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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  
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Date: February 20, 2004

Subject: GREATER NEW ORLEANS EXPRESSWAY COMMISSION  
FY 03-04 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**

	<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>Estimated</u> <u>Year End</u> <u>FY 02-03</u>	<u>Requested</u> <u>FY 03-04</u>	<u>FY 03</u> <u>vs. 04</u>	<u>Page</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>				\$13,544,000	\$88,778,250

## 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**

		<u>Actual</u>		<u>Actual</u>		<u>Approved</u>		<u>Requested</u>
<b>SALARIES</b>	<b>FTE</b>	<b>FY 00-01</b>	<b>FTE</b>	<b>FY 01-02</b>	<b>FTE</b>	<b>FY 02-03</b>	<b>FTE</b>	<b>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

<b>Supplies Expense Items</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>
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 <u>FY 00-01</u>	Actual <u>FY 01-02</u>	Approved <u>FY 02-03</u>	Requested <u>FY 03-04</u>	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>	<b>0.0%</b>
<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>	<b>640.0%</b>
<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>	<b>0.0%</b>
<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>	<b>-17.5%</b>
<b>TOTAL PROF. SERV.</b>	<b>\$276,632</b>	<b>\$323,500</b>	<b>\$349,034</b>	<b>\$362,000</b>	<b>3.7%</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 \$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**

<u>FY End</u>	<u>1992 Refinancing (Pre 1999 Bonds Debt)</u>			<u>Series 1999A Bonds</u>			<u>Current Total</u>
	<u>Principal</u>	<u>Interest</u>	<u>Total</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>	
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**

<u>FY End</u>	<u>Series 1999A Bonds</u>			<u>Proposed Series 2003 Bonds</u>			<u>Total After 2003 Bonds</u>
	<u>Principal</u>	<u>Interest</u>	<u>Total</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>	
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>	5.4%
<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. Sysys	\$25,000	\$25,000	0.0%
Preventative Maintenance of Elect. Sysys	\$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>	2.6%
<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>	-48.0%

## 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.