,000 to each of the following: Jefferson Parish, St. Tammany Parish, the City of New Orleans for use by the New Orleans Recreation Department and the New Orleans Police Department, and the Washington Parish Infrastructure and Park Fund for a total of \$200,000.

The Commission is responsible for the policing of the Huey P. Long Bridge and budgets \$1,481,163 for FY 11 expenditures paid from anticipated excess revenues to the State. This represents an expenditure decrease of \$75,259.

#### Total Acquisitions & Major Repairs

This category includes capital acquisitions and the major repairs/capital improvement program. Major Repairs/capital improvements decreases by -18.9% from the amount approved by the Committee last fiscal year (a decrease of \$754,601 from \$4,502,345 to \$3,688,665). The budget for Major Repairs/Capital Improvements is \$3,248,026 in FY 10.

The approved budget request for the capital improvements/rehabilitation program includes seven (7) projects. These projects include: North Channel Bascule Control System Replacement (\$1,000,000), Bascule Span Motor Replacement (\$600,000), South Channel Fender Repair & Structural Improvements (\$1,000,000), Bridge Modifications at South Toll Plaza (\$250,000), Purchase of Spare Structural Components (\$1,000,000), North Toll Plaza and Toll System Replacement (\$500,000), and Variable Message Signs (\$200,000). The GNOEC is required to have all funds available prior to the start of any capital improvement project.

## **BUDGET ISSUES**

### **U.S. Army Corps of Engineers' Project at South Toll Plaza**

Currently the U.S. Army Corps of Engineers is constructing a T-wall and bridge at the South Toll Plaza. According to the GNOEC, the construction will begin north of 6<sup>th</sup> Street and extend northward approximately 500 feet on the existing Causeway. The new floodwall under Causeway Boulevard will tie into the existing lakefront levees and provide protection up to 15 feet. In addition, this project involves raising 700 feet of Causeway Boulevard south of the bridge to enable access to build the floodwall under the road.

Due to the location of this construction project and the construction start date of Fall 2010, the GNOEC has vacated the South Toll Plaza area. This will involve relocating GNOEC Operations and GNOEC Systems. The GNOEC Operations to be relocated include the Police Department, Toll Tag Store, Bridge Monitors, Security Camera Department, Records Department and South Shore Maintenance. The GNOEC Systems to be relocated include the Toll Tag Store Customer Service Center Software and Hardware, Variable Message Signs/Call Boxes/High Intensity Lights System, Business Communications and computer network, 1700 AM Highway Advisory Radio, Fiber Optic Network, Power Distribution System and Closed Circuit TV Camera System.

The GNOEC signed an intergovernmental agreement with the Governor's Office of Coastal Protection and Restoration (OCPR) in July 2010 that provides for OCPR to provide "just compensation" for the property rights of the land being vacated by the GNOEC for this levee project. According to the agreement, the property has been appraised for \$2.6 million and to date the GNOEC has not been compensated for the land. To the extent the GNOEC is compensated in FY 11 for the land, the GNOEC will likely have an additional \$2.6 million in revenues not currently reflected within the current FY 11 proposed budget. Due to ambiguity as to when the GNOEC will actually receive the \$2.6 M, at this time the GNOEC does not know how they plan to spend the \$2.6 M.

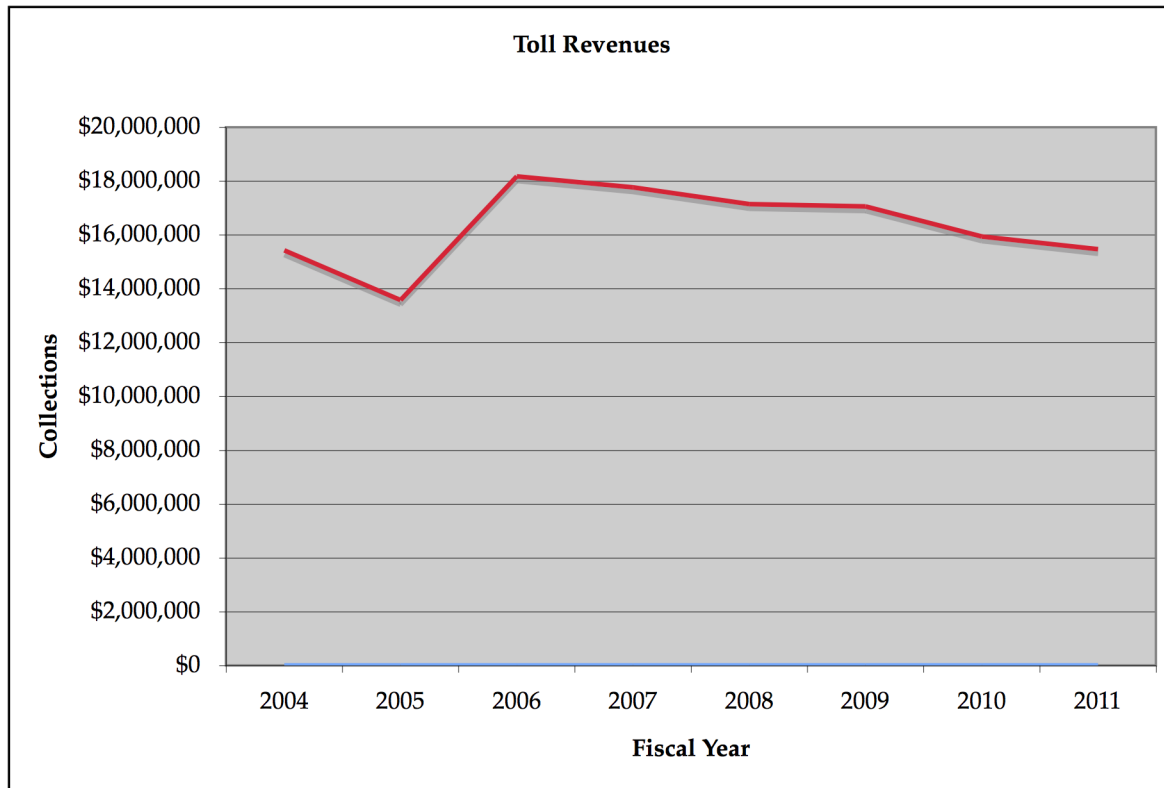
To date \$1.1 million has been expended by the GNOEC on relocating operations and the GNOEC anticipates expending another \$0.9 million for similar expenditures. At this time it is not known if the U.S. Army Corp. of Engineers will actually reimburse the GNOEC for moving expenses associated with this project. The GNOEC is requesting an additional \$40,000 in office expenses and supplies due to the additional rental expenditures associated with moving these GNOEC offices to new locations. According to the GNOEC, the additional rental cost is \$3,335 per month and the GNOEC has signed a 4-year lease.

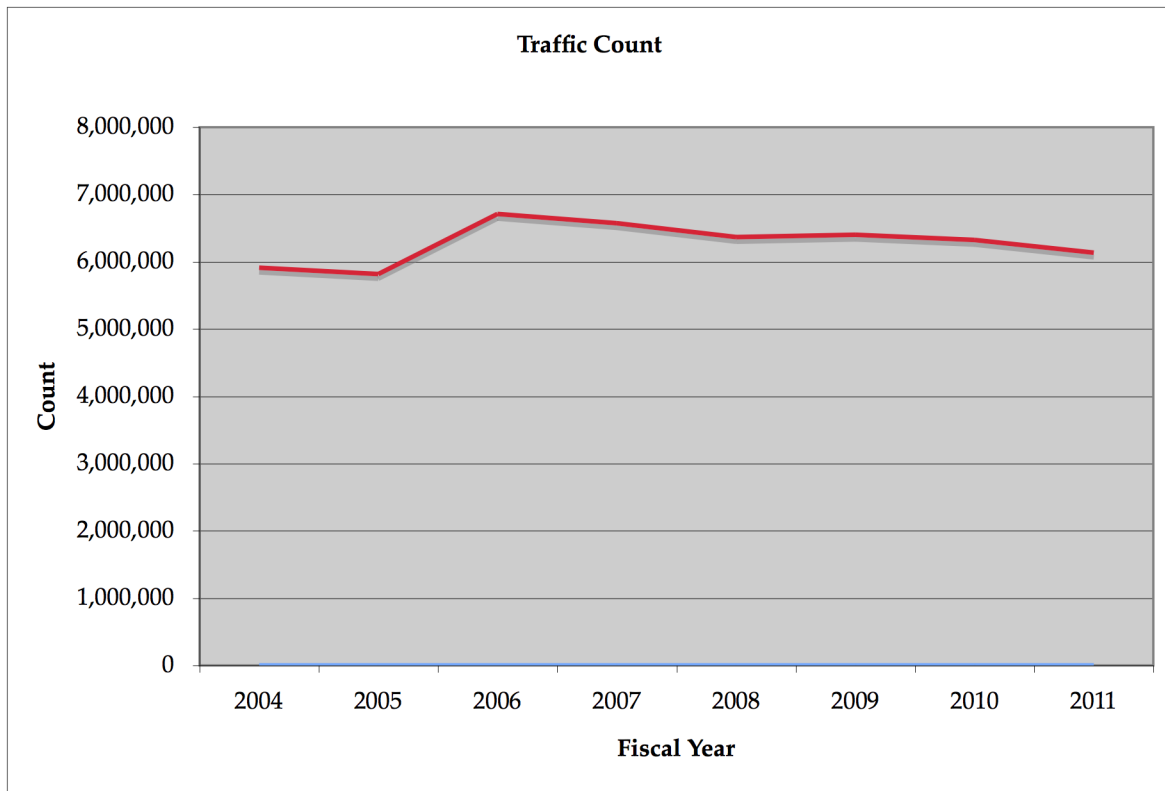
The U.S. Army Corp of Engineers awarded the \$43.2 million contract to Boh Bros. Construction Company for the project. The overall goal of the project is to provide a system of protection from the effects of a 100-year storm by June 2011. The U.S. Army Corp of Engineers is estimating traffic delays on the bridge for southbound commuters on weekday mornings. Of the estimated 20,000 vehicles per day on the southbound Causeway near the bridge, about 15,000 exit the bridge between 7 AM and 8:15 AM during the morning commute.

### Toll Revenues

Toll revenues are budgeted based upon historical collections and trends in traffic patterns. The budget for toll revenues for FY 11 is projected to decrease by approximately 10% from the amount approved for FY 10. Toll revenues are budgeted at \$15,467,000 for FY 11, which is \$1.6 million less than what was approved in FY 10, \$17,105,000, and approximately \$0.5 million less than what was actually collected in FY 10, \$15,946,000. On [page 7](#) and [8](#) are graphs that illustrate toll revenue collections and traffic counts from FY 04 (pre-Katrina levels) to projected levels in FY 11. Traffic counts and toll collections have reduced annually since FY 06 (except from FY 08 to FY 09 in which traffic counts increased by approximately 34,000).

<b>FY</b>	<b>Toll Revenues</b>	<b>Traffic Count</b>
2004	\$15,421,017	5,909,426
2005	\$13,566,529	5,814,832
<b>2006</b>	<b>\$18,184,159</b>	<b>6,707,603</b>
2007	\$17,768,414	6,571,180
2008	\$17,135,270	6,366,320
2009	\$17,047,947	6,400,327
2010	\$15,946,000	6,326,624
2011	\$15,467,000	6,136,825





## TOLL INCREASE AND REHABILITATION PROJECTS

In February 1995, the Greater New Orleans Expressway Commission (GNOEC) increased tolls and charges on the Lake Pontchartrain Causeway. The revenues generated from the increase are dedicated for the purpose of funding major repairs/capital improvement projects. The schedule of tolls and charges below became effective February 1, 1995.

NOTE: The GNOEC began one-way toll collections in May 1999. Tolls have been collected only on the North Shore since that time.

### PRIOR AND CURRENT TOLL SCHEDULE

<u>Height</u>	<u>Type</u>	<u>Axles</u>	<u>Current Toll</u>	<u>Prior Toll</u>
Under 7'6"	Commuter Cash	2	\$2.00	\$0.50
		2	\$3.00	\$1.00
		3	\$4.50	\$1.50
		4	\$6.00	\$2.00
		5+	\$7.50	\$2.50
Over 7'6"	Cash	2	\$6.00	\$2.35
		3	\$9.00	\$2.90
		4	\$12.00	\$3.75
		5+	\$15.00	\$4.00

## PERSONNEL EXPENSE

<u>SALARIES</u>	<u>FTE</u>	<u>Actual FY 07-08</u>	<u>FTE</u>	<u>Actual FY 08-09</u>	<u>FTE</u>	<u>Approved FY 09-10</u>	<u>FTE</u>	<u>Requested FY 10-11</u>
Dir. Transition & Hurr.**	0.0	\$0	0.0	\$0	1.0	\$13,246	0.0	\$0
General Manager***	1.0	\$152,775	1.0	\$155,832	1.0	\$105,000	1.0	\$110,250
Asst. Gen. Manager	1.0	\$87,644	1.0	\$90,281	1.0	\$92,980	0.0	\$0
Office Personnel	20.0	\$681,677	19.0	\$711,332	19.0	\$766,805	19.0	\$789,174
Less: HPL Adm.	(3.0)	(\$133,228)	(3.0)	(\$133,732)	(3.0)	(\$131,483)	(3.0)	(\$136,402)
<b>Total Administrative</b>	<b>19.0</b>	<b>\$788,868</b>	<b>18.0</b>	<b>\$823,713</b>	<b>19.0</b>	<b>\$846,548</b>	<b>17.0</b>	<b>\$763,022</b>
Toll Collectors	14.5	\$438,911	14.5	\$436,659	15.0	\$457,146	15.0	\$458,878
Bridge Monitors	5.0	\$137,818	5.0	\$135,944	5.0	\$143,559	4.5	\$136,219
Maintenance	29.0	\$899,887	29.0	\$914,000	29.0	\$1,039,079	29.0	\$1,081,817
Bascule Operators	5.5	\$183,300	5.5	\$187,707	5.5	\$202,514	5.5	\$210,148
Dispatch	14.0	\$463,640	14.0	\$441,127	14.0	\$547,146	14.0	\$537,991
Police	32.5	\$1,832,467	32.5	\$1,657,076	32.0	\$1,944,355	32.0	\$1,945,284
Less: HPL Operations	(13.0)	(\$665,861)	(13.0)	(\$628,274)	(13.0)	(\$782,277)	(13.0)	(\$795,328)
<b>Total Operations</b>	<b>87.5</b>	<b>\$3,290,162</b>	<b>87.5</b>	<b>\$3,144,239</b>	<b>87.5</b>	<b>\$3,551,522</b>	<b>87.0</b>	<b>\$3,575,009</b>
<b>TOTAL SALARIES</b>	<b>106.5</b>	<b>\$4,079,030</b>	<b>105.5</b>	<b>\$3,967,952</b>	<b>106.5</b>	<b>\$4,398,070</b>	<b>104.0</b>	<b>\$4,338,031</b>
<b>Related Benefits</b>								
Parochial (Retirement)		\$702,818		\$655,583		\$892,676		\$923,250
Group Insurance		\$882,287		\$837,272		\$1,247,312		\$1,142,429
Retirees Group Benefits		\$88,106		\$100,876		\$123,674		\$128,126
Gov. Def. Comp. Plan		\$87,408		\$83,304		\$86,400		\$86,400
Less: HPL Rel. Benef.		(\$241,981)		(\$241,636)		(\$365,678)		(\$356,973)
<b>Total Related Benefits</b>		<b>\$1,518,638</b>		<b>\$1,435,399</b>		<b>\$1,984,384</b>		<b>\$1,923,232</b>
<b>Other Compensation*</b>		<b>\$34,180</b>		<b>\$34,180</b>		<b>\$34,180</b>		<b>\$34,180</b>

\*Other Compensation represents the salaries of the Greater New Orleans Expressway Commissioners. The five appointed commissioners are paid \$569.66 per month for Commission duties as provided by an amendment to the Articles of Incorporation of the Greater New Orleans Expressway Commission. The Articles of Incorporation were executed by the Parishes of Jefferson and St. Tammany on October 20, 1954, with the above amendment being approved on August 7, 1986.

\*\*The GNOEC created the Director of Transition and Hurricane at its August 24, 2009 meeting. This position was filled from August 2009 through December 2009 at the salary amount of \$13,246/month, which at the time represented one month of an annual salary of \$158,950, which was the salary of the prior General Manager at retirement. The prior General Manager filled this created position in FY 10. This position will not be funded in FY 10-11 and was eliminated.

\*\*\*Beginning in FY 09-10, the board approved the hiring of a new General Manager. Salary information reflected in the table above in FY 07-08 and FY 08-09 was his predecessor's salary. The Commission approved a 5% increase in salary for the General Manager from \$105,000 to \$110,250 for FY 10-11, which is \$45,582 per year less than his predecessor at retirement.

<u>Requested Adjustments to Full Time Equivalency Position (FTE) Count:</u>	<u>FTEs</u>
Fiscal Year 2010 FTEs Approved (Including HPL Personnel)	122.5
Requested fiscal year 2011 FTEs (Including HPL Personnel)	120.0

The positions eliminated include: Director of Transition & Hurricane (1.0 FTE), Assistant General Manager (1.0 FTE), Bridge Monitor position (0.5 FTE).

#### OPERATING EXPENSES

	<u>Actual</u>	<u>Actual</u>	<u>Approved</u>	<u>Requested</u>	<u>FY 10</u>
<u>OPERATING SERVICES</u>	<u>FY 07-08</u>	<u>FY 08-09</u>	<u>FY 09-10</u>	<u>FY 10-11</u>	<u>to FY 11</u>
Advertising	\$10,200	\$8,620	\$15,000	\$10,000	-33.3%
Publication of Public Notices and Minutes	\$2,840	\$2,388	\$2,500	\$2,500	0.0%
Insurance	\$2,212,767	\$2,124,959	\$2,100,000	\$2,500,000	19.0%
Travel	\$6,065	\$8,033	\$7,500	\$5,000	-33.3%
Telephone and Radio	\$185,801	\$175,651	\$175,000	\$235,000	34.3%
Utilities	\$282,145	\$246,157	\$245,000	\$175,000	-28.6%
Other Operating Services	\$0	\$0	\$0	\$0	0.0%
<b>TOTAL OPER. SERVICES</b>	<b>\$2,699,818</b>	<b>\$2,565,808</b>	<b>\$2,545,000</b>	<b>\$2,927,500</b>	<b>15.0%</b>

There is a \$382,500 increase, or 15.0%, from approved FY 10 to FY 11 due to an increase in insurance premiums and telephone and radio costs due to the upgrade in the Region I radio system at a cost of approximately \$35,000. The GNOEC anticipates a 19.0% increase in insurance premiums for its bridge hazard/property/liability insurance costs in FY 11.

#### OTHER OPERATING SERVICES SUMMARY

	<u>Actual</u>	<u>Actual</u>	<u>Approved</u>	<u>Requested</u>	<u>FY 10</u>
<u>Other Operating Services</u>	<u>FY 07-08</u>	<u>FY 08-09</u>	<u>FY 09-10</u>	<u>FY 10-11</u>	<u>to FY 11</u>
Unused Vacation & Sick Leave	\$113,297	\$58,747	\$35,000	\$75,000	114.3%
Dues and Subscriptions	\$10,916	\$8,380	\$10,000	\$10,000	0.0%
Trustee Fees	\$6,250	\$9,167	\$15,000	\$15,000	0.0%
Bank & Visa Charges on Toll Deposits	\$201,740	\$217,335	\$205,000	\$215,000	4.9%
All Other	\$0	\$0	\$0	\$0	0.0%
<b>TOTAL OTHER OP. SVC.</b>	<b>\$332,203</b>	<b>\$293,629</b>	<b>\$265,000</b>	<b>\$315,000</b>	<b>18.9%</b>

This category includes dues for memberships in various police associations and chambers of commerce. The GNOEC anticipates paying an additional \$50,000 in unused vacation & sick leave due to unanticipated retirements and resignations of higher salaried employees. The Bank & Visa Charges on Toll Deposits have increased 4.9% due to the GNOEC encouraging the utilization of toll tags, which improves traffic flow. Thus, there are a greater number of motorists using credit cards to purchase toll tags and rebilling credit cards to replenish their toll tags accounts.

## SUPPLIES EXPENSE

<u>Supplies Expense Items</u>	<u>Actual FY 07-08</u>	<u>Actual FY 08-09</u>	<u>Approved FY 09-10</u>	<u>Requested FY 10-11</u>	<u>FY 10 to FY 11</u>
Ofc. Expense and Supplies	\$271,895	\$259,514	\$270,100	\$303,450	12.3%
Oper. Expenses & Supplies	\$865,361	\$528,419	\$666,650	\$591,550	-11.3%
Repair & Maint./Supplies	\$727,870	\$645,743	\$613,300	\$530,050	-13.6%
<b>TOTAL SUPPLIES EXP.</b>	<b>\$1,865,126</b>	<b>\$1,433,676</b>	<b>\$1,550,050</b>	<b>\$1,425,050</b>	<b>-8.1%</b>

### Office Expense and Supplies:

The GNOEC is requesting a 12.3% increase in its office expense and supply budget. This increase is attributed to the necessity of leasing additional office space as a result of the Corps of Engineers' Hurricane Protection Project at the south end of the bridge. The additional rental expenditures for FY 11 are approximately \$3,335 per month, or a \$40,020 per year increase for at least four years. The GNOEC has entered into a 4-year building lease that will house those functions moved from the South Toll Plaza. The GNOEC does not anticipate rebuilding the South Toll Plaza (*see page 6*). The buildings at the South Toll Plaza will be demolished, thus departments from that plaza are being relocated. The departments being relocated include: Commuter Sales Tag Office, Records, Maintenance, Bridge Monitors, Police. Included in this general ledger account are the costs related to disposal services, postage, extermination and termite control, office machine repairs and maintenance contracts, and other general administrative office supplies.

### Operating Expenses and Supplies:

The approved budget for FY 11 is \$591,550 or an 11.3% decrease from the previous approved budget and is attributed to a projected reduction in oil and fuel costs. Included in the general ledger account Operating Supplies are the costs associated with vehicle and truck repairs and their routine preventative maintenance. All gasoline, oil, auto parts, tires, lubricants, diesel fuel and any other similar costs are in this account. All police equipment on the vehicles and related maintenance is in this account. Also included in this account are all police uniforms and protective equipment and any expenditures for police car retrofitting.

### Repair and Maintenance Supplies:

The approved budget for FY 11 is \$530,050 or a 13.6% decrease from the amount budgeted in FY 10. Included in this account are the costs for general maintenance and supplies needed on the bridge, toll tags, toll system software maintenance, computer and electronic repairs on all bridge equipment, plumbing and janitorial supplies for the entire operation, and air conditioning contracts and other miscellaneous items dealing with operations maintenance. Also included are the components of the crash attenuators on the bridge, which must be kept in stock and used by maintenance personnel in repairing damaged attenuators.



## PROFESSIONAL SERVICES

<u>Professional Service Items</u>	<u>Actual FY 07-08</u>	<u>Actual FY 08-09</u>	<u>Approved FY 09-10</u>	<u>Requested FY 10-11</u>	<u>FY 10 to FY 11</u>
<b>Accounting and Finance</b>					
Independent Audit	\$12,620	\$12,750	\$15,000	\$15,000	0.0%
Accounting Services	<u>\$58,800</u>	<u>\$60,676</u>	<u>\$85,000</u>	<u>\$85,000</u>	0.0%
<b>Total Accounting and Finan.</b>	<b>\$71,420</b>	<b>\$73,426</b>	<b>\$100,000</b>	<b>\$100,000</b>	0.0%
<b>Engineering</b>					
Engineering Traffic Consultant	\$3,449	\$6,270	\$6,300	\$6,300	0.0%
Engineering Consultant	<u>\$6,114</u>	<u>\$5,457</u>	<u>\$6,000</u>	<u>\$5,000</u>	-16.7%
<b>Total Engineering</b>	<b>\$9,563</b>	<b>\$11,727</b>	<b>\$12,300</b>	<b>\$11,300</b>	-8.1%
<b>Litigation &amp; Legal Representation</b>					
Prior Litigation	\$0	\$0	\$0	\$0	0.0%
Gen. Counsel	<u>\$49,369</u>	<u>\$90,156</u>	<u>\$75,000</u>	<u>\$65,000</u>	-13.3%
<b>Total Litigation/Legal</b>	<b>\$49,369</b>	<b>\$90,156</b>	<b>\$75,000</b>	<b>\$65,000</b>	-13.3%
<b>Other Professional Services</b>					
Investment Consultant-Sisung	\$57,149	\$41,624	\$40,000	\$30,000	-25.0%
Police Integrity & Ethics	<u>\$946</u>	<u>\$1,510</u>	<u>\$0</u>	<u>\$0</u>	0.0%
<b>Total Other Prof. Services</b>	<b>\$58,095</b>	<b>\$43,134</b>	<b>\$40,000</b>	<b>\$30,000</b>	-25.0%
<b>TOTAL PROF. SERV.</b>	<b>\$188,447</b>	<b>\$218,443</b>	<b>\$227,300</b>	<b>\$206,300</b>	<b>-9.2%</b>

Not included in this category are the engineering costs associated with Major Repairs and the Capital Improvement Program projects. These costs generally range from 5% to 6% of the total project cost.

Beginning in FY 99-00, the Legislative Auditor began performing an annual audit of Commission's financial statements, which is now being performed by an independent CPA firm. The Commission, with the recommendation of the Legislative Auditor, has budgeted \$15,000 for this activity.

Accounting Services includes preparation of the financial statements and budget documents (Dillard & Winters, CPA).

The traffic engineer, Systramobility, provides information pertaining to annual traffic studies and toll analyses, which are used mainly for budget and operations planning.

Litigation and legal representation includes general legal consultation and litigation unrelated to insurance matters (McCrainie, Sistrunk, Anzelmo, Hardy, McDaniel & Maxwell; The Becknell Law Firm).

The Investment Consultant fee is based upon the amount of the rehabilitation fund investments under the consultant's management. The investment consulting firm has reduced its fee from twenty-five to fifteen basis points in FY 11 (Sisung Investment Management). Thus, there is a decrease of 25% over what was approved in FY 10.

The decrease in engineering consultant costs from \$6,000 to \$5,000 is primarily due to fewer projects underway, which results in a reduction in the number of invoices.

## OTHER CHARGES

<u>Other Charges</u> <u>Expenditures</u>	<u>Actual</u> <u>FY 07-08</u>	<u>Actual</u> <u>FY 08-09</u>	<u>Approved</u> <u>FY 09-10</u>	<u>Requested</u> <u>FY 10-11</u>	<u>FY 10</u> <u>to FY 11</u>
<b>Debt Service</b>	\$4,739,889	\$4,749,226	\$4,752,189	\$4,637,879	-2.4%
<b>Interagency Expense</b>					
Act 875 of 1988					
St. Charles Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
St. John the Baptist Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
Tangipahoa Parish	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	0.0%
<b>Total Act 875</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>\$150,000</b>	0.0%
Act 1227 of 1995					
City of New Orleans*	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
Jefferson Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
St. Tammany Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
Washington Parish	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	0.0%
<b>Total Act 1227</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$200,000</b>	0.0%
<b>Huey P. Long Bridge</b>	<b>\$1,288,190</b>	<b>\$1,241,703</b>	<b>\$1,556,482</b>	<b>\$1,481,163</b>	-4.8%
<b>Total Interagency Expense</b>	<b>\$6,378,079</b>	<b>\$6,340,929</b>	<b>\$6,658,671</b>	<b>\$6,469,042</b>	-2.8%
Transfer to State of Louisiana (excess GNOEC collections)	\$0	\$0	\$0	\$0	0.0%
<b>TOTAL OTHER CHARGES</b>	<b>\$6,378,079</b>	<b>\$6,340,929</b>	<b>\$6,658,671</b>	<b>\$6,469,042</b>	-2.8%

Other Charges consist of Debt Service, Interagency Expense, and State Surplus. Interagency Expense includes expenditures per Act 875 of 1988 and Act 1227 of 1995. These Acts provide, prior to the transfer of surplus funds to the State of Louisiana, funding for the policing of the Huey P. Long Bridge and for the transfer of funds to the above local agencies. The Commission last returned surplus revenues to the State of Louisiana in FY 94 in the amount of \$104,748. Act 875 of 1988 requires the Commission to use surplus funds to police the Huey P. Long Bridge.

\*Act 892 of the 2008 Regular Legislative Session provides for \$25,000 be allocated to the New Orleans Recreation Department and \$25,000 to be allocated to the New Orleans Police Department.

## DEBT SERVICE REQUIREMENTS

	<u>Series 1999A Bonds Total Debt Service</u>	<u>Series 2003 Bonds Principal</u>	<u>Series 2003 Bonds Interest</u>	<u>Series 2003 Bonds Total Debt Service</u>	<u>Series 2009 Bonds Interest</u>	<u>Combined Total Debt Service Requirements</u>
2010	\$1,125,595	\$1,130,000	\$2,260,633	\$0	\$115,061	\$4,631,289
<b>2011</b>	<b>\$0</b>	<b>\$1,160,000</b>	<b>\$2,225,829</b>	<b>\$1,040,000</b>	<b>\$212,050</b>	<b>\$4,637,879</b>
2012	\$0	\$1,200,000	\$2,187,019	\$1,065,000	\$183,106	\$4,635,125
2013	\$0	\$1,240,000	\$2,145,069	\$1,095,000	\$153,406	\$4,633,475
2014	\$0	\$1,285,000	\$2,100,078	\$1,130,000	\$122,813	\$4,637,891
2015	\$0	\$1,330,000	\$2,053,513	\$1,155,000	\$91,394	\$4,629,907
2016	\$0	\$1,375,000	\$1,994,144	\$1,190,000	\$57,663	\$4,616,807
2017	\$0	\$1,450,000	\$1,919,988	\$1,225,000	\$19,906	\$4,614,894
2018	\$0	\$1,525,000	\$1,841,894	\$0	\$0	\$3,366,894
2019	\$0	\$1,605,000	\$1,761,738	\$0	\$0	\$3,366,738
2020	\$0	\$1,685,000	\$1,679,488	\$0	\$0	\$3,364,488
2021	\$0	\$1,770,000	\$1,600,856	\$0	\$0	\$3,370,856
2022	\$0	\$1,840,000	\$1,525,250	\$0	\$0	\$3,365,250
2023	\$0	\$1,920,000	\$1,444,150	\$0	\$0	\$3,364,150
2024	\$0	\$2,005,000	\$1,355,025	\$0	\$0	\$3,360,025
2025	\$0	\$2,105,000	\$1,249,275	\$0	\$0	\$3,354,275
2026	\$0	\$2,210,000	\$1,141,400	\$0	\$0	\$3,351,400
2027	\$0	\$2,320,000	\$1,028,150	\$0	\$0	\$3,348,150
2028	\$0	\$2,435,000	\$909,275	\$0	\$0	\$3,344,275
2029	\$0	\$2,560,000	\$789,200	\$0	\$0	\$3,349,200
2030	\$0	\$2,640,000	\$664,000	\$0	\$0	\$3,304,000
2031	\$0	\$2,775,000	\$528,625	\$0	\$0	\$3,303,625
2032	\$0	\$2,915,000	\$386,375	\$0	\$0	\$3,301,375
2033	\$0	\$3,060,000	\$237,000	\$0	\$0	\$3,297,000
<u>2034</u>	<u>\$0</u>	<u>\$3,210,000</u>	<u>\$80,250</u>	<u>\$0</u>	<u>\$0</u>	<u>\$3,290,250</u>
<b>TOTAL</b>	<b>\$1,125,595</b>	<b>\$48,750,000</b>	<b>\$35,108,224</b>	<b>\$7,900,000</b>	<b>\$955,399</b>	<b>\$93,839,218</b>

## HUEY P. LONG BRIDGE

<u>Huey P. Long</u>	<u>Approved</u>	<u>Requested</u>	<u>FY 10</u>
<u>Bridge</u>	<u>FY 09-10</u>	<u>FY 10-11</u>	<u>to FY 11</u>
<b>Administrative</b>			
Administrative Salaries	\$131,483	\$136,402	3.7%
Payroll Taxes	\$21,067	\$22,902	8.7%
Payroll Benefits	\$31,009	\$37,060	19.5%
Materials, Supplies, Contract Work	<u>\$0</u>	<u>\$0</u>	0.0%
<b>Total Administrative Function</b>	<b>\$183,559</b>	<b>\$196,364</b>	7.0%
<b>Operations</b>			
Police Patrol	\$589,330	\$593,923	0.8%
Dispatch	\$84,783	\$109,799	29.5%
Payroll Taxes	\$120,006	\$129,373	7.8%
Payroll Benefits	\$148,316	\$133,426	-10.0%
Materials, Supplies, and Maint.	\$120,000	\$120,000	0.0%
Telephone and Radio	\$25,000	\$25,000	0.0%
Unused Vacation and Sick Leave	\$5,500	\$5,500	
Insurance	<u>\$28,000</u>	<u>\$28,000</u>	0.0%
<b>Total Operations</b>	<b>\$1,120,935</b>	<b>\$1,145,021</b>	2.1%
<b>Maintenance</b>			
Maintenance Personnel	\$108,164	\$91,606	-15.3%
Payroll Taxes	\$16,715	\$15,756	-5.7%
Payroll Benefits	<u>\$28,505</u>	<u>\$18,456</u>	-35.3%
<b>Total Maintenance</b>	<b>\$153,384</b>	<b>\$125,818</b>	-18.0%
<b>Capital Acquisitions</b>	<b>\$98,544</b>	<b>\$13,960</b>	-85.8%
<b>TOTAL HUEY P. LONG BRIDGE</b>	<b>\$1,556,422</b>	<b>\$1,481,163</b>	-4.8%

Since Act 875 of 1988, the Commission has budgeted expenditures for the policing of the Huey P. Long Bridge not as a part of its operating budget, but as a reduction to surplus. A percentage of the Commission's administrative, police, and maintenance salaries and benefits, equipment, and acquisitions comprise total expenditures associated with the policing function.

Total expenditures for policing the Huey P. Long Bridge is projected to decrease by 4.8% or \$75,259. The decrease is due primarily to the decrease in capital acquisitions purchases by 86% from \$98,544 approved in FY 10 to \$13,960 requested in FY 11. The major FY 11 acquisitions include: 2 powerheart defibrillators \$1,300, watchdog in car video \$5,680.

## ACQUISITIONS AND MAJOR REPAIRS

<u>Causeway Acquisitions, Major Repairs and Capital Improvement Program</u>	<u>FY 10-11</u>
<b>Capital Acquisitions</b>	
Police	\$266,104
Maintenance	\$163,229
Operations & Administration	\$11,306
<b>Total Capital Acquisitions</b>	<b>\$440,639</b>
<b>Major Repairs</b>	
Consulting Engineering	\$600,000
Annual AASHTO Inspection	\$450,000
Emergency and Periodic Repairs	\$150,000
Prev Maint of Mech & Elect Sys	\$400,000
System Improvement	\$75,000
Hurricane Katrina/Gustav Recovery	\$5,000
<b>Total Major Repairs</b>	<b>\$1,680,000</b>
<b>Capital Imp./Rehabilitation Program</b>	
North Channel Bascule Control System Replacement	\$1,000,000
Bascule Span Motor Replacement	\$600,000
South Channel Fender Repair & Structural Improvements	\$1,000,000
Bridge Modifications at South Toll Plaza	\$250,000
Purchase of Spare Structural Components	\$1,000,000
North Toll Plaza and Toll System Replacement	\$500,000
Variable message signs (contract agreement)	\$200,000
Funds carried forward from Prior Year	(\$9,474,070)
Funds carried forward to Next Year	<u>\$6,492,096</u>
<b>Total Cap. Imp./Rehabilitation Program</b>	<b>\$1,568,026</b>
<b>TOTAL ACQ, MAJ. RPRS. &amp; CAP IMP.</b>	<b>\$3,688,665</b>

## Acquisitions, Major Repairs/Capital Improvement Expenditure Category

### Capital Acquisitions

Capital Acquisitions total \$440,639 in FY 11 and includes items such as maintenance vehicles, motorists assistance patrol units (MAP units) and various causeway police acquisitions. This category is budgeted at 11% less than the amount budgeted in FY 10.

Causeway police acquisitions in FY 11 total \$266,104 and some of the major expenditures include the purchase of: 6 Crown Victoria Police packages at \$148,284 (approx. \$25,000/vehicle), 1 bizhub copy machine \$7,000, 6 defibrillators \$7,800, 6 light bars \$12,000, 6 stalker radars \$12,030, 6 mobile computers \$29,910, 6 watchguard in-car video \$34,080, 1 Nikon total station and software (measuring device for accidents) \$15,000.

Maintenance acquisitions for FY 11 total \$163,229 and some of the major expenditures include the purchase of: 1 F-150 pick up (bridge cleaning truck) \$33,887, (1) 1700 AM radio for advisories \$15,000, 1 plasma torch \$2,085, 1 F-350 (MAP Unit) \$76,480, 1 boom for existing MAP unit \$30,000, (1) 700 MHz Radio \$5,777.

Operations and Administration acquisitions for FY 11 total \$11,307 and some of the major expenditures include the purchase of: 1 digital copier \$4,082, 1 datacard ID printer \$7,224.

### Major Repairs/Capital Improvement Program

Total expenditures anticipated in this program for FY 11 is \$1,568,026. Funds carried forward represent \$9,474,070 in funds budgeted in prior years for FY 09-10 major repairs and capital improvement projects. In addition, the GNOEC will carry forward a total of \$6,492,096 for future projects. The GNOEC is required to have all funds available prior to the start of any projects. A complete list of the GNOEC Rehabilitation Projects with a brief description of each project can be found on page 20. The above costs include design, construction, and construction management. Consulting engineering firms provide all engineering services for Major Repairs and the Rehabilitation Program. The design engineering work generally costs approximately 5% - 6% of the construction cost. The cost of consulting engineers employed in the management of construction contracts is approximately 5.25% - 6% of the construction cost.

The budget approved by the GNOEC on August 3, 2010 includes the capital improvement projects listed below. The projects approved by the GNOEC for a typical fiscal year often are changed in the course of the year due to changing priorities and other factors, which require projects be moved (either delayed or moved forward).

North Channel Bascule Control System Replacement (\$1,000,000) provides for the replacement of the general electric control system that is responsible for the automated operation of the North Channel Bascule. The current system is approximately 30 years old.

Bascule Span Motor Replacement (\$600,000) provides for the installation of emergency span motors on three leaves at the North Channel Bascule. A leave is the part of the bascule that opens up for marine traffic. In addition to providing emergency back up, these motors provide for primary operation of the bascule during the North Channel Bascule Control System Replacement project.

South Channel Fender Repair & Structural Improvements (\$1,000,000) involves the preparation of plans and specification for the repair of damages to the South Channel Fender. The fender has been in service approximately 10 years. The damage was caused by Hurricane Katrina and has broken handrails and loosened hardware. Also included within this project will be the filling of steel dolphins with rock and spiral stair replacement. Dolphins are man-made marine structures that extend above the water level. According to the GNOEC, the Causeway has dolphins located

at each end of the North and South Channel Fender System to provide protection from vessel impact. The Causeway has 8 dolphins that are 20 feet in diameter, 75 feet long and are 12 feet above the water. In addition, a new camera access platform will be installed at the South Channel. At the North Channel, fender removal and replacement of tidal gauge signs, which are no longer visible from the bridge tender's position, will be performed.

Bridge Modifications at South Toll Plaza (\$250,000) pertains to the Corps of Engineers proposing to raise the levee at Causeway Blvd. at the South Toll Plaza. Due to issues associated with construction timetable, there could be a need to widen and raise the spans. This project is associated with the Corp. of Engineers project.

Purchase of Spare Structural Components (\$1,000,000) pertains to the broken piling damaged during the construction of the North Shore Merge Lane project. This project will purchase additional piling and straddle bent caps for the northbound bridge.

North Toll Plaza and Toll System Replacement (\$500,000) pertains to the initial design of a new Toll Collection System and improvements to the North Toll Plaza. According to the GNOEC, the current toll system is at the end of its useful life as repairs are becoming more frequent and replacement parts can be difficult to find. The Toll Booths are 20 plus years old and the pavement and drainage structures in the toll collection lanes have not been updated in 30 plus years.

Variable Message Signs (\$200,000) provides for the inspection and maintenance of the variable message signs and call box systems on the bridge.

Finally, the Commission intends to carry forward \$6,492,096 in order to fund future projects on the major repair and improvements program. The GNOEC anticipates directing these funds to projects scheduled to begin in FY 12. These projects include the following: Bearing Pad Replacement Northbound, Southbound Bridge Bearing Rehabilitation, Bridge Striping and Replacement of Automatic Toll Equipment. Historically, funds are carried to the next fiscal year as the GNOEC is required by its bond indenture to have all construction funds available before a project can be initiated.

**Salary Information as of September 2010**

<b>TITLE/POSITION</b>	<b>DATE HIRED</b>	<b>FY 2010 CURRENT SALARY</b>	<b>FY 2011 PROPOSED SALARY</b>	<b>% INC</b>
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**TOLL COLLECTORS - NORTH SHORE**

N.S. Toll Captain	1/30/96	29,929.33	31,425.80	5.00%
Toll Collector	12/16/08	20,342.40	20,952.67	3.00%
Toll Collector	12/10/03	22,088.14	22,750.78	3.00%
Toll Collector	8/26/96	30,615.02	31,839.62	4.00%
Toll Collector	5/7/07	21,638.24	22,287.39	3.00%
Toll Collector	11/28/05	21,638.24	22,503.77	4.00%
Toll Collector	1/16/06	22,023.87	22,684.59	3.00%
Toll Collector	11/8/04	22,495.20	23,395.01	4.00%
Toll Collector	9/7/10	19,240.00	19,240.00	0.00%
Toll Collector	4/23/02	23,952.03	24,670.59	3.00%
Toll Collector	7/16/08	20,945.00	21,782.80	4.00%
Toll Collector	8/29/94	29,736.51	30,628.61	3.00%
Toll Collector	7/18/08	20,945.00	21,782.80	4.00%
Toll Collector	8/22/06	21,638.24	22,287.39	3.00%
Toll Collector	6/1/10	13,050.00	13,050.00	0.00%
Toll Collector	4/27/06	14,935.00	15,383.05	3.00%

**BRIDGE MONITORS - SOUTH SHORE**

S.S. Monitor Captain	5/9/00	24,787.24	25,530.86	3.00%
Bridge Monitor	5/5/08	20,809.98	21,434.28	3.00%
Bridge Monitor	10/27/08	20,550.40	21,166.91	3.00%
Bridge Monitor	9/8/09	19,240.00	20,009.60	4.00%
Bridge Monitor	6/9/03	24,187.70	24,913.33	3.00%

**MAINTENANCE**

Asst. N.S. Supv/Safety Ofcr.	11/2/95	58,000.00	60,900.00	5.00%
MAP Supervisor	1/7/86	47,389.89	49,759.38	5.00%
Electrical Supervisor	5/6/96	47,454.16	49,826.87	5.00%
Bridge, Welding, Grounds	8/19/91	34,899.70	36,295.69	4.00%
Electronics Technician	1/30/07	31,000.00	32,240.00	4.00%
Grounds Leaderman	8/20/84	40,427.09	42,044.17	4.00%
Electronics Technician	8/3/10	31,000.00	31,930.00	3.00%
Welding Leaderman	12/12/88	35,992.32	37,432.01	4.00%
Bridge, Welding, Grounds	10/7/09	20,176.00	20,781.28	3.00%
Bridge, Welding, Grounds	8/2/04	23,566.40	24,273.39	3.00%
Electrical	10/1/01	34,214.13	35,240.55	3.00%
Bridge, Welding, Grounds	10/22/84	44,647.62	45,987.05	3.00%
Electrical	2/18/08	30,122.14	31,327.03	4.00%
S.S. Maintenance Supervisor	2/23/09	30,000.00	30,900.00	3.00%
S. S. Maintenance	10/1/02	27,494.27	28,319.10	3.00%

**MOTORISTS ASSISTANCE PATROL - CAUSEWAY BRIDGE**

MAP Leaderman	2/1/82	43,362.18	45,096.67	4.00%
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TITLE/POSITION	DATE HIRED	FY 2010 CURRENT SALARY	FY 2011 PROPOSED SALARY	% INC
Operator	12/8/08	20,983.04	22,032.19	5.00%
Operator	10/21/08	27,851.20	28,686.74	3.00%
Operator	3/2/09	33,207.20	34,203.42	3.00%
Operator	10/29/07	31,043.38	31,974.68	3.00%
Operator	10/1/07	28,408.22	29,260.47	3.00%
Operator	5/5/08	22,280.96	23,395.01	5.00%

#### **MOTORISTS ASSISTANCE PATROL - HUEY P. LONG BRIDGE**

Operator	5/1/09	27,851.20	28,686.74	3.00%
Operator	7/17/07	35,585.26	36,652.82	3.00%

#### **VEHICLE MAINTENANCE**

Supervisor	10/8/86	37,834.78	39,348.17	4.00%
Mechanic	11/13/00	34,535.49	35,916.91	4.00%
Mechanic	8/1/05	23,449.09	24,387.05	4.00%

#### **COMMUNICATIONS - DISPATCH**

Training Officer	3/8/02	50,398.47	51,910.42	3.00%
TAC Officer	9/25/00	41,064.36	42,706.93	4.00%
Team Leader	2/4/98	34,256.98	35,284.69	3.00%
Team Leader	7/31/98	34,256.98	35,284.69	3.00%
Dispatcher	3/3/08	26,480.06	27,274.46	3.00%
Dispatcher	6/4/01	33,421.44	34,424.08	3.00%
Dispatcher	4/23/01	32,200.27	33,166.28	3.00%
Dispatcher	8/31/05	29,200.91	30,076.94	3.00%
Dispatcher	11/18/96	33,421.44	34,424.08	3.00%
Dispatcher	12/5/05	29,200.91	30,076.94	3.00%
Dispatcher	6/2/08	26,480.06	27,274.46	3.00%
Dispatcher	2/2/04	30,786.29	31,709.88	3.00%

#### **COMMUNICATIONS - BASCULE**

Supervisor	9/26/94	39,870.06	41,863.56	5.00%
Operator	3/20/92	35,113.94	36,518.50	4.00%
Operator	10/3/08	26,480.06	27,274.46	3.00%
Operator	7/21/03	28,900.98	29,768.01	3.00%
Operator	3/12/07	27,529.84	28,906.33	5.00%

#### **CAUSEWAY BRIDGE POLICE**

Chief	8/5/08	94,544.11	99,271.32	5.00%
Lieutenant	2/16/87	65,771.68	69,060.26	5.00%
Lieutenant	8/25/08	47,732.67	50,119.30	5.00%
Sergeant	1/16/05	52,938.70	55,585.64	5.00%
Sergeant	6/1/95	58,316.13	61,231.94	5.00%
Sergeant	3/15/99	51,289.06	53,853.51	5.00%
Sergeant	10/12/87	63,822.10	67,013.21	5.00%
Corporal	6/17/02	44,304.83	46,520.07	5.00%
Corporal/Evidence Officer	9/18/06	38,626.94	40,558.29	5.00%
Corporal	7/5/07	37,315.20	39,180.96	5.00%
Corporal	10/21/02	42,762.30	44,045.17	3.00%
Officer	12/18/06	36,420.80	37,513.42	3.00%

<b>TITLE/POSITION</b>	<b>DATE HIRED</b>	<b>FY 2010 CURRENT SALARY</b>	<b>FY 2011 PROPOSED SALARY</b>	<b>% INC</b>
Officer	9/19/96	46,532.93	47,928.92	3.00%
Officer	9/2/09	34,320.00	36,036.00	5.00%
Officer	7/16/08	36,420.80	38,241.84	5.00%
Officer	7/10/06	37,684.82	39,569.06	5.00%
Officer	9/1/10	34,320.00	34,320.00	0.00%
Officer	7/28/98	49,982.19	52,481.30	5.00%
Officer	8/24/10	34,320.00	34,320.00	0.00%
Officer	11/3/09	34,320.00	36,036.00	5.00%
Officer	8/16/10	34,320.00	34,320.00	0.00%
Officer	2/1/10	34,320.00	35,349.60	3.00%
Officer	5/19/09	35,349.60	36,410.09	3.00%
Officer	11/3/09	34,320.00	35,349.60	3.00%

#### **HUEY P. LONG BRIDGE POLICE**

Sergeant	9/1/93	59,558.72	62,536.66	5.00%
Corporal	3/22/99	49,318.05	51,783.95	5.00%
Officer	4/1/08	36,420.80	38,241.84	5.00%
Officer	3/17/08	36,420.80	38,241.84	5.00%
Officer	10/21/02	41,819.65	43,910.63	5.00%
Officer	5/26/98	49,982.19	52,481.30	5.00%
Officer	9/14/09	34,320.00	36,036.00	5.00%

#### **ADMINISTRATION**

General Manager	8/24/09	105,000.00	110,250.00	5.00%
Chief of Staff	2/3/75	95,000.00	99,750.00	5.00%
North Shore Supervisor	8/1/81	62,493.81	65,618.50	5.00%
Director of Finance	1/1/74	88,513.15	92,938.81	5.00%
Human Resource Director	6/16/95	58,980.27	61,929.28	5.00%
Executive Secretary	10/2/00	38,327.54	39,477.37	3.00%

#### **COMMUTER SALES - TOLL TAG OFFICES**

Supervisor	8/1/81	55,659.55	57,329.34	3.00%
South Shore Tag Office	2/22/06	25,858.77	26,634.53	3.00%
South Shore Tag Office	7/24/09	20,802.70	21,426.78	3.00%
North Shore Tag Office	4/17/02	25,687.38	26,458.00	3.00%
North Shore Leaderman	11/22/99	34,149.86	35,174.36	3.00%

#### **ACCOUNTING**

Toll Analyst	7/3/07	25,995.71	27,295.50	5.00%
Accountant	5/28/03	51,888.93	54,483.38	5.00%

#### **RECORDS**

Clerk	8/19/96	28,472.50	29,326.68	3.00%
Clerk	1/26/09	24,876.80	25,623.10	3.00%

#### **SECURITY CAMERAS COMMAND POST**

Leaderman	3/5/07	26,528.81	27,589.96	4.00%
Monitor	11/9/09	19,240.00	19,817.20	3.00%
Monitor	10/8/09	19,240.00	19,817.20	3.00%

<b>TITLE/POSITION</b>	<b>DATE HIRED</b>	<b>FY 2010 CURRENT SALARY</b>	<b>FY 2011 PROPOSED SALARY</b>	<b>% INC</b>
Monitor	3/23/09	21,632.00	22,280.96	3.00%



H. Gordon Monk  
Legislative Fiscal Officer

**STATE OF LOUISIANA**  
**LEGISLATIVE FISCAL OFFICE**  
**BATON ROUGE**

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To: The Honorable Michael J. "Mike" Michot, Chairman  
Joint Legislative Committee on the Budget  
The Honorable Members of the Joint Legislative Committee on the Budget

From: H. Gordon Monk, Legislative Fiscal Officer  
Evan J. Brasseaux, Section Director  
J. Travis McIlwain, Fiscal Analyst

Date: October 16, 2009

Subject: GREATER NEW ORLEANS EXPRESSWAY COMMISSION  
FY 10 BUDGET ANALYSIS

The Greater New Orleans Expressway Commission (GNOEC) staff annually prepares its budget for approval by the Commissioners in accordance with its bond indenture. Upon approval by the GNOEC, the budget is then submitted to the Legislative Fiscal Office. The GNOEC approved the original budget and submitted the approved budget to the Legislative Fiscal Office on August 24, 2008.

Prior to the submission of the annual operating budget to the Joint Legislative Committee on the Budget for its approval or rejection, the Legislative Fiscal Office reviews the submission of the budget for mathematical accuracy and content. The Legislative Fiscal Office prepares an analysis of the budget submitted by the GNOEC and provides this report to the Joint Legislative Committee on the Budget for its consideration.

**BUDGET SUMMARY, FISCAL YEAR 09-10**  
**Greater New Orleans Expressway Commission**

	Actual	Actual	Approved	Estimated	Requested	FY 09	Page
	FY 06-07	FY 07-08	FY 08-09	Year End	FY 09-10	vs. FY 10	No. Notes
				FY 08-09			
<b>Means of Finance</b>							
Highway Fund No. 2	\$5,573,030	\$5,330,222	\$5,500,000	\$5,194,516	\$4,850,000	-12%	3,4 12% decrease from FY 09
Tolls	\$17,768,414	\$17,135,070	\$17,714,000	\$17,278,000	\$17,105,000	-3%	4 6.38 million crossings in FY
Sale of Cell Site Leases	\$3,964,563	\$0	\$0	\$0	\$0		One-time cell site sale reven
Interest Income	\$1,457,937	\$830,763	\$750,000	\$200,000	\$200,000	-73%	4 Lower interest rates on fund
Other Revenue	\$1,268,527	\$81,026	\$10,000	\$10,000	\$10,000	0%	4 No change
<b>Total MOF</b>	<b>\$30,032,471</b>	<b>\$23,377,081</b>	<b>\$23,974,000</b>	<b>\$22,682,516</b>	<b>\$22,165,000</b>	<b>-8%</b>	
<b>Expenditures</b>							
Salaries	\$3,608,865	\$4,079,030	\$4,318,309	\$4,045,447	\$4,398,070	2%	4,8,19 1.85% increase over FY 09
Related Benefits	\$1,212,157	\$1,518,638	\$1,731,824	\$1,688,180	\$1,984,384	15%	5,8 Increase in health ins costs
Other Compensation	\$31,901	\$30,556	\$34,180	\$34,180	\$34,180	0%	8 Commissioner's salaries
<b>Personnel Svcs.</b>	<b>\$4,852,923</b>	<b>\$5,628,224</b>	<b>\$6,084,313</b>	<b>\$5,767,807</b>	<b>\$6,416,634</b>	<b>5%</b>	
<b>Operating Services</b>	<b>\$2,997,908</b>	<b>\$3,275,998</b>	<b>\$2,839,000</b>	<b>\$2,929,985</b>	<b>\$2,810,000</b>	<b>-1%</b>	<b>5,9 1% decrease from FY 09</b>
<b>Supplies</b>	<b>\$1,668,764</b>	<b>\$1,865,126</b>	<b>\$1,938,759</b>	<b>\$1,576,564</b>	<b>\$1,550,050</b>	<b>-20%</b>	<b>10 20% decrease from FY 09</b>
<b>Operating Expenses</b>	<b>\$4,666,672</b>	<b>\$5,141,124</b>	<b>\$4,777,759</b>	<b>\$4,506,549</b>	<b>\$4,360,050</b>	<b>-9%</b>	
<b>Professional Services</b>	<b>\$191,557</b>	<b>\$254,215</b>	<b>\$246,000</b>	<b>\$231,250</b>	<b>\$227,300</b>	<b>-8%</b>	<b>11 8% decrease from FY 09</b>
Debt Service	\$4,753,377	\$4,739,889	\$4,749,226	\$4,749,226	\$4,752,189	0%	13 Debt schedule on page 13
State Surplus-HPL	\$1,496,946	\$1,638,190	\$1,849,435	\$1,654,540	\$1,906,482	3%	5,14 3% increase
<b>Other Charges</b>	<b>\$6,250,323</b>	<b>\$6,378,079</b>	<b>\$6,598,661</b>	<b>\$6,403,766</b>	<b>\$6,658,671</b>	<b>1%</b>	
Acquisitions	\$656,612	\$472,985	\$292,372	\$292,372	\$499,718	71%	5,15 71% increase in acquisitions
Major Repairs/Cap Im	\$13,414,384	\$5,502,454	\$5,974,895	\$5,480,772	\$4,002,627	-33%	5,15 Explanation on pages 16-18
<b>Acquisitions/Repairs</b>	<b>\$14,070,996</b>	<b>\$5,975,439</b>	<b>\$6,267,267</b>	<b>\$5,773,144</b>	<b>\$4,502,345</b>	<b>-28%</b>	
<b>Total Expenditures</b>	<b>\$30,032,471</b>	<b>\$23,377,081</b>	<b>\$23,974,000</b>	<b>\$22,682,516</b>	<b>\$22,165,000</b>	<b>-8%</b>	

**BUDGET REVIEW AUTHORITY**

Historically, the Joint Legislative Committee on the Budget has approved the Greater New Orleans Expressway Commission's budget in February or March after the beginning of the Commission's fiscal year. However, passage of HB 1182 (Act 842) of the 2008 Regular Legislative Session requires "...consideration of operating budgets shall be given in advance of the beginning of the subject entity's fiscal year." The GNOEC's new fiscal year begins on November 1, 2009; therefore, its annual operating budget is being presented at this time rather than February or March of the subsequent year as has been done historically.

Section 4 of Act 875 of 1988 provides that the Commission may secure bonds by a trust agreement and that any revenues of the Commission remaining at the end of each fiscal year after (1) payment of all expenses of maintaining and operating the facilities of the Commission and (2) satisfaction of all obligations of the Commission shall be considered surplus. This surplus shall be transferred to the Treasurer of the State of Louisiana for deposit in the Treasury, provided that prior to the transfer of surplus funds the Commission shall use said funds first for

its officers to police the Huey P. Long Bridge, and transfer \$50,000 each fiscal year to each of the parishes of St. Charles, St. John the Baptist, and Tangipahoa. Act 1227 of 1995 provides that the Commission use surplus funds to provide \$50,000 per year beginning in FY 95 to the following: Jefferson and St. Tammany parishes, the City of New Orleans for use by the New Orleans Recreation Department, and the Washington Parish Infrastructure and Park Fund.

### **BUDGET SUMMARY**

The Greater New Orleans Expressway Commission (GNOEC) is requesting approval of a FY 09-10 budget that represents an 8% decrease from the budget approved by the JLCB for FY 08-09. This decrease is due to an anticipated decrease in toll revenues of approximately \$609,000 from what was budgeted in FY 09, a decrease of \$650,000 in anticipated collections from the State Highway Fund #2, and a \$550,000 decrease in interest/other income for a total decrease in FY 09-10 revenues from the budget approved by the JLCB from FY 08-09 of \$1.81 million.

As a result of Hurricane Katrina, the GNOEC submitted a claim for \$9,133,809 to its insurance carrier for emergency repairs and expenses associated with the storm (including toll loss and wages). The GNOEC received a total of \$5,682,606 from St. Paul's Travelers for a portion of these costs. The GNOEC has received \$1,322,727 from the Federal Highway Administration (FHWA) for emergency repairs that were not covered by insurance. The difference between the original claim and the proceeds received from St. Paul's Travelers and the FHWA is \$2,128,476. In addition, a claim was also filed with FEMA for a portion of the remaining costs, which includes overtime expenses related to pre and post storm activities, vehicle operating expenses, and overall operating expenses. FEMA requires that the GNOEC first submit a claim to its insurance carrier and the FHWA prior to its consideration. The total requested from FEMA is \$358,868. The GNOEC has yet to receive any reimbursement for these expenses from FEMA. To the extent the FEMA reimbursement is received, the GNOEC will absorb \$1,769,608 of incurred Hurricane Katrina related expenditures.

During Hurricane Katrina, a total of \$2,236,000 in toll revenue was lost during the time period in which tolls were lifted on the Causeway. St. Paul's Travelers reimbursed a total of \$700,000 (included in \$5.7 million previously discussed) for lost tolls leaving the GNOEC with \$1,536,000 in uncollectible toll loss revenue.

During Hurricane Gustav, toll collections were suspended from midnight, Friday, August 29, 2008 to 10 AM, Tuesday, September 9, 2008. The GNOEC estimates the total lost toll revenues to be approximately \$500,000. Because the toll suspension was not mandated by the state or by a local governmental entity, the GNOEC cannot file a claim on its business interruption insurance policy.

### **MEANS OF FINANCING**

#### **State Highway Fund Number 2**

State Highway Fund Number 2 revenues are derived from vehicular license taxes collected in the parishes of Orleans, Jefferson, St. John the Baptist, St. Charles, Tangipahoa and St. Tammany. These revenues are divided equally between the Greater New Orleans Expressway Commission and the Crescent City Connection Division (CCCD). Based upon the Revenue Estimating Conference's latest adopted revenue forecast for FY 10 of \$9.7 million, the GNOEC anticipates a total of \$4.85 million in State Highway Fund #2 dollars in FY 09-10, which is \$650,000 less than FY 09. As in previous fiscal years, the GNOEC's portion of State Highway Fund #2 is greater than its annual debt service by \$97,811 as the FY 10 debt service payment is projected to be \$4,752,189. The GNOEC once again requests using this "surplus" for its capital improvement program (formerly called the rehabilitation program). As stated in previous reports, the Legislative Fiscal Office (LFO) previously requested and received an Attorney General opinion on this matter of whether these "surplus" funds could be utilized in its budget for use in capital improvements.

Attorney General Opinion Number 05-0059, and its subsequent clarification, notes that “the act (ACT 875 of the 1988 Regular Session) does not specifically reference a rehabilitation program, but if the rehabilitation program consists of expenditures related to maintaining and operating Commission facilities or the renewal or replacement of Commission facilities, then such expenditures would be authorized by the Act and could be used prior to deposit of any surplus into the State Treasury”.

#### Toll Revenues

Toll revenues are budgeted based upon historical collections and trends in traffic patterns. The budget for toll revenues for FY 10 is projected to decrease by 3% from the amount approved for FY 09. Toll revenues are budgeted at \$17,105,000 for FY 10, which is \$609,000 less than what was approved in FY 09, \$17,714,000. The GNOEC, through a \$6,270 professional service contract with Systramobility, which estimates toll revenues for the GNOEC, speculates that the decrease from the amount estimated for FY 10 is due to “the tapering off of the recovery period and the lower population/employment base in New Orleans.” In addition, the on-going recession has impacted auto travel, specifically commercial traffic. Also, the recent opening of one of the new I-10 twin spans near Slidell, LA could contribute to the projected decreased toll revenues in FY 10. According to the GNOEC, large trucks that were diverted to the Causeway due to weight limitations can now travel on the newly opened twin span in Slidell, LA. The total number of one-way crossings on the expressway is anticipated to be 6,379,827 in FY 10 as opposed to 6,444,210 in FY 09. Tolls collections depend upon vehicle type and payment method, which includes full fare and discounted fare programs.

#### Interest Income and Other Revenue

Interest income is projected to decrease 73%, or \$550,000, from the amount approved last fiscal year. According to the GNOEC, the decrease in interest is due to lower interest rates, funds being expended on projects, and the economic climate. The majority of the FY 07 Actual Other Revenue was insurance reimbursement from Hurricane Katrina and the majority of the FY 08 Actual Other Revenue was derived from an agreement the GNOEC had with the East Jefferson Levee District for dispatching services, which generated approximately \$52,000 of revenue in FY 08.

### **EXPENDITURES**

#### Personnel Expense

The salary expenditure category is budgeted at 1.85% greater than the amount approved in FY 09, which includes an increase in fulltime equivalents (FTEs) from 105.5 in FY 09 to 106.5 in FY 10 as the GNOEC created a new temporary position, Director of Transition and Hurricane. It is anticipated that this position will not be needed after November 2009. The total number of FTEs for FY 10 is 19 administrative and 87.5 non-administrative for total FTEs of 106.5. In addition, a portion of the personnel count for administration (3 FTE positions) and operations (13.0) are allocated to Huey P. Long (HPL) Bridge expenditures. Including the 16 HPL positions the total FTE positions for the GNOEC is 122.5.

Pay increases are earned through a level and step program approved by the Commission. Administrative and supervisory personnel receive merit increases as a flat percentage based upon individual job performances. Historically, merit increases range from 2% to 4% and are approved each year through the Commission’s budget approval process. Due to the retirement of the GNOEC’s former General Manager, the Commission created a new temporary position, the Director of Transition and Hurricanes, which will be held by the retiring General Manager until the end of the 2009 hurricane season. This temporary position will be paid \$13,246 for the month of November 2009, which represents one month of an annual salary of \$158,950, which was the salary of the prior General Manager at retirement. The new General Manager will be paid \$105,000 in FY 10 and there are no plans to increase this salary in FY 10.

Pay increases in FY 10 for other administrative personnel range from 2% to 4%. A complete list of employees' salaries is available on pages 19-21 of this report.

The GNOEC currently has 32 Peace Officers Standards & Training (POST) certified police officers (24 – Causeway, 8 Huey P. Long Bridge). Act 281 (HB 4) of the 2007 Regular Session provides that these police officers are eligible to receive state supplemental pay, which is currently \$500/month or \$6,000/year for a total state supplement of \$192,000 as all Causeway police officers currently receive the state supplement. This portion of the police officers' salaries is not included in the GNOEC's budget as the state pays this amount annually. However, the GNOEC is responsible for paying the related benefits costs associated with the additional \$6,000 state salary supplement, which equates to approximately \$57,600 of additional related benefits costs.

Related benefits expenses will increase by 14.6% due to a significant increase in health insurance costs and the GNOEC's portion for the Parochial Employees' Retirement System, which increases from 12.25% to 15.75% of salaries in FY 10. The employee portion, which is 9.5%, is unchanged from FY 09 to FY 10.

#### Operating Expenses

Operating Expenses include advertising, the publication of public notices and minutes, insurance, travel, telephone and radio expenses, utilities and other operating services. Other operating services include unused vacation and sick leave, dues and subscriptions, trustee fees, bank and visa charges for toll deposits, and other miscellaneous expenses. The FY 10 budget for operating expenses is \$4,360,050, which is a decrease of \$417,709 or -8.7% less than what was approved in FY 09. The decrease is due primarily to the decrease in fuel costs. The FY 09 budget was based upon a fuel rate of \$4.25 per gallon, while the FY 10 budget was based upon a rate of \$2.75 per gallon.

#### Other Charges

Per Act 875 of 1988, the Commission provides \$50,000 each to the parishes of St. Charles, St. John the Baptist, and Tangipahoa. Per Act 1227 of 1995, the Commission provides \$50,000 to each of the following: Jefferson Parish, St. Tammany Parish, the City of New Orleans for use by the New Orleans Recreation Department, and the Washington Parish Infrastructure and Park Fund.

The Commission is responsible for the policing of the Huey P. Long Bridge and budgets \$1,556,482 for FY 10 expenditures paid from anticipated excess revenues to the State. This represents an expenditure increase of \$57,047 (3.8%) over the approved FY 09 budget of \$1,499,435. The increase is due primarily to the increase in health insurance costs and the GNOEC's portion for the Parochial Employee's Retirement System. As mentioned above, the employer portion has increased from 12.25% to 15.75%.

#### Total Acquisitions & Major Repairs

This category includes capital acquisitions and the major repairs/capital improvement program. Major Repairs/capital improvements decreases by 33% from the amount approved by the Committee last fiscal year. However, the amount budgeted for acquisitions increased by 71% from FY 09, due to the purchase of 6 police vehicles and 2 motorist assistance patrol (MAP) units. However, when comparing the FY 10 proposed acquisitions to the FY 09 approved acquisitions budget, the FY 10 amounts are less than historical acquisitions expenditures. The FY 10 acquisitions of \$499,718 are similar to FY 08 actual acquisitions expenditures of \$472,985.

The budget for Major Repairs/Capital Improvements is \$4,002,627 in FY 10. The approved budget request for the capital improvements/rehabilitation program includes eighteen (18) projects. These projects include: north approach road rehabilitation (\$3,000,000), north shore road improvements (\$2,400,000), piling restoration part E (\$2,500,000). This request carries forward \$18,966,785 from previous fiscal years. The capital improvement program also proposes to carry forward \$5,759,412 to future fiscal years (see page 15 for a complete listing of all projects projected in FY 10).



## **BUDGET ISSUES**

### **GNOEC General Manager**

The FY 10 GNOEC budget, which was approved by the Commission on August 24, 2009, included the former General Manager's FY 10 salary of \$158,950, but did not include the new General Manager's FY 10 salary of \$105,000 and did not include the newly created temporary position, Director of Transition and Hurricane. At the Commission's request, the former General Manager, Mr. Robert Lambert, agreed to remain with the GNOEC through hurricane season in this newly created temporary position. The Legislative Fiscal Office (LFO) requested the GNOEC update its salary information to properly reflect actual planned FY 10 expenditures. For FY 10, the new General Manager, Mr. Carlton Dufrechou, will be paid \$105,000 and the Director of Transition and Hurricane will be paid \$13,246, which represents one month of salary of Mr. Robert Lambert at retirement for November 2009. A detailed listing of all positions and their salaries can be found on pages 19-21 of this report.

Below is a detailed table of the administrative salary changes as compared to FY 09 approved. Due to the new General Manager being paid 34% less than the previous General Manager, the total FY 10 administrative salary request is less than what the JLCB approved in FY 09.

<b>ADMINISTRATIVE SALARIES</b>	<b><u>FY 09 Approved</u></b>	<b><u>FY 10 Requested</u></b>
Gen. Manager/Dir. Transition & Hurricane	\$155,832	\$13,246
New General Manager	\$0	\$105,000
Assist. General Manager	\$90,281	\$92,980
Office Personnel	\$758,825	\$766,805
Less: Adm. HPL	(\$157,634)	(\$131,483)
<b>TOTAL ADMINISTRATIVE</b>	<b>\$847,304</b>	<b>\$846,548</b>

### **Safety Shoulders**

For the past few years, the GNOEC has considered the possibility of utilizing the salvaged sections of the I-10 twin spans for safety shoulders. These sections would have been used to provide safety bays to give motorists a place to pull off safely in the event of car trouble. Based upon the costs to transport and store these pieces, it was not cost effective for the GNOEC to utilize the I-10 twin spans as safety shoulders. Thus, safety shoulders will be incorporated into the normal capital program, which means this project will be completed on a "pay as you go" basis similar to how all other capital projects are funded. For specific details of all FY 10 capital projects, see pages 16-18 of this report.

## TOLL INCREASE AND REHABILITATION PROJECTS

In February 1995, the Greater New Orleans Expressway Commission (GNOEC) increased tolls and charges on the Lake Pontchartrain Causeway. The revenues generated from the increase are dedicated for the purpose of funding major repairs/capital improvement projects. The schedule of tolls and charges below became effective February 1, 1995.

NOTE: The GNOEC began one-way toll collections in May 1999. Tolls have been collected only on the North Shore since that time.

### PRIOR AND CURRENT TOLL SCHEDULE

<u>Height</u>	<u>Type</u>	<u>Axles</u>	<u>Current Toll</u>	<u>Prior Toll</u>
Under 7'6"	Commuter Cash	2	\$2.00	\$0.50
		2	\$3.00	\$1.00
		3	\$4.50	\$1.50
		4	\$6.00	\$2.00
		5+	\$7.50	\$2.50
Over 7'6"	Cash	2	\$6.00	\$2.35
		3	\$9.00	\$2.90
		4	\$12.00	\$3.75
		5+	\$15.00	\$4.00

## PERSONNEL EXPENSE

<b>SALARIES</b>	<b>FTE</b>	<b>Actual FY 06-07</b>	<b>FTE</b>	<b>Actual FY 07-08</b>	<b>FTE</b>	<b>Approved FY 08-09</b>	<b>FTE</b>	<b>Requested FY 09-10</b>
Dir. Transition & Hurr.*	0.0	\$0	0.0	\$0	0.0	\$0	1.0	\$13,246
General Manager	1.0	\$145,500	1.0	\$152,775	1.0	\$155,832	1.0	\$105,000
Asst. Gen. Manager	1.0	\$80,981	1.0	\$87,644	1.0	\$90,281	1.0	\$92,980
Office Personnel	17.0	\$588,031	20.0	\$681,677	19.0	\$758,825	19.0	\$766,805
Less: HPL Adm.	(3.0)	(\$131,954)	(3.0)	(\$133,228)	(3.0)	(\$157,634)	(3.0)	(\$131,483)
<b>Total Administrative</b>	<b>16.0</b>	<b>\$682,558</b>	<b>19.0</b>	<b>\$788,868</b>	<b>18.0</b>	<b>\$847,304</b>	<b>19.0</b>	<b>\$846,548</b>
Toll Collectors	13.5	\$422,964	14.5	\$438,911	14.5	\$444,704	15.0	\$457,146
Bridge Monitors	5.0	\$130,751	5.0	\$137,818	5.0	\$145,207	5.0	\$143,559
Maintenance	27.0	\$757,924	29.0	\$899,887	29.0	\$973,877	29.0	\$1,039,079
Bascule Operators	5.5	\$181,909	5.5	\$183,300	5.5	\$196,299	5.5	\$202,514
Dispatch	14.0	\$429,369	14.0	\$463,640	14.0	\$532,022	14.0	\$547,146
Police	32.0	\$1,586,782	32.5	\$1,832,467	32.5	\$1,922,863	32.0	\$1,944,355
Less: HPL Operations	(13.0)	(\$583,392)	(13.0)	(\$665,861)	(13.0)	(\$743,967)	(13.0)	(\$782,277)
<b>Total Operations</b>	<b>84.0</b>	<b>\$2,926,307</b>	<b>87.5</b>	<b>\$3,290,162</b>	<b>87.5</b>	<b>\$3,471,005</b>	<b>87.5</b>	<b>\$3,551,522</b>
<b>TOTAL SALARIES</b>	<b>100.0</b>	<b>\$3,608,865</b>	<b>106.5</b>	<b>\$4,079,030</b>	<b>105.5</b>	<b>\$4,318,309</b>	<b>106.5</b>	<b>\$4,398,070</b>
<b>Related Benefits</b>								
Parochial (Retirement)		\$617,385		\$702,818		\$751,077		\$892,676
Group Insurance		\$644,570		\$883,295		\$1,095,094		\$1,247,312
Retirees Group Benefits		\$77,062		\$88,106		\$108,581		\$123,674
Gov. Def. Comp. Plan		\$86,400		\$86,400		\$86,400		\$86,400
Less: HPL Rel. Benef.		(\$213,260)		(\$241,981)		(\$309,328)		(\$365,678)
<b>Total Related Benefits</b>		<b>\$1,212,157</b>		<b>\$1,518,638</b>		<b>\$1,731,824</b>		<b>\$1,984,384</b>
<b>Other Compensation*</b>		<b>\$34,180</b>		<b>\$34,180</b>		<b>\$34,180</b>		<b>\$34,180</b>

Other Compensation represents the salaries of the Greater New Orleans Expressway Commissioners. The five appointed commissioners are paid \$569.66 per month for Commission duties as provided by an amendment to the Articles of Incorporation of the Great Expressway Commission. The Articles of Incorporation were executed by the Parishes of Jefferson and St. Tammany on October 20, 1954, with the above amendment being approved on August 7, 1986.

NOTE: The GNOEC created the Director of Transition and Hurricane at its August 24, 2009 meeting. This position will only be needed through November 2009 at the salary amount of \$13,246, which represents one month of an annual salary of \$158,950, which was the salary of the prior General Manager at retirement.

<u>Requested Adjustments to Full Time Equivalency Position (FTE) Count:</u>	<u>FTEs</u>
Fiscal Year 2009 FTEs Approved (Including HPL Personnel)	121.5
Requested fiscal year 2010 FTEs (Including HPL Personnel)	122.5

As of September 24, 2009, the GNOEC has 13 vacant positions. These positions are listed on pages 21-22 of this report.

### OPERATING EXPENSES

	<u>Actual</u> <u>FY 06-07</u>	<u>Actual</u> <u>FY 07-08</u>	<u>Approved</u> <u>FY 08-09</u>	<u>Requested</u> <u>FY 09-10</u>	<u>FY 09</u> <u>to FY 10</u>
<b>OPERATING SERVICES</b>					
Advertising	\$16,877	\$10,200	\$15,000	\$15,000	0.0%
Publication of Public Notices and Minutes	\$3,269	\$2,840	\$2,500	\$2,500	0.0%
Insurance	\$2,101,089	\$2,456,744	\$2,100,000	\$2,100,000	0.0%
Travel	\$10,722	\$6,065	\$7,500	\$7,500	0.0%
Telephone and Radio	\$205,304	\$185,801	\$198,000	\$175,000	-11.6%
Utilities	\$267,431	\$282,145	\$254,000	\$245,000	-3.5%
Other Operating Services	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	0.0%
<b>TOTAL OPER. SERVICES</b>	<b>\$2,604,692</b>	<b>\$2,943,795</b>	<b>\$2,577,000</b>	<b>\$2,545,000</b>	<b>-1.2%</b>

There is a \$32,000 decrease, or -1.2%, from approved FY 09 to FY 10 due to the GNOEC not having to pay 700 MHz radio user fees and decreased utilities expenditures. The new 700 MHz radio communication system is the statewide interoperability solution the state has been implementing since FY 06. The system maintenance is now being funded at the state level and participating entities no longer have to pay radio user fees.

### OTHER OPERATING SERVICES SUMMARY

	<u>Actual</u> <u>FY 06-07</u>	<u>Actual</u> <u>FY 07-08</u>	<u>Approved</u> <u>FY 08-09</u>	<u>Requested</u> <u>FY 09-10</u>	<u>FY 09</u> <u>to FY 10</u>
<b>Other Operating Services</b>					
Unused Vacation & Sick Leave	\$196,505	\$113,297	\$35,000	\$35,000	0.0%
Dues and Subscriptions	\$11,574	\$10,916	\$12,000	\$10,000	-16.7%
Trustee Fees	\$10,000	\$6,250	\$15,000	\$15,000	0.0%
Bank & Visa Charges on Toll Deposits	\$175,137	\$201,740	\$200,000	\$205,000	2.5%
All Other	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	0.0%
<b>TOTAL OTHER OP. SVC.</b>	<b>\$393,216</b>	<b>\$332,203</b>	<b>\$262,000</b>	<b>\$265,000</b>	<b>1.1%</b>

This category includes dues for memberships in various police associations and chambers of commerce. The GNOEC does not anticipate participating in the International Bridge, Tunnel and Turnpike Association. Thus, the Dues and Subscriptions category has been reduced \$2,000 from FY 09 approved.

The Bank & Visa Charges on Toll Deposits have increased 2.5% due to the GNOEC encouraging the utilization of toll tags, which improves traffic flow. Thus, there are a greater number of motorists using credit cards to purchase toll tags and rebilling credit cards to replenish their toll tags accounts.

## SUPPLIES EXPENSE

	Actual	Actual	Approved	Requested	FY 09
Supplies Expense Items	<u>FY 06-07</u>	<u>FY 07-08</u>	<u>FY 08-09</u>	<u>FY 09-10</u>	<u>to FY 10</u>
Ofc. Expense and Supplies	\$271,977	\$271,895	\$263,100	\$270,100	2.7%
Oper. Expenses & Supplies	\$660,946	\$865,361	\$996,701	\$666,650	-33.1%
Repair & Maint./Supplies	<u>\$735,841</u>	<u>\$727,870</u>	<u>\$678,958</u>	<u>\$613,300</u>	-9.7%
<b>TOTAL SUPPLIES EXP.</b>	<b>\$1,668,764</b>	<b>\$1,865,126</b>	<b>\$1,938,759</b>	<b>\$1,550,050</b>	-20.0%

### Office Expense and Supplies:

The GNOEC is requesting a 2.7% increase in its office expense and supply budget. Included in this general ledger account are the costs related to disposal services, postage, extermination and termite control, office machine repairs and maintenance contracts, and other general administrative office supplies.

### Operating Expenses and Supplies:

The approved budget for FY 10 is \$666,650 or a 33.1% decrease from the previous approved budget and is attributed to fuel costs. The FY 09 budget was based upon a per gallon fuel rate of \$4.25 per gallon, while the FY 10 budget is based upon a per gallon rate of \$2.75 per gallon.

Included in the general ledger account Operating Supplies are the costs associated with vehicle and truck repairs and their routine preventative maintenance. All gasoline, oil, auto parts, tires, lubricants, diesel fuel and any other similar costs are in this account. All police equipment on the vehicles and related maintenance is in this account. Also included in this account are all police uniforms and protective equipment and any expenditures for police car retrofitting.

### Repair and Maintenance Supplies:

The approved budget for FY 10 is \$613,300 or a 9.7% decrease from the amount budgeted in FY 09.

Included in this account are the costs for general maintenance and supplies needed on the bridge, toll tags, toll system software maintenance, computer and electronic repairs on all bridge equipment, plumbing and janitorial supplies for the entire operation, and air conditioning contracts and other miscellaneous items dealing with operations maintenance. Also included are the components of the crash attenuators on the bridge, which must be kept in stock and used by maintenance personnel in repairing damaged attenuators.

## PROFESSIONAL SERVICES

Professional Service Items	Actual FY 06-07	Actual FY 07-08	Approved FY 08-09	Requested FY 09-10	FY 09 to FY 10
<b>Accounting and Finance</b>					
Independent Audit	\$12,620	\$12,620	\$15,000	\$15,000	0.0%
Accounting Services	<u>\$61,910</u>	<u>\$58,800</u>	<u>\$85,000</u>	<u>\$85,000</u>	0.0%
<b>Total Accounting and Finan.</b>	<b>\$74,530</b>	<b>\$71,420</b>	<b>\$100,000</b>	<b>\$100,000</b>	0.0%
<b>Engineering *</b>					
Engineering Traffic Consultant	\$3,449	\$5,325	\$5,000	\$6,300	26.0%
Engineering Consultant	<u>\$6,114</u>	<u>\$5,215</u>	<u>\$6,000</u>	<u>\$6,000</u>	0.0%
<b>Total Engineering</b>	<b>\$9,563</b>	<b>\$10,540</b>	<b>\$11,000</b>	<b>\$12,300</b>	11.8%
<b>Litigation &amp; Legal Representation</b>					
Prior Litigation	\$0	\$0	\$0	\$0	0.0%
Gen. Counsel	<u>\$49,369</u>	<u>\$106,528</u>	<u>\$75,000</u>	<u>\$75,000</u>	0.0%
<b>Total Litigation/Legal</b>	<b>\$49,369</b>	<b>\$106,528</b>	<b>\$75,000</b>	<b>\$75,000</b>	0.0%
<b>Other Professional Services</b>					
Investment Consultant-Sisung	\$57,149	\$59,799	\$60,000	\$40,000	-33.3%
Police Integrity & Ethics	<u>\$946</u>	<u>\$5,928</u>	<u>\$0</u>	<u>\$0</u>	0.0%
<b>Total Other Prof. Services</b>	<b>\$58,095</b>	<b>\$65,727</b>	<b>\$60,000</b>	<b>\$40,000</b>	-33.3%
<b>TOTAL PROF. SERV.</b>	<b>\$191,557</b>	<b>\$254,215</b>	<b>\$246,000</b>	<b>\$227,300</b>	-7.6%

Not included in this category are the engineering costs associated with Major Repairs and the Capital Improvement Program projects. These costs generally range from 5% to 6% of the total project cost.

Beginning in FY 99-00, the Legislative Auditor began performing an annual audit of Commission's financial statements, which is now being performed by an independent CPA firm. The Commission, with the recommendation of the Legislative Auditor, has budgeted \$15,000 for this activity.

Accounting Services includes preparation of the financial statements and budget documents (Dillard & Winters, CPA).

The traffic engineer provides information pertaining to annual traffic studies and toll analyses, which are used mainly for budget and operations planning. The company that previously provided these services, URS Corporation, no longer provides toll projection services. The new toll revenue projection contractor, Systramobility, has a contract with the GNOEC that is approximately \$1,300 more than the previous contract with URS Corporation.

Litigation and legal representation includes general legal consultation and litigation unrelated to insurance matters (McCrainie, Sistrunk, Anzelmo, Hardy, McDaniel & Maxwell; The Becknell Law Firm).

The Investment Consultant fee is based upon the amount of the rehabilitation fund investments under the consultant's management. The investment consulting firm has reduced its fee from twenty-five to fifteen basis points for FY 10 (Sisung Investment Management). Thus, there is a decrease of 33.3% over what was approved in FY 09.

## OTHER CHARGES

Other Charges Expenditures	Actual FY 06-07	Actual FY 07-08	Approved FY 08-09	Requested FY 09-10	FY 09 to FY 10
<b>Debt Service</b>	<b>\$4,753,377</b>	<b>\$4,739,889</b>	<b>\$4,749,226</b>	<b>\$4,752,189</b>	0.1%
<b>Interagency Expense</b>					
Act 875 of 1988					
St. Charles Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
St. John the Baptist Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
Tangipahoa Parish	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	0.0%
<b>Total Act 875</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>\$150,000</b>	0.0%
Act 1227 of 1995					
City of New Orleans	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
Jefferson Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
St. Tammany Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
Washington Parish	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	0.0%
<b>Total Act 1227</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$200,000</b>	0.0%
<b>Huey P. Long Bridge</b>	<b>\$1,146,946</b>	<b>\$1,288,190</b>	<b>\$1,499,435</b>	<b>\$1,556,482</b>	3.8%
<b>Total Interagency Expense</b>	<b>\$6,250,323</b>	<b>\$6,378,079</b>	<b>\$6,598,661</b>	<b>\$6,658,671</b>	0.9%
Transfer to State of Louisiana (excess GNOEC collections)	\$0	\$0	\$0	\$0	0.0%
<b>TOTAL OTHER CHARGES</b>	<b>\$6,250,323</b>	<b>\$6,378,079</b>	<b>\$6,598,661</b>	<b>\$6,658,671</b>	0.9%

Other Charges consist of Debt Service, Interagency Expense, and State Surplus. Interagency Expense includes expenditures per Act 875 of 1988 and Act 1227 of 1995. These Acts provide, prior to the transfer of surplus funds to the State of Louisiana, funding for the policing of the Huey P. Long Bridge and for the transfer of funds to the above local agencies. The Commission last returned surplus revenues to the State of Louisiana in FY 94 in the amount of \$104,748. Act 875 of 1988 requires the Commission to use surplus funds to police the Huey P. Long Bridge.

# DEBT SERVICE REQUIREMENTS

<b>1-Nov</b>	<b>Series 1999A Bonds Total Debt Service</b>	<b>Series 2003 Bonds Principal</b>	<b>Series 2003 Bonds Interest</b>	<b>Series 2003 Bonds Total Debt Service</b>	<b>Combined Total Debt Service Requirements</b>
2003	\$1,334,513	\$550,000	\$1,306,361	\$1,856,361	\$4,741,002
2004	\$1,324,763	\$1,050,000	\$2,388,439	\$3,438,439	\$4,763,201
2005	\$1,343,263	\$1,010,000	\$2,367,439	\$3,377,439	\$4,720,701
2006	\$1,333,763	\$1,060,000	\$2,347,239	\$3,407,239	\$4,741,001
2007	\$1,347,338	\$1,080,000	\$2,326,039	\$3,406,039	\$4,753,376
2008	\$1,333,150	\$1,105,000	\$2,301,739	\$3,406,739	\$4,739,889
2009	\$1,342,350	\$1,130,000	\$2,276,876	\$3,406,876	\$4,749,226
<b>2010</b>	<b>\$1,347,800</b>	<b>\$1,160,000</b>	<b>\$2,244,389</b>	<b>\$3,404,389</b>	<b>\$4,752,189</b>
2011	\$1,326,488	\$1,200,000	\$2,207,269	\$3,407,269	\$4,733,756
2012	\$1,330,300	\$1,240,000	\$2,166,769	\$3,406,769	\$4,737,069
2013	\$1,331,225	\$1,285,000	\$2,123,369	\$3,408,369	\$4,739,594
2014	\$1,329,263	\$1,330,000	\$2,076,788	\$3,406,788	\$4,736,050
2015	\$1,329,413	\$1,375,000	\$2,030,238	\$3,405,238	\$4,734,650
2016	\$1,331,413	\$1,450,000	\$1,958,050	\$3,408,050	\$4,739,463
2017		\$1,525,000	\$1,881,925	\$3,406,925	\$3,406,925
2018		\$1,605,000	\$1,801,863	\$3,406,863	\$3,406,863
2019		\$1,685,000	\$1,721,613	\$3,406,613	\$3,406,613
2020		\$1,770,000	\$1,637,363	\$3,407,363	\$3,407,363
2021		\$1,840,000	\$1,564,350	\$3,404,350	\$3,404,350
2022		\$1,920,000	\$1,486,150	\$3,406,150	\$3,406,150
2023		\$2,005,000	\$1,402,150	\$3,407,150	\$3,407,150
2024		\$2,105,000	\$1,301,900	\$3,406,900	\$3,406,900
2025		\$2,210,000	\$1,196,650	\$3,406,650	\$3,406,650
2026		\$2,320,000	\$1,086,150	\$3,406,150	\$3,406,150
2027		\$2,435,000	\$970,150	\$3,405,150	\$3,405,150
2028		\$2,560,000	\$848,400	\$3,408,400	\$3,408,400
2029		\$2,640,000	\$730,000	\$3,370,000	\$3,370,000
2030		\$2,775,000	\$598,000	\$3,373,000	\$3,373,000
2031		\$2,915,000	\$459,250	\$3,374,250	\$3,374,250
2032		\$3,060,000	\$313,500	\$3,373,500	\$3,373,500
2033		<u>\$3,210,000</u>	<u>\$160,500</u>	<u>\$3,370,500</u>	<u>\$3,370,500</u>
<b>TOTAL</b>	<b>\$18,685,042</b>	<b>\$54,605,000</b>	<b>\$49,280,918</b>	<b>\$103,885,918</b>	<b>\$124,121,081</b>



## HUEY P. LONG BRIDGE

Huey P. Long	Approved	Requested	FY 09
<u>Bridge</u>	<u>FY 08-09</u>	<u>FY 09-10</u>	<u>to FY 10</u>
<b>Administrative</b>			
Administrative Salaries	\$157,634	\$131,483	-16.6%
Payroll Taxes	\$21,622	\$21,067	-2.6%
Payroll Benefits	\$29,783	\$31,009	4.1%
Materials, Supplies, Contract Work	<u>\$0</u>	<u>\$0</u>	0.0%
<b>Total Administrative Function</b>	<b>\$209,039</b>	<b>\$183,559</b>	-12.2%
<b>Operations</b>			
Police Patrol	\$548,608	\$589,330	7.4%
Dispatch	\$82,291	\$84,783	3.0%
Payroll Taxes	\$96,014	\$120,066	25.1%
Payroll Benefits	\$123,607	\$148,316	20.0%
Materials, Supplies, and Maint.	\$120,000	\$120,000	0.0%
Telephone and Radio	\$25,000	\$25,000	0.0%
Unused Vacation and Sick Leave	\$5,500	\$5,500	
Insurance	<u>\$28,000</u>	<u>\$28,000</u>	0.0%
<b>Total Operations</b>	<b>\$1,029,020</b>	<b>\$1,120,995</b>	8.9%
<b>Maintenance</b>			
Maintenance Personnel	\$113,068	\$108,164	-4.3%
Payroll Taxes	\$15,855	\$16,715	5.4%
Payroll Benefits	<u>\$22,447</u>	<u>\$28,505</u>	27.0%
<b>Total Maintenance</b>	<b>\$151,370</b>	<b>\$153,384</b>	1.3%
<b>Capital Acquisitions</b>	<b>\$110,006</b>	<b>\$98,544</b>	-10.4%
<b>TOTAL HUEY P. LONG BRIDGE</b>	<b>\$1,499,435</b>	<b>\$1,556,482</b>	3.8%

Since Act 875 of 1988, the Commission has budgeted expenditures for the policing of the Huey P. Long Bridge not as a part of its operating budget, but as a reduction to surplus. A percentage of the Commission's administrative, police, and maintenance salaries and benefits, equipment, and acquisitions comprise total expenditures associated with the policing function.

Total expenditures for policing the Huey P. Long Bridge is projected to increase by 3.8% or \$57,047. The increase is due primarily to the increase in health insurance costs and the GNOEC's portion for the Parochial Employee's Retirement System. As mentioned above, the employer portion has increased from 12.25% to 15.75%. The major FY 10 acquisitions include: 2 Ford Crown Victorias (police package) \$48,828, 2 light bars \$4,000, 2 Motorola notebook computers \$17,000, vehicle mount message sign \$10,850.

## ACQUISITIONS AND MAJOR REPAIRS

<u>Causeway Acquisitions, Major Repairs and Capital Improvement Program</u>	<u>FY 09-10</u>
<b>Capital Acquisitions</b>	
Police	\$265,482
Maintenance	\$212,191
Operations & Administration	\$22,045
<b>Total Capital Acquisitions</b>	<b>\$499,718</b>
<b>Major Repairs</b>	
Consulting Engineering	\$500,000
Annual AASHTO Inspection	\$450,000
Emergency and Periodic Repairs	\$150,000
Prev Maint of Mech & Elect Sys	\$400,000
System Improvement	\$325,000
<b>Total Major Repairs</b>	<b>\$1,825,000</b>
<b>Capital Imp./Rehabilitation Program</b>	
South Toll Plaza Diesel Fuel Contamination	\$250,000
Replacement of Collision Avoidance Sys.	\$100,000
Variable Message Signs	\$200,000
South Toll Plaza Renovations - Bldg.	\$1,000,000
South Toll Plaza - Toll Booth Removal & Utility Relocation	\$125,000
North Channel Bascule Control System	\$1,000,000
North Approach Road Rehabilitation	\$3,000,000
Bascule Span Motor Replacement	\$750,000
North Plaza Fuel and Wash Facility	\$750,000
South Channel Fender Repair & Structural Improvements	\$850,000
North Shore Road Improvements	\$2,400,000
Bridge Modifications at South Toll Plaza	\$500,000
Safety Shoulders	\$10,000
Purchase of Spare Structural Components	\$950,000
Piling Restoration Part E	\$2,500,000
North Shore Maintenance Facility Improvements	\$450,000
Removal of Monroe Street Overpass Lighting	\$150,000
North Toll Plaza Median Alterations	\$400,000
Funds carried forward from Prior Year	(\$18,966,785)
Funds carried forward to Next Year	<u>\$5,759,412</u>
<b>Total Cap. Imp./Rehabilitation Program</b>	<b>\$2,177,627</b>
<b>TOTAL ACQ, MAJ. RPRS. &amp; CAP IMP.</b>	<b>\$4,502,345</b>

## Acquisitions, Major Repairs/Capital Improvement Expenditure Category

### Capital Acquisitions

Capital Acquisitions total \$499,718 in FY 10 and includes items such as police automobiles, maintenance vehicles, and office acquisitions. This category is budgeted at 71% more than the amount budgeted in FY 09.

Causeway police acquisitions in FY 10 total \$265,482 and some of the major expenditures include the purchase of: 6 Ford Crown Victorias (police package) \$146,484, 6 light bars \$12,000, 6 DLS radar \$6,000, 6 Motorola ML 910 notebook computers \$50,999, 6 Watchguard in-car video cameras \$34,577, 6 defibrillators \$8,523, copy machine \$3,000, 3 Dell laptops \$3,900.

Maintenance acquisitions for FY 10 total \$212,191 and some of the major expenditures include the purchase of: 1 Ford F150 pickup truck \$26,107, 1 Hydro Quip Cold Water Pressure Washer \$4,670, 2 F350 trucks with the following equipment enhancements: crane and accessory equipment \$143,064, Savin 9040 Digital Copier & Fax System \$7,400, 2 portable 700 Mhz radios \$10,751.

Operations and Administration acquisitions for FY 10 total \$22,045 and some of the major expenditures include the purchase of: 1 digital copier \$9,600, 1 satellite phone \$5,500.

### Major Repairs/Capital Improvement Program

Total expenditures anticipated in this program for FY 10 is \$2,177,627. Funds carried forward represent \$18,966,785 in funds budgeted in prior years for FY 08-09 major repairs and capital improvement projects. In addition, the GNOEC will carry forward a total of \$5,759,412 for future projects. The GNOEC is required to have all funds available prior to the start of any projects. A complete list of the GNOEC Rehabilitation Projects with a brief description of each project may be found below. The above costs include design, construction, and construction management. Consulting engineering firms provide all engineering services for Major Repairs and the Rehabilitation Program. The design engineering work generally costs approximately 5%-6% of the construction cost. The cost of consulting engineers employed in the management of construction contracts is approximately 5.25%-6% of the construction cost.

The budget approved by the GNOEC on August 24, 2009 includes the capital improvement projects listed below. The projects approved by the GNOEC for a typical fiscal year often are changed in the course of the year due to changing priorities and other factors, which require projects be moved (either delayed or moved forward).

South Toll Plaza Diesel Fuel Contamination Phase Produce Removal (\$250,000) involves the removal of phase product at the former site of an underground diesel storage tank at the South Toll Plaza.

Replacement of Collision Avoidance Radar System Phase I (\$100,000) provides for the replacement of the marine radar located at the North Channel Bascule. Due to the age and the inability to find replacement parts for the current system, all radar equipment will be replaced.

Variable Message Signs Maintenance (\$200,000) provides for the inspection and maintenance of the variable message signs and call box systems on the bridge.

South Toll Plaza Building Renovations (\$1,000,000) involves the potential renovations of the South Toll Plaza Building. The Corp of Engineers is proposing to raise the levee at Causeway Blvd. Due to the construction timetable, there might be a need to widen and raise the bridges. Based upon the preliminary plans, the South Toll Plaza buildings would be outside the protection of the levee system. The current construction schedule provides for a start date of January 2010. In order for this federal project to begin in January 2010, the GNOEC will need to vacate the South Toll Plaza by late 2009 and relocate the Departments of Police, Records, Maintenance, South Shore Tag Store and security cameras, electrical and communications currently located at the plaza.

South Toll Plaza Toll Booth Removal & Utility Relocation (\$125,000) provides for the development of the plans to relocate GNOEC medium voltage electric, low voltage electric,

communications, sewer and water services located at the South Toll Plaza. This project is related to the South Toll Plaza Building Renovations project discussed above.

North Channel Bascule Control System Replacement (\$1,000,000) provides for the replacement of the general electric control system that is responsible for the automated operation of the North Channel Bascule. The current system is approximately 30 years old.

North Approach Road Rehabilitation (\$3,000,000) provides for modifications to the Brookside Drive intersection, installation of an additional lane from Florida Street to LA 22, installation of a U-turn at LA 22 and drainage improvements to the corridor.

Bascule Span Motor Replacement (\$750,000) provides for the installation of emergency span motors on three leaves at the North Channel Bascule. A leave is the part of the bascule that opens up for marine traffic. In addition to providing emergency back up, these motors provide for primary operation of the bascule during the North Channel Bascule Control System Replacement project.

North Toll Plaza Fuel & Wash Facility (\$750,000) involves the installation of a new larger diesel fuel tank for the emergency generator and a new gasoline tank.

South Channel Fender Repair & Structural Improvements (\$850,000) involves the preparation of plans and specification for the repair of damages to the South Channel Fender. The fender has been in service approximately 10 years. The damage was caused by Hurricane Katrina and has broken handrails, loosened hardware. Also included within this project will be the filling of steel dolphins with rock and spiral stair replacement. In addition, a new camera access platform will be installed at the South Channel. At the North Channel fender removal and replacement of tidal gauge signs, which are no longer visible from the bridge tender's position, will be performed.

North Shore Road Improvements (\$2,400,000) involves the following projects: Safety and Capacity Analysis - \$50,000; Florida Street U-turn improvements - \$50,000; U.S. 190 Overpass - \$50,000; East Approach at Monroe Street Overpass - \$25,000; North Causeway Approach at LA 22 U-turn - \$25,000; West Causeway Approach Median Modifications at Dalwill - \$1,000,000; Dalwill to Highway 190 - \$250,000; Highway 190 (LA 22 to I-12) Cold Plane and Overlay - \$250,000; Roundabout East Approach at Monroe Street - \$700,000.

Bridge Modifications at South Toll Plaza (\$500,000) pertains to the Corps of Engineers proposing to raise the levee at Causeway Blvd. at the South Toll Plaza. Due to issues associated with construction timetable, there could be a need to widen and raise the spans. This project is associated with the Corp of Engineer project mentioned above (South Toll Plaza Building Renovation & South Toll Plaza Toll Removal and Utility Relocation).

Safety Shoulders (\$10,000) involves engineering services provided to the GNOEC associated with the potential construction of safety shoulders on the Causeway.

Purchase of Spare Structural Components (\$950,000) pertains to the broken piling damaged during the construction of the North Shore Merge Lane project. This project will purchase additional piling and straddle bent caps for the northbound bridge.

Piling Restoration Part E (\$2,500,000) involves the encapsulation of concrete pilings to prevent further deterioration of the pilings and crack repairs. Due to the cost of this project, the project has been divided into 5 parts. The final part of the piling restoration, Part E, will include another 500 pilings and complete the crack repair.

North Shore Maintenance Facility Improvements (\$450,000) involves the pavement of all the parking, drives, access and outside storage areas.

Removal of Monroe Street Overpass Lighting (\$150,000) involves removing existing fixtures on the guardrails, cap electrical boxes and install reflective strips along the guardrails. The existing lighting on the Monroe Street Overpass is deteriorating and many of the fixtures are not working.

North Toll Plaza Median Alterations (\$400,000) pertains to removing the median openings and U-turn immediately north of the North Toll Plaza. This project will close the openings and remove the U-turn, reconfiguring the median to provide a potential fifth toll lane at the plaza.

Finally, the Commission intends to carry forward \$5,759,412 in order to fund future projects on the major repair and improvements program. The GNOEC anticipates directing these funds to projects scheduled to begin in FY 11. These projects include the following: U.S. 190 Bogue Falaya Overpass, Causeway Boulevard from West Napoleon to West Metairie, Bearing Pad Replacement Northbound, Southbound Bridge Bearing Rehabilitation and Replacement of Automatic Toll Equipment. Historically, funds are carried to the next fiscal year as the GNOEC is required by its bond indenture to have all construction funds available before a project can be initiated.

**Salary Information as of September 24, 2009**

**ADMINISTRATION**

<b>TITLE/POSITION</b>	<b>FY 2009 CURRENT SALARY</b>	<b>FY 2010 PROPOSED SALARY</b>	<b>% INC</b>
General Manager	105,000.00	105,000.00	0.00%
Dir. Transition & Hurricanes	155,833.60	13,246.00	2.00%
Assistant General Manager	90,272.00	92,980.16	3.00%
North Shore Supervisor	60,673.60	62,493.81	3.00%
Director of Finance	86,777.60	88,513.15	2.00%
Director of Operations	85,550.40	88,116.91	3.00%
Human Resource Director	57,262.40	58,980.27	3.00%
Executive Secretary	37,211.20	38,327.54	3.00%

**COMMUTER SALES - TOLL TAG OFFICES**

Supervisor	54,038.40	55,659.55	3.00%
South Shore Tag Office	25,105.60	25,858.77	3.00%
South Shore Tag Office	19,240.00	19,817.20	3.00%
North Shore Tag Office	24,939.20	25,687.38	3.00%
North Shore Tag Office	33,155.20	34,149.86	3.00%

**ACCOUNTING**

Toll Analyst	23,805.60	24,757.82	4.00%
Accountant	50,377.60	51,888.93	3.00%

**RECORDS**

Clerk	27,643.20	28,472.50	3.00%
Clerk	23,920.00	24,876.80	4.00%

**SECURITY CAMERAS COMMAND POST**

Leaderman	24,294.40	25,266.18	4.00%
Monitor	21,008.00	21,848.32	4.00%
Monitor	20,800.00	21,632.00	4.00%

**CAUSEWAY BRIDGE POLICE**

Chief	91,790.40	94,544.11	3.00%
Lieutenant	63,856.00	65,771.68	3.00%
Lieutenant	46,342.40	47,732.67	3.00%
Sergeant	51,396.80	52,938.70	3.00%
Sergeant	56,617.60	58,316.13	3.00%
Sergeant	71,156.80	73,291.50	3.00%
Sergeant	49,795.20	51,289.06	3.00%
Sergeant	61,963.20	63,822.10	3.00%
Corporal	43,014.40	44,304.83	3.00%
Corporal	47,881.60	49,318.05	3.00%
Corporal	41,516.80	42,762.30	3.00%
Officer	35,360.00	36,420.80	3.00%
Officer	35,360.00	36,420.80	3.00%
Officer	45,177.60	46,532.93	3.00%
Officer	34,320.00	35,349.60	3.00%
Officer	35,360.00	36,420.80	3.00%
Officer	36,587.20	37,684.82	3.00%
Officer	48,526.40	49,982.19	3.00%

Evidence Officer	36,587.20	37,684.82	3.00%
Officer	35,360.00	36,420.80	3.00%
Officer	34,320.00	35,349.60	3.00%
Officer	34,320.00	35,349.60	3.00%

#### **HUEY P. LONG BRIDGE POLICE**

Sergeant	57,824.00	59,558.72	3.00%
Corporal	47,881.60	49,318.05	3.00%
Officer	47,881.60	49,318.05	3.00%
Officer	35,360.00	36,420.80	3.00%
Officer	40,601.60	41,819.65	3.00%
Officer	48,526.40	49,982.19	3.00%
Officer	36,587.20	37,684.82	3.00%

#### **COMMUNICATIONS - DISPATCH**

Training Officer	41,745.60	43,415.42	4.00%
TAC Officer	37,606.40	39,110.66	4.00%
Team Leader	33,259.20	34,256.98	3.00%
Team Leader	33,259.20	34,256.98	3.00%
Dispatcher	25,708.80	26,480.06	3.00%
Dispatcher	32,448.00	33,421.44	3.00%
Dispatcher	31,262.40	32,200.27	3.00%
Dispatcher	24,960.00	25,708.80	3.00%
Dispatcher	28,350.40	29,200.91	3.00%
Dispatcher	32,448.00	33,421.44	3.00%
Dispatcher	28,350.40	29,200.91	3.00%
Dispatcher	25,708.80	26,480.06	3.00%
Dispatcher	29,889.60	30,786.29	3.00%

#### **COMMUNICATIONS - BASCULE**

Supervisor	38,708.80	39,870.06	3.00%
Operator	34,091.20	35,113.94	3.00%
Operator	25,708.80	26,480.06	3.00%
Operator	28,059.20	28,900.98	3.00%
Operator	26,728.00	27,529.84	3.00%

#### **MAINTENANCE**

Asst. N.S. Supv / Safety Ofcr.	49,732.80	51,224.78	3.00%
Maintenance Supervisor	46,009.60	47,389.89	3.00%
Electrical Supervisor	46,072.00	47,454.16	3.00%
Bridge, Welding, Grounds	33,883.20	34,899.70	3.00%
Bridge, Welding, Grounds	25,459.20	26,222.98	3.00%
Leaderman	39,249.60	40,427.09	3.00%
Leaderman	34,944.00	35,992.32	3.00%
Bridge, Welding, Grounds	22,880.00	23,566.40	3.00%
Electrical	33,217.60	34,214.13	3.00%
Electrical	43,347.20	44,647.62	3.00%
Electrical	29,244.80	30,122.14	3.00%
S.S. Maintenance Supv.	43,721.60	45,033.25	3.00%
S.S. Maintenance	22,713.60	23,622.14	4.00%
S. S. Maintenance	26,436.80	27,494.27	4.00%

**MOTORISTS ASSISTANCE PATROL - CAUSEWAY BRIDGE**

MAP Leaderman	42,099.20	43,362.18	3.00%
Operator	20,176.00	20,983.04	4.00%
Operator	27,040.00	27,851.20	3.00%
Operator	32,240.00	33,207.20	3.00%
Operator	30,139.20	31,043.38	3.00%
Operator	27,580.80	28,408.22	3.00%
Operator	21,424.00	22,280.96	4.00%

**MOTORISTS ASSISTANCE PATROL - HUEY P. LONG BRIDGE**

Operator	27,040.00	27,851.20	3.00%
Operator	34,548.80	35,585.26	3.00%

**VEHICLE MAINTENANCE**

Supervisor	36,732.80	37,834.78	3.00%
Mechanic	33,529.60	34,535.49	3.00%
Mechanic	22,547.20	23,449.09	4.00%

**TOLL COLLECTORS - NORTH SHORE**

N.S. Toll Captain	29,057.60	29,929.33	3.00%
Toll Collector	21,444.80	22,088.14	3.00%
Toll Collector	28,308.80	29,158.06	3.00%
Toll Collector	21,008.00	21,638.24	3.00%
Toll Collector	21,008.00	21,638.24	3.00%
Toll Collector	21,382.40	22,023.87	3.00%
Toll Collector	21,840.00	22,495.20	3.00%
Toll Collector	23,254.40	23,952.03	3.00%
Toll Collector	28,870.40	29,736.51	3.00%
Toll Collector	21,008.00	21,638.24	3.00%
Toll Collector	13,412.50	13,814.88	3.00%
Toll Collector	14,500.00	14,935.00	3.00%
Toll Collector	13,412.50	13,814.88	3.00%
Toll Collector	13,818.50	14,233.06	3.00%
Toll Collector	13,818.50	14,233.06	3.00%
Toll Collector	13,412.50	13,814.88	3.00%

**BRIDGE MONITORS - SOUTH SHORE**

S.S. Monitor Captain	24,065.28	24,787.24	3.00%
Bridge Monitor	20,009.60	20,809.98	4.00%
Bridge Monitor	19,760.00	20,550.40	4.00%
Bridge Monitor	23,483.20	24,187.70	3.00%
Bridge Monitor	19,240.00	19,817.20	3.00%
Bridge Monitor	9,620.00	9,908.60	3.00%

**13 Vacant Positions as of September 24, 2009**

- Administration - Security Cameras / Command Post – 2 fulltime
- Maintenance – General / Bridge – 2 fulltime
- Maintenance – Huey P. Long Bridge MAP – 1 fulltime
- Bascule – Rover – 1 fulltime
- Communications – Dispatch – 1 fulltime
- Causeway Police – 2 fulltime
- Huey P. Long Police 2 – fulltime
- North Shore Tolls – 2 fulltime





H. Gordon Monk  
Legislative Fiscal Officer

**STATE OF LOUISIANA**  
**LEGISLATIVE FISCAL OFFICE**  
**BATON ROUGE**

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To: The Honorable Michael J. "Mike" Michot, Chairman  
Joint Legislative Committee on the Budget  
The Honorable Members of the Joint Legislative Committee on the Budget

From: H. Gordon Monk, Legislative Fiscal Officer  
Evan J. Brasseaux, Section Director

Date: October 17, 2008

Subject: GREATER NEW ORLEANS EXPRESSWAY COMMISSION  
FY 09 BUDGET ANALYSIS

The Greater New Orleans Expressway Commission (GNOEC) staff annually prepares its budget for approval by the Commissioners in accordance with its bond indenture. Upon approval by the GNOEC, the budget is then submitted to the Legislative Fiscal Office. The GNOEC approved the original budget and submitted the approved budget to the Legislative Fiscal Office on August 5, 2008.

Prior to the submission of the annual operating budget to the Joint Legislative Committee on the Budget for its approval or rejection, the Legislative Fiscal Office reviews the submission of the budget for mathematical accuracy and content. The Legislative Fiscal Office prepares an analysis of the budget submitted by the GNOEC and provides this report to the Joint Legislative Committee on the Budget for its consideration.

**BUDGET SUMMARY, FISCAL YEAR 08-09**  
**Greater New Orleans Expressway Commission**

	Actual	Actual	Approved	Estimated	Requested	FY 08	Page
	FY 05-06	FY 06-07	FY 07-08	Year End	FY 08-09	vs. 09	No. Notes
				FY 07-08			
<b>Means of Finance</b>							
Highway Fund No. 2	\$5,901,748	\$5,573,030	\$5,750,000	\$5,750,000	\$5,500,000	-4%	3 4% decrease from FY 08
Tolls	\$18,347,511	\$17,659,000	\$18,012,000	\$17,714,000	\$17,714,000	-2%	3,4 6.4 million crossings in FY 08
Sale of Cell Site Leases	\$0	\$3,962,024	\$0	\$0	\$0		4 One-time cell site lease rev.
Interest Income	\$1,607,090	\$1,234,880	\$1,200,000	\$847,473	\$750,000	-38%	4 Lower interest rates on funds
Other Revenue	\$510,905	\$1,284,616	\$102,731	\$70,000	\$10,000	-90%	4 Cancel dispatch serv contract
<b>Total MOF</b>	<b>\$26,367,254</b>	<b>\$29,713,550</b>	<b>\$25,064,731</b>	<b>\$24,381,473</b>	<b>\$23,974,000</b>	<b>-4%</b>	
<b>Expenditures</b>							
Salaries	\$3,254,900	\$3,612,309	\$4,183,572	\$4,046,744	\$4,318,309	3%	19-22 3% increase over FY 08
Related Benefits	\$1,068,802	\$1,223,990	\$1,434,985	\$1,547,180	\$1,731,824	21%	4,8 Increase in health ins costs
Other Compensation	\$34,180	\$34,180	\$34,180	\$34,180	\$34,180	0%	8 Commissioner's salaries
<b>Personnel Svcs.</b>	<b>\$4,357,882</b>	<b>\$4,870,479</b>	<b>\$5,652,737</b>	<b>\$5,628,104</b>	<b>\$6,084,313</b>	<b>8%</b>	
<b>Operating Services</b>	<b>\$2,201,916</b>	<b>\$2,852,958</b>	<b>\$2,839,000</b>	<b>\$3,342,609</b>	<b>\$2,839,000</b>	<b>0%</b>	<b>5,9 No change from FY 08</b>
<b>Supplies</b>	<b>\$1,665,452</b>	<b>\$1,593,328</b>	<b>\$1,514,748</b>	<b>\$1,861,021</b>	<b>\$1,938,759</b>	<b>28%</b>	<b>10 Fuel cost increases</b>
<b>Operating Expenses</b>	<b>\$3,867,368</b>	<b>\$4,446,286</b>	<b>\$4,353,748</b>	<b>\$5,203,630</b>	<b>\$4,777,759</b>	<b>10%</b>	
<b>Professional Services</b>	<b>\$249,096</b>	<b>\$221,056</b>	<b>\$246,000</b>	<b>\$243,033</b>	<b>\$246,000</b>	<b>0%</b>	<b>11 No change from FY 08</b>
Debt Service	\$4,723,340	\$4,753,376	\$4,739,889	\$4,739,889	\$4,749,226	0%	13 Schedule on page 13
State Surplus-HPL	\$1,790,088	\$1,523,346	\$1,845,947	\$1,693,135	\$1,849,435	0%	5,14 No significant increase
<b>Other Charges</b>	<b>\$6,513,428</b>	<b>\$6,276,722</b>	<b>\$6,585,836</b>	<b>\$6,433,024</b>	<b>\$6,598,661</b>	<b>0%</b>	
Acquisitions	\$744,962	\$675,870	\$564,949	\$564,949	\$292,372	-48%	16 48% decrease in acquisitions
Major Repairs/Cap Im	\$10,634,518	\$13,223,137	\$7,661,461	\$6,308,813	\$5,974,895	-22%	16-18 Explanation on pages 16-18
<b>Acquisitions/Repairs</b>	<b>\$11,379,480</b>	<b>\$13,899,007</b>	<b>\$8,226,410</b>	<b>\$6,873,762</b>	<b>\$6,267,267</b>	<b>-24%</b>	
<b>Total Expenditures</b>	<b>\$26,367,254</b>	<b>\$29,713,550</b>	<b>\$25,064,731</b>	<b>\$24,381,553</b>	<b>\$23,974,000</b>	<b>-4%</b>	

**BUDGET REVIEW AUTHORITY**

Historically, the Joint Legislative Committee on the Budget has approved the Commission's budget in February or March after the beginning of the Commission's fiscal year. However, passage of HB 1182 (Act 842) of the 2008 Regular Legislative Session requires "...consideration of operating budgets shall be given in advance of the beginning of the subject entity's fiscal year". The GNOEC's new fiscal year begins on November 1, 2008; therefore, its annual operating budget is being presented at this time rather than February or March of the subsequent year as has been done historically.

Section 4 of Act 875 of 1988 provides that the Commission may secure bonds by a trust agreement and that any revenues of the Commission remaining at the end of each fiscal year after (1) payment of all expenses of maintaining and operating the facilities of the Commission and (2) satisfaction of all obligations of the Commission shall be considered surplus. This surplus shall be transferred to the Treasurer of the State of Louisiana for deposit in the Treasury, provided that prior to the transfer of surplus funds the Commission shall use said funds first for its officers to police the Huey P. Long Bridge, and transfer \$50,000 each fiscal year to each of the parishes of St. Charles, St. John the Baptist, and Tangipahoa. Act 1227 of 1995 provides that the Commission use surplus funds to provide \$50,000 per year beginning in FY 95 to the following: Jefferson and St. Tammany parishes, the City of New Orleans for use by the New Orleans Recreation Department, and the Washington Parish Infrastructure and Park Fund.

## **BUDGET SUMMARY**

The Greater New Orleans Expressway Commission (GNOEC) is requesting approval of a FY 08-09 budget that represents a 4.4% decrease from the budget approved by the JLCB for FY 07-08. This decrease is due to an anticipated decrease in toll revenues of approximately \$300,000 from what was budgeted by the GNOEC in FY 08, a decrease of \$250,000 in anticipated collections from Highway Fund #2, a \$450,000 decrease in interest income, and a reduction of approximately \$92,000 in "other revenue" due primarily to the termination of an agreement with the East Jefferson Levee District for dispatching services.

As a result of Hurricane Katrina, the GNOEC submitted a claim for \$9,133,809 to its insurance carrier for emergency repairs and expenses associated with the storm (including toll loss and wages). The GNOEC received a total of \$5,682,606 from St. Paul's Travelers for a portion of these costs. In addition, the GNOEC has received \$1,322,727 from the Federal Highway Administration (FHWA) for emergency repairs that were not covered by insurance. The difference between the original claim and the proceeds received from St. Paul's Travelers and the FHWA is \$2,128,476.

A claim has also been filed with FEMA for a portion of the remaining costs which includes overtime expenses related to pre and post storm activities, vehicle expenses, and operating expenses. FEMA requires that the GNOEC first submit a claim to its insurance carrier and the FHWA prior to its consideration. The total requested from FEMA is \$487,726. The GNOEC has yet to receive any reimbursement for these expenses from FEMA.

A total of \$2,236,000 in toll revenue was lost during the time period in which tolls were lifted on the causeway. St. Paul's Travelers reimbursed a total of \$700,000 (included in \$5.6 million previously discussed) for lost tolls leaving the GNOEC with \$1,536,000 in uncollectible toll loss revenue.

Finally, a total of \$5,494,602 in preventive repairs will be undertaken by the GNOEC and will be funded by the FHWA on reimbursement basis.

## **MEANS OF FINANCING**

### Highway Fund Number 2

Highway Fund Number 2 revenues are derived from vehicular license taxes collected in the parishes of Orleans, Jefferson, St. John the Baptist, St. Charles, Tangipahoa and St. Tammany. These revenues are divided equally at year-end between the Greater New Orleans Expressway

Commission and the Crescent City Connection Division. The GNOEC anticipates a total of \$5.5 million in Highway Fund #2 dollars in FY 08-09. As in the previous fiscal year, the GNOEC portion of Highway Fund #2 is greater than its annual debt service. The GNOEC once again requests using this "surplus" for its capital improvement program (formerly called the rehabilitation program). As stated in previous reports, the LFO previously requested and received an Attorney General opinion on this matter of whether these "surplus" funds could be utilized in its budget for use in capital improvements.

Attorney General Opinion Number 05-0059, and its subsequent clarification, notes that "the act (ACT 875 of the 1988 Regular Session) does not specifically reference a rehabilitation program but if the rehabilitation program consists of expenditures related to maintaining and operating the Commission facilities or the renewal or replacement of the Commission facilities then such expenditures would be authorized by the Act and could be used prior to deposit of any surplus into the State Treasury".

### Toll Revenues

Toll revenues are budgeted based on historical collections and trends in traffic patterns. The budget for toll revenues for Fiscal Year 09 will decrease by nearly 2% from the amount approved for FY 08 but the same as the projected year-end amount for FY 08. Toll revenues are budgeted at \$17,714,000 for FY 08-09. The GNOEC (through URS Corporation which estimates toll revenues from GNOEC) speculates that the decrease from the amount estimated originally for FY 08 is due to the "... tapering off of the recovery period and the lower population/employment base in New Orleans. Also contributing to the stagnant revenue condition are the continuing impact of the sluggish market/credit crunch, the general economic slowdown and escalating fuel prices." The total number of one-way crossings on the expressway is anticipated to be 6,444,210. Tolls collected depend upon vehicle type and payment method, which includes full fare and discounted fare programs.

### Interest Income and Other Revenue

Interest income is projected to decrease significantly from the amount approved last fiscal year. This is a result of lower interest rates and funds being expended on projects which ultimately reduces the amount earning interest. Other revenue shows a significant decline due to the non-renewal of an agreement with the East Jefferson Levee District for dispatching services. The GNOEC provided dispatch services for the East Jefferson Levee District for the past ten years. The FY 08 budget included a total of \$52,000 in revenue from this agreement. Revenue received from a \$5 assessment for traffic violations issued by Causeway Police has been ruled unconstitutional and will result in an additional decrease in revenue in this category in FY 09 of nearly \$36,000.

## **EXPENDITURES**

### Personnel Expense

The salary expenditure category is budgeted at 3.2% greater than the amount approved in FY 08. This budget includes the reduction of 1.0 FTE due to the elimination of an unfilled accounting position.

The budget request includes 105.5 full-time equivalent positions for causeway operations. A portion of the personnel count for administration (3 FTE positions) and operations

(13.0) are allocated to Huey P. Long Bridge expenditures. Adding these sixteen positions brings the total *FTE* positions to 121.5.

Pay increases to employees are earned through a level and step program approved by the Commission. Administrative and supervisory personnel receive merit increases as a flat percentage based upon individual job performances. Merit increases range from 2% to 4% and are approved each year through the Commission's budget approval process. Pay raises for administrative personnel include General Manager (2%) and the Assistant General Manager (3%). The General Manager's proposed salary for FY 09 is increased to \$155,832 from \$152,775, which equates to an increase of 2%. The Assistant General Manager's proposed salary for FY 09 is \$90,281 from \$87,644 which is an increase of 3%. A complete list of employees' salaries is available on pages 19-22 of this report.

Related benefits expenses will increase by 20.7% as a result of a significant increase in health insurance costs.

#### Operating Expenses

Operating Expenses include advertising, the publication of public notices and minutes, insurance, travel, telephone and radio expenses, utilities and other operating services. Other operating services include unused vacation and sick leave, dues and subscriptions, trustee fees, bank and visa charges for toll deposits, and other miscellaneous expenses. The budget for operating expenses for FY 09 is \$4,777,759, which is an increase of \$424,011 or 9.7%. The increase is due primarily to the significant increase in fuel costs.

#### Other Charges

Per Act 875 of 1988, the Commission will provide \$50,000 each to the parishes of St. Charles, St. John the Baptist, and Tangipahoa. Per Act 1227 of 1995, the Commission will provide \$50,000 to each of the following: Jefferson Parish, St. Tammany Parish, the City of New Orleans for use by the New Orleans Recreation Department, and the Washington Parish Infrastructure and Park Fund.

The Commission is responsible for the policing of the Huey P. Long Bridge and budgets \$1,499,435 for expenditures paid from anticipated excess revenues to the State. This represents an increase of \$3,488 (.2%) over the approved FY 08 budget.

#### Total Acquisitions & Major Repairs

This category includes capital acquisitions and the major repairs/capital improvement program. Major Repairs/capital improvements decreases by 22% from the amount approved by the Committee last fiscal year. The amount budgeted for acquisitions decreased by 48% from FY 08 while the total acquisitions and major repairs category has decreased by nearly 24% from FY 08.

The budget for Major Repairs/Capital Improvements is \$5,974,267 in FY 09. The approved budget request for the capital improvements/rehabilitation program includes fourteen (14) projects. These projects include south shore road improvements (\$3,000,000), north shore maintenance facility improvements (\$450,000), replacement of collision avoidance radar system (\$1,200,000), north approach road rehabilitation (\$4.5 million), and piling restoration- Part E (\$4,525,000). This request carries forward \$19.8 million from previous years. The capital improvement program also proposes to carry forward \$7.78 million to future fiscal years (see page 15).

## **BUDGET ISSUE**

The GNOEC is continuing to consider construction of safety shoulders for the bridge. One option is the use of salvaged sections of the I-10 twin spans when the structure is demolished next year to address safety concerns. These sections would be used to provide safety bays to give motorists a place to pull off safely in the event of car trouble. This structure currently has no shoulders for disabled vehicles. Another option being considered is to use new shoulders that are not part of the existing twin spans. According to the GNOEC, a decision will ultimately depend on cost and any potential expansion of the causeway bridge in the future.

DOTD has agreed to transfer ownership of up to sixty (60) spans providing certain conditions are met which include:

- 1) GNOEC is to identify the number of spans as well as the desired spans no later than December 2008;
- 2) GNOEC is to pick up their selected spans between September 2010 and July 2011;
- 3) GNOEC is to obtain any required permits from the Army Corp of Engineers, Coast Guard and DOTD for this activity by July 2009;
- 4) GNOEC is willing to accept the transfer as well as liability of these spans at a cost of \$570 per span. According to DOTD, this figure was determined using initial cost and the remaining life span of these sections.

Any sections to be used for this purpose would still have to clear inspection to be performed jointly by DOTD personnel (or its representative) and the GNOEC. The GNOEC has been given approval by both DOTD and the FHWA for this project.

DOTD would require that the cost of salvaging, shipping and storing be at no cost to the department. Also, DOTD would need to be fully relieved of all liability should the spans be used by the GNOEC.

The GNOEC's consultants are currently researching the potential costs involved in this endeavor and how long the process would take. A decision, however, will be made prior to the end of 2008. The GNOEC is also continuing the process of seeking approval of the FHWA to use funding originally budgeted for disposal of these spans for the cost of salvaging, shipping and storing in preparation of creating the safety bays. Utilizing these salvaged sections may reduce the potential cost of this effort.

## TOLL INCREASE AND REHABILITATION PROJECTS

In February 1995, the Greater New Orleans Expressway Commission increased tolls and charges on the Lake Pontchartrain Causeway. The revenues generated from the increase are dedicated for the purpose of funding major repairs/capital improvement projects. The schedule of tolls and charges below became effective February 1, 1995.

NOTE: The GNOEC began one-way toll collections in May 1999. Tolls have been collected only on the North Shore since that time.

### PRIOR AND CURRENT TOLL SCHEDULE

<u>Height</u>	<u>Type</u>	<u>Axles</u>	<u>Current Toll</u>	<u>Prior Toll</u>
Under 7'6"	Commuter	2	\$2.00	\$0.50
		2	\$3.00	\$1.00
	Cash	3	\$4.50	\$1.50
		4	\$6.00	\$2.00
		5+	\$7.50	\$2.50
Over 7'6"	Cash	2	\$6.00	\$2.35
		3	\$9.00	\$2.90
		4	\$12.00	\$3.75
		5+	\$15.00	\$4.00

## PERSONNEL EXPENSE

<b>SALARIES</b>	<b>FTE</b>	<b>Actual FY 05-06</b>	<b>FTE</b>	<b>Actual FY 06-07</b>	<b>FTE</b>	<b>Approved FY 07-08</b>	<b>FTE</b>	<b>Requested FY 08-09</b>
General Manager	1.0	\$114,385	1.0	\$145,495	1.0	\$152,775	1.0	\$155,832
Asst. Gen. Manager	1.0	\$73,262	1.0	\$80,981	1.0	\$87,644	1.0	\$90,281
N. Shore Supervisor	1.0	\$51,883	1.0	\$56,098	1.0	\$58,902	1.0	\$60,672
Office Personnel	15.5	\$560,784	15.5	\$528,619	19.0	\$660,306	18.0	\$698,153
Less: HPL Adm.	<u>(3.0)</u>	<u>(\$125,484)</u>	<u>(3.0)</u>	<u>(\$131,756)</u>	<u>(3.0)</u>	<u>(\$146,414)</u>	<u>(3.0)</u>	<u>(\$157,634)</u>
<b>Total Administrative</b>	<b>15.5</b>	<b>\$674,830</b>	<b>15.5</b>	<b>\$679,437</b>	<b>19.0</b>	<b>\$813,213</b>	<b>18.0</b>	<b>\$847,304</b>
Toll Collectors	12.5	\$371,885	12.5	\$422,644	14.5	\$433,053	14.5	\$444,704
Bridge Monitors	5.0	\$121,564	5.0	\$132,728	5.0	\$135,526	5.0	\$145,207
Maintenance	25.0	\$669,131	25.0	\$756,154	29.0	\$884,174	29.0	\$973,877
Dispatch/Bascule Oper.	19.5	\$521,215	19.5	\$614,069	19.5	\$689,433	19.5	\$728,321
Police	30.0	\$1,375,996	30.0	\$1,592,660	32.5	\$2,001,551	32.5	\$1,922,863
Less: HPL Operations	<u>(13.0)</u>	<u>(\$479,721)</u>	<u>(13.0)</u>	<u>(\$585,383)</u>	<u>(13.0)</u>	<u>(\$773,378)</u>	<u>(13.0)</u>	<u>(\$743,967)</u>
<b>Total Operations</b>	<b>79.0</b>	<b>\$2,580,070</b>	<b>79.0</b>	<b>\$2,932,872</b>	<b>87.5</b>	<b>\$3,370,359</b>	<b>87.5</b>	<b>\$3,471,005</b>
<b>TOTAL SALARIES</b>	<b>94.5</b>	<b>\$3,254,900</b>	<b>94.5</b>	<b>\$3,612,309</b>	<b>106.5</b>	<b>\$4,183,572</b>	<b>105.5</b>	<b>\$4,318,309</b>
<b>Related Benefits</b>								
Parochial (Retirement)		\$534,138		\$620,206		\$735,090		\$751,077
Group Insurance		\$542,732		\$653,116		\$840,300		\$1,095,094
Retirees Group Benefits		\$77,170		\$77,289		\$56,500		\$108,581
Gov. Def. Comp. Plan		\$86,400		\$86,400		\$86,400		\$86,400
Less: HPL Rel. Benef.		<u>(\$171,638)</u>		<u>(\$213,021)</u>		<u>(\$283,305)</u>		<u>(\$309,328)</u>
<b>Total Related Benefits</b>		<b>\$1,068,802</b>		<b>\$1,223,990</b>		<b>\$1,434,985</b>		<b>\$1,731,824</b>
<b>Other Compensation*</b>		<b>\$34,180</b>		<b>\$34,180</b>		<b>\$34,180</b>		<b>\$34,180</b>
<b>Total Personnel Expense</b>		<b>\$4,357,882</b>		<b>\$4,870,479</b>		<b>\$5,652,737</b>		<b>\$6,084,313</b>

\* Other Compensation represents the salaries of the Greater New Orleans Expressway Commissioners. The five appointed commissioners are paid \$569.66 per month for Commission duties as provided by an amendment to the Articles of Incorporation of the Great Expressway Commission. The Articles of Incorporation were executed by the Parishes of Jefferson and St. Tammany on October 20, 1954, with the above amendment being approved on August 7, 1986.

Requested Adjustments to Full Time Equivalency Position (FTE) Count:	<u>FTEs</u>
Fiscal Year 2008 FTEs Approved (Including HPL Personnel)	122.5
Net decrease of personnel (FTEs)	<u>(1.0)</u>
Requested Fiscal Year 2009 FTEs (Including HPL Personnel)	121.5



## OPERATING EXPENSES

	<u>Actual</u> <u>FY 05-06</u>	<u>Actual</u> <u>FY 06-07</u>	<u>Approved</u> <u>FY 07-08</u>	<u>Requested</u> <u>FY 08-09</u>	<u>FY 08</u> <u>to FY 09</u>
<b>OPERATING SERVICES</b>					
Advertising	\$3,603	\$18,411	\$15,000	\$15,000	0.0%
Publication of Public Notices and Minutes	\$6,666	\$2,810	\$3,500	\$2,500	-28.6%
Insurance	\$1,500,069	\$2,100,000	\$2,100,000	\$2,100,000	0.0%
Travel	\$8,571	\$10,722	\$7,500	\$7,500	0.0%
Telephone and Radio	\$194,572	\$195,989	\$193,000	\$198,000	2.6%
Utilities	\$270,956	\$266,177	\$250,000	\$254,000	1.6%
Other Operating Services	<u>\$217,479</u>	<u>\$258,849</u>	<u>\$270,000</u>	<u>\$262,000</u>	-3.0%
<b>TOTAL OPER. SERVICES</b>	<b>\$2,201,916</b>	<b>\$2,852,958</b>	<b>\$2,839,000</b>	<b>\$2,839,000</b>	0.0%

There is no change in the total FY 09 budget for operating services over the amount approved in FY 08.

## OTHER OPERATING SERVICES SUMMARY

	<u>Actual</u> <u>FY 05-06</u>	<u>Actual</u> <u>FY 06-07</u>	<u>Approved</u> <u>FY 07-08</u>	<u>Requested</u> <u>FY 08-09</u>	<u>FY 08</u> <u>to FY 09</u>
<b>Other Operating Services</b>					
Unused Vacation & Sick Leave	\$52,498	\$60,568	\$70,000	\$35,000	-50.0%
Dues and Subscriptions	\$6,251	\$9,799	\$15,000	\$12,000	-20.0%
Trustee Fees	\$10,000	\$15,000	\$15,000	\$15,000	0.0%
Bank & Visa Charges on Toll Deposits	\$148,730	\$173,482	\$170,000	\$200,000	17.6%
All Other	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	0.0%
<b>TOTAL OTHER OP. SVC.</b>	<b>\$217,479</b>	<b>\$258,849</b>	<b>\$270,000</b>	<b>\$262,000</b>	-3.0%

This category includes dues for memberships in various police associations and chambers of commerce.

## SUPPLIES EXPENSE

	Actual	Actual	Approved	Requested	FY 08
Supplies Expense Items	<u>FY 05-06</u>	<u>FY 06-07</u>	<u>FY 07-08</u>	<u>FY 08-09</u>	<u>to FY 09</u>
Ofc. Expense and Supplies	\$162,380	\$271,660	\$258,100	\$263,100	1.9%
Oper. Expenses & Supplies	\$685,267	\$618,227	\$617,140	\$996,701	61.5%
Repair & Maint./Supplies	<u>\$817,805</u>	<u>\$703,441</u>	<u>\$639,508</u>	<u>\$678,958</u>	6.2%
<b>TOTAL SUPPLIES EXP.</b>	<b>\$1,665,452</b>	<b>\$1,593,328</b>	<b>\$1,514,748</b>	<b>\$1,938,759</b>	28.0%

### Office Expense and Supplies:

The GNOEC is requesting a 1.9% increase in its office expense and supply budget. Because of the significant increase in costs of labor and materials following Hurricane Katrina, the construction of a new building to house Administration and Dispatch departments, previously included in the South Toll Plaza Renovations project, was cancelled and deleted from the project. Office space has been leased to accommodate these departments, with the cost being included in this expenditure category. The GNOEC is currently leasing a total of 4,982 square feet of office space, which has resulted in the significant change in this category since FY 06.

Included in this general ledger account are the costs related to disposal services, postage, extermination and termite control, office machine repairs and maintenance contracts, and other general administrative office supplies.

### Operating Expenses and Supplies:

The approved budget for FY 09 is \$996,701 or a 61.5% increase from the previous approved budget and is attributed primarily to the cost of fuel. Of the total amount budgeted in this category, \$754,851 is budgeted for fuel, while \$92,500 is budgeted for automobile repairs.

Included in the general ledger account Operating Supplies are the costs associated with vehicle and truck repairs and their routine preventative maintenance. All gasoline, oil, auto parts, tires, lubricants, diesel fuel and any other similar costs are in this account. All police equipment on the vehicles and related maintenance is in this account. Also included in this account are all police uniforms and protective equipment and any expenditures for police car retrofitting.

### Repair and Maintenance Supplies:

The approved budget for FY 09 is \$678,958 or a 6.2% increase over the amount budgeted in FY 08. This increase is related to maintenance contracts for new telephone and radio systems that have recently been upgraded. The annual maintenance contract for the radio system is \$49,157 and \$37,278 for the telephone system.

Included in this account are the costs for general maintenance and supplies needed on the bridge, toll tags, toll system software maintenance, computer and electronic repairs on all bridge equipment, plumbing and janitorial supplies for the entire operation, and air conditioning contracts and other miscellaneous items dealing with operations maintenance. Also included are the components of the crash attenuators on the bridge which must be kept in stock and used by maintenance personnel in repairing damaged attenuators.

## PROFESSIONAL SERVICES

Professional Service Items	Actual <u>FY 05-06</u>	Actual <u>FY 06-07</u>	Approved <u>FY 07-08</u>	Requested <u>FY 08-09</u>	FY 08 <u>to FY 09</u>
<b>Accounting and Finance</b>					
Independent Audit	\$15,000	\$15,000	\$15,000	\$15,000	0.0%
Accounting Services	<u>\$86,275</u>	<u>\$75,000</u>	<u>\$85,000</u>	<u>\$85,000</u>	0.0%
<b>Total Accounting and Finan.</b>	<b>\$101,275</b>	<b>\$90,000</b>	<b>\$100,000</b>	<b>\$100,000</b>	0.0%
<b>Engineering *</b>					
Engineering Traffic Consultant	\$4,304	\$5,000	\$5,000	\$5,000	0.0%
Engineering Consultant	<u>\$0</u>	<u>\$6,000</u>	<u>\$6,000</u>	<u>\$6,000</u>	
<b>Total Engineering</b>	<b>\$4,304</b>	<b>\$11,000</b>	<b>\$11,000</b>	<b>\$11,000</b>	0.0%
<b>Litigation &amp; Legal Representation</b>					
Prior Litigation	\$0	\$0	\$0	\$0	0.0%
Gen. Counsel	<u>\$83,194</u>	<u>\$56,561</u>	<u>\$75,000</u>	<u>\$75,000</u>	0.0%
<b>Total Litigation/Legal</b>	<b>\$83,194</b>	<b>\$56,561</b>	<b>\$75,000</b>	<b>\$75,000</b>	0.0%
<b>Other Professional Services</b>					
Investment Consultant-Sisung	\$59,193	\$62,495	\$60,000	\$60,000	0.0%
Police Integrity & Ethics	<u>\$1,130</u>	<u>\$1,000</u>	<u>\$0</u>	<u>\$0</u>	0.0%
<b>Total Other Prof. Services</b>	<b>\$60,323</b>	<b>\$63,495</b>	<b>\$60,000</b>	<b>\$60,000</b>	0.0%
<b>TOTAL PROF. SERV.</b>	<b>\$249,096</b>	<b>\$221,056</b>	<b>\$246,000</b>	<b>\$246,000</b>	0.0%

\* Not included in this category are the engineering costs associated with Major Repairs and the Capital Improvement Program projects. These costs generally range from 5 to 6% of the total project cost.

Beginning in FY 99-00, the Legislative Auditor began performing an annual audit of Commission's financial statements. That review is now being performed by an independent CPA firm. The Commission, with the recommendation of the Legislative Auditor, has budgeted \$15,000 for this activity.

Accounting Services includes preparation of the financial statements and budget documents.

The traffic engineer provides information pertaining to annual traffic studies and toll analyses which are used mainly for budget and operations planning.

Litigation and legal representation includes general legal consultation and litigation unrelated to insurance matters.

The Investment Consultant fee is based upon the amount of the rehabilitation fund investments under the consultant's management.

## OTHER CHARGES

Other Charges Expenditures	Actual FY 05-06	Actual FY 06-07	Approved FY 07-08	Requested FY 08-09	FY 08 to FY 09
<b>Debt Service</b>	<b>\$4,723,340</b>	<b>\$4,753,376</b>	<b>\$4,739,889</b>	<b>\$4,749,226</b>	0.2%
<b>Interagency Expense</b>					
Act 875 of 1988					
St. Charles Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
St. John the Baptist Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
Tangipahoa Parish	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	0.0%
<b>Total Act 875</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>\$150,000</b>	0.0%
Act 1227 of 1995					
City of New Orleans	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
Jefferson Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
St. Tammany Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
Washington Parish	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	0.0%
<b>Total Act 1227</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$200,000</b>	0.0%
<b>Huey P. Long Bridge</b>	<b>\$1,440,088</b>	<b>\$1,173,346</b>	<b>\$1,495,947</b>	<b>\$1,499,435</b>	0.2%
<b>Total Interagency Expense</b>	<b>\$6,513,428</b>	<b>\$6,276,722</b>	<b>\$6,585,836</b>	<b>\$6,598,661</b>	0.2%
Transfer to State of Louisiana (excess GNOEC collections)	\$0	\$0	\$0	\$0	0.0%
<b>TOTAL OTHER CHARGES</b>	<b>\$6,513,428</b>	<b>\$6,276,722</b>	<b>\$6,585,836</b>	<b>\$6,598,661</b>	0.2%

Other Charges consist of Debt Service, Interagency Expense, and State Surplus. Interagency Expense includes expenditures Per Act 875 of 1988 and Act 1227 of 1995. These Acts provide, prior to the transfer of surplus funds to the State of Louisiana, funding for the policing of the Huey P. Long Bridge and for the transfer of funds to the above local agencies. The Commission last returned surplus revenues to the State of Louisiana in FY 94 in the amount of \$104,748. Act 875 of 1988 requires the Commission to use surplus funds to police the Huey P. Long Bridge.

# DEBT SERVICE REQUIREMENTS

1-Nov	Series 1999A Bonds Total Debt Service	Series 2003 Bonds Principal	Series 2003 Bonds Interest	Series 2003 Bonds Total Debt Service	Combined Total Debt Service Requirements
2003	\$1,334,513	\$550,000	\$1,306,361	\$1,856,361	\$4,741,002
2004	\$1,324,763	\$1,050,000	\$2,388,439	\$3,438,439	\$4,763,201
2005	\$1,343,263	\$1,010,000	\$2,367,439	\$3,377,439	\$4,720,701
2006	\$1,333,763	\$1,060,000	\$2,347,239	\$3,407,239	\$4,741,001
2007	\$1,347,338	\$1,080,000	\$2,326,039	\$3,406,039	\$4,753,376
2008	\$1,333,150	\$1,105,000	\$2,301,739	\$3,406,739	\$4,739,889
2009	\$1,342,350	\$1,130,000	\$2,276,876	\$3,406,876	\$4,749,226
2010	\$1,347,800	\$1,160,000	\$2,244,389	\$3,404,389	\$4,752,189
2011	\$1,326,488	\$1,200,000	\$2,207,269	\$3,407,269	\$4,733,756
2012	\$1,330,300	\$1,240,000	\$2,166,769	\$3,406,769	\$4,737,069
2013	\$1,331,225	\$1,285,000	\$2,123,369	\$3,408,369	\$4,739,594
2014	\$1,329,263	\$1,330,000	\$2,076,788	\$3,406,788	\$4,736,050
2015	\$1,329,413	\$1,375,000	\$2,030,238	\$3,405,238	\$4,734,650
2016	\$1,331,413	\$1,450,000	\$1,958,050	\$3,408,050	\$4,739,463
2017	-	\$1,525,000	\$1,881,925	\$3,406,925	\$3,406,925
2018	-	\$1,605,000	\$1,801,863	\$3,406,863	\$3,406,863
2019	-	\$1,685,000	\$1,721,613	\$3,406,613	\$3,406,613
2020	-	\$1,770,000	\$1,637,363	\$3,407,363	\$3,407,363
2021	-	\$1,840,000	\$1,564,350	\$3,404,350	\$3,404,350
2022	-	\$1,920,000	\$1,486,150	\$3,406,150	\$3,406,150
2023	-	\$2,005,000	\$1,402,150	\$3,407,150	\$3,407,150
2024	-	\$2,105,000	\$1,301,900	\$3,406,900	\$3,406,900
2025	-	\$2,210,000	\$1,196,650	\$3,406,650	\$3,406,650
2026	-	\$2,320,000	\$1,086,150	\$3,406,150	\$3,406,150
2027	-	\$2,435,000	\$970,150	\$3,405,150	\$3,405,150
2028	-	\$2,560,000	\$848,400	\$3,408,400	\$3,408,400
2029	-	\$2,640,000	\$730,000	\$3,370,000	\$3,370,000
2030	-	\$2,775,000	\$598,000	\$3,373,000	\$3,373,000
2031	-	\$2,915,000	\$459,250	\$3,374,250	\$3,374,250
2032	-	\$3,060,000	\$313,500	\$3,373,500	\$3,373,500
2033	-	\$3,210,000	\$160,500	\$3,370,500	\$3,370,500
Total	\$18,685,038	\$54,605,000	\$49,280,914	\$103,885,914	\$124,121,079

## HUEY P. LONG BRIDGE

Huey P. Long	Approved	Requested	FY 08
<u>Bridge</u>	<u>FY 07-08</u>	<u>FY 08-09</u>	<u>to FY 09</u>
<b>Administrative</b>			
Administrative Salaries	\$146,414	\$157,634	7.7%
Payroll Taxes	\$20,784	\$21,622	4.0%
Payroll Benefits	\$28,730	\$29,783	3.7%
Materials, Supplies, Contract Work	<u>\$0</u>	<u>\$0</u>	0.0%
<b>Total Administrative Function</b>	<b>\$195,928</b>	<b>\$209,039</b>	6.7%
<b>Operations</b>			
Police Patrol	\$601,236	\$548,608	-8.8%
Dispatch	\$79,878	\$82,291	3.0%
Payroll Taxes	\$100,029	\$96,014	-4.0%
Payroll Benefits	\$87,932	\$123,607	40.6%
Materials, Supplies, and Maint.	\$120,000	\$120,000	0.0%
Telephone and Radio	\$25,000	\$25,000	0.0%
Unused Vacation and Sick Leave	\$5,500	\$5,500	
Insurance	<u>\$28,000</u>	<u>\$28,000</u>	0.0%
<b>Total Operations</b>	<b>\$1,047,575</b>	<b>\$1,029,020</b>	-1.8%
<b>Maintenance</b>			
Maintenance Personnel	\$92,264	\$113,068	22.5%
Payroll Taxes	\$13,563	\$15,855	16.9%
Payroll Benefits	<u>\$32,267</u>	<u>\$22,447</u>	-30.4%
<b>Total Maintenance</b>	<b>\$138,094</b>	<b>\$151,370</b>	9.6%
<b>Capital Acquisitions</b>	<b>\$114,350</b>	<b>\$110,006</b>	-3.8%
<b>TOTAL HUEY P. LONG BRIDGE</b>	<b>\$1,495,947</b>	<b>\$1,499,435</b>	0.2%

Since Act 875 of 1988, the Commission has budgeted expenditures for the policing of the Huey P. Long Bridge not as a part of its operating budget but as a reduction to surplus. A percentage of the Commission's administrative, police, and maintenance salaries and benefits, equipment, and acquisitions comprise total expenditures associated with the policing function.

Total expenditures for policing the Huey P. Long Bridge will increase by .2% or \$3,488. FY 08 acquisitions included the purchase of one police vehicle with associated equipment including radar, video, light bars, and computer (\$43,751) plus the creation of a reserve fund for video system storage expansion (\$8,000).

## ACQUISITIONS AND MAJOR REPAIRS

<b>Causeway Acquisitions, Major Repairs and Capital Improvement Program</b>	<b>Approved FY 08-09</b>
<b>Capital Acquisitions</b>	
Police	\$116,787
Maintenance	\$175,585
Operations & Administration	\$0
<b>Total Capital Acquisitions</b>	<b>\$292,372</b>
<b>Major Repairs</b>	
Consulting Engineering	\$615,000
Annual AASHTO Inspection	\$375,000
Emergency and Periodic Repairs	\$150,000
Prev Maint of Mech & Elect Sys	\$250,000
System Improvement	\$200,000
<b>Total Major Repairs</b>	<b>\$1,590,000</b>
<b>Capital Imp./Rehabilitation Program</b>	
North Toll Plaza Fuel and Wash Facility	\$750,000
South Toll Plaza Ren. Bldg.	\$250,000
North Channel Bascule Control Syst Rep.	\$750,000
Bridge Modifications at South Toll Plaza	\$10,000
Safety Shoulders	\$10,000
North Approach Road Rehab-Drainage	\$4,500,000
Piling Restoration Part E	\$4,525,000
North Shore Maintenance Facility Impr.	\$450,000
Replacement of Collision Avoidance Syst.	\$1,200,000
South Toll Plaza Rem of Diesel Fuel Cont.	\$250,000
Variable Message Signs (Maint. Agreement)	\$200,000
South Shore Road Improvements	\$3,000,000
La. Highway 22 Widening and Interim Proj.	\$500,000
Funds carried forward from Prior Year	(\$19,785,835)
Funds carried forward to Next Year	<u>\$7,775,730</u>
<b>Total Cap. Imp./Rehabilitation Program</b>	<b>\$4,384,895</b>
<b>TOTAL ACQ, MAJ. RPRS. &amp; CAP IMP.</b>	<b>\$6,267,267</b>

## **Acquisitions, Major Repairs/Capital Improvement Expenditure Category**

### Capital Acquisitions

Capital Acquisitions totals \$292,372 in FY 09 and includes items such as police automobiles, maintenance vehicles, and office acquisitions. This category is budgeted at 48% less than the amount budgeted in FY 08.

Causeway police acquisitions in FY 08 totals \$116,787 and includes the purchase of three police vehicles (\$75,991) and related equipment (\$15,564). The related equipment includes three light bars (\$1,923 /light bar) and radars (\$3,265 /radar).

Maintenance acquisitions for FY 08 total \$175,585 and includes the purchase of two F-350 SRW trucks at a cost of \$92,124 (\$46,062 /truck), one crash attenuator at a cost of \$31,475, one variable message sign (\$18,100), and a 1700 AM radio (\$15,000).

Funding is not included in the FY 09 budget for operations and administration acquisitions.

### Major Repairs / Capital Improvement Program

Total expenditures anticipated on this program for FY 09 is \$6,267,267. Funds carried forward represent \$19.8 million in funds budgeted in prior years for FY 07-08 major repairs and capital improvement projects. In addition, the GNOEC will carry forward a total of \$7.8 million for future projects. The GNOEC is required to have all funds available prior to the start of any projects. A complete list of the GNOEC Rehabilitation Projects with a brief description of each project may be found on page 15 of this report. The above costs include design, construction, and construction management. Consulting engineering firms provide all engineering services for Major Repairs and the Rehabilitation Program. The design engineering work generally costs approximately 5-6% of the construction cost. The cost of consulting engineers employed in the management of construction contracts is approximately 5.25%-6% of the construction cost.

The budget approved by the GNOEC on August 5, 2008 includes the capital improvement projects listed below. The projects approved by the GNOEC for a typical fiscal year often are changed in the course of the year due to changing priorities and other factors which require projects be moved (either delayed or moved forward).

South Toll Plaza Renovations-Building Additions & Modifications and Roadway (\$250,000) involves renovation of the existing space for the Police Department, Records Department, Maintenance, South Shore Tag Store and Security Camera Department. Also includes reconstruction of the South Toll Plaza to provide a longer merge distance between the three-lane roadway section and the two-lane bridge section.

Variable Message Sign (VMS) Maintenance (\$200,000)- This provides for the inspection and maintenance of the variable message signs and call box systems on the bridge.

North Channel Bascule Control System Replacement (\$750,000)-This project includes the replacement of the entire electrical, control and utilization system for the North Channel Bascule.

South Toll Plaza Diesel Fuel Contamination- Phase Product Removal (\$250,000) -This project provides for the removal of phase (petroleum product that is present as a nonaqueous liquid or liquid not dissolved in water) product at the former site of an underground diesel storage tank at the South Toll Plaza.



Replacement of Collision Avoidance Radar System- Phases I & 2 (\$1,250,000) –This project provides for the replacement of the marine radar located at the North Channel Bascule. All radar equipment will be replaced. New antenna will be installed at the Bascule and Crossover 5. In addition, the radar antennae will be relocated to platforms to be built on the sides of the bridge.

North Approach Road Rehabilitation- Drainage Part B, Brookside Modifications, LA 22 U-turn & Third Lane (\$4,500,000) – In addition to rehabilitation of the pavement on the North Approach Road, this project includes modifications to the Brookside Drive intersection, installation of an additional lane from Florida Street to LA 22, installation of a U-turn at LA 22, and drainage improvements to the corridor. The first half of this project was funded in FY 07.

North Toll Plaza Fuel & Wash Facility (\$750,000)- This project is for the installation of a new larger diesel fuel tank for the emergency generator and a new gasoline tank. An environmentally responsible vehicle washing facility is included in this project.

South Shore Road Improvements (\$3,000,000)- The Causeway/Veteran/I-10 intersection project will provide an improved geometry and safer flow of traffic exiting and entering I-10 from North Causeway Boulevard. Modifications to the ramps, intersection geometry and new signalization will increase capacity and improve safety at the intersection. The Veterans Boulevard U-turn project will provide a new U-turn on Veterans Boulevard to provide an eastbound to westbound U-turn. The existing U-turn beneath the Causeway Boulevard overpass will be closed. Traffic will be directed to eastbound Veterans Boulevard to the new U-turn.

LA. Highway 22 Widening (\$500,000)- The widening project calls for the widening and improvement of LA. Hwy 22 from its intersection at North Causeway Approach to the Tchefuncte River at Madisonville. The GNOEC is providing pre-construction services only while DOTD will provide construction funding (through federal, state, and local funds) and construction services.

Piling Restoration – Part E (\$4,525,000) – Provides for encapsulation of concrete pilings to prevent further deterioration of the piles and the repair of cracks in the piling above and below the mean water level of the lake. The pilings are hollow concrete reinforced with prestressed steel cables. Inspection of the pilings have revealed cracks, spalls, and damage from collision by marine vessels. Cracking, from other than marine vessel impact, is the result of the casting process, handling, driving stresses and chloride damage. Because of the cost of this process, the project has been divided into two parts. The final part of the piling restoration, Part E, will encapsulate approximately 500 piles and complete the crack repair.

North Shore Maintenance Facility Improvements (\$450,000)- The North Shore Maintenance Facility has aggregate surfaces throughout the facility for parking, vehicular circulation and storage. The aggregate surfaces are difficult to maintain, particularly in areas where vehicles and equipment are parked and materials stored in the open. The proposed project will pave all of the parking, drives, access and outside storage areas.

Safety Shoulders (\$10,000) - Funding for engineering costs associated with the potential use of sections of the I-10 twin spans as safety bays for vehicles to pull safely out of traffic. As discussed previously, the GNOEC does not currently have a cost estimate for this project.

Bridge Modifications at South Toll Plaza (\$10,000) – Funding for engineering costs associated with the Corp of Engineers efforts to raise the levee at the South Toll Plaza to approximately 16.5'.

Finally, the Commission intends to carry forward \$7.8 million in order to fund future projects on the major repair and improvements program. The GNOEC anticipates directing these funds to projects scheduled to begin in FY 10. These projects include the following: Bearing Pad Replacement Northbound, Southbound Bridge Bearing Rehabilitation, Replacement of Automatic Toll Equipment, Bridge Modifications at South Toll Plaza, and Safety Shoulders. Funds are often carried forward to future fiscal years as the GNOEC is required by its bond indenture to have all construction funds available before a project can be initiated.

**ADMINISTRATION**

<b>TITLE/POSITION</b>	<b>DATE HIRED</b>	<b>FULL TIME/ ROVER</b>	<b>FY 2008 CURRENT SALARY</b>	<b>FY 2009 PROPOSED SALARY</b>	<b>% INC.</b>
General Manager	9/12/00	Full	152,775.00	155,832.00	2.00%
Assistant General Manager	1/13/86	Full	87,644.00	90,281.00	3.00%
North Shore Supervisor	8/1/81	Full	58,902.00	60,672.00	3.00%
Director of Finance	1/1/74	Full	84,240.00	86,767.20	3.00%
Director of Operations	2/3/75	Full	83,054.40	85,546.03	3.00%
Human Resources Director	6/16/95	Full	55,598.40	57,266.35	3.00%
Executive Secretary	10/2/00	Full	36,129.60	37,213.49	3.00%

**COMMUTER SALES - TOLL TAG OFFICE**

Supervisor	8/1/81	Full	52,457.60	54,031.33	3.00%
South Shore Tag Office	2/22/06	Full	24,377.60	25,108.93	3.00%
North Shore Tag Office	4/17/02	Full	24,211.20	24,937.54	3.00%
North Shore Tag Office	11/22/99	Full	32,198.40	33,164.35	3.00%

**ACCOUNTING**

Toll Analyst	5/1/95	Full	38,168.00	39,313.04	3.00%
Accountant	5/28/03	Full	48,900.80	50,367.82	3.00%

**RECORDS**

Clerk	8/19/96	Full	26,832.00	27,636.96	3.00%
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**SECURITY CAMERAS  
COMMAND POST**

Monitor	2/27/08	Full	20,800.00	21,632.00	4.00%
Monitor	3/5/07	Full	22,256.00	23,146.24	4.00%
Monitor	7/9/07	Full	20,196.80	21,004.67	4.00%

**CAUSEWAY BRIDGE POLICE**

<b>TITLE/POSITION</b>	<b>DATE HIRED</b>	<b>FULL TIME/ ROVER</b>	<b>FY 2008 CURRENT SALARY</b>	<b>FY 2009 PROPOSED SALARY</b>	<b>% INC.</b>
Chief	8/4/08	Full	90,000.00	91,800.00	2.00%
Lieutenant	2/16/87	Full	59,529.60	61,315.49	3.00%
Lieutenant	8/25/08	Full	45,000.00	46,350.00	3.00%
Sergeant	10/20/97	Full	49,899.20	51,396.18	3.00%
Sergeant	6/1/95	Full	54,974.40	56,623.63	3.00%
Sergeant	1/22/79	Full	69,076.80	71,149.10	3.00%
Sergeant	2/3/97	Full	51,792.00	53,345.76	3.00%
Sergeant	10/12/87	Full	60,153.60	61,958.21	3.00%
Corporal	6/17/02	Full	41,766.40	43,019.39	3.00%
Corporal	3/15/99	Full	46,488.00	47,882.64	3.00%
Corporal	10/21/02	Full	40,310.40	41,519.71	3.00%
Officer	12/16/06	Full	34,320.00	35,349.60	3.00%
Officer	9/19/96	Full	43,867.20	45,183.22	3.00%
Officer	7/16/08	Full	34,320.00	35,349.60	3.00%
Officer	10/21/02	Full	39,416.00	40,598.48	3.00%
Officer	7/10/06	Full	35,526.40	36,592.19	3.00%
Officer	12/16/07	Full	35,193.60	36,249.41	3.00%
Officer	7/28/98	Full	47,112.00	48,525.36	3.00%
Officer	9/18/06	Full	35,526.40	36,592.19	3.00%
Officer	7/5/07	Full	34,320.00	35,349.60	3.00%
Officer	6/27/07	Full	34,320.00	35,349.60	3.00%
Officer	6/1/08	Full	34,320.00	35,349.60	3.00%

**HUEY P. LONG BRIDGE POLICE**

<b>TITLE/POSITION</b>	<b>DATE HIRED</b>	<b>FULL TIME/ ROVER</b>	<b>FY 2008 CURRENT SALARY</b>	<b>FY 2009 PROPOSED SALARY</b>	<b>% INC.</b>
Sergeant	9/1/93	Full	56,139.20	57,823.38	3.00%
Corporal	3/22/99	Full	46,488.00	47,882.64	3.00%
Corporal	8/16/99	Full	46,488.00	47,882.64	3.00%
Corporal	8/25/97	Full	49,961.60	51,460.45	3.00%
Officer	4/1/08	Full	34,320.00	35,349.60	3.00%
Officer	3/17/08	Full	34,320.00	35,349.60	3.00%
Officer	5/26/98	Full	47,112.00	48,525.36	3.00%
Officer	7/17/06	Full	35,526.40	36,592.19	3.00%

**COMMUNICATIONS - DISPATCH**

<b>TITLE/POSITION</b>	<b>DATE HIRED</b>	<b>FULL TIME/ ROVER</b>	<b>FY 2008 CURRENT SALARY</b>	<b>FY 2009 PROPOSED SALARY</b>	<b>% INC.</b>
Training Officer	11/1/96	Full	40,144.00	41,749.76	4.00%
TAC Officer	9/25/00	Full	36,150.40	37,596.42	4.00%
Team Leader	2/4/98	Full	32,281.60	33,250.05	3.00%
Team Leader	7/31/98	Full	32,281.60	33,250.05	3.00%
Dispatcher	3/3/08	Full	24,960.00	25,708.80	3.00%
Dispatcher	6/4/01	Full	31,512.00	32,457.36	3.00%
Dispatcher	4/23/01	Full	30,347.20	31,257.62	3.00%
Dispatcher	8/31/05	Full	27,518.40	28,343.95	3.00%
Dispatcher	11/18/96	Full	31,512.00	32,457.36	3.00%
Dispatcher	12/5/05	Full	27,518.40	28,343.95	3.00%
Dispatcher	6/2/08	Full	24,960.00	25,708.80	3.00%
Dispatcher	2/2/04	Full	29,016.00	29,886.48	3.00%

**COMMUNICATIONS - BASCULE**

<b>TITLE/POSITION</b>	<b>DATE HIRED</b>	<b>FULL TIME/ ROVER</b>	<b>FY 2008 CURRENT SALARY</b>	<b>FY 2009 PROPOSED SALARY</b>	<b>% INC.</b>
Supervisor	9/26/94	Full	37,585.60	38,713.17	3.00%
Operator	3/20/92	Full	33,092.80	34,085.58	3.00%
Operator	7/9/07	Full	25,958.40	26,737.15	3.00%
Operator	7/21/03	Full	27,248.00	28,065.44	3.00%
Operator	3/12/07	Full	25,958.40	26,737.15	3.00%

**MAINTENANCE**

<b>TITLE/POSITION</b>	<b>DATE HIRED</b>	<b>FULL TIME/ ROVER</b>	<b>FY 2008 CURRENT SALARY</b>	<b>FY 2009 PROPOSED SALARY</b>	<b>% INC.</b>
Asst. N.S.Supv./Safety Ofc.	11/2/95	Full	48,276.80	49,725.10	3.00%
North Shore Mntce. Supv.	1/7/86	Full	44,678.40	46,018.75	3.00%
South Shore Mntce. Supv.	7/12/04	Full	42,452.80	43,726.38	3.00%
Electrical Supervisor	5/6/96	Full	43,430.40	45,167.62	4.00%
Bridge	8/19/91	Full	32,905.60	33,892.77	3.00%
Bridge	1/30/07	Full	23,108.80	24,033.15	4.00%
Grounds	8/20/84	Full	38,105.60	39,248.77	3.00%
Bridge	9/26/06	Full	20,987.20	21,616.82	3.00%
Welding	12/12/88	Full	33,924.80	34,942.54	3.00%
Bridge	8/2/04	Full	22,214.40	22,880.83	3.00%
Electrical	10/1/01	Full	29,993.60	30,893.41	3.00%
Electrical	10/22/84	Full	42,078.40	43,340.75	3.00%
Electrical	2/18/08	Full	27,040.00	27,851.20	3.00%
Bridge & South Shore	7/3/07	Full	20,966.40	21,805.06	4.00%
Bridge & South Shore	12/19/05	Full	21,278.40	22,129.54	4.00%
Bridge & South Shore	10/1/02	Full	25,417.60	26,434.30	4.00%

**MOTORISTS ASSISTANCE PATROL - CAUSEWAY BRIDGE**

Operator	2/1/82	Full	40,872.00	42,098.16	3.00%
Operator	10/29/07	Full	27,040.00	27,851.20	3.00%
Operator	1/28/08	Full	27,040.00	27,851.20	3.00%
Operator	5/5/08	Full	20,800.00	21,424.00	3.00%

**MOTORISTS ASSISTANCE PATROL - HUEY P. LONG BRIDGE**

Operator	10/1/07	Full	27,040.00	27,580.80	2.00%
Operator	7/9/07	Full	33,862.40	34,539.65	2.00%

**VEHICLE MAINTENANCE**

Superivsor	10/8/86	Full	35,672.00	36,742.16	3.00%
Mechanic	11/13/00	Full	32,552.00	33,528.56	3.00%
Mechanic	8/1/05	Full	21,673.60	22,540.54	4.00%

**TOLL COLLECTORS - NORTH SHORE**

TITLE/POSITION	DATE HIRED	FULL TIME/ ROVER	FY 2008 CURRENT SALARY	FY 2009 PROPOSED SALARY	% INC.
N. S. Toll Supervisor	2/26/96	Full	35,443.20	36,506.50	3.00%
N.S. Toll Captain	1/30/96	Full	28,204.80	29,050.94	3.00%
Toll Collector	12/10/03	Full	20,612.80	21,437.31	4.00%
Toll Collector	2/27/06	Full	20,883.20	21,718.53	4.00%
Toll Collector	8/26/96	Full	27,476.80	28,301.10	3.00%
Toll Collector	11/28/05	Full	20,196.80	21,004.67	4.00%
Toll Collector	1/16/06	Full	20,550.40	21,372.42	4.00%
Toll Collector	11/8/04	Full	21,008.00	21,848.32	4.00%
Toll Collector	4/23/02	Full	22,360.00	23,254.40	4.00%
Toll Collector	8/29/94	Full	28,038.40	28,879.55	3.00%
Toll Collector	4/27/06	Rover	14,079.50	14,501.89	3.00%
Toll Collector	5/7/07	Rover	13,818.50	14,233.06	3.00%
Toll Collector	4/14/08	Rover	13,412.50	13,814.88	3.00%
Toll Collector	7/16/08	Rover	13,412.50	13,814.88	3.00%
Toll Collector	7/18/08	Rover	13,412.50	13,814.88	3.00%
Toll Collector	8/22/06	Rover	13,949.00	14,367.47	3.00%

**BRIDGE MONITORS - SOUTH SHORE**

TITLE/POSITION	DATE HIRED	FULL TIME/ ROVER	FY 2008 CURRENT SALARY	FY 2009 PROPOSED SALARY	% INC.
S. S. Monitor Captain	3/15/84	Part	23,362.56	24,063.44	3.00%
Bridge Monitor	5/5/08	Full	19,240.00	20,009.60	4.00%
Bridge Monitor	6/18/02	Full	22,796.80	23,480.70	3.00%
Bridge Monitor	3/8/07	Full	20,009.60	20,609.89	3.00%
Bridge Monitor	6/9/03	Full	22,796.80	23,480.70	3.00%



H. Gordon Monk  
Legislative Fiscal Officer

**STATE OF LOUISIANA**  
**LEGISLATIVE FISCAL OFFICE**  
**BATON ROUGE**

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To: The Honorable Michael J. "Mike" Michot, Chairman  
Joint Legislative Committee on the Budget  
The Honorable Members of the Joint Legislative Committee on the Budget

From: H. Gordon Monk, Legislative Fiscal Officer  
Evan J. Brasseaux, Section Director

Date: April 18, 2008

Subject: REVISED-GREATER NEW ORLEANS EXPRESSWAY COMMISSION  
FY 08 BUDGET ANALYSIS

This revised budget analysis includes a \$20,000 decrease in acquisitions and an increase in major repairs and capital improvements of \$20,000. This change was made due to an error in the original budget submitted by the GNOEC to the LFO. These changes are made primarily on pages 2 and 15 of this report.

The Greater New Orleans Expressway Commission (GNOEC) staff annually prepares its budget for approval by the Commissioners in accordance with its bond indenture. Upon approval by the GNOEC, the budget is then submitted to the Legislative Fiscal Office. The GNOEC approved the original budget on October 2, 2007 and submitted the approved budget to the Legislative Fiscal Office on October 31, 2007.

Prior to the submission of the annual operating budget to the Joint Legislative Committee on the Budget for its approval or rejection, the Legislative Fiscal Office reviews the submission of the budget for mathematical accuracy and content. The Legislative Fiscal Office prepares an analysis of the budget submitted by the GNOEC and provides this report to the Joint Legislative Committee on the Budget for its consideration.

**BUDGET SUMMARY, FISCAL YEAR 07-08**  
**Greater New Orleans Expressway Commission**

	Actual	Actual	Approved	Estimated	Requested	FY 07	Page
	<u>FY 04-05</u>	<u>FY 05-06</u>	<u>FY 06-07</u>	<u>Year End</u> <u>FY 06-07</u>	<u>FY 07-08</u>	<u>vs. 08</u>	<u>No. Notes</u>
<b>Means of Finance</b>							
Highway Fund No. 2	\$4,968,696	\$5,901,748	\$5,650,000	\$5,573,030	\$5,750,000	2%	3 2% increase over FY 07
Tolls	\$13,780,613	\$18,347,511	\$18,885,000	\$17,659,000	\$18,012,000	-5%	3,4 6.7 million crossings in FY 08
Sale of Cell Site Leases	\$0	\$0	\$0	\$3,962,024	\$0		4 One-time cell site lease rev.
Interest Income	\$1,026,702	\$1,607,090	\$575,000	\$1,234,880	\$1,200,000	109%	4 Higher int. rates and fund bal.
Other Revenue	\$495,864	\$510,905	\$459,480	\$1,284,616	\$102,731	-78%	4 Sold annual cell site leases
<b>Total MOF</b>	<b>\$20,271,875</b>	<b>\$26,367,254</b>	<b>\$25,569,480</b>	<b>\$29,713,550</b>	<b>\$25,064,731</b>	<b>-2%</b>	
<b>Expenditures</b>							
Salaries	\$3,181,844	\$3,254,900	\$3,917,882	\$3,612,309	\$4,183,572	7%	4,8 6.5 additional FTEs
Related Benefits	\$1,087,281	\$1,068,802	\$1,315,108	\$1,223,990	\$1,434,985	9%	4,8 Increases 9%
Other Compensation	<u>\$34,180</u>	<u>\$34,180</u>	<u>\$34,180</u>	<u>\$34,180</u>	<u>\$34,180</u>	0%	8 Commissioner's salaries
<b>Personnel Svcs.</b>	<b>\$4,303,305</b>	<b>\$4,357,882</b>	<b>\$5,267,170</b>	<b>\$4,870,479</b>	<b>\$5,652,737</b>	<b>7%</b>	
<b>Operating Services</b>	<b>\$1,925,566</b>	<b>\$2,201,916</b>	<b>\$2,367,500</b>	<b>\$2,852,958</b>	<b>\$2,839,000</b>	<b>20%</b>	<b>5,9 Insurance costs increase 29%</b>
<b>Supplies</b>	<b>\$1,179,799</b>	<b>\$1,665,452</b>	<b>\$1,526,025</b>	<b>\$1,593,328</b>	<b>\$1,514,748</b>	<b>-1%</b>	<b>10</b>
<b>Operating Expenses</b>	<b>\$3,105,365</b>	<b>\$3,867,368</b>	<b>\$3,893,525</b>	<b>\$4,446,286</b>	<b>\$4,353,748</b>	<b>12%</b>	
<b>Professional Services</b>	<b>\$251,067</b>	<b>\$249,096</b>	<b>\$260,000</b>	<b>\$221,056</b>	<b>\$246,000</b>	<b>-5%</b>	<b>11 5% decrease from FY 07</b>
Debt Service	\$4,720,701	\$4,723,340	\$4,753,376	\$4,753,376	\$4,739,889	0%	13 Schedule on page 13
State Surplus-HPL	<u>\$1,374,203</u>	<u>\$1,790,088</u>	<u>\$1,604,698</u>	<u>\$1,523,346</u>	<u>\$1,845,947</u>	15%	5,14 Two additional MAP FTE's
<b>Other Charges</b>	<b>\$6,094,904</b>	<b>\$6,513,428</b>	<b>\$6,358,074</b>	<b>\$6,276,722</b>	<b>\$6,585,836</b>	<b>4%</b>	
Acquisitions	\$520,284	\$744,962	\$675,870	\$675,870	\$564,949	-16%	16 16% decrease
Major Repairs/Cap Im	\$5,996,950	\$10,634,518	\$9,114,841	\$13,223,137	\$7,661,461	-16%	16-18 16% dec. in cap improvement
<b>Acquisitions/Repairs</b>	<b>\$6,517,234</b>	<b>\$11,379,480</b>	<b>\$9,790,711</b>	<b>\$13,899,007</b>	<b>\$8,226,410</b>	<b>-16%</b>	
<b>Total Expenditures</b>	<b>\$20,271,875</b>	<b>\$26,367,254</b>	<b>\$25,569,480</b>	<b>\$29,713,550</b>	<b>\$25,064,731</b>	<b>-2%</b>	

**BUDGET REVIEW AUTHORITY**

Section 2 of Act 875 of 1988 requires the GNOEC to submit its annual operating budget to the Joint Legislative Committee on the Budget for its approval or rejection. Historically, the Joint Legislative Committee on the Budget has approved the Commission's budget in February or March after the beginning of the Commission's fiscal year.

Section 4 of Act 875 of 1988 provides that the Commission may secure bonds by a trust agreement and that any revenues of the Commission remaining at the end of each fiscal year after (1) payment of all expenses of maintaining and operating the facilities of the Commission and (2) satisfaction of all obligations of the Commission shall be considered surplus. This surplus shall be transferred to the Treasurer of the State of Louisiana for deposit in the Treasury,



provided that prior to the transfer of surplus funds the Commission shall use said funds first for its officers to police the Huey P. Long Bridge, and transfer \$50,000 each fiscal year to each of the parishes of St. Charles, St. John the Baptist, and Tangipahoa. Act 1227 of 1995 provides that the Commission use surplus funds to provide \$50,000 per year beginning in FY 95 to the following: Jefferson and St. Tammany parishes, the City of New Orleans for use by the New Orleans Recreation Department, and the Washington Parish Infrastructure and Park Fund.

## **BUDGET SUMMARY**

The Greater New Orleans Expressway Commission (GNOEC) is requesting approval of a FY 07-08 budget that represents a 2% decrease from the budget approved by the JLCB for FY 06-07. This decrease is largely due to an anticipated decrease in toll revenues of approximately \$875,000 over what was requested by the GNOEC and approved by the JLCB in FY 07.

The GNOEC lost approximately \$2 million in toll revenue in FY 06 due to Hurricane Katrina and recently received \$700,000 from St. Paul Travelers Insurance as a settlement from its business interruption insurance. These funds were received in FY 07 and were expended on major repairs/capital improvements. GNOEC officials explain that tolls were not collected for nearly seven weeks following Hurricane Katrina and chose to not reinstate tolls until one of the two I-10 twin spans were opened. The GNOEC requested reimbursement from DOTD for this lost revenue but was ultimately rejected. St. Pauls Travelers Insurance Company negotiated the aforementioned settlement at a much lower rate than the amount lost and contended that the GNOEC could have renewed toll collections on the causeway much earlier than the date chosen.

In addition, the GNOEC has also submitted a claim for reimbursement for approximately \$13 million for hurricane related structural damages. The FHWA has made a commitment to reimburse the GNOEC fully for this cost but has yet to give any indication as to a date that the payment will be made to the Commission.

## **MEANS OF FINANCING**

### Highway Fund Number 2

Highway Fund Number 2 revenues are derived from vehicular license taxes collected in the parishes of Orleans, Jefferson, St. John, St. Charles, Tangipahoa and St. Tammany. These revenues are divided equally at year-end between the Greater New Orleans Expressway Commission and the Crescent City Connection Division. The GNOEC anticipates a total of \$5.75 million in Highway Fund #2 dollars in FY 07-08. As in the previous fiscal year, the GNOEC portion of Highway Fund #2 is greater than its annual debt service. The GNOEC once again requests using this "surplus" for its capital improvement program (formerly called the rehabilitation program). As stated in previous reports, the LFO previously requested and received an Attorney General opinion on this matter of whether these "surplus" funds could be utilized in its budget for use in capital improvements.

Attorney General Opinion Number 05-0059, and its subsequent clarification, notes that "the act (ACT 875 of the 1988 Regular Session) does not specifically reference a rehabilitation program but if the rehabilitation program consists of expenditures related to maintaining and operating the Commission facilities or the renewal or replacement of the Commission facilities then such expenditures would be authorized by the Act and could be used prior to deposit of any surplus into the State Treasury".

### Toll Revenues

Toll revenues are budgeted based on historical collections and trends in traffic patterns. The budget for toll revenues for Fiscal Year 08 will decrease by nearly 5% from the amount approved for FY 07. Toll revenues are budgeted at \$18,012,000 for FY 07-08. The GNOEC speculates that this decrease is due to an overestimation made by traffic engineers prior to the FY 07 budget being approved. The GNOEC anticipates that toll revenue will continue to increase gradually from this point due to migration to the north shore. The total number of one-way crossings on the expressway is anticipated to be 6,702,604. Tolls collected depend upon vehicle type and payment method, which includes full fare and discounted fare programs.

### Interest Income and Other Revenue

Interest income is projected to increase significantly from the amount approved last fiscal year. This is a result of higher interest rates and maintaining larger balances. Other revenue shows a significant decline due to the decision of the GNOEC to its cell site lease agreement for one-time revenue in FY 07. Prior to this sale, the GNOEC received monthly lease payments in return for providing cell sites locations.

## **EXPENDITURES**

### Personnel Expense

The salary expenditure category is budgeted at 6.8% greater than the amount approved in FY 07. This budget includes the addition of 6.5 FTE's. This increase in personnel includes 3 FTE employees in the administration command post who will monitor security cameras on the causeway, two full-time maintenance workers for the motorist assistance patrol allocated to the Huey P. Long bridge (2 FTEs), one full-time toll collector (1 FTE), and addition of a part-time civilian (.5 FTE) in the police department which will prevent commissioned police officers from performing clerical tasks (.5 FTE).

The budget request includes 106.5 full-time equivalent positions for causeway operations. A portion of the personnel count for administration (3 FTE positions) and operations (13.0) are allocated to Huey P. Long Bridge expenditures. Adding these sixteen positions brings the total *FTE* positions to 122.5.

Pay increases to employees are earned through a level and step program approved by the Commission. Administrative and supervisory personnel receive merit increases as a flat percentage based upon individual job performances. Merit increases generally range from 3% to 5% and are approved each year through the Commission's budget approval process. Pay raises were given beyond this range to both the General Manager (26.1%) and the Assistant General Manager (10.2%). The General Manager's salary was increased by the GNOEC to \$152,775, which equates to an increase of 26.1% since this budget was reviewed in FY 07. According to correspondence between members of the GNOEC, this increase was provided "for his many accomplishments in making bridge safety and efficiency his number one priority, particularly the superior efforts made during and since Hurricane Katrina."

Related benefits expenses will increase by 9.1% as a result of a significant increase in health insurance costs.

### Operating Expenses

Operating Expenses include advertising, the publication of public notices and minutes, insurance, travel, telephone and radio expenses, utilities and other operating services. Other operating services include unused vacation and sick leave, dues and subscriptions, trustee fees, bank and visa charges for toll deposits, and other miscellaneous expenses. Operating Expenses will increase by 19.9% or approximately \$470,000 over the total approved in FY 07. The increase is due to a \$477,500 or 29.4% increase in insurance costs on the structure. This insurance premium provides a total of \$90 million in coverage for the entire structure.

### Other Charges

Per Act 875 of 1988, the Commission will provide \$50,000 each to the parishes of St. Charles, St. John the Baptist, and Tangipahoa. Per Act 1227 of 1995, the Commission will provide \$50,000 to each of the following: Jefferson Parish, St. Tammany Parish, the City of New Orleans for use by the New Orleans Recreation Department, and the Washington Parish Infrastructure and Park Fund.

The Commission is responsible for the policing of the Huey P. Long Bridge and budgets \$1,495,947 for expenditures paid from anticipated excess revenues to the State. This represents an increase of \$241,249 (19%) over the approved FY 07 budget. This increase can be attributed to an increase in acquisitions of \$33,200 or a 40.9% increase and the addition of two full-time Motorist Assistance Patrol (MAP) personnel allocated to the Huey P. Long bridge.

### Total Acquisitions & Major Repairs

This category includes capital acquisitions and the major repairs/capital improvement program. Major Repairs/capital improvements decreases by 16.2% from the amount approved by the Committee last fiscal year. The amount budgeted for acquisitions decreased by 16.4% from FY 07 while the total acquisitions and major repairs category has decreased by 16% from FY 07.

The budget for Major Repairs/Capital Improvement is \$7,661,461 in FY 08. The approved budget request for the capital improvements/rehabilitation program includes twenty-one (21) projects. These projects include north and south shore road improvements (\$1,675,000), north shore merge lanes (\$1.4 million), replacement of collision avoidance radar system (\$1,250,000 for Phases 1 and 2), and north approach road rehabilitation (\$3 million). This request carries forward \$27.9 million from previous years. The capital improvement program also proposes to carry forward \$20.2 million to future fiscal years (see page 15).

## **FUTURE BUDGET ISSUE**

The GNOEC contemplates using salvaged sections of the I-10 twin spans when the structure is demolished next year to address safety concerns. These sections would be used to provide safety bays to give motorists a place to pull off safely in the event of car trouble. This structure currently has no shoulders for disabled vehicles.

Due to the damage that resulted from Hurricane Katrina, any sections would have to clear inspection to be performed jointly by DOTD personnel (or its representative) and the GNOEC. In addition, the GNOEC would also have to explore the legality of this surplus/salvageable material being transferred from the State (DOTD). Also, a review of Section 144 of Title 23 of the United States Codes would be required. This section deals with any structure scheduled for demolition in which federal funds were used.

DOTD would require that the cost of salvaging, shipping and storing would be at no cost to the department. Also, DOTD would need to be fully relieved of all liability should the spans be used by the GNOEC.

The GNOEC has indicated that it has yet to fully explore the potential costs involved in this endeavor and how long the process would take. However, the GNOEC is in the process of seeking approval of the FHWA to use funding originally budgeted for disposal of these spans for the cost of salvaging, shipping and storing in preparation of creating the safety bays. Utilizing these salvaged sections will greatly reduce the potential cost of this effort.

DOTD has committed to working with the GNOEC in salvaging the spans. As the new structure is nearing 30% completion, these issues must be resolved quickly. The demolition contract for the existing structure is scheduled for a January 2010 letting. Final plans would be required near November 2009 to allow for advertisement, which allows less than a year and a half to complete all reviews and finalize an agreement between the two parties.

## TOLL INCREASE AND REHABILITATION PROJECTS

In February 1995, the Greater New Orleans Expressway Commission increased tolls and charges on the Lake Pontchartrain Causeway. The revenues generated from the increase are dedicated for the purpose of funding major repairs/capital improvement projects. The schedule of tolls and charges below became effective February 1, 1995.

NOTE: The GNOEC began one-way toll collections in May 1999. Tolls have been collected only on the North Shore since that time.

### PRIOR AND CURRENT TOLL SCHEDULE

<u>Height</u>	<u>Type</u>	<u>Axles</u>	<u>Current Toll</u>	<u>Prior Toll</u>
Under 7'6"	Commuter	2	\$2.00	\$0.50
		2	\$3.00	\$1.00
	Cash	3	\$4.50	\$1.50
		4	\$6.00	\$2.00
		5+	\$7.50	\$2.50
Over 7'6"	Cash	2	\$6.00	\$2.35
		3	\$9.00	\$2.90
		4	\$12.00	\$3.75
		5+	\$15.00	\$4.00

## PERSONNEL EXPENSE

<b>SALARIES</b>	<b><u>FTE</u></b>	<b><u>Actual</u> <u>FY 04-05</u></b>	<b><u>FTE</u></b>	<b><u>Actual</u> <u>FY 05-06</u></b>	<b><u>FTE</u></b>	<b><u>Approved</u> <u>FY 06-07</u></b>	<b><u>FTE</u></b>	<b><u>Requested</u> <u>FY 07-08</u></b>
General Manager	1.0	\$108,938	1.0	\$114,385	1.0	\$121,196	1.0	\$152,775
Asst. Gen. Manager	1.0	\$66,475	1.0	\$73,262	1.0	\$79,503	1.0	\$87,644
N. Shore Supervisor	1.0	\$48,947	1.0	\$51,886	1.0	\$56,099	1.0	\$58,902
Office Personnel	16.5	\$587,688	15.5	\$561,242	16.0	\$635,090	19.0	\$660,306
Less: HPL Adm.	<u>(3.0)</u>	<u>(\$120,662)</u>	<u>(3.0)</u>	<u>(\$125,484)</u>	<u>(3.0)</u>	<u>(\$137,578)</u>	<u>(3.0)</u>	<u>(\$146,414)</u>
<b>Total Administrative</b>	<b>16.5</b>	<b>\$691,386</b>	<b>15.5</b>	<b>\$675,291</b>	<b>16.0</b>	<b>\$754,310</b>	<b>19.0</b>	<b>\$813,213</b>
Toll Collectors	12.0	\$334,031	12.5	\$371,885	13.5	\$402,819	14.5	\$433,053
Bridge Monitors	5.0	\$119,154	5.0	\$121,564	5.0	\$137,575	5.0	\$135,526
Maintenance	25.0	\$662,494	25.0	\$669,131	27.0	\$796,560	29.0	\$884,174
Dispatch/Bascule Oper.	19.5	\$505,850	19.5	\$521,215	19.5	\$690,091	19.5	\$689,433
Police	30.0	\$1,360,934	30.0	\$1,375,996	32.0	\$1,813,482	32.5	\$2,001,551
Less: HPL Operations	<u>(12.0)</u>	<u>(\$492,005)</u>	<u>(13.0)</u>	<u>(\$479,721)</u>	<u>(13.0)</u>	<u>(\$676,955)</u>	<u>(13.0)</u>	<u>(\$773,378)</u>
<b>Total Operations</b>	<b>79.5</b>	<b>\$2,490,458</b>	<b>79.0</b>	<b>\$2,580,070</b>	<b>84.0</b>	<b>\$3,163,572</b>	<b>87.5</b>	<b>\$3,370,359</b>
<b>TOTAL SALARIES</b>	<b>96.0</b>	<b>\$3,181,844</b>	<b>94.5</b>	<b>\$3,255,361</b>	<b>100.0</b>	<b>\$3,917,882</b>	<b>106.5</b>	<b>\$4,183,572</b>
<b>Related Benefits</b>								
Parochial (Retirement)		\$512,178		\$534,138		\$674,556		\$735,090
Group Insurance		\$570,229		\$542,732		\$700,451		\$840,300
Retirees Group Benefits		\$97,013		\$77,170		\$87,216		\$56,500
Gov. Def. Comp. Plan		\$86,400		\$86,400		\$86,400		\$86,400
Less: HPL Rel. Benef.		<u>(\$178,539)</u>		<u>(\$171,638)</u>		<u>(\$233,515)</u>		<u>(\$283,305)</u>
<b>Total Related Benefits</b>		<b>\$1,087,281</b>		<b>\$1,068,802</b>		<b>\$1,315,108</b>		<b>\$1,434,985</b>
<b>Other Compensation*</b>		<b>\$34,180</b>		<b>\$34,180</b>		<b>\$34,180</b>		<b>\$34,180</b>
<b>Total Personnel Expense</b>		<b>\$4,303,305</b>		<b>\$4,358,343</b>		<b>\$5,267,170</b>		<b>\$5,652,737</b>

\* Other Compensation represents the salaries of the Greater New Orleans Expressway Commissioners. The five appointed commissioners are paid \$569.66 per month for Commission duties as provided by an amendment to the Articles of Incorporation of the Great Expressway Commission. The Articles of Incorporation were executed by the Parishes of Jefferson and St. Tammany on October 20, 1954, with the above amendment being approved on August 7, 1986.

Requested Adjustments to Full Time Equivalency Position (FTE) Count:	<u>FTEs</u>
Fiscal Year 2007 FTEs Approved (Including HPL Personnel)	116.0
Net increase of personnel (FTEs)	<u>6.5</u>
Requested Fiscal Year 2008 FTEs (Including HPL Personnel)	122.5

## OPERATING EXPENSES

	<b>Actual</b>	<b>Actual</b>	<b>Approved</b>	<b>Requested</b>	<b>FY 07</b>
<b>OPERATING SERVICES</b>	<b><u>FY 04-05</u></b>	<b><u>FY 05-06</u></b>	<b><u>FY 06-07</u></b>	<b><u>FY 07-08</u></b>	<b><u>to FY 08</u></b>
Advertising	\$4,791	\$3,603	\$15,000	\$15,000	0.0%
Publication of Public Notices and Minutes	\$2,687	\$6,666	\$5,000	\$3,500	-30.0%
Insurance	\$1,324,967	\$1,500,069	\$1,622,500	\$2,100,000	29.4%
Travel	\$685	\$8,571	\$7,500	\$7,500	0.0%
Telephone and Radio	\$179,501	\$194,572	\$187,000	\$193,000	3.2%
Utilities	\$226,352	\$270,956	\$270,000	\$250,000	-7.4%
Other Operating Services	<u>\$186,583</u>	<u>\$217,479</u>	<u>\$260,500</u>	<u>\$270,000</u>	3.6%
<b>TOTAL OPER. SERVICES</b>	<b>\$1,925,566</b>	<b>\$2,201,916</b>	<b>\$2,367,500</b>	<b>\$2,839,000</b>	19.9%

The increase in this category is largely due to an increase in insurance expenses of 29.4% or \$477,500

## OTHER OPERATING SERVICES SUMMARY

	<b>Actual</b>	<b>Actual</b>	<b>Approved</b>	<b>Requested</b>	<b>FY 07</b>
<b>Other Operating Services</b>	<b><u>FY 04-05</u></b>	<b><u>FY 05-06</u></b>	<b><u>FY 06-07</u></b>	<b><u>FY 07-08</u></b>	<b><u>to FY 08</u></b>
Unused Vacation & Sick Leave	\$31,488	\$52,498	\$70,000	\$70,000	0.0%
Dues and Subscriptions	\$8,204	\$6,251	\$18,000	\$15,000	-16.7%
Trustee Fees	\$7,500	\$10,000	\$15,000	\$15,000	0.0%
Bank & Visa Charges on Toll Deposits	\$139,391	\$148,730	\$157,500	\$170,000	7.9%
All Other	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	0.0%
<b>TOTAL OTHER OP. SVC.</b>	<b>\$186,583</b>	<b>\$217,479</b>	<b>\$260,500</b>	<b>\$270,000</b>	3.6%

This category also includes dues to the International Bridge, Tunnel and Turnpike Authority and for memberships in various police associations and chambers of commerce.

## SUPPLIES EXPENSE

	Actual	Actual	Approved	Requested	FY 07
Supplies Expense Items	<u>FY 04-05</u>	<u>FY 05-06</u>	<u>FY 06-07</u>	<u>FY 07-08</u>	<u>to FY 08</u>
Ofc. Expense and Supplies	\$126,256	\$162,380	\$255,712	\$258,100	0.9%
Oper. Expenses & Supplies	\$475,444	\$685,267	\$634,313	\$617,140	-2.7%
Repair & Maint./Supplies	<u>\$578,099</u>	<u>\$817,805</u>	<u>\$636,000</u>	<u>\$639,508</u>	0.6%
<b>TOTAL SUPPLIES EXP.</b>	<b>\$1,179,799</b>	<b>\$1,665,452</b>	<b>\$1,526,025</b>	<b>\$1,514,748</b>	<b>-0.7%</b>

### Office Expense and Supplies:

The GNOEC is requesting a .9% increase in its office expense and supply budget. Because of the significant increase in costs of labor and materials following Hurricane Katrina, the construction of a new building to house Administration and Dispatch departments, previously included in the South Toll Plaza Renovations project, was cancelled and deleted from the project. Office space has been leased to accommodate these departments, with the cost being included in this expenditure category. The GNOEC is currently leasing a total of 4,982 square feet of office space which has resulted in the significant change in this category since FY 06.

Included in this general ledger account are the costs related to disposal services, postage, extermination and termite control, office machine repairs and maintenance contracts, and other general administrative office supplies.

### Operating Expenses and Supplies:

The approved budget for FY 07 is \$617,140 or a 2.7% decrease from the previous approved budget.

Included in the general ledger account Operating Supplies are the costs associated with vehicle and truck repairs and their routine preventative maintenance. All gasoline, oil, auto parts, tires, lubricants, diesel fuel and any other similar costs are in this account. All police equipment on the vehicles and related maintenance is in this account. Also included in this account are all police uniforms and protective equipment and any expenditures for police car retrofitting. Finally, 9/11 security patrols that were initiated in FY 03 are included in this category.

### Repair and Maintenance Supplies:

The amount budgeted in this category shows a slight increase over the amount budgeted in FY 07.

Included in this account are the costs for general maintenance and supplies needed on the bridge, toll tags, toll system software maintenance, computer and electronic repairs on all bridge equipment, plumbing and janitorial supplies for the entire operation, and air conditioning contracts and other miscellaneous items dealing with operations maintenance. Also included are the components of the crash attenuators on the bridge which must be kept in stock and used by maintenance personnel in repairing damaged attenuators.



## PROFESSIONAL SERVICES

Professional Service Items	Actual FY 04-05	Actual FY 05-06	Approved FY 06-07	Requested FY 07-08	FY 07 to FY 08
<b>Accounting and Finance</b>					
Independent Audit	\$9,960	\$15,000	\$15,000	\$15,000	0.0%
Accounting Services	<u>\$84,405</u>	<u>\$86,275</u>	<u>\$100,000</u>	<u>\$85,000</u>	-15.0%
<b>Total Accounting and Finan.</b>	<b>\$94,365</b>	<b>\$101,275</b>	<b>\$115,000</b>	<b>\$100,000</b>	-13.0%
<b>Engineering *</b>					
Engineering Traffic Consultant	\$5,000	\$4,304	\$5,000	\$5,000	0.0%
Engineering Consultant	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$6,000</u>	
<b>Total Engineering</b>	<b>\$5,000</b>	<b>\$4,304</b>	<b>\$5,000</b>	<b>\$11,000</b>	120.0%
<b>Litigation &amp; Legal Representation</b>					
Prior Litigation	\$0	\$0	\$0	\$0	0.0%
Gen. Counsels	<u>\$73,646</u>	<u>\$83,194</u>	<u>\$75,000</u>	<u>\$75,000</u>	0.0%
<b>Total Litigation/Legal</b>	<b>\$73,646</b>	<b>\$83,194</b>	<b>\$75,000</b>	<b>\$75,000</b>	0.0%
<b>Other Professional Services</b>					
Investment Consultant-Sisung	\$78,056	\$59,193	\$65,000	\$60,000	-7.7%
Police Integrity & Ethics	<u>\$0</u>	<u>\$1,130</u>	<u>\$0</u>	<u>\$0</u>	0.0%
<b>Total Other Prof. Services</b>	<b>\$78,056</b>	<b>\$60,323</b>	<b>\$65,000</b>	<b>\$60,000</b>	-7.7%
<b>TOTAL PROF. SERV.</b>	<b>\$251,067</b>	<b>\$249,096</b>	<b>\$260,000</b>	<b>\$246,000</b>	-5.4%

\* Not included in this category are the engineering costs associated with Major Repairs and the Capital Improvement Program projects. These costs generally range from 5 to 6% of the total project cost.

Beginning in FY 99-00, the Legislative Auditor began performing an annual audit of Commission's financial statements. That review is now being performed by an independent CPA firm. The Commission, with the recommendation of the Legislative Auditor, has budgeted \$15,000 for this activity.

Accounting Services includes preparation of the financial statements and budget documents.

The traffic engineer provides information pertaining to annual traffic studies and toll analyses which are used mainly for budget and operations planning.

Litigation and legal representation includes general legal consultation and litigation unrelated to insurance matters.

The Investment Consultant fee is based upon the amount of the rehabilitation fund investments under the consultant's management.

## OTHER CHARGES

<b>Other Charges Expenditures</b>	<b>Actual FY 04-05</b>	<b>Actual FY 05-06</b>	<b>Approved FY 06-07</b>	<b>Requested FY 07-08</b>	<b>FY 07 to FY 08</b>
<b>Debt Service</b>	<b>\$4,720,701</b>	<b>\$4,723,340</b>	<b>\$4,753,376</b>	<b>\$4,739,889</b>	<b>-0.3%</b>
<b>Interagency Expense</b>					
Act 875 of 1988					
St. Charles Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
St. John the Baptist Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
Tangipahoa Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
<b>Total Act 875</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>0.0%</b>
Act 1227 of 1995					
City of New Orleans	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
Jefferson Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
St. Tammany Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
Washington Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
<b>Total Act 1227</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>0.0%</b>
<b>Huey P. Long Bridge</b>	<b>\$1,024,203</b>	<b>\$1,440,088</b>	<b>\$1,254,698</b>	<b>\$1,495,947</b>	<b>19.2%</b>
<b>Total Interagency Expense</b>	<b>\$6,094,904</b>	<b>\$6,513,428</b>	<b>\$6,358,074</b>	<b>\$6,585,836</b>	<b>3.6%</b>
Transfer to State of Louisiana (excess GNOEC collections)	\$0	\$0	\$0	\$0	0.0%
<b>TOTAL OTHER CHARGES</b>	<b>\$6,094,904</b>	<b>\$6,513,428</b>	<b>\$6,358,074</b>	<b>\$6,585,836</b>	<b>3.6%</b>

Other Charges consist of Debt Service, Interagency Expense, and State Surplus. Interagency Expense includes expenditures Per Act 875 of 1988 and Act 1227 of 1995. These Acts provide, prior to the transfer of surplus funds to the State of Louisiana, funding for the policing of the Huey P. Long Bridge and for the transfer of funds to the above local agencies. The Commission last returned surplus revenues to the State of Louisiana in FY 94 in the amount of \$104,748. Act 875 of 1988 requires the Commission to use surplus funds to police the Huey P. Long Bridge.

# DEBT SERVICE REQUIREMENTS

1-Nov	Series 1999A Bonds Total Debt Service	Series 2003 Bonds Principal	Series 2003 Bonds Interest	Series 2003 Bonds Total Debt Service	Combined Total Debt Service Requirements
2003	\$1,334,513	\$550,000	\$1,306,361	\$1,856,361	\$4,741,002
2004	\$1,324,763	\$1,050,000	\$2,388,439	\$3,438,439	\$4,763,201
2005	\$1,343,263	\$1,010,000	\$2,367,439	\$3,377,439	\$4,720,701
2006	\$1,333,763	\$1,060,000	\$2,347,239	\$3,407,239	\$4,741,001
2007	\$1,347,338	\$1,080,000	\$2,326,039	\$3,406,039	\$4,753,376
2008	\$1,333,150	\$1,105,000	\$2,301,739	\$3,406,739	\$4,739,889
2009	\$1,342,350	\$1,130,000	\$2,276,876	\$3,406,876	\$4,749,226
2010	\$1,347,800	\$1,160,000	\$2,244,389	\$3,404,389	\$4,752,189
2011	\$1,326,488	\$1,200,000	\$2,207,269	\$3,407,269	\$4,733,756
2012	\$1,330,300	\$1,240,000	\$2,166,769	\$3,406,769	\$4,737,069
2013	\$1,331,225	\$1,285,000	\$2,123,369	\$3,408,369	\$4,739,594
2014	\$1,329,263	\$1,330,000	\$2,076,788	\$3,406,788	\$4,736,050
2015	\$1,329,413	\$1,375,000	\$2,030,238	\$3,405,238	\$4,734,650
2016	\$1,331,413	\$1,450,000	\$1,958,050	\$3,408,050	\$4,739,463
2017	-	\$1,525,000	\$1,881,925	\$3,406,925	\$3,406,925
2018	-	\$1,605,000	\$1,801,863	\$3,406,863	\$3,406,863
2019	-	\$1,685,000	\$1,721,613	\$3,406,613	\$3,406,613
2020	-	\$1,770,000	\$1,637,363	\$3,407,363	\$3,407,363
2021	-	\$1,840,000	\$1,564,350	\$3,404,350	\$3,404,350
2022	-	\$1,920,000	\$1,486,150	\$3,406,150	\$3,406,150
2023	-	\$2,005,000	\$1,402,150	\$3,407,150	\$3,407,150
2024	-	\$2,105,000	\$1,301,900	\$3,406,900	\$3,406,900
2025	-	\$2,210,000	\$1,196,650	\$3,406,650	\$3,406,650
2026	-	\$2,320,000	\$1,086,150	\$3,406,150	\$3,406,150
2027	-	\$2,435,000	\$970,150	\$3,405,150	\$3,405,150
2028	-	\$2,560,000	\$848,400	\$3,408,400	\$3,408,400
2029	-	\$2,640,000	\$730,000	\$3,370,000	\$3,370,000
2030	-	\$2,775,000	\$598,000	\$3,373,000	\$3,373,000
2031	-	\$2,915,000	\$459,250	\$3,374,250	\$3,374,250
2032	-	\$3,060,000	\$313,500	\$3,373,500	\$3,373,500
2033	-	\$3,210,000	\$160,500	\$3,370,500	\$3,370,500
Total	\$18,685,038	\$54,605,000	\$49,280,914	\$103,885,914	\$124,121,079

## HUEY P. LONG BRIDGE

Huey P. Long	Approved	Requested	FY 07
<u>Bridge</u>	<u>FY 06-07</u>	<u>FY 07-08</u>	<u>to FY 08</u>
<b>Administrative</b>			
Administrative Salaries	\$137,578	\$146,414	6.4%
Payroll Taxes	\$19,449	\$20,784	6.9%
Payroll Benefits	\$23,284	\$28,730	23.4%
Materials, Supplies, Contract Work	<u>\$0</u>	<u>\$0</u>	0.0%
<b>Total Administrative Function</b>	<b>\$180,311</b>	<b>\$195,928</b>	8.7%
<b>Operations</b>			
Police Patrol	\$542,626	\$601,236	10.8%
Dispatch	\$76,813	\$79,878	4.0%
Payroll Taxes	\$90,542	\$100,029	10.5%
Payroll Benefits	\$73,096	\$87,932	20.3%
Materials, Supplies, and Maint.	\$75,000	\$120,000	60.0%
Telephone and Radio	\$25,000	\$25,000	0.0%
Unused Vacation and Sick Leave	\$5,500	\$5,500	
Insurance	<u>\$20,000</u>	<u>\$28,000</u>	40.0%
<b>Total Operations</b>	<b>\$908,577</b>	<b>\$1,047,575</b>	15.3%
<b>Maintenance</b>			
Maintenance Personnel	\$57,516	\$92,264	60.4%
Payroll Taxes	\$8,311	\$13,563	63.2%
Payroll Benefits	<u>\$18,833</u>	<u>\$32,267</u>	71.3%
<b>Total Maintenance</b>	<b>\$84,660</b>	<b>\$138,094</b>	63.1%
<b>Capital Acquisitions</b>	<b>\$81,150</b>	<b>\$114,350</b>	40.9%
<b>TOTAL HUEY P. LONG BRIDGE</b>	<b>\$1,254,698</b>	<b>\$1,495,947</b>	19.2%

Since Act 875 of 1988, the Commission has budgeted expenditures for the policing of the Huey P. Long Bridge not as a part of its operating budget but as a reduction to surplus. A percentage of the Commission's administrative, police, and maintenance salaries and benefits, equipment, and acquisitions comprise total expenditures associated with the policing function.

Total expenditures for policing the Huey P. Long Bridge will increase by nearly 20% or \$241,249 due to increased operating and maintenance costs and a 40% increase in acquisitions. FY 08 acquisitions included the purchase of two vehicles with associated equipment including radar, video, light bars, and computers plus the purchase of a portable variable messaging sign at a cost of \$25,000.

## ACQUISITIONS AND MAJOR REPAIRS

<b>Causeway Acquisitions, Major Repairs and Capital Improvement Program</b>	<b>Approved FY 07-08</b>
<b>Capital Acquisitions</b>	
Police	\$195,200
Maintenance	\$273,649
Operations & Administration	\$96,100
<b>Total Capital Acquisitions</b>	<b>\$564,949</b>
<b>Major Repairs</b>	
Consulting Engineering	\$500,000
Annual AASHTO Inspection	\$300,000
Emergency and Periodic Repairs	\$250,000
Prev Maint of Mech & Elect Sys	\$50,000
System Improvement	\$200,000
<b>Total Major Repairs</b>	<b>\$1,300,000</b>
<b>Capital Imp./Rehabilitation Program</b>	
North Toll Plaza Fuel and Wash Facility	\$750,000
South Toll Plaza Ren. Bldg/Roadway	\$1,000,000
North Channel Bascule Control Syst Rep.	\$1,000,000
North Shore Merge Lanes	\$1,400,000
Acceleration/Dec. Lanes at Crossover #4	\$100,000
North Approach Road Rehab-Drainage	\$3,000,000
South Channel Fender Rep/Struct. Impr.	\$750,000
Drive/Drainage Impr at North Toll Plaza	\$500,000
North Toll Plaza Cable Management	\$150,000
Replacement of Collision Avoidance Syst.	\$1,250,000
South Toll Plaza Rem of Diesel Fuel Cont.	\$500,000
CCTV Cameras for Security on Bridge Cross	\$150,000
Variable Message Signs (Maint. Agreement)	\$200,000
Fender Replacement North Channel	\$500,000
Bascule Span Motor Replacement	\$450,000
North and South Shore Road Improvements	\$1,675,000
La. Highway 22 Widening and Interim Proj.	\$750,000
Funds carried forward from Prior Year	(\$27,995,647)
Funds carried forward to Next Year	<u>\$20,232,108</u>
<b>Total Cap. Imp./Rehabilitation Program</b>	<b>\$6,361,461</b>
<b>TOTAL ACQ, MAJ. RPRS. &amp; CAP IMP.</b>	<b>\$8,226,410</b>

## **Acquisitions, Major Repairs/Capital Improvement Expenditure Category**

### Capital Acquisitions

Capital Acquisitions totals \$584,949 in FY 07-08 and includes items such as police automobiles, maintenance vehicles, and office acquisitions. This category is budgeted at 13% less than the amount budgeted in FY 07.

Causeway police acquisitions in FY 08 totals \$195,200 and includes the purchase of six police vehicles (\$144,000) and related equipment (\$51,200). The related equipment includes six stalker radars and six light bars at a total cost of (\$31,200) and two in-car computers costing \$20,000.

Maintenance acquisitions for FY 08 total \$273,649 and includes the purchase of two F-250 trucks at a cost of \$45,000 (\$22,500/truck), one F-150 truck at a cost of \$17,500, two 8' bushogs at a cost of \$25,000 (\$12,500/bushog), one 55-60 HP tractor with A/C cab costing \$30,000, and an F-350 truck with utility body with crane and associated equipment costing \$73,000 for the Motorist Assistance Patrol (MAP).

Administrative acquisitions total \$26,500 and includes the purchase of one Ford Crown Victoria costing \$26,500.

Operations acquisitions total \$69,600 and includes landscaping for plaza, approaches, and the Monroe St. overpass (\$25,000) and a radio system for toll booths and buildings (\$15,000) and two digital video recorders to record security cameras at a cost of \$11,000 /dvr.

### Major Repairs / Capital Improvement Program

Total expenditures anticipated on this program for FY 07-08 is \$7,661,461. Funds carried forward represent \$27.9 million in funds budgeted in prior years for FY 07-08 major repairs and capital improvement projects. In addition, the GNOEC will carry forward a total of \$20.2 million for future projects. The GNOEC is required to have all funds available prior to the start of any projects. A complete list of the GNOEC Rehabilitation Projects with a brief description of each project may be found on page 15 of this report. The above costs include design, construction, and construction management. Consulting engineering firms provide all engineering services for Major Repairs and the Rehabilitation Program. The design engineering work generally costs approximately 5-6% of the construction cost. The cost of consulting engineers employed in the management of construction contracts is approximately 5.25%-6% of the construction cost.

The budget approved by the GNOEC on November 6, 2007 includes the capital improvement projects listed below. The projects approved by the GNOEC for a typical fiscal year often are changed in the course of the year due to changing priorities and other factors which require projects be moved (either delayed or moved forward).

South Toll Plaza Renovations-Building Additions & Modifications and Roadway (\$1,000,000) involves renovation of the existing space for the Police Department, Records Department, Maintenance, South Shore Tag Store and Security Camera Department. Also includes reconstruction of the South Toll Plaza to provide a longer merge distance between the three-lane roadway section and the two-lane bridge section.

Variable Message Sign (VMS) Maintenance (\$200,000)- This provides for the inspection and maintenance of the variable message signs and call box systems on the bridge.

North Channel Bascule Control System Replacement(\$1,000,000)-This project includes the replacement of the entire electrical, control and utilization system for the North Channel Bascule.

South Toll Plaza Diesel Fuel Contamination- Phase Product Removal (\$500,000) –This project provides for the removal of phase product at the former site of an underground diesel storage tank at the South Toll Plaza.

Replacement of Collision Avoidance Radar System- Phases I & 2 (\$1,250,000) –This project provides for the replacement of the marine radar located at the North Channel Bascule. All radar equipment will be replaced. New antenna will be installed at the Bascule and Crossover 5. In addition, the radar antennae will be relocated to platforms to be built on the sides of the bridge.

North Shore Merge Lanes (\$1,400,000) – Includes the widening of the southbound bridge at the North Toll Plaza to provide a longer merge lane between the four-lane toll plaza and the two-lane bridge. The project will also repair hurricane damage, install retaining walls, resurface the approach roadway and improve roadway lighting between the toll plaza and the bridge.

North Approach Road Rehabilitation- Drainage Part B, Brookside Modifications, LA 22 U-turn & Third Lane (\$3,000,000) – In addition to rehabilitation of the pavement on the North Approach Road, this project includes modifications to the Brookside Drive intersection, installation of an additional lane from Florida Street to LA 22, installation of a U-turn at LA 22, and drainage improvements to the corridor. The first half of this project was funded in FY 07.

CCTV Cameras for Security on Bridge and Marine Crossings (\$150,000)- This project provides for the installation of twenty-five security cameras at strategic locations along the Causeway Bridge.

Fender Replacement North Channel (\$500,000)- Replacement of the existing fender system at the North Channel Bascule. The new fender, to be constructed of composite materials, will be increased in length and size to afford additional protection to the Causeway. In addition, steel dolphins will be added at the ends of the fender and access walkways from the towers will be installed. The new fender will also have improved navigation lighting and signs to assist marine traffic.

North Toll Plaza Fuel & Wash Facility (\$750,000)- This project is for the installation of a new larger diesel fuel tank for the emergency generator and a new gasoline tank. An environmentally responsible vehicle washing facility is included in this project.

North Toll Plaza Cable Management (\$150,000)- This project will develop a cable management plan for all buildings and associated facilities at the North Toll Plaza. The purpose is to systemically identify all existing wiring, determine what corrective action needs to take place and accommodate future needs.

North/South Shore Road Improvements (Total=\$1,675,000)- North Shore (\$1,025,000)- The Florida Street U-turn improvement will improve the ability to make a U-turn from northbound North Approach into the southbound east service road. The U.S. Highway 190 overpass project lays the groundwork for the addition of more capacity on the U.S. Highway 190 overpass at Covington. The East Approach at Monroe Street overpass project will provide additional pavement width sufficient to have an additional lane for southbound traffic coming from East Causeway Approach and Monroe Street as it passes beneath Monroe Street Overpass. It will provide additional merge space and acceleration of traffic moving toward the North Toll

Plaza. South Shore (\$650,000)- The Causeway/Veteran/I-10 intersection project will provide an improved geometry and safer flow of traffic exiting and entering I-10 from North Causeway Boulevard. Modifications to the ramps, intersection geometry and new signalization will increase capacity and improve safety at the intersection. The Veterans Boulevard U-turn project will provide a new U-turn on Veterans Boulevard to provide an eastbound to westbound U-turn. The existing U-turn beneath the Causeway Boulevard overpass will be closed. Traffic will be directed to eastbound Veterans Boulevard to the new U-turn.

LA. Highway 22 Widening and Interim Project (\$750,000)- The widening project calls for the widening and improvement of LA. Hwy 22 from its intersection at North Causeway Approach to the Tchefuncte River at Madisonville. The GNOEC is providing pre-construction services only while DOTD will provide construction funding and construction services. The interim project is intended to provide relief of traffic congestion on LA. Hwy 22, particularly during the afternoon and evening rush hour. The project calls for minor widening of LA. Hwy 22 to provide a roadway four lanes wide which consists of two westbound travel lanes, one eastbound travel lane and a continuous turning lane. The project is to be constructed using St. Tammany Parish funds with GNOEC paying for engineering services.

Bascule Span Motor Replacement (\$450,000)- This project provides for installation of emergency span motors at the North Channel Bascule. In the summer of 2005, operation of the southwest leaf of the North Channel Bascule was interrupted due to a damaged submarine cable. While emergency repairs were being made to the submarine cable, a backup span motor was installed to restore operation in the interim. This project provides for the installation of emergency backup span motors on the three remaining leaves. In addition to providing emergency backup, these motors will provide for the primary operation of the bascule during the control system replacement.

Drive and Drainage Improvements (\$500,000)- Additional Access to North Toll Plaza (\$500,000)- This project will provide an additional drive to access the North Toll Plaza and the Tag Sales Office. The project will culvert the open ditches crossing the area adjacent to the Toll Plaza. This will improve drainage discharge through the Toll Plaza, mitigate erosion problems and provide more efficient maintenance of the area.

South Channel Fender Repair & Structural Improvement (\$750,000)- This project provides for repairs to the south channel fender system, replacement of the fender access stairs and installation of a CCTV camera access platform.

Acceleration/Deceleration Lanes at Crossover #4-Design and Permitting (\$100,000)- This project provides for the widening of the Northbound and Southbound Causeway Bridges to improve safety by providing for acceleration and deceleration lanes at Crossover #4. Other than the crossovers, there are no shoulders or other areas to safely pull out of traffic flow in cases of emergency or breakdown. Vehicles then pulling out of a crossover must proceed out into moving traffic from a dead stop without the benefit of safe acceleration and merge lanes.

Finally, in the approved GNOEC budget request, the Commission intends to carry forward \$20.2 million in order to fund future projects on the major repair and improvements program. The GNOEC anticipates directing these funds to projects scheduled to begin in 2007. These projects include the following: North Channel Bascule Control System Replacement, South Toll Plaza Diesel Fuel Contamination-Next Phase of removal, Piling Restoration Part E, and North Toll Plaza Fuel & Wash Facility. Funds are often carried forward to future fiscal years as the GNOEC is required by its bond indenture to have all construction funds available before a project can be initiated.





H. Gordon Monk  
Legislative Fiscal Officer

**STATE OF LOUISIANA**  
**LEGISLATIVE FISCAL OFFICE**  
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To: The Honorable John A. Alario, Jr., Chairman  
Joint Legislative Committee on the Budget  
The Honorable Members of the Joint Legislative Committee on the Budget

From: H. Gordon Monk, Legislative Fiscal Officer  
Evan J. Brasseaux, Section Director

Date: March 16, 2007

Subject: GREATER NEW ORLEANS EXPRESSWAY COMMISSION  
FY 07 BUDGET ANALYSIS

The Greater New Orleans Expressway Commission (GNOEC) staff annually prepares its budget for approval by the Commissioners in accordance with its bond indenture. Upon approval by the GNOEC, the budget is then submitted to the Legislative Fiscal Office. The GNOEC approved the original budget on October 3, 2006 and submitted the approved budget to the Legislative Fiscal Office on November 7, 2006.

Prior to the submission of the annual operating budget to the Joint Legislative Committee on the Budget for its approval or rejection, the Legislative Fiscal Office reviews the submission of the budget for mathematical accuracy and content. The Legislative Fiscal Office prepares an analysis of the budget submitted by the GNOEC and provides this report to the Joint Legislative Committee on the Budget for its consideration.

**BUDGET SUMMARY, FISCAL YEAR 06-07**  
**Greater New Orleans Expressway Commission**

	Actual	Actual	Approved	Estimated	Requested	FY 06	Page
	<u>FY 03-04</u>	<u>FY 04-05</u>	<u>FY 05-06</u>	<u>Year End</u> <u>FY 05-06</u>	<u>FY 06-07</u>	<u>vs. 07</u>	<u>No. Notes</u>
<b>Means of Finance</b>							
Highway Fund No. 2	\$5,429,586	\$4,968,696	\$5,350,000	\$5,901,748	\$5,650,000	6%	3 6% increase over FY 06
Tolls	\$15,633,720	\$13,780,613	\$16,938,000	\$18,209,986	\$18,885,000	11%	3,4 6.7 million crossings in FY 07
Interest Income	\$458,579	\$1,026,702	\$400,000	\$400,000	\$575,000	44%	4 Higher int. rates and fund bal.
Other Revenue	\$416,280	\$495,864	\$479,906	\$479,906	\$459,480	-4%	4
<b>Total MOF</b>	<b>\$21,938,165</b>	<b>\$20,271,875</b>	<b>\$23,167,906</b>	<b>\$24,991,640</b>	<b>\$25,569,480</b>	<b>10%</b>	
<b>Expenditures</b>							
Salaries	\$2,928,878	\$3,181,844	\$3,485,654	\$3,254,998	\$3,917,882	12%	4,8 5.5 additional FTEs
Related Benefits	\$1,041,682	\$1,087,281	\$1,115,608	\$1,062,749	\$1,315,108	18%	4,8 Increases 18%
Other Compensation	<u>\$34,180</u>	<u>\$34,180</u>	<u>\$34,180</u>	<u>\$34,180</u>	<u>\$34,180</u>	0%	8 Commissioner's salaries
<b>Personnel Svcs.</b>	<b>\$4,004,740</b>	<b>\$4,303,305</b>	<b>\$4,635,442</b>	<b>\$4,351,927</b>	<b>\$5,267,170</b>	<b>14%</b>	
<b>Operating Services</b>	<b>\$2,049,121</b>	<b>\$1,925,566</b>	<b>\$2,155,500</b>	<b>\$2,147,280</b>	<b>\$2,367,500</b>	<b>10%</b>	<b>5,9 Insurance costs increase 10%</b>
<b>Supplies</b>	<b>\$1,051,565</b>	<b>\$1,179,799</b>	<b>\$1,315,000</b>	<b>\$1,710,458</b>	<b>\$1,526,025</b>	<b>16%</b>	<b>10 Fuel allocation increases</b>
<b>Operating Expenses</b>	<b>\$3,100,686</b>	<b>\$3,105,365</b>	<b>\$3,470,500</b>	<b>\$3,857,738</b>	<b>\$3,893,525</b>	<b>12%</b>	
<b>Professional Services</b>	<b>\$320,348</b>	<b>\$251,067</b>	<b>\$315,000</b>	<b>\$258,505</b>	<b>\$260,000</b>	<b>-17%</b>	<b>11 17% decrease from FY 06</b>
Debt Service	\$4,763,201	\$4,720,701	\$4,741,002	\$4,720,702	\$4,753,376	0%	13 Schedule on page 13
State Surplus-HPL	<u>\$1,175,482</u>	<u>\$1,374,203</u>	<u>\$1,897,039</u>	<u>\$1,742,174</u>	<u>\$1,604,698</u>	-15%	5,14 Decrease in acquisitions exps.
<b>Other Charges</b>	<b>\$5,938,683</b>	<b>\$6,094,904</b>	<b>\$6,638,041</b>	<b>\$6,462,876</b>	<b>\$6,358,074</b>	<b>-4%</b>	
Acquisitions	\$471,440	\$520,284	\$637,400	\$637,400	\$675,870	6%	16 6% increase
Major Repairs/Cap Im	\$8,102,268	\$5,996,950	\$7,471,523	\$9,423,194	\$9,114,841	22%	16-18 22% inc. in cap improvements
<b>Acquisitions/Repairs</b>	<b>\$8,573,708</b>	<b>\$6,517,234</b>	<b>\$8,108,923</b>	<b>\$10,060,594</b>	<b>\$9,790,711</b>	<b>21%</b>	
<b>Total Expenditures</b>	<b>\$21,938,165</b>	<b>\$20,271,875</b>	<b>\$23,167,906</b>	<b>\$24,991,640</b>	<b>\$25,569,480</b>	<b>10%</b>	

**BUDGET REVIEW AUTHORITY**

Section 2 of Act 875 of 1988 requires the GNOEC to submit its annual operating budget to the Joint Legislative Committee of the Budget for its approval or rejection prior to the expenditure of funds contained in such budget. Historically, the Joint Legislative Committee on the Budget has approved the Commission's budget in February or March after the beginning of the Commission's fiscal year.

Section 4 of Act 875 of 1988 provides that the Commission may secure bonds by a trust agreement and that any revenues of the Commission remaining at the end of each fiscal year after (1) payment of all expenses of maintaining and operating the facilities of the Commission and (2) satisfaction of all obligations of the Commission shall be considered surplus. This

surplus shall be transferred to the Treasurer of the State of Louisiana for deposit in the Treasury, provided that prior to the transfer of surplus funds the Commission shall use said funds first for its officers to police the Huey P. Long Bridge, and transfer \$50,000 each fiscal year to each of the parishes of St. Charles, St. John the Baptist, and Tangipahoa. Act 1227 of 1995 provides that the Commission use surplus funds to provide \$50,000 per year beginning in FY 95 to the following: Jefferson and St. Tammany parishes, the City of New Orleans for use by the New Orleans Recreation Department, and the Washington Parish Infrastructure and Park Fund.

## **BUDGET SUMMARY**

The Greater New Orleans Expressway Commission (GNOEC) is requesting approval of a FY 06-07 budget which represents a 10.4% increase from the budget approved by the JLCB for FY 05-06. This increase is largely due to an anticipated increase in toll revenues of approximately \$2 million, and anticipated revenues from Highway Fund #2 which are budgeted at \$300,000 greater than the budget for FY 06. This is based on the latest projection for Highway Fund #2 adopted by the Revenue Estimating Conference at its December 5, 2006 meeting. This additional funding will be used primarily for capital improvement projects.

The GNOEC has lost approximately \$2 million in toll revenue due to Hurricane Katrina and has submitted a claim to its business interruption insurance. In addition, the GNOEC has also submitted a claim for reimbursement for approximately \$13 million for hurricane related damages. Should the GNOEC not receive reimbursement from its insurance company, it will submit a claim to the Federal Highway Administration (FHWA) and FEMA (if necessary) for necessary repairs and rehabilitation work resulting from damage caused by Hurricane Katrina.

## **MEANS OF FINANCING**

### Highway Fund Number 2

Highway Fund Number 2 revenues are derived from vehicular license taxes collected in the parishes of Orleans, Jefferson, St. John, St. Charles, Tangipahoa and St. Tammany. These revenues are divided equally at year-end between the Greater New Orleans Expressway Commission and the Crescent City Connection Division. The GNOEC anticipates a total of \$5.65 million in Highway Fund #2 dollars in FY 06-07. As in the previous fiscal year, the GNOEC portion of Highway Fund #2 is greater than its annual debt service. The GNOEC once again requests using this "surplus" for its capital improvement program (formerly called the rehabilitation program). As stated in previous reports, the LFO has previously requested and received an Attorney General opinion on this matter of whether these "surplus" funds could be utilized in its budget for use in capital improvements.

Attorney General Opinion Number 05-0059, and its subsequent clarification, notes that "the act (ACT 875 of the 1988 Regular Session) does not specifically reference a rehabilitation program but if the rehabilitation program consists of expenditures related to maintaining and operating the Commission facilities or the renewal or replacement of the Commission facilities then such expenditures would be authorized by the Act and could be used prior to deposit of any surplus into the State Treasury".

### Toll Revenues

Toll revenues are budgeted based on historical collections and trends in traffic patterns. Current estimates indicate revenues for Fiscal Year 06-07 will increase by nearly 12% over the amount projected for last fiscal year. Toll revenues are budgeted at \$18.9 million for FY 06-07.

The GNOEC speculates that this increase is due to displaced citizens from New Orleans which have moved to the North Shore as well as increased truck traffic which has taken this route due to weight limitations on the I-10 twin spans. The GNOEC anticipates that this increased toll revenue will be permanent. The total number of one-way crossings on the expressway is anticipated to be approximately 6,700,000. Tolls collected depend upon vehicle type and payment method, which includes full fare and discounted fare programs.

#### Interest Income and Other Revenue

Interest income is projected to increase from the amount approved last fiscal year. This is a result of higher interest rates and maintaining larger fund balances.

### **EXPENDITURES**

#### Personnel Expense

The salary expenditure category is budgeted at 12.4% greater than the amount approved last fiscal year. This budget includes the addition of 5.5 FTE's. This increase in personnel includes 2 toll collectors (1 FTE), two full-time maintenance workers for the motorist assistance patrol (2 FTEs), two full-time causeway police (2 FTEs), and elimination of the rover position in the accounting department and the addition of one full-time employee for monitoring the security cameras throughout the bridge and plazas (.5 FTE).

Due to the significant increase in traffic and cash customers continuing after Hurricane Katrina, two part-time toll collectors were added on the north shore to help traffic move through the north shore toll lanes more smoothly, alleviating backup and delays. Also, due to the increase in traffic, including the number of 18 eighteen wheel tractor trailer trucks, it has become necessary to increase enforcement and police patrols. Compliance of truck weight limits has been incorporated into enforcement. Additional officers are being deployed during peak traffic hours and other critical times on the bridge. As a result, two police positions have been added. Finally, two positions have been added to operate the two GNOEC wreckers which are used in the Motorist Assistance Patrol (MAP) program.

The budget request includes 94 full-time equivalent positions for causeway operations. A portion of the personnel count for administration (3 FTE positions) and operations (13.0) are allocated to Huey P. Long Bridge expenditures. Adding these sixteen positions brings the total FTE positions to 116.

Pay increases to employees are earned through a level and step program approved by the Commission. Administrative and supervisory personnel receive merit increases as a flat percentage based upon individual job performances. Merit increases generally range from 3% to 5% and are approved each year through the Commission's budget approval process.

Related benefits expenses will increase by 18% as a result of an increase in the contribution rate mandated by Parochial Employees' Retirement System from 12.75 to 13.25%. In addition, the percentage of participation by the commission in health insurance costs was adjusted from 65% to 70%. A corresponding decrease in employee participation from 35% to 30% will occur.

#### Operating Expenses

Operating Expenses include advertising, the publication of public notices and minutes, insurance, travel, telephone and radio expenses, utilities and other operating services. Other operating services include unused vacation and sick leave, dues and subscriptions, trustee fees, bank and visa charges for toll deposits, and other miscellaneous expenses. Operating Expenses

will increase by 9.8% or approximately \$200,000 over the total approved in FY 06. The increase is due primarily to a \$150,000 or 10% increase in insurance costs on the structure and a \$20,000 or 8% increase in estimated utilities costs. Other cost increases include a \$35,000 increase (100%) in the amount allocated for unused vacation and sick leave due to the anticipated retirement of a long-time employee.

#### Other Charges

Per Act 875 of 1988, the Commission will provide \$50,000 each to the parishes of St. Charles, St. John the Baptist, and Tangipahoa. Per Act 1227 of 1995, the Commission will provide \$50,000 to each of the following: Jefferson Parish, St. Tammany Parish, the City of New Orleans for use by the New Orleans Recreation Department, and the Washington Parish Infrastructure and Park Fund.

The Commission is responsible for the policing of the Huey P. Long Bridge and budgets \$1,254,698 for expenditures paid from anticipated excess revenues to the State. This represents a decrease of \$292,341 (19%) from the approved FY 06 budget. This decrease can be attributed to significant decrease (84%) in the acquisitions budget from the previous fiscal year when a thirty ton wrecker and four variable message signs were purchased. The FY 07 acquisitions budget includes only \$81,150 for the purchase of two Ford Crown Victoria units and associated equipment including radar, light bar, in car computers, and communications equipment.

#### Total Acquisitions & Major Repairs

This category includes capital acquisitions and the major repairs/capital improvement program. This category increases by 22% over the amount approved by the Committee last fiscal year. The amount budgeted for acquisitions has increased by 6% over FY 06, while the total amount budgeted for major repairs/capital improvements has increased by approximately 22%.

The budget for Major Repairs/Capital Improvement is \$9,114,841 in FY 07. This category was previously called the rehabilitation program. As the GNOEC has largely completed this program over the last twelve years, it will now expend these funds in a category that combines the Extraordinary Repair and Maintenance Fund and the rehabilitation program. The Extraordinary Repair and Maintenance Fund is an account required by the GNOEC bond indenture and calls for the commission to maintain at least \$800,000. Previously, this mechanism was utilized for those costs necessary for maintenance needs not addressed in the rehabilitation program. However, with the approval of this budget, this revised format will address all issues related to major repairs/capital improvements.

The approved budget request for the capital improvements/rehabilitation program includes fifteen (18) projects scheduled to cost approximately \$15.7 million. These projects include north toll plaza building renovations, causeway bridge lighting, Monroe Street Overpass lighting, north shore merge lanes, west approach road & LA. 22 capacity modifications, and bascule span motor replacement. This request carries forward \$12.9 million from previous years. The capital improvement program also proposes to carry forward \$6.4 million to future fiscal years (see page 15).

### **BUDGET ISSUES**

The GNOEC lost approximately \$2 million in toll revenue due to Hurricane Katrina and has filed a claim with its insurer seeking reimbursement from its business interruption insurance. In addition, the GNOEC has also filed a claim with the same insurer seeking reimbursement for approximately \$13 million for necessary repairs and rehabilitation work resulting from damage caused by Hurricane Katrina. The GNOEC has yet to receive any

response related to these claims. Should these claims not be covered by the insurer, the GNOEC will submit these same requests to the Federal Highway Administration (FHWA) and then to FEMA if the FHWA does not provide a positive response.

Approximately \$4 million of this work has already been completed. The FHWA and GNOEC engineers concluded that the remaining repair work for damage caused by Katrina should be included in future projects rather than contracting smaller individual projects, which would be more costly. For example, the repairs to the spans that are slightly out of alignment (but pose no danger to vehicles crossing the spans) because of Katrina will be included in the replacement of bearing pads projects to be scheduled in subsequent years.

## TOLL INCREASE AND REHABILITATION PROJECTS

In February 1995, the Greater New Orleans Expressway Commission increased tolls and charges on the Lake Pontchartrain Causeway. The revenues generated from the increase are dedicated for the purpose of funding major repairs/capital improvement projects. The schedule of tolls and charges below became effective February 1, 1995.

NOTE: The GNOEC began one-way toll collections in May 1999. Tolls have been collected only on the North Shore since that time.

### PRIOR AND CURRENT TOLL SCHEDULE

<u>Height</u>	<u>Type</u>	<u>Axles</u>	<u>Current Toll</u>	<u>Prior Toll</u>
Under 7'6"	Commuter Cash	2	\$2.00	\$0.50
		2	\$3.00	\$1.00
		3	\$4.50	\$1.50
		4	\$6.00	\$2.00
		5+	\$7.50	\$2.50
Over 7'6"	Cash	2	\$6.00	\$2.35
		3	\$9.00	\$2.90
		4	\$12.00	\$3.75
		5+	\$15.00	\$4.00

# PERSONNEL EXPENSE

<b>SALARIES</b>	<b>FTE</b>	<b>Actual FY 03-04</b>	<b>FTE</b>	<b>Actual FY 04-05</b>	<b>FTE</b>	<b>Approved FY 05-06</b>	<b>FTE</b>	<b>Requested FY 06-07</b>
General Manager	1.0	\$105,254	1.0	\$108,938	1.0	\$114,385	1.0	\$121,196
Asst. Gen. Manager	1.0	\$62,547	1.0	\$66,475	1.0	\$73,262	1.0	\$79,503
N. Shore Supervisor	1.0	\$46,013	1.0	\$48,947	1.0	\$51,883	1.0	\$56,099
Office Personnel	16.0	\$560,987	16.5	\$587,688	15.5	\$600,541	16.0	\$635,090
Less: HPL Adm.	(3.0)	(\$90,376)	(3.0)	(\$120,662)	(3.0)	(\$127,431)	(3.0)	(\$137,578)
<b>Total Administrative</b>	<b>16.0</b>	<b>\$684,425</b>	<b>16.5</b>	<b>\$691,386</b>	<b>15.5</b>	<b>\$712,640</b>	<b>16.0</b>	<b>\$754,310</b>
Toll Collectors	12.0	\$305,412	12.0	\$334,031	12.5	\$334,137	13.5	\$402,819
Bridge Monitors	5.0	\$105,419	5.0	\$119,154	5.0	\$125,758	5.0	\$137,575
Maintenance	25.0	\$635,957	25.0	\$662,494	25.0	\$720,117	27.0	\$796,560
Dispatch/Bascule Oper.	19.5	\$441,835	19.5	\$505,850	19.5	\$592,713	19.5	\$690,091
Police	30.0	\$1,173,460	30.0	\$1,360,934	30.0	\$1,580,392	32.0	\$1,813,482
Less: HPL Operations	(12.0)	(\$417,630)	(12.0)	(\$492,005)	(13.0)	(\$580,103)	(13.0)	(\$676,955)
<b>Total Operations</b>	<b>79.5</b>	<b>\$2,244,453</b>	<b>79.5</b>	<b>\$2,490,458</b>	<b>79.0</b>	<b>\$2,773,014</b>	<b>84.0</b>	<b>\$3,163,572</b>
<b>TOTAL SALARIES</b>	<b>95.5</b>	<b>\$2,928,878</b>	<b>96.0</b>	<b>\$3,181,844</b>	<b>94.5</b>	<b>\$3,485,654</b>	<b>100.0</b>	<b>\$3,917,882</b>
<b>Related Benefits</b>								
Parochial (Retirement)		\$421,664		\$512,178		\$582,259		\$674,556
Group Insurance		\$564,598		\$570,229		\$547,538		\$700,451
Retirees Group Benefits		\$108,989		\$97,013		\$87,216		\$87,216
Gov. Def. Comp. Plan		\$86,400		\$86,400		\$86,400		\$86,400
Less: HPL Rel. Benef.		(\$139,969)		(\$178,539)		(\$187,805)		(\$233,515)
<b>Total Related Benefits</b>		<b>\$1,041,682</b>		<b>\$1,087,281</b>		<b>\$1,115,608</b>		<b>\$1,315,108</b>
<b>Other Compensation*</b>		<b>\$34,180</b>		<b>\$34,180</b>		<b>\$34,180</b>		<b>\$34,180</b>
<b>Total Personnel Expense</b>		<b>\$4,004,740</b>		<b>\$4,303,305</b>		<b>\$4,635,442</b>		<b>\$5,267,170</b>

\* Other Compensation represents the salaries of the Greater New Orleans Expressway Commissioners. The five appointed commissioners are paid \$569.66 per month for Commission duties as provided by an amendment to the Articles of Incorporation of the Great Expressway Commission. The Articles of Incorporation were executed by the Parishes of Jefferson and St. Tammany on October 20, 1954, with the above amendment being approved on August 7, 1986.

Requested Adjustments to Full Time Equivalency Position (FTE) Count:	<u>FTEs</u>
Fiscal Year 2006 FTEs Approved (Including HPL Personnel)	110.5
Net increase of personnel (FTEs)	<u>5.5</u>
Requested Fiscal Year 2007 FTEs (Including HPL Personnel)	116.0



## OPERATING EXPENSES

	<b>Actual</b>	<b>Actual</b>	<b>Approved</b>	<b>Requested</b>	<b>FY 06</b>
<b>OPERATING SERVICES</b>	<b><u>FY 03-04</u></b>	<b><u>FY 04-05</u></b>	<b><u>FY 05-06</u></b>	<b><u>FY 06-07</u></b>	<b><u>to FY 07</u></b>
Advertising	\$15,071	\$4,791	\$15,000	\$15,000	0.0%
Publication of Public Notices and Minutes	\$2,834	\$2,687	\$5,000	\$5,000	0.0%
Insurance	\$1,389,437	\$1,324,967	\$1,475,000	\$1,622,500	10.0%
Travel	\$2,433	\$685	\$5,000	\$7,500	50.0%
Telephone and Radio	\$174,794	\$179,501	\$180,000	\$187,000	3.9%
Utilities	\$222,221	\$226,352	\$250,000	\$270,000	8.0%
Other Operating Services	<u>\$242,331</u>	<u>\$186,583</u>	<u>\$225,500</u>	<u>\$260,500</u>	15.5%
<b>TOTAL OPER. SERVICES</b>	<b>\$2,049,121</b>	<b>\$1,925,566</b>	<b>\$2,155,500</b>	<b>\$2,367,500</b>	<b>9.8%</b>

The increase in this category is largely due to an increase in insurance expenses of 10% or \$147,500, an increase in utilities costs of 8% or \$20,000.

## OTHER OPERATING SERVICES SUMMARY

	<b>Actual</b>	<b>Actual</b>	<b>Approved</b>	<b>Requested</b>	<b>FY 06</b>
<b>Other Operating Services</b>	<b><u>FY 03-04</u></b>	<b><u>FY 04-05</u></b>	<b><u>FY 05-06</u></b>	<b><u>FY 06-07</u></b>	<b><u>to FY 07</u></b>
Unused Vacation & Sick Leave	\$55,799	\$31,488	\$35,000	\$70,000	100.0%
Dues and Subscriptions	\$10,618	\$8,204	\$18,000	\$18,000	0.0%
Trustee Fees	\$14,000	\$7,500	\$15,000	\$15,000	0.0%
Bank & Visa Charges on Toll Deposits	\$161,914	\$139,391	\$157,500	\$157,500	0.0%
All Other	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	0.0%
<b>TOTAL OTHER OP. SVC.</b>	<b>\$242,331</b>	<b>\$186,583</b>	<b>\$225,500</b>	<b>\$260,500</b>	<b>15.5%</b>

This category also includes dues to the International Bridge, Tunnel and Turnpike Authority and for memberships in various police associations and chambers of commerce. A significant increase in expenses related to unused vacation and sick leave is anticipated as an employee who has been with the Causeway for thirty years is set to retire in 2007.

## SUPPLIES EXPENSE

	Actual	Actual	Approved	Requested	FY 06
Supplies Expense Items	<u>FY 03-04</u>	<u>FY 04-05</u>	<u>FY 05-06</u>	<u>FY 06-07</u>	<u>to FY 07</u>
Ofc. Expense and Supplies	\$133,234	\$126,256	\$130,000	\$255,712	96.7%
Oper. Expenses & Supplies	\$374,626	\$475,444	\$585,000	\$634,313	8.4%
Repair & Maint./Supplies	<u>\$543,705</u>	<u>\$578,099</u>	<u>\$600,000</u>	<u>\$636,000</u>	6.0%
<b>TOTAL SUPPLIES EXP.</b>	<b>\$1,051,565</b>	<b>\$1,179,799</b>	<b>\$1,315,000</b>	<b>\$1,526,025</b>	16.0%

### Office Expense and Supplies:

The GNOEC is requesting a 96.7% increase in its office expense and supply budget. Because of the significant increase in costs of labor and materials following Hurricane Katrina, the construction of a new building to house Administration and Dispatch departments, previously included in the South Toll Plaza Renovations project, has been cancelled and deleted from the project. Office space will be leased to accommodate these departments, with the cost being included in this expenditure category.

Included in this general ledger account are the costs related to disposal services, postage, extermination and termite control, office machine repairs and maintenance contracts, and other general administrative office supplies.

### Operating Expenses and Supplies:

The approved budget for FY 07 is \$634,313, which is an 8.4% increase from the previous approved budget.

Included in the general ledger account Operating Supplies are the costs associated with vehicle and truck repairs and their routine preventative maintenance. All gasoline, oil, auto parts, tires, lubricants, diesel fuel and any other similar costs are in this account. All police equipment on the vehicles and related maintenance is in this account. Also included in this account are all police uniforms and protective equipment and any expenditures for police car retrofitting. Finally, 9/11 security patrols that were initiated in FY 03 are included in this category.

### Repair and Maintenance Supplies:

The amount budgeted in this category shows a 6% increase over the amount budgeted in FY 06. Because of the continued increase in traffic and toll tag users, it has been necessary to purchase additional toll tags.

Included in this account are the costs for general maintenance and supplies needed on the bridge, toll tags, toll system software maintenance, computer and electronic repairs on all bridge equipment, plumbing and janitorial supplies for the entire operation, and air conditioning contracts and other miscellaneous items dealing with operations maintenance. Also included are the components of the crash attenuators on the bridge which must be kept in stock and used by maintenance personnel in repairing damaged attenuators.

## PROFESSIONAL SERVICES

Professional Service Items	Actual <u>FY 03-04</u>	Actual <u>FY 04-05</u>	Approved <u>FY 05-06</u>	Requested <u>FY 06-07</u>	FY 06 <u>to FY 07</u>
<b>Accounting and Finance</b>					
Independent Audit	\$10,000	\$9,960	\$15,000	\$15,000	0.0%
Accounting Services	<u>\$98,631</u>	<u>\$84,405</u>	<u>\$115,000</u>	<u>\$100,000</u>	-13.0%
<b>Total Accounting and Finan.</b>	<b>\$108,631</b>	<b>\$94,365</b>	<b>\$130,000</b>	<b>\$115,000</b>	-11.5%
<b>Engineering *</b>					
Engineering Traffic Consultant	<u>\$40,535</u>	<u>\$5,000</u>	<u>\$5,000</u>	<u>\$5,000</u>	0.0%
<b>Total Engineering</b>	<b>\$40,535</b>	<b>\$5,000</b>	<b>\$5,000</b>	<b>\$5,000</b>	0.0%
<b>Litigation &amp; Legal Representation</b>					
Prior Litigation	\$0	\$0	\$0	\$0	0.0%
Gen. Counsels	<u>\$81,805</u>	<u>\$73,646</u>	<u>\$90,000</u>	<u>\$75,000</u>	-16.7%
<b>Total Litigation/Legal</b>	<b>\$81,805</b>	<b>\$73,646</b>	<b>\$90,000</b>	<b>\$75,000</b>	-16.7%
<b>Other Professional Services</b>					
Investment Consultant-Sisung	\$85,397	\$78,056	\$90,000	\$65,000	-27.8%
Police Integrity & Ethics	<u>\$3,980</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	0.0%
<b>Total Other Prof. Services</b>	<b>\$89,377</b>	<b>\$78,056</b>	<b>\$90,000</b>	<b>\$65,000</b>	-27.8%
<b>TOTAL PROF. SERV.</b>	<b>\$320,348</b>	<b>\$251,067</b>	<b>\$315,000</b>	<b>\$260,000</b>	-17.5%

\* Not included in this category are the engineering costs associated with Major Repairs and the Capital Improvement Program projects. These costs generally range from 5 to 6% of the total project cost.

Beginning in FY 99-00, the Legislative Auditor began performing an annual audit of Commission's financial statements. That review is now being performed by an independent CPA firm. The Commission, with the recommendation of the Legislative Auditor, has budgeted \$15,000 for this activity.

Accounting Services includes preparation of the financial statements and budget documents.

The traffic engineer provides information pertaining to annual traffic studies and toll analyses which are used mainly for budget and operations planning.

Litigation and legal representation includes general legal consultation and litigation unrelated to insurance matters.

The budget for the Investment Consultant will remain constant. This fee is based upon the amount of the rehabilitation fund investments under the consultant's management.

## OTHER CHARGES

Other Charges Expenditures	Actual FY 03-04	Actual FY 04-05	Approved FY 05-06	Requested FY 06-07	FY 06 to FY 07
<b>Debt Service</b>	<b>\$4,763,201</b>	<b>\$4,720,701</b>	<b>\$4,741,002</b>	<b>\$4,753,376</b>	0.3%
<b>Interagency Expense</b>					
Act 875 of 1988					
St. Charles Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
St. John the Baptist Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
Tangipahoa Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
<b>Total Act 875</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>\$150,000</b>	0.0%
Act 1227 of 1995					
City of New Orleans	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
Jefferson Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
St. Tammany Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
Washington Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
<b>Total Act 1227</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$200,000</b>	0.0%
<b>Huey P. Long Bridge</b>	<b>\$825,482</b>	<b>\$1,024,203</b>	<b>\$1,547,039</b>	<b>\$1,254,698</b>	-18.9%
<b>Total Interagency Expense</b>	<b>\$5,938,683</b>	<b>\$6,094,904</b>	<b>\$6,638,041</b>	<b>\$6,358,074</b>	-4.2%
Transfer to State of Louisiana (excess GNOEC collections)	\$0	\$0	\$0	\$0	0.0%
<b>TOTAL OTHER CHARGES</b>	<b>\$5,938,683</b>	<b>\$6,094,904</b>	<b>\$6,638,041</b>	<b>\$6,358,074</b>	-4.2%

Other Charges consist of Debt Service, Interagency Expense, and State Surplus. Interagency Expense includes expenditures Per Act 875 of 1988 and Act 1227 of 1995. These Acts provide, prior to the transfer of surplus funds to the State of Louisiana, funding for the policing of the Huey P. Long Bridge and for the transfer of funds to the above local agencies. The Commission last returned surplus revenues to the State of Louisiana in FY 94 in the amount of \$104,748. Act 875 of 1988 requires the Commission to use surplus funds to police the Huey P. Long Bridge.

# DEBT SERVICE REQUIREMENTS

1-Nov	Series 1999A Bonds Total Debt Service	Series 2003 Bonds Principal	Series 2003 Bonds Interest	Series 2003 Bonds Total Debt Service	Combined Total Debt Service Requirements
2003	\$1,334,513	\$550,000	\$1,306,361	\$1,856,361	\$4,741,002
2004	\$1,324,763	\$1,050,000	\$2,388,439	\$3,438,439	\$4,763,201
2005	\$1,343,263	\$1,010,000	\$2,367,439	\$3,377,439	\$4,720,701
2006	\$1,333,763	\$1,060,000	\$2,347,239	\$3,407,239	\$4,741,001
2007	\$1,347,338	\$1,080,000	\$2,326,039	\$3,406,039	\$4,753,376
2008	\$1,333,150	\$1,105,000	\$2,301,739	\$3,406,739	\$4,739,889
2009	\$1,342,350	\$1,130,000	\$2,276,876	\$3,406,876	\$4,749,226
2010	\$1,347,800	\$1,160,000	\$2,244,389	\$3,404,389	\$4,752,189
2011	\$1,326,488	\$1,200,000	\$2,207,269	\$3,407,269	\$4,733,756
2012	\$1,330,300	\$1,240,000	\$2,166,769	\$3,406,769	\$4,737,069
2013	\$1,331,225	\$1,285,000	\$2,123,369	\$3,408,369	\$4,739,594
2014	\$1,329,263	\$1,330,000	\$2,076,788	\$3,406,788	\$4,736,050
2015	\$1,329,413	\$1,375,000	\$2,030,238	\$3,405,238	\$4,734,650
2016	\$1,331,413	\$1,450,000	\$1,958,050	\$3,408,050	\$4,739,463
2017	-	\$1,525,000	\$1,881,925	\$3,406,925	\$3,406,925
2018	-	\$1,605,000	\$1,801,863	\$3,406,863	\$3,406,863
2019	-	\$1,685,000	\$1,721,613	\$3,406,613	\$3,406,613
2020	-	\$1,770,000	\$1,637,363	\$3,407,363	\$3,407,363
2021	-	\$1,840,000	\$1,564,350	\$3,404,350	\$3,404,350
2022	-	\$1,920,000	\$1,486,150	\$3,406,150	\$3,406,150
2023	-	\$2,005,000	\$1,402,150	\$3,407,150	\$3,407,150
2024	-	\$2,105,000	\$1,301,900	\$3,406,900	\$3,406,900
2025	-	\$2,210,000	\$1,196,650	\$3,406,650	\$3,406,650
2026	-	\$2,320,000	\$1,086,150	\$3,406,150	\$3,406,150
2027	-	\$2,435,000	\$970,150	\$3,405,150	\$3,405,150
2028	-	\$2,560,000	\$848,400	\$3,408,400	\$3,408,400
2029	-	\$2,640,000	\$730,000	\$3,370,000	\$3,370,000
2030	-	\$2,775,000	\$598,000	\$3,373,000	\$3,373,000
2031	-	\$2,915,000	\$459,250	\$3,374,250	\$3,374,250
2032	-	\$3,060,000	\$313,500	\$3,373,500	\$3,373,500
2033	-	\$3,210,000	\$160,500	\$3,370,500	\$3,370,500
Total	\$18,685,038	\$54,605,000	\$49,280,914	\$103,885,914	\$124,121,079

## HUEY P. LONG BRIDGE

Huey P. Long	Approved	Requested	FY 06
<u>Bridge</u>	<u>FY 05-06</u>	<u>FY 06-07</u>	<u>to FY 07</u>
<b>Administrative</b>			
Administrative Salaries	\$127,431	\$137,578	8.0%
Payroll Taxes	\$17,488	\$19,449	11.2%
Payroll Benefits	\$21,124	\$23,284	10.2%
Materials, Supplies, Contract Work	<u>\$0</u>	<u>\$0</u>	0.0%
<b>Total Administrative Function</b>	<b>\$166,043</b>	<b>\$180,311</b>	8.6%
<b>Operations</b>			
Police Patrol	\$465,816	\$542,626	16.5%
Dispatch	\$67,688	\$76,813	13.5%
Payroll Taxes	\$75,757	\$90,542	19.5%
Payroll Benefits	\$56,707	\$73,096	28.9%
Materials, Supplies, and Maint.	\$75,000	\$75,000	0.0%
Telephone and Radio	\$18,000	\$25,000	38.9%
Unused Vacation and Sick Leave	\$5,500	\$5,500	
Insurance	<u>\$20,000</u>	<u>\$20,000</u>	0.0%
<b>Total Operations</b>	<b>\$784,468</b>	<b>\$908,577</b>	15.8%
<b>Maintenance</b>			
Maintenance Personnel	\$46,599	\$57,516	23.4%
Payroll Taxes	\$6,617	\$8,311	25.6%
Payroll Benefits	<u>\$10,112</u>	<u>\$18,833</u>	86.2%
<b>Total Maintenance</b>	<b>\$63,328</b>	<b>\$84,660</b>	33.7%
<b>Capital Acquisitions</b>	<b>\$533,200</b>	<b>\$81,150</b>	-84.8%
<b>TOTAL HUEY P. LONG BRIDGE</b>	<b>\$1,547,039</b>	<b>\$1,254,698</b>	-18.9%

Since Act 875 of 1988, the Commission has budgeted expenditures for the policing of the Huey P. Long Bridge not as a part of its operating budget but as a reduction to surplus. A percentage of the Commission's administrative, police, and maintenance salaries and benefits, equipment, and acquisitions comprise total expenditures associated with the policing function.

Total expenditures for policing the Huey P. Long Bridge will decrease by nearly 20% or \$300,000 due to an 85% decrease in capital acquisitions. FY 06 acquisitions included the purchase of four variable messaging signs and a thirty ton wrecker to provide improved traffic flow over this structure.

## ACQUISITIONS AND MAJOR REPAIRS

<b>Causeway Acquisitions, Major Repairs and Capital Improvement Program</b>	<b>Approved FY 06-07</b>
<b>Capital Acquisitions</b>	
Police	\$257,850
Maintenance	\$371,900
Operations & Administration	\$46,120
<b>Total Capital Acquisitions</b>	<b>\$675,870</b>
<b>Major Repairs</b>	
Consulting Engineering	\$400,000
Annual AASHTO Inspection	\$200,000
Emergency and Periodic Repairs	\$250,000
Prev Maint of Mech & Elect Sys	\$50,000
System Improvement	\$200,000
<b>Total Major Repairs</b>	<b>\$1,100,000</b>
<b>Capital Imp./Rehabilitation Program</b>	
North Toll Plaza Access/Egress & Overlay	\$100,000
South Toll Plaza Renovations- Bldg Add.	\$1,000,000
North Channel Bascule Span Repairs	\$25,000
North Shore Merge Lanes	\$1,800,000
North Causeway Capacity Improvements	\$250,000
North Approach Road Rehab-Drainage	\$3,000,000
Replacement of Collision Avoid. Radar Sys	\$150,000
West Approach Road & LA 22 Striping Mod	\$50,000
West Approach Road & LA 22 Capacity	\$2,750,000
North Toll Plaza Building Renovations	\$150,000
South Toll Plaza Rem of Diesel Fuel Cont.	\$50,000
CCTV Cameras for Security on Bridge Cross	\$250,000
North Shore Approach Road Drainage	\$150,000
Variable Message Signs (Maint. Agreement)	\$180,000
Fender Replacement North Channel	\$900,000
Bascule Span Motor Replacement	\$250,000
Causeway Bridge Lighting	\$2,500,000
Monroe Street Overpass Lighting	\$1,000,000
Funds carried forward from Prior Year	(\$12,972,186)
Funds carried forward to Next Year	<u>\$6,432,027</u>
<b>Total Cap. Imp./Rehabilitation Program</b>	<b>\$8,014,841</b>

## **Acquisitions, Major Repairs/Capital Improvement Expenditure Category**

### **Capital Acquisitions**

Capital Acquisitions totals \$675,870 in FY 06-07 and includes items such as police automobiles, maintenance vehicles, and office acquisitions. This category is budgeted at 6% more than the amount approved last fiscal year.

Causeway police acquisitions in FY 07 total \$257,850 and include the purchase of six police vehicles and related equipment. In addition, this request includes six mobile in-car video cameras at a total expense of \$44,400 and three in-car computers costing \$30,000.

Maintenance acquisitions for FY 07 total \$371,900 and includes the purchase of a bobcat with trencher for \$70,000, one Ford F-150 truck with associated equipment totaling \$24,000, three F-350 trucks with a utility body at a cost of \$156,900 (including overhead VMS, portable 800 radio, and associated equipment), a 1 ton truck with lift and associated equipment at \$76,500 and a zero turn lawnmower at \$8,000.

Administrative acquisitions total \$41,300 and includes the purchase of one vehicle for \$26,500, a fax machine for \$2,000, a copier/printer/scanner/fax at a cost of \$2,300, and four plasma wall units for security cameras totaling \$10,000.

Operations acquisitions total \$4,820 and include the purchase of a fax/copier for the north shore toll plaza (\$3,000) and one for communications/dispatch (\$1,800).

### **Major Repairs / Capital Improvement Program**

Total expenditures anticipated on this program for FY 06-07 is \$15,655,000. Funds carried forward represent \$12.97 million in funds budgeted in prior years for FY 06-07 major repairs and capital improvement projects. In addition, the GNOEC will carry forward a total of \$6.43 million for future projects. The GNOEC is required to have all funds available prior to the start of any projects. A complete list of the GNOEC Rehabilitation Projects with a brief description of each project may be found on page 15 of this report. The above costs include design, construction, and construction management. Consulting engineering firms provide all engineering services for Major Repairs and the Rehabilitation Program. The design engineering work generally costs approximately 5-6% of the construction cost. The cost of consulting engineers employed in the management of construction contracts is approximately 5.25%-6% of the construction cost.

The budget approved by the GNOEC on December 6, 2005 includes the capital improvement projects listed below. The projects approved by the GNOEC for a typical fiscal year often are changed in the course of the year due to changing priorities and other factors which require projects be moved (either delayed or moved forward).

Project 1201C South Toll Plaza Renovations-Building Additions & Modifications (\$1,000,000) involves renovation of the existing space for the Police Department, Records Department, Maintenance, Engineering, and Human Resources and a drive-through lane to be constructed at the existing commuter sales office. The GNOEC originally budgeted \$2.85 million in FY 05 for the construction of a new administration/dispatch building and renovation of existing buildings to provide additional space for the operations of the GNOEC. However, following Hurricane Katrina, the GNOEC has decided not to construct a new administration building at this time, but will go forward with its original plan to renovate its existing buildings and space. Due to the affect that Hurricane Katrina has had on building costs in the New



Orleans area, the GNOEC cannot at this time provide the final building plans and costs for this renovation and will continue to address this issue with the existing budget.

North Toll Plaza Access and Egress & Overlay of Maintenance Building Parking Lot (\$100,000) – This project is designed to improve safety at the North Toll Plaza through the addition of an access road to Copal Street. This access road will allow traffic at the toll plaza to return to Mandeville without entering Causeway Bridge traffic. This project also includes the overlay of the parking lot of the Maintenance Building.

Variable Message Sign (VMS) Maintenance (\$180,000)- This provides for the inspection and maintenance of the variable message signs and call box systems on the bridge.

North Channel Bascule Span Repairs (\$25,000)-This project includes the replacement of the lock bar operators on the North Channel Bascule spans. Additional work includes balancing the spans and repair of broken girder welds.

South Toll Plaza Diesel Fuel Contamination- Phase Product Removal (\$50,000) –This project provides for the removal of phase product at the former site of an underground diesel storage tank at the South Toll Plaza.

Replacement of Collision Avoidance Radar System- Phase 1 (\$150,000) –This project provides for the replacement of the marine radar located at the North Channel Bascule. All radar equipment will be replaced. New antenna will be installed at the Bascule and Crossover 5.

North Toll Plaza Building Renovations (\$150,000) –Provides for the completion of the renovations of the North Toll Plaza Building Complex. Renovations will include new space for police and employees. In addition, new public restrooms will be provided.

North Shore Merge Lanes (\$1,800,000) – Includes the widening of the southbound bridge at the North Toll Plaza to provide a longer merge lane between the four-lane toll plaza and the two-lane bridge. The project will also repair hurricane damage, install retaining walls, resurface the approach roadway and improve roadway lighting between the toll plaza and the bridge.

North Causeway Capacity Improvements- Monroe Street to Brookside Drive (\$250,000) –This project provides improved traffic flow on North Causeway Approach as well as providing improved traffic movement for the City of Mandeville. There will be extensive adjustments to the geometry of traffic at Florida Street, modifications to existing signals and adding new signals where needed.

North Approach Road Rehabilitation- Drainage Part B, Brookside Modifications, LA 22 U-turn & Third Lane (\$3,000,000) – In addition to rehabilitation of the pavement on the North Approach Road, this project includes modifications to the Brookside Drive intersection, installation of an additional lane from Florida Street to LA 22, installation of a U-turn at LA 22, and drainage improvements to the corridor. This is approximately 50% of the total cost of this project.

Causeway Bridge Lighting (\$2,500,000) – In order to provide consistent daytime and nighttime speed limits, lighting the humps of the southbound bridge is necessary.

West Approach Road & LA 22 Interim Striping Modifications (\$50,000) – Provides for increased capacity of the West Causeway Approach/LA 22 intersection by re-striping the shoulder into an additional lane.

West Approach Road & LA 22 Capacity Modifications (\$2,750,000) – Will increase capacity of the West Causeway Approach/LA 22 intersection.

Bascule Span Motor Replacement (\$250,000) – This project provides for installation of emergency span motors at the North Channel Bascule. In the summer of 2005, operation of the southwest leaf of the North Channel Bascule was interrupted due to a damaged submarine cable. While emergency repairs were being made to the submarine cable, a backup span motor was installed to restore operation in the interim. This project provides for the installation of emergency backup span motors on the three remaining leaves. In addition to providing emergency backup, these motors will provide for the primary operation of the bascule during the control system replacement project.

CCTV Cameras for Security on Bridge and Marine Crossings (\$250,000)- This project provides for the installation of twenty-five security cameras at strategic locations along the Causeway Bridge.

Fender Replacement North Channel (\$900,000)- Replacement of the existing fender system at the North Channel Bascule. The new fender, to be constructed of composite materials, will be increased in length and size to afford additional protection to the Causeway. In addition, steel dolphins will be added at the ends of the fender and access walkways from the towers will be installed. The new fender will also have improved navigation lighting and signs to assist marine traffic.

North Shore Approach Road Drainage – Part A- West Approach Road (\$150,000)- This project will improve the drainage hydraulics and make maintenance easier on the south side of the West Causeway Approach.

Monroe Street Overpass Lighting (\$1,000,000)- Replacement of the existing low-level lighting on the overpass with more contemporary streetlights. The existing lights are approaching thirty years old and are gradually failing. The present fixtures are no longer manufactured. The new lighting will be pole-mounted streetlights that will comply with Mandeville's "Dark Skies" provisions.

Finally, in the approved GNOEC budget request, the Commission intends to carry forward \$6.4 million in order to fund future projects on the major repair and improvements program. The GNOEC anticipates directing these funds to projects scheduled to begin in 2007. These projects include the following: North Channel Bascule Control System Replacement, South Toll Plaza Diesel Fuel Contamination-Next Phase of removal, Piling Restoration Part E, and North Toll Plaza Fuel & Wash Facility. Funds are often carried forward to future fiscal years as the GNOEC is required by its bond indenture to have all construction funds available before a project can be initiated.



H. Gordon Monk  
Legislative Fiscal Officer

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**LEGISLATIVE FISCAL OFFICE**  
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To: The Honorable John A. Alario, Jr., Chairman  
Joint Legislative Committee on the Budget  
The Honorable Members of the Joint Legislative Committee on the Budget

From: H. Gordon Monk, Legislative Fiscal Officer  
Evan J. Brasseaux, Legislative Fiscal Analyst

Date: March 17, 2006

Subject: GREATER NEW ORLEANS EXPRESSWAY COMMISSION  
FY 06 BUDGET ANALYSIS

The Greater New Orleans Expressway Commission (GNOEC) staff annually prepares its budget for approval by the Commissioners in accordance with its bond indenture. Upon approval by the GNOEC, the budget is then submitted to the Legislative Fiscal Office. The GNOEC approved the original budget on December 6, 2005. However, the Revenue Estimating Conference adopted a significantly higher estimate for Highway Fund #2 which has led the GNOEC to amend its original budget request to include this higher figure. The GNOEC subsequently considered this amended budget on March 7, 2006. The Commission's FY 06 began on November 1, 2005 and ends October 31, 2006.

Prior to the submission of the annual operating budget to the Joint Legislative Committee on the Budget for its approval or rejection, the Legislative Fiscal Office reviews the submission of the budget for mathematical accuracy and content. The Legislative Fiscal Office prepares an analysis of the budget submitted by the GNOEC and provides this report to the Joint Legislative Committee on the Budget for its consideration.

**BUDGET SUMMARY, FISCAL YEAR 05-06**  
**Greater New Orleans Expressway Commission**

	Actual <u>FY 02-03</u>	Actual <u>FY 03-04</u>	Approved <u>FY 04-05</u>	Estimated Year End <u>FY 04-05</u>	Requested <u>FY 05-06</u>	FY 05 <u>vs. 06</u>	Page <u>No. Notes</u>
<b>Means of Finance</b>							
Highway Fund No. 2	\$4,751,129	\$5,429,586	\$5,100,000	\$4,968,696	\$5,350,000	5%	3 5% increase over FY 05
Tolls	\$15,448,211	\$15,633,720	\$16,644,000	\$13,778,328	\$16,938,000	2%	3,4 6.5 million crossings in FY 06
Interest Income	\$592,518	\$458,579	\$350,000	\$450,000	\$400,000	14%	4 Higher interest rates
Other Revenue	\$486,170	\$416,280	\$442,000	\$442,000	\$479,906	9%	4
Federal/DOTD Funds	\$0	\$0	\$0	\$0	\$0	0%	No Fed/DOTD funds in 06
Bond Proceeds	<u>\$200,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	0%	
<b>Total MOF</b>	<b>\$21,478,028</b>	<b>\$21,938,165</b>	<b>\$22,536,000</b>	<b>\$19,639,024</b>	<b>\$23,167,906</b>	<b>3%</b>	
<b>Expenditures</b>							
Salaries	\$2,643,850	\$2,928,878	\$3,338,590	\$3,219,221	\$3,485,654	4%	4,8 Slight increase
Related Benefits	\$883,120	\$1,041,682	\$1,145,061	\$1,146,752	\$1,115,608	-3%	8 Decreases 3%
Other Compensation	<u>\$34,180</u>	<u>\$34,180</u>	<u>\$34,180</u>	<u>\$34,180</u>	<u>\$34,180</u>	0%	8 Commissioner's salaries
<b>Personnel Svcs.</b>	<b>\$3,561,150</b>	<b>\$4,004,740</b>	<b>\$4,517,831</b>	<b>\$4,400,153</b>	<b>\$4,635,442</b>	<b>3%</b>	
<b>Operating Services</b>	<b>\$1,933,514</b>	<b>\$2,049,121</b>	<b>\$2,003,000</b>	<b>\$1,937,668</b>	<b>\$2,155,500</b>	<b>8%</b>	<b>4,9 Insurance costs increase 9.3%</b>
<b>Supplies</b>	<b>\$933,287</b>	<b>\$1,051,565</b>	<b>\$1,075,319</b>	<b>\$1,179,799</b>	<b>\$1,315,000</b>	<b>22%</b>	<b>10 Fuel costs increase</b>
<b>Operating Expenses</b>	<b>\$2,866,801</b>	<b>\$3,100,686</b>	<b>\$3,078,319</b>	<b>\$3,117,467</b>	<b>\$3,470,500</b>	<b>13%</b>	
<b>Professional Services</b>	<b>\$279,774</b>	<b>\$320,348</b>	<b>\$315,000</b>	<b>\$275,057</b>	<b>\$315,000</b>	<b>0%</b>	<b>11 No change</b>
Debt Service	\$4,590,621	\$4,763,201	\$4,720,701	\$4,720,701	\$4,741,001	0%	13
State Surplus-HPL	<u>\$1,123,936</u>	<u>\$1,175,482</u>	<u>\$1,407,669</u>	<u>\$1,374,203</u>	<u>\$1,897,039</u>	35%	5,14 Increase due to acquisitions
<b>Other Charges</b>	<b>\$5,714,557</b>	<b>\$5,938,683</b>	<b>\$6,128,370</b>	<b>\$6,094,904</b>	<b>\$6,638,040</b>	<b>8%</b>	
Acquisitions	\$485,561	\$471,440	\$569,469	\$520,284	\$637,400	12%	16 11.9% increase
Major Repairs/Cap Im	\$8,570,185	\$8,102,268	\$7,927,011	\$5,231,159	\$7,471,523	-6%	17-18 5.7% decrease in maj. repairs
<b>Acquisitions/Repairs</b>	<b>\$9,055,746</b>	<b>\$8,573,708</b>	<b>\$8,496,480</b>	<b>\$5,751,443</b>	<b>\$8,108,923</b>	<b>-5%</b>	
<b>Total Expenditures</b>	<b>\$21,478,028</b>	<b>\$21,938,165</b>	<b>\$22,536,000</b>	<b>\$19,639,024</b>	<b>\$23,167,905</b>	<b>3%</b>	

**BUDGET REVIEW AUTHORITY**

Section 2 of Act 875 of 1988 requires the GNOEC to submit its annual operating budget to the Joint Legislative Committee of the Budget for its approval or rejection prior to the expenditure of funds contained in such budget. Historically, the Joint Legislative Committee on the Budget has approved the Commission's budget in February or March after the beginning of the Commission's fiscal year.

Section 4 of Act 875 of 1988 provides that the Commission may secure bonds by a trust agreement and that any revenues of the Commission remaining at the end of each fiscal year

after (1) payment of all expenses of maintaining and operating the facilities of the Commission and (2) satisfaction of all obligations of the Commission shall be considered surplus. This surplus shall be transferred to the Treasurer of the State of Louisiana for deposit in the Treasury, provided that prior to the transfer of surplus funds the Commission shall use said funds first for its officers to police the Huey P. Long Bridge, and transfer \$50,000 each fiscal year to each of the parishes of St. Charles, St. John the Baptist, and Tangipahoa. Act 1227 of 1995 provides that the Commission use surplus funds to provide \$50,000 per year beginning in FY 95 to the following: Jefferson and St. Tammany parishes, the City of New Orleans for use by the New Orleans Recreation Department, and the Washington Parish Infrastructure and Park Fund.

## **BUDGET SUMMARY**

The Greater New Orleans Expressway Commission (GNOEC) is requesting approval of a FY 05-06 budget which represents a 2.8% increase from the budget approved by the JLCB for FY 04-05. This increase is largely due to an anticipated increase in toll revenues of approximately \$300,000, and anticipated revenues from Highway Fund #2 which are budgeted at \$250,000 greater than the budget for FY 05. This is based on the latest projection for Highway Fund #2 adopted by the Revenue Estimating Conference at its February 17<sup>th</sup> meeting. This additional funding is primarily used for capital improvement projects.

The GNOEC has lost approximately \$2 million in toll revenue due to Hurricane Katrina and will attempt to seek reimbursement from its business interruption insurance. In addition, the GNOEC will seek reimbursement for approximately \$13 million from the Federal Highway Administration (FHWA) for necessary repairs and rehabilitation work resulting from damages caused by Hurricane Katrina.

## **MEANS OF FINANCING**

### Highway Fund Number 2

Highway Fund Number 2 revenues are derived from vehicular license taxes collected in the parishes of Orleans, Jefferson, St. John, St. Charles, Tangipahoa and St. Tammany. These revenues are divided equally at year-end between the Greater New Orleans Expressway Commission and the Crescent City Connection Division. The GNOEC anticipates a total of \$5.35 million in Highway Fund #2 dollars in FY 05-06. As in the previous fiscal year, the GNOEC portion of Highway Fund #2 is greater than its annual debt service. The GNOEC once again requests using this "surplus" for its capital improvement program (formerly called the rehabilitation program). The LFO requested an Attorney General opinion to clarify how "surplus" (Hwy. Fund #2 annual revenues that are greater than the annual debt service payment) funding from Highway Fund #2 could legally be expended.

Attorney General Opinion Number 05-0059, and its subsequent clarification, notes that "the act (ACT 875 of the 1988 Regular Session) does not specifically reference a rehabilitation program but if the rehabilitation program consists of expenditures related to maintaining and operating the Commission facilities or the renewal or replacement of the Commission facilities then such expenditures would be authorized by the Act and could be used prior to deposit of any surplus into the State Treasury".

### Toll Revenues

Toll revenues are budgeted based on historical collections and trends in traffic patterns. Current estimates indicate revenues for Fiscal Year 05-06 will increase slightly over the amount projected for last fiscal year. Toll revenues are budgeted at \$16.9 million for FY 05-06. The GNOEC notes that this increase in toll revenue is anticipated even with the loss of tolls from August 27 – October 17, 2006 due to Hurricane Katrina. The GNOEC speculates that this increase is due to the tremendous number of displaced citizens from New Orleans which have moved to the North Shore. Tolls were not collected during this period at the request of State Police, DOTD, Governor's Office and Jefferson and St. Tammany Parish Officials. The GNOEC anticipates that \$2 million in toll revenue was lost during this period and has stated that it will seek to recover these funds from either its business interruption insurance or FEMA. The total number of one-way crossings on the expressway is anticipated to be approximately 6,540,000. Tolls collected depend upon vehicle type and payment method, which includes full fare and discounted fare programs.

### Interest Income and Other Revenue

Interest income is projected to increase from the amount approved last fiscal year. This is a result of higher interest rates and maintaining larger fund balances.

## **EXPENDITURES**

### Personnel Expense

The salary expenditure category is budgeted at 4.4% greater than the amount approved last fiscal year. This budget includes pay increases given to administrative personnel in November 2005.

The budget request includes 94.5 full-time equivalent positions for causeway operations. A portion of the personnel count for administration (3 FTE positions) and operations (13.0) are allocated to Huey P. Long Bridge expenditures. Adding these sixteen positions brings the total FTE positions to 110.5.

Pay increases to employees are earned through a level and step program approved by the Commission. Administrative and supervisory personnel receive merit increases as a flat percentage based upon individual job performances. Merit increases generally range from 3% to 5% and are approved each year through the Commission's budget approval process.

### Operating Expenses

Operating Expenses include advertising, the publication of public notices and minutes, insurance, travel, telephone and radio expenses, utilities and other operating services. Other operating services includes unused vacation and sick leave, dues and subscriptions, trustee fees, bank and visa charges for toll deposits, and other miscellaneous expenses. Operating Expenses will increase by 7.6% or approximately \$150,000 from the amount approved by the JLCB last fiscal year. The increase is due primarily to a \$125,000 or 10% increase in insurance costs on the structure and a \$35,000 or 16% increase in estimated utilities costs.

### Other Charges

Per Act 875 of 1988, the Commission will provide \$50,000 each to the parishes of St. Charles, St. John the Baptist, and Tangipahoa. Per Act 1227 of 1995, the Commission will

provide \$50,000 to each of the following: Jefferson Parish, St. Tammany Parish, the City of New Orleans for use by the New Orleans Recreation Department, and the Washington Parish Infrastructure and Park Fund.

The Commission is responsible for the policing of the Huey P. Long Bridge and budgets \$1,547,039 for expenditures paid from anticipated excess revenues to the State. This represents an increase of \$489,370 (46%) over the approved FY 04-05 budget. This increase can be attributed to the purchase of a thirty-ton wrecker at a cost of \$300,000 and four (4) portable variable messaging signs (two for the westbank and two for the eastbank to help alert drivers of traffic problems). The GNOEC notes that the purchase of the wrecker will allow for quicker removal of vehicles on the bridge. The Commission budgets a percentage of overall administrative costs to the Huey P. Long Bridge to reflect the amount of administrative resources devoted to the policing of that bridge.

#### Total Acquisitions & Major Repairs

This category includes capital acquisitions and the major repairs/capital improvement program. This category decreases by nearly 5% from the amount approved by the Committee last fiscal year. The amount budgeted for acquisitions has increased by 12% over FY 05. However, the total amount budgeted for major repairs/capital improvements has declined by approximately 6%.

The budget for Major Repairs/Capital Improvement is \$7,471,523 which is only slightly lower than that proposed in FY 04-05. This category was previously called the rehabilitation program. As the GNOEC has largely completed this program over the last eleven years, it will now expend these funds in a category that combines the Extraordinary Repair and Maintenance Fund and the rehabilitation program. The Extraordinary Repair and Maintenance Fund is an account required by the GNOEC bond indenture and calls for the commission to maintain at least \$800,000. Previously, this mechanism was utilized for those costs necessary for maintenance needs not addressed in the rehabilitation program. However, with the approval of this budget, this revised format will address all issues related to major repairs/capital improvements.

The approved budget request for the capital improvements/rehabilitation program includes fifteen (15) projects scheduled to cost approximately \$18.5 million. These projects include south toll plaza renovations of building and roadway, funding for the variable message sign repair, addition of north shore merge lanes, north causeway capacity improvements, north approach road rehabilitation, and cleaning and adjusting bearings and the leveling of the southbound bridge. This request carries forward \$24.7 million from previous years. The capital improvement program also proposes to carry forward \$12.5 million to future fiscal years (see page 15).

## **BUDGET ISSUES**

The GNOEC has lost approximately \$2 million in toll revenue due to Hurricane Katrina and will attempt to seek reimbursement from its business interruption insurance. In addition, the GNOEC will seek reimbursement for approximately \$13 million from the Federal Highway Administration (FHWA) for necessary repairs and rehabilitation work resulting from damages caused by Hurricane Katrina. Approximately \$4 million of this work has already been completed. The remainder of the work is either underway or scheduled to begin in the near future. Should these funds be received from either source, the GNOEC will budget those funds in FY 07 for additional capital improvement projects.



## TOLL INCREASE AND REHABILITATION PROJECTS

In February 1995, the Greater New Orleans Expressway Commission increased tolls and charges on the Lake Pontchartrain Causeway. The revenues generated from the increase are dedicated for the purpose of funding major repairs/capital improvement projects. The schedule of tolls and charges below became effective February 1, 1995.

NOTE: The GNOEC began one-way toll collections in May 1999. Tolls have been collected only on the North Shore since that time.

### PRIOR AND CURRENT TOLL SCHEDULE

<u>Height</u>	<u>Type</u>	<u>Axles</u>	<u>Current Toll</u>	<u>Prior Toll</u>
Under 7'6"	Commuter	2	\$2.00	\$0.50
		2	\$3.00	\$1.00
	Cash	3	\$4.50	\$1.50
		4	\$6.00	\$2.00
		5+	\$7.50	\$2.50
Over 7'6"	Cash	2	\$6.00	\$2.35
		3	\$9.00	\$2.90
		4	\$12.00	\$3.75
		5+	\$15.00	\$4.00

## PERSONNEL EXPENSE

<b>SALARIES</b>	<b>FTE</b>	<b>Actual FY 02-03</b>	<b>FTE</b>	<b>Actual FY 03-04</b>	<b>FTE</b>	<b>Approved FY 04-05</b>	<b>FTE</b>	<b>Requested FY 05-06</b>
General Manager	1.0	\$93,712	1.0	\$105,254	1.0	\$108,938	1.0	\$114,385
Asst. Gen. Manager	1.0	\$59,185	1.0	\$62,547	1.0	\$66,475	1.0	\$73,262
N. Shore Supervisor	1.0	\$43,255	1.0	\$46,013	1.0	\$48,947	1.0	\$51,883
Office Personnel	15.0	\$501,636	16.0	\$560,987	16.5	\$607,032	15.5	\$600,541
Less: HPL Adm.	<u>(3.0)</u>	<u>(\$84,915)</u>	<u>(3.0)</u>	<u>(\$90,376)</u>	<u>(3.0)</u>	<u>(\$125,899)</u>	<u>(3.0)</u>	<u>(\$127,431)</u>
<b>Total Administrative</b>	<b>15.0</b>	<b>\$612,873</b>	<b>16.0</b>	<b>\$684,425</b>	<b>16.5</b>	<b>\$705,493</b>	<b>15.5</b>	<b>\$712,640</b>
Toll Collectors	13.5	\$285,037	14.0	\$305,412	12.0	\$290,378	12.5	\$334,137
Bridge Monitors	3.5	\$90,833	4.5	\$105,419	5.0	\$118,652	5.0	\$125,758
Maintenance	23.0	\$652,585	25.0	\$635,957	25.0	\$700,410	25.0	\$720,117
Dispatch/Bascule Oper.	17.0	\$392,684	17.5	\$441,835	19.5	\$591,972	19.5	\$592,713
Police	28.0	\$995,409	29.0	\$1,173,460	30.0	\$1,464,627	30.0	\$1,580,392
Less: HPL Operations	<u>(12.0)</u>	<u>(\$385,571)</u>	<u>(12.0)</u>	<u>(\$417,630)</u>	<u>(13.0)</u>	<u>(\$532,942)</u>	<u>(13.0)</u>	<u>(\$580,103)</u>
<b>Total Operations</b>	<b>73.0</b>	<b>\$2,030,977</b>	<b>78.0</b>	<b>\$2,244,453</b>	<b>78.5</b>	<b>\$2,633,097</b>	<b>79.0</b>	<b>\$2,773,014</b>
<b>TOTAL SALARIES</b>	<b>88.0</b>	<b>\$2,643,850</b>	<b>94.0</b>	<b>\$2,928,878</b>	<b>95.0</b>	<b>\$3,338,590</b>	<b>94.5</b>	<b>\$3,485,654</b>
<b>Related Benefits</b>								
Parochial (Retirement)		\$276,155		\$421,664		\$550,077		\$582,259
Group Insurance		\$524,014		\$564,598		\$585,872		\$547,538
Retirees Group Benefits		\$114,062		\$108,989		\$120,740		\$87,216
Gov. Def. Comp. Plan		\$86,400		\$86,400		\$86,400		\$86,400
Less: HPL Rel. Benef.		<u>(\$117,511)</u>		<u>(\$139,969)</u>		<u>(\$198,028)</u>		<u>(\$187,805)</u>
<b>Total Related Benefits</b>		<b>\$883,120</b>		<b>\$1,041,682</b>		<b>\$1,145,061</b>		<b>\$1,115,608</b>
<b>Other Compensation*</b>		<b>\$34,180</b>		<b>\$34,180</b>		<b>\$34,180</b>		<b>\$34,180</b>
<b>Total Personnel Expense</b>		<b>\$3,561,150</b>		<b>\$4,004,740</b>		<b>\$4,517,831</b>		<b>\$4,635,442</b>

\* Other Compensation represents the salaries of the Greater New Orleans Expressway Commissioners. The five appointed commissioners are paid \$569.66 per month for Commission duties as provided by an amendment to the Articles of Incorporation of the Great Expressway Commission. The Articles of Incorporation were executed by the Parishes of Jefferson and St. Tammany on October 20, 1954, with the above amendment being approved on August 7, 1986.

Requested Adjustments to Full Time Equivalency Position (FTE) Count:	<u>FTEs</u>
Fiscal Year 2005 FTEs Approved (Including HPL Personnel)	111.0
Net decrease of personnel (FTEs)	<u>0.5</u>
Requested Fiscal Year 2006 FTEs (Including HPL Personnel)	110.5

## OPERATING EXPENSES

	<u>Actual</u> <u>FY 02-03</u>	<u>Actual</u> <u>FY 03-04</u>	<u>Approved</u> <u>FY 04-05</u>	<u>Requested</u> <u>FY 05-06</u>	<u>FY 05</u> <u>to FY 06</u>
<b>OPERATING SERVICES</b>					
Advertising	\$3,223	\$15,071	\$15,000	\$15,000	0.0%
Publication of Public Notices and Minutes	\$4,942	\$2,834	\$5,000	\$5,000	0.0%
Insurance	\$1,288,565	\$1,389,437	\$1,350,000	\$1,475,000	9.3%
Travel	\$3,766	\$2,433	\$5,000	\$5,000	0.0%
Telephone and Radio	\$173,338	\$174,794	\$175,000	\$180,000	2.9%
Utilities	\$187,922	\$222,221	\$215,000	\$250,000	16.3%
Other Operating Services	<u>\$271,758</u>	<u>\$242,331</u>	<u>\$238,000</u>	<u>\$225,500</u>	-5.3%
<b>TOTAL OPER. SERVICES</b>	<b>\$1,933,514</b>	<b>\$2,049,121</b>	<b>\$2,003,000</b>	<b>\$2,155,500</b>	<b>7.6%</b>

The increase in this category is largely due to an increase in insurance expenses of 9.3% or \$125,000, an increase in utilities costs of 16% or \$35,000, and an increase in fuel costs.

## OTHER OPERATING SERVICES SUMMARY

	<u>Actual</u> <u>FY 02-03</u>	<u>Actual</u> <u>FY 03-04</u>	<u>Approved</u> <u>FY 04-05</u>	<u>Requested</u> <u>FY 05-06</u>	<u>FY 05</u> <u>to FY 06</u>
<b>Other Operating Services</b>					
Unused Vacation & Sick Leave	\$91,644	\$55,799	\$35,000	\$35,000	0.0%
Dues and Subscriptions	\$16,668	\$10,618	\$18,000	\$18,000	0.0%
Trustee Fees	\$12,734	\$14,000	\$15,000	\$15,000	0.0%
Bank & Visa Charges on Toll Deposits	\$144,351	\$161,914	\$170,000	\$157,500	-7.4%
All Other	<u>\$6,361</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	0.0%
<b>TOTAL OTHER OP. SVC.</b>	<b>\$271,758</b>	<b>\$242,331</b>	<b>\$238,000</b>	<b>\$225,500</b>	<b>-5.3%</b>

This category also includes dues to the International Bridge, Tunnel and Turnpike Authority and for memberships in various police associations and chambers of commerce.

## SUPPLIES EXPENSE

<b>Supplies Expense Items</b>	<b>Actual FY 02-03</b>	<b>Actual FY 03-04</b>	<b>Approved FY 04-05</b>	<b>Requested FY 05-06</b>	<b>FY 05 to FY 06</b>
Ofc. Expense and Supplies	\$132,722	\$133,234	\$142,655	\$130,000	-8.9%
Oper. Expenses & Supplies	\$312,761	\$374,626	\$402,535	\$585,000	45.3%
Repair & Maint./Supplies	<u>\$487,804</u>	<u>\$543,705</u>	<u>\$530,129</u>	<u>\$600,000</u>	13.2%
<b>TOTAL SUPPLIES EXP.</b>	<b>\$933,287</b>	<b>\$1,051,565</b>	<b>\$1,075,319</b>	<b>\$1,315,000</b>	<b>22.3%</b>

### Office Expense and Supplies:

The GNOEC is requesting an 8.9% decrease in its office supply budget.

Included in this general ledger account are the costs related to disposal services, postage, extermination and termite control, office machine repairs and maintenance contracts, and other general administrative office supplies.

### Operating Expenses and Supplies:

The approved budget for FY 05-06 is \$585,000, which is a 45.3% increase from the prior year's approved budget. The Commission notes that the increased costs in this category are due to significant increases in utilities and fuel costs.

Included in the general ledger account Operating Supplies are the costs associated with vehicle and truck repairs and their routine preventative maintenance. All gasoline, oil, auto parts, tires, lubricants, diesel fuel and any other similar costs are in this account. All police equipment on the vehicles and related maintenance is in this account. Also included in this account are all police uniforms and protective equipment and any expenditures for police car retrofitting.

### Repair and Maintenance Supplies:

The amount budgeted in this category shows a 13.2% increase over the amount budgeted in FY 05.

Included in this account are the costs for general maintenance and supplies needed on the bridge, toll tags, toll system software maintenance, computer and electronic repairs on all bridge equipment, plumbing and janitorial supplies for the entire operation, and air conditioning contracts and other miscellaneous items dealing with operations maintenance.

## PROFESSIONAL SERVICES

Professional Service Items	Actual <u>FY 02-03</u>	Actual <u>FY 03-04</u>	Approved <u>FY 04-05</u>	Requested <u>FY 05-06</u>	FY 05 to FY 06
<b>Accounting and Finance</b>					
Independent Audit	\$9,960	\$10,000	\$15,000	\$15,000	0.0%
Accounting Services	<u>\$112,225</u>	<u>\$98,631</u>	<u>\$115,000</u>	<u>\$115,000</u>	0.0%
<b>Total Accounting and Finan.</b>	<b>\$122,185</b>	<b>\$108,631</b>	<b>\$130,000</b>	<b>\$130,000</b>	0.0%
<b>Engineering *</b>					
Engineering Traffic Consultant	<u>\$5,000</u>	<u>\$40,535</u>	<u>\$5,000</u>	<u>\$5,000</u>	0.0%
<b>Total Engineering</b>	<b>\$5,000</b>	<b>\$40,535</b>	<b>\$5,000</b>	<b>\$5,000</b>	0.0%
<b>Litigation &amp; Legal Representation</b>					
Prior Litigation	\$0	\$0	\$0	\$0	0.0%
Gen. Counsels	<u>\$51,842</u>	<u>\$81,805</u>	<u>\$90,000</u>	<u>\$90,000</u>	0.0%
<b>Total Litigation/Legal</b>	<b>\$51,842</b>	<b>\$81,805</b>	<b>\$90,000</b>	<b>\$90,000</b>	0.0%
<b>Other Professional Services</b>					
Investment Consultant-Sisung	\$88,747	\$85,397	\$90,000	\$90,000	0.0%
Police Integrity & Ethics	<u>\$12,000</u>	<u>\$3,980</u>	<u>\$0</u>	<u>\$0</u>	0.0%
<b>Total Other Prof. Services</b>	<b>\$100,747</b>	<b>\$89,377</b>	<b>\$90,000</b>	<b>\$90,000</b>	0.0%
<b>TOTAL PROF. SERV.</b>	<b>\$279,774</b>	<b>\$320,348</b>	<b>\$315,000</b>	<b>\$315,000</b>	0.0%

\* Not included in this category are the engineering costs associated with Major Repairs and the Capital Improvement Program projects. These costs generally range from 5 to 6% of the total project cost.

Beginning in FY 99-00, the Legislative Auditor began performing an annual audit of Commission's financial statements. This review is now being performed by an independent CPA firm. The Commission, with the recommendation of the Legislative Auditor, has budgeted \$15,000 for this activity.

Accounting Services includes preparation of the financial statements and budget documents.

The traffic engineer provides information pertaining to annual traffic studies and toll analyses which are used mainly for budget and operations planning.

Litigation and legal representation includes general legal consultation and litigation unrelated to insurance matters.

The budget for the Investment Consultant will remain constant. This fee is based upon the amount of the rehabilitation fund investments under the consultant's management.

## OTHER CHARGES

<b>Other Charges Expenditures</b>	<b>Actual FY 02-03</b>	<b>Actual FY 03-04</b>	<b>Approved FY 04-05</b>	<b>Requested FY 05-06</b>	<b>FY 05 to FY 06</b>
<b>Debt Service</b>	<b>\$4,590,621</b>	<b>\$4,763,201</b>	<b>\$4,720,701</b>	<b>\$4,741,001</b>	<b>0.4%</b>
<b>Interagency Expense</b>					
Act 875 of 1988					
St. Charles Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
St. John the Baptist Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
Tangipahoa Parish	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	0.0%
<b>Total Act 875</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>0.0%</b>
Act 1227 of 1995					
City of New Orleans	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
Jefferson Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
St. Tammany Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
Washington Parish	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	0.0%
<b>Total Act 1227</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>0.0%</b>
<b>Huey P. Long Bridge</b>	<b>\$773,936</b>	<b>\$825,482</b>	<b>\$1,057,669</b>	<b>\$1,547,039</b>	<b>46.3%</b>
<b>Total Interagency Expense</b>	<b>\$5,714,557</b>	<b>\$5,938,683</b>	<b>\$6,128,370</b>	<b>\$6,638,040</b>	<b>8.3%</b>
Transfer to State of Louisiana (excess GNOEC collections)	\$0	\$0	\$0	\$0	0.0%
<b>TOTAL OTHER CHARGES</b>	<b>\$5,714,557</b>	<b>\$5,938,683</b>	<b>\$6,128,370</b>	<b>\$6,638,040</b>	<b>8.3%</b>

Other Charges consist of Debt Service, Interagency Expense, and State Surplus. Interagency Expense includes expenditures Per Act 875 of 1988 and Act 1227 of 1995. These Acts provide, prior to the transfer of surplus funds to the State of Louisiana, funding for the policing of the Huey P. Long Bridge and for the transfer of funds to the above local agencies. The Commission last returned surplus revenues to the State of Louisiana in FY 94 in the amount of \$104,748. Act 875 of 1988 requires the Commission to use surplus funds to police the Huey P. Long Bridge.

# DEBT SERVICE REQUIREMENTS

1-Nov	Series 1999A Bonds Total Debt Service	Series 2003 Bonds Principal	Series 2003 Bonds Interest	Series 2003 Bonds Total Debt Service	Combined Total Debt Service Requirements
2003	\$1,334,513	\$550,000	\$1,306,361	\$1,856,361	\$4,741,002
2004	\$1,324,763	\$1,050,000	\$2,388,439	\$3,438,439	\$4,763,201
2005	\$1,343,263	\$1,010,000	\$2,367,439	\$3,377,439	\$4,720,701
2006	\$1,333,763	\$1,060,000	\$2,347,239	\$3,407,239	\$4,741,001
2007	\$1,347,338	\$1,080,000	\$2,326,039	\$3,406,039	\$4,753,376
2008	\$1,333,150	\$1,105,000	\$2,301,739	\$3,406,739	\$4,739,889
2009	\$1,342,350	\$1,130,000	\$2,276,876	\$3,406,876	\$4,749,226
2010	\$1,347,800	\$1,160,000	\$2,244,389	\$3,404,389	\$4,752,189
2011	\$1,326,488	\$1,200,000	\$2,207,269	\$3,407,269	\$4,733,756
2012	\$1,330,300	\$1,240,000	\$2,166,769	\$3,406,769	\$4,737,069
2013	\$1,331,225	\$1,285,000	\$2,123,369	\$3,408,369	\$4,739,594
2014	\$1,329,263	\$1,330,000	\$2,076,788	\$3,406,788	\$4,736,050
2015	\$1,329,413	\$1,375,000	\$2,030,238	\$3,405,238	\$4,734,650
2016	\$1,331,413	\$1,450,000	\$1,958,050	\$3,408,050	\$4,739,463
2017	-	\$1,525,000	\$1,881,925	\$3,406,925	\$3,406,925
2018	-	\$1,605,000	\$1,801,863	\$3,406,863	\$3,406,863
2019	-	\$1,685,000	\$1,721,613	\$3,406,613	\$3,406,613
2020	-	\$1,770,000	\$1,637,363	\$3,407,363	\$3,407,363
2021	-	\$1,840,000	\$1,564,350	\$3,404,350	\$3,404,350
2022	-	\$1,920,000	\$1,486,150	\$3,406,150	\$3,406,150
2023	-	\$2,005,000	\$1,402,150	\$3,407,150	\$3,407,150
2024	-	\$2,105,000	\$1,301,900	\$3,406,900	\$3,406,900
2025	-	\$2,210,000	\$1,196,650	\$3,406,650	\$3,406,650
2026	-	\$2,320,000	\$1,086,150	\$3,406,150	\$3,406,150
2027	-	\$2,435,000	\$970,150	\$3,405,150	\$3,405,150
2028	-	\$2,560,000	\$848,400	\$3,408,400	\$3,408,400
2029	-	\$2,640,000	\$730,000	\$3,370,000	\$3,370,000
2030	-	\$2,775,000	\$598,000	\$3,373,000	\$3,373,000
2031	-	\$2,915,000	\$459,250	\$3,374,250	\$3,374,250
2032	-	\$3,060,000	\$313,500	\$3,373,500	\$3,373,500
2033	-	\$3,210,000	\$160,500	\$3,370,500	\$3,370,500
Total	\$18,685,038	\$54,605,000	\$49,280,914	\$103,885,914	\$124,121,079

## HUEY P. LONG BRIDGE

Huey P. Long	Approved	Requested	FY 05
<u>Bridge</u>	<u>FY 04-05</u>	<u>FY 05-06</u>	<u>to FY 06</u>
<b>Administrative</b>			
Administrative Salaries	\$125,899	\$127,431	1.2%
Payroll Taxes	\$17,119	\$17,488	2.2%
Payroll Benefits	\$23,843	\$21,124	-11.4%
Materials, Supplies, Contract Work	<u>\$0</u>	<u>\$0</u>	0.0%
<b>Total Administrative Function</b>	<b>\$166,861</b>	<b>\$166,043</b>	-0.5%
<b>Operations</b>			
Police Patrol	\$423,653	\$465,816	10.0%
Dispatch	\$65,084	\$67,688	4.0%
Payroll Taxes	\$68,587	\$75,757	10.5%
Payroll Benefits	\$71,474	\$56,707	-20.7%
Materials, Supplies, and Maint.	\$60,000	\$75,000	25.0%
Telephone and Radio	\$8,500	\$18,000	111.8%
Unused Vacation and Sick Leave	\$5,500	\$5,500	
Insurance	<u>\$28,000</u>	<u>\$20,000</u>	-28.6%
<b>Total Operations</b>	<b>\$730,798</b>	<b>\$784,468</b>	7.3%
<b>Maintenance</b>			
Maintenance Personnel	\$44,205	\$46,599	5.4%
Payroll Taxes	\$6,203	\$6,617	6.7%
Payroll Benefits	<u>\$10,802</u>	<u>\$10,112</u>	-6.4%
<b>Total Maintenance</b>	<b>\$61,210</b>	<b>\$63,328</b>	3.5%
<b>Capital Acquisitions</b>	<b>\$98,800</b>	<b>\$533,200</b>	439.7%
<b>TOTAL HUEY P. LONG BRIDGE</b>	<b>\$1,057,669</b>	<b>\$1,547,039</b>	46.3%

Since Act 875 of 1988, the Commission has budgeted expenditures for the policing of the Huey P. Long Bridge not as a part of its operating budget but as a reduction to surplus. A percentage of the Commission's administrative, police, and maintenance salaries and benefits, equipment, and acquisitions comprise total expenditures associated with the policing function.

As stated earlier, the purchase of four variable messaging signs (\$25,000/each) and a thirty-ton wrecker at a cost of \$300,000 will result in a 46% increase in costs associated with the Huey P. Long Bridge. These expenditures are anticipated to result in improved traffic flow over this structure.



## ACQUISITIONS AND MAJOR REPAIRS

<b>Causeway Acquisitions, Major Repairs and Capital Improvement Program</b>	<b>Approved FY 05-06</b>
<b>Capital Acquisitions</b>	
Police	\$257,100
Maintenance	\$321,300
Operations & Administration	\$59,000
<b>Total Capital Acquisitions</b>	<b>\$637,400</b>
<b>Major Repairs</b>	
Consulting Engineering	\$400,000
Annual AASHTO Inspection	\$200,000
Emergency and Periodic Repairs	\$250,000
Prev Maint of Mech & Elect Sys	\$50,000
System Improvement	\$200,000
<b>Total Major Repairs</b>	<b>\$1,100,000</b>
<b>Capital Imp./Rehabilitation Program</b>	
North Toll Plaza Access/Egress & Overlay	\$600,000
South Toll Plaza Renovations- Bldg Add.	\$2,500,000
South Toll Plaza Renovations-Roadway	\$1,500,000
North Shore Merge Lanes	\$5,000,000
North Causeway Capacity Improvements	\$2,000,000
North Approach Road Rehab-Drainage	\$2,000,000
West Approach Road Median Openings	\$200,000
West Approach Road & LA 22 Striping Mod	\$200,000
West Approach Road & LA 22 Capacity	\$500,000
Traffic Signs on the bridge	\$100,000
South Toll Plaza Rem of Diesel Fuel Cont.	\$250,000
Variable Message Sign Repairs	\$984,000
Repair of Spall Areas of Bridge Deck	\$50,000
Clean/adj bearings and level south bound br	\$1,700,000
North Channel Bascule Control Syst Rep.	\$1,000,000
Funds carried forward from Prior Year	(\$24,792,692)
Funds carried forward to Next Year	<u>\$12,580,215</u>
<b>Total Cap. Imp./Rehabilitation Program</b>	<b>\$6,371,523</b>
<b>TOTAL ACQ, MAJ. RPRS. &amp; CAP IMP.</b>	<b>\$8,108,923</b>

## **Acquisitions, Major Repairs/Capital Improvement Expenditure Category**

### Capital Acquisitions

Capital Acquisitions totals \$637,400 in FY 05-06 and includes items such as police automobiles, maintenance vehicles, and office acquisitions. This category is budgeted at 11.2% more than the amount approved last fiscal year.

Causeway police acquisitions in FY 05-06 total \$257,100 and includes the purchase of six police vehicles and related equipment. In addition, this request includes six mobile in-car video cameras at a total expense of \$44,400 and three in-car computers costing \$30,000.

Maintenance acquisitions for FY 06 total \$321,300 and includes the purchase of a dump truck for \$70,000, one Ford F-150 truck totaling \$22,500, an F-350 truck with a utility body at a cost of \$52,500 (including overhead VMS, portable 800 radio, and associated equipment), an F-250 truck costing \$34,500 (including retrofitting cost of \$6,000), a back hoe at \$15,000, and a trencher for electrical lines at \$8,000.

Administrative acquisitions total \$28,500 and includes the purchase of one vehicle for \$23,500, and a fax machine for \$2,000.

Operations acquisitions total \$30,500 and includes the purchase of 7 cameras for viewing license plates at a cost of \$24,500 or \$3,500 per camera.

### Major Repairs / Capital Improvement Program

Total expenditures anticipated on this program for FY 05-06 is \$19,684,000. Funds carried forward represent \$24.7 million in funds budgeted in prior years for FY 05-06 major repairs and capital improvement projects. In addition, the GNOEC will carry forward a total of \$12.5 million for future projects. The GNOEC is required to have all funds available prior to the start of any projects. A complete list of the GNOEC Rehabilitation Projects with a brief description of each project may be found on page 15 of this report. The above costs include design, construction, and construction management. Consulting engineering firms provide all engineering services for Major Repairs and the Rehabilitation Program. The design engineering work generally costs approximately 5-6% of the construction cost. The cost of consulting engineers employed in the management of construction contracts is approximately 5.25%-6% of the construction cost.

The budget approved by the GNOEC on December 6, 2005 includes the capital improvement projects listed below. The projects approved by the GNOEC for a typical fiscal year often are changed in the course of the year due to changing priorities and other factors which require projects be moved (either delayed or moved forward).

Project 1201C South Toll Plaza Renovations-Building Additions & Modifications (\$2,500,000) involves renovation of the existing space for the Police Department, Records Department, Maintenance, Engineering, and Human Resources and a drive-through lane to be constructed at the existing commuter sales office. The GNOEC originally budgeted \$2.85 million in FY 05 for the construction of a new administration/dispatch building and renovation of existing buildings to provide additional space for the operations of the GNOEC. However, following Hurricane Katrina, the GNOEC has decided not to construct a new administration building at this time, but will go forward with its original plan to renovate its existing buildings and space. Due to the affect that Hurricane Katrina has had on building costs in the New

Orleans area, the GNOEC cannot at this time provide the final building plans and costs for this renovation and will continue to address this issue with the existing budget.

North Toll Plaza Access and Egress & Overlay of Maintenance Building Parking Lot (\$600,000) – This project is designed to improve safety at the North Toll Plaza through the addition of an access road to Copal Street. This access road will allow traffic at the toll plaza to return to Mandeville without entering Causeway Bridge traffic. This project also includes the overlay of the parking lot of the Maintenance Building.

Variable Message Sign (VMS) Repair (\$984,000)- This project will provide emergency repairs to the VMS system. Wind from Hurricane Katrina severely damaged the VMS system that provides information to the motorists using the Causeway.

Traffic Signs on the Causeway (\$100,000)- Replacement of all traffic signs on the Causeway Bridge that were damaged or destroyed by Hurricane Katrina.

South Toll Plaza Diesel Fuel Contamination (\$250,000) – Provides for the replacement of the lock bar operators on the North Channel Bascule spans. Additional work includes balancing the spans and repair of the broken girder welds.

Repair of Spall Areas of Bridge Deck (\$50,000) – Includes repairs to areas of the bridge deck that have suffered fire damage and other areas where there is lightening damage of impact chips and spalls.

North Channel Bascule Control System Replacement (\$1,000,000) – Replacement of the North Channel Bascule computer control system. Replacement parts for the current system are no longer being manufactured and existing stock will soon be depleted.

North Shore Merge Lanes (\$5,000,000) – Includes the widening of the southbound bridge at the North Toll Plaza to provide a longer merge lane between the four-lane toll plaza and the two-lane bridge. The project will also repair hurricane damage, install retaining walls, resurface the approach roadway and improve roadway lighting between the toll plaza and the bridge.

North Causeway Capacity Improvements- Monroe Street to Brookside Drive (\$2,000,000) – Will increase the capacity of the North Approach Road at Florida Street. The shoulder will be restriped to provide an additional lane between Monroe Street and Brookside Drive.

North Approach Road Rehabilitation- Drainage Part B, Brookside Modifications, LA 22 U-turn & Third Lane (\$2,000,000) – In addition to rehabilitation of the pavement on the North Approach Road, this project includes modifications to the Brookside Drive intersection, installation of an additional lane from Florida Street to LA 22, installation of a U-turn at LA 22, and drainage improvements to the corridor. This is approximately 50% of the total cost of this project. The remaining funding will be requested in FY 07 to complete this project.

West Approach Road Median Openings (\$200,000) - Provides for the installation of additional median openings on the West Causeway Approach Road. These openings will improve access and reduce the potential for accidents.

West Approach Road & LA 22 Interim Striping Modifications (\$200,000) – Provides for increased capacity of the West Causeway Approach/LA 22 intersection by re-striping the shoulder into an additional lane.

West Approach Road & LA 22 Capacity Modifications (\$500,000) – Will increase capacity of the West Causeway Approach/LA 22 intersection.

Clean and Adjust Bearings and Level Southbound Bridge (\$1,700,000) – Includes cleaning and adjusting bearings on the southbound bridge and shimming as required to level the riding surface.

Finally, in the approved GNOEC budget request, the Commission intends to carry forward \$12.5 million in order to fund future projects on the major repair and improvements program. The GNOEC anticipates directing these funds to projects scheduled to begin in 2007. These projects include the following: Replacement of Collision Avoidance Radar System – Phase II, Platforms to provide for the construction of platforms located adjacent to the Causeway. The radar system will be relocated to the platforms to improve performance. Monroe Street Overpass Lighting Replacement will provide for the replacement of the street lighting in the vicinity of the Monroe Street Overpass on the North Shore Approach Road system, which will reduce the potential for accidents and reduce operating costs. North Approach Road Rehabilitation – Drainage Part B, Brookside Modifications, LA 22 U-turn and Third Lane includes rehabilitation to the pavement on the North Approach Road, modifications to the Brookside Drive intersection, installation of an additional lane from Florida Street to LA 22, installation of a U-turn at LA 22, and drainage improvements to the corridor. Funds are often carried forward to future fiscal years as the GNOEC is required by its bond indenture to have all construction funds available before a project can be initiated.



JOHN R. ROMBACH  
Legislative Fiscal Officer

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To: The Honorable Francis C. Heitmeier, Chairman  
Joint Legislative Committee on the Budget  
The Honorable Members of the Joint Legislative Committee on the Budget

From: John R. Rombach, Legislative Fiscal Officer  
Evan J. Brasseaux, Legislative Fiscal Analyst

Date: February 25, 2005

Subject: GREATER NEW ORLEANS EXPRESSWAY COMMISSION  
FY 05 BUDGET ANALYSIS

The Greater New Orleans Expressway Commission (GNOEC) staff annually prepares its budget for approval by the Commissioners in accordance with its bond indenture. Upon approval by the GNOEC, the budget is then submitted to the Legislative Fiscal Office. The GNOEC approved the budget on October 5, 2004. The Commission's FY 04 begins on November 1, 2004 and ends October 31, 2005.

Prior to the submission of the annual operating budget to the Joint Legislative Committee on the Budget for its approval or rejection, the Legislative Fiscal Office reviews the submission of the budget for mathematical accuracy and content. The Legislative Fiscal Office prepares an analysis of the budget submitted by the GNOEC and provides this report to the Joint Legislative Committee on the Budget for its consideration.

**BUDGET SUMMARY, FISCAL YEAR 04-05**  
**Greater New Orleans Expressway Commission**

	Actual	Actual	Approved	Estimated	Requested	FY 04	Page
	<u>FY 01-02</u>	<u>FY 02-03</u>	<u>FY 03-04</u>	<u>Year End</u> <u>FY 03-04</u>	<u>FY 04-05</u>	<u>vs. 05</u>	<u>No. Notes</u>
<b>Means of Finance</b>							
Highway Fund No. 2	\$5,495,936	\$4,751,129	\$4,763,201	\$5,429,000	\$5,100,000	7%	3 7% increase over FY 04
Tolls	\$14,679,972	\$15,448,211	\$15,769,000	\$15,700,000	\$16,644,000	6%	4 6 million + crossings in FY 05
Interest Income	\$950,675	\$592,518	\$500,000	\$335,000	\$350,000	-30%	4 Low interest rates
Other Revenue	\$449,755	\$486,170	\$430,000	\$430,000	\$442,000	3%	4 Ticket Revenues not collected
Federal/DOTD Funds	\$0	\$0	\$0	\$0	\$0	0%	No Fed/DOTD funds in 05
Bond Proceeds	<u>\$0</u>	<u>\$200,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	0%	
<b>Total MOF</b>	<b>\$21,576,338</b>	<b>\$21,478,028</b>	<b>\$21,462,201</b>	<b>\$21,894,000</b>	<b>\$22,536,000</b>	<b>5%</b>	
<b>Expenditures</b>							
Salaries	\$2,563,112	\$2,643,850	\$3,077,004	\$2,981,564	\$3,338,590	9%	4,11 Pay increases
Related Benefits	\$869,209	\$883,120	\$1,117,194	\$1,050,397	\$1,145,061	2%	11 Health Ins costs up 10%
Other Compensation	<u>\$34,180</u>	<u>\$34,180</u>	<u>\$34,180</u>	<u>\$34,180</u>	<u>\$34,180</u>	0%	11 Commissioner's salaries
<b>Personnel Svcs.</b>	<b>\$3,466,501</b>	<b>\$3,561,150</b>	<b>\$4,228,378</b>	<b>\$4,066,141</b>	<b>\$4,517,831</b>	<b>7%</b>	
<b>Operating Services</b>	<b>\$1,679,395</b>	<b>\$1,933,514</b>	<b>\$1,835,000</b>	<b>\$1,984,843</b>	<b>\$2,003,000</b>	<b>9%</b>	<b>5,12 Insurance costs increase 8.9%</b>
<b>Supplies</b>	<b>\$934,754</b>	<b>\$933,287</b>	<b>\$1,019,460</b>	<b>\$1,033,371</b>	<b>\$1,075,319</b>	<b>5%</b>	<b>13 Fuel costs increase</b>
<b>Operating Expenses</b>	<b>\$2,614,149</b>	<b>\$2,866,801</b>	<b>\$2,854,460</b>	<b>\$3,018,214</b>	<b>\$3,078,319</b>	<b>8%</b>	
<b>Professional Services</b>	<b>\$323,500</b>	<b>\$279,774</b>	<b>\$362,000</b>	<b>\$338,188</b>	<b>\$315,000</b>	<b>-13%</b>	<b>14 Less exp. for traffic consult</b>
Debt Service	\$6,837,213	\$4,590,621	\$4,763,201	\$4,763,201	\$4,720,701	-1%	3,16 Bond Payments decline
State Surplus-HPL	<u>\$1,024,012</u>	<u>\$1,123,936</u>	<u>\$1,279,043</u>	<u>\$1,165,341</u>	<u>\$1,407,669</u>	10%	15,17 Huey P. Long, Acts 1227, 875
<b>Other Charges</b>	<b>\$7,861,225</b>	<b>\$5,714,557</b>	<b>\$6,042,244</b>	<b>\$5,928,542</b>	<b>\$6,128,370</b>	<b>1%</b>	
Acquisitions	\$292,558	\$485,561	\$512,150	\$512,150	\$569,469	11%	18-19 11% increase
Major Repairs	\$820,000	\$1,878,621	\$1,926,902	\$1,926,902	\$1,950,000	1%	19 1% increase in major repairs
Rehabilitation Program	<u>\$6,198,405</u>	<u>\$6,691,564</u>	<u>\$5,536,067</u>	<u>\$6,103,863</u>	<u>\$5,977,011</u>	8%	19-20 5 major rehab projects
<b>Acquisitions/Repairs</b>	<b>\$7,310,963</b>	<b>\$9,055,746</b>	<b>\$7,975,119</b>	<b>\$8,542,915</b>	<b>\$8,496,480</b>	<b>7%</b>	
<b>Total Expenditures</b>	<b>\$21,576,338</b>	<b>\$21,478,028</b>	<b>\$21,462,201</b>	<b>\$21,894,000</b>	<b>\$22,536,000</b>	<b>5%</b>	

**BUDGET REVIEW AUTHORITY**

Section 2 of Act 875 of 1988 requires the GNOEC to submit its annual operating budget to the Joint Legislative Committee of the Budget for its approval or rejection prior to the expenditure of funds contained in such budget. Historically, the Joint Legislative Committee on the Budget has approved the Commission's budget in February or March after the beginning of the Commission's fiscal year.

Section 4 of Act 875 of 1988 provides that the Commission may secure bonds by a trust agreement and that any revenues of the Commission remaining at the end of each fiscal year

after (1) payment of all expenses of maintaining and operating the facilities of the Commission and (2) satisfaction of all obligations of the Commission shall be considered surplus. This surplus shall be transferred to the Treasurer of the State of Louisiana for deposit in the Treasury, provided that prior to the transfer of surplus funds the Commission shall use said funds first for its officers to police the Huey P. Long Bridge, and transfer \$50,000 each fiscal year to each of the parishes of St. Charles, St. John the Baptist, and Tangipahoa. Act 1227 of 1995 provides that the Commission use surplus funds to provide \$50,000 per year beginning in FY 95 to the following: Jefferson and St. Tammany parishes, the City of New Orleans for use by the New Orleans Recreation Department, and the Washington Parish Infrastructure and Park Fund.

## **BUDGET SUMMARY**

The Greater New Orleans Expressway Commission (GNOEC) is requesting approval of a FY 04-05 budget which represents a 5% increase from the budget approved by the JLCB for FY 03-04. This increase is largely due to an anticipated increase in toll revenues of \$875,000. In addition, the GNOEC has requested to be allowed to budget the excess of Highway Fund No. 2 revenues over what is required for the Commission's FY 05 debt service payment. Highway Fund No. 2 revenues may only be used to pay bonded indebtedness. The excess Highway Fund No. 2 dollars over the FY 05 debt service totals \$379,299. The GNOEC requests that these excess funds be budgeted in the rehabilitation program for FY 05.

Highway Fund No. 2 revenues have typically been insufficient to fund the GNOEC annual debt payment. However, debt service payments have decreased significantly as a result of the GNOEC refunding its 1992 bonds in FY 03 (see page 16). The result was the extension of the term of the bonds through 2032 which allowed the Commission to lower its annual debt payment and, as a result, accelerate its current rehabilitation schedule. The LFO assumes that with the annual debt service payment gradually declining through 2032 and with Highway Fund No. 2 likely to increase over time, excess funding (Hwy Fund No. 2 over annual debt service payments) will occur annually.

The LFO has requested an Attorney General's Opinion regarding how these "surplus" funds may be addressed.

This is the eleventh year of a rehabilitation program originally scheduled for completion in nine years or February 2004 at a cost of \$70 million. The GNOEC now estimates the rehabilitation program to be completed in 2007 at a cost of over \$90 million.

## **MEANS OF FINANCING**

### Highway Fund Number 2

Highway Fund Number 2 revenues are derived from vehicular license taxes collected in the parishes of Orleans, Jefferson, St. John, St. Charles, Tangipahoa and St. Tammany. These revenues are divided equally at year-end between the Greater New Orleans Expressway Commission and the Crescent City Connection Division. The GNOEC anticipates a total of \$5.1 million in Highway Fund #2 dollars in FY 04-05. These vehicular license tax revenues may only be used to pay its bond indebtedness. In this fiscal year, these revenues will exceed the bond payment required. The GNOEC notes that it would like to use these additional dollars to fund the rehabilitation program and has built this "surplus" amount into the FY 05 budget for this

purpose. The LFO has requested an Attorney General's opinion as to how these funds may be addressed by the JLCB.

Refinancing of the bonds through 2032 increased the total payout of the bonds over this additional period by a total of \$26 million, but according to the GNOEC, should save money in relation to inflationary costs on rehab projects which are scheduled in the future.

#### Toll Revenues

Toll revenues are budgeted based on historical collections and trends in traffic patterns. Current estimates indicate revenues for Fiscal Year 04-05 will increase slightly over the amount projected for last fiscal year. Toll revenues are budgeted at \$16.6 million for FY 04-05. The GNOEC lists projected toll revenue of \$15.7 million in FY 03-04. The total number of one-way crossings on the expressway is anticipated to be 6,032,797. Tolls collected depend upon vehicle type and payment method, which includes full fare and discounted fare programs.

#### Interest Income and Other Revenue

Interest income is projected to decrease from the amount approved last fiscal year. This is a result of low interest rates and maintaining lower fund balances.

The Commission has received less than anticipated collections from traffic citations per Act 775 of 1997. The Act provides for an additional cost of \$5 per violation for traffic citations issued by Causeway Police. The Commission has indicated that it receives no ticket revenues from the First Parish Court in Jefferson Parish due to a dispute over the Constitutionality of Act 775. The matter has been argued in the courts for the past couple of years when the judges of the First Parish Court refused to impose the cost provided in R.S. 32:57G asserting that the statute was unconstitutional. The Supreme Court held that the judges of the First Parish Court did not have the standing to raise the constitutionality issue and vacated, set aside and remanded the case to the 24<sup>th</sup> JDC for a hearing on a writ of mandamus compelling the judges to impose the fine mandated by R.S. 32:57G. If fully implemented in accordance with the law, the Commission would expect to receive approximately \$36,000 of additional revenue per year from this source.

## **EXPENDITURES**

#### Personnel Expense

The salary expenditure category is budgeted at 8.5% greater than the amount approved last fiscal year. This budget includes pay increases of 1% to 5% which were given to administrative personnel in November 2004.

The budget request includes 95 full-time equivalent positions for causeway operations. A portion of the personnel count for administration (3 FTE positions) and operations (13.0) are allocated to Huey P. Long Bridge expenditures. Adding these sixteen positions brings the total FTE positions to 111.

Pay increases to employees are earned through a level and step program approved by the Commission. Administrative and supervisory personnel receive merit increases as a flat



percentage based upon individual job performances. Merit increases generally range from 3% to 5% and are approved each year through the Commission's budget approval process.

#### Operating Expenses

Operating Expenses include advertising, the publication of public notices and minutes, insurance, travel, telephone and radio expenses, utilities and other operating services. Other operating services includes unused vacation and sick leave, dues and subscriptions, trustee fees, bank and visa charges for toll deposits, and other miscellaneous expenses. Operating Expenses will increase by 7.8% or approximately \$225,000 from the amount approved by the JLCB last fiscal year. The increase is due to an increase in bank and visa charges on toll deposits of 17% or \$35,000, an increase in insurance expenses of 8.9% or \$110,000 (related to workers compensation insurance premiums, litigation costs, and risk management services), an increase in utilities costs of 15% or \$28,000, and an increase in fuel costs.

#### Other Charges

The FY 04-05 budget for Other Charges includes a revised debt service schedule (previously adopted) which includes refunding the 1992 bonds, as well as the current Series 1999A bonds which were issued in conjunction with the High Voltage Cable Project which was completed in 2003. According to information provided to the LFO by the GNOEC, the bond refunding will decrease annual debt service payments and will provide funds necessary to more aggressively meet the bridge's long-term repair and maintenance needs.

Per Act 875 of 1988, the Commission will provide \$50,000 each to the parishes of St. Charles, St. John the Baptist, and Tangipahoa. Per Act 1227 of 1995, the Commission will provide \$50,000 to each of the following: Jefferson Parish, St. Tammany Parish, the City of New Orleans for use by the New Orleans Recreation Department, and the Washington Parish Infrastructure and Park Fund.

The Commission is responsible for the policing of the Huey P. Long Bridge and budgets \$1,057,669 for expenditures paid from anticipated excess revenues to the State. This represents an increase of \$128,626 (13%) over the approved FY 03-04 budget. This increase can be attributed primarily to the aforementioned increase in related benefits. The Commission budgets a percentage of overall administrative costs to the Huey P. Long Bridge to reflect the amount of administrative resources devoted to the policing of that bridge.

#### Total Acquisitions/Major Repairs

This category includes capital acquisitions, major repairs, and the capital improvement/rehabilitation program. This category increases by nearly 7% from the amount approved by the Committee last fiscal year. This reduction is due to capital acquisitions increasing 11.2% from the prior year or an increase of approximately \$57,000. In addition, the GNOEC has budgeted an additional 8% for capital improvements/rehabilitation projects which amounts to an additional \$440,944.

The budget for Major Repairs is \$1,950,000 which is only slightly higher than that proposed in FY 03-04. These expenditures are associated with those costs necessary for maintenance needs not addressed in the rehabilitation program. The Commission notes that some of the funds budgeted in the Major Repairs category each year for Extraordinary Maintenance, Preventive Maintenance, Emergency and Periodic Repairs, and System

Improvements are not spent each year for these purposes. The Commission accumulates any unexpended funds each year in the Extraordinary Repair and Maintenance Fund for the purpose of meeting its regular capital outlay and maintenance needs not met in the capital improvements program. This method of financing was used in the past to complete the 3,700 square foot, four bay north shore maintenance facility which opened in December 1998. This financing mechanism is not evidenced in the Commission's budget request in previous fiscal years, but was used prior to the capital improvements program in order to meet recurring capital outlay and major repair needs. As of February 4, 2005, this account held over \$5.2 million in reserves. The Commission is required to maintain at least \$800,000 in this account by its Trust Indenture. The GNOEC currently anticipates using the remaining funds for North Shore Toll Plaza Building Modifications (\$950,000), upgrade collision avoidance radar system (\$800,000), North Approach Road Drainage- Part A- West Approach Road (\$1,570,000), and CCTV Cameras for security on bridge and marine crossings (\$1,100,000).

The approved budget request for the capital improvements/rehabilitation program includes four projects scheduled to cost approximately \$17 million. These projects include south toll plaza renovations (including renovations to existing office space as well as construction of a new office building), funding for the variable message sign maintenance agreement in the amount of \$160,400, and replacement of all neoprene bearing pads on the north bound bridge. This request carries forward \$6.9 million from the previous year (FY 03-04). The rehabilitation program also proposes to carry forward \$2.4 million to FY 05-06.

## **OFF BUDGET ITEM**

The GNOEC was previously involved in an interagency agreement between the Department of Transportation and Development and the Commission, whereby the DOTD reimbursed the Commission for expenditures associated with the policing of Interstate 10 between Loyola Drive and Tulane Avenue for the purpose of congestion mitigation. The GNOEC is no longer involved in this contractual agreement which ended in April 2004. DOTD chose to bid out this service. The GNOEC did not participate in the bidding process.

## **BUDGET ISSUES**

As stated earlier, the Highway Fund #2 revenue for FY 05 will likely be approximately \$380,000 greater than the GNOEC's annual bond payment. These vehicular license tax revenues may only be used to pay bonded indebtedness. The GNOEC is requesting that the JLCB allow it to use these funds in its rehabilitation program and not return these funds to the State. The LFO is uncertain as to what the JLCB's options are with regard to these funds, an Attorney General's opinion has been requested for clarification.

The GNOEC has requested these funds to be utilized in its rehabilitation program due to the following:

- 1) For the past fifty years, the GNOEC has funded a portion of debt service that was not covered by Highway Fund #2, including the \$1,039,457 shortfall in 2001.
- 2) Since January 1987, the GNOEC surplus funds have been used to cover the costs of policing the Huey P. Long Bridge, which was mandated by the Legislature in 1986. As mandated by the Legislature, the GNOEC pays \$50,000 each year to seven parishes surrounding Lake Pontchartrain.
- 3) The GNOEC recently committed \$1.5 million for the state project at Highway 190 and I-12 in St. Tammany Parish.
- 4) In addition, during Hurricane Ivan, at the request of the State, the GNOEC suspended the collection of tolls resulting in a loss of revenue of approximately \$400,000.

Project	Project Name	Status	CAPITAL IMPROVEMENTS - REHABILITATION PROGRAM Brief Description	Budgeted FY 2004	Revised Cost Estimates
1108	Impact Attenuator Replacement	Complete 1995	System replaced to improve safety. The attenuators are located on each side of the seven cross-overs and positioned where vehicles are most likely to impact concrete bridge railings head on.		\$788,000
1302	North Approach Road Rehabilitation	Complete 1996	New asphalt overlay on North Causeway Approach Road and between the north toll plaza and south bound bridge. Asphalt removed, base repaired, new asphalt applied.		\$1,199,000
1101A	Fender Replacement Part A	Complete 1997	Remove deteriorated wood pilings and fenders located at the south, center, and north humps (4, 12, and 20 miles) and replaces the south commercial marine crossing (8 mile) fender system.		\$2,628,000
1107A	Piling Restoration Part A	Complete 1997	Rehabilitation of pilings which are cracked and need repair, most of work performed by divers. This pilot project began in October 1996 and involves approximately the first four miles closest to north shore.		\$3,375,000
1301	West Approach Road Rehabilitation	Complete 1997	Asphalt overlay on West Approach on north shore similar repair work as completed on North Causeway Approach Road.		\$2,171,000
1105A	Transformer Repairs	Complete 1998	Transformer repairs corrected an immediate safety problem with existing transformers on the bridges.		\$336,000
1104	Painting of Steel Spans	Complete 1999	Repainting of steel portions of both bridges. Special procedures are necessary to remove existing lead based primer paint. Scope of project has expanded to include the repair of the steel spans on the south bound bridge (inclusion of Project 1104B).		\$2,855,000
1104B	Repair of South Bound Steel End Spans	Complete 1999	Repair steel beams of the end spans and apply coating to protect. Beams have suffered corrosion over time and have lost significant amounts of material in the lower flanges. This project has been incorporated into Project 1104.		\$0
1109	South Bound Bridge Finger Joint Repair	Complete 1999	Repair all finger joints on the south bound bridge. These joints are located at every fifth span to provide for deck expansion.		\$842,000
1111	Wearing Surface Restoration	Complete 1999	Apply a texture to the pavement on south bound and north bound bridge decks as required. This project was combined with Project 1112.		\$3,944,000
1112	Pavement Marking of Bridge Deck	Complete 1999	Plastic pavement striping and raised reflectorized pavement markers. This project was constructed with Project 1111.		\$0
1201	South Toll Plaza - One-way Toll Collection	Complete 1999	This project provided for the renovations to the south toll plaza required by the conversion to one-way toll collection on the north shore.		\$343,000
1113	Variable Message Sign Replacement	Complete 2000	Replacement of all variable message signs that were 15 years old and replacement parts were not available. Three signs were added to the north shore to assist morning commuter traffic. Project also included replacing bridge call boxes and extended maintenance.	\$160,400	\$6,853,000
Maglev	Magnetic Levitation Train Matching Funds	Complete 2000	The House and Senate Transportation Committees and the Joint Legislative Committee on the Budget in September 1999 authorized the Commission to use up to \$750,000 of its rehabilitation program funds for its cost share of a study to determine the feasibility of constructing a high speed train from the north shore to the airport to downtown New Orleans.		\$550,000
1105B	High Voltage Aerial Cable Replacement	Under Construction 2001 & 2003	Replacement of electrical cables that provide power to the bridge system. Most of existing cable made of aluminum and near the end of its useful life. Also, existing cable is undersized for increased electrical demand. The JLCB approved bond financing of \$11.5 M for this project in 2000.		\$15,755,000
1101C	Fender Replacement Part C Navigational Channel Marker Light Replacement	Complete 2001	This project provided for the replacement of the navigational channel marker lights at the north and south navigational channels. This work was to be done with project 1101B but it was moved up at the request of the US Coast Guard.		\$335,000
1107B	Piling Restoration Parts B	Scheduled Complete	Repair cracked pilings as required. Salt water is corroding the steel in the piles which could lead to failure of the piling. Most of the work must be performed by divers. The cost of this project will be adjusted based upon the pilot program experience. Originally estimated to cost \$20.4 million, this project is expected to cost \$10.8 million based on inspection and rehabilitation of pilings of the first four miles from the north shore completed in Piling Restoration Part A (Project 1107A).		\$1,926,000
1107B	Part C	Complete			\$4,095,000
1107B	Part D	Under Const.			\$3,428,000
1107B	Part E	2007			\$4,000,000
1303	North Causeway Blvd Repair & Improvements	Complete 2002	North Causeway Boulevard will be widened between the South Toll Plaza and Veterans Blvd. The project will include repair of the base and a new asphalt overlay. This project has been added to the program.		\$4,200,000
1101B	Fender Replacement Part B North Channel Bascule	Under Construction	Remove and replace wooden fender system at the Bascule. The United States Army Corps of Engineers will provide \$1 million to purchase a new composite piling system. This project has been delayed until completion of the Cable replacement project.		\$5,127,000
1201	South Toll Plaza Renovations	Scheduled 2005	This project will renovate the South Toll Plaza in light of one-way toll collection. Booths will be removed, pavement and drainage will be repaired, and flood gates will be installed. Includes \$1 million federal.	\$4,750,000	\$4,750,000
1304	North Shore Transportation & Drainage Improvements	Under Construction	This project will improve drainage on Bayou Chinchuba under the North and West approach roads and improve traffic flow through the Florida St intersection. This project will be partially funded with \$500k in federal funds.		\$2,919,000
1114 A	Intelligent Transportation System (ITS)-Safety Speed Enforce.	Scheduled FY 04	This project will install ITS equipment for the purpose of safety speed enforcement and surveillance on the causeway. License plate readers will be located at crossovers 1 and 7.		
1102	Bearing Pad Replacement - North Bound Bridge	Scheduled 2005	Replace all neoprene bearing pads on the north bound bridge and shim as required to level the riding surface.	\$5,544,000	\$5,544,000
1106	Structural Repairs & Concrete Sealing of Bridge Underside	Scheduled 2006 & 2007	Spot repair approximately 1% of north bound bridge and 10% of south bound bridge. This project would repair damaged concrete and seal to prevent further corrosion.		\$10,358,000
1103	Bearings on South Bound Bridge	Scheduled 2006	Clean and adjust bearings on the south bound bridge and shim as required to level the riding surface.		\$1,681,000
	<b>TOTAL</b>			<b>\$10,454,400</b>	<b>\$90,002,000</b>

## TOLL INCREASE AND REHABILITATION PROJECTS

In February 1995, the Greater New Orleans Expressway Commission increased tolls and charges on the Lake Pontchartrain Causeway. The revenues generated from the increase are dedicated for the purpose of funding the projects listed in the "Greater New Orleans Expressway Commission Rehabilitation Projects," found on the previous page. Increases in program scope and costs have extended the anticipated completion of the rehabilitation from February 2004 to October 2006. The schedule of tolls and charges below became effective February 1, 1995.

NOTE: The GNOEC began one-way toll collections in May 1999. Tolls have been collected only on the North Shore since that time.

### PRIOR AND CURRENT TOLL SCHEDULE

<u>Height</u>	<u>Type</u>	<u>Axles</u>	<u>Current Toll</u>	<u>Prior Toll</u>
Under 7'6"	Commuter	2	\$2.00	\$0.50
		2	\$3.00	\$1.00
	Cash	3	\$4.50	\$1.50
		4	\$6.00	\$2.00
		5+	\$7.50	\$2.50
Over 7'6"	Cash	2	\$6.00	\$2.35
		3	\$9.00	\$2.90
		4	\$12.00	\$3.75
		5+	\$15.00	\$4.00

# PERSONNEL EXPENSE

<b>SALARIES</b>	<b>FTE</b>	<b>Actual FY 01-02</b>	<b>FTE</b>	<b>Actual FY 02-03</b>	<b>FTE</b>	<b>Approved FY 03-04</b>	<b>FTE</b>	<b>Requested FY 04-05</b>
General Manager	1.0	\$89,250	1.0	\$93,712	1.0	\$98,927	1.0	\$108,938
Asst. Gen. Manager	1.0	\$55,000	1.0	\$59,185	1.0	\$62,547	1.0	\$66,475
N. Shore Supervisor	1.0	\$41,195	1.0	\$43,255	1.0	\$46,013	1.0	\$48,947
Office Personnel	15.0	\$474,889	16.0	\$501,636	16.0	\$566,301	16.5	\$607,032
Less: HPL Adm.	(3.0)	(\$81,801)	(3.0)	(\$84,915)	(3.0)	(\$102,750)	(3.0)	(\$125,899)
<b>Total Administrative</b>	<b>15.0</b>	<b>\$578,533</b>	<b>16.0</b>	<b>\$612,873</b>	<b>16.0</b>	<b>\$671,038</b>	<b>16.5</b>	<b>\$705,493</b>
Toll Collectors	13.5	\$298,825	14.0	\$285,037	14.0	\$319,219	12.0	\$290,378
Bridge Monitors	3.5	\$73,868	4.5	\$90,833	4.5	\$97,956	5.0	\$118,652
Maintenance	23.0	\$647,608	25.0	\$652,585	25.0	\$720,210	25.0	\$700,410
Commun/Radar Oper.	17.0	\$384,661	17.0	\$392,684	17.5	\$501,116	19.5	\$591,972
Police	28.0	\$950,700	29.0	\$995,409	29.0	\$1,237,201	30.0	\$1,464,627
Less: HPL Operations	(12.0)	(\$371,083)	(12.0)	(\$385,571)	(12.0)	(\$469,736)	(13.0)	(\$532,942)
<b>Total Operations</b>	<b>73.0</b>	<b>\$1,984,579</b>	<b>77.5</b>	<b>\$2,030,977</b>	<b>78.0</b>	<b>\$2,405,966</b>	<b>78.5</b>	<b>\$2,633,097</b>
<b>TOTAL SALARIES</b>	<b>88.0</b>	<b>\$2,563,112</b>	<b>93.5</b>	<b>\$2,643,850</b>	<b>94.0</b>	<b>\$3,077,004</b>	<b>95.0</b>	<b>\$3,338,590</b>
<b>Related Benefits</b>								
Parochial (Retirement)		\$269,453		\$276,155		\$426,995		\$550,077
Group Insurance		\$507,043		\$524,014		\$659,092		\$585,872
Retirees Group Benefits		\$112,506		\$114,062		\$109,764		\$120,740
Gov. Def. Comp. Plan		\$82,080		\$86,400		\$86,400		\$86,400
Less: HPL Rel. Benef.		(\$101,873)		(\$117,511)		(\$165,057)		(\$198,028)
<b>Total Related Benefits</b>		<b>\$869,209</b>		<b>\$883,120</b>		<b>\$1,117,194</b>		<b>\$1,145,061</b>
<b>Other Compensation*</b>		<b>\$34,180</b>		<b>\$34,180</b>		<b>\$34,180</b>		<b>\$34,180</b>
<b>Total Personnel Expense</b>		<b>\$3,466,501</b>		<b>\$3,561,150</b>		<b>\$4,228,378</b>		<b>\$4,517,831</b>

\* Other Compensation represents the salaries of the Greater New Orleans Expressway Commissioners. The five appointed commissioners are paid \$569.66 per month for Commission duties as provided by an amendment to the Articles of Incorporation of the Great Expressway Commission. The Articles of Incorporation were executed by the Parishes of Jefferson and St. Tammany on October 20, 1954, with the above amendment being approved on August 7, 1986.

Requested Adjustments to Full Time Equivalency Position (FTE) Count:	<u>FTEs</u>
Fiscal Year 2004 FTEs Approved (Including HPL Personnel)	110.0
Net increase of personnel (FTEs)	<u>1.0</u>
Requested Fiscal Year 2005 FTEs (Including HPL Personnel)	111.0

## OPERATING EXPENSES

	<u>Actual</u> <u>FY 01-02</u>	<u>Actual</u> <u>FY 02-03</u>	<u>Approved</u> <u>FY 03-04</u>	<u>Requested</u> <u>FY 04-05</u>	<u>FY 04</u> <u>to FY 05</u>
<b>OPERATING SERVICES</b>					
Advertising	\$6,597	\$3,223	\$15,000	\$15,000	0.0%
Publication of Public Notices and Minutes	\$3,000	\$4,942	\$5,000	\$5,000	0.0%
Insurance	\$1,147,000	\$1,288,565	\$1,240,000	\$1,350,000	8.9%
Travel	\$0	\$3,766	\$5,000	\$5,000	0.0%
Telephone and Radio	\$176,256	\$173,338	\$180,000	\$175,000	-2.8%
Utilities	\$153,604	\$187,922	\$187,000	\$215,000	15.0%
Other Operating Services	<u>\$192,938</u>	<u>\$271,758</u>	<u>\$203,000</u>	<u>\$238,000</u>	17.2%
<b>TOTAL OPER. SERVICES</b>	<b>\$1,679,395</b>	<b>\$1,933,514</b>	<b>\$1,835,000</b>	<b>\$2,003,000</b>	9.2%

The increase in this category is largely due to an increase in insurance expenses of 8.9% or \$110,000 (related to workers compensation insurance premiums, litigation costs, and risk management services), an increase in utilities costs of 15% or \$28,000, and an increase in fuel costs.

## OTHER OPERATING SERVICES SUMMARY

	<u>Actual</u> <u>FY 01-02</u>	<u>Actual</u> <u>FY 02-03</u>	<u>Approved</u> <u>FY 03-04</u>	<u>Requested</u> <u>FY 04-05</u>	<u>FY 04</u> <u>to FY 05</u>
<b>Other Operating Services</b>					
Unused Vacation & Sick Leave	\$19,422	\$91,644	\$25,000	\$35,000	40.0%
Dues and Subscriptions	\$17,132	\$16,668	\$18,000	\$18,000	0.0%
Trustee Fees	\$15,000	\$12,734	\$15,000	\$15,000	0.0%
Bank & Visa Charges on Toll Deposits	\$134,048	\$144,351	\$145,000	\$170,000	17.2%
All Other	<u>\$7,336</u>	<u>\$6,361</u>	<u>\$0</u>	<u>\$0</u>	0.0%
<b>TOTAL OTHER OP. SVC.</b>	<b>\$192,938</b>	<b>\$271,758</b>	<b>\$203,000</b>	<b>\$238,000</b>	17.2%

Unused Vacation and Sick Leave is increased by 40% or slightly more than \$10,000 in FY 05. This is due to GNOEC anticipating that a long-time employee will terminate their employment during the fiscal year, thereby increasing expenditures in this category.

This category also includes dues to the International Bridge, Tunnel and Turnpike Authority and for memberships in various police associations and chambers of commerce.



## SUPPLIES EXPENSE

	<u>Actual</u>	<u>Actual</u>	<u>Approved</u>	<u>Requested</u>	<u>FY 04</u>
<b>Supplies Expense Items</b>	<b><u>FY 01-02</u></b>	<b><u>FY 02-03</u></b>	<b><u>FY 03-04</u></b>	<b><u>FY 04-05</u></b>	<b><u>to FY 05</u></b>
Ofc. Expense and Supplies	\$131,473	\$132,722	\$142,830	\$142,655	-0.1%
Oper. Expenses & Supplies	\$293,451	\$312,761	\$359,949	\$402,535	11.8%
Repair & Maint./Supplies	<u>\$509,830</u>	<u>\$487,804</u>	<u>\$516,681</u>	<u>\$530,129</u>	2.6%
<b>TOTAL SUPPLIES EXP.</b>	<b>\$934,754</b>	<b>\$933,287</b>	<b>\$1,019,460</b>	<b>\$1,075,319</b>	5.5%

### Office Expense and Supplies:

The GNOEC is not requesting any significant change in its office supply budget.

Included in this general ledger account are the costs related to disposal services, postage, extermination and termite control, office machine repairs and maintenance contracts, and other general administrative office supplies.

### Operating Expenses and Supplies:

The approved budget for FY 04-05 is \$402,535, which is an 11.8% increase from the prior year's approved budget. The Commission notes that the increased costs in this category are due to significant increases in utilities and fuel costs. In addition, the implementation of security patrols around the causeway bridge due to the events of "9-11" have resulted in increased costs. These patrols are performed by St. Tammany Parish Sheriff's Department as well as other agencies and is budgeted at approximately \$15,000.

Included in the general ledger account Operating Supplies are the costs associated with vehicle and truck repairs and their routine preventative maintenance. All gasoline, oil, auto parts, tires, lubricants, diesel fuel and any other similar costs are in this account. All police equipment on the vehicles and related maintenance is in this account. Also included in this account are all police uniforms and protective equipment and any expenditures for police car retrofitting.

### Repair and Maintenance Supplies:

The amount budgeted in this category shows a 2.6% increase over the amount budgeted in FY 04.

Included in this account are the costs for general maintenance and supplies needed on the bridge, toll tags, toll system software maintenance, computer and electronic repairs on all bridge equipment, plumbing and janitorial supplies for the entire operation, and air conditioning contracts and other miscellaneous items dealing with operations maintenance.

## PROFESSIONAL SERVICES

Professional Service Items	Actual <u>FY 01-02</u>	Actual <u>FY 02-03</u>	Approved <u>FY 03-04</u>	Requested <u>FY 04-05</u>	FY 04 to FY 05
<b>Accounting and Finance</b>					
Independent Audit	\$8,800	\$9,960	\$20,000	\$15,000	-25.0%
Accounting Services	<u>\$130,151</u>	<u>\$112,225</u>	<u>\$115,000</u>	<u>\$115,000</u>	0.0%
<b>Total Accounting and Finan.</b>	<b>\$138,951</b>	<b>\$122,185</b>	<b>\$135,000</b>	<b>\$130,000</b>	<b>-3.7%</b>
<b>Engineering *</b>					
Engineering Traffic Consultant	<u>\$3,807</u>	<u>\$5,000</u>	<u>\$37,000</u>	<u>\$5,000</u>	-86.5%
<b>Total Engineering</b>	<b>\$3,807</b>	<b>\$5,000</b>	<b>\$37,000</b>	<b>\$5,000</b>	<b>-86.5%</b>
<b>Litigation &amp; Legal Representation</b>					
Prior Litigation	\$0	\$0	\$10,000	\$0	-100.0%
Gen. Counsels	<u>\$68,453</u>	<u>\$51,842</u>	<u>\$90,000</u>	<u>\$90,000</u>	0.0%
<b>Total Litigation/Legal</b>	<b>\$68,453</b>	<b>\$51,842</b>	<b>\$100,000</b>	<b>\$90,000</b>	<b>-10.0%</b>
<b>Other Professional Services</b>					
Investment Consultant-Sisung	\$80,880	\$88,747	\$90,000	\$90,000	0.0%
Police Integrity & Ethics	<u>\$31,409</u>	<u>\$12,000</u>	<u>\$0</u>	<u>\$0</u>	0.0%
<b>Total Other Prof. Services</b>	<b>\$112,289</b>	<b>\$100,747</b>	<b>\$90,000</b>	<b>\$90,000</b>	<b>0.0%</b>
<b>TOTAL PROF. SERV.</b>	<b>\$323,500</b>	<b>\$279,774</b>	<b>\$362,000</b>	<b>\$315,000</b>	<b>-13.0%</b>

\* Not included in this category are the engineering costs associated with Rehabilitation Program projects and those engineering expenses included in Major Repairs. These costs generally range from 5 to 6% of the total project cost.

Beginning in FY 99-00, the Legislative Auditor began performing an annual audit of Commission's financial statements. This review is now being performed by an independent CPA firm. The Commission, with the recommendation of the Legislative Auditor, has budgeted \$15,000 for this activity.

Accounting Services includes preparation of the financial statements and budget documents.

The traffic engineer provides information pertaining to annual traffic studies and toll analyses which are used mainly for budget and operations planning.

Litigation and legal representation includes general legal consultation and litigation unrelated to insurance matters.

The budget for the Investment Consultant will remain constant. This fee is based upon the amount of the rehabilitation fund investments under the consultant's management.

## OTHER CHARGES

<b>Other Charges Expenditures</b>	<b>Actual FY 01-02</b>	<b>Actual FY 02-03</b>	<b>Approved FY 03-04</b>	<b>Requested FY 04-05</b>	<b>FY 04 to FY 05</b>
<b>Debt Service</b>	<b>\$6,837,213</b>	<b>\$4,590,621</b>	<b>\$4,763,201</b>	<b>\$4,720,701</b>	<b>-0.9%</b>
<b>Interagency Expense</b>					
Act 875 of 1988					
St. Charles Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
St. John the Baptist Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
Tangipahoa Parish	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	0.0%
<b>Total Act 875</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>0.0%</b>
Act 1227 of 1995					
City of New Orleans	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
Jefferson Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
St. Tammany Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
Washington Parish	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	0.0%
<b>Total Act 1227</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>0.0%</b>
<b>Huey P. Long Bridge</b>	<b>\$674,012</b>	<b>\$773,936</b>	<b>\$929,043</b>	<b>\$1,057,669</b>	<b>13.8%</b>
<b>Total Interagency Expense</b>	<b>\$7,861,225</b>	<b>\$5,714,557</b>	<b>\$6,042,244</b>	<b>\$6,128,370</b>	<b>1.4%</b>
Transfer to State of Louisiana (excess GNOEC collections)	\$0	\$0	\$0	\$0	0.0%
<b>TOTAL OTHER CHARGES</b>	<b>\$7,861,225</b>	<b>\$5,714,557</b>	<b>\$6,042,244</b>	<b>\$6,128,370</b>	<b>1.4%</b>

Other Charges consist of Debt Service, Interagency Expense, and State Surplus. Interagency Expense includes expenditures Per Act 875 of 1988 and Act 1227 of 1995. These Acts provide, prior to the transfer of surplus funds to the State of Louisiana, funding for the policing of the Huey P. Long Bridge and for the transfer of funds to the above local agencies. The Commission last returned surplus revenues to the State of Louisiana in FY 94 in the amount of \$104,748. Act 875 of 1988 requires the Commission to use surplus funds to police the Huey P. Long Bridge.

# DEBT SERVICE REQUIREMENTS

1-Nov	Series 1999A Bonds Total Debt Service	Series 2003 Bonds Principal	Series 2003 Bonds Interest	Series 2003 Bonds Total Debt Service	Combined Total Debt Service Requirements
2003*	\$1,334,513	\$550,000	\$1,306,361	\$1,856,361	\$3,190,874
2004	\$1,324,763	\$1,050,000	\$2,388,439	\$3,438,439	\$4,763,201
2005	\$1,343,263	\$1,010,000	\$2,367,439	\$3,377,439	\$4,720,701
2006	\$1,333,763	\$1,060,000	\$2,347,239	\$3,407,239	\$4,741,001
2007	\$1,347,338	\$1,080,000	\$2,326,039	\$3,406,039	\$4,753,376
2008	\$1,333,150	\$1,105,000	\$2,301,739	\$3,406,739	\$4,739,889
2009	\$1,342,350	\$1,130,000	\$2,276,876	\$3,406,876	\$4,749,226
2010	\$1,347,800	\$1,160,000	\$2,244,389	\$3,404,389	\$4,752,189
2011	\$1,326,488	\$1,200,000	\$2,207,269	\$3,407,269	\$4,733,756
2012	\$1,330,300	\$1,240,000	\$2,166,769	\$3,406,769	\$4,737,069
2013	\$1,331,225	\$1,285,000	\$2,123,369	\$3,408,369	\$4,739,594
2014	\$1,329,263	\$1,330,000	\$2,076,788	\$3,406,788	\$4,736,050
2015	\$1,329,413	\$1,375,000	\$2,030,238	\$3,405,238	\$4,734,650
2016	\$1,331,413	\$1,450,000	\$1,958,050	\$3,408,050	\$4,739,463
2017	-	\$1,525,000	\$1,881,925	\$3,406,925	\$3,406,925
2018	-	\$1,605,000	\$1,801,863	\$3,406,863	\$3,406,863
2019	-	\$1,685,000	\$1,721,613	\$3,406,613	\$3,406,613
2020	-	\$1,770,000	\$1,637,363	\$3,407,363	\$3,407,363
2021	-	\$1,840,000	\$1,564,350	\$3,404,350	\$3,404,350
2022	-	\$1,920,000	\$1,486,150	\$3,406,150	\$3,406,150
2023	-	\$2,005,000	\$1,402,150	\$3,407,150	\$3,407,150
2024	-	\$2,105,000	\$1,301,900	\$3,406,900	\$3,406,900
2025	-	\$2,210,000	\$1,196,650	\$3,406,650	\$3,406,650
2026	-	\$2,320,000	\$1,086,150	\$3,406,150	\$3,406,150
2027	-	\$2,435,000	\$970,150	\$3,405,150	\$3,405,150
2028	-	\$2,560,000	\$848,400	\$3,408,400	\$3,408,400
2029	-	\$2,640,000	\$730,000	\$3,370,000	\$3,370,000
2030	-	\$2,775,000	\$598,000	\$3,373,000	\$3,373,000
2031	-	\$2,915,000	\$459,250	\$3,374,250	\$3,374,250
2032	-	\$3,060,000	\$313,500	\$3,373,500	\$3,373,500
2033	-	\$3,210,000	\$160,500	\$3,370,500	\$3,370,500
Total	\$18,685,038	\$54,605,000	\$49,280,914	\$103,885,914	\$122,570,951

\*Does not include debt service on the Series 1992 Bonds of approximately \$1,934,000 prior to delivery of the Series 2003 Bonds

## HUEY P. LONG BRIDGE

Huey P. Long	Approved	Requested	FY 04
<u>Bridge</u>	<u>FY 03-04</u>	<u>FY 04-05</u>	<u>to FY 05</u>
<b>Administrative</b>			
Administrative Salaries	\$102,750	\$125,899	22.5%
Payroll Taxes	\$12,378	\$17,119	38.3%
Payroll Benefits	\$21,002	\$23,843	13.5%
Materials, Supplies, Contract Work	<u>\$0</u>	<u>\$0</u>	0.0%
<b>Total Administrative Function</b>	<b>\$136,130</b>	<b>\$166,861</b>	22.6%
<b>Operations</b>			
Police Patrol	\$355,069	\$423,653	19.3%
Dispatch	\$61,265	\$65,084	6.2%
Payroll Taxes	\$52,422	\$68,587	30.8%
Payroll Benefits	\$64,592	\$71,474	10.7%
Materials, Supplies, and Maint.	\$60,000	\$60,000	0.0%
Telephone and Radio	\$8,500	\$8,500	0.0%
Unused Vacation and Sick Leave	\$5,500	\$5,500	
Insurance	<u>\$28,000</u>	<u>\$28,000</u>	0.0%
<b>Total Operations</b>	<b>\$635,348</b>	<b>\$730,798</b>	15.0%
<b>Maintenance</b>			
Maintenance Personnel	\$53,402	\$44,205	-17.2%
Payroll Taxes	\$4,658	\$6,203	33.2%
Payroll Benefits	<u>\$10,005</u>	<u>\$10,802</u>	8.0%
<b>Total Maintenance</b>	<b>\$68,065</b>	<b>\$61,210</b>	-10.1%
<b>Capital Acquisitions</b>	<b>\$89,500</b>	<b>\$98,800</b>	10.4%
<b>TOTAL HUEY P. LONG BRIDGE</b>	<b>\$929,043</b>	<b>\$1,057,669</b>	13.8%

Since Act 875 of 1988, the Commission has budgeted expenditures for the policing of the Huey P. Long Bridge not as a part of its operating budget but as a reduction to surplus. A percentage of the Commission's administrative, police, and maintenance salaries and benefits, equipment, and acquisitions comprise total expenditures associated with the policing function.

Police patrol expenses will increase in FY 05 as three officers departed the HPL during the prior fiscal year and were replaced with three officers who worked in the Motorist Assistance Patrol (MAP) and earn higher salaries. In addition, due to the cessation of the MAP contract with DOTD, the amount being assessed for the Chief of Police and one Lieutenant has been increased to reflect additional time devoted to the HPL. Also, with regard to Administration of HPL, three employees who should have been assessed to HPL in the past are now correctly being assessed in this budget, thereby increasing the costs in this area of the budget.

## ACQUISITIONS AND MAJOR REPAIRS

<b>Causeway Acquisitions, Major Repairs and Rehabilitation Program</b>	<b>Approved FY 03-04</b>	<b>Requested FY 04-05</b>	<b>FY 04 to FY 05</b>
<b>Capital Acquisitions</b>			
Police	\$232,400	\$238,500	2.6%
Maintenance	\$242,084	\$275,119	13.6%
Operations & Administration	\$11,400	\$55,850	389.9%
<b>Total Capital Acquisitions</b>	<b>\$485,884</b>	<b>\$569,469</b>	<b>17.2%</b>
<b>Major Repairs</b>			
Consulting Engineering	\$155,000	\$155,000	0.0%
Annual AASHTO Inspection	\$150,000	\$150,000	0.0%
Emergency and Periodic Repairs	\$125,000	\$125,000	0.0%
Upgrade Collision Avoidance Radar System	\$50,000	\$0	-100.0%
Security Cameras on Bridge & Marine Cross	\$315,000	\$0	-100.0%
North Shore Toll Plaza Building Modif.	\$633,621	\$0	-100.0%
North Channel Bascule Control System Rep.	\$0	\$790,000	100.0%
Prev Maint of Mech & Elect Sys	\$50,000	\$50,000	0.0%
Repair Spalled Areas of Bridge Deck	\$50,000	\$50,000	0.0%
Access/Egress to EZ Serve Site	\$100,000	\$0	-100.0%
Repair Bent 1496	\$100,000	\$0	-100.0%
System Improvement	\$150,000	\$0	-100.0%
NorthToll Plaza Access/Egress & Overlay	\$0	\$600,000	100.0%
Security Inspection	\$0	\$30,000	100.0%
<b>Total Major Repairs</b>	<b>\$1,878,621</b>	<b>\$1,950,000</b>	<b>3.8%</b>
<b>Capital Imp./Rehabilitation Program</b>			
1101B Fender Replacement Part B	\$2,550,000	\$0	-100.0%
1201 South Toll Plaza Renovations	\$1,925,125	\$4,750,000	146.7%
Causeway Acceleration/Deceleration Lanes	\$1,800,000	\$0	-100.0%
Piling Restoration Part D	\$3,923,000	\$0	-100.0%
#1114 Intelligent Transportation System	\$5,144,250	\$0	-100.0%
#1304 N. Shore Transportation & Drainage	\$1,309,185	\$0	-100.0%
Variable Message Sign Maintenance Agr.	\$0	\$160,400	100.0%
#1102 Bearing Pad Replacement Northbound	\$0	\$5,544,000	100.0%
Funds carried forward from Prior Year	(\$9,295,595)	(\$6,904,091)	-25.7%
Funds carried forward to Next Year	<u>\$3,294,757</u>	<u>\$2,426,702</u>	-26.3%
<b>Total Cap. Imp./Rehabilitation Program</b>	<b>\$10,650,722</b>	<b>\$5,977,011</b>	<b>-43.9%</b>
<b>TOTAL ACQ, MAJ. RPRS. &amp; CAP IMP.</b>	<b>\$13,015,227</b>	<b>\$8,496,480</b>	<b>-34.7%</b>

## Acquisitions and Major Repairs Expenditure Category

### Capital Acquisitions

Capital Acquisitions totals \$569,469 in FY 05 and includes items such as police automobiles, maintenance vehicles, and office acquisitions. This category is budgeted at 11.2% more than the amount approved last fiscal year. Causeway police acquisitions in FY 04-05 total \$238,500 and includes the purchase of six police vehicles and related equipment. In addition, this request includes six mobile in-car video cameras at a total expense of \$38,400 and three in-car computers costing \$26,400. Maintenance acquisitions for FY 05 total \$190,500 and includes the purchase of a bridge sweeper for \$75,000, two Ford trucks totaling \$50,500, a mower at \$6,999, and landscaping the North Plaza (at approach roads) at a cost of \$5,000. Administrative acquisitions total \$37,400 and includes the purchase of one vehicle for \$22,000, one copier for \$7,900, and a plasma television for the general manager's office at a cost of \$3,000. Huey P. Long Police purchases for FY 05 total \$98,800.

### Major Repairs

Major Repairs expenses in FY 04-05 total \$1,950,000 and include \$50,000 for preventative maintenance of its electrical and mechanical systems, \$150,000 for the annual AASHTO inspection of the GNOEC bridges and overpass, \$50,000 for repair of spalled areas of bridge deck \$30,000 for security inspection, \$125,000 for emergency and periodic repairs, and \$155,000 for consulting engineering expenses, \$600,000 for the North Toll Plaza Access/Egress & overlay maintenance building parking lot, and \$790,000 for the North Channel Bascule control system replacement.

The Commission accumulates unexpended funds in this budget in its Extraordinary Maintenance and Repair Fund. The balance of this fund is \$5.2 million for maintenance needs not met by the current rehabilitation program. The GNOEC is required by its Trust Indenture to maintain at least \$800,000 in this account. The GNOEC currently anticipates using the remaining funds for the North Approach Road Drainage Project (Part A-West Approach Road) \$1,570,000, CCTV Cameras for security on bridge and marine crossings \$1,100,000, North Shore Toll Plaza building modifications \$950,000, and upgrade of the collision avoidance radar system \$800,000.

### Capital Improvements/Rehabilitation Program

Funds Carried Forward From Fiscal Year 03-04 represent \$6.9 million in funds budgeted in the prior year for FY 03-04 rehabilitation projects. A complete list of the GNOEC Rehabilitation Projects with a brief description of each project may be found on page 9 of this report. The above costs include design, construction, and construction management. Consulting engineering firms provide all engineering services for Major Repairs and the Rehabilitation Program. The design engineering work generally costs approximately 5-6% of the construction cost. The cost of consulting engineers employed in the management of construction contracts is approximately 5.25%-6% of the construction cost.

The budget approved by the GNOEC on October 5, 2004 includes the rehabilitation projects listed below. The projects approved by the GNOEC for a typical fiscal year often are changed in the course of the year due to changing priorities and other factors which require projects be moved (either delayed or moved forward).

Project 1102 Bearing Pad Replacement (\$5,544,000) involves the removal and replacement of all neoprene bearing pads and for leveling of the northbound bridge. The neoprene bearing pad is a rectangular block of hard rubber located at the girder/bent cap interface. The pad insures that the two concrete surfaces do not come in contact. Each of the 1,500 bents supports 8 girders, each resting on a bearing pad, for a total of 12,000 bearing pads. The bridge will be leveled through the addition of bearing shims at the locations where differential settlement of the bent or rotation of the bent cap has occurred. The project involves working in the roadway, therefore it will be designed and scheduled to minimize the impact on commuter traffic.

Project 1201B South Toll Plaza Renovations (\$1,900,00) involves renovation and reconstruction of the South Toll Plaza to provide additional capacity and increased safety. This is necessary due to the existing Toll Plaza being inadequate for current and future traffic volumes. During peak hours, traffic is delayed at the toll plaza and creates congestion on the Causeway Boulevard system which ties up local traffic. Planned improvements include the demolition of the existing toll plaza, construction of public restrooms, repair of parking areas and paving for additional police parking, construction of flood gates, automated vehicle identification system, and a weigh-in-motion system.

In addition, Project 1201C (\$2,850,000) will also include construction of a new administration/dispatch building and renovation of existing buildings which will provide the additional space which the GNOEC feels is necessary for its operation. The construction of the new two-story building will provide 5,600 square feet and will cost approximately \$476,000 or \$85/sq. ft. The first floor will house dispatch, an equipment room (for radios, telephones, computers, cameras, variable message signs, call boxes, etc.) and some storage. The second floor will house the general manager, assistant general manager, supervisor of operations, secretary, and the accounting department. Once the construction is completed, the old building will be renovated at a cost of \$364,000 and will house the police, director of engineering and the human resources department.

Finally, commuter sales will move into a new office to be built in the parking lot with a drive-through lane. The commuter sales office will be 925 sq. ft. @ \$85/ft. or \$78,625. The total cost of project 1201C is \$2.85 million, including over \$900,000 for construction and renovations costs. The GNOEC notes that square footage prices may be greater than those shown above due to the costs of steel and other general construction materials. The increase cost per square foot will result in fewer funds being available for the purchase of equipment and furnishings for the new space.

Finally, in the approved GNOEC budget request, the Commission intends to carry forward \$2.4 million in order to fund future projects on the rehabilitation/capital improvements program. The GNOEC anticipates directing these funds to projects scheduled to begin in 2006. These projects include Piling Restoration Part E (Project 1107E) to repair cracks in the bridge pilings caused by overstress and saltwater corrosion, Bearings on southbound bridge (Project 1103) to clean and repair bearings on the southbound bridge and shim to level the riding surface, and Structural Repairs and Concrete Sealing of Bridge Underside (Project 1106) which involves repairing damaged concrete and sealing to prevent further corrosion. Approximately half of these funds are used to pay for the engineering costs associated with planning rehabilitation projects. Funds are often carried forward to future fiscal years as the GNOEC is required by its bond indenture to have the all construction funding available before a project can be initiated.







JOHN R. ROMBACH  
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To: The Honorable Francis C. Heitmeier, Chairman  
Joint Legislative Committee on the Budget  
The Honorable Members of the Joint Legislative Committee on the Budget

From: John R. Rombach, Legislative Fiscal Officer  
Evan J. Brasseaux, Legislative Fiscal Analyst

Date: February 20, 2004

Subject: GREATER NEW ORLEANS EXPRESSWAY COMMISSION  
FY 04 BUDGET ANALYSIS

The Greater New Orleans Expressway Commission (GNOEC) staff annually prepares its budget for approval by the Commissioners in accordance with its bond indenture. Upon approval by the GNOEC, the budget is then submitted to the Legislative Fiscal Office. The GNOEC approved the budget on October 30, 2003. The Commission's FY 04 begins on November 1, 2003 and ends October 31, 2004.

Prior to the submission of the annual operating budget to the Joint Legislative Committee on the Budget for its approval or rejection, the Legislative Fiscal Office reviews the submission of the budget for mathematical accuracy and content. The Legislative Fiscal Office prepares an analysis of the budget submitted by the GNOEC and provides this report to the Joint Legislative Committee on the Budget for its consideration.

**BUDGET SUMMARY, FISCAL YEAR 03-04**  
**Greater New Orleans Expressway Commission**

	Actual	Actual	Approved	Estimated	Requested	FY 03	Page
	<u>FY 00-01</u>	<u>FY 01-02</u>	<u>FY 02-03</u>	<u>Year End</u> <u>FY 02-03</u>	<u>FY 03-04</u>	<u>vs. 04</u>	<u>No. Notes</u>
<b>Means of Finance</b>							
Highway Fund No. 2	\$4,460,543	\$5,495,936	\$5,000,000	\$4,751,129	\$4,763,201	-5%	4 No sig. change over 03 ests
Tolls	\$14,290,985	\$14,679,972	\$15,012,000	\$15,387,000	\$15,769,000	5%	4 6,053,037 crossings in FY 03
Interest Income	\$993,420	\$950,675	\$700,000	\$700,000	\$500,000	-29%	4 Low interest rates
Other Revenue	\$395,327	\$449,755	\$425,000	\$425,000	\$430,000	1%	4 Ticket Revenues not collected
Federal/DOTD Funds	\$0	\$0	\$5,500,000	\$0	\$0	0%	2 No Federal funds in FY 04
Bond Proceeds	\$0	\$0	\$200,000	\$200,000	\$0	0%	3
<b>Total MOF</b>	<b>\$20,140,275</b>	<b>\$21,576,338</b>	<b>\$26,837,000</b>	<b>\$21,463,129</b>	<b>\$21,462,201</b>	<b>-20%</b>	
<b>Expenditures</b>							
Salaries	\$2,473,657	\$2,563,112	\$2,890,575	\$2,644,437	\$3,077,004	6%	4,12 Pay increases
Related Benefits	\$798,565	\$869,209	\$937,016	\$890,851	\$1,117,194	19%	3,11 Ret contribution rates increase
Other Compensation	\$34,206	\$34,180	\$34,180	\$34,180	\$34,180	0%	11 Commissioner's salaries
<b>Personnel Svcs.</b>	<b>\$3,306,428</b>	<b>\$3,466,501</b>	<b>\$3,861,771</b>	<b>\$3,569,468</b>	<b>\$4,228,378</b>	<b>9%</b>	
<b>Operating Services</b>	<b>\$1,809,410</b>	<b>\$1,679,395</b>	<b>\$1,709,500</b>	<b>\$1,881,693</b>	<b>\$1,835,000</b>	<b>7%</b>	<b>5,12 Insurance costs increase 8.1%</b>
<b>Supplies</b>	<b>\$861,218</b>	<b>\$934,754</b>	<b>\$938,968</b>	<b>\$951,633</b>	<b>\$1,019,460</b>	<b>9%</b>	<b>13 Fuel costs increase</b>
<b>Operating Expenses</b>	<b>\$2,670,628</b>	<b>\$2,614,149</b>	<b>\$2,648,468</b>	<b>\$2,833,326</b>	<b>\$2,854,460</b>	<b>8%</b>	
<b>Professional Services</b>	<b>\$276,632</b>	<b>\$323,500</b>	<b>\$349,034</b>	<b>\$301,036</b>	<b>\$362,000</b>	<b>4%</b>	<b>14 \$35K Capacity Assessment</b>
Debt Service	\$6,765,028	\$6,837,213	\$5,779,887	\$5,616,422	\$4,763,201	-18%	3,16 Bond Payments decline
State Surplus-HPL	\$985,457	\$1,024,012	\$1,182,613	\$1,127,154	\$1,279,043	8%	15,17 Huey P. Long, Acts 1227, 875
<b>Other Charges</b>	<b>\$7,750,485</b>	<b>\$7,861,225</b>	<b>\$6,962,500</b>	<b>\$6,743,576</b>	<b>\$6,042,244</b>	<b>-13%</b>	<b>15</b>
Acquisitions	\$373,151	\$292,558	\$485,884	\$485,884	\$512,150	5%	18-19 5% increase
Major Repairs	\$820,000	\$820,000	\$1,878,621	\$1,878,621	\$1,926,902	3%	19 Incr. in Maintenance Reserves
Rehabilitation Program	\$4,942,951	\$6,198,405	\$10,650,722	\$5,651,218	\$5,536,067	-48%	19-21 5 major rehab projects
<b>Acquisitions/Repairs</b>	<b>\$6,136,102</b>	<b>\$7,310,963</b>	<b>\$13,015,227</b>	<b>\$8,015,723</b>	<b>\$7,975,119</b>	<b>-39%</b>	<b>19-21</b>
<b>Total Expenditures</b>	<b>\$20,140,275</b>	<b>\$21,576,338</b>	<b>\$26,837,000</b>	<b>\$21,463,129</b>	<b>\$21,462,201</b>	<b>-20%</b>	

The Greater New Orleans Expressway Commission (GNOEC) is requesting approval of a FY 03-04 budget request which represents a 20% decrease from the budget approved by the JLCB for FY 02-03. This reduction is largely due to a decrease in federal highway administration and DOTD monies budgeted for proposed rehabilitation projects. The GNOEC anticipated a total of \$5.5 million in funding from the Federal Highway Administration and DOTD for two rehabilitation projects in FY 03 which were included in the budget request approved by the JLCB in FY 03. These funds were not received in FY 03 and while there is a slight possibility that a portion of these funds may be received in FY 04, the GNOEC has chosen not to include these funds in this request. If they are received, the GNOEC will not expend these funds until FY 05. The FY 04 budget request also includes a 19.2% increase in related benefits and a 17.6% decrease in debt service payments.

The decrease in debt service payments is a result of the GNOEC refunding its 1992 bonds in FY 03 (see page 16). This resulted in the extension of the term of the bonds through 2032 but allowed the Commission to lower its annual debt payment to allow acceleration of its current rehabilitation schedule. In addition, as this current program is scheduled to be completed in 2006 (estimated) this increased funding will be utilized in conjunction with the ongoing costs of repair and maintenance of the bridge. The GNOEC notes that while this process increased the total payout of the bonds over this additional period by a total of \$26 million, it should save the GNOEC money in relation to inflationary costs on rehab projects which are scheduled in the future.

Related benefits expenditures are anticipated to increase approximately 20% compared to FY 03. This increase is due to the parochial retirement system requiring the GNOEC to increase its match requirement from 7% to 11% for all of its employees. The GNOEC notes that it expects further increases in the future. In addition, the related benefits increase is a result of the increases in group insurance costs. Although employees of the GNOEC experienced an increase in the employee portion of this cost from 30% to 35%, the GNOEC will still sustain an additional 21% increase in its health insurance costs.

### **BUDGET REVIEW AUTHORITY**

Section 2 of Act 875 of 1988 requires the GNOEC to submit its annual operating budget to the Joint Legislative Committee of the Budget for its approval or rejection prior to the expenditure of funds contained in such budget. Historically, the Joint Legislative Committee on the Budget has approved the Commission's budget in February or March after the beginning of the Commission's fiscal year.

Section 4 of Act 875 of 1988 provides that the Commission may secure bonds by a trust agreement and that any revenues of the Commission remaining at the end of each fiscal year after (1) payment of all expenses of maintaining and operating the facilities of the Commission and (2) satisfaction of all obligations of the Commission shall be considered surplus. This surplus shall be transferred to the Treasurer of the State of Louisiana for deposit in the Treasury, provided that prior to the transfer of surplus funds the Commission shall use said funds first for its officers to police the Huey P. Long Bridge, and transfer \$50,000 each fiscal year to each of the parishes of St. Charles, St. John the Baptist, and Tangipahoa. Act 1227 of 1995 provides that the Commission use surplus funds to provide \$50,000 per year beginning in FY 95 to the following: Jefferson and St. Tammany parishes, the City of New Orleans for use by the New Orleans Recreation Department, and the Washington Parish Infrastructure and Park Fund.

### **BUDGET SUMMARY**

The GNOEC has submitted a Fiscal Year 03-04 budget request of \$21,462,201. This equates to a 20% decrease from the approved budget for FY 02-03. This budget includes refinancing of bonds which will lower bond payments through 2016 but will now extend these payments beyond the original term (2016 to 2032). While this extension frees up funds for rehabilitation projects over the next several years, this will increase bond payments over the life of the bonds by approximately \$26 million.

This is the tenth year of a rehabilitation program originally scheduled for completion in nine years or February 2004 at a cost of \$70 million. The GNOEC now estimates the rehabilitation program to be completed in 2006 at a cost of over \$88 million. According to the LFO

presentation of the GNOEC budget on January 4, 1995 to the JLCB, upon completion of the rehabilitation projects, the tolls were anticipated to be reduced to those in effect on November 1, 1994. The rehabilitation program is funded from toll revenues, which includes the \$.50 toll increase (dedicated to bridge rehab only) which began in February of 1995. The GNOEC notes that it does not anticipate this toll being reduced to the previous level due to the future costs associated with the maintenance of the structure.

## MEANS OF FINANCING

### Highway Fund Number 2

Highway Fund Number 2 revenues are derived from vehicular license taxes collected in the parishes of Orleans, Jefferson, St. John, St. Charles, Tangipahoa and St. Tammany. These revenues are divided equally at year-end between the Greater New Orleans Expressway Commission and the Crescent City Connection Division. The GNOEC anticipates a total of \$4.7 million in Highway Fund #2 dollars in FY 03-04. These revenues may only be used to pay its bond indebtedness. Therefore, the GNOEC is forced to reduce its operating budget to meet these obligatory expenses when these revenues decline.

### Toll Revenues

Toll revenues are budgeted based on historical collections and trends in traffic patterns. Current estimates indicate revenues for Fiscal Year 03-04 will increase slightly over the amount projected for last fiscal year. Toll revenues are budgeted at \$15.7 million for FY 03-04. The GNOEC lists actual toll revenue of \$15.4 million in FY 02-03. The total number of one-way crossings on the expressway is anticipated to be 6,053,037. Tolls collected depend upon vehicle type and payment method, which includes full fare and discounted fare programs.

### Interest Income and Other Revenue

Interest income is projected to decrease from the amount approved last fiscal year. This is a result of very low interest rates and lower fund balances.

The Commission receives less than anticipated collections from traffic citations per Act 775 of 1997. The Commission has indicated that it receives no ticket revenues from the First Parish Court in Jefferson Parish due to a dispute over the Constitutionality of Act 775. The Act provides for an additional cost of \$5 per violation for traffic citations issued by Causeway Police. If fully implemented in accordance with the law, the Commission would expect to receive approximately \$36,000 of additional revenue per year from this source. According to the GNOEC, the District Court has recently ruled that this Act is unconstitutional. However, the GNOEC has filed an appeal with the State Supreme Court which has turned the case over to the 5<sup>th</sup> Circuit Court of Appeals.

## EXPENDITURES

### Personnel Expense

The salary expenditure category is budgeted at 6.4% greater than the amount approved last fiscal year. This budget includes pay increases of 1% to 4% which were given to administrative personnel in November 2003. In addition, all employees' were given a \$.50/hour adjustment in January 2004.

The budget request includes 94 full-time equivalent positions for causeway operations. A portion of the personnel count for administration (3 FTE positions) and operations (12.0) are allocated to Huey P. Long Bridge expenditures. Adding these fifteen positions brings the total FTE positions to 109. In addition, there a total of nine persons employed through the Incident Management Contract with DOTD whereby DOTD reimburses GNOEC for expenditures associated with the policing of Interstate 10 between Loyola Drive and Tulane Avenue for the purpose of congestion mitigation. Nine (9) persons are assigned to this detail, including one (1) ranking officer, two (2) dispatchers, and six (6) police officers.

Pay increases to employees are earned through a level and step program approved by the Commission. Administrative and supervisory personnel receive merit increases as a flat percentage based upon individual job performances. Merit increases generally range from 3% to 5% and are approved each year through the Commission's budget approval process.

#### Operating Expenses

Operating Expenses include advertising, the publication of public notices and minutes, insurance, travel, telephone and radio expenses, utilities and other operating services. Other operating services includes unused vacation and sick leave, dues and subscriptions, trustee fees, bank and visa charges for toll deposits, and other miscellaneous expenses. Operating Expenses will increase by 7.8% or approximately \$200,000 from the amount approved by the JLCB last fiscal year. The increase is due primarily to the increased cost to the GNOEC for insuring the causeway bridge. The anticipated expenditure for insurance in FY 04 is \$1,240,000 or \$93,000 greater than the FY 03 cost. The GNOEC notes that this increase is a result of the terrorist strikes on September 11, 2001. (NOTE: The Causeway Bridge spans are insured for \$90 million.) Also, the increased cost of fuel will affect operating expenses significantly.

#### Other Charges

The FY 03-04 budget for Other Charges includes a revised debt service schedule which includes refunding the 1992 bonds, as well as the current Series 1999A bonds which were issued in conjunction with the High Voltage Cable Project which was completed in 2003. According to information provided to the LFO by the GNOEC, the bond refunding will decrease annual debt service payments and will provide funds necessary to more aggressively meet the bridge's long-term repair and maintenance needs.

Per Act 875 of 1988, the Commission will provide \$50,000 each to the parishes of St. Charles, St. John the Baptist, and Tangipahoa. Per Act 1227 of 1995, the Commission will provide \$50,000 to each of the following: Jefferson Parish, St. Tammany Parish, the City of New Orleans for use by the New Orleans Recreation Department, and the Washington Parish Infrastructure and Park Fund.

The Commission is responsible for the policing of the Huey P. Long Bridge and budgets \$929,043 for expenditures paid from anticipated excess revenues to the State. This represents an increase of \$96,430 (11%) over the approved FY 02-03 budget. This increase can be attributed primarily to the aforementioned increase in related benefits. The Commission budgets a percentage of overall administrative costs to the Huey P. Long Bridge to reflect the amount of administrative resources devoted to the policing of that bridge.

### Total Acquisitions/Major Repairs

This category includes capital acquisitions, major repairs, and the capital improvement/rehabilitation program. This category decreases by nearly 40% from the amount approved by the Committee last fiscal year. As stated earlier, this reduction is due to \$5.5 million in FHWA and DOTD funds being budgeted in FY 03 which were not realized and are not being budgeted in FY 04. Capital acquisitions will increase 5% from the prior year or an increase of approximately \$25,000.

The budget for Major Repairs is \$1,926,902 which is only slightly higher than that proposed in FY 02-03. These expenditures are associated with those costs necessary for maintenance needs not addressed in the rehabilitation program. The Commission notes that some of the funds budgeted in the Major Repairs category each year for Extraordinary Maintenance, Preventive Maintenance, Emergency and Periodic Repairs, and System Improvements are not spent each year for these purposes. The Commission accumulates any unexpended funds each year in the Extraordinary Repair and Maintenance Fund for the purpose of meeting its regular capital outlay and maintenance needs not met in the capital improvements program. This method of financing was used in the past to complete the 3,700 square foot, four bay north shore maintenance facility which opened in December 1998. This financing mechanism is not evidenced in the Commission's budget request in previous fiscal years, but was used prior to the capital improvements program in order to meet recurring capital outlay and major repair needs. As of February 2, 2004, this account held over \$5.6 million in reserves. The Commission is required to maintain at least \$800,000 in this account by its Trust Indenture. The GNOEC currently anticipates using the remaining funds for North Channel Bascule Restoration (\$1 million), speed and safety enforcement system (\$500,000), North Channel Bascule span repair (\$300,000), north shore merge lanes (\$390,000), security cameras on bridge and marine crossings (\$500,000), south toll plaza fuel tanks (\$500,000), north approach road drainage (\$500,000), Brookside Drive turn lane (\$700,000), north toll plaza access/egress (\$360,000), and Monroe Street overpass markers (\$50,000).

The approved budget request for the capital improvements/rehabilitation program includes four projects scheduled to cost approximately \$14 million. These projects include fender replacement, south toll plaza renovations (including renovations to existing office space as well as construction of a new office building), installation of Intelligent Transportation System (ITS) equipment for safety speed enforcement, and replacement of all neoprene bearing pads on the north bound bridge. This request carries forward \$14.4 from the previous year (FY 02-03). The rehabilitation program also proposes to carry forward \$6.4 million to FY 04-05.

### **OFF BUDGET ITEM**

Not included in the budget request is an interagency agreement between the Department of Transportation and Development and the Commission, whereby the DOTD reimburses the Commission for expenditures associated with the policing of Interstate 10 between Loyola Drive and Tulane Avenue for the purpose of congestion mitigation. The cost of the project is shared between DOTD and the Federal Highway Administration at ten percent and ninety percent of the cost, respectively. The second three year contract with DOTD ended in November 2003 and was extended through April 2004. The GNOEC will no longer be involved in this contractual agreement as of April as DOTD has chosen to bid out this service. The GNOEC will not participate in the bidding process. There are six patrol officers, one ranking officer, and two dispatchers assigned to the incident management program. The GNOEC notes that all of these employees will continue to be employed and will be absorbed into vacant positions either at the GNOEC or at Huey P. Long. None of these positions or costs associated with the program are reflected in the budget request.



## BUDGET ISSUES

1. The major issue confronting the GNOEC is the recent controversy dealing with free passage for off-duty firefighters and law enforcement personnel. The GNOEC recently required all photo identification badges which allowed for free passage across the causeway to be returned. It is the opinion of the GNOEC that only on-duty fireman and law enforcement personnel are entitled to free passage. Jefferson Parish Sheriff Harry Lee contends that all law enforcement personnel are entitled to free passage at all times, whether on duty or not. This issue is of importance to the GNOEC as over \$2 million in toll revenue has not been collected since FY 98 due to free passage of disabled veterans, law enforcement personnel, and firefighters. The GNOEC does not have available the toll revenue which was uncollected due to free passage of law enforcement personnel and firefighters which were off-duty at the time of passage. However, the first quarter of FY 04 shows that the revenue loss from persons given free passage is down approximately 50%. The GNOEC estimates that the significant coverage given to this issue may have served to reduce the number of off-duty personnel attempting to cross the bridge without paying the toll.

The GNOEC bases its argument on two La. Attorney General Opinions. Opinion 95-207 states "...statutes granting free passage to off-duty firefighters, off-duty law enforcement personnel and students would be subject to constitutional challenge in accordance with the provisions of La. Const. Art. VII, Sec. 14. Of course, as previously stated, the statutes providing for those toll exemptions must be presumed constitutional, at least until they are challenged judicially".

In addition, Attorney General Opinion 96-315 states "...firemen are not guaranteed free passage on toll bridges and ferries when they are performing personal business". While this opinion does not address law enforcement personnel directly, the GNOEC assumes that this same logic would be used in relation to that group.

An agreement was signed recently between both parties in 24<sup>th</sup> JDC in Gretna which allows free passage for full-time deputies while off-duty and also includes volunteer reserve deputies.

Project	Project Name	Status	CAPITAL IMPROVEMENTS - REHABILITATION PROGRAM	Budgeted FY 2004	Revised Cost Estimates
			Brief Description		
1108	Impact Attenuator Replacement	Complete 1995	System replaced to improve safety. The attenuators are located on each side of the seven cross-overs and positioned where vehicles are most likely to impact concrete bridge railings head on.		\$788,000
1302	North Approach Road Rehabilitation	Complete 1996	New asphalt overlay on North Causeway Approach Road and between the north toll plaza and south bound bridge. Asphalt removed, base repaired, new asphalt applied.		\$1,199,000
1101A	Fender Replacement Part A	Complete 1997	Remove deteriorated wood pilings and fenders located at the south, center, and north humps (4, 12, and 20 miles) and replaces the south commercial marine crossing (8 mile) fender system.		\$2,628,000
1107A	Piling Restoration Part A	Complete 1997	Rehabilitation of pilings which are cracked and need repair, most of work performed by divers. This pilot project began in October 1996 and involves approximately the first four miles closest to north shore.		\$3,375,000
1301	West Approach Road Rehabilitation	Complete 1997	Asphalt overlay on West Approach on north shore similar repair work as completed on North Causeway Approach Road.		\$2,171,000
1105A	Transformer Repairs	Complete 1998	Transformer repairs corrected an immediate safety problem with existing transformers on the bridges.		\$336,000
1104	Painting of Steel Spans	Complete 1999	Repainting of steel portions of both bridges. Special procedures are necessary to remove existing lead based primer paint. Scope of project has expanded to include the repair of the steel spans on the south bound bridge (inclusion of Project 1104B).		\$2,855,000
1104B	Repair of South Bound Steel End Spans	Complete 1999	Repair steel beams of the end spans and apply coating to protect. Beams have suffered corrosion over time and have lost significant amounts of material in the lower flanges. This project has been incorporated into Project 1104.		\$0
1109	South Bound Bridge Finger Joint Repair	Complete 1999	Repair all finger joints on the south bound bridge. These joints are located at every fifth span to provide for deck expansion.		\$842,000
1111	Wearing Surface Restoration	Complete 1999	Apply a texture to the pavement on south bound and north bound bridge decks as required. This project was combined with Project 1112.		\$3,944,000
1112	Pavement Marking of Bridge Deck	Complete 1999	Plastic pavement striping and raised reflectorized pavement markers. This project was constructed with Project 1111.		\$0
1201	South Toll Plaza - One-way Toll Collection	Complete 1999	This project provided for the renovations to the south toll plaza required by the conversion to one-way toll collection on the north shore.		\$343,000
1113	Variable Message Sign Replacement	Complete 2000	Replacement of all variable message signs that were 15 years old and replacement parts were not available. Three signs were added to the north shore to assist morning commuter traffic. Project also included replacing bridge call boxes and extended maintenance.		\$6,853,000
Maglev	Magnetic Levitation Train Matching Funds	Complete 2000	The House and Senate Transportation Committees and the Joint Legislative Committee on the Budget in September 1999 authorized the Commission to use up to \$750,000 of its rehabilitation program funds for its cost share of a study to determine the feasibility of constructing a high speed train from the north shore to the airport to downtown New Orleans.		\$550,000
1105B	High Voltage Aerial Cable Replacement	Under Construction 2001 & 2003	Replacement of electrical cables that provide power to the bridge system. Most of existing cable made of aluminum and near the end of its useful life. Also, existing cable is undersized for increased electrical demand. The JLCB approved bond financing of \$11.5 M for this project in 2000.		\$15,755,000
1101C	Fender Replacement Part C Navigational Channel Marker Light Replacement	Complete 2001	This project provided for the replacement of the navigational channel marker lights at the north and south navigational channels. This work was to be done with project 1101B but it was moved up at the request of the US Coast Guard.		\$335,000
1107B	Piling Restoration Parts B	Scheduled Complete	Repair cracked pilings as required. Salt water is corroding the steel in the piles which could lead to failure of the piling. Most of the work must be performed by divers. The cost of this project will be adjusted based upon the pilot program experience. Originally estimated to cost \$20.4 million, this project is expected to cost \$10.8 million based on inspection and rehabilitation of pilings of the first four miles from the north shore completed in Piling Restoration Part A (Project 1107A).		\$1,926,000
1107B	Part C	Complete			\$4,095,000
1107B	Part D	Under Const.			\$3,668,000
1107B	Part E	2005			\$4,000,000
1303	North Causeway Blvd Repair & Improvements	Complete 2002	North Causeway Boulevard will be widened between the South Toll Plaza and Veterans Blvd. The project will include repair of the base and a new asphalt overlay. This project has been added to the program.		\$4,200,000
1101B	Fender Replacement Part B North Channel Bascule	Scheduled 2003	Remove and replace wooden fender system at the Bascule. The United States Army Corps of Engineers will provide \$1 million to purchase a new composite piling system. This project has been delayed until completion of the Cable replacement project.	\$4,500,000	\$4,500,000
1201	South Toll Plaza Renovations	Scheduled 2003	This project will renovate the South Toll Plaza in light of one-way toll collection. Booths will be removed, pavement and drainage will be repaired, and flood gates will be installed. Includes \$1 million federal.	\$3,000,000	\$3,000,000
1304	North Shore Transportation & Drainage Improvements	Under Construction	This project will improve drainage on Bayou Chinchuba under the North and West approach roads and improve traffic flow through the Florida St intersection. This project will be partially funded with \$500k in federal funds.		\$2,688,000
1114A	Intelligent Transportation System (ITS)-Safety Speed Enforce.	Scheduled FY 04	This project will install ITS equipment for the purpose of safety speed enforcement and surveillance on the causeway. License plate readers will be located at crossovers 1 and 7.	\$500,000	\$500,000
1102	Bearing Pad Replacement - North Bound Bridge	Scheduled 2004	Replace all neoprene bearing pads on the north bound bridge and shim as required to level the riding surface.	\$5,544,000	\$5,544,000
1106	Structural Repairs & Concrete Sealing of Bridge Underside	Scheduled 2005 & 2006	Spot repair approximately 1% of north bound bridge and 10% of south bound bridge. This project would repair damaged concrete and seal to prevent further corrosion.		\$11,002,250
1103	Bearings on South Bound Bridge	Scheduled 2005	Clean and adjust bearings on the south bound bridge and shim as required to level the riding surface.		\$1,681,000
	<b>TOTAL</b>			<b>\$13,544,000</b>	<b>\$88,778,250</b>

## TOLL INCREASE AND REHABILITATION PROJECTS

In February 1995, the Greater New Orleans Expressway Commission increased tolls and charges on the Lake Pontchartrain Causeway. The revenues generated from the increase are dedicated for the purpose of funding the projects listed in the "Greater New Orleans Expressway Commission Rehabilitation Projects," found on the previous page. Increases in program scope and costs have extended the anticipated completion of the rehabilitation from February 2004 to October 2006. The schedule of tolls and charges below became effective February 1, 1995.

### PRIOR AND CURRENT TOLL SCHEDULE

<u>Height</u>	<u>Type</u>	<u>Axles</u>	<u>Current Toll</u>	<u>Prior Toll</u>
Under 7'6"	Commuter Cash	2	\$2.00	\$0.50
		2	\$3.00	\$1.00
		3	\$4.50	\$1.50
		4	\$6.00	\$2.00
		5+	\$7.50	\$2.50
Over 7'6"	Cash	2	\$6.00	\$2.35
		3	\$9.00	\$2.90
		4	\$12.00	\$3.75
		5+	\$15.00	\$4.00

## PERSONNEL EXPENSE

<b>SALARIES</b>	<b>FTE</b>	<b>Actual FY 00-01</b>	<b>FTE</b>	<b>Actual FY 01-02</b>	<b>FTE</b>	<b>Approved FY 02-03</b>	<b>FTE</b>	<b>Requested FY 03-04</b>
General Manager	1.0	\$85,000	1.0	\$89,250	1.0	\$93,712	1.0	\$98,927
Asst. Gen. Manager	1.0	\$50,000	1.0	\$55,000	1.0	\$57,750	1.0	\$62,547
N. Shore Supervisor	1.0	\$39,995	1.0	\$41,195	1.0	\$43,255	1.0	\$46,013
Office Personnel	14.5	\$437,077	15.0	\$474,889	16.0	\$516,209	16.0	\$566,301
Less: HPL Adm.	<u>(2.5)</u>	<u>(\$78,597)</u>	<u>(3.0)</u>	<u>(\$81,801)</u>	<u>(3.0)</u>	<u>(\$90,498)</u>	<u>(3.0)</u>	<u>(\$102,750)</u>
<b>Total Administrative</b>	<b>15.0</b>	<b>\$533,475</b>	<b>15.0</b>	<b>\$578,533</b>	<b>16.0</b>	<b>\$620,428</b>	<b>16.0</b>	<b>\$671,038</b>
Toll Collectors	13.5	\$295,228	13.5	\$298,825	14.0	\$308,530	14.0	\$319,219
Bridge Monitors	3.5	\$69,542	3.5	\$73,868	4.5	\$89,798	4.5	\$97,956
Maintenance	24.0	\$639,201	23.0	\$647,608	25.0	\$693,966	25.0	\$720,210
Commun./Radar Oper.	17.5	\$362,290	17.0	\$384,661	17.0	\$426,223	17.5	\$501,116
Police	29.0	\$905,886	28.0	\$950,700	29.0	\$1,197,698	29.0	\$1,237,201
Less: HPL Operations	<u>(14.0)</u>	<u>(\$331,965)</u>	<u>(12.0)</u>	<u>(\$371,083)</u>	<u>(12.0)</u>	<u>(\$446,068)</u>	<u>(12.0)</u>	<u>(\$469,736)</u>
<b>Total Operations</b>	<b>73.5</b>	<b>\$1,940,182</b>	<b>73.0</b>	<b>\$1,984,579</b>	<b>77.5</b>	<b>\$2,270,147</b>	<b>78.0</b>	<b>\$2,405,966</b>
<b>TOTAL SALARIES</b>	<b>88.5</b>	<b>\$2,473,657</b>	<b>88.0</b>	<b>\$2,563,112</b>	<b>93.5</b>	<b>\$2,890,575</b>	<b>94.0</b>	<b>\$3,077,004</b>
<b>Related Benefits</b>								
Parochial (Retirement)		\$296,640		\$269,453		\$307,743		\$426,995
Group Insurance		\$423,418		\$507,043		\$542,321		\$659,092
Retirees Group Benefits		\$84,454		\$112,506		\$124,380		\$109,764
Gov. Def. Comp. Plan		\$84,454		\$82,080		\$86,400		\$86,400
Less: HPL Rel. Benef.		<u>(\$90,401)</u>		<u>(\$101,873)</u>		<u>(\$123,828)</u>		<u>(\$165,057)</u>
<b>Total Related Benefits</b>		<b>\$798,565</b>		<b>\$869,209</b>		<b>\$937,016</b>		<b>\$1,117,194</b>
<b>Other Compensation*</b>		<b>\$34,180</b>		<b>\$34,180</b>		<b>\$34,180</b>		<b>\$34,180</b>
<b>Total Personnel Expense</b>		<b>\$3,306,402</b>		<b>\$3,466,501</b>		<b>\$3,861,771</b>		<b>\$4,228,378</b>

\* Other Compensation represents the salaries of the Greater New Orleans Expressway Commissioners. The five appointed commissioners are paid \$569.66 per month for Commission duties as provided by an amendment to the Articles of Incorporation of the Great Expressway Commission. The Articles of Incorporation were executed by the Parishes of Jefferson and St. Tammany on October 20, 1954, with the above amendment being approved on August 7, 1986.

Requested Adjustments to Full Time Equivalency Position (FTE) Count:	<u>FTEs</u>
Fiscal Year 2003 FTEs Approved (Including HPL Personnel)	108.5
Net increase of personnel (FTEs)	<u>.5</u>
Requested Fiscal Year 2004 FTEs (Including HPL Personnel)	109.0

## OPERATING EXPENSES

	<u>Actual</u> <u>FY 00-01</u>	<u>Actual</u> <u>FY 01-02</u>	<u>Approved</u> <u>FY 02-03</u>	<u>Requested</u> <u>FY 03-04</u>	<u>FY 03</u> <u>to FY 04</u>
<b>OPERATING SERVICES</b>					
Advertising	\$23,177	\$6,579	\$15,000	\$15,000	0.0%
Publication of Public Notices and Minutes	\$5,304	\$3,000	\$3,500	\$5,000	42.9%
Insurance	\$1,147,000	\$1,147,000	\$1,147,000	\$1,240,000	8.1%
Travel	\$0	\$0	\$5,000	\$5,000	0.0%
Telephone and Radio	\$223,081	\$176,256	\$182,000	\$180,000	-1.1%
Utilities	\$177,724	\$153,604	\$165,000	\$187,000	13.3%
Other Operating Services	<u>\$233,124</u>	<u>\$233,124</u>	<u>\$192,000</u>	<u>\$203,000</u>	5.7%
<b>TOTAL OPER. SERVICES</b>	<b>\$1,809,410</b>	<b>\$1,719,563</b>	<b>\$1,709,500</b>	<b>\$1,835,000</b>	7.3%

The increase in this category is largely due to the increase in the cost to insure the bridge spans. This cost will increase by approximately \$90,000 in FY 04. According to the GNOEC, this increase is a result of increased terrorist threats around the world.

In addition, rising utility costs will account for an increase of approximately \$20,000 in the FY 04 budget.

## OTHER OPERATING SERVICES SUMMARY

	<u>Actual</u> <u>FY 00-01</u>	<u>Actual</u> <u>FY 01-02</u>	<u>Approved</u> <u>FY 02-03</u>	<u>Requested</u> <u>FY 03-04</u>	<u>FY 03</u> <u>to FY 04</u>
<b>Other Operating Services</b>					
Unused Vacation & Sick Leave	\$92,882	\$19,422	\$15,000	\$25,000	66.7%
Dues and Subscriptions	\$12,842	\$17,132	\$18,000	\$18,000	0.0%
Trustee Fees	\$15,096	\$15,000	\$10,000	\$15,000	50.0%
Bank & Visa Charges on Toll Deposits	\$100,909	\$134,048	\$140,000	\$145,000	3.6%
All Other	<u>\$11,395</u>	<u>\$7,336</u>	<u>\$9,000</u>	<u>\$0</u>	-100.0%
<b>TOTAL OTHER OP. SVC.</b>	<b>\$233,124</b>	<b>\$192,938</b>	<b>\$192,000</b>	<b>\$203,000</b>	5.7%

Unused Vacation and Sick Leave is increased by 66% or slightly more than \$10,000 in FY 04. This is due to GNOEC anticipating that two long-time employees will terminate their employment during the fiscal year, thereby increasing expenditures in this category.

This category also includes dues to the International Bridge, Tunnel and Turnpike Authority and for memberships in various police associations and chambers of commerce.

This category also shows a minor increase in the Trustee Fees as the trustee for the GNOEC has increased its fees and charges.

## SUPPLIES EXPENSE

	Actual	Actual	Approved	Requested	FY 03
Supplies Expense Items	<u>FY 00-01</u>	<u>FY 01-02</u>	<u>FY 02-03</u>	<u>FY 03-04</u>	<u>to FY 04</u>
Ofc. Expense and Supplies	\$140,674	\$131,473	\$144,333	\$142,830	-1.0%
Oper. Expenses & Supplies	\$318,928	\$293,451	\$300,000	\$359,949	20.0%
Repair & Maint./Supplies	<u>\$401,616</u>	<u>\$509,830</u>	<u>\$494,635</u>	<u>\$516,681</u>	4.5%
<b>TOTAL SUPPLIES EXP.</b>	<b>\$861,218</b>	<b>\$934,754</b>	<b>\$938,968</b>	<b>\$1,019,460</b>	8.6%

### Office Expense and Supplies:

The GNOEC is not requesting any significant change in its office supply budget.

Included in this general ledger account are the costs related to disposal services, postage, extermination and termite control, office machine repairs and maintenance contracts, and other general administrative office supplies.

### Operating Expenses and Supplies:

The approved budget for FY 03-04 is \$359,949, which is a 20% increase from the prior year's approved budget. The Commission notes that the increased costs in this category are due to significant increases in fuel costs as well as the implementation of security patrols around the causeway bridge due to the events of "9-11". These patrols are performed by St. Tammany Parish Sheriff's Department as well as other agencies and is budgeted at approximately \$15,000.

Included in the general ledger account Operating Supplies are the costs associated with vehicle and truck repairs and their routine preventative maintenance. All gasoline, oil, auto parts, tires, lubricants, diesel fuel and any other similar costs are in this account. All police equipment on the vehicles and related maintenance is in this account. Also included in this account are all police uniforms and protective equipment and any expenditures for police car retrofitting.

### Repair and Maintenance Supplies:

The amount budgeted in this category shows a 4.5% increase over the amount budgeted in FY 03.

Included in this account are the costs for general maintenance and supplies needed on the bridge, toll tags, toll system software maintenance, computer and electronic repairs on all bridge equipment, plumbing and janitorial supplies for the entire operation, and air conditioning contracts and other miscellaneous items dealing with operations maintenance.

## PROFESSIONAL SERVICES

Professional Service Items	Actual FY 00-01	Actual FY 01-02	Approved FY 02-03	Requested FY 03-04	FY 03 to FY 04
<b>Accounting and Finance</b>					
Independent Audit	\$8,800	\$8,800	\$20,000	\$20,000	0.0%
Accounting Services	<u>\$92,041</u>	<u>\$130,151</u>	<u>\$115,000</u>	<u>\$115,000</u>	0.0%
<b>Total Accounting and Finan.</b>	<b>\$100,841</b>	<b>\$138,951</b>	<b>\$135,000</b>	<b>\$135,000</b>	0.0%
<b>Engineering *</b>					
Engineering Traffic Consultant	<u>\$4,613</u>	<u>\$3,807</u>	<u>\$5,000</u>	<u>\$37,000</u>	640.0%
<b>Total Engineering</b>	<b>\$4,613</b>	<b>\$3,807</b>	<b>\$5,000</b>	<b>\$37,000</b>	640.0%
<b>Litigation &amp; Legal Representation</b>					
Prior Litigation	\$0	\$0	\$10,000	\$10,000	0.0%
Gen. Counsels	<u>\$100,159</u>	<u>\$68,453</u>	<u>\$90,000</u>	<u>\$90,000</u>	0.0%
<b>Total Litigation/Legal</b>	<b>\$100,159</b>	<b>\$68,453</b>	<b>\$100,000</b>	<b>\$100,000</b>	0.0%
<b>Other Professional Services</b>					
Investment Consultant-Sisung	\$71,019	\$80,880	\$81,000	\$90,000	11.1%
Police Integrity & Ethics	<u>\$0</u>	<u>\$31,409</u>	<u>\$28,034</u>	<u>\$0</u>	-100.0%
<b>Total Other Prof. Services</b>	<b>\$71,019</b>	<b>\$112,289</b>	<b>\$109,034</b>	<b>\$90,000</b>	-17.5%
<b>TOTAL PROF. SERV.</b>	<b>\$276,632</b>	<b>\$323,500</b>	<b>\$349,034</b>	<b>\$362,000</b>	3.7%

\* Not included in this category are the engineering costs associated with Rehabilitation Program projects and those engineering expenses included in Major Repairs. These costs generally range from 5 to 6% of the total project cost.

Beginning in FY 99-00, the Legislative Auditor began performing an annual audit of Commission's financial statements. This review is now being performed by an independent CPA firm. The Commission, with the recommendation of the Legislative Auditor, has budgeted \$20,000 for this activity.

Accounting Services includes preparation of the financial statements and budget documents.

The traffic engineer provides information pertaining to annual traffic studies and toll analyses which are used mainly for budget and operations planning.

Litigation and legal representation includes general legal consultation and litigation unrelated to insurance matters.

The budget for the Investment Consultant will increase by 11%. This fee is based upon the amount of the rehabilitation fund investments under the consultant's management. The rehab funds were not expended as quickly as the Commission anticipated, therefore, the fee will be higher than budgeted in the past.

## OTHER CHARGES

<b>Other Charges Expenditures</b>	<b>Actual FY 00-01</b>	<b>Actual FY 01-02</b>	<b>Approved FY 02-03</b>	<b>Requested FY 03-04</b>	<b>FY 03 to FY 04</b>
<b>Debt Service</b>	<b>\$6,765,028</b>	<b>\$6,837,213</b>	<b>\$5,779,887</b>	<b>\$4,763,201</b>	<b>-17.6%</b>
<b>Interagency Expense</b>					
Act 875 of 1988					
St. Charles Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
St. John the Baptist Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
Tangipahoa Parish	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	0.0%
<b>Total Act 875</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>0.0%</b>
Act 1227 of 1995					
City of New Orleans	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
Jefferson Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
St. Tammany Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
Washington Parish	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	0.0%
<b>Total Act 1227</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>0.0%</b>
<b>Huey P. Long Bridge</b>	<b>\$635,457</b>	<b>\$674,012</b>	<b>\$832,613</b>	<b>\$929,043</b>	<b>11.6%</b>
<b>Total Interagency Expense</b>	<b>\$7,750,485</b>	<b>\$7,861,225</b>	<b>\$6,962,500</b>	<b>\$6,042,244</b>	<b>-13.2%</b>
Transfer to State of Louisiana (excess GNOEC collections)	\$0	\$0	\$0	\$0	0.0%
<b>TOTAL OTHER CHARGES</b>	<b>\$7,750,485</b>	<b>\$7,861,225</b>	<b>\$6,962,500</b>	<b>\$6,042,244</b>	<b>-13.2%</b>

Other Charges consist of Debt Service, Interagency Expense, and State Surplus. Interagency Expense includes expenditures Per Act 875 of 1988 and Act 1227 of 1995. These Acts provide, prior to the transfer of surplus funds to the State of Louisiana, funding for the policing of the Huey P. Long Bridge and for the transfer of funds to the above local agencies. The Commission last returned surplus revenues to the State of Louisiana in FY 94 in the amount of \$104,748. Act 875 of 1988 requires the Commission to use surplus funds to police the Huey P. Long Bridge.



**PREVIOUS DEBT SERVICE SCHEDULE**

<b>FY End</b>	<b>1992 Refinancing (Pre 1999 Bonds Debt)</b>			<b>Series 1999A Bonds</b>			<b>Current Total</b>
	<b>Principal</b>	<b>Interest</b>	<b>Total</b>	<b>Principal</b>	<b>Interest</b>	<b>Total</b>	
2003	\$2,450,000	\$3,053,995	\$5,503,995	\$680,000	\$654,513	\$1,334,513	\$6,838,508
2004	\$2,595,000	\$2,911,895	\$5,506,895	\$700,000	\$624,763	\$1,324,763	\$6,831,658
2005	\$2,745,000	\$2,758,790	\$5,503,790	\$750,000	\$593,263	\$1,343,263	\$6,847,053
2006	\$2,910,000	\$2,594,090	\$5,504,090	\$775,000	\$558,763	\$1,333,763	\$6,837,853
2007	\$3,090,000	\$2,416,580	\$5,506,580	\$825,000	\$522,338	\$1,347,338	\$6,853,918
2008	\$3,280,000	\$2,225,000	\$5,505,000	\$850,000	\$483,150	\$1,333,150	\$6,838,150
2009	\$3,470,000	\$2,032,675	\$5,502,675	\$900,000	\$442,350	\$1,342,350	\$6,845,025
2010	\$3,675,000	\$1,829,200	\$5,504,200	\$950,000	\$397,800	\$1,347,800	\$6,852,000
2011	\$3,890,000	\$1,613,700	\$5,503,700	\$975,000	\$351,488	\$1,326,488	\$6,830,188
2012	\$4,115,000	\$1,385,550	\$5,500,550	\$1,030,000	\$300,300	\$1,330,300	\$6,830,850
2013	\$4,355,000	\$1,144,200	\$5,499,200	\$1,085,000	\$246,225	\$1,331,225	\$6,830,425
2014	\$4,620,000	\$882,900	\$5,502,900	\$1,140,000	\$189,263	\$1,329,263	\$6,832,163
2015	\$4,900,000	\$605,700	\$5,505,700	\$1,200,000	\$129,413	\$1,329,413	\$6,835,113
2016	\$5,195,000	\$311,700	\$5,506,700	\$1,265,000	\$66,413	\$1,331,413	\$6,838,113
<b>Total</b>	<b>\$51,290,000</b>	<b>\$25,765,975</b>	<b>\$77,055,975</b>	<b>\$13,125,000</b>	<b>\$5,560,038</b>	<b>\$18,685,038</b>	<b>\$95,741,013</b>

**CURRENT DEBT SERVICE SCHEDULE**

<b>FY End</b>	<b>Series 1999A Bonds</b>			<b>Proposed Series 2003 Bonds</b>			<b>Total After 2003 Bonds</b>
	<b>Principal</b>	<b>Interest</b>	<b>Total</b>	<b>Principal</b>	<b>Interest</b>	<b>Total</b>	
2003	\$680,000	\$654,513	\$1,334,513	\$1,005,000	\$3,440,375	\$4,445,375	** \$5,779,887
2004	\$700,000	\$624,763	\$1,324,763	\$1,020,000	\$2,380,708	\$3,400,708	\$4,725,470
2005	\$750,000	\$593,263	\$1,343,263	\$1,040,000	\$2,362,348	\$3,402,348	\$4,745,610
2006	\$775,000	\$558,763	\$1,333,763	\$1,060,000	\$2,339,988	\$3,399,988	\$4,733,750
2007	\$825,000	\$522,338	\$1,347,338	\$1,085,000	\$2,314,018	\$3,399,018	\$4,746,355
2008	\$850,000	\$483,150	\$1,333,150	\$1,115,000	\$2,283,638	\$3,398,638	\$4,731,788
2009	\$900,000	\$442,350	\$1,342,350	\$1,150,000	\$2,249,073	\$3,399,073	\$4,741,423
2010	\$950,000	\$397,800	\$1,347,800	\$1,190,000	\$2,211,123	\$3,401,123	\$4,748,923
2011	\$975,000	\$351,488	\$1,326,488	\$1,230,000	\$2,170,068	\$3,400,068	\$4,726,555
2012	\$1,030,000	\$300,300	\$1,330,300	\$1,275,000	\$2,123,943	\$3,398,943	\$4,729,243
2013	\$1,085,000	\$246,225	\$1,331,225	\$1,325,000	\$2,074,855	\$3,399,855	\$4,731,080
2014	\$1,140,000	\$189,263	\$1,329,263	\$1,380,000	\$2,021,855	\$3,401,855	\$4,731,118
2015	\$1,200,000	\$129,413	\$1,329,413	\$1,435,000	\$1,964,585	\$3,399,585	\$4,728,998
2016	\$1,265,000	\$66,413	\$1,331,413	\$1,495,000	\$1,903,598	\$3,398,598	\$4,730,010
2017	\$ -	\$ -	\$ -	\$1,565,000	\$1,838,565	\$3,403,565	\$3,403,565
2018	\$ -	\$ -	\$ -	\$1,630,000	\$1,768,923	\$3,398,923	\$3,398,923
2019	\$ -	\$ -	\$ -	\$1,710,000	\$1,689,053	\$3,399,053	\$3,399,053
2020	\$ -	\$ -	\$ -	\$1,795,000	\$1,605,263	\$3,400,263	\$3,400,263
2021	\$ -	\$ -	\$ -	\$1,885,000	\$1,517,308	\$3,402,308	\$3,402,308
2022	\$ -	\$ -	\$ -	\$1,975,000	\$1,424,943	\$3,399,943	\$3,399,943
2023	\$ -	\$ -	\$ -	\$2,075,000	\$1,328,168	\$3,403,168	\$3,403,168
2024	\$ -	\$ -	\$ -	\$2,180,000	\$1,223,380	\$3,403,380	\$3,403,380
2025	\$ -	\$ -	\$ -	\$2,290,000	\$1,113,290	\$3,403,290	\$3,403,290
2026	\$ -	\$ -	\$ -	\$2,405,000	\$997,645	\$3,402,645	\$3,402,645
2027	\$ -	\$ -	\$ -	\$2,525,000	\$876,193	\$3,401,193	\$3,401,193
2028	\$ -	\$ -	\$ -	\$2,650,000	\$748,680	\$3,398,680	\$3,398,680
2029	\$ -	\$ -	\$ -	\$2,785,000	\$613,530	\$3,398,530	\$3,398,530
2030	\$ -	\$ -	\$ -	\$2,930,000	\$471,495	\$3,401,495	\$3,401,495
2031	\$ -	\$ -	\$ -	\$3,080,000	\$322,065	\$3,402,065	\$3,402,065
2032	\$ -	\$ -	\$ -	\$3,235,000	\$164,985	\$3,399,985	\$3,399,985
<b>Total</b>	<b>\$13,125,000</b>	<b>\$5,560,038</b>	<b>\$18,685,038</b>	<b>\$53,520,000</b>	<b>\$49,543,652</b>	<b>\$103,063,652</b>	<b>\$121,748,690</b>

\*\* FY 2003 Interest Assumption-interest paid on 1992 bonds from November 1, 2002 through closing date on 2003 bonds and on 2003 bonds from bond closing through Nov. 1, 2003.

## HUEY P. LONG BRIDGE

Huey P. Long	Approved	Requested	FY 03
<u>Bridge</u>	<u>FY 02-03</u>	<u>FY 03-04</u>	<u>to FY 04</u>
<b>Administrative</b>			
Administrative Salaries	\$90,718	\$102,750	13.3%
Payroll Taxes	\$7,865	\$12,378	57.4%
Payroll Benefits	\$14,285	\$21,002	47.0%
Materials, Supplies, Contract Work	<u>\$750</u>	<u>\$0</u>	-100.0%
<b>Total Administrative Function</b>	<b>\$113,618</b>	<b>\$136,130</b>	19.8%
<b>Operations</b>			
Police Patrol	\$347,755	\$355,069	2.1%
Dispatch	\$55,366	\$61,265	10.7%
Payroll Taxes	\$37,087	\$52,422	41.3%
Payroll Benefits	\$39,016	\$64,592	65.6%
Materials, Supplies, and Maint.	\$60,000	\$60,000	0.0%
Telephone and Radio	\$8,500	\$8,500	0.0%
Unused Vacation and Sick Leave	\$7,500	\$5,500	
Insurance	<u>\$21,000</u>	<u>\$28,000</u>	33.3%
<b>Total Operations</b>	<b>\$576,224</b>	<b>\$635,348</b>	10.3%
<b>Maintenance</b>			
Maintenance Personnel	\$42,947	\$53,402	24.3%
Payroll Taxes	\$3,652	\$4,658	27.5%
Payroll Benefits	<u>\$11,572</u>	<u>\$10,005</u>	-13.5%
<b>Total Maintenance</b>	<b>\$58,171</b>	<b>\$68,065</b>	17.0%
<b>Capital Acquisitions</b>	<b>\$84,600</b>	<b>\$89,500</b>	5.8%
<b>TOTAL HUEY P. LONG BRIDGE</b>	<b>\$832,613</b>	<b>\$929,043</b>	11.6%

Since Act 875 of 1988, the Commission has budgeted expenditures for the policing of the Huey P. Long Bridge not as a part of its operating budget but as a reduction to surplus. A percentage of the Commission's administrative, police, and maintenance salaries and benefits, equipment, and acquisitions comprise total expenditures associated with the policing function.

## ACQUISITIONS AND MAJOR REPAIRS

<b>Causeway Acquisitions, Major Repairs and Rehabilitation Program</b>	<b>Approved FY 02-03</b>	<b>Requested FY 03-04</b>	<b>FY 03 to FY 04</b>
<b>Capital Acquisitions</b>			
Police	\$232,400	\$238,200	2.5%
Maintenance	\$242,084	\$199,900	-17.4%
Operations	\$7,500	\$26,050	247.3%
Administration	<u>\$3,900</u>	<u>\$48,000</u>	1130.8%
<b>Total Capital Acquisitions</b>	<b>\$485,884</b>	<b>\$512,150</b>	<b>5.4%</b>
<b>Major Repairs</b>			
Consulting Engineering	\$155,000	\$155,000	0.0%
Annual AASHTO Inspection	\$150,000	\$150,000	0.0%
Emergency and Periodic Repairs	\$125,000	\$125,000	0.0%
Upgrade Collision Avoidance Radar System	\$50,000	\$168,281	236.6%
Security Cameras on Bridge & Marine Cross	\$315,000	\$315,000	0.0%
North Shore Toll Plaza Building Modif.	\$633,621	\$633,621	0.0%
Long Term Periodic Maint. Reserve Fund	\$0	\$0	0.0%
Preventative Maintenance of Mech. Sys	\$25,000	\$25,000	0.0%
Preventative Maintenance of Elect. Sys	\$25,000	\$25,000	0.0%
Repair Spalled Areas of Bridge Deck	\$50,000	\$50,000	0.0%
Access/ Egress to EZ Serve Site	\$100,000	\$0	-100.0%
Repair Bent 1496	\$100,000	\$100,000	0.0%
System Improvement	\$150,000	\$150,000	0.0%
Security Inspection	\$0	\$30,000	100.0%
<b>Total Major Repairs</b>	<b>\$1,878,621</b>	<b>\$1,926,902</b>	<b>2.6%</b>
<b>Capital Imp./Rehabilitation Program</b>			
1101B Fender Replacement Part B	\$2,550,000	\$4,500,000	76.5%
1201 South Toll Plaza Renovations	\$1,925,125	\$3,000,000	55.8%
Causeway Acceleration/Deceleration Lanes	\$1,800,000	\$0	-100.0%
Piling Restoration Part D	\$3,923,000	\$0	-100.0%
North Causeway Blvd. Rehabilitation	\$0	\$0	0.0%
#1114 Intelligent Transportation System	\$5,144,250	\$500,000	-90.3%
#1304 N. Shore Transportation & Drainage	\$1,309,185	\$0	-100.0%
#1102 Bearing Pad Replacement Northbound	\$0	\$5,544,000	100.0%
Funds carried forward from Prior Year	(\$9,295,595)	(\$14,451,685)	55.5%
Funds carried forward to Next Year	<u>\$3,294,757</u>	<u>\$6,443,752</u>	95.6%
<b>Total Cap. Imp./Rehabilitation Program</b>	<b>\$10,650,722</b>	<b>\$5,536,067</b>	<b>-48.0%</b>

## Acquisitions and Major Repairs Expenditure Category

### Capital Acquisitions

Capital Acquisitions totals \$512,150 in FY 04 and includes items such as police automobiles, maintenance vehicles, and office acquisitions. This category is budgeted at 5% more than the amount approved last fiscal year. Causeway police acquisitions in FY 03-04 include the purchase of six police vehicles and related equipment. In addition, this request includes six mobile in-car video cameras at a total expense of \$36,000 and three in-car computers costing \$30,000. Maintenance acquisitions include three F-250 pickup trucks totaling \$84,000, a bridge cleaning sweeper costing \$25,000, a John Deere mower at \$19,000, and landscaping the North Plaza at a cost of \$10,000. Administrative acquisitions include \$47,000 for the purchase of two vehicles.

### Major Repairs

Major Repairs expenses in FY 03-04 total \$1,926,902 and include \$50,000 for preventative maintenance of its electrical and mechanical systems, \$150,000 for the annual AASHTO inspection of the GNOEC bridges and overpass, \$150,000 for systems improvements, \$125,000 for emergency and periodic repairs, and \$155,000 for consulting engineering expenses.

The Commission accumulates unexpended funds in this budget in its Extraordinary Maintenance and Repair Fund. The balance of this fund is \$5.6 million for maintenance needs not met by the current rehabilitation program. These surplus funds were used to complete a north shore maintenance facility which opened in 1998. The GNOEC is required by its Trust Indenture to maintain at least \$800,000 in this account. The GNOEC currently anticipates using the remaining funds for North Channel Bascule Restoration (\$1 million), speed and safety enforcement system (\$500,000), North Channel Bascule span repair (\$300,000), north shore merge lanes (\$390,000), security cameras on bridge and marine crossings (\$500,000), south toll plaza fuel tanks (\$500,000), north approach road drainage (\$500,000), Brookside Drive turn lane (\$700,000), north toll plaza access/egress (\$360,000), and Monroe Street overpass markers (\$50,000).

### Capital Improvements/Rehabilitation Program

Funds Carried Forward From Fiscal Year 02-03 represent \$14.5 million in funds budgeted in the prior year for FY 02-03 rehabilitation projects. A complete list of the GNOEC Rehabilitation Projects with a brief description of each project may be found on page 9 of this report. The above costs include design, construction, and construction management. Consulting engineering firms provide all engineering services for Major Repairs and the Rehabilitation Program. The design engineering work generally costs approximately 5-6% of the construction cost. The cost of consulting engineers employed in the management of construction contracts is approximately 5.25%-6% of the construction cost.

The budget approved by the GNOEC on October 30, 2003 includes the rehabilitation projects listed below. The projects approved by the GNOEC for a typical fiscal year often are changed in the course of the year due to changing priorities and other factors which require projects be moved (either delayed or moved forward).

Project 1101B Fender Replacement Part B (North Channel Bascule) involves replacement of the existing wooden fender system at the North Channel. The new fender will be constructed with composite materials and will be increased in length and size to afford additional protection for the Causeway. In addition to the composite fender system, steel dolphins will be added at

the ends of the fender and access walkways from the towers will be installed. The new fender will also have improved navigation lighting and signs to assist marine traffic.

This project was originally budgeted in FY 98-99 and is now scheduled for FY 04. The original estimate for the cost of the project was approximately \$2.5 million. However, the cost has been revised upward due to the use of composite materials instead of the traditional timber system. Also, it was originally believed that all of the required materials would be supplied by the Corps of Engineers. Upon completion of the plans, it was discovered that the GNOEC would be required to purchase additional parts to make the system complete. In addition, the Coast Guard has limited the contractors access to the work site by requiring that the North Channel be open weekends and nights to marine traffic which has resulted in additional cost as the contractor must move into and out of the channel each day. Finally, a number of small items have been added to the project which has added to the cost. This includes a catwalk between the bridges on the south side of the channel, a new platform around the control house, cable tray and pump guards, and removal of the abandoned marine platform at the nine-mile location. The U.S. Army Corp of Engineers will provide \$1 million to purchase a new composite piling system.

Project 1102 Bearing Pad Replacement (\$5,544,000) involves the removal and replacement of all neoprene bearing pads and for leveling of the northbound bridge. The neoprene bearing pad is a rectangular block of hard rubber located at the girder/bent cap interface. The pad insures that the two concrete surfaces do not come in contact. Each of the 1,500 bents supports 8 girders, each resting on a bearing pad, for a total of 12,000 bearing pads. The bridge will be leveled through the addition of bearing shims at the locations where differential settlement of the bent or rotation of the bent cap has occurred. The project involves working in the roadway, therefore it will be designed and scheduled to minimize the impact on commuter traffic.

Project 1201 South Toll Plaza Renovations involves renovation and reconstruction of the South Toll Plaza to provide additional capacity and increased safety. This is necessary due to the existing Toll Plaza being inadequate for current and future traffic volumes. During peak hours, traffic is delayed at the toll plaza and creates congestion on the Causeway Boulevard system which ties up local traffic. Planned improvements include the demolition of the existing toll plaza, construction of public restrooms, repair of parking areas and paving for additional police parking, construction of flood gates, automated vehicle identification system, and a weigh-in-motion system.

In addition, Project 1201 will also include construction of a new administration/dispatch building and renovation of existing buildings which will provide the additional space which the GNOEC feels is necessary for its operation. The construction of the new two-story building will provide 5,600 square feet and will cost approximately \$476,000 or \$85/sq. ft. The first floor will house dispatch, an equipment room (for radios, telephones, computers, cameras, variable message signs, call boxes, etc.) and some storage. The second floor will house the general manager, assistant general manager, supervisor of operations, secretary, and the accounting department. Once the construction is completed, the old building will be renovated at a cost of \$364,000 and will house the police, director of engineering and the human resources department.

Finally, commuter sales will move into a new office to be built in the parking lot with a drive-through lane. The commuter sales office will be 925 sq. ft. @ \$85/ft. or \$78,625. The total cost of project 1201 is \$3 million, including over \$900,000 for construction and renovations costs.

The final project planned for FY 04 is the Intelligent Transportation System (ITS) which is Project 1114A. The total cost of this project is \$500,000. Project 1114A will cost \$500,000 and will involve installation of ITS equipment for the purpose of safety speed enforcement and surveillance of the causeway. Included in the total cost is \$400,000 for license plate readers located at crossovers #1 and #7 on the Causeway Bridge with fiber optic communication connection along with systems software and integration. This proposal includes 16 license plate readers in total of which eight will be located on each span. One reader will be required per lane and will be located at four points on each bridge. The four points are at the beginning of each bridge, just prior to the parish line, just after the parish line and the end of each bridge. This will allow for time to be recorded in each parish. The system works by recording the time a vehicle passes the first reader and compares it to the time the vehicle passes the second reader. Time over distance is used to calculate the average speed of the vehicle. This information is given to dispatch which will pass it on to the police on the bridge.

The remaining \$100,000 will be expended for design work and inspection. Additional ITS projects will be considered in the future as funds become available (either through federal, DOTD, or causeway funds).

In addition, the GNOEC anticipates that it will incur approximately \$10,000 annually for operations and maintenance costs associated with the implementation of this system.

Finally, in the approved GNOEC budget request, the Commission intends to carry forward \$5.79 million in order to fund future projects on the rehabilitation/capital improvements program. The GNOEC anticipates directing these funds to projects scheduled to begin in 2005. These projects include Piling Restoration Part E (Project 1107E) to repair cracks in the bridge pilings caused by overstress and saltwater corrosion, Bearings on southbound bridge (Project 1103) to clean and repair bearings on the southbound bridge and shim to level the riding surface, and Structural Repairs and Concrete Sealing of Bridge Underside (Project 1106) which involves repairing damaged concrete and sealing to prevent further corrosion. Approximately half of these funds are used to pay for the engineering costs associated with planning rehabilitation projects. Funds are often carried forward to future fiscal years as the GNOEC is required by its bond indenture to have the all construction funding available before a project can be initiated.



JOHN R. ROMBACH  
Legislative Fiscal Officer

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To: The Honorable Jerry "Luke" LeBlanc, Chairman  
Joint Legislative Committee on the Budget  
The Honorable Members of the Joint Legislative Committee on the Budget

From: John R. Rombach, Legislative Fiscal Officer  
Evan J. Brasseaux, Legislative Fiscal Analyst

Date: January 17, 2003

Subject: GREATER NEW ORLEANS EXPRESSWAY COMMISSION  
FY 03 BUDGET ANALYSIS

The Greater New Orleans Expressway Commission annually prepares its budget for approval by the Commissioners no later than October 1st, in accordance with its bond indenture. Upon approval by the Commission, the budget is then submitted to the Legislative Fiscal Office. The Commissioners approved the budget on October 1, 2002.

Prior to the submission of the annual operating budget to the Joint Legislative Committee on the Budget for its approval or rejection, the Legislative Fiscal Office and the Commission review the joint submission of the budget for mathematical accuracy and content. It is the intent of the Legislative Fiscal Office and the Commission to eliminate any confusion, thereby supplying one budget request to the Budget Committee.

The following report provides a budget analysis prepared by the Legislative Fiscal Office of the Greater New Orleans Expressway Commission FY 02-03 budget request. The Commission's FY 02-03 begins on November 1, 2002 and ends October 31, 2003.

**BUDGET SUMMARY, FISCAL YEAR 02-03**  
**Greater New Orleans Expressway Commission**

	Actual	Actual	Approved	Estimated	Requested	FY 02	Page
	<u>FY 99-00</u>	<u>FY 00-01</u>	<u>FY 01-02</u>	<u>Year End</u> <u>FY 01-02</u>	<u>FY 02-03</u>	<u>vs. 03</u>	<u>No. Notes</u>
<b>Means of Finance</b>							
Highway Fund No. 2	\$5,286,766	\$4,460,543	\$4,800,000	\$5,495,936	\$5,000,000	4%	4 Revenues in decline
Tolls	\$14,243,731	\$14,290,985	\$14,386,000	\$14,750,000	\$15,012,000	4%	4 11,275,580 crossings in 01-02
Interest Income	\$1,171,319	\$993,420	\$700,000	\$700,000	\$700,000	0%	4 Dollars directed to projects
Other Revenue	\$415,239	\$395,327	\$420,000	\$420,000	\$425,000	1%	4 Ticket Revenues not collected
Federal/DOTD Funds	\$0	\$0	\$5,500,000	\$0	\$5,500,000	0%	3,20 Funding for 2 rehab projects
Bond Proceeds	\$0	\$0	\$0	\$0	\$200,000	0%	3 Bond refunding
<b>Total MOF</b>	<b>\$21,117,055</b>	<b>\$20,140,275</b>	<b>\$25,806,000</b>	<b>\$21,365,936</b>	<b>\$26,837,000</b>	<b>4%</b>	
<b>Expenditures</b>							
Salaries	\$2,434,335	\$2,473,657	\$2,714,709	\$2,567,147	\$2,890,575	6%	4,11 Pay increases
Related Benefits	\$613,771	\$798,565	\$985,990	\$985,990	\$937,016	-5%	11 Health ins premiums decrease
Other Compensation	\$33,284	\$34,206	\$34,180	\$34,180	\$34,180	0%	11 Commissioner's salaries
<b>Personnel Svcs.</b>	<b>\$3,081,390</b>	<b>\$3,306,428</b>	<b>\$3,734,879</b>	<b>\$3,587,317</b>	<b>\$3,861,771</b>	<b>3%</b>	
<b>Operating Services</b>	<b>\$1,846,256</b>	<b>\$1,809,410</b>	<b>\$1,766,054</b>	<b>\$1,668,719</b>	<b>\$1,709,500</b>	<b>-3%</b>	<b>5,12 3% decrease</b>
<b>Supplies</b>	<b>\$911,890</b>	<b>\$861,218</b>	<b>\$995,167</b>	<b>\$904,312</b>	<b>\$938,968</b>	<b>-6%</b>	<b>13</b>
<b>Operating Expenses</b>	<b>\$2,758,146</b>	<b>\$2,670,628</b>	<b>\$2,761,221</b>	<b>\$2,573,031</b>	<b>\$2,648,468</b>	<b>-4%</b>	
<b>Professional Services</b>	<b>\$309,714</b>	<b>\$276,632</b>	<b>\$347,000</b>	<b>\$353,095</b>	<b>\$349,034</b>	<b>1%</b>	<b>14 Audit expenses increase</b>
Debt Service	\$6,831,530	\$6,765,028	\$6,837,213	\$6,837,213	\$5,779,887	-15%	2,16 Bond Pyaments
State Surplus-HPL	\$1,078,487	\$985,457	\$1,139,270	\$1,016,457	\$1,182,613	4%	15,17 Huey P. Long Expenses
<b>Other Charges</b>	<b>\$7,910,017</b>	<b>\$7,750,485</b>	<b>\$7,976,483</b>	<b>\$7,853,670</b>	<b>\$6,962,500</b>	<b>-13%</b>	<b>15</b>
Acquisitions	\$252,214	\$373,151	\$341,290	\$341,290	\$485,884	42%	18-19 42% increase
Major Repairs	\$820,021	\$820,000	\$820,000	\$820,000	\$1,878,621	129%	19-21 Incr. in Maintenance Reserves
Rehabilitation Program	\$5,985,553	\$4,942,951	\$9,825,127	\$5,837,533	\$10,650,722	8%	19-21 7 major rehab projects
<b>Acquisitions/Repairs</b>	<b>\$7,057,788</b>	<b>\$6,136,102</b>	<b>\$10,986,417</b>	<b>\$6,998,823</b>	<b>\$13,015,227</b>	<b>18%</b>	<b>19-21</b>
<b>Total Expenditures</b>	<b>\$21,117,055</b>	<b>\$20,140,275</b>	<b>\$25,806,000</b>	<b>\$21,365,936</b>	<b>\$26,837,000</b>	<b>4%</b>	

The Greater New Orleans Expressway Commission (GNOEC) is requesting approval of a FY 02-03 budget request which represents a 4% increase from the budget approved by the JLCB for FY 01-02. The increase in the total means-of-finance is largely due to an estimated increase in toll revenue of 4% or approximately \$625,000. The FY 02-03 budget request includes a 42% increase in acquisitions spending, a 6.5% increase in salaries and a 18% increase in capital improvement/rehab projects over the approved budget for FY 01-02.

The GNOEC is also proposing to refund its 1992 bonds. According to the GNOEC, this would extend the term of the bonds through 2032 but would allow the Commission to lower its annual debt payment to allow acceleration of its current rehabilitation schedule. In addition, as this current schedule is completed in 2006 (estimated) this increased funding will be utilized in conjunction with the ongoing costs of repair and maintenance of the bridge. The GNOEC notes that while this process will increase the total payout of the bonds over this additional period by a



total of \$26 million, it should save the GNOEC money in relation to inflationary costs on rehab projects which are scheduled in the future. The GNOEC also notes that it will, as part of the bond refunding, take advantage of \$200,000 of bond funds which are available to the Commission and were not received through the original bond issuance. These funds are budgeted in the FY 03 budget shown above.

There are seven (7) budgeted rehabilitation projects at \$16.65 million in Fiscal Year 02-03. Of this amount \$5.5 million is being provided by the Federal Highway Administration and the Louisiana Department of Transportation and Development. In addition, \$9.2 million is being carried forward from prior years to fund these projects.

### **BUDGET REVIEW AUTHORITY**

Section 2 of Act 875 of 1988 requires the GNOEC to submit its annual operating budget to the Joint Legislative Committee of the Budget for its approval or rejection prior to the expenditure of funds contained in such budget. Historically, the Joint Legislative Committee on the Budget has approved the Commission's budget in February or March after the beginning of the Commission's fiscal year.

Section 4 of Act 875 of 1988 provides that the Commission may secure bonds by a trust agreement and that any revenues of the Commission remaining at the end of each fiscal year after (1) payment of all expenses of maintaining and operating the facilities of the Commission and (2) satisfaction of all obligations of the Commission shall be considered surplus. This surplus shall be transferred to the Treasurer of the State of Louisiana for deposit in the Treasury, provided that prior to the transfer of surplus funds the Commission shall use said funds first for its officers to police the Huey P. Long Bridge, and transfer \$50,000 each fiscal year to each of the parishes of St. Charles, St. John the Baptist, and Tangipahoa. Act 1227 of 1995 provides that the Commission use surplus funds to provide \$50,000 per year beginning in FY 95 to the following: Jefferson and St. Tammany parishes, the City of New Orleans for use by the New Orleans Recreation Department, and the Washington Parish Infrastructure and Park Fund.

### **BUDGET SUMMARY**

The GNOEC has submitted a Fiscal Year 02-03 budget request of \$26,837,000. This equates to a 4% increase over the approved budget for FY 01-02. This budget includes refinancing of bonds which will lower bond payments through 2016 but will now extend these payments beyond the original term (2016 to 2032). While this extension frees up funds for rehabilitation projects over the next several years, this will increase bond payments over the life of the bonds by approximately \$26 million.

This is the ninth year of a rehabilitation program originally scheduled for completion in nine years or February 2004 at a cost of \$70 million. The GNOEC now estimates the rehabilitation program to be completed in 2006 at a cost of over \$95 million, including \$5.5 million in federal funds (FHWA and TEA-21) and DOTD (TTF-federal) funds budgeted in FY 02-03. According to the LFO presentation of the GNOEC budget on January 4, 1995 to the JLCB, upon completion of the rehabilitation projects, the tolls shall be reduced to those in effect on November 1, 1994. The rehabilitation program is funded from toll revenues, which includes the \$.50 toll increase (dedicated to bridge rehab only) which began in February of 1995.

## MEANS OF FINANCING

### Highway Fund Number 2

Highway Fund Number 2 revenues are derived from vehicular license taxes collected in the parishes of Orleans, Jefferson, St. John, St. Charles, Tangipahoa and St. Tammany. These revenues are divided equally at year-end between the Greater New Orleans Expressway Commission and the Crescent City Connection Division. The GNOEC experienced a significant reduction in these funds in FY 00-01. This was a result of a revenues not being applied correctly due to the changing of software. However, while this resulted in a shortfall in FY 00-01, the GNOEC realized the "lost" revenue in FY 01-02. The GNOEC anticipates a total of \$5 million in Highway Fund #2 dollars in FY 02-03. As these revenues may only be used to pay its bond indebtedness, the GNOEC is forced to reduce its operating budget to meet these obligatory expenses when these revenues decline.

### Toll Revenues

Toll revenues are budgeted based on historical collections and trends in traffic patterns. Current estimates indicate revenues for Fiscal Year 02-03 will increase slightly over the amount projected for last fiscal year. Toll revenues are budgeted at slightly more than \$15 million for FY 02-03. The GNOEC lists toll revenue of \$14,750,000 in FY 01-02. The total number of crossings on the expressway is anticipated to be 11,501,092 compared to 11,275,092 in FY 01-02. Tolls collected depend upon vehicle type and payment method, which includes full fare and discounted fare programs.

### Interest Income and Other Revenue

Interest income is projected to remain unchanged from the amount approved last fiscal year. However, the amount budgeted is a decrease in comparison to FYs 98-99 and 00-01 and is due to a greater amount of funds being paid for construction activity and less funds held in trust.

The Commission receives less than anticipated collections from traffic citations per Act 775 of 1997. The Commission has indicated that it receives no ticket revenues from the First Parish Court in Jefferson Parish due to a dispute over the Constitutionality of Act 775. The Act provides for an additional cost of \$5 per violation for traffic citations issued by Causeway Police. If fully implemented in accordance with the law, the Commission would expect to receive approximately \$36,000 of additional revenue per year from this source. According to the GNOEC, the District Court has recently ruled that this Act is unconstitutional. However, the GNOEC has filed an appeal with the State Supreme Court.

## EXPENDITURES

### Personnel Expense

The salary expenditure category is budgeted at 6.5% greater than the amount approved last fiscal year. This budget includes pay increases ranging from 3%-7% for most administrative personnel. It should be noted that the Assistant General Manager's (AGM) salary was increased twice since the approved budget from FY 01-02. The GNOEC notes that this is due to an additional salary increase for this person after positive evaluations of the Assistant General Manager. The present AGM was hired in FY 00-01 at a salary of \$50,000 and replaced the previous AGM whose salary was \$63,761.

The GNOEC, on July 1, 2001, raised the starting salaries of police officers from \$21,000 to \$22,000 in order to be more competitive with other entities who recruit law enforcement personnel. The previous budget funded ten months of this increase. This budget will annualize this pay increase.

The budget request includes 93.5 full-time equivalent positions for causeway operations. A portion of the personnel count for administration (3 FTE positions) and operations (12.0) are allocated to Huey P. Long Bridge expenditures. Adding these fifteen positions brings the total FTE positions to 108.5. In addition, there a total of nine persons employed through the Incident Management Contract with DOTD whereby DOTD reimburses GNOEC for expenditures associated with the policing of Interstate 10 between Loyola Drive and Tulane Avenue for the purpose of congestion mitigation. Nine (9) persons are assigned to this detail, including one (1) ranking officer, two (2) dispatchers, and six (6) police officers.

Pay increases to employees are earned through a level and step program approved by the Commission. Administrative and supervisory personnel receive merit increases as a flat percentage based upon individual job performances. Merit increases generally range from 3% to 5% and are approved each year through the Commission's budget approval process.

#### Operating Expenses

Operating Expenses include advertising, the publication of public notices and minutes, insurance, travel, telephone and radio expenses, utilities and other operating services. Other operating services includes unused vacation and sick leave, dues and subscriptions, trustee fees, bank and visa charges for toll deposits, and other miscellaneous expenses. Operating Expenses will decrease by about 3.2% or approximately \$56,000 from the amount approved by the JLCB last fiscal year. The decrease is due primarily to the reduction of telephone and radio expenses by approximately \$33,000 and a decrease in the budget for utilities in the amount of \$23,000. Other operating services has only a \$3,000 increase or 1.6%.

#### Other Charges

The FY 02-03 budget for Other Charges includes a revised debt service schedule which includes refunding the 1992 bonds, as well as the current Series 1999A bonds which were issued in conjunction with the High Voltage Cable Project. According to information provided to the LFO by the GNOEC, the bond refunding will decrease annual debt service payments and will provide funds necessary to more aggressively meet the bridge's long term repair and maintenance schedule.

Per Act 875 of 1988, the Commission will provide \$50,000 each to the parishes of St. Charles, St. John the Baptist, and Tangipahoa. Per Act 1227 of 1995, the Commission will provide \$50,000 to each of the following: Jefferson Parish, St. Tammany Parish, the City of New Orleans for use by the New Orleans Recreation Department, and the Washington Parish Infrastructure and Park Fund.

The Commission is responsible for the policing of the Huey P. Long Bridge and budgets \$832,613 for expenditures paid from anticipated excess revenues to the State. This represents an increase of \$43,343 (5%) over the approved FY 01-02 budget. This increase can be attributed primarily to an increase in acquisitions of 179.2% or a total increase of \$54,295. The Commission budgets a percentage of overall administrative costs to the Huey P. Long Bridge to reflect the amount of administrative resources devoted to the policing of that bridge.

### Total Acquisitions/Major Repairs

This category includes capital acquisitions, major repairs, and the capital improvement/rehabilitation program. This category increases about 14% from the amount approved by the Committee last fiscal year. Capital acquisitions will increase 42% from the prior year or an increase of approximately \$145,000.

The budget for Major Repairs is \$820,000 and remains the same as in FY 01-02. These expenditures are associated with those costs necessary for maintenance needs not addressed in the rehabilitation program. The Commission estimates that some of the funds budgeted in the Major Repairs category each year for Extraordinary Maintenance, Preventive Maintenance, Emergency and Periodic Repairs, and System Improvements are not spent each year for these purposes. The Commission accumulates any unexpended funds each year in the Extraordinary Repair and Maintenance Fund for the purpose of meeting its regular capital outlay and maintenance needs not met in the capital improvements program. This method of financing was used in the past to complete the 3,700 square foot, four bay north shore maintenance facility which opened in December 1998. This financing mechanism is not evidenced in the Commission's budget request in previous fiscal years, but was used prior to the capital improvements program in order to meet recurring capital outlay and major repair needs. As of January 10, 2001, this account held over \$3.5 million in reserves. The Commission is required to maintain at least \$800,000 in this account by its Trust Indenture. The GNOEC anticipates using the remaining funds for North Channel Bascule Restoration (\$1 million), overlay of North approach road (\$600,000), overlay of the West approach road (\$350,000), West approach road drainage (\$350,000), and Safety and Speed Enforcement System (\$400,000).

The approved budget request for the capital improvements/rehabilitation program includes seven projects scheduled to cost \$16.65 million of which \$5.5 million is provided by the Federal Highway Administration and the Louisiana Department of Transportation and Development (TTF-federal). These projects include South Toll Plaza renovations, North Shore transportation and drainage improvements, implementation of the Intelligent Transportation System (ITS), addition of acceleration/deceleration lanes at one of the crossovers, continuation of piling restoration, and removing and replacing the wooden fender at the Bascule. In addition, the request carries forward \$9.2 from the previous year (FY 01-02). The rehabilitation program also proposes to carry forward \$3.09 million to FY 03-04.

## **OFF BUDGET ITEM**

Not included in the budget request is an interagency agreement between the Department of Transportation and Development and the Commission, whereby the DOTD will reimburse the Commission for expenditures associated with the policing of Interstate 10 between Loyola Drive and Tulane Avenue for the purpose of congestion mitigation. The cost of the project is shared between DOTD and the Federal Highway Administration at ten percent and ninety percent of the cost, respectively. Reimbursement by DOTD for the three-year contract (the second three year contract with DOTD), which was signed in November of 2000, may not exceed \$675,000 in the first year and \$620,625 each year in the second and third year. Additional compensation was required in the first year due to initial start up expenditures for three vans and any retrofitting required to be in compliance with the contractual agreement. There are six patrol officers, one ranking officer, and two dispatchers assigned to the incident management program. None of these positions or costs associated with the program are reflected in the budget request.

## **BUDGET ISSUES**

1. The major budget issue confronting the GNOEC is the decision of the Commission to refund its 1992 bonds. Prior to this refunding, the bonds were scheduled to be defeased in 2016. However, with lower interest rates available today, the GNOEC has chosen to refund these bonds and extend the life of the bonds through 2032. This decision will decrease annual bond payments and will allow the GNOEC to accelerate its ongoing rehab schedule which is now estimated to be completed in 2006. Upon completion of this current schedule, the GNOEC will use these funds to fund ongoing repair and maintenance of the bridge.

While the GNOEC has chosen to take advantage of the attractive interest rates available to it in today's market, the JLCB should be made aware of the alternative available to the GNOEC. Extending the life of the bonds by 16 years will increase the total cost of the payout by approximately \$26 million. In addition, the 92 bonds would have been paid off in 2016, thereby freeing up approximately \$5.5 million annually which would have been available for repair and maintenance of the bridge. With the 99 bonds scheduled to be paid off in the same year, this would total nearly \$7 million which would be made available for this purpose.

Project	Project Name	Status	CAPITAL IMPROVEMENTS - REHABILITATION PROGRAM	Budgeted FY 2002	Revised Cost Estimates
			Brief Description		
1108	Impact Attenuator Replacement	Complete 1995	System replaced to improve safety. The attenuators are located on each side of the seven cross-overs and positioned where vehicles are most likely to impact concrete bridge railings head on.		\$788,000
1302	North Approach Road Rehabilitation	Complete 1996	New asphalt overlay on North Causeway Approach Road and between the north toll plaza and south bound bridge. Asphalt removed, base repaired, new asphalt applied.		\$1,199,000
1101A	Fender Replacement Part A	Complete 1997	Remove deteriorated wood pilings and fenders located at the south, center, and north humps (4, 12, and 20 miles) and replaces the south commercial marine crossing (8 mile) fender system.		\$2,628,000
1107A	Piling Restoration Part A	Complete 1997	Rehabilitation of pilings which are cracked and need repair, most of work performed by divers. This pilot project began in October 1996 and involves approximately the first four miles closest to north shore.		\$3,375,000
1301	West Approach Road Rehabilitation	Complete 1997	Asphalt overlay on West Approach on north shore similar repair work as completed on North Causeway Approach Road.		\$2,171,000
1105A	Transformer Repairs	Complete 1998	Transformer repairs corrected an immediate safety problem with existing transformers on the bridges.		\$336,000
1104	Painting of Steel Spans	Complete 1999	Repainting of steel portions of both bridges. Special procedures are necessary to remove existing lead based primer paint. Scope of project has expanded to include the repair of the steel spans on the south bound bridge (inclusion of Project 1104B).		\$2,855,000
1104B	Repair of South Bound Steel End Spans	Complete 1999	Repair steel beams of the end spans and apply coating to protect. Beams have suffered corrosion over time and have lost significant amounts of material in the lower flanges. This project has been incorporated into Project 1104.		\$0
1109	South Bound Bridge Finger Joint Repair	Complete 1999	Repair all finger joints on the south bound bridge. These joints are located at every fifth span to provide for deck expansion.		\$842,000
1111	Wearing Surface Restoration	Complete 1999	Apply a texture to the pavement on south bound and north bound bridge decks as required. This project was combined with Project 1112.		\$3,944,000
1112	Pavement Marking of Bridge Deck	Complete 1999	Plastic pavement striping and raised reflectorized pavement markers. This project was constructed with Project 1111.		\$0
1201	South Toll Plaza - One-way Toll Collection	Complete 1999	This project provided for the renovations to the south toll plaza required by the conversion to one-way toll collection on the north shore.		\$343,000
1113	Variable Message Sign Replacement	Complete 2000	Replacement of all variable message signs that were 15 years old and replacement parts were not available. Three signs were added to the north shore to assist morning commuter traffic. Project also included replacing bridge call boxes and extended maintenance.		\$6,853,000
Maglev	Magnetic Levitation Train Matching Funds	Complete 2000	The House and Senate Transportation Committees and the Joint Legislative Committee on the Budget in September 1999 authorized the Commission to use up to \$750,000 of its rehabilitation program funds for its cost share of a study to determine the feasibility of constructing a high speed train from the north shore to the airport to downtown New Orleans.		\$550,000
1105B	High Voltage Aerial Cable Replacement	Under Construction 2001 & 2003	Replacement of electrical cables that provide power to the bridge system. Most of existing cable made of aluminum and near the end of its useful life. Also, existing cable is undersized for increased electrical demand. The JLCB approved bond financing of \$11.5 M for this project in 2000.		\$15,755,000
2001	Causeway Crossover Acceleration Deceleration Lanes	Scheduled 2003	This project will improve safety on the Causeway through the installation of acceleration/ deceleration lanes at one of the crossovers. This project will be partially funded by TEA-21 in the amount of \$1.5 million	\$1,800,000	\$1,800,000
1101C	Fender Replacement Part C Navigational Channel Marker Light Replacement	Complete 2001	This project provided for the replacement of the navigational channel marker lights at the north and south navigational channels. This work was to be done with project 1101B but it was moved up at the request of the US Coast Guard.		\$335,000
1107B	Piling Restoration Parts B	Scheduled 2002	Repair cracked pilings as required. Salt water is corroding the steel in the piles which could lead to failure of the piling. Most of the work must be performed by divers. The cost of this project will be adjusted based upon the pilot program experience. Originally estimated to cost \$20.4 million, this project is expected to cost \$10.8 million based on inspection and rehabilitation of pilings of the first four miles from the north shore completed in Piling Restoration Part A (Project 1107A).	\$3,923,000	\$1,926,000
1107B	Part C	2002			\$4,095,000
1107B	Part D	2003			\$3,923,000
1107B	Part E	2004			\$3,923,000
1303	North Causeway Blvd Repair & Improvements	Complete 2002	North Causeway Boulevard will be widened between the South Toll Plaza and Veterans Blvd. The project will include repair of the base and a new asphalt overlay. This project has been added to the program.		\$4,200,000
1101B	Fender Replacement Part B North Channel Bascule	Scheduled 2003	Remove and replace wooden fender system at the Bascule. The United States Army Corps of Engineers will provide \$1 million to purchase a new composite piling system. This project has been delayed until completion of the Cable replacement project.	\$2,550,000	\$2,550,000
1201	South Toll Plaza Renovations	Scheduled 2003	This project will renovate the South Toll Plaza in light of one-way toll collection. Booths will be removed, pavement and drainage will be repaired, and flood gates will be installed. Includes \$1 million federal.	\$1,925,125	\$1,925,125
1304	North Shore Transportation & Drainage Improvements	Scheduled 2003	This project will improve drainage on Bayou Chinchuba under the North and West approach roads and improve traffic flow through the Florida St intersection. This project will be partially funded with \$500k in federal funds.	\$1,309,185	\$1,309,185
1114	Intelligent Transportation System (ITS)	Scheduled FY 02	This project will install ITS equipment on the causeway such as TV cameras, traffic detectors, weather stations, etc to increase safety. This project will be partially funded with \$4 million in FHWA and LaDOTD.	\$5,144,250	\$5,144,250
1102	Bearing Pad Replacement - North Bound Bridge	Scheduled 2004	Replace all neoprene bearing pads on the north bound bridge and shim as required to level the riding surface.		\$5,544,000
1106	Structural Repairs & Concrete Sealing of Bridge Underside	Scheduled 2005 & 2006	Spot repair approximately 1% of north bound bridge and 10% of south bound bridge. This project would repair damaged concrete and seal to prevent further corrosion.		\$10,358,000
1103	Bearings on South Bound Bridge	Scheduled 2005	Clean and adjust bearings on the south bound bridge and shim as required to level the riding surface.		\$1,681,000
	<b>TOTAL</b>			<b>\$16,651,560</b>	<b>\$90,352,560</b>

## TOLL INCREASE AND REHABILITATION PROJECTS

In February 1995, the Greater New Orleans Expressway Commission increased tolls and charges on the Lake Pontchartrain Causeway. The revenues generated from the increase are dedicated for the purpose of funding the projects listed in the "Greater New Orleans Expressway Commission Rehabilitation Projects," found on the previous page. Increases in program scope and costs have extended the anticipated completion of the rehabilitation from February 2004 to October 2006. Upon completion of the rehabilitation projects, the tolls will be reduced to those in effect before this increase. The schedule of tolls and charges below became effective February 1, 1995.

### PRIOR AND CURRENT TOLL SCHEDULE

<u>Height</u>	<u>Type</u>	<u>Axles</u>	<u>Current Toll</u>	<u>Prior Toll</u>
Under 7'6"	Commuter Cash	2	\$2.00	\$0.50
		2	\$3.00	\$1.00
		3	\$4.50	\$1.50
		4	\$6.00	\$2.00
		5+	\$7.50	\$2.50
Over 7'6"	Cash	2	\$6.00	\$2.35
		3	\$9.00	\$2.90
		4	\$12.00	\$3.75
		5+	\$15.00	\$4.00



## PERSONNEL EXPENSE

<b>SALARIES</b>	<b>FTE</b>	<b>Actual FY 99-00</b>	<b>FTE</b>	<b>Actual FY 00-01</b>	<b>FTE</b>	<b>Approved FY 01-02</b>	<b>FTE</b>	<b>Requested FY 02-03</b>
General Manager	1.0	\$92,955	1.0	\$85,000	1.0	\$89,250	1.0	\$93,712
Asst. Gen. Manager	1.0	\$60,859	1.0	\$50,000	1.0	\$52,500	1.0	\$57,750
N. Shore Supervisor	1.0	\$38,830	1.0	\$39,995	1.0	\$41,195	1.0	\$43,255
Office Personnel	14.0	\$406,018	14.5	\$437,077	15.0	\$468,428	16.0	\$516,209
Less: HPL Adm.	<u>(2.5)</u>	<u>(\$75,592)</u>	<u>(2.5)</u>	<u>(\$78,597)</u>	<u>(3.0)</u>	<u>(\$85,175)</u>	<u>(3.0)</u>	<u>(\$90,498)</u>
<b>Total Administrative</b>	<b>14.5</b>	<b>\$523,070</b>	<b>15.0</b>	<b>\$533,475</b>	<b>15.0</b>	<b>\$566,198</b>	<b>16.0</b>	<b>\$620,428</b>
Toll Collectors	12.0	\$318,399	13.5	\$295,228	13.5	\$300,273	14.0	\$308,530
Bridge Monitors	2.5	\$83,033	3.5	\$69,542	3.5	\$66,302	4.5	\$89,798
Maintenance	24.5	\$613,429	24.0	\$639,201	23.0	\$673,305	25.0	\$693,966
Comm./Radar Operators	17.5	\$341,854	17.5	\$362,290	17.0	\$428,182	17.0	\$426,223
Police	28.0	\$900,000	29.0	\$905,886	28.0	\$1,117,198	29.0	\$1,197,698
Less: HPL Operations	<u>(13.0)</u>	<u>(\$346,381)</u>	<u>(14.0)</u>	<u>(\$331,965)</u>	<u>12.0</u>	<u>(\$436,749)</u>	<u>(12.0)</u>	<u>(\$446,068)</u>
<b>Total Operations</b>	<b>71.5</b>	<b>\$1,910,334</b>	<b>73.5</b>	<b>\$1,940,182</b>	<b>97.0</b>	<b>\$2,148,511</b>	<b>77.5</b>	<b>\$2,270,147</b>
<b>TOTAL SALARIES</b>	<b>86.0</b>	<b>\$2,433,404</b>	<b>88.5</b>	<b>\$2,473,657</b>	<b>112.0</b>	<b>\$2,714,709</b>	<b>93.5</b>	<b>\$2,890,575</b>
<b>Related Benefits</b>								
Parochial (Retirement)		\$238,829		\$296,640		\$290,364		\$307,743
Group Insurance		\$348,355		\$423,418		\$628,592		\$542,321
Retirees Group Benefits		\$28,723		\$84,454		\$117,701		\$124,380
Gov. Def. Comp. Plan		\$78,120		\$84,454		\$82,080		\$86,400
Less: HPL Rel. Benef.		<u>(\$80,256)</u>		<u>(\$90,401)</u>		<u>(\$132,747)</u>		<u>(\$123,828)</u>
<b>Total Related Benefits</b>		<b>\$613,771</b>		<b>\$798,565</b>		<b>\$985,990</b>		<b>\$937,016</b>
<b>Other Compensation*</b>		<b>\$34,180</b>		<b>\$34,180</b>		<b>\$34,180</b>		<b>\$34,180</b>
<b>Total Personnel Expense</b>		<b>\$3,081,355</b>		<b>\$3,306,402</b>		<b>\$3,734,879</b>		<b>\$3,861,771</b>

\* Other Compensation represents the salaries of the Greater New Orleans Expressway Commissioners. The five appointed commissioners are paid \$569.66 per month for Commission duties as provided by an amendment to the Articles of Incorporation of the Great Expressway Commission. The Articles of Incorporation were executed by the Parishes of Jefferson and St. Tammany on October 20, 1954, with the above amendment being approved on August 7, 1986.

Requested Adjustments to Full Time Equivalency Position (FTE) Count:	<u>FTEs</u>
Fiscal Year 2002 FTEs Approved (Including HPL Personnel)	103.0
Net increase of personnel (FTEs)	<u>5.5</u>
Requested Fiscal Year 2003 FTEs (Including HPL Personnel)	108.5

## OPERATING EXPENSES

	<u>Actual</u> <u>FY 99-00</u>	<u>Actual</u> <u>FY 00-01</u>	<u>Approved</u> <u>FY 01-02</u>	<u>Requested</u> <u>FY 02-03</u>	<u>FY 02</u> <u>to FY 03</u>
<b>OPERATING SERVICES</b>					
Advertising	\$18,582	\$23,177	\$15,000	\$15,000	0.0%
Publication of Public Notices and Minutes	\$5,149	\$5,304	\$7,409	\$3,500	-52.8%
Insurance	\$1,147,000	\$1,147,000	\$1,147,000	\$1,147,000	0.0%
Travel	\$0	\$0	\$5,000	\$5,000	0.0%
Telephone and Radio	\$178,265	\$223,081	\$214,588	\$182,000	-15.2%
Utilities	\$153,147	\$177,724	\$188,057	\$165,000	-12.3%
Other Operating Services	<u>\$344,113</u>	<u>\$233,124</u>	<u>\$189,000</u>	<u>\$192,000</u>	1.6%
<b>TOTAL OPER. SERVICES</b>	<b>\$1,846,256</b>	<b>\$1,809,410</b>	<b>\$1,766,054</b>	<b>\$1,709,500</b>	-3.2%

The decrease in Telephone and Radio expenses is due in large part to the Commission's review of telephone services and plans and the subsequent revisions made to lower costs and fees. In addition, the lease/purchase agreement on the radio communications equipment in dispatch was completed in 2002 and this equipment is now owned by the GNOEC.

In addition, utilities were previously budgeted to cover any possible energy crisis resulting from the events of recent terrorist activities that may have increased utility costs. The current budget has declined as the threat of increased utility costs is reduced.

## OTHER OPERATING SERVICES SUMMARY

	<u>Actual</u> <u>FY 99-00</u>	<u>Actual</u> <u>FY 00-01</u>	<u>Approved</u> <u>FY 01-02</u>	<u>Requested</u> <u>FY 02-03</u>	<u>FY 02</u> <u>to FY 03</u>
<b>Other Operating Services</b>					
Unused Vacation & Sick Leave	\$186,513	\$92,882	\$35,000	\$15,000	-57.1%
Dues and Subscriptions	\$13,406	\$12,842	\$14,000	\$18,000	28.6%
Trustee Fees	\$25,632	\$15,096	\$30,000	\$10,000	-66.7%
Bank & Visa Charges on Toll Deposits	\$102,729	\$100,909	\$95,000	\$140,000	47.4%
All Other	<u>\$15,833</u>	<u>\$11,395</u>	<u>\$15,000</u>	<u>\$9,000</u>	-40.0%
<b>TOTAL OTHER OP. SVC.</b>	<b>\$344,113</b>	<b>\$233,124</b>	<b>\$189,000</b>	<b>\$192,000</b>	1.6%

Unused Vacation and Sick Leave is reduced in this budget compared to prior years. This is due to the Commission not anticipating extraordinary expenses in FY 02-03 as has occurred in the past due to long-time employees departing and being paid for large amounts of unused vacation and sick leave.

This category also includes dues to the International Bridge, Tunnel and Turnpike Authority and for memberships in various police associations and chambers of commerce.

This category also shows a decrease in the Trustee Fees as the trustee for the GNOEC has reduced its fees and charges significantly.

## SUPPLIES EXPENSE

	Actual	Actual	Approved	Requested	FY 02
Supplies Expense Items	<u>FY 99-00</u>	<u>FY 00-01</u>	<u>FY 01-02</u>	<u>FY 02-03</u>	<u>to FY 03</u>
Ofc. Expense and Supplies	\$140,713	\$140,674	\$147,275	\$144,333	-2.0%
Oper. Expenses & Supplies	\$287,686	\$318,928	\$362,798	\$300,000	-17.3%
Repair & Maint./Supplies	<u>\$483,491</u>	<u>\$401,616</u>	<u>\$485,094</u>	<u>\$494,635</u>	2.0%
<b>TOTAL SUPPLIES EXP.</b>	<b>\$911,890</b>	<b>\$861,218</b>	<b>\$995,167</b>	<b>\$938,968</b>	-5.6%

### Office Expense and Supplies:

The GNOEC is requesting a 2% decrease in its supply budget. The GNOEC notes that this decrease is due to decreased costs in the category.

Included in this general ledger account are the costs related to disposal services, postage, extermination and termite control, office machine repairs and maintenance contracts, and other general administrative office supplies.

### Operating Expenses and Supplies:

The approved budget for FY 02-03 is \$300,000, which is a 17.3% decrease from the prior year's approved budget. The Commission notes that the costs associated with repairs and preventive maintenance on all vehicles have been reduced as a result of the work being done by Causeway vehicle maintenance personnel.

Included in the general ledger account Operating Supplies are the costs associated with vehicle and truck repairs and their routine preventative maintenance. All gasoline, oil, auto parts, tires, lubricants, diesel fuel and any other similar costs are in this account. All police equipment on the vehicles and related maintenance is in this account. Also included in this account are all police uniforms and protective equipment and any expenditures for police car retrofitting.

### Repair and Maintenance Supplies:

The amount budgeted in this category shows a 2% increase over the amount budgeted in FY 02.

Included in this account are the costs for general maintenance and supplies needed on the bridge, toll tags, toll system software maintenance, computer and electronic repairs on all bridge equipment, plumbing and janitorial supplies for the entire operation, and air conditioning contracts and other miscellaneous items dealing with operations maintenance.

## PROFESSIONAL SERVICES

Professional Service Items	Actual FY 99-00	Actual FY 00-01	Approved FY 01-02	Requested FY 02-03	FY 02 to FY 03
<b>Accounting and Finance</b>					
Independent Audit	\$8,800	\$8,800	\$8,000	\$20,000	150.0%
Computer Consulting	\$878	\$1,528	\$18,000	\$18,000	0.0%
Accounting Services	<u>\$112,903</u>	<u>\$90,513</u>	<u>\$97,000</u>	<u>\$97,000</u>	0.0%
<b>Total Accounting and Finan.</b>	<b>\$122,581</b>	<b>\$100,841</b>	<b>\$123,000</b>	<b>\$135,000</b>	<b>9.8%</b>
<b>Engineering *</b>					
Engineering Traffic Consultant	<u>\$989</u>	<u>\$4,613</u>	<u>\$5,000</u>	<u>\$5,000</u>	0.0%
<b>Total Engineering</b>	<b>\$989</b>	<b>\$4,613</b>	<b>\$5,000</b>	<b>\$5,000</b>	<b>0.0%</b>
<b>Litigation &amp; Legal Representation</b>					
Prior Litigation	\$10,000	\$0	\$10,000	\$10,000	0.0%
Gen. Counsels	<u>\$98,358</u>	<u>\$100,159</u>	<u>\$90,000</u>	<u>\$90,000</u>	0.0%
<b>Total Litigation/Legal</b>	<b>\$108,358</b>	<b>\$100,159</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>0.0%</b>
<b>Other Professional Services</b>					
Investment Consultant-Sisung	\$58,129	\$71,019	\$65,000	\$81,000	24.6%
Police Integrity & Ethics	<u>\$19,657</u>	<u>\$0</u>	<u>\$54,000</u>	<u>\$28,034</u>	-48.1%
<b>Total Other Prof. Services</b>	<b>\$77,786</b>	<b>\$71,019</b>	<b>\$119,000</b>	<b>\$109,034</b>	<b>-8.4%</b>
<b>TOTAL PROF. SERV.</b>	<b>\$309,714</b>	<b>\$276,632</b>	<b>\$347,000</b>	<b>\$349,034</b>	<b>0.6%</b>

\* Not included in this category are the engineering costs associated with Rehabilitation Program projects and those engineering expenses included in Major Repairs. These costs generally range from 5 to 6% of the total project cost.

Beginning in FY 99-00, the Legislative Auditor began performing an annual audit of Commission's financial statements. This review will now be performed by an independent CPA firm. The Commission, with the recommendation of the Legislative Auditor, has budgeted \$20,000 for this activity. This equates to an increase of 150% over the prior cost of the annual audit.

Accounting Services includes preparation of the financial statements and budget documents.

The traffic engineer provides information pertaining to annual traffic studies and toll analyses which are used mainly for budget and operations planning.

Litigation and legal representation includes general legal consultation and litigation unrelated to insurance matters.

The budget for the Investment Consultant will increase by 24%. This fee is based upon the amount of the rehabilitation fund investments under the consultant's management. The rehab funds were not expended as quickly as the Commission anticipated, therefore, the fee will be higher than budgeted in the past.

The GNOEC has again included in this budget funding totaling \$28,034 for police integrity and ethics. This contract was originally included in the FY 00-01 budget and six months after the training phase has been completed, an assessment and evaluation (Phase 3 of contract) will be done to determine if the training program accomplished the mission of the contract.

#### OTHER CHARGES

<b>Other Charges Expenditures</b>	<b>Actual FY 99-00</b>	<b>Actual FY 00-01</b>	<b>Approved FY 01-02</b>	<b>Requested FY 02-03</b>	<b>FY 02 to FY 03</b>
<b>Debt Service</b>	<b>\$6,831,530</b>	<b>\$6,765,028</b>	<b>\$6,837,213</b>	<b>\$5,779,887</b>	<b>-15.5%</b>
<b>Interagency Expense</b>					
Act 875 of 1988					
St. Charles Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
St. John the Baptist Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
Tangipahoa Parish	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	0.0%
<b>Total Act 875</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>0.0%</b>
Act 1227 of 1995					
City of New Orleans	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
Jefferson Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
St. Tammany Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
Washington Parish	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	0.0%
<b>Total Act 1227</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>0.0%</b>
<b>Huey P. Long Bridge</b>	<b>\$728,487</b>	<b>\$635,457</b>	<b>\$789,270</b>	<b>\$832,613</b>	<b>5.5%</b>
<b>Total Interagency Expense</b>	<b>\$7,910,017</b>	<b>\$7,750,485</b>	<b>\$7,976,483</b>	<b>\$6,962,500</b>	<b>-12.7%</b>
Transfer to State of Louisiana (excess GNOEC collections)	\$0	\$0	\$0	\$0	0.0%
<b>TOTAL OTHER CHARGES</b>	<b>\$7,910,017</b>	<b>\$7,750,485</b>	<b>\$7,976,483</b>	<b>\$6,962,500</b>	<b>-12.7%</b>

Other Charges consist of Debt Service, Interagency Expense, and State Surplus. Interagency Expense includes expenditures Per Act 875 of 1988 and Act 1227 of 1995. These Acts provide, prior to the transfer of surplus funds to the State of Louisiana, funding for the policing of the Huey P. Long Bridge and for the transfer of funds to the above local agencies. The Commission last returned surplus revenues to the State of Louisiana in FY 94 in the amount of \$104,748. Act 875 of 1988 requires the Commission to use surplus funds to police the Huey P. Long Bridge.

# CURRENT DEBT SERVICE SCHEDULE

FY End	1992 Refinancing (Pre 1999 Bonds Debt)			Series 1999A Bonds			Current Total
	Principal	Interest	Total	Principal	Interest	Total	
2003	\$2,450,000	\$3,053,995	\$5,503,995	\$680,000	\$654,513	\$1,334,513	\$6,838,508
2004	\$2,595,000	\$2,911,895	\$5,506,895	\$700,000	\$624,763	\$1,324,763	\$6,831,658
2005	\$2,745,000	\$2,758,790	\$5,503,790	\$750,000	\$593,263	\$1,343,263	\$6,847,053
2006	\$2,910,000	\$2,594,090	\$5,504,090	\$775,000	\$558,763	\$1,333,763	\$6,837,853
2007	\$3,090,000	\$2,416,580	\$5,506,580	\$825,000	\$522,338	\$1,347,338	\$6,853,918
2008	\$3,280,000	\$2,225,000	\$5,505,000	\$850,000	\$483,150	\$1,333,150	\$6,838,150
2009	\$3,470,000	\$2,032,675	\$5,502,675	\$900,000	\$442,350	\$1,342,350	\$6,845,025
2010	\$3,675,000	\$1,829,200	\$5,504,200	\$950,000	\$397,800	\$1,347,800	\$6,852,000
2011	\$3,890,000	\$1,613,700	\$5,503,700	\$975,000	\$351,488	\$1,326,488	\$6,830,188
2012	\$4,115,000	\$1,385,550	\$5,500,550	\$1,030,000	\$300,300	\$1,330,300	\$6,830,850
2013	\$4,355,000	\$1,144,200	\$5,499,200	\$1,085,000	\$246,225	\$1,331,225	\$6,830,425
2014	\$4,620,000	\$882,900	\$5,502,900	\$1,140,000	\$189,263	\$1,329,263	\$6,832,163
2015	\$4,900,000	\$605,700	\$5,505,700	\$1,200,000	\$129,413	\$1,329,413	\$6,835,113
2016	\$5,195,000	\$311,700	\$5,506,700	\$1,265,000	\$66,413	\$1,331,413	\$6,838,113
<b>Total</b>	<b>\$51,290,000</b>	<b>\$25,765,975</b>	<b>\$77,055,975</b>	<b>\$13,125,000</b>	<b>\$5,560,038</b>	<b>\$18,685,038</b>	<b>\$95,741,013</b>

# PROPOSED DEBT SERVICE SCHEDULE

FY End	Series 1999A Bonds			Proposed Series 2003 Bonds			Total After 2003 Bonds
	Principal	Interest	Total	Principal	Interest	Total	
2003	\$680,000	\$654,513	\$1,334,513	\$1,005,000	\$3,440,375	\$4,445,375	** \$5,779,887
2004	\$700,000	\$624,763	\$1,324,763	\$1,020,000	\$2,380,708	\$3,400,708	\$4,725,470
2005	\$750,000	\$593,263	\$1,343,263	\$1,040,000	\$2,362,348	\$3,402,348	\$4,745,610
2006	\$775,000	\$558,763	\$1,333,763	\$1,060,000	\$2,339,988	\$3,399,988	\$4,733,750
2007	\$825,000	\$522,338	\$1,347,338	\$1,085,000	\$2,314,018	\$3,399,018	\$4,746,355
2008	\$850,000	\$483,150	\$1,333,150	\$1,115,000	\$2,283,638	\$3,398,638	\$4,731,788
2009	\$900,000	\$442,350	\$1,342,350	\$1,150,000	\$2,249,073	\$3,399,073	\$4,741,423
2010	\$950,000	\$397,800	\$1,347,800	\$1,190,000	\$2,211,123	\$3,401,123	\$4,748,923
2011	\$975,000	\$351,488	\$1,326,488	\$1,230,000	\$2,170,068	\$3,400,068	\$4,726,555
2012	\$1,030,000	\$300,300	\$1,330,300	\$1,275,000	\$2,123,943	\$3,398,943	\$4,729,243
2013	\$1,085,000	\$246,225	\$1,331,225	\$1,325,000	\$2,074,855	\$3,399,855	\$4,731,080
2014	\$1,140,000	\$189,263	\$1,329,263	\$1,380,000	\$2,021,855	\$3,401,855	\$4,731,118
2015	\$1,200,000	\$129,413	\$1,329,413	\$1,435,000	\$1,964,585	\$3,399,585	\$4,728,998
2016	\$1,265,000	\$66,413	\$1,331,413	\$1,495,000	\$1,903,598	\$3,398,598	\$4,730,010
2017	\$ -	\$ -	\$ -	\$1,565,000	\$1,838,565	\$3,403,565	\$3,403,565
2018	\$ -	\$ -	\$ -	\$1,630,000	\$1,768,923	\$3,398,923	\$3,398,923
2019	\$ -	\$ -	\$ -	\$1,710,000	\$1,689,053	\$3,399,053	\$3,399,053
2020	\$ -	\$ -	\$ -	\$1,795,000	\$1,605,263	\$3,400,263	\$3,400,263
2021	\$ -	\$ -	\$ -	\$1,885,000	\$1,517,308	\$3,402,308	\$3,402,308
2022	\$ -	\$ -	\$ -	\$1,975,000	\$1,424,943	\$3,399,943	\$3,399,943
2023	\$ -	\$ -	\$ -	\$2,075,000	\$1,328,168	\$3,403,168	\$3,403,168
2024	\$ -	\$ -	\$ -	\$2,180,000	\$1,223,380	\$3,403,380	\$3,403,380
2025	\$ -	\$ -	\$ -	\$2,290,000	\$1,113,290	\$3,403,290	\$3,403,290
2026	\$ -	\$ -	\$ -	\$2,405,000	\$997,645	\$3,402,645	\$3,402,645
2027	\$ -	\$ -	\$ -	\$2,525,000	\$876,193	\$3,401,193	\$3,401,193
2028	\$ -	\$ -	\$ -	\$2,650,000	\$748,680	\$3,398,680	\$3,398,680
2029	\$ -	\$ -	\$ -	\$2,785,000	\$613,530	\$3,398,530	\$3,398,530
2030	\$ -	\$ -	\$ -	\$2,930,000	\$471,495	\$3,401,495	\$3,401,495
2031	\$ -	\$ -	\$ -	\$3,080,000	\$322,065	\$3,402,065	\$3,402,065
2032	\$ -	\$ -	\$ -	\$3,235,000	\$164,985	\$3,399,985	\$3,399,985
<b>Total</b>	<b>\$13,125,000</b>	<b>\$5,560,038</b>	<b>\$18,685,038</b>	<b>\$53,520,000</b>	<b>\$49,543,652</b>	<b>\$103,063,652</b>	<b>\$121,748,690</b>

\*\* FY 2003 Interest Assumption-interest paid on 1992 bonds from November 1, 2002 through closing date on 2003 bonds and on 2003 bonds from bond closing through Nov. 1, 2003.

## HUEY P. LONG BRIDGE

Huey P. Long	Approved	Requested	FY 02
<u>Bridge</u>	<u>FY 01-02</u>	<u>FY 02-03</u>	<u>to FY 03</u>
<b>Administrative</b>			
Administrative Salaries	\$86,124	\$90,718	5.3%
Payroll Taxes	\$7,474	\$7,865	5.2%
Payroll Benefits	\$13,268	\$14,285	7.7%
Materials, Supplies, Contract Work	<u>\$1,500</u>	<u>\$750</u>	-50.0%
<b>Total Administrative Function</b>	<b>\$108,366</b>	<b>\$113,618</b>	4.8%
<b>Operations</b>			
Police Patrol	\$330,605	\$347,755	5.2%
Dispatch	\$54,364	\$55,366	1.8%
Payroll Taxes	\$35,416	\$37,087	4.7%
Payroll Benefits	\$53,166	\$39,016	-26.6%
Materials, Supplies, Contract Work	\$60,000	\$60,000	0.0%
Telephone and Radio	\$8,500	\$8,500	0.0%
Unused Vacation and Sick Leave	\$7,500	\$7,500	
Insurance	<u>\$27,500</u>	<u>\$21,000</u>	-23.6%
<b>Total Operations</b>	<b>\$577,051</b>	<b>\$576,224</b>	-0.1%
<b>Maintenance</b>			
Maintenance Personnel	\$51,780	\$42,947	-17.1%
Payroll Taxes	\$4,477	\$3,652	-18.4%
Payroll Benefits	<u>\$17,291</u>	<u>\$11,572</u>	-33.1%
<b>Total Maintenance</b>	<b>\$73,548</b>	<b>\$58,171</b>	-20.9%
<b>Capital Acquisitions</b>	<b>\$30,305</b>	<b>\$84,600</b>	179.2%
<b>TOTAL HUEY P. LONG BRIDGE</b>	<b>\$789,270</b>	<b>\$832,613</b>	5.5%

Since Act 875 of 1988, the Commission has budgeted expenditures for the policing of the Huey P. Long Bridge not as a part of its operating budget but as a reduction to surplus. A percentage of the Commission's administrative, police, and maintenance salaries and benefits, equipment, and acquisitions comprise total expenditures associated with the policing function.

## ACQUISITIONS AND MAJOR REPAIRS

<b>Causeway Acquisitions, Major Repairs and Rehabilitation Program</b>	<b>Approved FY 01-02</b>	<b>Requested FY 02-03</b>	<b>FY 02 to FY 03</b>
<b>Capital Acquisitions</b>			
Police	\$156,435	\$232,400	48.6%
Maintenance	\$120,400	\$242,084	101.1%
Operations	\$15,441	\$7,500	-51.4%
Administration	<u>\$49,014</u>	<u>\$3,900</u>	-92.0%
<b>Total Capital Acquisitions</b>	<b>\$341,290</b>	<b>\$485,884</b>	<b>42.4%</b>
<b>Major Repairs</b>			
Consulting Engineering	\$170,000	\$155,000	-8.8%
Annual AASHTO Inspection	\$150,000	\$150,000	0.0%
Emergency and Periodic Repairs	\$250,000	\$125,000	-50.0%
Upgrade Collision Avoidance Radar System	\$0	\$50,000	100.0%
Security Cameras on Bridge & Marine Cross	\$0	\$315,000	100.0%
North Shore Toll Plaza Building Modif.	\$0	\$633,621	100.0%
Long Term Periodic Maint. Reserve Fund	\$0	\$0	0.0%
Preventative Maintenance of Mech. Sys	\$25,000	\$25,000	0.0%
Preventative Maintenance of Elect. Sys	\$25,000	\$25,000	0.0%
Repair Spalled Areas of Bridge Deck	\$0	\$50,000	100.0%
Access/ Egress to EZ Serve Site	\$0	\$100,000	100.0%
Repair Bent 1496	\$0	\$100,000	100.0%
System Improvement	\$200,000	\$150,000	-25.0%
<b>Total Major Repairs</b>	<b>\$820,000</b>	<b>\$1,878,621</b>	<b>129.1%</b>
<b>Capital Imp./Rehabilitation Program</b>			
1101B Fender Replacement Part B	\$2,550,000	\$2,550,000	0.0%
1201 South Toll Plaza Renovations	\$1,925,125	\$1,925,125	0.0%
Causeway Acceleration/Deceleration Lanes	\$0	\$1,800,000	100.0%
Piling Restoration Part D	\$0	\$3,923,000	100.0%
North Causeway Blvd. Rehabilitation	\$4,200,000	\$0	-100.0%
#1114 Intelligent Transportation System	\$5,144,250	\$5,144,250	0.0%
#1304 N. Shore Transportation & Drainage	\$1,309,185	\$1,309,185	0.0%
Funds carried forward from Prior Year	(\$8,746,405)	(\$9,295,595)	6.3%
Funds carried forward to Next Year	<u>\$3,442,972</u>	<u>\$3,294,757</u>	-4.3%
<b>Total Cap. Imp./Rehabilitation Program</b>	<b>\$9,825,127</b>	<b>\$10,650,722</b>	<b>8.4%</b>
<b>TOTAL ACQ, MAJ. RPRS. &amp; CAP IMP.</b>	<b>\$10,986,417</b>	<b>\$13,015,227</b>	<b>18.5%</b>



## Acquisitions and Major Repairs Expenditure Category

### Capital Acquisitions

Capital Acquisitions includes items such as police automobiles, maintenance vehicles, and office acquisitions. This category is budgeted at 42% more than the amount approved last fiscal year. Causeway police acquisitions in FY 02-03 include the purchase of six police vehicles and related equipment. In addition, this request includes six mobile in-car video cameras at a total expense of \$27,000 and three in-car computers costing \$30,000. Maintenance acquisitions include one Ford F-350 truck, one F-250 pickup truck, one F-650 truck with a 19 foot skid bed, one backhoe/front end loader costing \$60,000, a John Deere mower and \$10,000 for landscaping. Administrative acquisitions include \$2,400 for two computers and \$1,500 to replace floors at the records division office.

### Major Repairs

Major Repairs expenses in FY 01-02 total \$1,878,621 and include \$50,000 for preventative maintenance of its electrical and mechanical systems, \$150,000 for the annual AASHTO inspection of the GNOEC bridges and overpass, \$150,000 for systems improvements, \$125,000 for emergency and periodic repairs, and \$155,000 for consulting engineering expenses.

The Commission accumulates unexpended funds in this budget in its Extraordinary Maintenance and Repair Fund. The balance of this fund is \$3.5 million for maintenance needs not met by the current rehabilitation program. These surplus funds were used to complete a north shore maintenance facility which opened in 1998. The GNOEC is required by its Trust Indenture to maintain at least \$800,000 in this account. The GNOEC anticipates using the remaining funds for North Channel Bascule Restoration (\$1 million), overlay of North approach road (\$600,000), overlay of the West approach road (\$350,000), West approach road drainage (\$350,000), and Safety and Speed Enforcement System (\$400,000).

### Capital Improvements/Rehabilitation Program

Funds Carried Forward From Fiscal Year 01-02 represent \$9.2 million in funds budgeted in the prior year for FY 02-03 rehabilitation projects. A complete list of the GNOEC Rehabilitation Projects with a brief description of each project may be found on page 9 of this report. The above costs include design, construction, and construction management. Consulting engineering firms provide all engineering services for Major Repairs and the Rehabilitation Program. The design engineering work generally costs approximately 5-6% of the construction cost. The cost of consulting engineers employed in the management of construction contracts is approximately 5.25%-6% of the construction cost.

The budget approved by the GNOEC on October 1, 2001 includes the rehabilitation projects listed below. The projects approved by the GNOEC for a typical fiscal year often are changed in the course of the year due to changing priorities and other factors which require projects be moved (either delayed or moved forward).

Project 1101B Fender Replacement Part B (North Channel Bascule) involves replacement of the existing wooden fender system at the North Channel. The new fender will be constructed with composite materials and will be increased in length and size to afford additional protection for the Causeway. In addition to the composite fender system, steel dolphins will be added at the ends of the fender and access walkways from the towers will be installed. The new fender will also have improved navigation lighting and signs to assist marine traffic. This project was originally budgeted in FY 98-99 and is now scheduled for FY 02-03. The U.S. Army Corp of Engineers will provide \$1 million to purchase a new composite piling system and will

supplement the \$2,500,000 (was originally \$5.5 million but has been revised downward due to revision of the scope of the project) budgeted in the Rehab Program.

Project 1304 NorthShore Transportation and Drainage Improvements project is designed to improve drainage on Bayou Chinchuba under the North and West approach roads and improve traffic flow through the Florida Street intersection. The total cost of this project is \$1.3 million.

Project 2001 Causeway Crossover Acceleration/Deceleration Lanes involves improving safety on the causeway through the installation of these lanes at one of the Causeway's crossovers. This will be partially funded by TEA-21 in the amount of \$1.5 million. The total cost of the project is \$1.8 million.

Project 1201B South Toll Plaza Renovations involves renovation and reconstruction of the South Toll Plaza to provide additional capacity and increased safety. This is necessary due to the existing Toll Plaza being inadequate for current and future traffic volumes. During peak hours, traffic is delayed at the toll plaza and creates congestion on the Causeway Boulevard system which ties up local traffic. Planned improvements include the demolition of the existing toll plaza, construction of public restrooms, repair of parking areas and paving for additional police parking, construction of flood gates, automated vehicle identification system, and a weigh-in-motion system. The total project is budgeted at \$1.92 million.

The final project planned for FY 02-03 is the implementation of the Intelligent Transportation System (ITS). The total cost of this project is \$5.14 million of which construction costs total \$4.5 million, \$361,000 for design costs, and \$270,750 for inspection costs. This project will be partially funded by FHWA and DOTD estimated at \$4 million. These funds will be used to purchase the following:

\$400,000 for license plate readers located at crossovers #1 and #7 on the Causeway Bridge with fiber optic communication connection, systems software and integration;

\$250,000 for renovation of existing GNOEC Building for Traffic Management/Operations Center;

\$288,000 for four weather stations with fiber optic communications;

\$864,000 for thirty two (32) dynamic speed limit signs located on Causeway at bridge and crossovers on each side of each bridge with connections to fiber optic communications and electrical system;

\$1,660,500 for detection equipment and supports located along Causeway Bridge and north approach roads with fiber optic communication;

\$950,000 for twenty-two CCTV cameras located at North and South Toll Plazas (1 each) and 20 on Causeway Bridge with fiber optic communication connections; and

\$100,000 for miscellaneous spare parts, test equipment, training, etc.

In addition, the GNOEC anticipates that it will incur approximately \$135,000 annually for operations and maintenance costs associated with the implementation of this system.

Finally, in the approved GNOEC budget request, the Commission intends to carry forward \$3.44 million in order to fund future projects on the rehabilitation/capital improvements program. The GNOEC anticipates directing these funds to projects scheduled to begin in 2003. These projects include Piling Restoration Part D and Bearing Pad Replacement on the Northbound Bridge. Approximately half of these funds are used to pay for the engineering costs associated with planning rehabilitation projects. Funds are often carried forward to future fiscal years as the GNOEC is required by its bond indenture to have the all construction funding available before a project can be initiated.