



JOHN R. ROMBACH  
Legislative Fiscal Officer

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

Post Office Box 44097  
Capitol Station  
Baton Rouge, Louisiana 70804  
Phone: 225.342.7233  
Fax: 225.342.7243

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: March 15, 2002

Subject: GREATER NEW ORLEANS EXPRESSWAY COMMISSION  
FY 01-02 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 9, 2001.

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 01-02 budget request. The Commission's FY 01-02 begins on November 1, 2001 and ends October 31, 2002.

**BUDGET SUMMARY, FISCAL YEAR 01-02  
Greater New Orleans Expressway Commission**

	Actual	Actual	Approved	Estimated	Requested	FY 01	Page
	<u>FY 98-99</u>	<u>FY 99-00</u>	<u>FY 00-01</u>	<u>FY 00-01</u>	<u>FY 01-02</u>	<u>vs. 02</u>	<u>No. Notes</u>
<b>Means of Finance</b>							
Highway Fund No. 2	\$5,082,942	\$5,286,766	\$5,500,000	\$4,460,543	\$4,800,000	-13%	4 Revenues declining
Tolls	\$13,944,324	\$14,243,731	\$14,394,000	\$14,245,000	\$14,386,000	0%	4 10,935,220 crossings in 00-01
Interest Income	\$957,431	\$1,171,319	\$700,000	\$1,075,000	\$700,000	0%	4 Dollars directed to projects
Other Revenue	\$366,867	\$415,239	\$390,000	\$390,000	\$420,000	8%	4 Ticket Revenues not collected
Federal/DOTD Funds	\$0	\$0	\$0	\$0	\$5,500,000	100%	20-21 Funding for rehab projects
Bond Issue	<u>\$11,500,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	0%	
<b>Total MOF</b>	<b>\$31,851,564</b>	<b>\$21,117,055</b>	<b>\$20,984,000</b>	<b>\$20,170,543</b>	<b>\$25,806,000</b>	<b>23%</b>	
<b>Expenditures</b>							
Salaries	\$2,423,285	\$2,434,335	\$2,501,671	\$2,502,376	\$2,714,709	9%	5,11 Pay increases and supp. pay
Related Benefits	\$653,140	\$613,771	\$769,651	\$766,351	\$985,990	28%	11 Health ins premiums increase
Other Compensation	<u>\$34,180</u>	<u>\$33,284</u>	<u>\$34,180</u>	<u>\$34,180</u>	<u>\$34,180</u>	0%	11 Commissioner's salaries
<b>Personnel Svcs.</b>	<b>\$3,110,605</b>	<b>\$3,081,390</b>	<b>\$3,305,502</b>	<b>\$3,302,907</b>	<b>\$3,734,879</b>	<b>13%</b>	
<b>Operating Services</b>	<b>\$1,619,052</b>	<b>\$1,846,256</b>	<b>\$1,813,409</b>	<b>\$1,836,244</b>	<b>\$1,766,054</b>	<b>-3%</b>	<b>5,12 3% decrease</b>
<b>Supplies</b>	<b>\$920,797</b>	<b>\$911,890</b>	<b>\$985,000</b>	<b>\$950,000</b>	<b>\$995,167</b>	<b>1%</b>	<b>13</b>
<b>Operating Expenses</b>	<b>\$2,539,849</b>	<b>\$2,758,146</b>	<b>\$2,798,409</b>	<b>\$2,786,244</b>	<b>\$2,761,221</b>	<b>-1%</b>	
<b>Professional Services</b>	<b>\$246,117</b>	<b>\$309,714</b>	<b>\$327,000</b>	<b>\$296,821</b>	<b>\$347,000</b>	<b>6%</b>	<b>14 Integrity and Ethics Training</b>
Debt Service	\$5,779,566	\$6,831,530	\$6,838,525	\$6,838,525	\$6,837,213	0%	16 Bond Financing
State Surplus-HPL	<u>\$1,008,935</u>	<u>\$1,078,487</u>	<u>\$1,128,540</u>	<u>\$1,027,283</u>	<u>\$1,139,270</u>	1%	15,17 Huey P. Long Expenses
<b>Other Charges</b>	<b>\$6,788,501</b>	<b>\$7,910,017</b>	<b>\$7,967,065</b>	<b>\$7,865,808</b>	<b>\$7,976,483</b>	<b>0%</b>	<b>15</b>
Acquisitions	\$399,717	\$252,214	\$473,254	\$385,000	\$341,290	-28%	18-19 Vehicle acquisitions increase
Major Repairs	\$810,000	\$820,021	\$820,000	\$820,000	\$820,000	0%	19-21 Incr. in Maintenance Reserves
Rehabilitation Program	<u>\$17,956,775</u>	<u>\$5,985,553</u>	<u>\$5,292,770</u>	<u>\$4,713,763</u>	<u>\$9,825,127</u>	86%	19-21 5 major rehab projects
<b>Acquisitions/Repairs</b>	<b>\$19,166,492</b>	<b>\$7,057,788</b>	<b>\$6,586,024</b>	<b>\$5,918,763</b>	<b>\$10,986,417</b>	<b>67%</b>	<b>19-21</b>
<b>Total Expenditures</b>	<b>\$31,851,564</b>	<b>\$21,117,055</b>	<b>\$20,984,000</b>	<b>\$20,170,543</b>	<b>\$25,806,000</b>	<b>23%</b>	

The Greater New Orleans Expressway Commission (GNOEC) is requesting approval of a FY 01-02 budget request which represents a 23% increase from the budget approved for FY 00-01. The increase in the total means-of-finance is due primarily to the probable availability of funding from the Federal Highway Administration (FHWA) and the Louisiana Department of Transportation and Development (DOTD) for use on rehabilitation projects. The GNOEC has \$1.5 million already earmarked through the TEA-21 legislation which will be used on two scheduled rehab projects. However, \$4 million of these funds is being requested through a proposal to DOTD for use in the installation of the Intelligent Transportation System (ITS). The GNOEC notes that the early indication is that these funds will be allocated to this project (see page 21).

If these federal funds are removed from the total means of financing, the GNOEC budget request is approximately 3% less than the budget approved in FY 00-01. Expenditure categories such as salaries and related benefits, and professional services will increase. On the other hand, operating expenses and acquisitions will decline in order to account for the loss of revenue from Highway Fund #2. The increase in salaries and related benefits is due primarily to pay increases for administrative employees as well as the implementation of a supplemental pay plan for post-certified officers. In addition, the GNOEC has experienced a large increase in costs related to insurance for its current employees and retirees. Finally, professional services expenses related to the GNOEC investment consultant has increased by 44% to \$65,000 in FY 01-02.

There are five (5) budgeted rehabilitation projects at \$15.13 million in Fiscal Year 01-02. Of this amount \$5.5 million is being provided by the Federal Highway Administration and the Louisiana Department of Transportation and Development (only \$1.5 million is guaranteed at the time of this writing). In addition, \$8.7 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 01-02 budget request of \$25,806,000. If \$5.5 million in federal funds which are anticipated for rehab projects is subtracted from this total, this request is \$678,000 or 3.2% less than the budget approved last year by the Joint Legislative Committee on the Budget. The decrease in the request can be attributed to the decline in funding provided to the GNOEC from Highway Fund #2 which is used solely to pay bond indebtedness.

This is the eighth 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 \$85 million, including \$5.5 million in federal funds budgeted in FY 01-02 (only \$1.5 million of this amount is guaranteed). 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 anticipates a significant reduction in its share of these revenues in FY 01-02 as was the case in FY 00-01. 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. Revenue from Highway Fund #2 fell significantly short from estimates in FY 00-01 and estimates for FY 01-02 again are well below prior year revenues.

The Office of Motor Vehicles notes that it has no definite reason for the loss of this revenue, but explained that this may be partially due to the way vehicles are being classified today in comparison to the early 1990's. SUVs and vans may have been classified more consistently in the past as trucks which would mean that all \$40 for a four year plate would accrue to the Highway Fund #2. However, over the past few years the OMV policy has required the classification of vehicles according to "use". Therefore, with the explosion in popularity over the past few years in SUVs, and with these vehicles now being classified as automobiles rather than trucks, OMV explains that now only \$24 every four years would accrue to Highway Fund #2 rather than \$40. Therefore, more revenue would now be received by the State than the parishes receiving Highway Fund #2. The LFO and Senate staffs have requested a more definitive explanation from OMV, however OMV has replied that this is not currently available.

### Toll Revenues

Toll revenues are budgeted based on historical collections and trends in traffic patterns that indicate revenues for Fiscal Year 01-02 increase slightly over the amount projected for last fiscal year. Toll revenues are budgeted at \$14.39 million for FY 01-02. The GNOEC lists toll revenue of \$14,290,985 in FY 00-01. The total number of crossings on the expressway is anticipated to be 11,007,206 compared to 10,935,220 in FY 00-01. 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.

An increase of 7.7% or \$30,000 in Other Revenue is due to a projected increase in payments from cellular site lease revenue as there are two new cell sites on the causeway bridge. However, 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. The GNOEC has filed suit in this matter and is currently in litigation.

## EXPENDITURES

### Personnel Expense

The salary expenditure category is budgeted at 8.5% greater than the amount approved last fiscal year. The reasons include pay increases ranging from 3%-5% for administrative personnel, an increase in starting pay for police officers and the implementation of a supplemental pay plan for police officers.

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.

In addition, the GNOEC implemented a supplemental pay plan for its 34 post-certified police officers. This includes both the officers who patrol the Huey P. Long as well as the Causeway bridge. The GNOEC began paying the supplemental pay at a rate of \$150 per month in January 2001 and paid this cost out of its FY 00-01 budget and will implement the second phase of this plan which will pay \$300 per month beginning in January 2002. **It should be noted that the GNOEC began implementation of this supplemental pay plan in January 2001. The GNOEC budget was presented to the Joint Legislative Committee on the Budget (JLCB) in March of 2001. However, no mention was made of this plan to either the LFO or the JLCB.**

The budget request includes 88 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 103. 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 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 decrease by about 2.6% or approximately \$47,000 from the amount approved by the JLCB last fiscal year. The decrease is due primarily to the reduction of travel expenses by \$13,000, a decrease in advertising expenses in the amount of \$18,000, a reduction in the amount of trustee fees and charges in the amount of \$20,000, and a significantly lower amount (\$80,000) budgeted for the payment of unused vacation and sick leave compared to FY 00-01. These adjustments

offset increases in the telephone and radio expenses and utilities to culminate in a minor net decrease in operating expenses from the prior year.

### Other Charges

The FY 01-02 budget for Other Charges includes a revised debt service schedule incorporating FY 98-99 approved bond financing of \$15 million. This financing is associated with the High Voltage Aerial Cable Replacement project. That bond issue will cause the debt service payment for FY 00-01 to increase \$1,332,138 or 24.2% over the scheduled payment prior to the new bond issue in FY 98-99.

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 \$789,270 for expenditures paid from anticipated excess revenues to the State. This represents an increase of \$10,730 (1.4%) over the approved FY 00-01 budget. 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 about 3% from the amount approved by the Committee last fiscal year. Capital acquisitions will decrease 28% from the prior year equating to a reduction of approximately \$132,000.

The budget for Major Repairs is \$820,000 and remains the same as in FY 00-01. 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 \$3.2 million in reserves. The Commission is required to maintain at least \$800,000 in this account by its Trust Indenture. The GNOEC anticipates using these funds in the future for North And South Plaza water and sewer improvements (\$350,000), overlay of North, West, and East overlay roads (\$1,016,367.65) and repair and modifications to the north toll plaza buildings (\$300,000).

The approved budget request for the capital improvements/rehabilitation program includes five projects scheduled to cost \$15.13 million of which \$5.5 million is provided by the Federal Highway Administration and the Louisiana Department of Transportation and Development. These projects include South Toll Plaza renovations, North Shore transportation and drainage improvements, and the implementation of the Intelligent Transportation System (ITS). In addition, the request carries forward \$8,746,405 from the previous year (FY 00-01).

The rehabilitation program also proposes to carry forward \$3.44 million to FY 02-03. With these funds being carried forward, the GNOEC is planning to fund projects scheduled for FY 02-03. These projects include Piling Restoration Part D and Bearing Pad Replacement on the Northbound Bridge.

#### **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. Certain income to the Commission provided by Act 775 of 1997 has not been realized. The Act requires that an additional cost of five dollars per ticket will be assessed to any person for motor vehicle offenses when the citation was issued by Causeway Police for a violation on the Huey P. Long Bridge or the Lake Pontchartrain Causeway Bridge. The Act provides that the funds shall be used to supplement the salaries of P.O.S.T. certified officers and for the acquisition and upkeep of police equipment. The Commission estimates that it does not receive about \$36,000 per year in Act 775 funds due to a disagreement with the First Parish Court of Jefferson Parish as to the constitutionality of the Act. Prior to this Act, the Commission received no funds from citations issued by Causeway Police. A suit has been filed with regard to this disagreement and is currently in litigation.
2. The GNOEC estimates that the rehabilitation projects which are being funded primarily with increased tolls, will be complete in 2006. The GNOEC budget presented by the LFO on January 4, 1995 and approved by the JLCB on the same date, stated "upon completion of the rehabilitation projects, FY 2002-2003, the tolls shall be reduced to those in effect on November 1, 1994. However, the LFO, in discussions with the GNOEC staff, has been informed that the GNOEC is continuing to study this issue and is considering the possibility of maintaining these tolls beyond the completion of the rehabilitation projects for an indefinite period and would be involved in discussions with legislative leaders to decide the fate of the toll increase.
3. The GNOEC requested \$54,000 in its budget in FY 00-01 to enter into a contract with Dillard University for police integrity and ethics training. This contract was to be completed in January 2001. As of January 21, 2002, the first of the three phases of the contract had not been completed and no funding has been expended related to this contract. The LFO was notified recently that at the February 5, 2002 meeting of the Commission, a motion was passed to extend the contract for six months to get the program resolved and completed. The telephone survey (first phase) was recently completed and payment in the amount of \$966 was issued on March 7, 2002. The GNOEC notes that the primary goal of the program was to include designing and implementing cutting edge training directed toward addressing and eliminating police discrimination.

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 & 2002	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. An upgrade to fiber optics (\$1.M) has been added to this project in FY 00. The JLCB approved bond financing of \$11.5M 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 2001	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	2002				\$2,996,000
1107B	Part D	2004				\$2,996,000
1107B	Part E	2005				\$2,782,000
1303	North Causeway Blvd Repair & Improvements	Scheduled 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	\$4,200,000
1101B	Fender Replacement Part B North Channel Bascule	Budgeted FY 99, Sched. FY 2002	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 FY 02	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 FY 02	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 FY 04	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 FY 05 & 06	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 FY 05	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>\$15,128,560</b>	<b>\$85,385,560</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	2	\$2.00	\$0.50
	Cash	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>Actual</u>		<u>Actual</u>		<u>Approved</u>		<u>Requested</u>
<b>SALARIES</b>	<b>FTE</b>	<b>FY 98-99</b>	<b>FTE</b>	<b>FY 99-00</b>	<b>FTE</b>	<b>FY 00-01</b>	<b>FTE</b>	<b>FY 01-02</b>
General Manager	1.0	\$90,248	1.0	\$92,955	1.0	\$85,000	1.0	\$89,250
Asst. Gen. Manager	1.0	\$61,904	1.0	\$60,859	1.0	\$63,761	1.0	\$52,500
N. Shore Supervisor	1.0	\$37,699	1.0	\$38,830	1.0	\$39,995	1.0	\$41,195
Office Personnel	11.0	\$373,268	14.0	\$406,018	14.5	\$444,154	15.0	\$468,428
Less: HPL Adm.	<u>(2.0)</u>	<u>(\$66,251)</u>	<u>(2.5)</u>	<u>(\$75,592)</u>	<u>(2.5)</u>	<u>(\$81,508)</u>	<u>(3.0)</u>	<u>(\$85,175)</u>
<b>Total Administrative</b>	<b>12.0</b>	<b>\$496,868</b>	<b>14.5</b>	<b>\$523,070</b>	<b>15.0</b>	<b>\$551,402</b>	<b>15.0</b>	<b>\$566,198</b>
Toll Collectors	21.0	\$471,052	14.5	\$401,432	17.0	\$364,377	17.0	\$366,575
Maintenance	25.0	\$643,200	24.5	\$613,429	24.0	\$640,962	23.0	\$673,305
Comm./ Radar Operators	15.0	\$294,270	17.5	\$341,854	17.5	\$433,696	17.0	\$428,182
Police	30.5	\$862,824	28.0	\$900,000	29.0	\$921,316	28.0	\$1,117,198
Less: HPL Operations	<u>(11.0)</u>	<u>(\$344,929)</u>	<u>(13.0)</u>	<u>(\$346,381)</u>	<u>(14.0)</u>	<u>(\$410,082)</u>	<u>(12.0)</u>	<u>(\$436,749)</u>
<b>Total Operations</b>	<b>80.5</b>	<b>\$1,926,417</b>	<b>71.5</b>	<b>\$1,910,334</b>	<b>73.5</b>	<b>\$1,950,269</b>	<b>73.0</b>	<b>\$2,148,511</b>
<b>TOTAL SALARIES</b>	<b>92.5</b>	<b>\$2,423,285</b>	<b>86.0</b>	<b>\$2,433,404</b>	<b>88.5</b>	<b>\$2,501,671</b>	<b>88.0</b>	<b>\$2,714,709</b>
<b>Related Benefits</b>								
Parochial (Retirement)		\$220,250		\$238,829		\$268,261		\$290,364
Group Insurance		\$304,364		\$348,355		\$444,382		\$628,592
Retirees Group Benefits		\$34,628		\$28,723		\$90,676		\$117,701
Gov. Def. Comp. Plan		\$70,596		\$78,120		\$82,080		\$82,080
Self Insurance Tail Costs		\$94,230		\$0		\$0		\$0
Less: HPL Rel. Benef.		<u>(\$70,928)</u>		<u>(\$80,256)</u>		<u>(\$115,748)</u>		<u>(\$132,747)</u>
<b>Total Related Benefits</b>		<b>\$653,140</b>		<b>\$613,771</b>		<b>\$769,651</b>		<b>\$985,990</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>\$3,110,605</b>		<b>\$3,081,355</b>		<b>\$3,305,502</b>		<b>\$3,734,879</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 2001 FTEs Approved (Including HPL Personnel)	105.0
Net reduction of personnel (FTEs)	<u>(2)</u>
Requested Fiscal Year 2002 FTEs (Including HPL Personnel)	103.0

## OPERATING EXPENSES

	<u>Actual</u> <u>FY 98-99</u>	<u>Actual</u> <u>FY 99-00</u>	<u>Approved</u> <u>FY 00-01</u>	<u>Requested</u> <u>FY 01-02</u>	<u>FY 01</u> <u>to FY 02</u>
<b>OPERATING SERVICES</b>					
Advertising	\$12,528	\$18,582	\$33,000	\$15,000	-54.5%
Publication of Public Notices and Minutes	\$3,700	\$5,149	\$7,409	\$7,409	0.0%
Insurance	\$1,147,000	\$1,147,000	\$1,147,000	\$1,147,000	0.0%
Travel	\$7,538	\$0	\$18,000	\$5,000	-72.2%
Telephone and Radio	\$160,565	\$178,265	\$179,500	\$214,588	19.5%
Utilities	\$127,826	\$153,147	\$155,000	\$188,057	21.3%
Other Operating Services	<u>\$159,895</u>	<u>\$344,113</u>	<u>\$273,500</u>	<u>\$189,000</u>	-30.9%
<b>TOTAL OPER. SERVICES</b>	<b>\$1,619,052</b>	<b>\$1,846,256</b>	<b>\$1,813,409</b>	<b>\$1,766,054</b>	-2.6%

The increase in Telephone and Radio expenses is due in large part to changes required by Legislative Auditor in relation to purchasing. In prior years, any equipment purchase of \$250 or more was accounted for as an "Acquisition". However, this threshold was increased to \$1,000, thereby increasing the items being expensed in this line item. These telephone and radio expenses included purchase of radios for maintenance personnel as part of the new fog procedures which were implemented recently.

Advertising expenses decrease due to considerable public awareness campaigns in FY 00-01 related to making public aware of new fog procedures, instructing the public on proper procedures on the Causeway for stalled vehicles, dangers of tailgating, and the High Voltage Cable project which would take over a year to complete.

Other operating services decrease due to the reduction in payment of unused sick and vacation leave to recently terminated employees compared to previous year. (see below)

## OTHER OPERATING SERVICES SUMMARY

	<u>Actual</u> <u>FY 98-99</u>	<u>Actual</u> <u>FY 99-00</u>	<u>Approved</u> <u>FY 00-01</u>	<u>Requested</u> <u>FY 01-02</u>	<u>FY 01</u> <u>to FY 02</u>
<b>Other Operating Services</b>					
Unused Vacation & Sick Leave	\$31,064	\$186,513	\$105,000	\$35,000	-66.7%
Dues and Subscriptions	\$13,049	\$13,406	\$13,500	\$14,000	3.7%
Trustee Fees	\$25,597	\$25,632	\$45,000	\$30,000	-33.3%
Bank & Visa Charges on Toll Deposits	\$79,152	\$102,729	\$95,000	\$95,000	0.0%
All Other	<u>\$11,033</u>	<u>\$15,833</u>	<u>\$15,000</u>	<u>\$15,000</u>	0.0%
<b>TOTAL OTHER OP. SVC.</b>	<b>\$159,895</b>	<b>\$344,113</b>	<b>\$273,500</b>	<b>\$189,000</b>	-30.9%

A decrease in Unused Vacation and Sick Leave is foreseen due to the expenses in FY 00-01 related to the departure of a long-time employee who had accumulated a large amount 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**

<b>Supplies Expense Items</b>	<b>Actual FY 98-99</b>	<b>Actual FY 99-00</b>	<b>Approved FY 00-01</b>	<b>Requested FY 01-02</b>	<b>FY 01 to FY 02</b>
Ofc. Expense and Supplies	\$123,931	\$140,713	\$140,000	\$147,275	5.2%
Oper. Expenses & Supplies	\$328,421	\$287,686	\$360,000	\$362,798	0.8%
Repair & Maint./Supplies	<u>\$468,445</u>	<u>\$483,491</u>	<u>\$485,000</u>	<u>\$485,094</u>	0.0%
<b>TOTAL SUPPLIES EXP.</b>	<b>\$920,797</b>	<b>\$911,890</b>	<b>\$985,000</b>	<b>\$995,167</b>	<b>1.0%</b>

Office Expense and Supplies:

The GNOEC is requesting a 5.2% increase in its supply budget. The GNOEC notes that this increase is due to increased 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:

While the approved budget for FY 00-01 was \$360,000, the actual expenditures in this area were projected to be only \$335,000. Therefore, the amount budgeted in FY 01-02 is approximately 8% greater than the amount expended in the prior year.

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 no change from that budgeted in FY 00-01.

Included in this account are the costs for general maintenance and supplies needed on the bridge, 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	<u>Actual</u> FY 98-99	<u>Actual</u> FY 99-00	<u>Approved</u> FY 00-01	<u>Requested</u> FY 01-02	<u>FY 01</u> <u>to FY 02</u>
<b>Accounting and Finance</b>					
Independent Audit	\$8,000	\$8,800	\$8,000	\$8,000	0.0%
Computer Consulting	\$650	\$878	\$18,000	\$18,000	0.0%
Accounting Services	<u>\$79,460</u>	<u>\$112,903</u>	<u>\$97,000</u>	<u>\$97,000</u>	0.0%
<b>Total Accounting and Finan.</b>	<b>\$88,110</b>	<b>\$122,581</b>	<b>\$123,000</b>	<b>\$123,000</b>	0.0%
<b>Engineering *</b>					
Engineering Traffic Consultant	<u>\$5,459</u>	<u>\$989</u>	<u>\$5,000</u>	<u>\$5,000</u>	0.0%
<b>Total Engineering</b>	<b>\$5,459</b>	<b>\$989</b>	<b>\$5,000</b>	<b>\$5,000</b>	0.0%
<b>Litigation &amp; Legal Representation</b>					
Prior Litigation	\$10,000	\$10,000	\$10,000	\$10,000	0.0%
Gen. Counsels	<u>\$89,692</u>	<u>\$98,358</u>	<u>\$90,000</u>	<u>\$90,000</u>	0.0%
<b>Total Litigation/Legal</b>	<b>\$99,692</b>	<b>\$108,358</b>	<b>\$100,000</b>	<b>\$100,000</b>	0.0%
<b>Other Professional Services</b>					
Investment Consultant-Sisung	\$52,856	\$58,129	\$45,000	\$65,000	44.4%
Police Integrity & Ethics	<u>\$0</u>	<u>\$19,657</u>	<u>\$54,000</u>	<u>\$54,000</u>	0.0%
<b>Total Other Prof. Services</b>	<b>\$52,856</b>	<b>\$77,786</b>	<b>\$99,000</b>	<b>\$119,000</b>	20.2%
<b>TOTAL PROF. SERV.</b>	<b>\$246,117</b>	<b>\$309,714</b>	<b>\$327,000</b>	<b>\$347,000</b>	6.1%

\* 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 continue through FY 02-03. An outside accounting firm has traditionally done independent audits. 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 total professional services category will increase by 6% or \$20,000 due to the increase in expenses related to the GNOEC investment consultant.

The GNOEC has again included in this budget the contract totaling \$54,000 for police integrity and ethics. This contract was included in the FY 00-01 budget and was to be completed in January 2002. However, as of January 21, 2002, the first of the three phases of the contract had not been completed and no funding has been expended related to this contract. At the February 5, 2002 meeting of the GNOEC, the Commission passed a motion to extend this contract for six months to get the program resolved and completed. The telephone survey phase was completed recently and payment in the amount of \$966 was issued on March 7, 2002..

This contract with Dillard University was to deliver a survey of police officers and persons using the Causeway and Huey P. Long bridges. Approximately 800 responses are needed. The second phase involves the training classes which is to include 46 hours of training for each officer to be performed by Southern University-N.O. instructors who are subcontracted with by Dillard University. The third phase will involve the evaluation of the training program to be performed by Dillard University's Office of Social Studies. According to the GNOEC, the primary goal of the program to be developed includes designing and implementing cutting edge training directed toward addressing and eliminating police discrimination.

#### OTHER CHARGES

Other Charges Expenditures	Actual <u>FY 98-99</u>	Actual <u>FY 99-00</u>	Approved <u>FY 00-01</u>	Requested <u>FY 01-02</u>	FY 01 to FY 02
<b>Debt Service</b>	\$5,779,566	\$6,831,530	\$6,838,525	\$6,837,213	0.0%
<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>\$658,935</b>	<b>\$728,487</b>	<b>\$778,540</b>	<b>\$789,270</b>	<b>1.4%</b>
<b>Total Interagency Expense</b>	<b>\$6,788,501</b>	<b>\$7,910,017</b>	<b>\$7,967,065</b>	<b>\$7,976,483</b>	<b>0.1%</b>
Transfer to State of Louisiana (excess GNOEC collections)	\$0	\$0	\$0	\$0	0.0%
<b>TOTAL OTHER CHARGES</b>	<b>\$6,788,501</b>	<b>\$7,910,017</b>	<b>\$7,967,065</b>	<b>\$7,976,483</b>	<b>0.1%</b>

Other Charges consist of Debt Service, Interagency Expense, and State Surplus. The debt service schedule can be found on the following page. 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 SCHEDULE

Fiscal Year End	1992 Refinancing (Pre 1999 Bonds Debt)			Series 1999A Bonds		Total Debt Service After 1999 Refinancing
	<u>Principal</u>	<u>Interest</u>	<u>Total</u>	<u>Principal</u>	<u>Interest</u>	
1999	\$1,985,000	\$3,518,807	\$5,503,807	\$0	\$275,759	\$5,779,566
2000	\$2,085,000	\$3,416,580	\$5,501,580	\$600,000	\$729,950	\$6,831,530
2001	\$2,200,000	\$3,306,075	\$5,506,075	\$625,000	\$707,450	\$6,838,525
<b>2002</b>	<b>\$2,320,000</b>	<b>\$3,185,075</b>	<b>\$5,505,075</b>	<b>\$650,000</b>	<b>\$682,138</b>	<b>\$6,837,213</b>
2003	\$2,450,000	\$3,053,995	\$5,503,995	\$680,000	\$654,513	\$6,838,508
2004	\$2,595,000	\$2,911,895	\$5,506,895	\$700,000	\$624,763	\$6,831,658
2005	\$2,745,000	\$2,758,790	\$5,503,790	\$750,000	\$593,263	\$6,847,053
2006	\$2,910,000	\$2,594,090	\$5,504,090	\$775,000	\$558,763	\$6,837,853
2007	\$3,090,000	\$2,416,580	\$5,506,580	\$825,000	\$522,338	\$6,853,918
2008	\$3,280,000	\$2,225,000	\$5,505,000	\$850,000	\$483,150	\$6,838,150
2009	\$3,470,000	\$2,032,675	\$5,502,675	\$900,000	\$442,350	\$6,845,025
2010	\$3,675,000	\$1,829,200	\$5,504,200	\$950,000	\$397,800	\$6,852,000
2011	\$3,890,000	\$1,613,700	\$5,503,700	\$975,000	\$351,488	\$6,830,188
2012	\$4,115,000	\$1,385,550	\$5,500,550	\$1,030,000	\$300,300	\$6,830,850
2013	\$4,355,000	\$1,144,200	\$5,499,200	\$1,085,000	\$246,225	\$6,830,425
2014	\$4,620,000	\$882,900	\$5,502,900	\$1,140,000	\$189,263	\$6,832,163
2015	\$4,900,000	\$605,700	\$5,505,700	\$1,200,000	\$129,413	\$6,835,113
2016	<u>\$5,195,000</u>	<u>\$311,700</u>	\$5,506,700	<u>\$1,265,000</u>	<u>\$66,413</u>	<u>\$6,838,113</u>
<b>Total</b>	<b>\$59,880,000</b>	<b>\$39,192,512</b>	<b>\$99,072,512</b>	<b>\$15,000,000</b>	<b>\$7,955,339</b>	<b>\$122,027,851</b>

In 1999, the GNOEC issued \$15 million in new bonds approved last fiscal year by the Joint Legislative Committee on the Budget for capital outlay associated with the High Voltage Cable Project.

**HUEY P. LONG BRIDGE**

<b>Huey P. Long</b>	<b>Approved</b>	<b>Requested</b>	<b>FY 01</b>
<b>Bridge</b>	<b><u>FY 00-01</u></b>	<b><u>FY 01-02</u></b>	<b><u>to FY 02</u></b>
<b>Administrative</b>			
Administrative Salaries	\$81,116	\$86,124	6.2%
Payroll Taxes	\$6,990	\$7,474	6.9%
Payroll Benefits	\$10,833	\$13,268	22.5%
Materials, Supplies, Contract Work	<u>\$4,500</u>	<u>\$1,500</u>	-66.7%
<b>Total Administrative Function</b>	<b>\$103,439</b>	<b>\$108,366</b>	<b>4.8%</b>
<b>Operations</b>			
Police Patrol	\$289,794	\$330,605	14.1%
Dispatch	\$52,261	\$54,364	4.0%
Payroll Taxes	\$34,106	\$35,416	3.8%
Payroll Benefits	\$51,524	\$53,166	3.2%
Materials, Supplies, Contract Work	\$67,668	\$60,000	-11.3%
Telephone and Radio	\$5,500	\$8,500	54.5%
Unused Vacation and Sick Leave	\$3,500	\$7,500	
Insurance	<u>\$30,000</u>	<u>\$27,500</u>	-8.3%
<b>Total Operations</b>	<b>\$534,353</b>	<b>\$577,051</b>	<b>8.0%</b>
<b>Maintenance</b>			
Maintenance Personnel	\$39,887	\$51,780	29.8%
Payroll Taxes	\$3,614	\$4,477	23.9%
Payroll Benefits	<u>\$10,957</u>	<u>\$17,291</u>	57.8%
<b>Total Maintenance</b>	<b>\$54,458</b>	<b>\$73,548</b>	<b>35.1%</b>
<b>Capital Acquisitions</b>	<b>\$86,290</b>	<b>\$30,305</b>	<b>-64.9%</b>
<b>TOTAL HUEY P. LONG BRIDGE</b>	<b>\$778,540</b>	<b>\$789,270</b>	<b>1.4%</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.

## ACQUISITIONS AND MAJOR REPAIRS

<b>Causeway Acquisitions, Major Repairs and Rehabilitation Program</b>	<b>Actual FY 98-99</b>	<b>Actual FY 99-00</b>	<b>Approved FY 00-01</b>	<b>Requested FY 01-02</b>	<b>FY 01 to FY 02</b>
<b>Capital Acquisitions</b>					
Police	\$190,192	\$136,300	\$206,504	\$156,435	-24.2%
Maintenance	\$144,363	\$206,486	\$203,040	\$120,400	-40.7%
Operations	\$48,721	\$7,700	\$35,141	\$15,441	-56.1%
Administration	<u>\$16,441</u>	<u>\$24,850</u>	<u>\$28,569</u>	<u>\$49,014</u>	71.6%
<b>Total Capital Acquisitions</b>	<b>\$399,717</b>	<b>\$375,336</b>	<b>\$473,254</b>	<b>\$341,290</b>	<b>-27.9%</b>
<b>Major Repairs</b>					
Consulting Engineering	\$ 200,000	\$ 200,000	\$170,000	\$170,000	0.0%
Annual AASHTO Inspection	\$ 150,000	\$ 150,000	\$150,000	\$150,000	0.0%
Emergency and Periodic Repairs	\$ 50,000	\$ 50,000	\$250,000	\$250,000	0.0%
New N. Shore Maint.and Repair Facility	\$0	\$0	\$0	\$0	0.0%
North Shore Traffic Signals	\$0	\$0	\$0	\$0	0.0%
North Shore Toll Plaza Building Modif.	\$ 300,000	\$0	\$0	\$0	0.0%
Long Term Periodic Maint. Reserve Fund	\$ 110,000	\$ 420,021	\$250,000	\$0	-100.0%
Preventative Maintenance of Mech. Systs	\$0	\$0	\$25,000	\$25,000	100.0%
Preventative Maintenance of Elect. Systs	\$0	\$0	\$25,000	\$25,000	100.0%
System Improvement	\$0	\$0	\$200,000	\$200,000	100.0%
<b>Total Major Repairs</b>	<b>\$810,000</b>	<b>\$820,021</b>	<b>\$820,000</b>	<b>\$820,000</b>	<b>0.0%</b>
<b>Capital Imp./Rehabilitation Program</b>					
1109 Finger Joint Repair Southbound	\$0	\$0	\$0	\$0	0.0%
1113 Variable Message Sign Replcmnt.	\$ 6,853,480	\$0	\$0	\$0	0.0%
1101B Fender Replacement Part B	\$0	\$0	\$5,550,000	\$2,550,000	-54.1%
1105 High Voltage Aerial Cable	\$0	\$ 15,754,516	\$0	\$0	0.0%
1111-12 Wearing Surface/Pvmt. Mkgs.	\$ 3,944,117	\$0	\$0	\$0	0.0%
1201 South Toll Plaza Renovations	\$ 342,728	\$0	\$0	\$1,925,125	100.0%
Magn. Levitation Train Matching Funds	\$0	\$ 550,000	\$0	\$0	0.0%
1101C Fender Replacement Part C	\$0	\$ 334,877	\$0	\$0	0.0%
North Causeway Blvd. Rehabilitation	\$0	\$0	\$4,200,000	\$4,200,000	0.0%
#1114 Intelligent Transportation System	\$0	\$0	\$0	\$5,144,250	100.0%
#1304 N. Shore Transportation & Drainage	\$0	\$0	\$0	\$1,309,185	100.0%
Funds carried forward from Prior Year	(\$12,792,033)	(\$19,608,483)	(\$8,954,643)	(\$8,746,405)	-2.3%
Funds carried forward to Next Year	<u>\$ 19,608,483</u>	<u>\$ 8,954,643</u>	<u>\$4,497,413</u>	<u>\$3,442,972</u>	-23.4%
<b>Total Cap. Imp./Rehabilitation Program</b>	<b>\$ 17,956,775</b>	<b>\$ 5,985,553</b>	<b>\$5,292,770</b>	<b>\$9,825,127</b>	<b>85.6%</b>
<b>TOTAL ACQ, MAJ. RPRS. &amp; CAP IMP.</b>	<b>\$19,166,492</b>	<b>\$7,180,910</b>	<b>\$6,586,024</b>	<b>\$10,986,417</b>	<b>66.8%</b>

## **Acquisitions and Major Repairs Expenditure Category**

### Capital Acquisitions

Capital Acquisitions includes items such as police automobiles, maintenance vehicles, and major office acquisitions. This category is budgeted at 27.9% less than the amount approved last fiscal year. Causeway police acquisitions in FY 01-02 include the purchase of four police vehicles and related equipment. In addition, this request includes seven mobile in-car video recorders at a total expense of \$31,500 and an intoxilyzer costing \$7,000. Maintenance acquisitions include one Ford F-250 truck, one tractor, one bush hog, a John Deere mower and \$5,000 for landscaping near the North Plaza. Administrative acquisitions include \$34,000 for a security camera system at both the North and South Shore offices and \$12,014 for a photo identification (PID) system upgrade which is used for photo ID cards for persons who are allowed by statute to cross the bridge without paying a toll.

### Major Repairs

Major Repairs expenses in FY 01-02 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, \$200,000 for systems improvements, \$250,000 for emergency and periodic repairs, and \$170,000 for extraordinary maintenance and consulting engineering expenses.

The GNOEC typically budgets approximately \$820,000 for major repairs as is the case this year. However, the Commission accumulates unexpended funds in this budget in its Extraordinary Maintenance and Repair Fund. The balance of this fund is \$3.2 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. Some of the projects which the GNOEC anticipates expending these funds on include North and South Plaza Water and Sewer Improvements (\$350,000), North Toll Plaza Building repair and modifications (\$300,000) and North, West, and East approach roads overlay (\$1,016,368). The minimum account balance required in this fund by the bond indenture is \$800,000.

### Capital Improvements/Rehabilitation Program

Funds Carried Forward From Fiscal Year 00-01 represent \$8.7 million in funds budgeted in the prior year for FY 01-02 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 9, 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 01-02. 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. This project has been delayed until completion of the Cable replacement system which is currently under construction and is expected to be completed by the beginning of 2002.

Project 1304 NorthShore Transportation and Drainage project is designed to improve safety, drainage, and traffic flow in the North Causeway approach roads. This budget includes \$5,144,250 , of which \$4 million is from FHWA and DOTD. These funds have been applied for through DOTD but have not been granted as of this writing but the GNOEC has been told that they are in a good position to receive these funds. This project includes:

- 1) Improve drainage under North and West Causeway approach bridges: The construction of a new bridge across Bayou Chinchuba on US Highway 190 will affect the amount of water flowing beneath the bridge, through Golden Glen Subdivision and through GNOEC's bridges to North Causeway Approach and West Causeway Approach.
- 2) Widen North Causeway Approach Bridges to Improve Safety: Both the southbound and northbound bridges on North Causeway Approach will be made at least one lane wider to mitigate the existing and potential safety hazard.
- 3) Improve Traffic Flow at North Causeway Approach and Florida Street Intersection: This project will improve the flow of this intersection and will allow longer "green" time for North Approach and lengthens the southbound merge and right turn lane onto Florida Street. The work to be done under this project includes modifying the existing plans for a new lane, incorporation of those plans and specifications into the overall project and additional survey work required for this project.
- 4) Improve Turn Lane/Median Cut at West Causeway Approach and Louisiana Highway 22: This will revise the existing turning lane/median cut at the West Causeway Approach at Louisiana Highway 22 to provide improved geometry and eliminate the rutting of the median that is now occurring.

Project 1303 North Causeway Boulevard Repair and Improvements involve widening North Causeway Boulevard between the South Toll Plaza and Veteran's Boulevard. This project also includes repair of the base and a new asphalt overlay. Improvements to West Esplanade Avenue eastbound are incorporated into the design. This includes an additional left-turn lane and an extended through-lane to Ridgelake Drive. These improvements are designed to mitigate congestion on West Esplanade Avenue. The GNOEC approved budget includes \$4.2 million for this project. The project is scheduled to begin in February 2002 following Mardi Gras and is to be completed in November of 2002. The contract is to be drafted such that the contractor is prohibited from working during peak traffic periods and encouraged to work at night.

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 with \$1 million being provided through TEA-21 funds.

The final project planned for FY 01-02 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. 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.

