

LA1 Toll Road Update

Presented to the Louisiana Transportation Authority

October 2011

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LA 1 Toll Road Debt Service Update

- Toll collections were not sufficient to achieve debt coverage requirements in CY10
 - Truck traffic is approximately 50% of forecast
 - Collection rate is 70 -80% due to incomplete toll system
- DOTD will reimburse LTA for “uncollected tolls”
 - \$1.4 million was paid on May 20, 2011 for CY 09 and 10
 - Approx. \$1 million will be paid in January, 2012 for CY11
- **Payment of uncollected tolls will allow LTA to meet coverage requirements for debt service payments due in Dec’11, June’12, Dec’12 and June’13.**

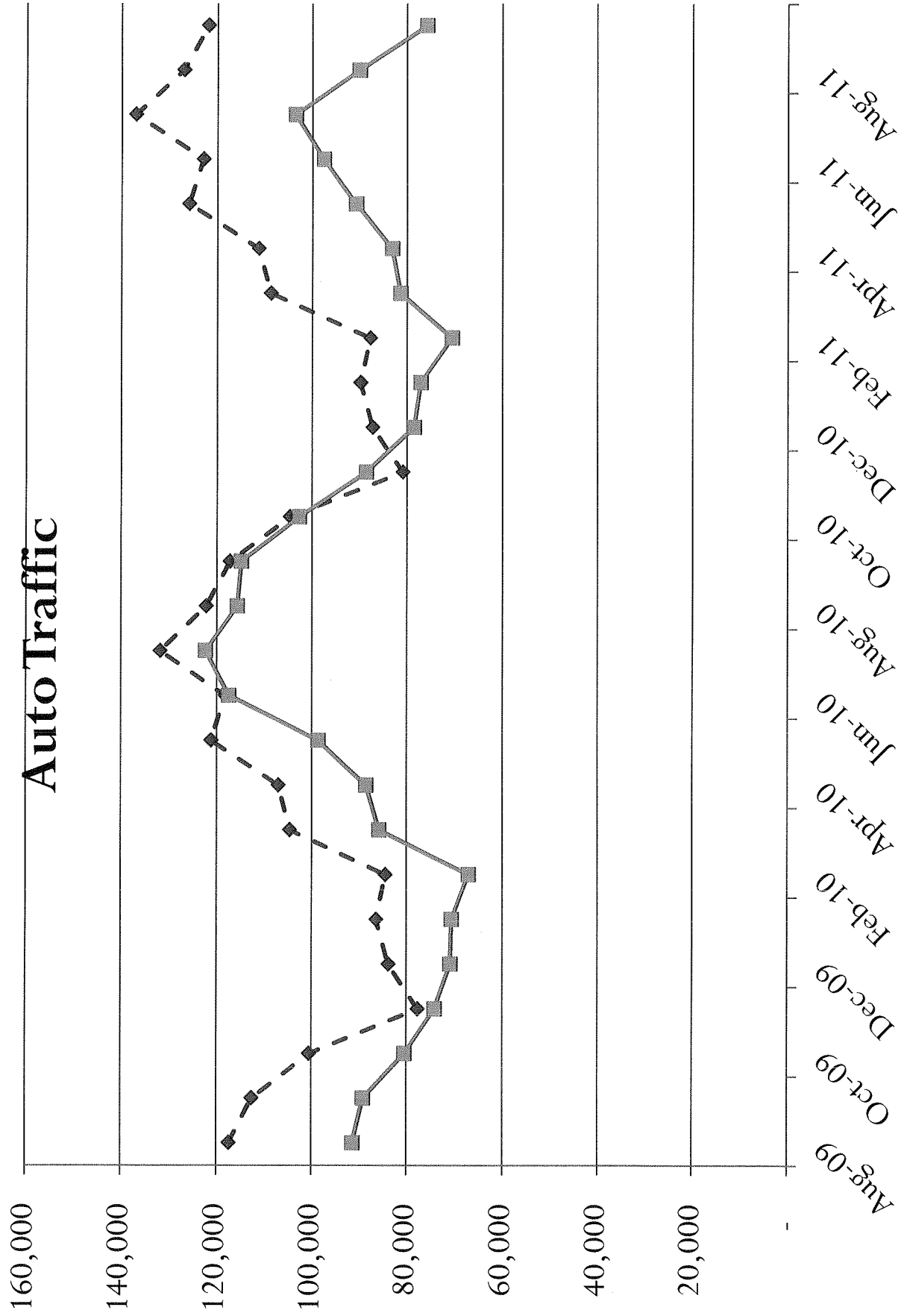
LA 1 Toll Road Debt Service Update

- In May of 2011, LTA directed DOTD to move forward with URS study recommendations and report back by November 30, 2011.
- Since the LTA **will** be able to meet debt service requirements in CY 2011, 2012 and part of 2013, DOTD recommends that the time table for the delivery of recommendations be moved to the fall of 2012.
- This will allow DOTD sufficient time to complete the additional studies and to explore all options including restructuring the TIFIA loan payments.

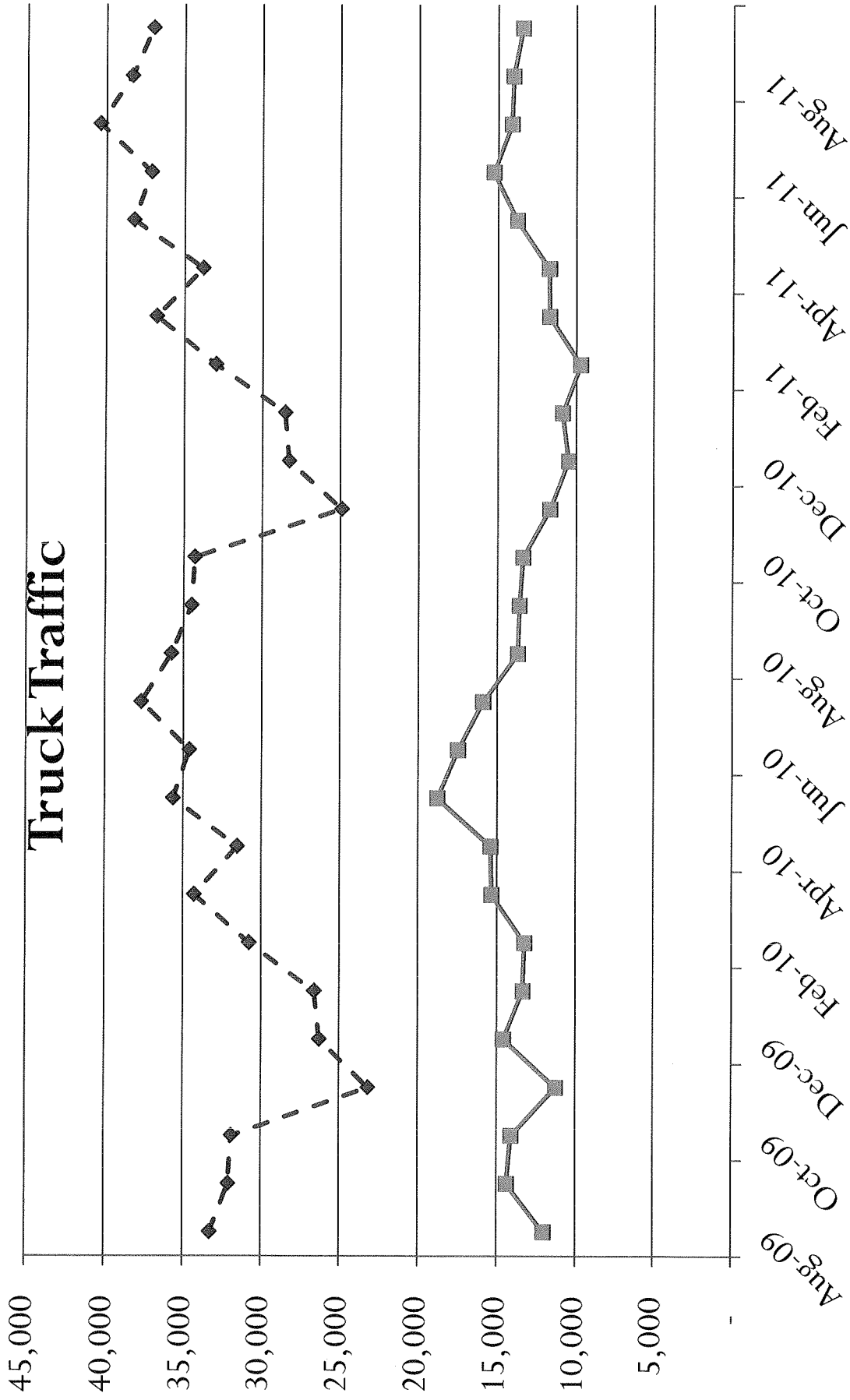
Consideration of Resolution

- A resolution directing the Department of Transportation and Development and the Toll Road Consultant to continue to develop recommendations for the LA1 Toll Road Project; and providing for other matters in connection with the foregoing.
- Directs the DOTD and the Toll Road Consultant to continue to undertake the traffic and elasticity studies and develop recommendations to be presented to the Authority no later than November 30, 2012.
- Further directs the DOTD to immediately notify the Authority if there is any concern about the Rate Covenant not being met for calendar year 2012.

Auto Traffic

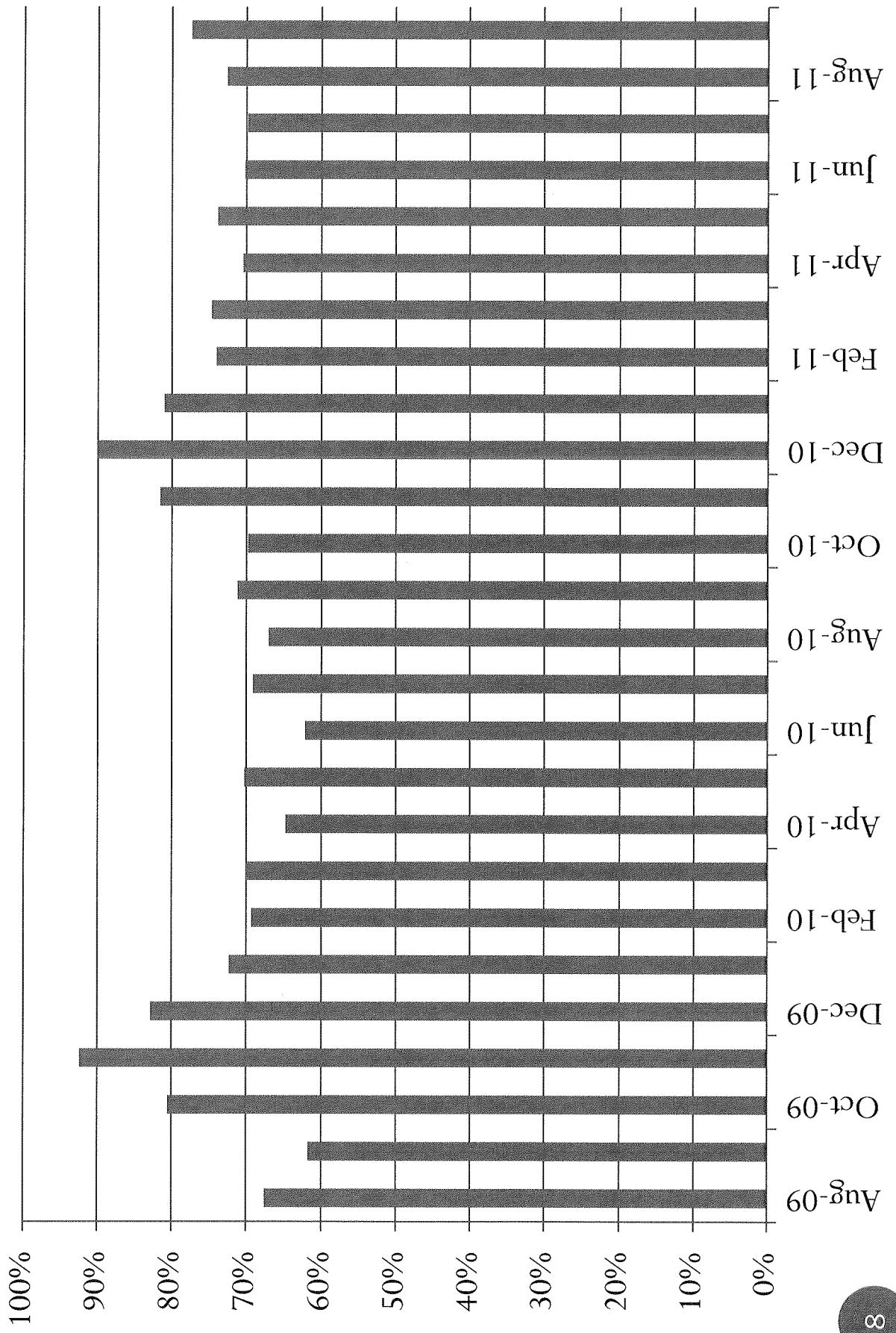


Truck Traffic



--◆-- Forecast Monthly Count —■— Actual Monthly Count

Collection Rate



Status of Work Done by ETCC on Electronic Toll System

Accomplishments

Image acceptance rate has increased by 15.28% by implementing changes to the image review procedures resulting in an increased number of perusable image generated transactions

System monitoring procedures have been implemented resulting in less incoming calls to the CSC operations which increase staff productivity and efficiencies in the maintenance process

ETCC has acquired the kiosk software code enabling software upgrades to be made in house resulting in better operations, reduced customer impact and eliminating reliance on third party vendor

Status of Work Done by ETCC on Electronic Toll System

Planned System Enhancements In Progress

Increase GeauxPass transaction reconciliation

Business Rule change will allow a customer account to be driven negative by posting a toll transaction, a reject payment and or a reject payment fee

- Will remedy the current issue of transactions not able to post to an account with a insufficient funds
- Resulting in an additional 8 % increase in AVI posted revenue
- Currently averaging \$600.00 a day

Status of Work Done by ETCC on Electronic Toll System

Planned System Enhancements In Progress

Image review business rule changes will be implemented to reduce operating cost and improving maintenance repair and response times

Business system reports are being revised to eliminate the need to use multiple sources to support system audits and end to end reconciliation process

Installation of cash lane will result in increased revenue by reducing the number of non-collectable image generated transactions

Status of Work Done by DOTD on Electronic Toll System

A reciprocal agreement with North Texas Tollway Authority is being executed ~~which~~ providing the ability for DOTD to retrieve license plate information for Texas Vehicles

Efforts underway to negotiate similar contract with Mississippi Office of Motor Vehicles

Almost 20% of total video transactions come from Texas and Mississippi, with the majority of them coming from Texas

Status of LA 1 Cash Lanes Implementation

Alternative 1 - Widening the north side of the structure

Consists of widening the existing bridge at the intersection of LA 1, 22' to the South to provide the clearance necessary to reconfigure the existing two -ORT lanes and shoulders into two cash lanes and one automatic lane

Estimated Cost: \$3.9M Construction Time: 11 months

Alternative 2 - New exit structure south side

Consists of adding a 26' wide separate bridge off-ramp for the northbound traffic and restriping the existing southbound and northbound lanes into two cash lanes and one automatic lane

Estimated Cost: \$3.3M Construction Time: 8 months

Status of LA 1 Cash Lanes Implementation

Alternative 3 - No additional bridge structure is required

Consist placing temporary concrete barrier railing and restriping the two existing toll lanes for one ORT lane and one Cash lane

A 4 feet island will be created for a small toll booth at the cash lane

At peak hours some queue may develop

Southbound Wide Loads over 14' will use Northbound Lane

Estimated Cost: \$120K

Construction Time: 3 months

Status of Economic and Traffic and Revenue Studies by URS

- URS received LA-1 toll transaction data
- URS initial review of LA-1 toll transaction data completed October 5, 2011
- Traffic count survey completed and submitted September 28
- Value of time (elasticity) survey scope and budget prepared and submitted September 27

Revised Schedule for Completion of Economic and Traffic and Revenue Studies by URS

- Value of Time Survey – January 15, 2012
- Receive 2011 T&R data – February 1, 2012
- Submit Refined Recommendations – March 15, 2012
- Final Report and LTA Presentation – June 1, 2012

Require the TEAS AND MS PLATES TO USE THE CAPS LOWE

Questions ??

Contact:

Rhett Desselte P.E.

DOTD Asst Secretary for Operations

(225) 379-1836

rhett.desselte@la.gov

Michael Bridges, P.E.

DOTD Undersecretary

(225) 379-1270

michael.bridges@la.gov