

**Louisiana Department of Transportation and
Development's response to State Concurrent
Resolution no. 126**

Technical Assistance Report Number 5
LOUISIANA TRANSPORTATION RESEARCH CENTER

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by

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I. EXECUTIVE SUMMARY

A model was developed to review the TIMED program and analyze its possible future outcomes. Specifically, it investigated the outlook of the TIMED program in the year 2005, how much the TIMED program must be extended to fund all the projects in the program and how much the TIMED tax must be increased to fund all the projects by the year 2005.

The original cost estimate of the projects in the TIMED program totalled \$1361m. These cost estimates were included in the legislation. However, new cost estimates suggest a total of approximately \$2021m (an increase of almost 50%). This change in the estimated cost of the TIMED projects is one of the reasons motivating the review of the fund and its funding program.

Bonds to the value of \$263.9m were issued on behalf of the TIMED Fund in 1990. An interfund loan of \$160m was made from the TIMED Fund to the Transportation Trust Fund (TTF) shortly thereafter. The \$160m loan was made up of \$97.1m from the bond proceeds and \$62.9 from cash in the TIMED Fund. The loan is repayable in 2010, although there is serious doubt whether the TTF will ever be in a position to repay the loan. The initial shortage in the TTF was caused by the fuel tax only being operational for 6 months in the 1990 fiscal year and then at 12 cents per gallon instead of the designated 16 cents per gallon reached in 1992. In addition, the TTF had to refund the State General Fund for money received during the first 6 months of the 1990 fiscal year.

The expected inability of the TIMED Fund to meet all its financial commitments within the prescribed period does not only arise out of the estimated increased project costs or the fact that it has made an interfund loan that is not expected to be repaid. Other contributing factors are the extra costs resulting from the bond issue (i.e. principal and

interest payments) and the fact that income to the fund is decreasing at an estimated 2.5% per annum in real terms. Bond repayments total \$457.25m and are serviced entirely from the TIMED Fund.

To date, \$242m has been expended on projects in the TIMED program. Of this, approximately \$34m has come from federal funds and the remaining \$208m from the TIMED Fund. If federal funding is continued to be used then a total of \$285m of the total \$2021m for all projects will come from federal sources.

The model developed to analyze the situation shows that if nothing is done, the TIMED Fund will indeed not be capable of funding all the projects in the program by the year 2005. Of the 16 projects in the program, 9 will be incomplete in 2005 if no further federal funding is used in the program and 7 will be incomplete if federal funding is used. Alternatively, an additional \$1008.5m in 1994 dollars would be required to complete all projects if no further federal funding is used. If federal funding is used, an additional \$758.1m in 1994 dollars is required to complete all projects.

Extending the period over which the TIMED tax is imposed will probably require a constitutional amendment. If this is approved and the TTF does not repay its loan of \$160m in 2010, the model suggests that all projects would be financed by 2022 if federal funding is not used and in 2017 if federal funding is used. If the TTF pays back its loan, the construction period above will be reduced by 2 years in each case.

To fund all projects by the year 2005 requires that the TIMED tax be increased immediately to 7 cents per gallon if federal funding is used or 8 cents per gallon if federal funding is not used. A tax increase would probably require a constitutional amendment.

The above estimates are based on the assumption that there will be no market reaction

to price changes and that existing conditions will otherwise be maintained. Variations in these assumptions may need to be tested in order to quantify their impact on the results. Other possibilities, such as the omission or modification of certain projects from the list should also be investigated.

II. SENATE CONCURRENT RESOLUTION NO. 126

To urge and request the Department of Transportation and Development to conduct a study into the local hiring provisions and funding prognosis of the projects in the Transportation Infrastructure Model for Economic Development Fund.

WHEREAS, Act 16 of the First Extraordinary Session of 1989 created the Transportation Infrastructure Model for Economic Development Fund (TIMED) thereby imposing an additional four cent tax upon all gasoline and motor fuels for the purpose of specific infrastructure development; and

WHEREAS, local governments and local residents of areas directly involved in such anticipated development were encouraged to support the proposal as a means of putting local people back to work on the proposed construction projects; and

WHEREAS, Act 557 of the 1991 Regular Session was enacted to insure that at least eighty percent of the workers employed on any TIMED project would be Louisiana residents; and

WHEREAS, the Department of Transportation and Development is using TIMED money as a match to federal funding for many of the TIMED projects; and

WHEREAS, the eighty percent residency requirement is being waived due to the use of such federal funding thereby limiting the anticipated boost to local employment; and

WHEREAS, the Department of Transportation and Development has explained the need for federal funding as a result of insufficient funding for the projects through TIMED receipts.

THEREFORE, BE IT RESOLVED that the Legislature of Louisiana urges and requests the Department of Transportation and Development to prepare a detailed study of the local hiring provisions and the funding prognosis of the TIMED projects and requires that such study include, but not be limited to, interpretation from local federal authorities as to the waiver of the residency requirements; justification for using federal funding on such projects; explanation of use of monies dedicated through the TIMED program to projects which are now receiving federal funds and, therefore, not requiring such total original dedication; and any anticipated shortfall of TIMED funding, explanation of shortfall causes, and plans to address such shortfall.

BE IT FURTHER RESOLVED that the department shall present the conclusions and recommendations of its study to the Joint Committee on Transportation, Highways and Public Works not later than March 1, 1994.

1. INTRODUCTION

The subject of this investigation is a review of the TIMED¹ program and an analysis of its future. The need for such an analysis arose from concern that the TIMED program is incapable of achieving its goals within the initial time and funding-level constraints set at its inception. This report documents the results of an analysis investigating the current situation and quantifying the outcome of alternative courses of action that seek to remedy the situation.

2. OBJECTIVES

The objectives of this study are to:

- (i) estimate the situation in year 2005 with the current TIMED program in operation.
- (ii) estimate how long current TIMED funding must be extended to fully fund the projects listed in the TIMED program.
- (iii) estimate how much the current level of funding must be increased to complete the projects in the TIMED program by the year 2005.

¹ The Transportation Infrastructure Model for Economic Development (TIMED) program was enacted by the Louisiana State Legislature in 1989 following a referendum approving the amendment of the State's Constitution. The TIMED legislation imposes a 4 cents per gallon fuel tax to construct specific transportation projects in Louisiana. The tax is scheduled to be in effect from 1/1/1990 to 1/1/2005.

3. STATUS QUO OF THE TIMED FUND

In the Extraordinary Session of the Louisiana State Legislature in 1989, legislation was passed that imposed a 4 cents per gallon tax on all gasoline and special fuels sales in Louisiana (Act 16 of 1989). This Act was subsequently amended by Act 11 of 1989. The legislation was based upon a referendum held in Louisiana seeking an amendment to the Constitution to pass the proposed legislation.

Proceeds from the fuel tax are paid into the Transportation Infrastructure Model for Economic Development (TIMED) Fund. In the legislation it is stated that the funds are to be used "solely and exclusively for the following projects and in the following amounts". The projects specified in the legislation and their estimated costs at the time of drawing up the legislation are shown in the second column of Table 1 under the heading "original cost estimate".

New project cost estimates differ considerably, in some cases, from those in the legislation. The new estimates are shown in the third column in Table 1. The costs include engineering design, right-of-way, utility provision and construction costs and are expressed in 1994 dollars. Where federal funding has been considered for TIMED projects, the possible federal contribution is shown in column 4 of table 1. If federal funding is used on TIMED projects, the federal contribution must be subtracted from the total cost shown in table 1 to establish the TIMED Fund portion of the project cost.

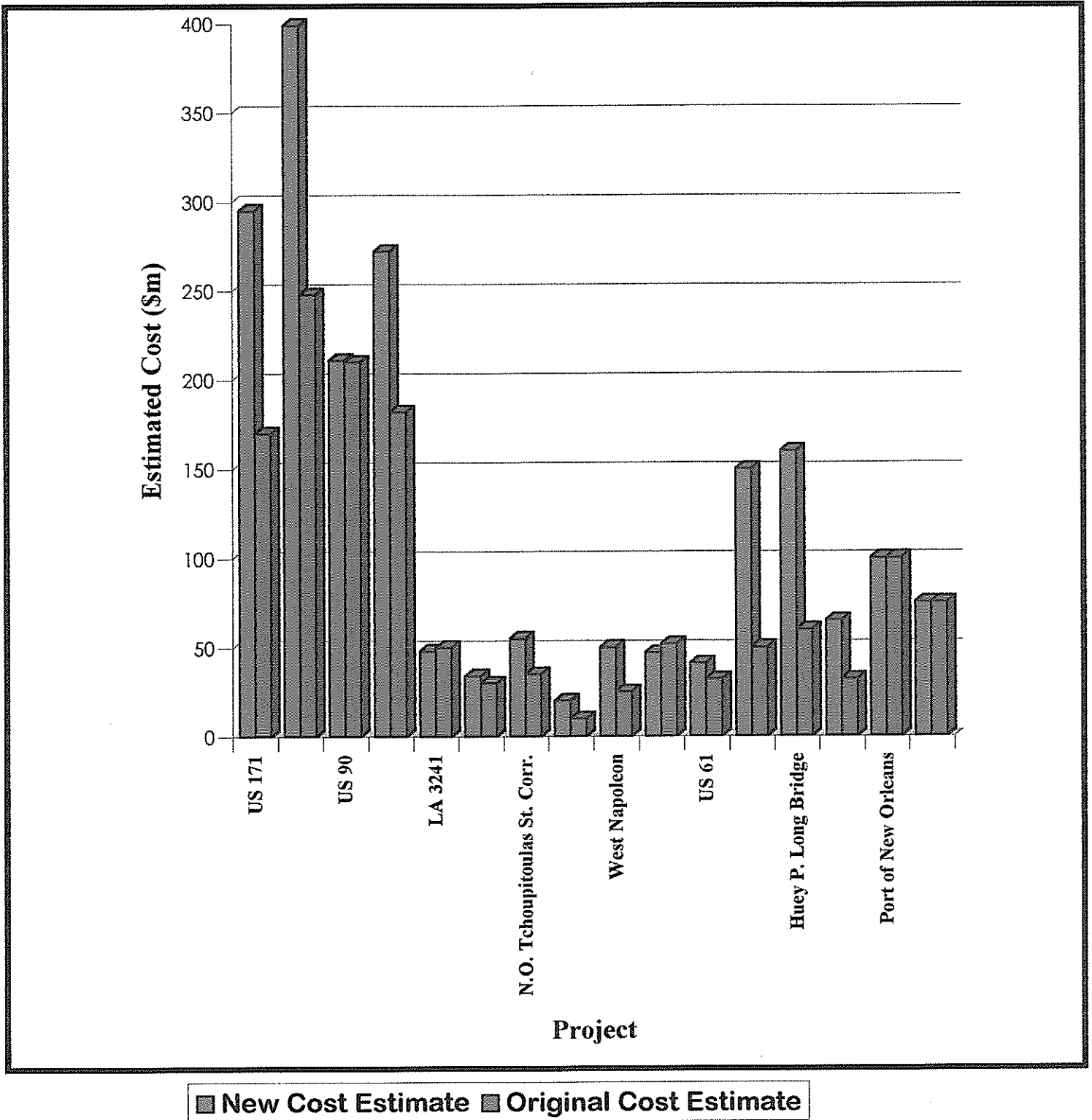
A graphical presentation of the project cost estimates is shown in figure 1. The original and new cost estimates are shown side by side for easy comparison.

PROJECT	ORIGINAL COST ESTIMATE (\$m)	NEW COST ESTIMATE (\$m)	POSSIBLE FEDERAL CONTRI- BUTION (\$m)
US 171	170	295	80
US 165 (including US 425)	248	399	40
US 90	210	211	78
US167	182	272	7
LA 3241	50	48	28
Jefferson Parish West Bank Expressway	30	33	0
New Orleans Tchoupitoulas Street Corridor	35	55	11
Earhart Boulevard	10	20	2
West Napoleon (Jefferson Parish)	25	50	9
LA 15	52	47	14
US 61	32	41	16
New Mississippi River Bridge at St. Francisville	50	150	0
Huey P. Long Bridge	60	160	0
New Florida Avenue Bridge over Industrial Canal	32	65	0
Port of New Orleans	100	100	0
New Orleans International Airport	75	75	0
TOTAL	1361	2021	285

TABLE 1

ORIGINAL AND NEW COST ESTIMATES OF PROJECTS IN THE TIMED PROGRAM

Figure 1. Project Costs



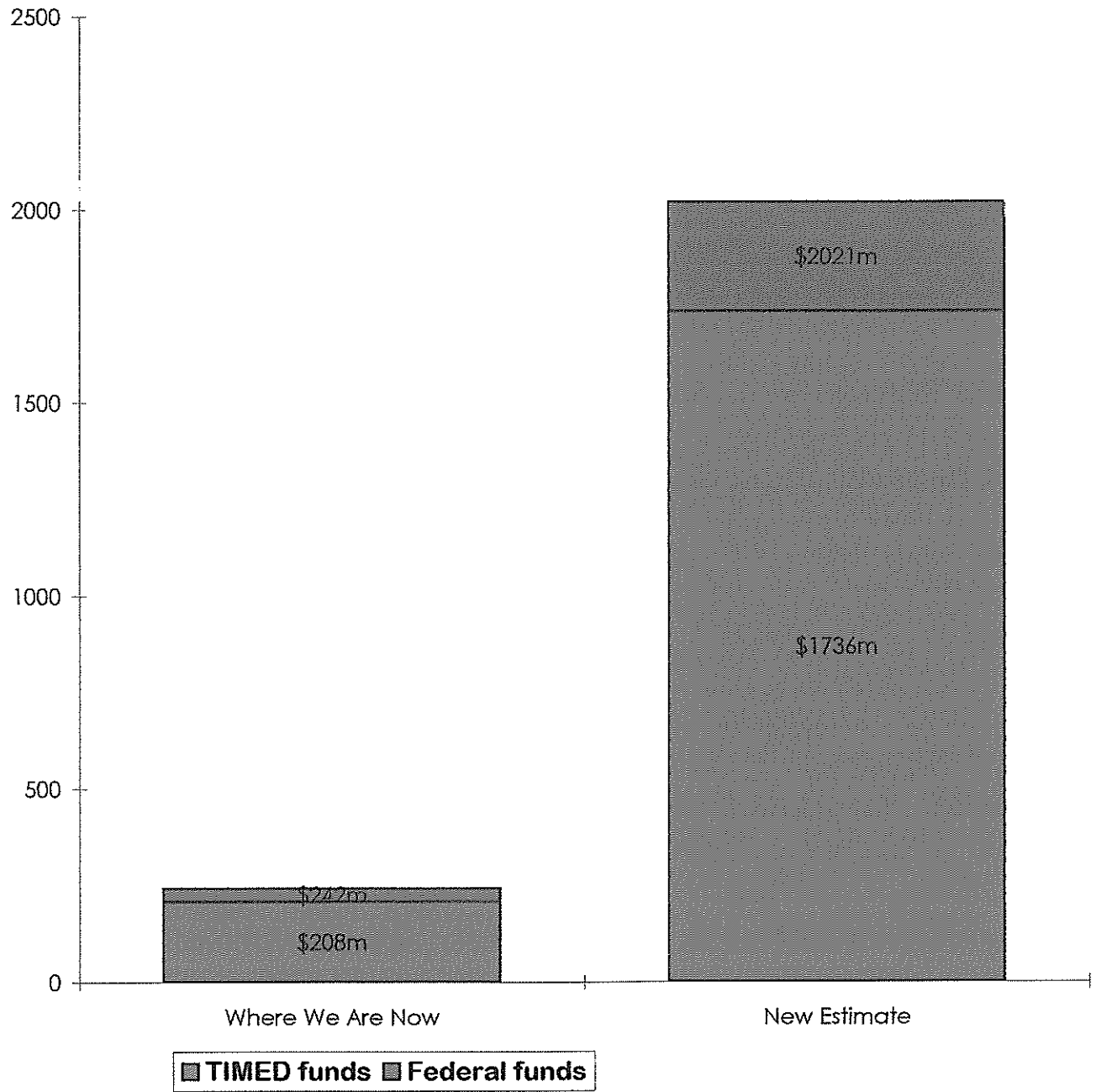
The current situation is shown in Figure 2. This shows that \$242m has been expended on projects from the TIMED Fund up to the end of the 1993 fiscal year. Of that amount, approximately \$34m has been federal funds and \$208m has been from the TIMED Fund. If federal funds are continued to be used then, ultimately, \$1736m will be required from the TIMED Fund to finance the total cost of \$2021m for all the projects.

Paragraph 820.2 B of the Act seems to indicate that funds beyond those stipulated in the legislation may not be disbursed from the fund. The legislation also prohibits the addition of any projects to the list in Table 1 although it does permit omission of projects if the legislature feels that the priority of a project is incorrect (paragraph 820.2 D (3)). When projects are omitted, new projects may not be substituted for those removed (*ibid*).

The legislation requires that the TIMED tax cease 15 years after the date of its imposition or upon the date that all the TIMED Fund's obligations have been met, whichever is the sooner (paragraph 820.3). Since the TIMED fund will not meet its financial commitments before the 15 year period is over (see the section on Analysis and Results later in this report) and the TIMED tax came into effect on January 01, 1990, proceeds from this revenue source are expected to run until, and only until, January 01, 2005.

Bonds may be issued under Article VII Section (6)(c) of the constitution and bonds with a value of \$263,903,000 were issued on behalf of the TIMED Fund on April 15, 1990. Ostensibly, this was to allow the TIMED Fund to finance early projects but it also appears to have been done to permit the lending of \$97,100,000 to the Transportation Trust Fund from the bond proceeds. Such interfund borrowing is specifically provided for in the TIMED legislation (paragraph 820.2 C) suggesting that this loan was contemplated before the legislation was drafted. In 1990 (fiscal years 1990 and 1991),

Figure 2. Current Status



\$160m was paid into the TTF from the TIMED Fund as an interfund loan (\$97.1m from bond proceeds and \$62.9m from cash in the TIMED Fund).

Repayment of the interfund loan must be made before June 30, 2010 (paragraph 820.2 C of the Act). There is no reference to interest being charged on the loan and the Office of Fiscal Control of the State Treasury Department is of the opinion that no interest will be demanded. The Department of Transportation and Development is of the opinion that the Transportation Trust Fund will not be able to repay the interfund loan in 2010 without significantly curtailing the Department's budget.

Bond repayments (principal and interest), their timing and the interest charged is shown in Table 2. Note that the bond repayments total \$457.25m of which \$193.35m is interest and the remainder is capital redemption on the original amount.

The legislation requires that at least 80% of the workers employed on any TIMED project be local residents (paragraph 820.3 of the Act). An investigation by the Department of Transportation and Development has shown that this figure is currently being exceeded with local employment measuring in excess of 96% of all jobs on TIMED projects (see APPENDICES A and B).

At the same time as the enactment of the TIMED legislation, the state established the Transportation Trust Fund (TTF) to be supported by a gasoline and fuel tax (Act 847 of 1989). The tax was set at 16 cents per gallon but was phased in with 12 cents per gallon in 1990, 14 cents in 1991 and 16 cents in 1992. Prior to institution of the TTF on January 01, 1990, highways were funded from the State General Fund. Following introduction of the TTF, \$70m on the operations budget and \$76m on the capital outlay budget had to be refunded by the TTF to the General Fund for funding received during the first six months of the 1990 fiscal year. Since the TTF only had six months of taxation at the reduced rate of 12 cents per gallon, it was unable to maintain a

reasonable budget without borrowing. Subsequently, the TTF borrowed \$103m for capital outlay in the 1990 fiscal year and \$57m for operations in the 1991 fiscal year from the TIMED Fund to bridge this period when it had reduced income.

FISCAL YEAR	BOND REPAYMENT (\$m)	INTEREST (\$m)	PRINCIPAL (\$m)
1991	18.28	18.28	0.00
1992	16.71	16.71	0.00
1993	16.71	16.71	0.00
1994	25.41	16.41	9.01
1995	34.66	15.46	19.20
1996	34.61	14.12	20.50
1997	34.57	13.42	21.89
1998	34.52	11.15	23.37
1999	34.43	9.48	24.95
2000	34.35	7.65	26.70
2001	34.27	5.65	28.62
2002	35.31	21.81	13.50
2003	35.31	22.73	12.57
2004	34.19	3.50	30.69
2005	34.11	1.19	32.92
TOTAL	457.25	193.35	263.90

TABLE 2

BOND REPAYMENTS

TIMED funds spent to the end of the 1993 financial year include \$3.995m on US 171, \$10.330m on US 165 and US 425 combined, \$77.820m on US90, \$2.009m on US167, \$0.016m on LA 3241, \$32.616m on the West Bank Expressway, \$1.048m on LA 15, \$0.563m on US 61, \$0.631m on design costs for the bridge over the Mississippi River at St. Francisville, \$48.510m on the Port of New Orleans, \$18.786m on New Orleans International Airport, \$3.780m on Tchoupitoulas Street Corridor, \$0.130m on Earhart Boulevard, \$0.741m on the new Florida Avenue Bridge and \$6.860m on West Napoleon. The total expenditure for these projects from the TIMED Fund was \$207.835m over a period of 3.5 years. In addition to this amount, \$34.406m of federal Highway Fund contributions has been paid to highway projects within the TIMED program during this period. Interest paid on the bonds total \$51.7m to the end of the 1993 fiscal year. Together with the interfund loan of \$160m, approximately \$419m had, therefore, been disbursed from the TIMED Fund by the end of the 1993 fiscal year. The balance in the TIMED Fund at that time was \$134.6m suggesting a total income of approximately \$554m of which \$263.9m was from the bond issue. The balance of the income to the fund has been from the TIMED tax and interest on the balance in the TIMED Fund.

4. ANALYSIS OF THE TIMED FUND

4.1 The model

A mathematical model was developed to permit rapid analysis of alternative features of the TIMED program or conditions surrounding the Fund. The model is capable of investigating the impact of different rates of taxation, program durations, project costs, rates of inflation, interest rates and project priorities.

The model operates within a spreadsheet on a microcomputer and uses linear

programming to schedule projects in order of priority without exceeding the annual budget. The model formulation is as follows:

$$\text{Minimize} \quad \sum_{n=N'}^N \sum_{k=1}^K P_k C_{k,n} \quad (n-N') \text{-----}(1)$$

subject to:

$$(i) \quad \sum_{k=1}^K C_{k,n} \leq b_n \quad \forall n \neq N \quad (\text{budget only exceeded within final year})$$

$$(ii) \quad C_{k,n} \geq 0 \quad \forall k,n \quad (\text{non-negativity of costs})$$

$$(iii) \quad \sum_{n=N'}^N C_{k,n} = C_{k,n} \quad \forall k \quad (\text{each project is funded once})$$

where,

P_k = priority index of project k.

$C_{k,n}$ = cost of project k in year n.

b_n = budget in year n.

N' = initial year in analysis period.

N = final year in analysis period.

K = total number of projects.

The model minimizes the objective function in equation (1) above by establishing that set of $C_{k,n}$ which achieves the minimum value within the constraints set. In the objective function, only the $C_{k,n}$ may vary; project cost and project priority are fixed. However, the year in which the cost of a project is incurred influences the value of the objective function, with the result that projects will be funded as early as the budget will permit. Added to this, the impact of the priority value in the objective function is to schedule a project with a high priority sooner (i.e. when the product $C_{kn}(n-N')$ is small) rather than later because the increment to the objective function's value will be smaller under those conditions. The model does not take into account that there may be delays in engineering design, right-of-way acquisition or construction of a project and thus spread out the assignment of funds to accommodate this. However, constraints may be placed on the maximum amount which may be spent on any project in any year thereby simulating the situation where limits on project expenditure exist.

The construction program drawn up by the Department of Transportation and Development till the year 2000 is adhered to by the model. However, following the year 2000, the model assigns money to projects depending on the availability of funds and the priority of the project.

The model is limited by the number of solution variables and constraints that the optimization procedure in the spreadsheet can accommodate. The model application shown below was executed on Microsoft Excel version 4.0 which has a limit of 200 solution variables. The model takes approximately 1 minute to produce a solution with a full set of solution variables on an Intel 80486 microprocessor equipped IBM PC compatible machine operating at 66Mhz clock speed.

4.2 Input to the model

The model takes inflation into account by using the Present Value of all income and expenditure items in the model. Input to the model consists of the following information:

- (i) A list of the projects and their estimated cost (in 1994 dollars). Only the new cost estimates (see Table 1) are handled in this analysis. However, two conditions are investigated; one where the total cost of the projects is borne by the TIMED Fund alone and the other where federal funding is subtracted from the total cost to establish the TIMED Fund's contribution in this case. The most recent cost estimates of highway projects were obtained from officials within the LA DOTD. Project costs to be incurred up to the year 2000 (i.e. during the programmed period) are submitted as scheduled expenditures in the model.
- (ii) Balance in the TIMED fund at the beginning of the analysis period. The Office of Fiscal Control in the State Treasury Department reported that the balance in the TIMED fund as of 07/12/93 was \$134,628,995.53.
- (iii) The priority of each project. The priority is expressed as an index of positive integers where higher values indicate higher priority. In this application, the projects were assigned priority indices ranging from 1 to 16 (i.e. the most important project obtained the priority index of 16 and the least important the value of 1). These values feature as P_k in the objective function in equation 1. The priorities in the application below were inferred from the construction program and discussions with DOTD officials and may need to be amended. However, priorities affect only the scheduling of projects and thus they determine only the

order in which projects receive funding after 2000.

- (iv) Annual revenue over the period of analysis. The year 1994 is used as the base year and the analysis period extends to the year 2005, or beyond, depending on the nature of the analysis. Revenue is generated from the TIMED fuel tax, interest earned on unused TIMED funds and any payment that may be made into the TIMED Fund such as a loan, grant, repayment of interfund borrowing or the release of money from the Debt Service Reserve Account at the end of bond period. In this analysis, we have estimated input from the fuel tax, allowed the balance in the TIMED Fund to draw interest at a rate of 3.2% per annum and allowed the Debt Service Reserve Account to be depleted in the final years as provided for in the regulations. Payments from the Debt Service Reserve Account into the TIMED Fund are shown in row 4 of Tables 3 to 8.

To estimate the revenue generated from the fuel tax we have used the following information. The Budget Office of the State Treasury Department maintains that fuel consumption is increasing at approximately 1% per annum in Louisiana and the general rate of inflation is 3.5% per annum. Subsequently, the revenue from fuel tax is estimated as effectively reducing by 2.5% per annum in real terms for the analysis period. An income of \$92.4m from fuel tax has been estimated by the Budget Office of the State Treasury Department for fiscal year 1994 and we have discounted the subsequent years by 2.5% per year. The estimated income from the fuel tax is shown in the second row of Tables 3 to 8.

- (v) Annual expenditure over the analysis period. This includes bond repayments and any payments made from the fund such as interfund lending. Since inflation is accommodated within the model by using the Present Value of all financial transactions, the bond repayments are also discounted to 1994 values using a discount rate of 3.5% per annum. The bond repayments, in 1994 dollars, are as

shown in row 5 of Table 3 in section 6.

- (vi) The interest rate on the balance in the TIMED fund. The Office of Fiscal Control in the State Treasury Department reports that the fund currently earns interest at a rate of 3.2% per annum on the balance in the fund.

The input above can be changed to reflect a change in the economy or changes that may occur in society. For example, changing the discount rate reflects a change in the rate of inflation. Changes in fuel consumption can be reflected in a change in the income from the fuel tax.

The Clean Air Act could have an effect on the development of different fuels or propulsion systems in vehicles in the future. In addition, there is a trend towards more fuel-efficient and smaller vehicles and it is not certain what impact this will have on the long term consumption of gasoline. Such uncertainties can be accommodated by the development of alternative futures and the generation of possible future conditions. Such possibilities have not been investigated in this report.

5. RESULTS

5.1 Status in 2005

If project costs are assumed as being those of the new cost estimates and all projects are funded entirely by the TIMED Fund, the condition of the fund and the expenditure on projects will be as shown in Table 3. This shows a deficit of \$1008.52m in the year 2005 (bottom right-hand corner of the table in the column "year 2005" and row "balance in year n"). The projects that would make up that deficit, in investment required, are shown in the column of year 2005 by positive funding values

year	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
income from fuel tax		92.40	90.15	87.95	85.80	83.71	81.67	79.68	77.73	75.84	73.99	72.18	35.21
deposits into fund		0	0	0	0	0	0	0	0	0.134	1.665	0.875	23.366
payments from fund													
bond repayments		25.413	33.486	32.313	31.178	30.078	28.992	27.942	26.936	26.813	25.906	24.241	23.366
annual budget for projects		134.6	205.89	134.60	105.36	61.87	85.99	66.52	44.29	49.16	49.75	48.82	
interest rate on balance		0.032											
PRIORITY COST													
US171-Lake Charles to Shreveport	9	286.08	13.67	48.27	9.38	26.08	47.00	46.90	0.00	0.00	26.10	48.82	18.25
US165-110 Alexandria-Monroe-Bastrop-Arkansas Line & US425	8	379.73	10.68	0.50	1.81	13.71	24.66	16.92	0.00	0.00	0.00	0.00	311.95
US90-Morgan City to Houma	10	115.74	23.63	3.50	22.31	2.60	0.00	0.00	0.00	40.06	23.65	0.00	0.00
US167-Alexandria-Ruston to Arkansas Line	7	268.25	1.49	7.28	5.28	13.97	0.00	0.00	0.00	0.00	0.00	0.00	240.23
LA3241-112 to Bush (Bogalusa)	5	47.98	1.07	2.53	11.69	0.00	0.00	10.00	0.00	0.00	0.00	0.00	22.70
Jefferson Parish West Bank Expressway (Ave. D to Ames Blvd.)	14	0.58	0.58	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.58
New Orleans Tchoupitoulas Street Corridor	13	51.22	3.13	12.59	11.51	4.49	0.00	0.00	19.50	0.00	0.00	0.00	0.00
Earhart Blvd.(Orleans parish line to Loyola Ave.)	12	19.87	0.37	0.50	3.00	3.00	0.00	0.00	10.00	0.00	0.00	0.00	0.00
West Napoleon (Jefferson Parish)	11	43.14	12.20	7.04	0.00	0.00	0.00	0.00	14.80	9.10	0.00	0.00	0.00
LA15-Natchez, Miss. to Monroe	6	44.39	0.00	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	43.14
US61-Batons to Miss. Line	4	40.34	2.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	44.23
New Mississippi River Bridge at St. Francisville	1	149.37	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	38.25
Huey P. Long bridge (widened to 6 lanes)	2	160.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	143.37
New Florida Ave. Bridge over Industrial Canal	3	64.26	0.50	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	160.00
Port of New Orleans	16	51.49	38.00	13.49	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	59.76
New Orleans International Airport	15	56.21	21.96	34.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Project costs in year n		130.37	85.45	105.87	47.16	29.58	71.66	72.82	44.29	49.16	49.75	48.82	1043.73
Balance in year n			75.53	49.15	0.49	7.98	32.28	-6.30	0.00	0.00	0.00	0.00	-1008.52
102210													
80													
TRUE													
TRUE								TABLE 3					
TRUE													
600													
FUNDS OUTSTANDING IN 2005 - NO FEDERAL FUNDING USED IN PERIOD 1994-2005													

(representing the amounts needed to complete the projects). Thus, at current levels of funding, US171, US165, US167, LA3241, LA15, US61, the New Mississippi River Bridge at St. Francisville, the Huey P. Long Bridge and the New Florida Avenue Bridge over the Industrial Canal will be incomplete in year 2005. To complete them would cost \$1008.52m.

Projects that are completed by 2005 if no federal funding is used are US90, the Jefferson Parish West Bank Expressway, the New Orleans Tchoupitoulas Street Corridor, Earhart Boulevard, West Napoleon, the Port of New Orleans and the New Orleans International Airport (7 projects in all).

If federal funding is used on those TIMED projects that qualify for such funding, the situation improves slightly to that shown in Table 4. This shows that the total deficit in 2005 would be \$758.14m. Alternatively, eight projects (US165, US167, LA3241, LA15, US61, the St. Francisville Bridge, Huey P. Long Bridge and the New Florida Avenue Bridge over the Industrial Canal) will not be completed by 2005. Three of them (LA15, the St. Francisville Bridge and the Huey P. Long Bridge) would have received virtually no funding at all. Eight projects will be completed.

5.2 Extension of TIMED funding

The situation when the TIMED tax is kept at its current rate but is extended beyond 2005 was also investigated. If no federal funding is assumed and the TTF does not repay its loan of \$160m to the TIMED Fund in 2010, the situation portrayed in Table 5 is achieved. The table shows that in 2018 a deficit of \$199.84m exists. However, it is clear from the flow of funds in the table (i.e. income from fuel tax and the absence

year	1993.00	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
Income from fuel tax		92.40	90.15	87.95	85.80	83.71	81.67	79.68	77.73	75.84	73.99	72.18	35.21
deposits into fund		0	0	0	0	0	0	0	0	0.134	1.665	0.875	23.366
payments from fund													0
bond repayments		25.413	33.486	32.313	31.178	30.078	28.992	27.942	26.936	26.813	25.906	24.241	23.366
annual budget for projects		205.89	137.17	114.84	76.38	69.89	58.66	51.84	46.53	49.16	49.75	48.82	35.21
Interest rate on balance													
		134.60											
		0.03											
PROJECTS (k)		Ckn	Ckn	Ckn	Ckn	Ckn	Ckn	Ckn	Ckn	Ckn	Ckn	Ckn	EXPENDITURE
US171-Lake Charles to Shreveport	9	211.51	13.67	1.19	47.66	6.97	17.40	18.98	0.00	44.50	45.13	0.00	0.00
US165-I10 Alexandria-Monroe-Bastrop-Arkansas Line & US42	8	348.47	10.68	0.10	1.81	12.58	8.51	15.24	0.00	0.00	4.62	48.82	245.62
US90-Morgan City to Houma	10	54.88	23.35	0.70	7.95	2.60	0.00	0.00	15.63	4.65	0.00	0.00	0.00
US167-Alexandria-Ruston to Arkansas Line	7	262.99	1.26	7.28	5.28	13.57	20.72	32.55	19.75	0.00	0.00	0.00	162.98
LA3241-I12 to Bush (Bogalusa)	5	21.20	1.07	0.51	11.21	4.44	0.00	2.00	0.00	0.00	0.00	0.00	1.97
Jefferson Parish West Bank Expressway (Ave.D to Ames Biv	14	0.00	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
New Orleans Tchoupitoulas Street Corridor	13	40.22	3.13	12.59	11.51	4.49	0.00	0.00	8.50	0.00	0.00	0.00	40.22
Earheart Blvd.(Orleans parish Ilne to Loyola Ave.)	12	17.47	0.37	0.50	3.00	3.00	0.00	0.00	7.60	0.00	0.00	0.00	0.00
West Napoleon (Jefferson Parish)	11	34.04	12.20	7.04	0.00	0.00	0.00	0.00	14.80	0.00	0.00	0.00	17.47
LA16-Natchez, Miss. to Monroe	6	31.85	0.70	0.16	0.00	1.08	0.00	0.00	0.00	0.00	0.00	0.00	31.85
US61-Balms to Miss. Line	4	24.34	0.70	0.00	3.36	0.00	9.29	0.00	0.00	0.00	0.00	0.00	24.34
New Mississippi River Bridge at St. Francisville	1	149.37	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	149.37
Huey P. Long bridge (widen to 6 lanes)	2	160.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	160.00
New Florida Ave. Bridge over Industrial Canal	3	64.26	0.50	2.00	2.00	11.50	14.56	0.00	0.00	0.00	0.00	0.00	64.26
Port of New Orleans	16	51.49	38.00	13.49	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	51.49
New Orleans International Airport	15	56.21	21.96	34.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	56.21
Project costs in year n			127.88	79.80	93.76	60.63	64.09	56.56	46.53	49.16	49.75	48.82	793.36
Balance In year n			78.01	57.37	21.08	15.75	5.79	-4.13	0.00	0.00	0.00	0.00	-758.14
		79582.8											
		80											
		TRUE						TABLE 4					
		TRUE											
		TRUE											
		600											
FUNDS OUTSTANDING IN 2005 - FEDERAL FUNDING USED IN PERIOD 1994-2005													

Year	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
n																											
In	92.40	90.15	87.95	85.80	83.71	81.67	79.63	77.73	75.84	73.99	72.18	70.42	68.70	67.03	65.39	63.80	62.24	60.72	59.24	57.80	56.39	55.01	53.67	52.35	51.08		
Ch	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Ph																											
Rn	89.453	84.316	80.823	77.800	75.308	72.842	70.422	68.053	65.733	63.464	61.245	59.076	56.956	54.885	52.864	50.892	48.969	47.096	45.272	43.500	41.778	40.106	38.485	36.914	35.393		
Bn	134.6	141.85	149.38	157.16	165.29	173.78	182.64	191.84	201.39	211.30	221.58	232.24	243.29	254.74	266.59	278.85	291.52	304.61	318.13	332.18	346.77	361.91	377.61	393.87	410.70		
I	0.02																										
Use tax multiplier	1																										
PRIORITY COST																											
US177-Lake Charles to Shreveport	9	266.06	13.67	48.27	9.38	47.09	46.99	46.99	0.00	0.00	26.11	48.82	48.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
US185-110 Alexandria-Monroe-Bartop-Arkansas Line & U	8	378.73	10.66	3.50	1.84	13.71	0.50	24.55	45.85	0.00	0.00	0.00	52.18	68.70	67.03	65.39	63.80	62.24	60.72	59.24	57.80	56.39	55.01	53.67	52.35		
US90-Morgan City to Houma	10	115.74	23.63	3.50	22.31	2.60	0.00	0.00	0.00	48.00	31.84	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
US187-Alexandria-Ruston to Arkansas Line	7	268.25	1.49	7.28	5.28	13.97	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
LA3241-12 to Bush (Bogalusa)	5	47.98	1.07	2.53	11.69	0.00	0.00	0.00	0.00	10.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
West Napoleon (Jefferson Parish)	11	43.14	12.29	7.04	0.00	0.00	0.00	0.00	0.00	14.81	8.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
LATS Natchez, Miss. to Monroe	6	44.39	0.00	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
US51-Baling to Miss. Line	4	40.24	2.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
New Mississippi River Bridge at St. Francisville	1	149.37	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
Huey P. Long Bridge (widened to 6 lanes)	2	160.00	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
New Florida Ave. Bridges over Industrial Canal	3	64.28	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
Project costs in year n		66.32	24.62	91.38	39.57	25.58	71.86	72.82	14.81	49.16	49.75	48.82	70.42	68.70	67.03	65.39	63.80	62.24	60.72	59.24	57.80	56.39	55.01	53.67	52.35		
Balance in year n		75.54	49.16	0.51	7.99	32.29	14.34	-4.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-199.84		
EXPENDITURE																											
123963																											
198																											
TRUE																											
TRUE																											
TRUE																											
600																											
TIME TO FUND ALL PROJECTS - NO FEDERAL FUNDING USED IN PERIOD 1994-2005																											
TABLE 5																											

of other expenses) that this could be redeemed in four years². Therefore, if the current level of fuel tax were to be extended to the year 2022, all projects in the TIMED program would be funded without assistance from federal funding.

If federal funding is used, the TIMED Fund would finance all projects by year 2017. This is shown in Table 6 where a surplus of \$6.82m occurs in 2017. It can be seen from Table 6 that the last project to be funded is the New Mississippi Bridge at St. Francisville (last contract let in 2017) with the Huey P. Long bridge being the second last with its last letting date being 2015.

Changing the priorities will change the scheduling pattern of the projects. Thus, this scheduling pattern is a direct product of the priorities assumed in this study (and shown in the second column of the tables). However, the year by which all the projects will be funded if current taxation levels are maintained is not affected by the order in which the projects are funded.

5.3 Increase in funding

If the current shortfall in funding is to be made up by increased fuel taxes by the year 2005, the model predicts that the fuel tax will have to be immediately increased to 8 cents/gallon if no federal funding is used and 7 cents/gallon if federal funding is used (see Tables 7 and 8 respectively). Table 7 shows a small surplus of \$12m when the fuel tax is raised to 8 cents/gallon and all project costs are funded from the TIMED Fund alone. Table 8 shows a small surplus of \$7.25m when fuel tax is raised to 7 cents/gallon and federal funding used. These results were achieved assuming the TTF

² The spreadsheet in which the model operates limits the number of years that the model may analyze. The limit was reached in this application in year 2018 and therefore requires manual interpretation to extend it to the point where the balance in year n would be zero.

year	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
income from fuel tax	184.80	180.29	175.90	171.61	167.42	163.34	159.35	155.47	151.67	147.97	144.37	140.77	137.16
deposits into fund	0	0	0	0	0	0	0	0	0	0	0	0	0
payments from fund	0	0	0	0	0	0	0	0	0	0	0	0	0
bond repayments	25.413	33.486	32.313	31.178	30.078	28.992	27.942	26.936	26.813	25.906	24.241	23.366	22.511
annual budget for projects	134.6	288.29	320.11	385.75	429.26	531.68	652.51	730.34	807.60	124.99	123.73	121.00	70.42
interest rate on balance	0.032												
fuel tax multiplier	2												
PRIORITY	9												
COST	286.08	13.67	1.62	48.27	9.38	26.08	47.00	46.90	93.16	0.00	0.00	0.00	0.00
EXPENDITURE	286.08	13.67	1.62	48.27	9.38	26.08	47.00	46.90	93.16	0.00	0.00	0.00	0.00
US171-Lake Charles to Sireveport	8	379.73	10.68	0.50	1.81	13.71	0.50	15.92	311.95	0.00	0.00	0.00	0.00
US165-110 Alexandria-Monroe-Bastrop-Arkansas Line & U425	10	115.74	23.63	3.50	22.31	2.60	0.00	0.00	63.71	0.00	0.00	0.00	0.00
US90-Morgan City to Houma	7	268.25	1.49	7.28	5.28	13.97	0.00	0.00	240.23	0.00	0.00	0.00	0.00
US167-Alexandria-Ruston to Arkansas Line	5	47.98	1.07	2.53	11.69	0.00	0.00	10.00	0.93	21.77	0.00	0.00	0.00
LA3241-112 to Bush (Bogalusa)	14	0.58	0.58	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Jefferson Parish West Bank Expressway (Ave.D to Ames Blvd.)	13	51.22	3.13	12.59	11.51	4.49	0.00	0.00	19.50	0.00	0.00	0.00	0.00
New Orleans Tchoupitoulas Street Corridor	12	19.87	0.37	0.50	3.00	3.00	0.00	0.00	10.00	0.00	0.00	0.00	0.00
Earnest Blvd.(Orleans parish line to Loyola Ave.)	11	43.14	12.20	7.04	0.00	0.00	0.00	0.00	23.90	0.00	0.00	0.00	0.00
LA15-Natchez, Miss. to Monroe	6	44.39	0.00	0.16	0.00	0.00	0.00	0.00	44.23	0.00	0.00	0.00	0.00
US61-Bains to Miss. Line	4	40.34	2.09	0.00	0.00	0.00	0.00	0.00	0.00	38.25	0.00	0.00	0.00
New Mississippi River Bridge at St. Francisville	2	149.37	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	89.95	58.42
Huey P. Long bridge (widened to 6 lanes)	1	160.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.22	123.73	31.05	0.00
New Florida Ave. Bridge over Industrial Canal	3	64.26	0.50	2.00	2.00	0.00	0.00	0.00	0.00	59.76	0.00	0.00	0.00
Port of New Orleans	16	51.49	38.00	13.49	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	64.26
New Orleans International Airport	15	56.21	130.37	85.45	105.87	47.15	23.58	71.66	72.82	124.99	123.73	121.00	58.42
Project costs in year n		167.93	234.66	279.88	392.11	502.10	688.84	807.60	807.60	0.00	0.00	0.00	12.00
Balance in year n		79001.15	80										
TRUE		TRUE											
TRUE		TRUE											
TRUE		TRUE											
600		600											
TABLE 7													
RAISING FUEL TAX TO 8 CENTS/GAL - NO FEDERAL FUNDING USED IN PERIOD 1994-2005													

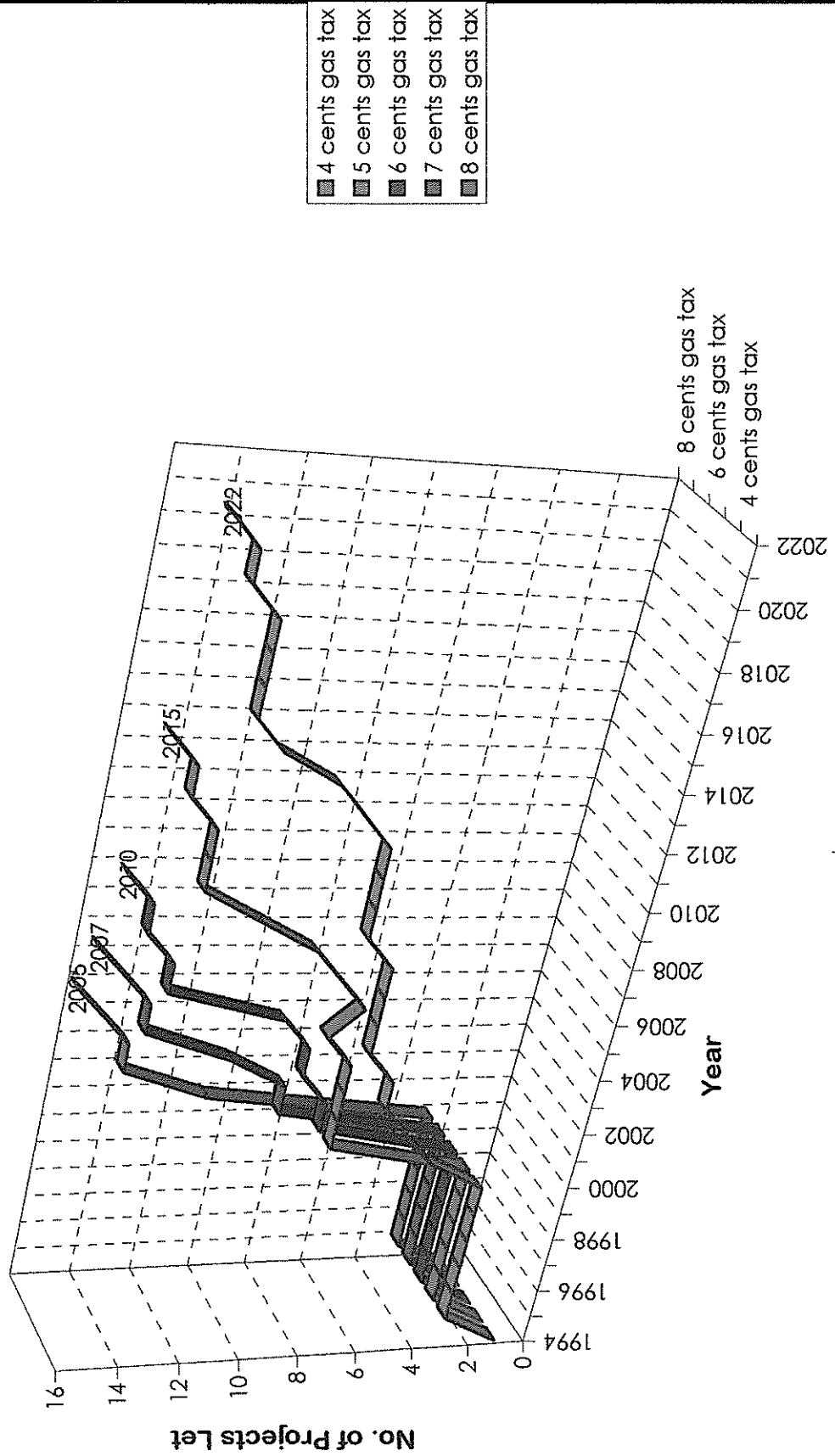
year	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
n													
income from fuel tax		161.70	157.76	153.91	150.15	146.49	142.92	139.43	136.03	132.71	129.48	126.32	61.62
deposits into fund		0	0	0	0	0	0	0	0	0.134	1.665	0.875	23.366
payments from fund		0	0	0	0	0	0	0	0	0	0	0	0
bond repayments		25.413	33.486	32.313	31.178	30.078	28.992	27.942	26.936	26.813	25.906	24.241	23.366
annual budget for projects	Bn	134.6	275.19	324.38	356.98	422.25	483.54	550.08	619.01	106.04	105.24	102.95	61.62
interest rate on balance	i	0.032											
fuel tax multiplier		1.75											
PROJECTS (k)													
US171-Lake Charles to Shreveport	9	211.51	13.87	47.66	6.97	16.02	17.40	18.99	89.63	0.00	0.00	0.00	0.00
US165-110 Alexandria-Monroe-Bastrop-Arkansas Line & US425	8	348.47	10.68	0.10	1.81	12.58	0.50	15.24	299.06	0.00	0.00	0.00	0.00
US90-Morgan City to Houma	10	54.88	23.35	0.70	7.95	0.00	0.00	0.00	20.29	0.00	0.00	0.00	0.00
US167-Alexandria-Ruston to Arkansas Line	7	262.99	1.26	7.28	13.97	20.72	32.65	19.75	162.08	0.00	0.00	0.00	0.00
LA3241-H2 to Bush (Bogalusa)	5	21.20	1.07	0.51	11.21	4.44	0.00	2.00	0.00	1.97	0.00	0.00	0.00
Jefferson Parish West Bank Expressway (Ave. D to Ames Blvd.)	14	0.00	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
New Orleans Tchoupitoulas Street Corridor	13	40.22	3.13	12.59	11.51	4.49	0.00	0.00	8.50	0.00	0.00	0.00	0.00
Earhart Blvd.(Orleans parish line to Loyola Ave.)	12	17.47	0.37	0.50	3.00	3.00	0.00	0.00	7.60	0.00	0.00	0.00	0.00
West Napoleon (Jefferson Parish)	11	34.04	12.20	7.04	0.00	0.00	0.00	0.00	14.80	0.00	0.00	0.00	0.00
LA15-Natchez, Miss. to Monroe	6	31.85	0.00	0.16	0.00	1.08	0.00	0.00	17.08	13.56	0.00	0.00	0.00
US61-Bains to Miss. Line	4	24.34	0.70	0.00	3.36	0.00	9.29	0.00	0.00	10.99	0.00	0.00	0.00
New Mississippi River Bridge at St. Francisville	1	149.37	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	94.00	64.37
Huey P. Long bridge (widened to 6 lanes)	2	180.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	45.81	105.24	8.95	0.00
New Florida Ave. Bridge over Industrial Canal	3	64.26	0.50	2.00	2.00	11.50	14.56	0.00	0.00	33.70	0.00	0.00	0.00
Port of New Orleans	16	51.49	38.00	13.49	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
New Orleans International Airport	15	56.21	21.96	34.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Project costs in year n			127.88	79.80	93.76	60.63	64.09	55.97	619.01	106.04	105.24	102.95	54.37
Balance in year n			147.31	196.50	230.62	296.35	358.15	424.99	494.11	0.00	0.00	0.00	7.25
62753.82													
80													
TABLE 8													
TRUE													
TRUE													
600													
RAISING FUEL TAX TO 7 CENTS/GAL - FEDERAL FUNDING USED IN PERIOD 1994-2005													

loan was not repaid.

It should be noted that the above analysis assumed an immediate increase in fuel tax (i.e. from 1994) and assumed that it would be maintained for the duration of the TIMED program (i.e. up to 01/01/2005). However, alternative tax schedules can be analyzed by the model should delayed introduction, systematic increases or any pattern of tax program be of interest.

Figure 3 shows the results of different levels of funding over the period 1994 to 2022 assuming no federal funding. As can be seen, at 4 cents per gallon tax all projects are let by 2022. At 5 cents per gallon all projects are let by 2015, at 6 cents by 2010, at 7 cents by 2007 and at 8 cents per gallon all projects are let by 2005.

Figure 3: Progress of Projects



6. CONCLUSIONS

The objectives of the investigation were to identify the situation in 2005 under existing conditions, to determine how long current funding must be continued after 2005 to fund all projects, and to determine how much current funding must be increased to complete all projects by 2005. The model's answers to these questions are summarized in Table 9.

Objective of the investigation	Financing scheme:	
	federal funding excluded.	federal funding included.
Deficit in Fund in the year 2005 (in 1994 dollars)	\$1008	\$758m
How long must current spending be extended?	2022 ³	2017 ⁴
How much must tax be increased to fund all projects by 2005?	8 c/gal	7 c/gal

TABLE 9
FINDINGS OF THE MODEL

The findings are based on the assumption that the tax is price inelastic and that the economy and general fuel consumption pattern remain essentially the same as they are

³ If the TTF refunds the \$160m loan to the TIMED Fund in 2010 these estimates may be reduced by two years.

⁴ Same as footnote 3.

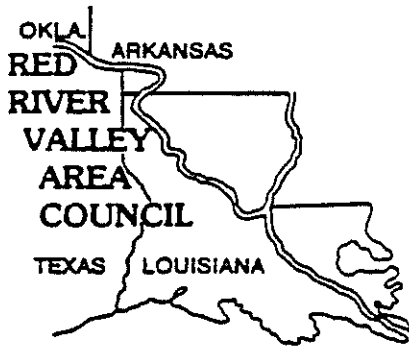
now. It is assumed that all projects included in the TIMED program will be built. Since the legislation allows for the dropping of certain projects by the legislature if they consider the priority of the project to be incorrect, this is potentially a tool to reduce the number of projects to be funded in the program. However, the political implications of such action must be reviewed before action is taken.

Clearly, the TIMED Fund can no longer honor all its commitments (under existing constraints) with available funding. The main reasons for this state of affairs is the amended cost estimates of projects and the issuing of a bond to finance the Transportation Trust Fund. The interest on the bond (\$193m), wholly carried by the TIMED Fund, plus the interfund loan to the TTF (\$160m) which is expected not to be repaid, totals an amount of \$353m. The increase in project cost estimates is \$660m thus providing a total unanticipated cost to the TIMED Fund of \$1013m. Considering that the expected deficit to the TIMED Fund is \$1008m in 2005 if no further federal funding is used, it can be seen that if no bond issue was made and the original project cost estimates were accurate, the TIMED Fund would not be facing the financial difficulties it is currently facing. The TIMED program has not benefitted a great deal from the bond issue and the financial burden it incurs does not properly belong to the TIMED Fund.

Factors that could affect the estimates in Table 9 are a change in gasoline consumption patterns, a change in the general economy or repayment of the loan by the TTF. Gasoline consumption can be affected by the price of gasoline (due to increased tax or increased base price), the real income of the consumers and the gasoline consumption of new vehicle technology (including electric vehicles and more fuel-efficient engines whose development is promoted by recent air quality legislation). Changes in the economy will be reflected in different levels of sensitivity among the motorists to fuel price. The scenario presented above reflects the case if no significant changes occur in the future.

APPENDIX A

EMPLOYMENT AMONG TIMED PROJECTS RECEIVING FEDERAL AID



EDWIN W. EDWARDS
GOVERNOR

ROY E. BARMORE
EXECUTIVE DIRECTOR

January 5, 1994

The Honorable Jude Patin
Secretary
Department of Transportation & Development
P. O. Box 94245
Baton Rouge, LA 70804-9245

Dear Secretary Patin:

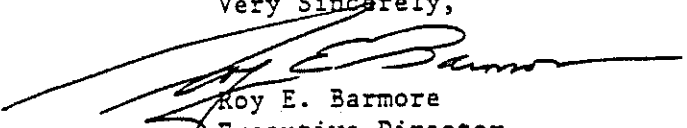
The attached report covers all Federal Aid TIME projects, which are currently active under the TIME Program.

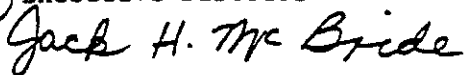
These contracts include consultants, engineers and construction contractors along with their subs from all projects.

As of this date, our report indicates a total of 325 persons employed on all of these TIME projects. Of these, 318 are Louisiana residents from over 30 parishes throughout Louisiana. The overall percentage of Local Hire is 97.85%.

Please advise if this office can provide you with any additional information.

Very Sincerely,


Roy E. Barmore
Executive Director


Jack H. McBride
Employment Specialist

REB:JHM:LGD/lgd
Attachment

IMPACT REPORT
(ROAD ENGINEERING/CONSTRUCTION)

NUMBER OF PROJECT (active): 19
 NUMBER OF EMPLOYEES: 325 (318 are local)
 PERCENTAGE OF LOCAL HIRE: 97.85%

PARISHES REPRESENTED IN LA:

ASSUMPTION:	0	ST. MARY:	50
AVOUELLES:	10	ST. TAMMANY:	9
BOSSIER:	3	TANGIPAHOA:	9
CADDO:	9	TERREBONNE:	31
CALCASIEU:	5	UNION:	0
E. BATON ROUGE:	46	VERNON:	2
EVANGELINE:	1	WEBSTER:	0
FRANKLIN:	6	OUACHITA:	21
IBERIA:	0	CALDWELL:	0
JACKSON	0	RICHLAND:	2
JEFFERSON:	14	ASCENSION:	1
LAFAYETTE:	0	PT. COUPEE:	1
LAFOURCHE:	15	OTHER:	7
LINCOLN:	0		
LIVINGSTON:	2		
NATCHITOCHE:	7		
ORLEANS:	7		
RAPIDES:	50		
RED RIVER:	0		
SABINE:	4		
ST. BERNARD:	1		
ST. CHARLES:	7		
ST. JOHN:	3		
ST. LANDRY:	2		

EMPLOYMENT STATUS REPORT
FEDERAL AID TIME PROJECTS

Project: Grand Cane - Kickapoo Hwy 171
State #: 700-17-0055
Federal Aid #: F-01-05 (013)
Engineer Firm: MEL, Inc.
Percentage complete: 100% preliminary
of employees: 3
Parishes Represented: 3 East Baton Rouge
Percentage of Local Hire: 100%

Project: Hornbeck - Florien Hwy 171
State #: 700-17-0095
Federal Aid #: F-01-03 (012)
Engineer Firm: Meyer & Associates, Inc.
Percentage complete: 98% preliminary
of employees: 3
Parishes Represented: 3 Calcasieu
Percentage of Local Hire: 100%

Project: Relocation US 167 (around Jonesboro)
State #: 700-19-0030
Federal Aid #: F-05-04 (005)
Engineer Firm: URS Consultants, Inc.
Percentage complete: 80%
of employees: 11
Parishes Represented: 1 Orleans, 7 Jefferson, 1 St. John,
2 St. Tammany
Percentage of Local Hire: 100%

Sub-firm: ABNB Engineers
of employees: 25
Parishes Represented: 22 E. Baton Rouge, 1 Pt. Coupee,
1 Ascension, 1 Livingston
Percentage of Local Hire: 100%

Project: Florien - Many Hwy 171
State #: 700-30-0038
Federal Aid #: NH-01-04 (033)
Engineer Firm: Rodi - Songy, Inc.
Percentage complete: 85% preliminary
of employees: 5
Parishes Represented: 5 E. Baton Rouge
Percentage of Local Hire: 100%

Project: Mansfield - Grand Cane Hwy 171
State #: 700-29-0072
Federal Aid #: F-01-01 (022)
Engineer Firm: Fromherz Engineers, Inc.
Percentage complete: 100% preliminary

Project: Longville-DeRidder(middle) Hwy 171
State #: 700-18-0042
Federal Aid #: F-01-02 (016)
Engineer Firm: N T B, Inc.
Percentage complete: 100% preliminary

Project: Longville-DeRidder(south) Hwy 171
State #: 700-29-0074
Federal Aid #: NH-01-02 (023)
Engineer Firm: I C F Kaiser Engineers
Percentage complete: 100% preliminary

Project: Noble - Zwolle Hwy 171
State #: 700-29-0069; 700-29-0071
Federal Aid #: NH-01-04 (027); NH-01-04 (028)
Engineer Firm: Pan American Engineers, Baton Rouge
Percentage complete: 100% preliminary
of employees: 2
Parishes Represented: 2 Jefferson
Percentage of Local Hire: 100%

Project: Converse-DeSoto Parish Line Hwy 171
State #: 700-29-0070
Federal Aid #: F-01-04 (029)
Engineer Firm: Coyle Engineering Co., Inc.
Percentage complete: 90% preliminary
of employees: 4
Parishes Represented: 1 Bossier, 3 Caddo
Percentage of Local Hire: 100%

Sub-consultant: B B C Engineering Co.
of employees: 4
Parishes Represented: 3 Caddo, 1 Bossier
Percentage of Local Hire: 100%

Project: Gillis-Ragley Hwy 171
State #: 700-29-0077; 700-29-0078
Federal Aid #: F-01-01 (022); F-01-02 (019)
Engineer Firm: Meyer & Associates, Inc.
Percentage complete: 95% preliminary
of employees: 2
Parishes Represented: 2 Calcasieu
Percentage of Local Hire: 100%

Project: Sabine Parish Line-Mansfield Hwy 171
State #: 700-29-0076
Federal Aid #: F-01-05 (019)
Engineer Firm: Aillet, Fenner, Jolly & McClelland
Percentage complete: 60% preliminary
of employees: 0 shutdown
Parishes Represented:
Percentage of Local Hire:

Project: Ragley-Longville Hwy 171
State #: 700-29-0073
Federal Aid #: 01-02 (022)
Engineer Firm: Professional Engineering Consultants
Percentage complete: 100% preliminary

Project: Noble-Converse Hwy 171
State #: 700-07-0062
Federal Aid #: F-01-04 (031)
Engineer Firm: Meyer, Meyer, LaCroix & Hixson
Percentage complete: 98% preliminary
of employees: 7
Parishes Represented: 7 Rapides
Percentage of Local Hire: 100%

Project: West Napoleon Ave Rdwy Improvements
(Severn Avenue to Cleary Ave.)
State #: 742-07-42
Federal Aid #: 742-07-0088; FAP #M-9739012
Engineer Firm: Camp, Dresser & McKee, Inc.
Percentage complete: 55%
of employees: 3
Parishes Represented: 2 Jefferson, 1 E. Baton Rouge
Percentage of Local Hire: 100%

Sub-consulant: Guillot-Vogt Associates, Inc.
of employees: 0 shutdown
Parishes Represented:
Percentage of Local Hire:

Project: West Napoleon Ave Rdwy Improvements
(Cleary Avenue to Houma Blvd.)
State #: 742-07-42
Federal Aid #: 742-07-0091; FAP #: M-9739018
Engineer Firm: N - Y Associates, Inc.
Percentage complete: 85%
of employees: 2
Parishes Represented: 1 St. Tammany, 1 Orleans
Percentage of Local Hire: 100%

Sub-consulant: Meyer & Associates, Inc.
of employees: 0 shutdown
Parishes Represented:
Percentage of Local Hire:

Project: West Napoleon Ave Rdwy Improvements
(David Drive to Roosevelt Blvd)
State #: 742-07-42
Federal Aid #: 742-07-0092; FAP #: M-9739016
Engineer Firm: Montgomery Watson of America
Percentage complete: 50%
of employees: 4
Parishes Represented: 2 Jefferson, 1 Orleans, 1 St. Bernard
Percentage of Local Hire: 100%

Sub-consulant: Brown Cunningham Gannuch
of employees: 0 shutdown
Parishes Represented:
Percentage of Local Hire:

Project: West Napoleon Ave Rdwy Improvements
(Roosevelt Blvd to Williams Blvd)(23rd St)
State #: 742-07-42
Federal Aid #: 742-07-0089; FAP #: M-9739014
Engineer Firm: Gulf Engineers & Consultants, Inc.
Percentage complete: 95%
of employees: 14
Parishes Represented: 1 Livingston, 12 E. Baton Rouge,
1 St. John
Percentage of Local Hire: 100%

Project: US Hwy 61 St. Francisville-Bains (W. Feliciana)
State #: 700-23-0073
Federal #: F-13-03-(015)
Percentage complete: 75%
Contractor: HNTB
of employees: 3
Parishes Represented: 3 East Baton Rouge
Percentage of Local Hire: 100%

ROAD CONSTRUCTION

Project: Hwy 165 Woodworth - LA 488
State #: 0140625
Federal Aid #: F-BRF-02-03 (011)
Percentage complete: 54%
Contractor: Luhr Bros., Inc.
of employees: 35
Parishes Represented: 20 Rapides, 10 Avoyelles,
5 Natchitoches
Percentage of Local Hire: 100%

Sub-contractor: W. R. Fairchild Contracting Co.
of employees: 5
Parishes Represented: 5 MS
Percentage of Local Hire: 0%

Sub-contractor: Mid State Sand & Gravel
of employees: 23
Parishes Represented: 23 Rapides
Percentage of Local Hire: 100%

Sub-contractor: B. B. Contracting Co.
of employees: 0 shutdown
Parishes Represented:
Percentage of Local Hire:

Sub-contractor: PAC Unlimited
of employees: 0 shutdown
Parishes Represented:
Percentage of Local Hire:

Sub-contractor: Pete Alford Construction Co.
of employees: 9
Parishes Represented: 9 Tangipahoa
Percentage of Local Hire: 100%

Project: Anacoco - Hornbeck Hwy 171
State #: 0250125
Federal Aid #: F-01-03 (008)
Percentage complete: 65%
Contractor: T. L. James
of employees: 8
Parishes Represented: 2 Sabine, 2 Vernon 2 Natchitoches
1 Caddo, 1 Evangeline
Percentage of Local Hire: 100%

Sub-contractor: Stanley Bordelon
of employees: 0 shutdown
Parishes Represented:
Percentage of Local Hire:

Sub-contractor: Robert Lewis
of employees: 0 shutdown
Parishes Represented:
Percentage of Local Hire:

Sub-contractor: Peter's Construction Co.
of employees: 2
Parishes Represented: 2 Sabine
Percentage of Local Hire: 100%

Sub-contractor: PAC Unlimited Construction
of employees: 0 shutdown
Parishes Represented:
Percentage of Local Hire:

Sub-contractor: AM Field Services
fo employees: 0 shutdown
Parishes Represented:
Percentage of Local Hire:

Sub-contractor: Atwood Fence Co.
of employees: 0 shutdown
Parishes Represented:
Percentage of Local Hire:

Project: Hwy 15 Gilbert - Chase
State #: 0260619
Federal Aid #: NH-08-03 (002)
Percentage complete: 50%
Contractor: D & J Construction Co.
of employees: 8
Parishes Represented: 5 Ouachita, 2 Franklin, 1 Richland
Percentage of Local Hire: 100%

Sub-contractor: Terryco Construction Co.
of employees: 6
Parishes Represented: 2 Franklin, 4 Ouachita
Percentage of Local Hire: 100%

Sub-contractor: Contrux Construction Co.
of employees: 15
Parishes Represented: 12 Ouachita, 2 Franklin, 1 Richland
Percentage of Local Hire: 100%

Sub-contractor: Coastal Bridge
of employees: 0 shutdown
Parishes Represented:
Percentage of Local Hire:

Sub-contractor: Atwood Fence Co.
of employees: 0 shutdown
Parishes Represented:
Percentage of Local Hire:

Project: Hwy 90 Morgan City to Gibson
State #: 424-05-0087
Federal Aid #: F-11-05 (013)
Percentage complete: 98%
Contractor: T. L. James
of employees: 62
Parishes Represented: 31 St. Mary, 13 Terrebonne, 12 Lafourche,
1 St Tammany, 2 St. Charles, 1 St Landry,
1 Jefferson, 1 MS
Percentage of Local Hire: 98.4%

Project: Bayou Bouef Bridge Hwy 90 Main Span
State #: 424-05-0078
Federal Aid #: F-11-06 (004)
Percentage complete: 76%
Contractor: Shappert Construction Co.
of employees: 25
Parishes Represented: 14 St. Mary, 6 Terrebonne, 2 Caddo,
2 Lafourche, 1 Bossier
Percentage of Local Hire: 100%

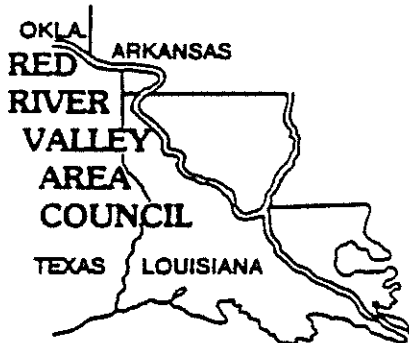
Sub-contractor: Omega Construction
of employees: 10
Parishes Represented: 7 Terrebonne, 1 Lafourche,
1 St. Landry, 1 St. John
Percentage of Local Hire: 100%

Project: Bayou Bouef Bridge Hwy 90 east appr
State #: 424-06-05
Federal Aid #: F-11-06 (006)
Percentage complete: 24%
Contractor: T. L. James
of employees: 25
Parishes Represented: 5 St. Tammany, 5 Terrebonne,
5 St. Mary, 5 St. Charles, 4 Orleans
1 MS
Percentage of Local Hire: 96%

Sub-contractor: Davis Dosier
of employees: 0 shutdown
Parishes Represented:
Percentage of Local Hire:

APPENDIX B

EMPLOYMENT AMONG ALL TIMED PROJECTS NOT RECEIVING FEDERAL AID



EDWIN W. EDWARDS
GOVERNOR

ROY E. BARMORE
EXECUTIVE DIRECTOR

January 5, 1994

The Honorable Jude Patin
Secretary
Department of Transportation & Development
P. O. Box 94245
Baton Rouge, LA 70804-9245

Dear Secretary Patin:

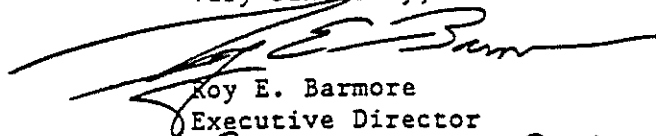
The attached report covers all Highway Projects, the Port of New Orleans and the New Orleans International Airport, which are currently active under the T.I.M.E. Program.

These contracts include consultants, engineers, construction contractors along with their subs from the Highway, New Orleans International Airport and the Port of New Orleans.

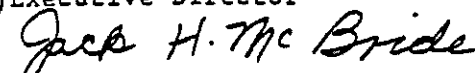
As of this date, our report reflects a total of 1,124 persons employed on all of the T.I.M.E. Projects combined. Of these, 1,082 are Louisiana residents from over 40 parishes throughout Louisiana. The overall percentage of Local Hire is 96.27%, which is 16.27% above the required 80%. Attached to the overall percentage breakdown, you will find a breakdown of this same information by road work, port and airport projects.

Please advise if this office can provide you with any additional information.

Very Sincerely,



Roy E. Barmore
Executive Director



Jack H. McBride
Employment Specialist

REB:JHM:LGD/lgd
Attachment

IMPACT SUMMARY
(ALL PROJECTS COMBINED)

NUMBER OF PROJECTS:	44		
NUMBER OF EMPLOYEES:	1,124	(1,082 are local)	
PERCENTAGE OF LOCAL HIRE:	96.27%		
PARISHES REPRESENTED IN LA:			
E. BATON ROUGE:	129	E. FELICIANA:	4
ORLEANS:	215	PLAQUEMINES:	6
LAFOURCHE:	46	ST. JOHN:	14
TERREBONNE:	100	W. BATON ROUGE:	5
ST. MARY:	2	VERNON:	0
ASSUMPTION:	11	BIENVILLE:	0
IBERIA:	0	BOSSIER:	0
JEFFERSON:	318	FRANKLIN:	2
ST. JAMES:	0	RAPIDES:	7
ASCENSION:	3	CATAHOULA:	0
ST. LANDRY:	27	OUACHITA:	11
POINTE COUPEE:	1	AVOYELLES:	6
LAFAYETTE:	1	NATCHITOCHEs:	1
ST. CHARLES:	11	ST. BERNARD:	31
ST. TAMMANY:	67	LIVINGSTON:	6
CONCORDIA:	2	ACADIA:	11
TANGIPAHOA:	22	VERMILLION:	1
LINCOLN:	0	EVANGELINE:	5
MOREHOUSE:	1	WASHINGTON:	5
IBERVILLE:	0	ACADIANNA:	1
CADDO:	1	ST. MARTIN:	8
ST. HELENA:	1	OTHER:	42

IMPACT REPORT
(ROAD ENGINEERING/CONSTRUCTION)

NUMBER OF PROJECTS (active):	32		
NUMBER OF EMPLOYEES:	824	(804 are local)	
PERCENTAGE OF LOCAL Hire:	97.58%		
PARISHES REPRESENTED IN LA:			
E. BATON ROUGE:	110	AVOUELLES:	0
ORLEANS:	114	W. FELICIANA:	0
LAFOURCHE:	45	ST. BERNARD:	20
TERREBONNE:	100	LIVINGSTON:	6
ST. MARY:	2	ACADIA:	11
ASSUMPTION:	11	ST. MARTIN:	8
IBERIA:	0	VERMILLION:	1
JEFFERSON:	229	EVANGELINE:	5
ST. JAMES:	0	WASHINGTON:	0
ASCENSION:	1	MOREHOUSE:	1
ST. LANDRY:	27	IBERVILLE:	0
POINTE COUPEE:	1	E. FELICIANA:	4
LAFAYETTE:	1	PLAQUEMINES:	5
ST. CHARLES:	7	BIENVILLE:	0
ST. TAMMANY:	40	OUACHITA:	11
CONCORDIA:	2	LINCOLN:	0
TANGIPAHOA:	19	RAPIDES:	7
BOSSIER:	0	CALDWELL:	0
ST. JOHN:	13	NATCHITOCHEs:	1
VERNON:	0	W. BATON ROUGE:	1
CADDO:	1	OTHER:	20

IMPACT REPORT
(PORT OF NEW ORLEANS)

NUMBER OF PROJECTS (active):	9
NUMBER OF EMPLOYEES:	180 (169 are local)
PERCENTAGE OF LOCAL HIRE:	93.9%
PARISHES REPRESENTED IN LA:	
WASHINGTON:	5
ST. CHARLES:	4
JEFFERSON:	62
TANGIPAHOA:	3
E. BATON ROUGE:	9
ORLEANS:	53
ST. TAMMANY:	19
ST. MARTIN:	0
ST. BERNARD:	8
ST. JOHN:	1
ASCENSION:	2
LAFOURCHE:	1
PLAQUEMINES:	1
IBERIA:	0
E. FELICIANA:	0
ASSUMPTION:	0
LIVINGSTON:	0
ST. LANDRY:	0
AVOUELLES:	0
TERREBONNE:	0
ST. HELENA:	1
OTHER:	11

IMPACT REPORT
(NEW ORLEANS INTERNATIONAL AIRPORT)

NUMBER OF PROJECTS (active):	3
NUMBER OF EMPLOYEES:	120 (109 are local)
PERCENTAGE OF LOCAL HIRE:	90.9%
PARISHES REPRESENTED IN LA:	
JEFFERSON:	27
ORLEANS:	48
ST. JOHN:	0
W. BATON ROUGE:	4
ST. BERNARD:	3
E. BATON ROUGE:	10
ST. TAMMANY:	8
FRANKLIN:	2
AVOYELLES:	6
ACADIANA:	1
TANGIPAHOA:	0
OTHER:	11

EMPLOYMENT STATUS REPORT

To this date, we have made follow-up visits on the following projects:

ENGINEERING CONSULTANTS

Project: Thompson Creek - St. Francisville
W. Feliciana Parish (Hwy 61)
Project #: 700-20-0047
Engineer Firm: G-T Associates, Inc.
Percentage complete: 100% (Preliminary)

Project: U. S. 165 North
Project #: 700-28-0087
Engineer Firm: Ebasco Infrastructure
Percentage complete: 96.9% Phase I: 6.2% Phase II
of employees: 4
Parishes Represented: 4 E. Baton Rouge
Percentage of Local Hire: 100%

Sub-Firm: Urban System, Inc.
of employees: 8
Parishes Represented: 2 E. Baton Rouge, 2 Orleans, 3 Jefferson,
1 St. Bernard
Percentage of Local Hire: 100%

Sub-Firm: Moreland - Altobelli & Associates
complete

Project: U.S. 165 between I-10/Alexandria Route
U.S. 165
Project #: 700-29-0022
Engineer Firm: Parson Brinkerhoff Quade and Douglas, Inc.
Percentage complete: 115.85% Financial; 99% Physical
of employees: 9
Parishes Represented: 5 Jefferson, 1 E. Baton Rouge, 2 St.
Tammany, 1 Other
Percentage of Local Hire: 90%

Sub-Firm: ABMB Engineers, Inc.
of employees: 24
Parishes Represented: 21 E. Baton Rouge, 1 Pt. Coupee, 1 Ascension,
1 Livingston
Percentage of Local Hire: 100%

Sub-Firm: Gulf Engineers & Consultants, Inc.
of employees: 70
Parishes Represented: 49 E. Baton Rouge, 4 E. Feliciana,
4 Jefferson, 1 LaFourche, 1 Lafayette,
4 Tangipahoa, 2 Livingston, 1 W. Baton Rouge, 4 Other
Percentage of Local Hire: 94.3%

Sub-Firm: Aucoin & Associates, Inc.
of employees: 29
Parishes Represented: 19 St. Landry, 4 Acadia, 5 Evangeline,
1 Other
Percentage of Local Hire: 96%

Sub-Firm: Acadian Environmental, Inc.
of employees: 13
Parishes Represented: 6 St. Landry, 6 Acadia, 1 Vermillion
Percentage of Local Hire: 100%

Project: LA US167/LA US425
Project #: 700-29-23 & 700-29-24
Engineer Firm: URS Consultants, Inc.
Percentage complete: 97%
of employees: 7
Parishes Represented: 2 Jefferson, 1 Orleans, 2 St. Tammany, 1 St. John,
1 Lafourche
Percentage of Local Hire: 100%

Sub-Firm: Evans-Graves Engineers, Inc.
of employees: 13
Parishes Represented: 13 E. Baton Rouge
Percentage of Local Hire: 100%

Sub-Firm: Lazenby & Associates, Inc.
of employees: 12
Parishes Represented: 11 Ouachita, 1 Morehouse
Percentage of Local Hire: 100%

Project: West Napoleon Avenue Roadway Improvements
(Coordination Services)(Coordinator)
Project #: 742-07-42
Engineer Firm: J. J. Krebbs & Sons, Inc.
of employees: 8
Parishes Represented: 5 Jefferson, 1 Orleans, 2 St. Tammany
Percentage of Local Hire: 100%

Project: West Napoleon Avenue Roadway Improvements
(Kent Avenue to David Drive)(Design)
Project #: 742-07-42
Engineer Firm: U. R. S. Consultants
Percentage complete: 100% (actual design)
of employees: 0
Parishes Represented:
Percentage of Local Hire:

Sub-consultant: Meyer Engineers, Ltd.
of employees: 0 shutdown
Parishes Represented:
Percentage of Local Hire:

Sub-consultant: Pepper & Associates
of employees: 6
Parishes Represented: 1 St. John, 1 St. Tammany, 1 Orleans, 3 Jefferson
Percentage of Local Hire: 100%

Project: Tchoupitoulas Corridor Project
Project #: 742-07-62 (P-1)
Percentage complete: 100%
Engineers Firm: Meyer Engineers, Ltd
of employees: 7
Parishes Represented: 6 Jefferson, 1 St. Bernard
Percentage of Local Hire: 100%

Sub-Firm: Wink Engineering
of employees: 0
Parishes Represented:
Percentage of Local Hire:

Project: Tchoupitoulas Corridor Project
Project #: 742-07-62 (P-2)
Percentage complete: 100% surveying; 70% Preliminary Design
Engineer Firm: Design Engineering, Inc.
of employees: 18
Parishes Represented: 5 Orleans, 7 Jefferson, 2 St. Tammany, 1 St. Bernard
1 St. Charles, 1 St. John, 1 MS
Percentage of Local Hire: 94.6%

Project: Tchoupitoulas Corridor Project
Project #: 742-07-62 (P-3)
Percentage complete: 85%
Engineer Firm: Montgomery Watson
of employees: 6
Parishes Represented: 2 Jefferson, 1 St. Bernard, 1 St. Charles, 1 Orleans
1 St. Tammany
Percentage of Local Hire: 100%

Sub-Firm: BFM Corporation
of employees: 0 shutdown
Parishes Represented:
Percentage of Local Hire:

Project: Tchoupitoulas Corridor Project
Project #: 742-07-62 (P-4)
Percentage complete: 30%
Engineer Firm: Gulf Engineers & Consultants, Inc.
of employees: 14
Parishes Represented: 12 E. Baton Rouge, 1 Livingston, 1 St. John
Percentage of Local Hire: 100%

Project: Tchoupitoulas Corridor Project
Project #: 742-07-62 (P-5)
Percentage complete: 90%
Engineer Firm: GOTECH, Inc.
of employees: 4
Parishes Represented: 2 Orleans, 2 E. Baton Rouge
Percentage of Local Hire: 100%

Project: Tchoupitoulas Corridor Project
Project #: 742-07-62 (P-6)
Percentage complete: 94%
Engineer Firm: Morphy, Makofsky, Inc.
of employees: 17
Parishes Represented: 7 Orleans, 5 Jefferson, 2 St. Tammany,
1 Plaquemines, 1 St. Bernard, 1 St. Charles
Percentage of Local Hire: 100%

Project: Tchoupitoulas Corridor Project
Project #: 742-07-62 (P-7)
Percentage complete: 55%
Engineer Firm: Bonie Associates, Inc.
of employees: 4
Parishes Represented: 3 Orleans, 1 Jefferson
Percentage of Local Hire: 100%

Project: Tchoupitoulas Corridor Project
Project #: 742-07-62 (P-8)
Percentage complete: 100% Phase I; 100% Phase II; 0% Phase III
Engineer Firm: Linfield, Hunter & Junius, Inc.
of employees: 16
Parishes Represented: 6 Orleans, 10 Jefferson
Percentage of Local Hire: 100%

Sub-Firm: Lace, Inc.
of employees: 10
Parishes Represented: 7 Orleans, 2 Jefferson, 1 St. Tammany
Percentage of Local Hire: 100%

Project: Tchoupitoulas Corridor Project
Project #: 742-07-62 (P-9)
Percentage complete: 75% Preliminary
Engineer Firm: Berger & Associates - South, Inc.
of employees: 5
Parishes Represented: 3 E. Baton Rouge, 1 Livingston, 1 St Bernard
Percentage of Local Hire: 100%

Sub-Firm: Perrin & Associates, Inc.
of employees: 7
Parishes Represented: 4 Jefferson, 2 Orleans, 1 St. Tammany
Percentage of Local Hire: 100%

Sub-Firm: BFM Corporation
of employees: 9
Parishes Represented: 4 Jefferson, 1 Orleans, 1 St. Tammany,
3 Tangipahoa
Percentage of Local Hire: 100%

Project: Tchoupitoulas Corridor Project
Project #: 742-07-62 (P-10)
Percentage complete: 100%
Engineer Firm: N-Y Associates, Inc.
of employees: 6
Parishes Represented: 2 Jefferson, 1 Orleans, 1 St. John, 2 Other
Percentage of Local Hire: 67%

Sub-Firm: C & S Consultants, Inc.
of employees: 3
Parishes Represented: 1 Jefferson, 2 Orleans
Percentage of Local Hire: 100%

Project: Tchoupitoulas Corridor Project
Project #: 742-07-62 (P-12)
Percentage complete: 90%
Engineer Firm: Schrenk & Peterson
of employees: 7
Parishes Represented: 2 Orleans, 3 Jefferson, 1 St. Tammany, 1 Other
Percentage of Local Hire: 86%

Sub-Firm: Frederic R. Harris, Inc.
of employees: 10
Parishes Represented: 1 Caddo, 5 Jefferson, 1 Orleans, 1 St.
Bernard, 1 St. John, 1 Other
Percentage of Local Hire: 90%

Sub-Firm: BFM Corporation
of employees: 48
Parishes Represented: 10 Tangipahoa, 2 St. Tammany, 1 Livingston
3 St. Bernard, 27 Jefferson, 5 Orleans
Percentage of Local Hire: 100%

Project: Tchoupitoulas Corridor Project
Project #: 742-07-62 (P-15)
Percentage complete: 100% (negotiating an extension)
Engineer Firm: Walk, Haydel & Associates, Inc.
of employees: 13
Parishes Represented: 4 Orleans, 4 Jefferson, 2 St. Tammany, 2 St. Bernard,
1 St. Mary
Percentage of Local Hire: 100%

Sub-Firm: W. O. Johnson & Associates, Inc.
of employees: 2
Parishes Represented: 2 Orleans
Percentage of Local Hire: 100%

Project: Tchoupitoulas Corridor Project
Project #: 742-07-62 (T-1)
Percentage complete: 90%
Engineer Firm: Schrenk & Peterson
of employees: 7
Parishes Represented: 2 Orleans, 3 Jefferson, 1 St. Tammany, 1 Other
Percentage of Local Hire: 86%

Project: Tchoupitoulas Corridor Project
Project #: 742-07-62 (T-2)
Percentage complete: 97%
Engineer Firm: Bonie Associates, Inc.
of employees: 4
Parishes Represented: 3 Orleans, 1 Jefferson
Percentage of Local Hire: 100%

Project: Tchoupitoulas Corridor Project
Project #: 742-07-62 (T-3)
Percentage complete: 90%
Engineer Firm: C & S Consultants, Inc.
of employees: 9
Parishes Represented: 7 Orleans, 2 Jefferson
Percentage of Local Hire: 100%

Sub-Firm: Dading, Marques & Associates, Inc.
of employees: 22
Parishes Represented: 22 Jefferson
Percentage of Local Hire: 100%

Project: Tchoupitoulas Corridor Project
Project #: 742-07-62 (T-4)
Percentage complete: 100%
Engineer Firm: Morphy, Makofsky, Inc.

Project: Tchoupitoulas Corridor Project
Project #: 742-07-62 (T-5)
Percentage complete: 100%
Engineer Firm: N-Y Associates, Inc.
of employees: 3
Parishes Represented: 1 Jefferson, 1 Orleans, 1 St. John
Percentage of Local Hire: 100%

Sub-Firm: GOTECH, Inc.
of employees: 0 shutdown
Parishes Represented:
Percentage of Local Hire:

Project: Tchoupitoulas Corridor Project
Project #: 742-07-62 (T-6)
Percentage complete: 100% Survey; 100% Preliminary Design; 100%
Final Design
Engineer Firm: Design Engineering
of employees: 18
Parishes Represented: 5 Orleans, 7 Jefferson, 2 St. Tammany, 1 St Bernard,
1 St. Charles, 1 St. John, 1 MS
Percentage of Local Hire: 94.5%

Project: Tchoupitoulas Corridor Project
Project #: 742-07-62 (T-7)
Percentage complete: 85%
Engineer Firm: Burk-Kleinpeter, Inc.
of employees: 49
Parishes Represented: 18 Orleans, 23 Jefferson, 3 St. Tammany,
3 St. Bernard, 1 Plaquemines, 1 Other
Percentage of Local Hire: 98%

Project: Florida Avenue Expressway (Orleans/St. Bernard
Parishes)(Bridge)
Project #: 700-19-45
Percentage complete: 76%
Engineer Firm: N-Y Associates, Inc.
of employees: 17
Parishes Represented: 7 Jefferson, 2 Orleans, 3 St. Tammany, 1 St. John,
1 E. Baton Rouge, 1 St. Bernard, 2 Other
Percentage of Local Hire: 88.3%

Sub-Firm: Simmons J. Barry & Associates
of employees: 4
Parishes Represented: 4 Jefferson
Percentage of Local Hire: 100%

Sub-Firm: Coastal Environments, Inc./Trinity Constr.
of employees: 0 shutdown
Parishes Represented:
Percentage of Local Hire:

Sub-Firm: Neel - Schaffer, Inc.
of employees: 0 shutdown
Parishes Represented:
Percentage of Local Hire:

Project: I-12 to Bush; Jct 36 - Jct 435
Project #: 700-27-0042
Percentage complete: 90%
Engineer Firm: Guillot - Vogt & Associates, Inc.
of employees: 0 shutdown
Parishes Represented:
Percentage of Local Hire:

Project: Hwy 90 Amelia - Jct LA 662 East
Project #: 700-16-0036
Percentage complete: 95%
Engineer Firm: Aaco Engineers, Inc.
of employees: 0 shutdown
Parishes Represented:
Percentage of Local Hire:

Project: Hwy 15 Wisner JCT LA 913 Catahoula/Franklin
Project #: 700-20-0027
Percentage complete: 99% Preliminary
Engineer Firm: Dominique, Szaba & Associates
of employees: 0 shutdown
Parishes Represented:
Percentage of Local Hire:

Project: MS River Bridge (New Roads -St. Francisville)
Environmental Impact Study
Project: 700-28-0022
Engineer Firm: HNTB
Percentage complete: 12%
of employees: 2
Parishes Represented: 2 Baton Rouge
Percentage of Local Hire: 100%

ROAD CONSTRUCTION

Project: Terrebonne Parish-Chacahoula LA 311
Project #: 424-07-0009
Percentage complete: 92%
Contractor: Metric Constructors/Traylor Bros., Inc.
of employees: 154
Parishes Represented: 43 Lafourche, 88 Terrebonne, 10 Assumption
2 St. Landry, 2 Concordia, 1 St. Mary,
2 Tangipahoa, 1 St. Charles, 1 Acadia,
1 Plaquemines, 2 Jefferson, 2 Other
Percentage of Local Hire: 99.995%

Sub-contractor: Omega-Meridian, Inc.
of employees: 12
Parishes Represented: 12 Terrebonne
Percentage of Local Hire: 100%

Project: U. S. 71 Pineville Expressway (Crazy Quilt)
Project #: 009-01-0059; 015-30-0011
Percentage complete: 21%
Contractor: Mid State Sand & Gravel Co.
of employees: 3
Parishes Represented: 1 Natchitoches, 2 Rapides
Percentage of Local Hire: 100%

Sub-contractor: M. Duran
of employees: 8
Parishes Represented: 8 St. Martin
Percentage of Local Hire: 100%

Sub-contractor: Corley Plumbing
of employees: 5
Parishes Represented: 5 Rapides
Percentage of Local Hire: 100%

Project: West Napoleon Avenue Roadway Improvements
(Houma Blvd. to Harvard Avenue)(Construct)
Project #: 742-07-42
Contractor: B & K Construction
Percentage complete: 25%
of employees: 36
Parishes Represented: 8 St. Tammany, 2 St. Charles, 3 St. John,
2 St. Bernard, 13 Jefferson, 4 Orleans,
2 Plaquemines, 2 Other
Percentage of Local Hire: 94.5%

Sub-contractor: Treuting, Inc. (Inspectors)
of employees: 6
Parishes Represented: 3 Jefferson, 3 Orleans
Percentage of Local Hire: 100%

Project: West Napoleon Avenue Roadway Improvements
(Houma Blvd. to Harvard Avenue)(Design)
Project #: 742-07-42
Engineer Firm: J. J. Krebs & Sons, Inc.
Percentage complete: 100% (actual design)
of employees: 10
Parishes Represented: 5 Jefferson, 3 St. Tammany, 1 Orleans, 1 St Bernard
Percentage of Local Hire: 100%

Project: West Napoleon Avenue Roadway Improvements
(Harvard Avenue to Kent Avenue)(Construct)
Project #: 742-07-42
Contractor: Boh Bros.
Percentage complete: 8%
of employees: 13
Parishes Represented: 13 Jefferson
Percentage of Local Hire: 100%

Project: West Napoleon Avenue Roadway Improvements
(Harvard Avenue to Kent Avenue)(Design)
Project #: 742-07-42
Engineer Firm: Richard C. Lambert Consulting Engineer
Percentage complete: 100% (actual design)
of employees: 6
Parishes Represented: 1 Orleans, 5 Jefferson
Percentage of Local Hire: 100%

Project: Tchoupitoulas Corridor Project
(Felicity St. to Nashville Ave.)(Floodwall/Gates)
Project #: 742-07-62 (P-11) (Construct)
Percentage complete: 83%
Contractor: Boh Bros.
of employees: 20
Parishes Represented: 10 Jefferson, 10 Orleans
Percentage of Local Hire: 100%

Project: Tchoupitoulas Corridor Project
Project #: 742-07-62 (P-11)
Percentage complete: 100% Phase I; 100% Phase II; 100% Phase III
90% Phase IV; 100% Phase V
Engineer Firm: Frederic R. Harris, Inc.
of employees: 6
Parishes Represented: 3 Jefferson, 1 Orleans, 1 St. John, 1 Other
Percentage of Local Hire: 83.5%

Sub-contractor: C & S Consultants, Inc.
of employees: 0 shutdown
Parishes Represented:
Percentage of Local Hire:

NEW ORLEANS PORT JOBS

Project: Nashville Avenue Terminal Complex Wharf &
Shed "B"
Project #: F000037
Percentage complete: 99%
Contractor: Great Lakes Dredge & Dock Co.
of employees: 7
Parishes Represented: 2 Jefferson, 3 Orleans, 2 St. Tammany
Percentage of Local Hire: 100%

Sub-contractor: Lou-Con, Inc. (including Eagle, Inc., 2nd
Tier sub)
of employees: 0
Parishes Represented:
Percentage of Local Hire:

Sub-contractor: Fisk Electric Co.
of employees: 0 shutdown
Parishes Represented:
Percentage of Local Hire:

Sub-contractor: Merit Sprinkler Company, Inc.
of employees: 0 shutdown
Parishes Represented:
Percentage of Local Hire:

Sub-contractor: Earl Campbell Construction Co., Inc.
of employees: 0 shutdown
Parishes Represented:
Percentage of Local Hire:

Project: Laboratory Services for Nashville Avenue
Terminal Complex-Pre-load wharf and Shed
"B", Marshalling Yards "B" & "C"
Project #: F000041
Percentage complete: 99%
Consultant: Delta Testing & Inspection, Inc.
of employees: 4
Parishes Represented: 3 Orleans, 1 Jefferson
Percentage of Local Hire: 100%

Project: France Road Terminal Flood Protection
(Design)
Project #: D000001
Percentage complete: 90% Design Memo; 90% Area 1 Pump Station
Consultant Firm: Berger, Barnard & Thomas, Inc.
of employees: 8
Parishes Represented: 8 E. Baton Rouge
Percentage of Local Hire: 100%

Project: Construction of Nashville Avenue Terminal
Rear Road/Rail "B" - Phase II
Project #: F000165
Percentage complete: 99%
Contractor: Boh Bros., Inc.
of employees: 35
Parishes Represented: 21 Orleans, 1 St. Bernard, 3 St. Tammany,
7 Jefferson, 1 St. Charles, 1 St. John, 1 Other
Percentage of Local Hire: 97.2%

Project: Construction of Louisiana Avenue Terminal
Shed and Related Improvements
Project #: F000079
Percentage complete: 43%
Contractor: Broadmoor
of employees: 14
Parishes Represented: 3 St. Bernard, 5 Orleans, 6 Jefferson,
Percentage of Local Hire: 100%

Sub-contractor: Fisk Electric Co.
of employees: 7
Parishes Represented: 3 Jefferson, 3 Orleans, 1 St. Tammany
Percentage of Local Hire: 100%

Sub-contractor: Master Mechanical Contracting Co.
of employees: 5
Parishes represented: 5 Jefferson
Percentage of Local Hire: 100%

Sub-contractor: Boh Bros. Construction Co., Inc.
of employees: 0 shutdown
Parishes Represented:
Percentage of Local Hire:

Sub-contractor: Grinnell Fire Protection Systems Co.
of employees: 11
Parishes RepresentedL 1 Orleans, 3 Jefferson, 2 Tangipahoa, 2 St. Tammany,
1 E. Baton Rouge, 1 Washington, 1 Other
Percentage of Local Hire: 91%

Sub-contractor: The Ellis Company, Inc.
of employees: 11
Parishes Represented: 9 Jefferson, 2 St. Tammany
Percentage of Local Hire: 100%

Sub-contractor: Work Zone
of employees: 4
Parishes Represented: 4 Jefferson
Percentage of Local Hire: 100%

Sub-contractor: Mesa Services, Inc.
of employees: 3
Parishes Represented: 1 Orleans, 1 Jefferson
Percentage of Local Hire: 100%

Project: Nashville Avenue Terminal Complex Demolition of Wharf "C"
Project #: F000151
Percentage complete: 67%
Contractor: Jimmy A. Patton Contractor, Inc.
of employees: 4
Parishes Represented: 2 Jefferson, 1 Orleans, 1 Other
Percentage of Local Hire: 75%

Sub-contractor: Bertucci Contracting Corporation
of employees: 7
Parishes Represented: 3 St. Tammany, 1 Washington, 1 Jefferson, 1 Ascension, 1 Orleans, 1 Plaquemines
Percentage of Local Hire: 100%

Project: Testing Lab Services/Louisiana Avenue Terminal Shed/Related Improvements
Project #: F000199
Percentage complete: 15%
Contractor: Alpha Testing & Inspection, Inc.
of employees: 6
Parishes Represented: 5 Jefferson, 1 St. Charles
Percentage of Local Hire: 100%

Project: Testing Lab Services/Nashville Avenue Terminal Wharf "C"/Rear Road and Rail
Project #: F000198
Percentage complete: 3%
Contractor: Alpha Testing & Inspection, Inc.
of employees: 3
Parishes Represented: 2 Jefferson, 1 St. Charles
Percentage of Local Hire: 100%

Project: Testing Lab Services/Napoleon Avenue Open Wharf Ext.
Project #: F000197
Percentage complete: 4%
Contractor: Alpha Testing & Inspection, Inc.
of employees: 2
Parishes Represented: 1 St. Tammany, 1 St. Charles
Percentage of Local Hire: 100%

Project: Napoleon Avenue Wharf Open Wharf Extension
Project #: F000179
Percentage complete: 4%
Contractor: Professional Construction Services, Inc.
of employees: 49
Parishes Represented: 14 Orleans, 11 Jefferson, 5 St. Tammany,
4 St. Bernard, 1 St. Helena, 3 Washington,
1 Tangipahoa, 1 Lafourche, 1 Ascension, 8 Other
Percentage of Local Hire: 83.7%

ORLEANS INTERNATIONAL AIRPORT
(ENGINEERING AND CONSULTING FIRMS)

Project: NOIA - Fis Facility - Design
Project #: 20-90-01 (926-01-25)
Percentage complete: 80%
Consultant: I William Sizeler & Associates
of employees: 35
Parishes Represented: 22 Orleans, 6 Jefferson, 7 St. Tammany
Percentage of Local Hire: 100%

Sub-consultant: MEL, Inc.
of employees: 27
Parishes Represented: 2 Franklin, 1 Orleans, 4 W. Baton Rouge,
9 E. Baton Rouge, 6 Avoyelles, 1 Acadiana,
4 Other
Percentage of Local Hire: 85.3%

Sub-consultant: IMC Consulting Engineers, Inc.
of employees: 15
Parishes Represented: 4 Orleans, 9 Jefferson, 1 St. Bernard,
1 St. Tammany
Percentage of Local Hire: 100%

Sub-consultant: Birk Hillman Zipperly Associates, inc.
of employees: 6
Parishes Represented: 6 Other
Percentage of Local Hire: 0%

Sub-consultant: Kulkarni Consultants
of employees: 7
Parishes Represented: 6 Jefferson, 1 Orleans
Percentage of Local Hire: 100%

Project: NOIA - NOAB Administration Complex - Design
Project #: 45-91-01 (926-01-23)
Percentage complete: 11%
Engineer Firm: Arthur Q. Davis & John C. William, Archit.
of employees: 10
Parishes Represented: 7 Orleans, 2 St. Bernard, 1 Jefferson
Percentage of Local Hire: 100%

Project: NOIA - Stage 2 & 3 Concourse "C" Design
Project #: 20-91-05
Percentage complete: 99%
Engineer Firm: Billes-Manning
of employees: 18
Parishes Represented: 11 Orleans, 5 Jefferson, 1 E. Baton Rouge, 1 Other
Percentage of Local Hire: 100%

Sub-consultant: Laurence L. Lambert & Associates Engineers
of employees: 2
Parishes Represented: 2 Orleans
Percentage of Local Hire: 100%