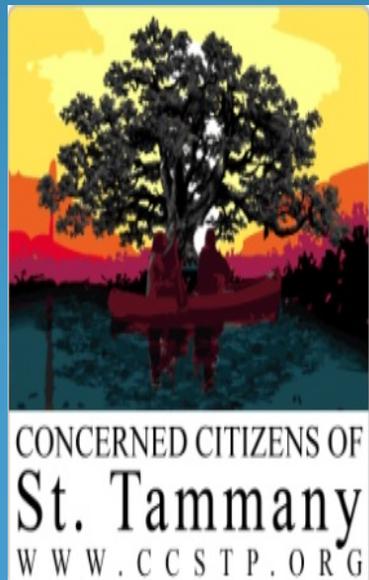


C C S T

**Concerned Citizens
of
St Tammany**

Our Mission is Good Governance



CCST Supports Safety

- CCST supports public safety.
- We want safety dollars to get the biggest bang for the buck.
- But we see many issues with the current proposals.
- These issues are reviewed in the following pages.

The Causeway proposals are:

- To raise the Southbound Rails to help prevent overboard incidents (\$40 million)
- To maybe raise Northbound Rails (\$31 million)
- To add 6 Safety Bays for disabled vehicles (\$63 million)
- Fund 30 year Bonds for \$133,000,000 principle and \$296,000,000 with interest (plus the existing \$43 million debt).
- To raise the tolls 50% to 67% to pay for this



**Isn't the Causeway
already safe
enough?**

The Causeway is Already Safe Enough

The Causeway says it is 2.1 times safer than area interstates. It may be 3.4 times safer than the I-10 and I-12, as the next graph shows.

- And safer than other raised roads & bridges.
- So spending money we don't have to fix a problem we don't have is just pure waste and financial malfeasance.
- All for miniscule **if any gain** on what is already way safer than the roads leading to it and from it??
- The economic law of "Diminishing Returns" has already been exceeded (spending more and more but getting less and less). In short, 'we ain't gittin' a big 'nuff bang fer the buck'

The Causeway is actually safer than the roads leading to it and from it.

It's 2.1 times safer per the Causeway, and 3.4 times safer per CCST

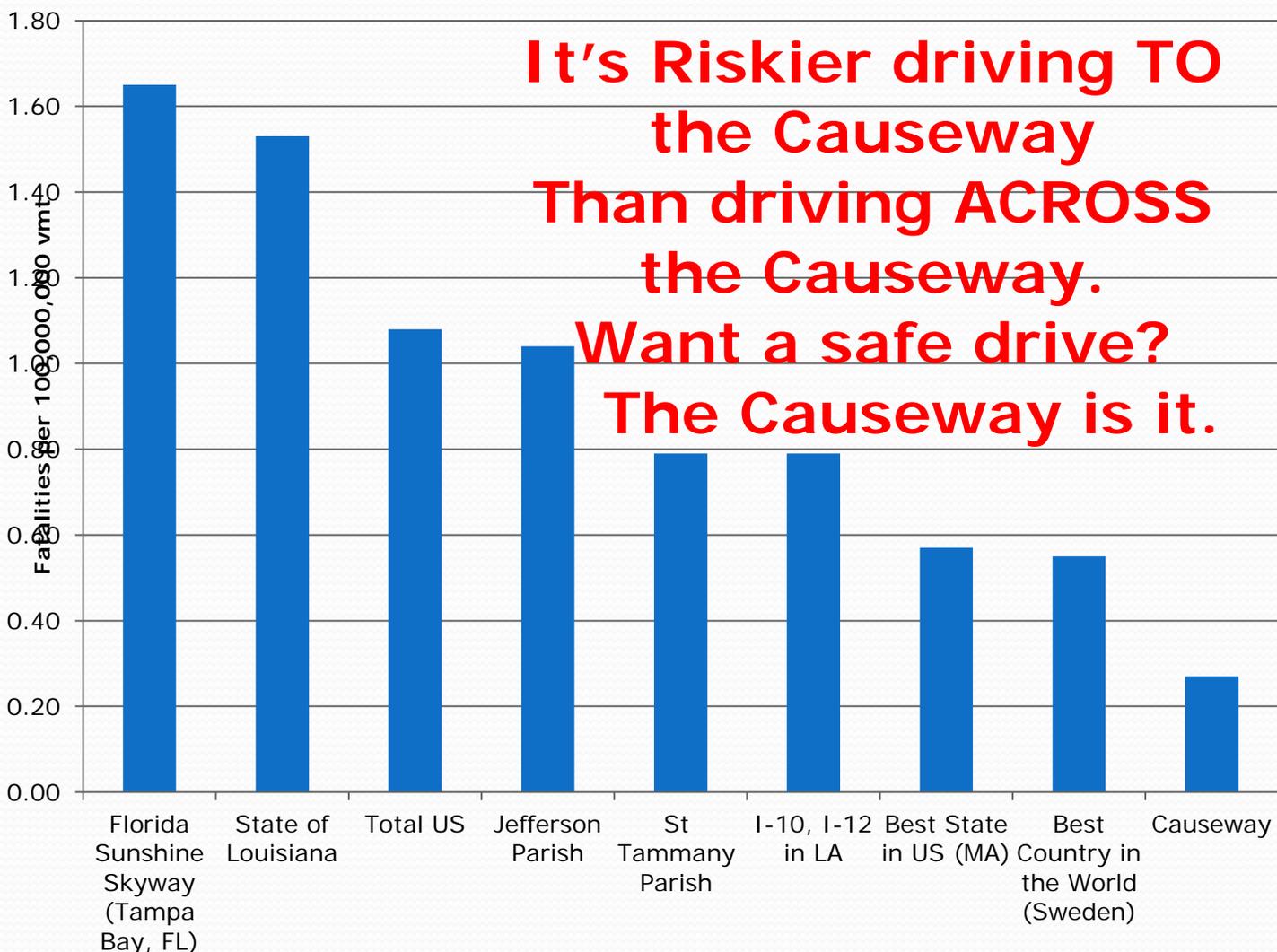
It's one of the safest major bridges in America.

If you want a safe Sunday drive, the Causeway's your place in these parts.

To spend outrageous sums of money you don't have, to solve a problem you don't have, is fiscal folly if not malfeasance.

Cost-Benefit Analysis is a Must, not an Option., and to dodge it more fiscal malfeasance.

The economic law of "diminishing returns" has not been repealed, nor to mortgage your future for a negligible gain, if any.



So again if you want a safe ride..

- Say out for a Sunday afternoon ride, by all means, drive across the Causeway.
- Because the Causeway is the safest ride you're going to get around here.
- If it's already 2 to 3 times safer; that's a fact ***and that means it's already safe enough.***
- ***So why spend outrageous sums of money you don't have to solve a problem you don't have, for uncertain "improvements" that do little but massage Causeway Egos and perpetuate their bureaucratic fiefdom at your expense??***

The Causeway is Safer than the roads to get to it and off of it.

It's safer for several reasons, such as:

- It's a straight-away with NO Entry-Exit points.
- Adding 'safety bays' adds 6 "Entry-Exit" points per side which the Causeway says it has NO study or data to say if this will add or detract from safety. (Say what??)
- The Causeway Policing will get even better by using low-cost "enhanced enforcements". (More on this under our "Suggestions")
- Adding rails does **nothing** to reduce accidents, (rails only reduce overboards). Rails may in fact cause following drivers to become involved and thus worsen the problem.

The Debt.

So if you're going to
add a lot of debt....

And pay for it with higher tolls...

Let's see what happens....



\$339,000,000 Debt

\$ 43,000,000 is the present debt

\$296,000,000 new debt with interest

\$339,000,000 will become 'your' debt

**\$339,000,000 = NEW
TOTAL DEBT**

IF the council approves all of the Causeway's wish list and puts you in deeper debt.



An 1,196 YEAR MORTGAGE ?

- If we pay down the new debt at the same rate we've paid down the old debt, it will take us 1,196 years to pay the new debt. (That's almost 5 times longer than the USA has existed)
- The \$60 million original debt is now \$43 million some 60 years later. Only \$17M pay-down over 60 years = only \$283,333 per year. $\$339,000,000 / \$283,333 = \mathbf{1,196 \text{ years}}$.
- Multiple re-financings simply perpetuate the Causeway Commission into, well, perpetuity.

BUT WAIT!

Why isn't the debt being reduced?

- Because once the Causeway debt is paid, all operations will become funded by the State via the existing gas tax you already pay, rather than from your tolls.
- DOTD takes over, just like it is now doing for other bridges, such as the toll-free Huey P. Long and the toll-free Crescent City Connection, and all the other toll-free bridges in Louisiana.
- *Whose advantage is to refinance into perpetuity?*
Hint -
Not the taxpayers.





The Diversions and Gas Taxes

Diversions Keep The Debt Alive

- The Causeway is already generating excess (surplus) tolls.
-
- But those surpluses are being diverted to non-Causeway uses...
- When those surpluses could and should be dedicated to pay down the debt.
- As the Attorney General Billy Guste clearly stated in Opinion 90-179.
- What diversions, you ask ??

The Diversions – The Annual Recap

- \$1,600,000 - to police the toll-free Huey P Long (with your money)
 - \$ 350,000 – annually diverted away from the Causeway to 7 parishes that have nothing to do with the Causeway.
 - \$ 65,000 - per year in traffic fines goes to Jeff Parish and St Tammany Parish rather than back to reimburse the Causeway for the policing it does.
- \$2,015,000** per year of toll money is diverted from the Causeway operations and away from paying down the debt (or just avoiding toll increases)

The Diversions Cumulative Recap

- \$2,015,000 per year toll money is diverted annually from Causeway operations per the prior page.
- \$2,015,000 x 10 years = \$20,150,000
- \$2,015,000 x 20 years = \$40,300,000
- \$2,015,000 x 30 years = \$60,450,000
- \$60,450,000 diversions over 30 years (the bond period).
- *That's more than enough to have already paid the present debt.*

This Adds Up. Big Time.

- \$4,000,000 times 10 years = \$40,000,000
- \$4,000,000 times 20 years = \$80,000,000
- \$4,000,000 times 30 years* = **\$120,000,000**
- (* 30 years = the bond period)

But Wait – Double Taxation?

- Is the gas tax plus a toll a double taxation?
- We pay \$4,000,000 a year in gas taxes just to cross the Causeway which in 30 years = \$120 million.
- This gas tax is dedicated to repair roads and bridges, but none comes back to the Causeway.
- So we have to pay the gas tax and the toll.

Now, let's Add The Diversions & Gas Tax

The Toll Diversions

- $\$2,015,000 \times 30 \text{ years} =$
 - $\$ 60,450,00$

The Gas Diversion Tax

- $\$4,000,000 \times 30 \text{ years} =$
 $\$120,000,000$
- Tolls & Taxes you pay =
 $\$180,000,000$

Because you and the Causeway don't get a dime of the gas tax, the tolls go up, and up, and up

Who created the diversions?

- Legislators created these Diversions in 1988 and 1995.
- So over 30 years, \$60,450,000 of your toll money will have been diverted to non-Causeway entities.
- So why won't our **present** Legislators correct this?
- Or even try?
- Good question.

So is any solution even being sought?

Only late August did the STP Council ask the Legislature to keep your toll money with the Causeway.

To be fair, the council, like most citizens, only heard of this a few weeks ago.

But the Causeway says it's been around for some 2 years. Hmm. Strange the STP and Jeff Councils are just now hearing of it.

nor even
being
sought

The Causeway Commission says it has never even ask the Legislature to correct this. They say they are "prohibited from Lobbying."

So it's lobbying just to make your case? C'mon. Gimme a break.





The Tolls



TOLL INCREASES

**Tolls Will Increase
Automatically Whether
Increases are Needed
Or Not**

The tolls go up

- The tolls go up, whether needed or not, as we are already paying excess tolls but that money just gets siphoned off and diverted to someone else.
- Remember, the Causeway is also proposing an automatic CPI increase every 7 years, whether needed or not.
- That means they will add to their several million \$ already on hand, and automatically add to that!!!

So if it becomes toll free?

- Won't this put the Causeway Commission out of business?
- Not necessarily. After the state takes over, it may determine that special situations exist on the Causeway that justify retaining some of the Causeway functions (dispatchers, camera viewers, police). There will be serious cost reductions as numerous toll collectors will no longer be needed.
- Either way, all will be funded from the state's existing gas tax rather than the tolls (just as all other bridges are).
- Again, about 75% of the toll revenue comes from the Northshore commuters.

IS THIS ^S FAIR?

Is it fair that we have to pay tolls plus
gas taxes?

And not get a dime's worth of our gas
taxes returned to fund the bridge?

Or still owe \$43 million on a 60 year old
debt.

Are you serious?

Of course it's not fair.



Worse, there is too much concern on the wrong issue

- There is way too much concern about keeping an out-of-control vehicle from going overboard, and too little concern about that same vehicle ricocheting back into following lanes of traffic.
- The Causeway says they have no studies or facts to show if the higher rails will or will not endanger following traffic and still far more lives. . No one can say with credibility that vehicles won't ricochet.
- How can they spend millions on an unknown result? And spend nothing to determine CAUSES of so many vehicles go out of control SB but not NB. If you can't get the question right, how can you get the answer right?

Hence this question:

- **Can the Causeway or Rail designer or Safety Bay designer Guarantee that more lives won't indeed be endangered in this scenario?**
- **The Causeway answers NO!**



Do the proposals even make sense?

It may well be that the proposals won't help, but may actually make things worse

Public Records Requests Reveal Scary and Inadequate Research

- **PRR QUESTIONS:** Please provide any Independent or in-house studies, evidence, facts, or proof that
- **Adding Safety Bay entrances and exits** will not cause more accidents than the present “straight-away” road without these added entrances and exits.
Answer: NONE
- **RAISING RAILS** will not toss a ricocheting vehicle back into following traffic and thus endangering those innocent following vehicles.
Answer: NONE
- **YOU ARE NOT CONTRADICTING YOUR OWN CLAIMS** that increasing entrances and exits such as from adding toilet facilities to the Crossovers will cause accidents from entering and exiting those Crossovers.
Answer: NONE
- **The Rail Designers** can prove or guarantee that their design will in fact not cause death or injuries to those persons in following vehicles in following lanes becoming involved in an accident caused by keeping a vehicle from going overboard.
Answer: NONE

A Guarantee?

Of course not

- Of course they won't guarantee that.
- Which of course means that we have to hope their '*best estimate*' is good enough.
- Are you willing to gamble \$296 million of your money and mortgage your future to find out if their proposals work?
- And it IS a gamble. With your money.

And another guarantee

- Will the rail designer guarantee that the rails will keep a vehicle from going over board?
- All types? What about a bus with loads of passengers, and thus 'top heavy' ?
- Or a tractor trailer? Or a gravel truck?



But not all Doom and Gloom

But Not all Doom and Gloom

- \$16 million annual toll revenue, of which 75% of the toll revenues comes from the Northshore
- So, 75% of \$16 million is \$12 million.
- That's \$12 million that you can spend on something other than tolls.....
- Which will stimulate the Northshore Economy.
- \$12 million x 30 years (life of the bonds) is \$360 million
- That's \$360 million diverted from Northshore families and Northshore business. (just to pay a toll)
- So, do you want to spend your money on tolls, or on your family and help Northshore businesses?
 - **(STP Council – you CAN fix this.**
 - **Just Vote NO)**

So a \$12 million annual stimulus

- Kinda makes you wonder if the area **businesses** and **Chambers of Commerce** will push to end the tolls to stimulate their businesses.
- It would certainly help businesses and families.
- Kinda makes you wonder why **ALL the STP Council members** aren't pushing to end the tolls instead of **RUSHING** this through to **increase** them.
- **And their answer is..... ?**

Especially Since...

This STP Parish is proposing a $\frac{3}{4}$ cent tax increase for Economic Development.

Yet, it ignores the tremendous \$12 million economic development that is available for FREE, by simply paying off the Causeway debt so the state can service it like it does all the other Toll-Free roads and bridges.

Economic Development

?

**Or just more
tax and spend??**

Virtually every economist says to LOWER taxes to stimulate the economy.

But St Tammany seeks to RAISE taxes to stimulate the economy.

Just what does St Tammany Council and Brister know that the rest of the world does not?

Do they know so much that they'll pass up FREE stimulus?

A Final Question

**Why spend money
you don't have
to solve a problem
you don't have?**

**The Causeway is already
safe enough.**

Public Sentiment

- **A WWL opinion poll** showed 80% of the people were against raising the rails and adding Safety Bays.
- **92% of the speakers** at the Causeway's presentation to the STP Council were against this proposal, and 1 of the 2 for it was from out of state.
- **90% of the speakers** (all but one) at the Causeways presentation in Mandeville spoke against this.
- **\$71,000,000** to raise the rails spends way too much to accomplish way too little. It introduces 'unintended consequences' by endangering innocent followers. It's likely to increase accidents than decrease them.
- **Personal responsibility** to pay attention is an absolute must.

Some Passing Thoughts

- The following slides are just for additional thought and additional specifics.
- They are not essential for formal presentations.
- Some are repetitive because of the extra 'back-up' detail that they provide.

So Why the Rush to Vote??

What do they want to hide?

- **FACT** – The Causeway was asked to postpone its vote for 30 days to give more time for public input. The answer was “What will we know in 30 days that we don’t know now?”
- **FACT** - Well, the answer would have been to receive public input and suggestions like those made on following pages.
- **FACT** - The Causeway rush-voted their self-serving interest to avoid other low-cost alternative not favorable to them.
- **FACT** - A Cost-Benefit-Analysis may show better Bang-For-The-Buck options
- **FACT** - A Cost-Benefit-Analysis is a common financial management tool, used by virtually every business for any significant expenditure.
IT’S FINANCIAL MISMANAGEMENT NOT TO USE IT
- **FACT** - Even US DOT uses it.
- **FACT** - The Causeway says it ‘builds’ everything per US DOT, so why not do a Cost-Benefit-Analysis as US DOT does frequently?
- **FACT** – **The Causeway requested federal grants but was turned down, being told that *repairs and new construction are more important than “safety improvements.”* H e l l o...**

Perhaps the Causeway folks could take a lesson?

A Common but mis-guided Claim

- **CLAIM** – “You just can’t put a value on a human life.”
- **FACT** – Oh yes you can. It’s done every day by 19,700 actuaries in the USA (394 in Louisiana) and tons of attorneys.
- **FACT-** US DOT itself puts a value on life (average is **6.2 million**).
- **Example:** a 70 year-old retired father and 30 year-old son who is a Harvard Medical school grad. Both are killed in the same car accident. Do you think their settlements will be the same? That no “value” will be computed?



Comparisons

**Let's compare the
Causeway to other
bridges**

Comparisons to the CCC

- **The Times Picayune**

“it wouldn't be fair to continue charging a toll to cross the Crescent City Connection when the expenses of other Mississippi River bridges are covered by state and federal funds.”

- **“Our Opinion” editorial April 30, 2011**

- **Bureau of Governmental Research**

- “a renewal of tolling would be a mistake...bridge tolling is unfair...the costs are manageable from other sources”

- **2011 - BGR Report, April**

Comparisons to the CCC

- Contrary to Doom and Gloom predictions, the CCC remains in excellent repair, is scheduled for new painting, and costs have actually been reduced by getting rid of all the **“Toll-Enabled-Sweetheart deals”** and inflated contracts (and some services with no contracts at all).
- **EXAMPLE:** The grass cutting now costs about a third of what it used to.
- **This is hardly Doom and Gloom.**

Compared to the Huey P Long and 16 other “special” bridges

- The 1.2 BILLION bridge-widening project is one of 16 projects in the 4.6 BILLION in the TIMED (Transportation Infrastructure Model for Economic Development) program for Economic Development, Improved Evacuation Routes, and Safety Infrastructure Improvements.
- **NOTE: all this was done without a toll or additional tax!!!** Maybe this fund should be recreated to include the Causeway to help recoup the \$42,000,000 we've already paid.

SUGGESTIONS?

- Oh yes, we have suggestions
- Plenty of them.
- And they're way less expensive
.....

SUGGESTIONS

- ***ENHANCED ENFORCEMENT***
- **Use unmarked vehicles to cruise with the commuters.**
- **Unmarked vehicles can better observe tail-gaiting, texting, lane changing, speeding, distracted driving, etc, and call ahead to pull over violators for ticketing.**
- **Perhaps reimburse patrolmen for using their own personal (unmarked) cars.**

- **The ¾ cent tax**
- Simpson said. "In order for the parish to keep up with our growth, and not go back to always playing catch-up, we will need to fend for ourselves. We can no longer expect to see tax monies that our citizens have paid to the state sent back to our community for major projects or in large amounts as we have in the past. We must act on our own and reinvest monies generated by the (economic development districts) back into ... our parish parish's future so that we are better invested in economic development and our
- It has a clause that the money can be used anywhere in the Parish, even though supposedly designated for certain districts.
- It's incomprehensible that someone will vote for a tax for \$4 million a year rather than go after \$12 million that's absolutely free. This has to qualify as a really special kind of stupid.

AND MORE SUGGESTIONS

The logo for EZ Pass, featuring the text "EZ Pass" in a stylized, italicized font with a purple-to-white gradient background.A white rectangular sign with a black border and the word "ONLY" in large, bold, black capital letters.

- Consider “EZ Pass” Lanes like
- states use.

Reduce toll collection costs by going to unstaffed or reduced staff and use automated collections like so many states do now (toll tags or exact change only).

- If we absolutely have to have toll lanes, reduce the number of cash lanes to encourage more toll tag usage.
- Speeding can be also be controlled by using the tags to ‘clock’ the speed from entry to exit. This makes it impossible to speed without being caught.
- Many toll roads do this now. The West Virginia Turnpike has used this for decades.

YEP, MORE SUGGESTIONS

- **No trucks over 3 axels allowed, or if allowed, cannot pass except to get around a breakdown or emergency.**
- **All trucks & SUVs must stay in the right lane**
- **Use a police convey “lead vehicle” in peak times to prevent speeding.**
- **Requiring all large SUVs and large pick-ups to stay in the right lane will reduce lane changing and speeding and thus accidents.**
- **Reduce the speed limit, at least in the South Bound since that’s were most of the overboards are.**

AND STILL MORE

Place 4' to 6' horizontal markers every 100 feet or so, across the center lane dividers, to help drivers gauge how much distance they should have between themselves and the car in front of them. This should help reduce tail-gaiting.

At least **TRY** these low-cost no-cost ***Enforced Enhancements*** before mortgaging our future for 1,196 years and spending outrageous sums for UNCERTAIN results.

Before Moving Forward...

- **All** actions should be postponed for more study before going into more debt.
- If their plan is so great, why won't it stand the test of time and scrutiny?
- A Cost-Benefit-Analysis is a must, just as US DOT does on most of its projects.
- Disclose how many accidents have been alcohol or drug related (about 33% state average), and if seat belts were being used.
- Stats show most accidents are near the entrances and exits. Thus add electronic attention-getters for higher alert.

Before Moving Forward

(continued #2)

- Determine **what causes/initiates** a vehicle going out of control in the first place, that leads to a vehicle **hitting** the sides and thus the huge disparity of 15 southbound vehicles hitting the **sides** vs only 1 northbound.
 - ***This is THE KEY question!!***
 - ***What initiates the accident??***
- Thoroughly study other alternatives and report those findings to both councils ... and to the citizens.
- Have our Legislators **END DIVERSIONS** and end them before incurring one dime of debt or before any project begins.

Before Moving Forward

(continued #3)

- Require “***ENHANCED ENFORCEMENTS***” be tried before spending one more dollar.
- After Enhanced Enforcements results are known, we can then decide (with facts, not expensive theories) what else might be needed.

Total Paid But Diverted

- **\$2,015,000 x 30 years = \$60,450,000 (1)**
- **\$4,000,000 x 30 years = \$120,000,000 (2)**
- **Total over 30 years = *\$180,450,000***
- **You paid to others = \$180,450,000**
- (1) Toll Diversions from prior pages
- (2) Gas Diversions from prior pages

And a \$350,000 diversion

- **\$350,000 per year** of your toll money is diverted to 7 parishes at \$50,000 each to St. Tammany, Jefferson, St. Charles, Tangipahoa, Washington, St John The Baptist and the City of New Orleans

\$50,000 a year goes to the City of New Orleans, of which **\$25,000** is dedicated to NOPD and **\$25,000** to Recreation District.

\$65,000 Traffic Ticket Diversions

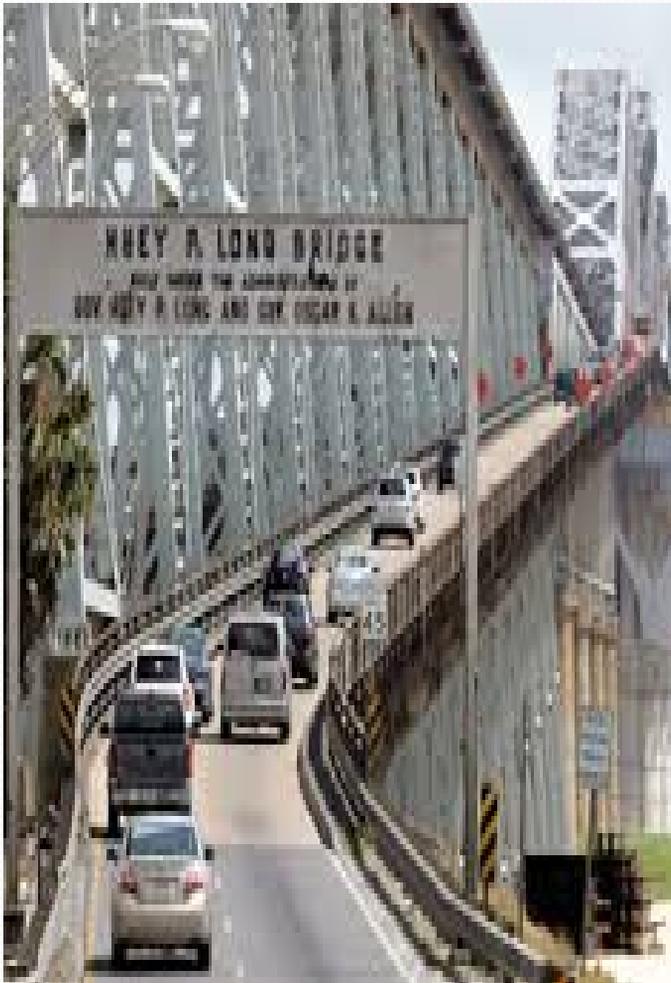
- \$60,000 to \$65,000 fines from tickets is diverted from the Causeway to Jefferson and St Tammany Parishes.
- This money should be dedicated to stay with the Causeway to reimburse the costs of policing the Causeway.

The \$ \$ \$ Diversions

Quick Overview

- 1 – \$1,600,000 annually goes to police the Toll-Free Huey P. Long bridge for the last 28 years (up from \$1,200,000 a year)
- 2 - \$350,000 a year to 7 parishes who have nothing to do with the Causeway.
- 3- \$65,000 annual traffic ticket revenue goes to Jefferson and St Tammany rather than to reimburse the Causeway for its own policing cost.

**\$1.6 Million Dollars
today of your Toll Money
goes to Policing The
Toll-Free Huey P. Long
Bridge. This started in
1988**



These Legislative Acts

- Several Legislative Acts compound the problem by forcing the Causeway to transfer Causeway funds to non-Causeway entities.

- Legislative **Act 875 of 1988** requires the commission to use surplus funds to Police The Huey P. Long Bridge.

Legislative **Act 875 of 1988** requires the commission to distribute surplus license plate renewal funds to St. Charles Parish, St. John the Baptist and Tangipahoa \$50,000 each. Hence, 28 years x \$150,000 = \$4,200,000

- Legislative **Act 1227 of 1995** requires the commission to distribute **\$350,000** "surplus" or "excess" tolls to 7 Parishes at \$50,000 each. It further stipulates that \$25,000 of New Orleans funds be dedicated to the NOPD and \$25,000 to the New Orleans Recreation District. Bottom line, your toll money supports NOPD and NOLA Recreation Districts rather than towards Causeway operations.

- **Since enactment, these Acts have diverted \$42,000,000 of your tolls from Causeway purposes to non-causeway purposes rather than simply paying down the debt.**

Double Taxation

- We pay a TOLL for policing and maintenance.
- Plus we pay a gas TAX also for policing and maintenance.
- Hence, we are double-taxed.
- But we don't receive one dime back from our Gas Taxes to help maintain the Causeway.

Proceed with caution



Diversions since these Legislative Enactments

- \$ 42,000,000 - diverted since 1988
- \$ 60,450,000 - will be diverted over the next 30 years (the bond period)
- \$102,450,000 - Total Diversions
- plus no credit for the annual \$4,000,000 gas tax we lose.