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Public Private Partnership Opportunities Study

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swLEADERinc.

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Executive Summary

The purpose of this project was to analyze the potential for developing a public private partnership for the operation of the ferry system currently operated by the Louisiana Department of Transportation and Development's Crescent City Connection Division (CCCD). To accomplish the analysis various scenarios for privatization of the vessel and terminals operation were examined in order to determine the best fit for the system here.

The study areas included financial review and revenue analysis; ferry operation issues, including staffing levels, benefits and types and quality of vessels; legal and legislative changes and areas of concern needing to be addressed; and, finally, a counseling review of the terminals that are part of the current system.

The challenging financial data collection and analysis process was extensive and difficult to complete because of several institutional record keeping and budgeting changes. Nonetheless, the information presented will be extremely useful for any future operator to have as the privatization process moves forward. The costs associated with the existing ferry service were developed, analyzed and presented on an hourly basis. This approach, which is typical of most privately or publicly operated transit systems, allows specific line items to be reviewed and examined to determine where cost savings could take place. Those cost saving areas were found and alternative approaches recommended, being careful to arrive at a conservative operating cost estimate for any future operator.

Along with the analysis of the financial elements, the vessels in the current fleet were studied to determine their appropriateness for the particular routes in operation. These determinations were based on CCCD staff recommendations and consultant review. Rehabilitation costs for select vessels were developed and presented, along with the estimated cost to build a new passenger only vessel best suited to the specific corridor. The cost estimates provide valuable data for the future operator and CCCD and as it progresses the privatization process.

While operating scenarios were developed taking in to account staffing, vessel operations and maintenance costs, a critical piece of the analysis, the projected revenue and fare structure, is left to be determined. It is understood that the operator will be able to set its own fares, as outlined by LADOTD, but what the fares will generate and what other revenue sources will bring in are beyond the scope and ability of this project. It is now possible, however, to determine breakeven using the hourly costs that were developed. Potential alternative revenue sources include advertising on vessels and at facilities, charter services and revenue generated by retail and other activities at the terminals.

The legislative analysis went through many iterations, as the project coincided with the Louisiana legislative session. Beginning with the draft document establishing the Metropolitan Ferry Authority, in the end LADOTD staff determined that the best approach was to issue a request for proposals to private operators and that the service was to be managed by LADOTD. There still are a number of issues that need to be addressed legislatively or legally, but that will occur later.

The review of the terminals and other real estate owned by LADOTD was thorough in terms of the servitudes and other encumbrances placed upon the properties. During this process it was determined that at this point **no for-profit concern can be located within the Canal terminal.** It was further determined that **the riverside of the terminal building at Jackson Avenue is no longer a part of the ferry system** because of the time that terminal has been out of service. These and other real estate issues must be addressed by the State and the future operator.

Finally, several public private partnership alternatives were presented that offered varying degrees of public oversight. The recommendation for the type of public private partnership going forward was, in most part, determined by LADOTD as time for the bridge toll expiration grew closer. The department's request for proposal (RFP) was initiated without input from the consultant team; however, that which was issued incorporated many of the key elements that will be needed for a successful implementation of a public private partnership and improved ferry service in the region.

Introduction

I. Purpose of Study

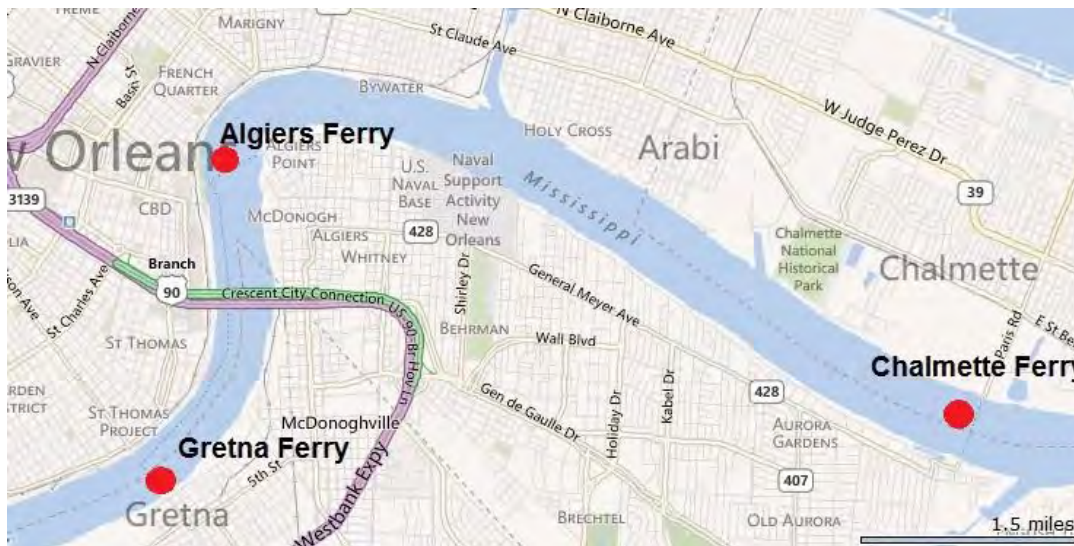
The Crescent City Connection Division (CCCD) has managed and operated the Algiers, Gretna and Chalmette ferry crossings continuously since 1969. In 1994, Louisiana state law R.S. 47:820.5 introduced a \$0.50 per axle (cash users) toll for all automobiles traveling from the west bank to the east bank on all CCCD bridges and ferries. The tolls are scheduled to expire on December 31, 2012 unless legislative action is taken. These tolls are the main source of revenue for the CCCD and as such, if they expire the CCCD will no longer be able to subsidize the operation of the three ferry crossings.

The purpose of this study is to review a variety of models and analyses of potential opportunities between a private operator and a public entity, presumably DOTD. Based on existing ridership estimates and operating expenses, the study provides scenarios for these models ranging from contracted service providers to exclusive operations by a private entity.

II. Project Area

Currently six vessels are operated by the CCCD along three routes crossing the Mississippi River, which include the Chalmette, Algiers and Gretna ferry routes. Five of these vessels carry automobiles and one (Gretna) is a passenger only vessel. The map below shows the location of the three routes managed by the CCCD.

Figure 1: Project Area- Landings



Source: LA Department of Transportation, Ferry Status Map

The Algiers Ferry operates between the Algiers Terminal at Algiers Point and the Canal Street Terminal (located at the base of Canal Street) daily between 6am and 12:15am. The Gretna Ferry operates

between the Gretna Terminal at 1st and Huey P. Long and to the Canal Street Terminal on a limited schedule. This route originally connected the Gretna terminal and the Jackson Avenue Terminal, but the route was altered in 2009. The Chalmette Ferry crosses the Mississippi River between Chalmette and Old Aurora between 6am and 8:45pm. The ferry connects with Paris Road on the east bank and with Patterson Road on the west bank.

III. Planning Assumptions

In examining potential privatization models for the ferry network, the consultant team identified several conditions in the local environment which helped set the context for this study. These factors range from projected ferry ridership estimates, legislative issues, regional planning activities and population changes in the New Orleans Metropolitan Area.

Ridership

In 2008, the Five Year Ridership Projection (Ridership study) study estimated ridership at an average of 101.5 passengers per hour on each vessel or approximately 1,503 passengers per day on each vessel¹. This same study estimated the Algiers to Canal Street vessel accounted for roughly 2,933.86 passengers daily. The Algiers/Canal Street route continues to service a significantly larger pedestrian population than the other two routes. The Gretna/Jackson Avenue route (this route now runs to Canal Street) averaged 303.6 passengers per day in 2008. The Chalmette ferry carried roughly 1,288.4 passengers per day during the same year. The Chalmette ferry serviced the highest number of vehicles with 95 percent of the ridership driving their car onto the ferry. 68 percent of survey respondents reported that they have been left at the landing due to overcrowding on the ferry. Consequently, the patrons on this route would benefit greatly by running two vessels daily at a more frequent departure schedule.



In general, ridership system wide continues to decrease, losing about 1 percent of its total volume per year. Reliability continues to be an issue for the system as a whole, but the survey from the 2008 Ridership study revealed numerous complaints regarding the timeliness of the Chalmette ferry. Another concern of the ridership included the facilities at each of the terminals. Several comments ranging from the need for public restrooms and food and beverage providers to requested improvements in accessibility, cleanliness and general appearance of the terminals were received during the survey.

Although the system continues to lose ridership, numerous retail and residential developments on both the east and west banks suggests there is a potential to increase ridership if the fares are set at a market driven rate and proper advertising is implemented. The CCCD has never been able to set a fare structure and all revenue generated by vehicle passengers was previously considered a toll. All tolls for CCCD bridges and movable bridges (ferries) are mandated by legislation.

Legislative Issues

¹ The Five Year Ridership Projection was prepared for the Regional Planning Commission by swLeader, Inc. and Burk-Kleinperter, Inc. in July 2008.

The Crescent City Connection Division (CCCD) was created by the State and its legislation controls how the organization operates including how the tolls are collected, the toll rates, and how the toll revenues are distributed. These tolls are set to expire in December 2012. At the time of this study, there is discussion at the legislative level to develop a Request for Proposals for a private operator to manage the ferry system. At a presentation to stakeholders and legislators in the area, the DOTD proposed the following for the **privatized ferry system**. These are the assumptions for the funding and development of the proposed plan for the private operators; therefore these are the assumptions made in this report.

- **Annual incentive payment not to exceed \$4million**
- **One-time capital incentive not to exceed \$16million for new or upgraded ferries**
- **One-time capital incentive not to exceed \$3million for terminal upgrades**
- **Authority to apply market-based fares on vessels**
- **Authority to retain revenue from advertisement**
- **Authority to retain revenue from re-negotiated immovable property agreements and special event rental rates**
- **Authority to transfer profit between preferred service**
- **Authority to develop existing terminals**
- **Option to employ existing fleet of boats**
- **Flexibility in ferry scheduling (mode and frequency)**
- **No requirement to retain or employ existing staff**

Regional Planning Activities

Several planning initiatives that have the potential to impact ferry ridership are underway across the metro area. In Lower-Algiers, the **Federal City development will include 32,000 sq. ft. of retail space and 1,400 residential units**. In the **Central Business District, the South Market District development will include 450 new residential units and retail space along the new Loyola street car line, which will connect with the Canal Street car line**. The new **riverfront park, Crescent Park, is currently under construction in the Marigny and Bywater neighborhoods**. This park will connect downriver communities with the already popular Riverwalk at the Canal Street terminal. Another development along Canal Street includes the **redevelopment of the Canal Street Theater District**. This district has the potential to draw people from all over the metro area and will be connected to the Canal Street ferry terminal by the Canal street car line. These developments, along with many others, have the potential to increase ferry ridership between the east and west banks.

Population

The 2010 Census reported a decline of 11.29% in the metro area from the 2000 Decennial Census. The **population for the New Orleans, MSA in 2010 was 1,167,764**. The three parishes most impacted by the ferry system include Jefferson, Orleans and St. Bernard. All three parishes experienced a loss in population. The chart below shows a comparison of the 2000 and 2010 population estimates and the population loss in these three parishes.

Table 1: Population

Parish	2000	2010	Percent Change
Jefferson	455,466	432,552	-5.03%
Orleans	484,674	343,829	-29.05%
St. Bernard	67,229	35,897	-46.60%

Source: US Census Bureau, 2000 and 2010 Decennial Census

Although the metro area experienced a massive population loss in 2005 after Hurricane Katrina, the New Orleans area continues to repopulate making it one of the fastest growing cities according to 2011 US Census estimates. The US Census Bureau reported that of the 366 metro areas across the US, New Orleans experienced the greatest percentage loss between 2000 and 2010. That said, New Orleans was 35th in metro area percentage growth between 2010 and 2011.²

Existing Conditions

I. Equipment

The Crescent City Connection Division of the Louisiana DOTD owns and manages six vessels with a total capacity of 4,240 walk-on passengers (including vehicle occupants and crew members) and 276 vehicles. The Figure 2 shows the mechanical and technical details for each of the six vessels.



Several of these vessels will need to be refurbished and brought to today’s industry standards or decommissioned in coming years. When considering privatization models, the CCCD should include the fuel consumption, cost of repairs and the amount of passengers and vehicles associated with each vessel to determine which vessels to sell or refurbish. An analysis of these factors is included in the proposed privatization models discussed later in this report.

² US Census Bureau, Newsroom, “Census Estimates Show New Patterns of Growth Nationwide,” April 5, 2012, <http://www.census.gov/newsroom/releases/archives/population/cb12-55.html>

Figure 2: Six Vessels and Mechanical Details

VESSEL NAME	CCCD CALL SIGN	DOTD EQUIP. NUMBER	USCG DOC NUMBER	FCC CALL SIGN	YEAR BUILT	SIZE (ft. WxL)	TONS: GROSS (NET)	PROPULSION	GEAR/PTO	ELECTRICAL	CAPACITY ¹
SEN. ALVIN T. STUMPF	306	380-022	593578	WDD 2992	1978	66 x 190	858 (593)	Diesel, twin screw main (CAT D398B); Electric, 360 bow thruster	CAT 7251 GEAR 3:1 RED	2 – 300 KW SSG (CAT D353); 50 KW E. GEN (CAT 3304)	1000 passengers 60 vehicles
CAPT. NEVILLE LEVY	305	360-021	588306	WDD 2990	1977	66 x 190	858 (593)	Diesel, twin screw main (CAT D398B); Electric, 360 bow thruster	CAT 7251 GEAR 3:1 RED	2 – 300 KW SSG (CAT D353); 50 KW E. GEN (CAT 3304)	1000 passengers 60 vehicles
LOUIS B. PORTERIE	303	380-011	236610	WDD 2985	1937 ²	54 x 140	568 (522)	Diesel, twin 360 main thrusters (CAT D353/SCHOTTEL SRP170); Diesel, 360 bow thruster (CAT 3306/SCHOTTEL SRP110)	TWIN DISC PTO	2 – 250 KW SSG (CAT 3406); 50 KW E. GEN (CAT 3304)	800 passengers 50 vehicles
THOMAS JEFFERSON	308	380-010	242522	WDD 2993	1942 ³	54 x 142	477 (398)	Diesel, twin 360 main thrusters (CAT D353/SCHOTTEL SRP170); Diesel, 360 bow thruster (CAT 3306/SCHOTTEL SRP110)	TWIN DISC PTO	2 – 280 KW SSG (CAT 3406); 50 KW E. GEN (CAT 3304)	800 passengers 50 vehicles
COL. FRANK X. ARMIGER	307	380-023	593755	WDD 2987	1978	30 x 87	288 (182)	Diesel, twin screw (CUMMINS KT1150M)	TWIN DISC MG-514 C GEAR	2 – 50 KW SSG (DET 4-71) NO E. GEN	400 passengers (pedestrian ONLY, not able to carry vehicles)
ST. JOHN	304	380-005	582890	WDD 2991	1977	80 x 142	656 (446)	Diesel, twin screw (CAT 3412)	TWIN DISC MG-27 GEAR	2 – 90 KW SSG (CAT 3304) NO E. GEN 1 – AUX ENG w/Air Comp & #2 fire pump (CAT 3304)	240 passengers 56 vehicles

NOTES:

1. Per USCG stability letter and COI, Passenger capacity includes vehicle occupants and crew
2. Vessel underwent major refurbishment in 1993
3. Vessel underwent major refurbishment in 2011

II. Facilities

There are four terminal buildings (building and ferry landing), two ferry landings and one maintenance facility that will be included as assets in the discussion of privatization of the ferry system. These facilities remain mostly in bare-bones deteriorated condition and a number of improvements will need to be addressed by the operator as part of the privatization effort. These improvements include marine, plumbing, electrical and mechanical updates. A complete detailed composite of each improved parcel is included in Appendix A-1. Below is a review of the buildings that could potentially generate revenue if the properties were improved to include other uses such as retail, office and food service space. There is also a brief description of the Chalmette-Lower Algiers facilities, which include two landings and the maintenance facility. Maps of the facilities are located in Appendix D-1.

Jackson Avenue Ferry Terminal

The Jackson Avenue Ferry Terminal consists of land forming the downtown/lake corner of Jackson Avenue and Tchoupitoulas Street. The site consists of five lots in Square 30, Fourth District, which were acquired by the Mississippi River Bridge Authority (MRBA) in April of 1976. The total land area is 16,720

+/- square feet. The property is zoned MU-Z, Mixed Use District, which encourages adaptive reuse of large, older structures for mixed-use development. This district allows for commercial, office, residential and certain light manufacturing uses.

The property is improved with a two-story masonry building which was formerly used as the Jackson Avenue Ferry Terminal, which provided pedestrian access to the Jackson Avenue/Gretna ferry, via an overhead walkway across Tchoupitoulas Street, the Public Belt Railroad tracks and the riverfront wharfs. This ferry service has been discontinued. According to the legal counsel for DOTD CCCD, the overhead walkway and all structures on the river side of Tchoupitoulas Street reverted to their prior owners when the ferry service was discontinued. For purposes of this study, only the site in Square 30 is considered.

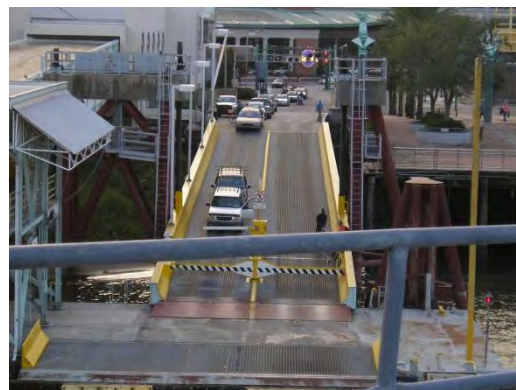


Jackson Street Ferry Terminal, Pedestrian Bridge, 2008

Canal Street Terminal

The Canal Street Ferry Terminal is located at the foot of Canal Street between the Bienville Street Wharf and the Spanish Plaza. The improvements include the façade structure fronting on the Spanish Plaza and a portion of the Bienville Street Open Wharf fronting 40' on the Mississippi River. They were donated by the Board of Commissioners of the Port of New Orleans to the Mississippi River Bridge Authority (MRBA) on October 18, 1977. The property is zoned CBD-2, Central Business District which allows for most retail and commercial uses. The second floor pedestrian lobby of the Canal Street Ferry Terminal has unused space which could be converted to commercial use.

A Grant of Servitude on September 14, 1981 from the City of New Orleans to MRBA covers both the land space and the air space for the footbridge over the New Orleans Public Belt railroad tracks. This servitude terminates if or when the ferry operation ceases. A lease from MRBA to New Orleans Exhibition Hall Authority (NOEHA) dated August 14, 1986, covers 2,336 square feet of the North Arcade, and the Access Area, which is defined as 'that certain portion of the Ferry Terminal Building and the North Arcade and all of the Pedestrian Bridge and the Bus Terminal Entranceway as outlined'.



Canal Street Ferry Terminal, Vehicle Approach, 2008

The City of New Orleans leased the North Arcade Riparian Land to NOEHA, who in turn subleased to New Orleans Riverwalk Associates (NORA). The lease term is 60 years with a 30 year option. Rental is the



amount received from NORA or NORA's sub lessees, less NOEHA expenses. This lease is dated November 10, 1987. A Consent and Reservation of Rights Agreement dated August 14th, 1986, between the City of New Orleans, NOEHA and NORA reaffirms the right of the City to assert its ownership rights in the event that the Ferry Terminal (excluding North Arcade) ceases to be used exclusively for public transportation purposes. **Any for-profit use of the Ferry Terminal is inconsistent with the use of the land intended by NOEHA and the City.**

Algiers Ferry Terminal

The Algiers Ferry Terminal is located at the intersection of Morgan, Bouny and Delaronde Streets in the west bank portion of the City of New Orleans. The neighborhood is one of the oldest in New Orleans. It is primarily residential in character with commercial and industrial uses along the riverfront. The property is zoned C-2, General Commercial. The heavy pedestrian use of the Canal/Algiers ferry points to an opportunity for food, beverage and retail vendors as potential tenants of available space in the terminal.



Algiers Ferry Terminal, 2008

The ferry landing, excluding real property, together with all buildings and improvements pertaining thereto were acquired by the State of Louisiana through the MRBA from Algiers Public Service Company, Inc. on June 10, 1966. The improvements were constructed pursuant to the

Authorization of the Board of Levee Commissioners of the Orleans Levee District and the U.S. Engineers, Mississippi River Commission to Algiers Public Service Company on August 30, 1924. The terminal building was renovated as part of the Urban Mass Transportation Capital Grant contract dated November 21, 1973.

Gretna Ferry Terminal

The Gretna Ferry Terminal is located on 1st Street at the foot of Huey P. Long Avenue. The Jefferson Parish courthouse complex is across 1st Street from the Terminal. The immediate neighborhood of the Gretna Terminal is commercial in nature, centering on the Courthouse and its support structures. The commercial district extends from 3rd Street to the river in the vicinity of Huey P. Long Avenue. There are scattered commercial uses along both 3rd and 4th Streets.

The Ferry Terminal and Amphitheater are outside the limits of the Gretna zoning, which ends at the levee. **The zoning on the land side of the levee is BC-1, Business Core District designed to provide space for retail and parking activities in support of**



Gretna Ferry Terminal and covered transit stops, 2008

the business core and government complex.

Lower Algiers Landing

The Lower Algiers ferry landing is located on the west bank of the Mississippi River in the Old Aurora neighborhood of New Orleans. The landing is accessed by a road over the levee which has limited covered passenger waiting space and a combined vehicle/pedestrian ramp to the ferry. There is no



Lower-Algiers Landing, Vehicle and Pedestrian Approach, 2008

terminal facility at this location. There is a small parking area on the west bank side of the river levee which is used for CCCD personnel use only. There are no public facilities or restrooms.

The landing is located within a largely undeveloped residential area. The closest transit stop is approximately ¼ mile northwest of the landing. The landing is not conducive to pedestrian use as there are no accessible sidewalks or street lights. The landing does not present an opportunity for additional revenue streams as the majority of the passengers drive onto the ferry and do not walk through a terminal.

To the west of the landing is the Ferry Maintenance Facility, which straddles the levee. This facility is large enough to store two vessels. To the east is a combination of residential structures and vacant land.

Chalmette Landing

The Chalmette landing is located on the east bank of the Mississippi River in Chalmette, St. Bernard Parish. The facility is very similar to the Lower Algiers landing in that there is limited protected



Chalmette Landing, Vehicle and Pedestrian Approach, 2008

passenger waiting space and a combined vehicle/pedestrian ramp to the ferry landing. The entire landing area is located on the river side of the levee and is accessible by a landing roadway.

There is no terminal facility at this location and as such, there are limited opportunities for additional revenue sources. There are no public facilities such as rest rooms or waiting rooms. Again, this area is not easily accessible by pedestrians. The landing is located in a mostly industrial area with limited pedestrian infrastructure and no easily accessible transit options. There are no residential structures in the immediate area and few commercial structures.

III. Existing Operation Conditions

Three ferry crossings are currently operated by the CCCD. All three crossings operate daily for a total of 15,678 scheduled annual operating hours. The routes include:

- Gretna landing/terminal to Canal Street landing/terminal
- Algiers landing/terminal to Canal Street landing/terminal
- Lower Algiers landing/terminal to Chalmette landing/terminal

As the system is currently managed, pedestrian passengers do not pay a fee to use the ferry. Motor vehicles with a toll tag pay a fare of \$0.20 per axle and \$0.50 per axle without a toll tag. The maximum fare is \$0.50 per vehicle with a toll tag and \$1.00 for all vehicles without a toll tag. Legislation originally allowed for a limited toll for pedestrians, but the CCCD administration determined the cost of collecting this toll outweighed the benefits and the small fee was eliminated.

The ferry system currently employs 72 employees for at an annual total cost of \$5,435,173 including salaries, benefits and overtime. The personnel costs are divided into operations and maintenance costs. The system currently employs 56 operations personnel for a total annual cost of \$4,246,943 and 16 maintenance personnel for a total annual cost of \$1,188,230. A detailed report including the average salaries of each position, the number of employees for each position and the total cost by position type is included in Appendix C-1.

IV. Political and regulatory environment

The CCCD was created by the State and its legislation controls how the organization operates bridges and ferries. While the CCCD has the authority to acquire, construct, and operate bridges, ferries, transit systems and parking facilities, the Legislature has retained control over many aspects of the system. The legislature sets toll rates, determines how they are collected, and has authorized toll exemption for several groups. Toll revenue can only be used for the operation and maintenance of the bridge and ferries and certain bridge projects. Legislation was reviewed that applies to Bridge and Ferry Authorities as well as CCCD; it is not clear if all of the legislation applies evenly. A list of applicable statutes can be found in Appendix B.

The CCCD's main source of revenue, tolls, is set to expire in December 31, 2012. Should the toll revenue not be available, the current subsidy it affords to all current ferry operations of the CCCD would be lost. This subsidy loss creates an immediate need to identify a reliable source of alternative operational funding. The toll extension has been vulnerable to political debate because many bridge and bridge approach improvement projects for the west bank bridge approaches, dating back to the 1994 reauthorization, have yet to be completed.

The consultant team conducted a review of relevant statutes and regulations, and considered earlier study materials, including "A Legal Overview to the Crescent City Connection Division" by Pickering & Cotogno provided by the Crescent City Connection Division (CCCD) of DOTD as well as a Summary by Topic of Legislation Impacting Ferry Operations.

Governance and Management Models

The consultant team considered governance and management models for the maintenance of ferry service, and attention was focused on the following existing and proposed entities and operating strategies:

- (1) The Crescent City Connection Division (CCCD) of the State Department of Transportation and Development, currently responsible for the operation of metropolitan area ferries, might continue direct management of the system
- (2) A new public entity called the "Metropolitan Ferry Authority" (MFA) for purposes of the study, might assume responsibility for the operation of metropolitan area ferries.
- (3) A public/private partnership of the ferry system might be accomplished by contract with a private operator who could provide services across a broad spectrum of management models, ranging from hiring employees and operating ferries under continuing state supervision and regulation to the private contractor's complete control of all facilities free of any ongoing state presence.

The initial draft (Appendix B-1) that became HB 991 (Appendix B-2) was referred to the House Transportation, Highways, and Public Works Committee but never received a hearing and died with adjournment of the legislature on June 4, 2012.

Enrolled HB 1212 (Appendix B-3), which was approved by both the House and the Senate, was signed by the Governor on June 5, 2012. HB 1212 dealt with significant new matters, including a voter referendum on tolls (within a limited number of Orleans and Jefferson precincts) and new bonding authority.

DOTD Privatization Strategy: Request for Information

Meanwhile, DOTD signaled its interest in a preferred approach with the issuance of a Request for Information (RFI) regarding Ferry Privatization dated April 13, 2012 (Appendix B-4). The RFI's purpose was "to solicit information from both industry and stakeholders to assist the Louisiana Department of Transportation and Development (the 'Department') in the development and introduction of a feasible Request for Proposals (RFP)"; it stated DOTD's "intent to have an RFP available to the market this summer." The RFI clearly indicated that DOTD planned to enter directly into a privatization contract for the ferry service currently operated by the CCCD, and it set forth a broad scope of privatized responsibilities:

Under a potential privatization, the private ferry service provider would provide operation and maintenance services for all or some of the three ferry service lines, and have the ability to explore other revenue-enhancing activities, such as, development of the terminal and landing spaces, including subleasing to concessionaires; advertisement at the terminals/landings and on the ferries; and special event services.

The RFI called for Letters of Interest to be submitted by May 11, 2012 and set May 18, 2012 as the date through which responses to the RFI would be considered, thus beginning and ending the RFI process during the 2012 legislative session.

V. National and International Research on Privatization

An overall examination of ferry systems across the United States was conducted in 2009 and **no systems were found to be analogous to the CCCD system.** In order to be analogous to the CCCD system, the comparable system needs to connect a metropolitan area to metropolitan area and traverse a river. The table below provides a comprehensive review of the ferry systems across the country.



Table 2: Ferry Systems in the United States

Ferry Operator	Location			System Type
	Waterbody	From	To	
Delaware River and Bay Authority	Delaware Bay	Cape May, NJ	Lewes, DE	Public owned vessels and direct Public operation
SeaStreak	East River/NY Bay	New York, NY	Highlands, NJ	Private owned and operated vessels
Golden Gate Bridge Highway and Transportation District	San Francisco Bay	San Francisco, CA	2 Cities in Marin County, CA	Public owned vessels and direct Public operation
Massachusetts Bay Transportation Authority (MBTA)	Boston Harbor	Boston, MA	Quincy, MA	Privately owned vessels with limited public operating subsidy
Hornblower Marine Services	St. Johns River	Mayport Village, FL	Fort George Island, FL	Public owned vessels and contracted Private operation
Lake Champlain Transportation	Lake Champlain	3 Cities in Vermont	3 Cities in New York	Private owned and operated vessels
The Bridgeport & Port Jefferson Steamboat Company	Long Island Sound	Bridgeport, CT	Port Jefferson, NY	Private owned and operated vessels
NY Waterway	Hudson River	New Jersey	New York, NY	Private owned and operated vessels
The South Ferry Company	Shelter Island Sound	Shelter Island, NY	North Haven, NY	Unknown
Texas Department of Transportation	Galveston Bay	Galveston, TX	Bolivar Peninsula, TX	Public owned vessels and direct Public operation
Ketchikan Gateway Borough	Tongass Narrows	Ketchikan, AK	Gravina Island, AK	Public owned vessels and direct Public operation
Virginia Department of Transportation	James River	Jamestown, VA	Scotland Ferry, VA	Public owned vessels and direct Public operation
Harris County, Texas	Houston Ship Channel	Lynchburg, TX	Baytown, TX	Public owned vessels and direct Public operation
Long Beach Transit	Queensway Bay	Long Beach, CA	Long Beach, CA	Public owned vessels and contracted Private operation
Water Taxi	Intracoastal Waterway	Fort Lauderdale, FL	Fort Lauderdale, FL	Other
Delaware River Port Authority	Delaware River	Philadelphia, PA	Camden, NJ	Public owned vessels and contracted Private operation

Operating Costs and Revenue Analysis

In order to identify the baseline costs and associated revenues for the operation of the ferry system, the consultant team requested several data sets from the CCCD including all files available for fiscal years 2008, 2009 and 2010. The DOTD and by association, the CCCD, fiscal year runs from July through June. For the purpose of this study, the consultant team focused on fiscal years 2008-2010 (FY08-10) because the DOTD's financial reporting system changed in fiscal year 2011, making it difficult to achieve consistent data detailed reporting match ups for three consecutive years. That said, in some cases the CCCD was able to produce singular data reports for FY2011 which aiding the team's analysis. The additional 2011 data is clearly noted in the following analysis.

In an effort to provide a comprehensive analysis of the costs associated with the ferry system, the consultant team collected electronic files from the CCCD in a variety of formats including the following file formats: Excel, Access, Word and relevant emails. It was important to collect all formats of data relevant to the project to determine data validity, to detect possible trends and to identify any unusual or onetime costs and/or revenues. To provide an overall picture of the operational costs and revenues, the consultant team used a breakdown of the major and sub-major accounting codes along with a breakdown of the costs and revenue by system and by route. These codes are available in Appendix C-2.

I. Baseline cost and revenue analysis

After reviewing the available data sets, the following reports were most applicable for determining the baseline costs and revenue analysis:

- NTD Data File Folders for FY2008-2010
- Daily Cash Revenue by Location
- Operating Expenditures by Passenger and Vehicle Count by Route
- CCCD Marine Operations Salaries Report
- FY08-FY11 Marine Expenditures Summary Report
- Budget Staff Report

These reports are available in Appendix C. The analysis presents data on system revenue hours, revenue miles, the number of one-way trips (crossings), number of passengers, revenues and operating costs. Subsequently key performance indicators such as cost and revenue per revenue hour, per revenue mile, per one-way trip, and per passenger revenues were calculated. These data sets provide a general understanding of how sustainable the system can be or the amount of subsidy required to keep the ferry system financially afloat.

As previously discussed, the maximum fare for toll tag vehicles is \$0.50 and \$1.00 for vehicles without a toll tag. Pedestrians do not pay a fee to use the ferry. For the purpose of this study, the consultant team assumed the capacity of each ferry boat to be 800 passengers and 50 motor vehicles. Based on the 2008 Five Year Ridership Projection report written for the Regional Planning Commission, vehicle ridership is estimated at 1.63 passengers per vehicle. The consultant team utilized this estimate in the calculations below.

System Wide Operations

The data in Table 3 presented paints a picture of a heavily subsidized operation. In 2010, the operating cost was \$8,127,995, yet the passenger revenues were only \$240,432, producing an operating deficit of \$7,887,563. The fare box recovery, or the percentage of operating costs covered by operating revenues, was only 3 percent. This is abnormally low for a transit operation.

Table 3: Operating Costs, Revenues and Deficits

Operating Parameter	2008	2009	2010
Revenue Hours	15,137	14,736	13,932
Operating Cost	\$8,583,157	\$8,674,757	\$8,127,995
Operating Revenue	\$261,668	\$251,832	\$240,432
Annual Deficit	(\$8,321,489)	(\$8,422,925)	(\$7,887,563)

Per Trip Revenue/Hourly Revenue

In 2010, the operating cost per revenue hour was \$583.40 and yet the revenue generated per revenue hour was \$17.29, producing a deficit per revenue hour of \$566.11. The cost per one-way trip was \$145.88, yet the total revenue per one-way trip was only \$4.32, producing a deficit per one-way trip of \$141.56. In other words, in 2010, every revenue hour that the CCCD Ferry System operated required a subsidy of \$566.11.

Table 4: Hourly versus One-way Trip Revenue Analysis

Hourly Versus One-way Trip Analysis	2008	2009	2010
Cost Per Revenue Hour	\$567.03	\$588.68	\$583.40
Revenue Per Revenue Hour	\$17.29	\$17.10	\$17.29
Cost Per One-way Trip	\$141.76	\$147.18	\$145.88
Revenue Per One-way Trip	\$4.32	\$4.27	\$4.32

Passenger Revenue

Similarly, the cost per passenger was \$4.05, yet the revenue per passenger was only \$0.12, producing a deficit per pedestrian passenger and motor vehicle of \$3.93. Every pedestrian passenger and motor vehicle carried by the Ferry System required a subsidy of \$3.93. In 2010, only 2.2 percent of the seats available on each vessel were utilized by passengers on the average one-way trip. Utilization of available motor vehicle spaces was also relatively low with an average of 22.38 percent per one-way trip. Low utilization of the vessel capacity combined with the lack of revenue generation makes the system unsustainable.

Table 5: Passenger Revenue Analysis

Passenger Analysis	2008	2009	2010
Number of Passengers	2,110,848	2,043,289	2,004,904
Pedestrian (walk-on)	982,005	939,890	988,464
Motor Vehicles	692,542	676,932	623,583
Cost Per Passenger	\$4.07	\$4.25	\$4.05
Revenue Per Passenger	\$0.12	\$0.12	\$0.12

The system experienced a total daily deficit of \$21,609 and a monthly deficit of \$657,297 in 2010. Such large operating deficits require government subsidies to support a system unsustainable at the current revenue levels. Without the implementation of a rational fare structure the ferry system will not be successful and sustainable in the long term.

If the ferry system is to become viable, efforts must be undertaken to dramatically boost both ridership and revenues. Currently, the ferry system requires an annual operating subsidy of approximately \$8 million. Possible remedial actions to raise revenues and reduce and/or eliminate the subsidy include:

1. Creating a ferry fare structure (rather than a toll), including charging pedestrian (walk-on) passengers a fare and increasing the motor vehicle fare;
2. Investigating other revenue sources, including advertising on board the vessels and at the landings, terminal dock leasing and alternative building uses;
3. Encouraging higher utilization of the ferry boats, through a comprehensive promotions and marketing program;
4. Reducing operating costs suggested in pro-forma scenarios that follow.

II. Break even analysis

A break-even analysis is a calculation of the approximate sales volume required to just cover costs, below which production or the provision of a service would be unprofitable and above which it would be profitable. It is an analysis to determine the point at which revenue received equals the costs associated with receiving the revenue. A breakeven analysis calculates what is known as a margin of safety or the amount that revenues exceed the breakeven point. This point is the amount that revenues can fall while still staying above the break-even point.

Publicly operated transportation systems often perform breakeven analyses. In the case of the CCCD ferries and the stated objective of privatizing the operation, it is both a useful and necessary endeavor. A simple breakeven analysis of the existing operation requires an examination the cost of providing the service versus revenue attained for the same. Table 6 below presents the operating hours, costs and revenue by year, system wide and by route, for the CCCD ferries for the three year period including 2008, 2009 and 2010. The most recent data available for 2010 will be the basis for the analysis and it indicates an operating budget of \$8,127,995 for all operations exclusive of capital expenses. Table 6 indicates that the CCCD ferry operation is well below the breakeven point and had an operating deficit

of (\$7,888,563). To breakeven the operation in its entirety must generate no less than \$8,127,995 in revenue per year. Similarly, the operation must generate an average of \$583 in revenue per hour to cover the average cost per revenue hour for providing the services.

Table 6: System Wide Operating Costs

System Wide Operating Costs	2008	2009	2010
Annual Revenue Hours	15137	14736	13932
Annual Operating Cost	\$8,583,157	\$8,674,757	\$8,127,995
Cost per Revenue Hour	\$567.03	\$588.68	\$583.40
Annual Operating Revenues	\$261,668	\$251,832	\$240,432
Annual Operating Deficit	(\$8,321,489)	(\$8,422,926)	(\$7,888,563)
Revenue per Revenue Hour	\$17.29	\$17.10	\$17.29
Deficit per Revenue Hour	(\$549.74)	(\$571.58)	(\$566.11)

Note: The operating cost by route is available in Appendix C-3.

The analysis indicates that if the present fare structure of \$1.00 per vehicle and a policy of no charge for pedestrians and vehicular passengers there will remain a significant, if not, insurmountable operating deficit for each route and the entire operation. To overcome this deficit and attain break-even each vessel must carry on average 583 paying fares or vehicles per hour. Given the current route and service structure it is impossible for the ferry operation to attain breakeven at its present annual operating cost without creating a new fare structure that includes pedestrians. There are several characteristics inherent in the operation that cause and perpetuate this shortfall including:

- A vessel capacity of only 60 vehicles or less per trip for the services operating between Chalmette and Lower Algiers and Algiers and Canal Street. These vessels are the primary revenue generators and the present vehicular capacity limits the revenue or fare opportunities to \$60 per departure at the current toll rate.
- A departure schedule of just two trips per hour for the services operating between Chalmette and Lower Algiers and Algiers and Canal Street. The limited frequency reduces available capacity and in turn limits the revenue or fare opportunities to \$120 per hour in the peak travel direction at the current toll rate.
- A maximum capacity of only 240 vehicles per hour (both directions) for the services operating between Chalmette and Lower Algiers and Algiers and Canal Street. The limited capacity in turn limits the revenue or fare opportunities to \$240 per hour at the current toll rate.
- The total revenue potential of only \$240 per hour based on the current fare structure for vehicle ferries for the services operating between Chalmette and Lower Algiers and Algiers and Canal Street falls short of the required \$583 in revenue per hour necessary to breakeven on an hourly basis.

- There is a maximum capacity of only 120 vehicles per hour for the service operating between Gretna and Canal Street. This limited capacity is a function of the one way vehicular traffic policy (Gretna to Canal Street). With a revenue potential of only \$120 per hour the limitation does not provide enough revenue to attain breakeven on an hourly basis
- The absence of a fare control system to adequately and accurately account for revenue. The ferry operation carried 623,583 vehicles in 2010. The operating revenue for that year was \$240,432. Given that the toll was paid in only one direction, the discrepancy between vehicles carried and operating revenues indicates all the revenue is not being accounted for.
- For the period 2,004,904 passengers rode the ferry and generated no additional revenue because of the no fare pedestrian and vehicular passenger policy

For the CCCD ferries to attain breakeven it will be necessary to both reduce the overall hourly operating expenses and create a fare structure along other revenue. **This objective can only be achieved by altering the service characteristics, reducing non-revenue producing operating hours and the accompanying payroll and other expenses.** These reductions in cost must be accompanied by increased revenue from vehicular crossings and the imposition of a passenger tariff.

Private Sector Operator

As indicated by LA DOTD, the privatization contract will provide an annual operating subsidy for the Chalmette service of \$4million annually. The benefit cost analysis used to determine which ferries qualify for subsidies is based on the distance between the ferry and the Crescent City Connection. **Due to the benefit cost ratio set by LA DOTD, the Chalmette ferry is the only route that qualifies for the subsidy.** That said, the private entity receiving the subsidy will be obligated to run the Chalmette service and **may use any excess funds to continue to run the Algiers and Gretna service.** The level of service will be determined by the private entity that secures the contract through the RFP process.



I. Operating Scenario Analysis

The consultant team was charged with the task of developing an alternative operating scenario for the CCCD ferries presently servicing routes in the City of New Orleans. The objective of developing this alternative is to determine whether or not cost savings can be obtained by reconfiguring the ferry routes, staffing and schedules. Over a period of several months and in consultation with CCCD staff and the Regional Planning Commission an operating configuration was developed that **includes vehicular ferry service between Chalmette and Lower Algiers, passenger only ferry service between Algiers and Canal Street and potentially passenger only ferry service between Gretna and Canal Street.**

In order to prepare the financial pro forma associated with the proposed new ferry operating scenario several data sources such as the historic CCCD operating budgets and costs associated with existing alternative ferry operations were examined. Additionally, a list of operating assumptions was prepared that includes the following;

- The operation consists of three operating vessels (two vehicle ferries and one passenger only ferry)
- Two boat service for the vehicle service (Chalmette to Lower Algiers) during peak periods and one boat service during the off peak
- One 399 passenger only ferry for the operation between Algiers and Canal Street for the entire operating day.
- A potential Gretna to Canal Street service combined with that servicing Algiers to Canal Street
- All ferry services operates 365 days a year
- Total service hours of 15,678 per year
- Insurance cost estimated at \$1,000,000
- General and Administrative costs estimated at 11% of the operating, maintenance and insurance total.
- Non direct operating costs are allocated proportional to the two services based on service hours by route.
- Reductions in total employees
- Current wage packages remain the same; however, there is the potential for a reduction in the benefit expense.

The attached pro forma; Service Pro Forma Data Sheets, Service Pro Forma Passenger and Car Only and Combined Service Pro Forma Summary contain the following information:

- Total cost estimates for passenger only ferry service between Algiers and Canal Street;
- Total cost estimates for vehicular and passenger ferry service between Chalmette and Lower Algiers;
- Service hours for week day and weekend operations;
- Ferry crew costs comprised of labor rates, fringe benefits and overtime for total and revenue service hours;
- Ferry maintenance crew costs comprised of labor rates, fringe benefits and overtime;
- Ferry fuel costs;
- Insurance costs;
- General and administrative costs;

Not included in the attached pro forma are expenses related to the following:

- Annual vessel maintenance (parts) and terminal and dock expenses (labor and material) have not yet been determined;
- Ticket systems and related expenses;
- Sales and marketing expenses.

The analysis has produced several significant findings and indicates that the proposed operating scenario can result in an operating savings of approximately \$2 million when compared with the current annual operating expense. More significant is that these savings occurs while delivering nearly the same number of operating hours. These savings are achieved by reducing ferry staff, supervisory staff, maintenance staff, general and administrative costs and insurance expenses.

While the pro forma contain much greater detail the following illustrate the results:

Passenger only ferry annual costs	\$2,406,116
Passenger only service hours	6,396
Passenger only hourly cost	\$376
Vehicle and passenger ferry annual costs	\$4,932,250
Vehicle and passenger ferry service hours	9,282
Vehicle and passenger ferry hourly costs	\$531
Total Annual cost	\$7,338,366

In order to more fully develop the pro forma and ultimately a profit and loss statement for the combined operation additional information pertinent to revenue must be developed. The revenue sources will include ticket revenue, terminal revenue, advertising revenue and charter and excursion revenue. Once these revenue projections are developed the EBITDA or gross profit can be determined, from which the required operating subsidy, if any, can be determined.

II. Privatization Scenario Alternatives for Operations

There are several alternatives for the CCCD to consider with respect to pursuing public – private partnership. Across the nation these take several forms and include marine operations, terminal operations and a combination of both. The privatization decision must be tempered by the political and regulatory environment of the operating area. Nonetheless, there are several positive benefits of privatization including:

- The ability to reduce or eliminate public operating expenses;
- The ability to reduce or eliminate public capital expenses;
- The generation of a positive revenue stream to the private operator and in turn sustain the operation;

- Maintenance of a base level of service characteristics;
- The ability to promote and market the operation in new and innovative ways;
- The ability to generate non-traditional revenue through excursions and charters; and ,
- The ability to reduce insurance costs and risk.

Conversely there are negative impacts associated with privatization, particularly where services have been formally operated by the public sector. These include the following:

- Potential loss of public capital subsidies;
- Potential loss of control over fare structure;
- Potential loss of public sector jobs; and,
- Potential default or non-contract compliance by the private operator.

Overall, the benefits of privatization outweigh the potential pitfalls associated with this operating approach. There are several privatization options that may be pursued and they vary in terms of public sector participation. Below are several that are appropriate for the CCCD ferry operation.

System Wide Privatization

In this scenario the CCCD can consider the complete privatization of the ferry operation including all marine and land based facilities to eliminate the associated operating expense and obligations. This approach is the most radical and requires an analysis of the ferry system's overall public goals and objectives. Privatization can be achieved through the sale of the assets to a private party and a market approach to determining passenger and vehicle fares. Low utilization rates and excess capacity suggest that there is sufficient room for revenue growth and profitability. Operating expenses, though on the surface consistent with those of existing private operations, may be excessive and potentially reduced.

While this undertaking seems simple in principal, it requires in depth analyses pertaining to vessel value, terminal value and control, fare elasticity, service characteristics and maintenance availability.

Additionally, it would be necessary for a private operator to be free to set fares, hours and utilize the equipment in whatever manner is deemed most efficient. In view of the operational analysis it is apparent that specific routes would need to be modified, combined and or eliminated to achieve system wide profitability.

Select Route Privatization

Similar to system wide privatization, individual routes may be considered for sale and operation. This approach offers the potential buyer the opportunity to select from the operation a route or routes for private operation thereby reducing the CCCD's operating expense and obligations. Again, it would be necessary for a private operator to be free to set fares, hours and utilize the equipment in whatever manner is deemed most efficient. Similarly it will require the same in depth analyses relative to vessel value, terminal value and control, fare elasticity, service characteristics and maintenance availability. In

view of the operational analysis it is apparent that specific routes are desirable for private operation because low utilization rates and excess capacity suggest that there is sufficient room for revenue growth and profitability.

Private Ownership and Contracted Operations

In this alternative the assets are sold to the private sector and the public contracts for operation. A minimum hourly charter rate is established and paid to the owner of the assets. In this case it is up to the operator to achieve maximum revenue through increased ridership and fares. While low utilization rates and excess capacity suggests that there is sufficient room for revenue growth and profitability, this alternative reduces the private sector risk and establishes a fixed cost for the public sector.

Public Ownership and Private Management

This alternative assumes that greater operating efficiencies can be achieved through private management of the ferry system and can take several forms. First and similar in nature to privatization it would be necessary for a private operator to be free to set fares, hours and utilize the equipment in whatever manner is deemed most efficient. In view of the operational analysis it is apparent that specific routes would need to be modified, combined and or eliminated to achieve system wide profitability. The difference in this case is that the assets are retained by the public and leased to a private entity for use. The lease arrangement can reflect market conditions or be below fair market depending upon the public sector objectives.

A second approach is for the public to retain control of the assets and contract for operations and service at a minimum contracted hourly or annual rate. While similar to private ownership and contracted operations, in this case the public sector guarantees a minimum income stream to the private operator who relies upon their ability to reduce costs and retains the capital assets.

III. Privatization Scenario Alternatives for Terminals

Private operation and management of public transportation facilities is a strategy used across the nation as a means of providing vital infrastructure at no or little cost to the public sector. These public-private partnerships take many forms from leasehold to management agreements. Regardless of the type, they all have one common theme and that is the elimination of the daily operating expenses associated with maintaining and operating the facilities for the associated transportation functions. Private management of public facilities has a long history and can be found in bus, rail and marine operations.

In New York City several of the nation's largest and busiest ferry terminals are managed by the private operators. In total nearly \$250 million in public assets are under private control including the following:

- Midtown Ferry Terminal in Manhattan
- World Financial Ferry Terminal in Manhattan
- Port Imperial ferry Terminal in Weehawken, New Jersey
- NJ Transit Ferry Terminal in Hoboken, New Jersey

Each of these locations has active ferry operations as well as ancillary office, retail and food service uses. Through the privatization of these facilities the various public sector partners have successfully avoided nearly \$3 million in annual operating expenses will providing critical transportation infrastructure.

The privatization of the operation and maintenance of the CCCD ferry terminals and associated ferry facilities can take two forms; the ferry operator as facility operator or a third party as the facility operator. Regardless of the option, privatization provides several opportunities to reduce the public sector costs associated with these locations. The benefits include:

- The ability to reduce or eliminate public operating expenses;
- The ability to reduce or eliminate public capital expenses;
- The ability to generate non-traditional revenue and generation of a positive revenue stream to the private operator which in turn can be used to sustain the facility operation;
- The ability to promote and market the facilities in new and innovative ways;
- The ability to reduce public sector insurance costs and risk.

Similar to the privatization of the ferry operation itself, there are negative impacts associated with privatization of the ferry facilities including the following:

- Potential loss of public capital subsidies;
- Potential loss of control over the types of building uses and activities;
- Potential loss of public sector jobs; and,
- Potential default or non-contract compliance by the private operator of the facilities.

With the ferry operator as the facility operator there are efficiencies and revenue opportunities created that can be used to underwrite the cost of providing ferry service. These opportunities take the form of reduced expenses for berthing, fueling and maintaining the fleet of vessels in the ferry service. Additionally, the income generated by the land based assets for alternative uses including office, retail, food service and other marine activities can be used to cross subsidize the ferry operation and improve net operating income. In this scenario the ferry operator is responsible for maintaining the facilities, regulatory and code compliance and depending upon the lease arrangements all or some of the capital improvements. For assuming these obligations the ferry operator can, if available, retain positive cash flow for other uses.

Similar opportunities exist with third party management and operation the facilities; however, these benefits do not necessarily accrue to the ferry operator unless the management and control is granted to the third party through a subtenant or lease arrangement with the ferry operator rather than the CCCD. In this scenario and similar to ferry operator control the managing party is responsible for maintaining the facilities, regulatory and code compliance and depending upon the lease arrangements all or some of the capital improvements. In this case the facility may also realize an income stream

through the establishment of ferry landing fees which are supplemented by rent, advertising revenue and other sources.

Regardless of the option selected the objective of the privatization approach is to upgrade the facilities, improve the passenger environment and eliminate the terminal operating expenses presently borne by the CCCD. Privatization of the terminals is particularly relevant to the Canal Street, Algiers and Gretna. Each of these locations presents unique revenue opportunities ranging from traditional marine uses to new and innovative functions such as retail and food service.

IV. Privatization Models

Vessel Costs and Maintenance

The proposed privatization model for the CCCD ferry operation includes the retention of the vehicular services operating between Chalmette and Lower Algiers and the establishment of a new passenger only service operating between Algiers and Canal Street. This privatization scenario proposes the expansion of the Chalmette vehicular ferry service to a two vessel operation departing more frequently during the peak morning and evening operating periods and providing more vehicular carrying capacity. The scenario also assumes the purchase and operation of a new 399 passenger only vessel for the Algiers to Canal Street service. In total the operation will be comprised of four vessels (three existing vehicular and one new passenger only) that will be available for routine service along the two routes. Three of these vessels will be used for regular service and one will be available as a spare. Below is a description of the vessels, proposed rehabilitation scope and anticipated annual maintenance costs.

Existing Vehicle Ferries

After several discussions and site visits with CCCD staff regarding their preferences as to which vessels in the existing fleet should be retained and employed in the Chalmette to Lower Algiers ferry service, three existing vessels were identified for the operation. The vessels listed below would be called upon and deployed to provide regular scheduled service. The operating configuration would rely upon two operating vessels and one spare. The primary vessels would be the Senator Alvin T. Stumpf and the Captain Neville Levy with the Saint John as a spare.

Table 7: Proposed Retained Vessels

Vessel Name	USCG Number	Year Built	Capacity
Senator Alvin T. Stumpf	593578	1978	1000 passengers - 60 vehicles
Captain Neville Levy	588306	1977	1000 passengers - 60 vehicles
Saint John	582890	1977	240 passengers – 56 vehicles

With the assistance of Blancke Marine Services, Naval Architects and Engineers, cost estimates for rehabilitating and improving the three vessels were prepared and are included in Table 8 and summarized below. The scope of work was developed with the guidance of Bertrand Donnes, CCCD Marine Operations Superintendent, and reflects the comprehensive work program necessary to update

and upgrade the equipment. Included in the scope of work is a repower program, propulsion modifications, dry-docking and repainting, superstructure modifications, interior improvements and tonnage modifications. The latter is of particular importance because these changes impact USCG crewing and staffing requirements and may result in lower hourly operating costs.

Table 8: Proposed Retained Vessels Estimated Rehabilitation Costs

Vessel Name	USCG Number	Year Built	Rehabilitation Cost
Senator Alvin T. Stumpf	593578	1978	\$1,887,500
Captain Neville Levy	588306	1977	\$1,887,500
Saint John	582890	1977	\$1,268,000

New Passenger Ferry

The proposed privatization model includes establishing a passenger only ferry service between Algiers and Canal Street. This configuration has been proposed to accommodate the historic pedestrian passenger loads, divert vehicles to the Crescent City Connection bridge or to the Chalmette to Lower Algiers ferry service, (reconfigured to accommodate the increased traffic) and reduce operating expenses. Consistent with the recommendation the introduction of a new passenger only vessel will be required. The proposed vessel characteristics are presented below.

Table 9: Passenger Vessel Characteristics

Model	Monohull
Number of Vessels	One
Cost per Vessel (million)	\$2.8 million
Shipyard	TBD
Type of Construction	Aluminum
Length	97 feet
Beam	24 feet
Number and Type of Decks	1 Enclosed and 1 Open
Vessel Capacity Seated/Standing	300/100
Loading Configuration	Bow Loading
Engine	Caterpillar C18
Drive	Two Propellers
Cruising Speed	18 Knots
Crew Compliment	Four

V. Proposed Operating Scenarios

The primary objective of this feasibility analysis is to determine an operating scenario that would permit the transition of the CCD ferry service to private control while maintaining if not improving the overall customer experience and simultaneously reducing costs. To accomplish this task several operating

scenarios were examined as a means of achieving the primary objective. These scenarios, presented below, all assume the elimination of the high cost/low revenue Gretna ferry service except for special occasions, such as festivals, etc. This operation is currently operating on a limited schedule and accounts for a fraction of the total system ridership both vehicular and pedestrian. The objective of these scenarios is to capitalize on the remaining routes strong points while reducing operating expenses. To accomplish the latter several changes in the operating personnel must be implemented including the reduction of operating and maintenance staff, changes in work rules and introduction of a new captain class of 100 ton.

Proposed Operation Scenario 1

Vehicle and Passenger vessels at Algiers

Vehicle and Passenger vessels at Chalmette

No vessel operating at Gretna

- Three vessels (3 vehicle ferries)
- Two routes
 - Chalmette – Lower Algiers (1 vehicle vessel)
 - Algiers – Canal Street (1 vehicle vessel)
 - One spare vehicle vessel
- 12,045 scheduled annual operating hours
- Services operate daily, same schedule

Proposed Operation Scenario 2

Passenger only vessel at Algiers

Two vessels at Chalmette

No vessel operating at Gretna

- Three vessels (2 vehicle ferries - 1 passenger ferry)
- Two routes
 - Chalmette – Lower Algiers (1 operating vehicle vessel)
 - Algiers – Canal Street (1 operating passenger vessel)
 - One spare vehicle vessel
- 12,045 scheduled annual operating hours
- Services operate daily, same schedule

Proposed Operation Scenario 3

Passenger only vessel at Algiers



Two vessels at Chalmette

No vessel operating at Gretna

- Four vessels (3 vehicle ferries - 1 passenger ferry)
- Two routes
 - Chalmette – Lower Algiers (2 operating vehicle vessel)
 - Algiers – Canal Street (1 operating passenger vessel)
 - One spare vehicle vessel
- 15,678 scheduled annual operating hours

- Services operate daily, revised Chalmette schedule

The recommended operating configuration is Scenario 3. This scenario introduces a passenger only vessel to the Algiers to Canal service, increases frequency on the lower Algiers to Chalmette service and eliminates all service to Gretna. Comprised of four vessels, three vehicle ferries and one passenger only, this scenario will add more departures, lower costs and provide substantial pedestrian and vehicular carrying capacity. Despite increased operating hours associated with increased service in Lower Algiers the overall operating costs are reduced through the elimination of high cost and redundant operating and maintenance positions.

This scenario provides passenger only service between Algiers and Canal Street using a new passenger only ferry estimated to cost \$2.8 million. This 400 passenger aluminum monohull vessel can travel at speeds in excess of 15 knots and will provide adequate carriage capacity during peak operating periods. This vessel requires an operator with a 100 ton captain's license and only three additional crew members during peak operating periods. More importantly, the vessel can operate with fewer crew members during off peak and low use periods. Depending upon USCG allowable passenger levels the crew's compliment may be reduced to three total crew members.

This scenario also provides greater frequency of departure for the vehicle service between Lower Algiers and Chalmette during peak commuting or AM and PM rush hours. With two operating vehicle ferries the time between departures can be reduced by 50 percent or 15 minutes. Also, with one spare vehicular ferry available, the Lower Algiers to Chalmette service can offer greater reliability, more departures and with the proposed vessel improvements a better passenger experience. The third vehicle ferry or the spare is also available for use in Algiers to Canal Street service when the passenger only vessel is out of service for repair or inspection.

Key Findings and Recommendations

After a thorough investigation of the operating costs and revenues of the CCCD operated ferry system, the following key findings and recommendations should be addressed in order to create a self-sustaining system.

Key Findings
<p>The primary finding of this analysis is that the CCCD ferry operation does not maintain a revenue base sufficient enough to cover the operating expenses. This shortfall is a function of two factors - excessive operating costs and an inadequate fare structure. As such, it is necessary to reduce expenses through operational changes and raise fares to a self-sustaining level.</p>
<p>The study found that establishing a passenger only service operating between Algiers and Canal and improving vehicular service at Chalmette, can be accomplished while still significantly reducing operating costs for these services. Because of the limited number of vehicles currently utilizing the Algiers to Canal route, elimination of this service for this group of users, will not be negatively impact the operations and produce cost savings and additional revenue opportunities.</p>
<p>The analysis indicates that if the present toll policy of \$1.00 per vehicle and no charge for pedestrians and vehicular passengers continues, there will remain a significant operating deficit for each route and the entire operation. To overcome this deficit and attain break-even each vessel must average 583 \$1.00 fares or vehicles per hour. Given the current route and service structure it is impossible for the ferry operation to attain breakeven at its present annual operating cost and fare structure. Therefore, it is imperative that a new fare structure, one that includes pedestrians and raises the overall per trip cost be implemented.</p>
<p>The management of the existing ferry operation avail itself to alternative revenue generating mechanisms. Privatization of the operations can potentially increase revenues by introducing a market driven fare structure that includes all passengers and vehicles, explore the use of the vessels and terminals for advertising, provide charter and other off hour services, and establish retail and other revenue generating uses at the terminals.</p>
<p>Currently for-profit operations are prohibited at the Canal Street ferry terminal; therefore, any privatization effort should address and modify the Consent and Reservation of Rights Agreement dated August 14, 1986. This task must be undertaken before the terminal can be used to generate revenue.</p>
<p>The overhead walkway and all structures on the river side of Tchoupitoulas Avenue at Jackson Avenue reverted back to their prior owners when the ferry service was discontinued.</p>
<p>The existing vessels are costly due to the age and condition of the vessels and should be rehabbed or decommissioned. The CCCD currently owns and operates six vessels in varied conditions. It is recommended that only three vessels should be retained and rehabilitated and that one new vessel should be purchased for the purpose of pedestrian only service between Algiers and Canal Street terminals.</p>
<p>If the system is managed and operated by an experienced private ferry operator, the potential for reducing costs and increasing revenue is fairly plausible. A private operator can reduce costs by eliminating overhead and redundant staff, changing work rules and exploring operating and schedule improvements and efficiencies. The resulting improved service and better customer amenities (ferry website with status and schedule information and electronic signage for real time transit information) will justify the necessary fare increases.</p>

Recommendations

1. Utilize terminals and vessels for revenue generation.

This study revealed several opportunities for revenue generation throughout the ferry system. Pedestrian terminals provide an opportunity for revenue generation because passengers congregate in these spaces while they wait to board the ferry. The terminals can be converted into commercial corridors for pedestrian boarding and de-boarding the ferry vessels. Another opportunity lies within the vessels themselves. Private operators should explore the use of the vessels and terminals for advertising and provide charter and other off hour services. Several other ferry systems reviewed during the study wrap their vessels in advertising for additional income and provide charter options particularly during fire work displays along the river. Both of these options should be explored further by the private operator.

2. Address property issues.

It is recommended that any private operator review the facility descriptions included in this study and address the concerns regarding the permitted uses of the buildings and the ownership rights. An analysis of the existing facilities within the ferry system was conducted as part of the Ferry Privatization Study. This analysis identified several improvements that will make the terminals and landings more accessible, and in some cases, profitable.

- The Canal Street Terminal pedestrian lobby on the second floor has unused space which could be converted to commercial use; however, for-profit use of this space is currently restricted by the Consent and Reservation of Right Agreement dated August 14, 1986. It is highly recommended that the private operator coordinate with the lease holders to amend the limitations of this lease.
- All terminals and landings should be evaluated for ADA compliant ingress/egress and accommodation. It is recommended that the operator utilized a portion of the state funding to renovate the terminals to include public facilities, restrooms and elevators.

3. Research the local market area and set a market rate farebox.

The private operator has an opportunity to increase revenues by introducing a market driven fare structure that includes all passengers and vehicles. It is strongly recommended that the private operator base the farebox relative to other transit options in the area. The most common fare for public transit in the metro area currently \$1.50/ per person.

4. Reduce costs of operations while increasing service.

The recommended operating configuration introduces a passenger only vessel at the Algiers to Canal service, increases frequency on the lower Algiers to Chalmette service and eliminates all service to Gretna. The proposed scenario includes three vehicle vessels (two operating at Chalmette and one spare) and one passenger only vessel at Canal Street. The scenario will add more departures, lower costs and provide substantial pedestrian and vehicular carrying capacity.

A reduction in costly operations and maintenance personnel along with decommissioning costly vessels with high maintenance expenses will reduce overall operating costs. The 400 passenger aluminum monohull vessel recommended for passenger only service between Canal and Algiers will reduce costs because the vessel does not require as many crew members as the vessels currently in use and does not require the amount of maintenance. The number of crew members can be further reduced during off peak or low use periods.

The proposed scenario also provides greater frequency of departure for the vehicle service between Lower Algiers and Chalmette during peak commuting hours. By incorporating two operating vessels the time between departures can be reduced by 50 percent or 15 minutes. Providing reliable and efficient service at Chalmette will potentially increase ridership and also revenues at this crossing.

Appendices

Appendix A: Property Detail Composite

Appendix B: Legal Documents

Appendix C: Operations and Budget

Appendix D: Maps

Appendix A: Property Detail Composite

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FERRY PRIVATIZATION STUDY

PROPERTY NO. 1 – JACKSON AVENUE

DESCRIPTION:

The Jackson Avenue Ferry Terminal consists of land forming the downtown/lake corner of Jackson Avenue and Tchoupitoulas Street.

The site consists of five lots in Square 30, Fourth District, which were acquired by the Mississippi River Bridge Authority in April of 1976. The total land area is 16,720 +/- square feet.

The property is improved with a two-story masonry building which was formerly used as the Jackson Avenue Ferry Terminal, which provided pedestrian access to the Jackson Avenue/Gretna ferry, via an overhead walkway across Tchoupitoulas Street, the Public Belt Railroad tracks and the riverfront wharfs. This ferry service has been discontinued.						
According						to

Kenneth E. Pickering, the overhead walkway and all structures on the river side of Tchoupitoulas Street reverted to their prior owners when the ferry service was discontinued. For purposes of this study, only the site in Square 30 is considered.

NEIGHBORHOOD:

The surrounding neighborhood is a mixture of residential, commercial and industrial uses, with industrial uses concentrated along Tchoupitoulas Street. The former St. Thomas Housing Project, now River Garden, and the Wal-Mart Superstore are major nearby influences.

The proposed Market Street development, at the site of the former Entergy power plant, is reported to be a combination of retail, hotel and/or condominium residences. In the event this project proceeds, it would have a major positive effect on the neighborhood.

The area is at the upper end of the proposed Reinventing the Crescent riverfront development project. At the present time, the area from Poland Avenue to Elysian Fields is under construction. The upriver portions of the project have not been funded and no time frame is available.

ZONING:

The Jackson Avenue/Tchoupitoulas property is zoned MU-A, Mixed Use District.

Purpose of the District: The purpose of this district is to provide for a wide variety of uses in the older industrial and warehousing areas of the City. The district encourages adaptive reuse of large, older structures for mixed-use development, which could include commercial, office, residential and certain light manufacturing uses. Site design review is required to promote compatibility between existing and new developments, and to enhance the historic character of the area. Accessory signs of limited area and application are permitted. Special regulations apply to MU-A Mixed-Use Districts located on a waterfront. A wide variety of uses are permitted, ranging from single family residential to light manufacturing.

ALTERNATE USES:

The former Ferry Terminal building will require substantial remodeling for commercial or light industrial use. There is very limited on-site parking.

The location on two transit lines add to the attractiveness of the site for commercial uses, such as a payday loan or other financial institution office, government office, or legal office.

The building could provide parking on the ground floor with offices above.

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Light industrial uses could include auto repair and service, appliance repair, communication services.

The character of the neighborhood can be expected to change substantially if or when the Market Street or Reinventing the Crescent projects become a reality.

The attached chart outlines seven sales or offerings of generally similar properties in the neighborhood, four of which are vacant land and the remaining three improved with warehouse/office structures in varying condition. These properties are representative of the market activity in the area.

The highest priced offering, 400 Jackson Avenue, is across the street from the Jackson Ferry Landing. It has been on the market for an extended period of time with various brokers.

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FERRY PRIVATIZATION STUDY

PROPERTY NO. 2 – CANAL STREET

DESCRIPTION:

The Canal Street Ferry Terminal is located at the foot of Canal Street between the Bienville Street Wharf and the Spanish Plaza. The improvements include the façade structure fronting on the Spanish Plaza and a portion of the Bienville Street Open Wharf fronting 40' on the Mississippi River. They were donated by the Board of Commissioners of the Port of New Orleans to the Mississippi River Bridge Authority (MRBA) on October 18, 1977.

A Grant of Servitude on September 14, 1981 from the City of New Orleans to MRBA covers both the land space and the air space for the footbridge over the New Orleans Public Belt railroad tracks. This servitude terminates if or when the ferry operation ceases.

A lease from MRBA to New Orleans Exhibition Hall Authority (NOEHA) dated August 14, 1986, covers 2,336 square feet of the North Arcade, and the Access Area, which is defined as 'that certain portion of the Ferry Terminal Building and the North Arcade and all of the Pedestrian Bridge and the Bus Terminal Entranceway as outlined'. Rental is that amount received from Rouse under the sub-lease of the premises. This lease is for a 60 year term with a 30 year option to renew.

The City of New Orleans leased the North Arcade Riparian Land to NOEHA, who in turn subleased to New Orleans Riverwalk Associates (NORA). The lease term is 60 years with a 30 year option. Rental is the amount received from NORA or NORA's sub lessees, less NOEHA expenses. This lease is dated November 10, 1987.

A Consent and Reservation of Rights Agreement dated August 14th, 1986, between the City of New Orleans, NOEHA and NORA reaffirms the right of the City to assert its ownership rights in the event that the Ferry Terminal (excluding North Arcade) ceases to be

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used exclusively for public transportation purposes. Any for-profit use of the Ferry Terminal is inconsistent with the use of the land intended by NOEHA and the City.

There are various access agreements and servitudes covering the Poydras Street and Julia Street wharfs which do not directly affect the Ferry Terminal.

NEIGHBORHOOD:

The surrounding neighborhood is the heart of the CBD, adjacent to the French Quarter. The area is a mixture of office, residential, retail, hotel and commercial uses. It is the major employment center for New Orleans.

The Aquarium of the Americas and Riverwalk shopping center flank the property on its downriver and upriver sides. The former World Trade Center and the Hilton Garage property were recently acquired by the City of New Orleans and reportedly will be the subject of a request for proposal for redevelopment. The Julia and Erato cruise ship terminals are just upriver from the Riverwalk.

The area is part of the Reinventing the Crescent riverfront renewal project. This portion of Reinventing the Crescent has not been funded.

ZONING:

The property is zoned CBD-2, Central Business District.

The purpose of this district is to provide for central business district growth at lower intensities than are justified for the main office core. The district recognizes the unique areas of the business district that relate (1) to the Superdome and Poydras Street and (2) to the riverfront. Mixed use development is encouraged and parking is required at levels approaching demand.

Only those uses of land listed under permitted use, accessory use or conditional use provisions of this section are authorized within this zoning district. Supplementary use standards, which are set forth in Article 11, apply to any permitted, accessory or

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conditional use designated with an asterisk (*) in the use lists appearing in the ordinance. Subdistrict standards, which are set forth in Section 6.2.9 of this article, apply to timeshare buildings, vacation rentals, fast food restaurants, blood banks and similar facilities, and a casino in certain areas.

The following uses of land are authorized as permitted uses in the CBD-2 Central Business District subject to the performance standards in Section 7.5:

1. Any permitted use authorized in the CBD-1 District. These include most retail, office and medical uses. Seventy uses are listed in the ordinance.

2. Banks, except drive-in banks; provided, however, that drive-up windows are permitted as ancillary uses to main bank office, provided that there shall be no more than two (2) drive-up windows and there shall be sufficient off-street driveway space to accommodate five (5) vehicles for each drive-up window.

3. Check cashing establishment.

ADDITIONAL USES:

The second floor pedestrian lobby of the Canal Street Ferry Terminal has unused space which could be converted to commercial use. The view of the river and the CBD would be attractive to a variety of users.

No building plans or dimensioned surveys are available to calculate the area of the terminal. Based upon the stated area of the North Arcade land at 3,065 square feet, the lobby area is assumed to be in the neighborhood of 2,500 square feet. The exact available area should be determined by an architect.

The Ferry User Survey conducted in December 2007 indicated 58% of the passengers were pedestrians and 43% of the trips were social/recreational in nature.

This passenger mix would indicate a market for food and beverage outlets, a cyber café or a small music venue

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which could capitalize on the river view. A full tenant build out would be required for such uses.

The location would need to provide improved pedestrian access from Riverwalk, Convention Center Boulevard and Spanish Plaza.

The attached chart outlines eight leases and lease offerings of retail properties in the CBD, French Quarter and Marigny. These properties are representative of the market activity in the area.

FERRY PRIVATIZATION STUDY

PROPERTY NO. 3 – ALGIERS

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DESCRIPTION:

The Algiers Ferry Terminal is located at the intersection of Morgan, Bouny and Delaronde Streets in the Westbank portion of the City of New Orleans.

The ferry landing, excluding real property, together with all buildings and improvements pertaining thereto, including the ferry landing, office building, maintenance building, store rooms, pontoons, piling, bridge steel and iron, chain hoists, decking and wood work, and Lay-Up Landing #2 were acquired by the State of Louisiana through the Mississippi River Bridge Authority from Algiers Public Service Company, Inc. on June 10, 1966.

The improvements were constructed pursuant to the Authorization of the Board of Levee Commissioners of the Orleans Levee District and the U.S. Engineers, Mississippi River Commission to Algiers Public Service Company on August 30, 1924.

The terminal building was renovated as part of the Urban Mass Transportation Capital Grant contract dated November 21, 1973.

No survey or building plans for the property are available.

NEIGHBORHOOD:

The neighborhood is one of the oldest in New Orleans. It is primarily residential in character with commercial and industrial uses along the riverfront.

Street access is typical of older, residential areas, with narrow two lane streets predominating.

The area is high ground and did not flood during Hurricane Katrina.

Federal City, the redevelopment of the former Eighth Naval District Headquarters is underway. As this area continues to be leased demand for ferry service from Algiers to the CBD is expected to increase.

ZONING:

The property is zoned C-2, General Commercial.

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The purpose of this district is to provide sufficient space in appropriate locations for a wide variety of commercial, miscellaneous service activities, and multiple-family uses, generally serving a wide area and located particularly along certain existing major thoroughfares where a general mixture of commercial, service and residential activity now exists, but which uses are not characterized by extensive warehousing, frequent heavy trucking activity, open storage of material, or the nuisance factors of dust, odor, and noise, associated with manufacturing. The district is intended for application in intensely developed or developing areas. Buildings are permitted without limitation to height, no front yards are required and signs are less restricted than in the B-2 Neighborhood Business District. The Floor Area Ratio is higher than in the C-1 General Commercial District.

Only those uses of land listed under permitted use, accessory use or conditional use provisions in this section are authorized within this zoning district. Supplementary use standards, which are set forth in Article 11, apply to any permitted, accessory or conditional use designated in the use lists appearing in that section.

ADDITIONAL USES:

The ferry landing has an exceptional view of the CBD and the French Quarter across the river. The lack of major street access and limited parking limit the likely use of the terminal by non-passengers.

The heavy pedestrian use of the Canal/Algiers ferry points to an opportunity for food and beverage providers as potential tenants of any available space in the terminal.

FERRY PRIVATIZATION STUDY

PROPERTY NO. 4 – GRETNA

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DESCRIPTION:

The Gretna Ferry Terminal is located on 1st Street at the foot of Huey P. Long Avenue. The Jefferson Parish courthouse complex is across 1st Street from the Terminal.

No survey, legal description or building plans are available for the Gretna property.

All rights, title and interest in and to the ferry landing at the head of Huey P. Long Avenue in the City of Gretna, together with the ferry house and all other improvements pertaining thereto were transferred from Jackson Ave.-Gretna Ferry, Inc., in Liquidation, to The State of Louisiana through its instrumentality, the Mississippi River Bridge Authority on April 2, 1965.

A permanent servitude for Gretna Riverfront Amphitheater was granted by the State of Louisiana Department of Transportation and Development, Crescent City Connection Division to The City of Gretna for a portion of the site described as being located between Levee Station 4251.55.3 and Levee Station 4256+11 for all legal purposes in support of its operation of the Gretna Riverfront Amphitheater. The date of the servitude is September 15, 2008. The area has been improved with bleachers and parking.

The Terminal improvements were constructed in 1980 as part of the Urban Mass Transportation Capital Grant contract dated November 21, 1973.

NEIGHBORHOOD:

The immediate neighborhood of the Gretna Terminal is commercial in nature, centering on the Courthouse and its support structures. The commercial district extends from 3rd Street to the river in the vicinity of Huey P. Long Avenue. There are scattered commercial uses along both 3rd and 4th Streets.

A majority of the riverfront other than the immediate vicinity of the courthouse complex is heavy industrial in nature, extending back to 4th Street.

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The area from 4th Street to the Westbank Expressway is primarily residential, a mixture of older single and two family dwellings.

Major street access to the Gretna Terminal is limited.

ZONING:

The Ferry Terminal and Amphitheater are outside the limits of the Gretna zoning, which ends at the levee.

The zoning on the land side of the levee is BC-1, Business Core District.

The BC-1 business core district is designed to provide space for retail and parking activities in support of the business core and governmental complex, and to provide the surrounding residential neighborhood with essential commercial services and facilities. It will have a variety of commercial uses, and will be found only adjacent to and in conjunction with city and parish administrative offices.

ADDITIONAL USES:

The Gretna ferry now connects with the Canal Street terminal. The survey data from December 2007 is no longer valid since it was based on the Gretna/Jackson Avenue crossing.

The proximity of the governmental complex and the amphitheater are positive factors for utilizing a portion of the terminal for a food and beverage outlet or a cyber café.

The lack of major street access and lack of parking limit the probable patrons of a retail establishment to ferry users, visitors and employees of the governmental complex and patrons of the amphitheater.

JACKSON AVENUE FERRY LANDING

Area Vacant Land Sales and Offerings

Date	Address	Land Area	Zoning	Total Price	Price/ S.F. Land	Remarks
4/5/2012	2401 Tchoupitoulas	20,000 S.F.	LI Light Industrial	\$30,000/Year	\$15.00	Ground Lease Offering
12/20/2011	400 Jackson Ave.	17,322 S.F.	HI Heavy Industrial	\$77,949/Year	\$45.00	Ground Lease Offering, across Jackson from Jackson Ferry terminal
11/28/2011	2802 Magazine Street	14,000 S.F.	B-1A Neighborhood Business	\$535,000	\$38.21	Sale
2/2/2010	1580 Annunciation Street	20,399 S.F.	RM2-A Multi Family Res	\$275,000	\$13.48	Sale

Area Improved Sales and Offerings

12/5/2011	402 First Street	38,188	LI Light Industrial	\$950,000	\$24.88	Sale, 13,611 S.F. Warehouse, L:B ratio 2.81:1
1/18/2012	427 Jackson Avenue	21,451	MU-A Mixed Use District	\$500,000	\$23.31	Sale, 6,897 S.F. Warehouse, L:B ratio 3.11:1
4/16/2012	624 Race Street	36,157	C-1A General Commercial	\$500,000	\$27.19	Offering, 4,872 S.F. Warehouse and Office, L:B ratio 3.77:1

CANAL STREET FERRY LANDING

Area Retail Leases

Date	Address	Lease Area	Zoning	Lease Type	Rent/ S.F.	Remarks
12/5/2011	826 Gravier Street	3,000 S.F.	CBD-1	NNN	\$18.50	Restaurant
1/7/2011	662 Exchange Alley	1,170 S.F.	VCC-2	Unspecified	\$27.00	Retail
8/27/2010	333 Chartres Street	1,037 S.F.	VCC-2	Modified Gross	\$40.50	Retail
6/1/2009	633 Toulouse	1,200 S.F.	VCC-2	Gross	\$30.00	Retail

Area Retail Lease Offerings

5/22/2012	916 Lafayette Street	5,800 S.F.	CBD-5	NNN	\$11.69	Retail
5/1/2012	801 Frenchman Street	5,550 S.F.	HMC-1	NNN	\$17.30	Restaurant
2/14/2012	300 Baronne Street	4,000 S.F.	CBD-1	NNN	\$25.00	Retail
2/8/2012	201 Baronne Street	3,020 S.F.	CBD-1	NNN	\$21.85	Restaurant with equipment.

ALGIERS FERRY LANDING

Area Retail Leases

Date	Address	Lease Area	Zoning	Lease Type	Rent/ S.F.	Remarks
4/30/2010	4021 Behrman Place	9,800 S.F.	C-1 Commercial	NNN	\$18.00	River Commons, anchored by Wal-Ma
6/17/2009	541 Bermuda Street	2,750 S.F.	C-2 Commercial	NNN	\$5.45	Two year lease
5/9/2009	3701 Gen. DeGaulle Drive	2,900 S.F.	B-1 Neighborhood Commercial	NNN	\$10.00	Azalea Shopping Center - 5 year lease

Area Retail Lease Offerings

6/1/2012	3500 Kabel Drive	1,800 S.F.	B-1, Neighborhood Commercial	Gross	\$10.00	Restaurant - fast food location
6/5/2012	4800 Gen. Meyers	4,000 S.F.	B-1, Neighborhood Commercial	NNN	\$7.50	Gen. Meyers Shopping Center
12/28/2011	2901 Gen. DeGaulle	1,072 S.F.	B-1, Neighborhood Commercial	Gross	\$14.00	Neighborhood center

GRETNA FERRY LANDING

Area Retail Leases

Date	Address	Lease Area	Zoning	Lease Type	Rent/ S.F.	Remarks
3/26/2012	312 Lapalco Blvd.	8,000 S.F.	C-2	NNN	\$5.25	Five year lease, free standing building
9/6/2011	636 Terry Parkway	1,050 S.F.	C-2	N NN	\$10.00	Three year lease, shopping center site
11/2/2009	1115 Van Trump	2,500 S.F.	C-2	Modified Gross	\$9.00	Restaurant - lease includes all furniture, fixtures & equipment
3/13/2008	714 First Street	4,800 S.F.	BC-1	Gross	\$7.50	Former restaurant. Lease includes adjacent lot

Area Retail Lease Offerings

12/21/2011	2104 Franklin Ave	12,000 S.F.	C-2	Other	\$6.00	Portion of Franklin Shopping Center
12/21/2011	110 Terry Parkway	3,000 S.F.	C-2	NNN	\$10.00	Common area maintenance charge is\$2.50
12/18/2011	605 Lapalco Blvd.	2,000 S.F.	C-2	NNN	\$12.00	Bell Meade Plaza Shopping Center

Appendix B: Legal Documents

B-1: Metropolitan Ferry Authority draft

B-2: HB991

B-3: HB1212

B-4: DOTD Request for Information

B-1: Metropolitan Ferry Authority draft

PRELIMINARY DISCUSSION DRAFT: NOT FOR FURTHER DISTRIBUTION

CHAPTER __. METROPOLITAN FERRY AUTHORITY

§1001. Short title

This Chapter shall be known and may be cited as the Metropolitan Ferry Authority Act of 2012.

§1002. Purpose

The parishes of Orleans, Jefferson, and St. Bernard share a common interest in the movement of people and vehicles and in the development of tourism and commerce on and alongside of the Mississippi River. Traffic conditions, congestion, and mass transportation needs limit or impair the development of these common interests toward their fullest potential. A coordinated, well-planned and well-managed ferry system will ameliorate the challenges posed by traffic conditions and congestion, assist in meeting mass transportation needs, and enhance transportation facilities and related developments operating on and alongside the river. Maintaining and developing a ferry system through a joint instrumentality of the local governments within the metropolitan area constitutes a reasonable response to these needs and will advance the cultural, social, and economic well-being of people in the metropolitan area. Establishing a joint instrumentality to maintain and develop the ferry system is a matter of public interest and concern to the state. Maintaining an additional system for river crossings will also serve the homeland security interests of the metropolitan area in the event of man-made or natural disasters. Accordingly, as a matter of public health, safety, convenience, and welfare, the public policy of this state is to promote the establishment of such a joint instrumentality, encourage participation in it by local governments, and support the maintenance and development of a ferry system and related developments in the metropolitan area.

§1003. Definitions

For purposes of this Chapter, the following words have the meanings ascribed to them by this Section:

(1) "Authority" means the Metropolitan Ferry Authority which shall serve the parishes of Orleans, Jefferson, and St. Bernard, *and such other adjacent parishes and public bodies as may elect to participate in accordance with the provisions of this Chapter.*

(2) "Board" means the board of commissioners and governing body of the authority.

(3) "Metropolitan area" means the jurisdictional area of the authority comprising the parishes of Orleans, Jefferson, and St. Bernard, *and such other adjacent parishes and public bodies as may elect to participate*, but excluding the territory of any local government which may decline membership on the board as hereinafter provided.

(4) "Local government" means any one of the parishes of Orleans, Jefferson, or St. Bernard, *or such other adjacent parishes and public bodies as may elect to participate.*

(5) "Local governing body" means the city council, parish council, police jury, or similar official governing body of a parish, municipality, or other political subdivision within the metropolitan area.

(6) "Ferry system" means all property, real or personal, useful for the movement of people and vehicles on or alongside the river, including but not limited to power plants, substations, terminals, garages, aerial structures, lines, poles, wires, stations, concessions, off-street parking, and all other facilities for the comfort, safety, convenience, health and welfare of ferry passengers, all associated rights and licenses necessary or useful for the operation of such facilities, and rights to provide group and party services.

(7) "Ferry project" means any unit, structure, facility, or undertaking in any combination which may be a component part of a ferry system or its associated developments.

(8) "Federal government" means the United States of America, or any department, agency, or instrumentality thereof.

(9) "Executive officer" means the mayor, chief executive officer, parish president, president of a police jury, or any other officer charged with the duties customarily imposed on the mayor or chief executive officer of a local governmental subdivision.

(10) "Bonds and notes" means bonds, including refunding bonds, notes, interim certificates or certificates of indebtedness authorized to be issued by an authority pursuant to this Act.

(11) "Civil service" means the state civil service system.

(12) "*Parish eligible to participate*" shall include the parishes of Orleans, Jefferson, St. Bernard, and any other parish adjacent to a member parish whose local governing body has authorized application for membership in the authority.

§1004. Creation, organization, and purpose

A. The Metropolitan Ferry Authority is created as a body politic and corporate and a political subdivision of the state of Louisiana consisting of the parishes of Jefferson, Orleans, and St. Bernard, *and such other parishes as elect to participate in the authority.* The domicile of the authority is the parish of Orleans, but it may be situated in one of the other participating parishes upon the affirmative vote of a two-thirds majority vote of the authority.

B. The authority is created to plan, design, lease, purchase, acquire, hold, own, construct, improve, have an equity in, finance, maintain, operate, and administer a ferry system within the metropolitan area, either directly or by contract with private parties for any or all of the aforementioned activities.

§1005. Board of commissioners; membership; terms

A. The board of commissioners of the authority shall be composed of members selected in the following manner:

(1) One member from each participating parish appointed by the chief executive officer of that parish, subject to the approval of its governing authority.

(2) Two members appointed by the chief executive officer of the parish with the greatest percentage of daily departures and arrivals at a ferry terminal operating within the territorial jurisdiction of the parish, chosen from recommendations of the legislative delegation of that parish as follows:

(a) One member shall be appointed from a list of three names submitted by the senators from that parish's legislative delegation;

(b) One member shall be appointed from a list of six names submitted by the representatives of that parish's legislative delegation.

(c) If the senators or representatives of that parish's legislative delegation fail to submit a list of names to the chief executive officer of the parish within thirty days of the date on which notice to submit such list of names is sent to the senators or representatives of that parish's legislative delegation, then the chief executive officer shall appoint such member as would have been authorized for the senators or representatives of that parish's legislative delegation.

(d) Each member appointed by the chief executive officer of a parish shall be domiciled within that parish.

(3) One member appointed by the Regional Planning Commission.

(4) One member appointed by the Downtown Development District or its successor.

(5) One member appointed by the Algiers Economic Development District or its successor.

B. Such appointees shall be qualified voters holding no elective public office. Appointees to any agency, board or commission of any participating parish are eligible for appointment to the board, provided that no per diem is received from any such agency, board, or commission by such appointee.

C. All members appointed to the board of commissioners shall serve for a term of four years with the initial terms staggered to provide a four-year term for the appointees from each participating parish, a three-year term for the two appointees chosen from lists submitted by members of the House and Senate legislative delegations, a two-year term for members appointed by the Downtown Development District and the Algiers Economic Development District, and a one-year term for the member appointed by the Regional Planning Commission. Thereafter, each member shall serve a full four-year term, and any successor appointed to fill a vacancy shall serve the remainder of that member's unexpired term. A member may be reappointed to serve a succeeding term.

D. The parishes of Jefferson, Orleans, and St. Bernard may initially decline membership on the board and participation in the authority. In any parish which has withdrawn from participation in the authority pursuant to this Chapter, *and in any parish eligible to participate*, the governing body may at any time request of the board the parish's entrance and participation in the authority.

(1) If participation in the authority requires the adoption or implementation of any tax on the citizens of the parish, such local governing body of the parish which is seeking to participate in the authority shall submit to the qualified voters thereof in a referendum, held in accordance with law, the question of whether or not the parish should participate in the authority. If a

majority of those voting in such referendum vote in favor of participation in the authority, the local governing body shall request the board to permit the parish's participation in the authority.

(2) If no financial advantage over participating parishes has accrued to that parish by having previously declined membership, the board shall approve such request for membership at its next regularly scheduled meeting.

(3) *The admission of any other parish eligible for membership in the authority must be approved by a two-thirds vote of the board.*

(4) Any parish thus admitted shall be a participant in the authority and its rights and responsibilities shall, insofar as possible, be the same as if it had participated in the authority from its beginning, provided that said parish shall assume its pro rata share of the then current expenses of the authority, as determined by the authority. By virtue of their participation in the authority, whether initially or subsequently by board approval, all participating parishes concur fully and accept without reservation, the exclusive rights and power of the authority as stated herein, and further agree and obligate themselves to remain in the authority until all outstanding obligations of the authority are liquidated or until the authority is abolished, whichever occurs first.

(5) If a parish ceases to participate in the authority through discontinuation of ferry services, termination of financial support, or other reasons, the parish may voluntarily withdraw from the authority upon request from the governing body of the parish, which request shall be granted by the board of the authority unless approval of the request would be to the financial detriment of the authority. A parish that has ceased to participate but has not voluntarily withdrawn from the authority may be removed upon a two-thirds vote by the board of the authority, provided that the authority has first assured no continuing tax or revenue obligation to support the authority will be imposed upon the parish or its residents.

E. Members of the board may be removed for just and reasonable cause at the discretion of the respective appointing authority. In cases of abandonment of office, conviction of a felony, or a plea of nolo contendere to a felony, the office of a member shall be vacant upon the declaration of the board. A member shall be deemed to have abandoned the office upon failure to attend three consecutive regular or special meetings of the board without an excuse approved by a resolution of the board, or upon a change of domicile from the parish that the member represents on the authority.

F. The board may establish a system by which each board member shall receive per diem or by which members shall be reimbursed for actual expenses incurred by them in the performance of their duties, as approved by the board. A board member shall not be allowed employee benefits as authorized under this Chapter.

G. The board shall elect from its members a chair and vice-chair for terms to expire on December 31 of each year. The presiding officer of the board may continue to vote as any other member.

H. The board shall hold at least one meeting per quarter. The secretary of the board shall give written notice and an agenda to each member of the board at least five days prior to any meeting. The secretary shall be informed of any meeting so as to provide for giving notice as above.

I. The following actions by the board shall require the affirmative vote of a majority of the board:

- (1) The issuance and sale of revenue bonds.
- (2) The purchase or lease of any privately owned system of transportation of passengers for hire in its entirety, or any substantial part thereof.
- (3) The award of any contract for construction, alterations, supplies, equipment, repairs, maintenance, or services other than professional services, or for the purchase, sale, or lease of any property required to be advertised and let by contract to the lowest responsible bidder who had bid according to the advertised specifications.
- (4) The grant of any concession.
- (5) The award of any contract for the management of any authority-owned property or facility.

J. The board may appoint and employ, as needed, a general manager, a secretary, a treasurer, and a general counsel, none of whom may be members of the board or a relative of a member of the board, and shall delegate to them such authority as it deems appropriate. It may adopt such bylaws or rules and regulations as it deems appropriate for its own governance, not inconsistent with this Chapter, including the creation of an executive committee to exercise such authority as its bylaws may prescribe.

K. The treasurer of the authority and such other officers and employees of the authority and such members of the board as the board determines shall execute corporate surety bonds, conditioned upon the faithful performance of their respective duties. A blanket form of surety bond may be used for this purpose. Neither the obligation of the principal or the surety shall extend to any loss sustained by the insolvency, failure, or closing of any depository which has been approved as a depository for public funds.

L. All permanent employees of the authority, other than the commissioners, the secretary, the treasurer, the general counsel, the general manager, and an assistant manager, if any, shall be classified employees in the state civil service system and as such shall be eligible to participate in the Louisiana State Employees' Retirement System. The authority shall pay the employer's share of all contributions to such system. No part-time employee shall participate in group insurance or retirement benefits. Consultants or other persons or groups furnishing services under contract, including but not limited to managerial, engineering, planning, or legal services, shall not be a part of the state civil service system, regardless of the length of their contracts or the nature of the services rendered.

§1006. General powers

The authority shall have all powers necessary or convenient to accomplish the aforesaid purposes, including but not limited to the following:

- (1) The powers, privileges, and immunities authorized by law for private corporations and for instrumentalities of government. The authority shall be domiciled as provided in Section 1004 and may sue or be sued in its corporate name. The board may adopt and use a common seal for the authority and may change it at its pleasure.

(2) The power to appoint, select, and employ officers, agents, and employees, including engineering, architectural, and construction experts, fiscal agents, and attorneys, and to contract for the services of individuals or organizations not employed full-time by the authority who are engaged primarily in the rendition of personal services, including but not limited to the services of attorneys, accountants, engineers, architects, consultants, and advisors, allowing them suitable compensation. Except as provided in Section 1005, all personnel of the authority, if any, shall be employed in accordance with the constitutional provisions and rules and regulations pertaining to the state classified service, and full-time employees of the authority shall be eligible to participate in the State Employees' Retirement System.

(3) The power to acquire by lease as lessee, grant, gift, exchange, purchase or otherwise own, and use any franchise, servitude, real or personal property, tangible or intangible property, or any interest therein; and to sell, lease as lessor, transfer, or dispose thereof or exchange same for other property or rights which are useful for its purposes.

(4) The power to acquire by gift, purchase, lease as lessee, or otherwise, or to construct, improve, maintain, repair, operate, or administer any component parts of a ferry system and associated development, together as a system, or singly, or in groupings, as ferry projects and associated developments, or to contract for the maintenance, operation, or administration thereof or to lease as lessor the same for maintenance, operation, or administration by private parties.

(5) The power to develop data, plans, and information and to develop and carry out demonstration projects, including the development, testing, and demonstration of new facilities, equipment, techniques, and methods, and the improvement and utilization of services and facilities, and any other means of developing, utilizing, or improving ferry services in the metropolitan area, as well as the power to conduct engineering, financial and economic studies and to make plans, designs, and tests related to ferry projects and associated developments. In order to accomplish these purposes, the authority may enter in a reasonable manner upon any lands, waters, or premises for the purpose of making reasonable surveys, soundings, drillings, and examinations, and such entries shall not be deemed a trespass except that the authority shall be liable for any actual and consequential damages resulting from such entries.

(6) The power to cooperate, participate, and coordinate with the federal government, the state of Louisiana or any agency or instrumentality thereof, or any municipal or parish governing body within the metropolitan area or any agency or instrumentality thereof, or the regional planning commission or any similar joint agency, in the execution of any studies, plans, or projects designed for the coordination of its ferry system with other transportation in the metropolitan area and with any comprehensive planning and development of the metropolitan area.

(7) The power to acquire property, both real and personal, or servitudes therein, or franchises necessary or convenient for the purposes of the authority, by gifts, purchase, lease as lessee, or contract.

(8) The power to make and execute all contracts and other instruments necessary or convenient to the exercise of the powers of the authority, including the power to contract for managerial and operating services.

(9) The power to enter into contracts with the state of Louisiana and any agency, instrumentality, or authority thereof and with any of the parish and municipal governments within the territorial limits of the area served or to be served by the authority, for ferry services to be rendered by the authority or its ferry system, and for any other purposes incidental to the establishment and maintenance of its ferry system, or any part or project thereof, including the

payment of funds to subsidize the operations of such system if it should ever be necessary to do so, and the usual facilities related thereto.

(10) The power to contract with any public utility, railroad, or transportation company for the joint use of property or rights, or for the establishment of through routes, joint fares, or transfer of passengers.

(11) The power to apply for and accept grants or other assistance from the federal government or from any source whatever, to act as agent for the federal government, and to enter into contracts, loans, leases, or other transactions with the federal government.

(12) The power to borrow money from private lenders, including but not limited to, institutional lenders, financial institutions, and individuals, or from the federal government, or to the extent otherwise authorized by law, from the state of Louisiana or any local government within the metropolitan area, in such amounts as may be necessary for the purposes of the authority and, in connection therewith to issue negotiable notes, bonds, refunding bonds, and other evidences of indebtedness or obligations of the authority, and to secure the payment thereof, or any part thereof, by conventional mortgages or by pledge, or both, of its revenues, rentals, taxes, tolls, fares, fees, rates, and receipts, and to make such agreements with the purchasers or holders thereof or with others in connection therewith, whether issued or to be issued as the board may deem advisable. The authority shall have no power in any manner to pledge the property, credit, or taxing power of any local government, nor shall any of its obligations be deemed to be obligations of any local government, nor shall any local government be liable for the payment of principal or interest on such obligations.

(13) The power to fix, alter, charge, and collect fares, fees, rates, rentals, tolls, and other charges for its facilities at reasonable rates to be determined exclusively by the board, subject to judicial review as hereinafter provided.

(14) The power to make agreements with the federal government or the state of Louisiana and any agency, instrumentality or political subdivision thereof, for payments to the authority in lieu of fares for the transportation of personnel or other persons for whom such department, agency, instrumentality, or political subdivisions desires such transportation.

(15) The power to operate visitor tolls and rental areas, to levy and collect charges, tolls, fares, fees, head taxes, or use taxes, or all of the preceding, to grant permits for admission to or for the use of its facilities, and to issue licenses and permits for ferries to operate upon specified routes located exclusively within the metropolitan area or between fixed terminals located within the parish or parishes in which the authority is operating a ferry system, and to promulgate regulations governing the operation of such ferries upon specified routes or between fixed terminals, as set forth above, including regulations governing the rates the public is to be charged for such operations, regulations promoting the safety of such operations, and regulations establishing the criteria for the issuance or denial of permits to provide such services, which criteria may include provisions for the limitation of services or service providers.

(16) The power to mortgage properties constructed or acquired by the authority, and to mortgage and pledge any lease or leases and the rents, income, and other advantages arising out of any lease or leases granted, assigned, or subleased by the authority.

(17) The power to contract with the fiscal agents of the local governments within its jurisdiction for the collection of any tax or taxes authorized by law.

(18) The power to provide for police and fire protection having jurisdiction over the facilities of the authority or to contract for such services with municipalities or parishes, or both, or with private enterprise within its jurisdiction.

(19) The power to develop, build, and operate a ferry system between facilities operated by the authority, to provide concessions through lease or purchase, to provide off-street parking including the acquisition of existing facilities which private enterprise no longer desires to operate but whose continuation the authority deems necessary in the public interest, and to provide other facilities for the comfort, safety, and convenience of ferry passengers.

(20) *The power to provide, by contract, service to parishes or municipalities within parishes not represented in the authority at the request of such a parish or municipality, provided said extension is deemed by the authority to be not in conflict with an overall master plan of the authority.*

(21) Notwithstanding the provisions of any other law to the contrary, including the provisions of R.S. 45:161 et seq., the authority created herein and any entity contracted to manage or operate the authority shall not be deemed a "person" as defined in R.S. 45:162 or a "common carrier" as defined in R.S. 45:162 nor shall the authority or any entity contracted to manage or operate the authority be construed or interpreted to be such. Additionally, the authority and any entity contracted to manage or operate the authority shall not be deemed to be a common carrier, or interpreted to be such by any court of this state in a suit for personal injury or property damage.

§1007. Fares, rates, rentals, tolls, and charges

A. The board shall fix such fares, rates, rentals, tolls, and charges in such amounts as shall be sufficient in the aggregate, when added to any other grants or funds available to the authority, to provide funds for the payment of the interest on and principal of all bonds, certificates, and other obligations payable from said revenues, and to meet all other encumbrances upon such revenues as provided by any agreement executed by the authority in connection with the issuance of bonds or certificates under this Chapter, and for the payment of all operating costs and expenses which shall be incurred by the authority, including provisions for appropriate reserves.

B. The term "charges" shall include revenues from contracts with the local governments within the metropolitan area under which the authority has agreed to render services for them.

C. The board shall determine by itself exclusively, but after public hearings as hereinafter provided, the routes, types of construction, equipment, facilities, and the scope and standards of service to be operated by the authority, the scheduled services to be made available to the public and the amounts to be charged therefor. Before making any determinations as to scheduled services or amounts to be charged therefor, the board first shall hold at least one public hearing after giving notice of the time and place by twice advertising on different days in the newspaper having the largest circulation in the regional area not more than ten days nor less than five days prior to the hearings. As to all other matters, the board may hold such public hearings as it deems appropriate, and as to all public hearings, it may prescribe reasonable rules and regulations to govern such hearings not inconsistent with this Chapter.

D. Before determining the basic routes over which the authority shall operate its system and terminals, the board shall consult with the local governing body of the territory involved, and, additionally, shall hold at least one public hearing within the territory of each local

government within the affected areas at which the local governing body, or its representative, and the public may be heard.

§1008. Revenue bonds

A. In borrowing money and as a grant of power in addition to other authority to issue bonds, the board is authorized to issue revenue bonds of the authority, with approval of the State Bond Commission, for any purpose within the rights and powers delegated to the authority.

B. The board is hereby authorized to pledge for the payment of the principal of and interest on such negotiable bonds the fares, fees, tolls, rental charges, and other income or revenue derived from the facilities and properties maintained and operated by the authority, and any gifts, grants, or contributions from any other sources whatsoever, including but not limited to other monies which by law or contract may be made available to the authority. The board shall prescribe the conditions and details of such bonds and, in addition to the pledges of income, revenues, and the like, payment of bonds of the authority may be further secured by either of the following, or both:

(1) A conventional mortgage upon any and all of the properties constructed or acquired, or to be constructed and acquired by it;

(2) The proceeds of taxes authorized to be imposed pursuant to this Chapter.

C. Such bonds shall be authorized and issued by a resolution of the board and shall be of such series, bear such date or dates, mature at such time or times not exceeding forty years from their respective dates, bear interest at such rate or rates not exceeding an amount which the board determines to be in the best public interest, payable semiannually, be in such denominations, be in such form, either coupon or fully registered without coupons, carry such registration and exchangeability privilege, be payable in such medium of payment and at such place or places, be subject to such terms of redemption not exceeding one hundred five percent of the principal amount thereof, and be entitled to such priorities on the income, revenues, and taxes of the authority as such resolution provides.

D. The bonds shall be signed by the chair and secretary of the board of the authority, one of which signature may be a facsimile, and coupon bonds shall have attached to them interest coupons bearing the facsimile signatures of these officers of the authority. Any such bonds may be issued and delivered, notwithstanding that one or more of the officers signing the bonds or the officer or officers whose facsimile signature or signatures may be upon the coupons shall have ceased to be such officer or officers at the time the bonds actually are delivered.

E. Bonds issued under the provisions of this Chapter shall be sold for not less than par and accrued interest, to the highest bidder, at public sale after advertisement by the board at least once a week for three weeks, the first publication to be not less than twenty-one days prior to the date of sale in a newspaper of general circulation within the jurisdiction of the authority and also in a financial newspaper or journal published in the city of New York or the city of Chicago, reserving to the authority the right to reject any and all bids and to re-advertise for bids. Bonds may be sold through negotiated or private sale if they are:

(1) Sold to the federal government or the state of Louisiana or any of their respective agencies or corporations, or

(2) Authorized to be sold through negotiated or private sale by a vote of two-thirds of the members of the State Bond Commission and by a vote of two-thirds of the members of the Joint Legislative Committee on the Budget.

F. Prior to the preparation of definitive bonds the board may issue interim receipts, interim certificates, or temporary bonds exchangeable for definitive bonds upon the issuance of the latter.

G. In any resolution authorizing the issuance of such bonds, the board may enter into such covenants with the future holder or holders of the bonds as to the management and operation of facilities, the lease or rental thereof, the imposition and collection of fees and charges for services and facilities furnished by the authority, the disposition of such fees and revenues, the issuance of future bonds and the creation of future liens and encumbrances against such facilities and the revenues therefrom, the carrying of insurance on the facilities, the keeping of books and records, and other pertinent matters, as may be deemed proper by the board to assure the marketability of the bonds, so long as such covenants are not inconsistent with the provisions of this Chapter. Any holder of the bonds or any of the coupons thereto attached may by appropriate legal action compel performance of all duties required of the authority and officials of the authority by this Chapter.

H. If any bond issued under the provisions of this Chapter is permitted to go into default as to principal or interest, any court of competent jurisdiction may, pursuant to the application of the holder of the bond, appoint a receiver for the facilities of the authority, which receiver shall be under the duty of operating the facilities and collecting and distributing the revenues thereof pledged to the payment of the bonds, pursuant to the provisions and requirements of this Chapter and the resolution authorizing the bonds.

I. Such bonds, in the discretion of the board, may be additionally secured by conventional mortgage on all or any part of the properties or facilities acquired, constructed, extended, or improved with the proceeds thereof, and the board shall have full discretion to make such provisions as it sees fit for the making and enforcement of such mortgage and the provisions to be therein contained. If more than one series of bonds issued under the provisions of this Chapter is payable from the revenues of any facility, priority of lien on such revenues shall depend on the time of delivery of the bonds, each series enjoying a lien prior and superior to that enjoyed by any series of bonds subsequently delivered, except that where provision is made in the proceedings authorizing any issue or series of bonds for the issuance of additional bonds in the future on a parity therewith pursuant to procedure or restrictions provided in such proceedings, additional bonds may be issued in the future on a parity with such issue or series in the manner so provided in such proceedings. As to any issue or series of bonds which may be authorized as a unit but delivered from time to time in blocks, the board may, in the proceedings authorizing the issuance of the bonds, provide that all of the bonds of the series or issue shall be coequal as to lien, regardless of the time of delivery.

J. The board may issue bonds of the authority under the provisions of this Chapter payable from the revenues to be derived from any facility owned and operated by the authority, whether or not the facilities are related or used in conjunction, for the purpose of constructing, acquiring, extending, or improving any one or more of the facilities. Such bonds may be

additionally secured by a conventional mortgage upon such facilities and any taxes authorized to be imposed hereunder.

K. The board is hereby authorized to provide by resolution for the issuance of refunding bonds of the authority for the purpose of refunding outstanding bonds issued pursuant to the provisions of this Chapter. Such refunding bonds either may be sold and the proceeds applied to or deposited in escrow for the retirement of the outstanding bonds or may be delivered in exchange for the outstanding bonds. The refunding bonds shall be authorized in all respects as original bonds as herein required to be authorized, and in authorizing the refunding bonds of the authority the board shall provide for the security of the bonds, for the sources from which the bonds are to be paid, and for the rights of the holders thereof in all respects as herein provided for other bonds issued under authority of this Chapter. The board also may provide that the refunding bonds shall have the same priority of lien on the revenues pledged for their payment as was enjoyed by the bonds refunded. No bonds may be refunded hereunder unless they either mature or are callable for redemption under their terms within ten years from the date of issuance of the refunding bonds, or unless the bidders thereof voluntarily surrender them for exchange or payment.

L. The board is hereby authorized to provide in the resolution authorizing the issuing of bonds under the provisions of this Chapter that such bonds shall recite that they are issued under authority of this Chapter. Such recital shall conclusively import full compliance with all of the provisions of this Chapter, and all bonds issued containing such recital shall be incontestable for any cause whatsoever after their delivery for value after thirty days from the date of publication of the resolution authorizing their issuance.

M. No proceedings in respect to the issuance of any such bonds shall be necessary except such as are contemplated by this Chapter. For a period of thirty days from the date of publication of the resolution authorizing the issuance of bonds hereunder, any person or persons in interest shall have the right to contest the legality of the resolution and the legality of the bond issue for any cause, after which time no one shall have any cause or right of action to contest the legality of said resolution or of the bonds authorized thereby for any cause whatsoever. If no suit, action, or proceedings are begun to contest the validity of the bonds within the thirty days herein prescribed, the authority to issue the bonds and to provide for the payment thereof and the legality thereof and of all of the provisions of the resolution authorizing the issuance of the bonds shall be conclusively presumed, and no court shall have authority to inquire into such matters. Such bonds shall have the qualities of negotiable instruments under the law merchant and the commercial laws of the state of Louisiana.

N. Upon the payment in full of the principal of and interest on all bonds of the authority issued by the board under the provisions of this Chapter and secured by all or any portion of any tax or other source of income or revenue authorized herein, or upon the irrevocable deposit of sufficient funds for the payment and redemption of all such bonds in principal, interest and redemption premiums, if any, to their respective maturity or call dates, the levy of any such tax shall be discontinued and terminated. If no bonds of the authority have been issued by the board which are secured by all or part of the proceeds of any such tax, the tax may be terminated at any time by resolution of the board and, in the absence of a resolution terminating it, it shall terminate automatically five years after the date of adoption of the resolution imposing the tax.

O. The board may pledge all or any part of the proceeds of any tax to the payment of bonds authorized pursuant to this Chapter under such terms and conditions consistent with the provisions of this Chapter as the board may prescribe and as are contained in the resolution or resolutions providing for the issuance of such bonds.

P. When any bonds shall have been issued hereunder which are secured by all or any portion of any tax, neither the legislature, the authority, nor any other power may discontinue or decrease the tax or permit the tax to be discontinued or decreased in anticipation of the collection of which such bonds have been issued, or in any way make any change in the allocation and dedication of the proceeds of such tax which would diminish the amount of tax revenues to be received by the authority until all of such bonds have been retired as to principal and interest and irrevocable provisions otherwise made for their complete redemption and payment in principal and interest and redemption premium, if any.

Q. Prior to the issuance of any bonds hereunder, any revenue of the authority derived from any source whatsoever, including the tax authorized herein, may be used by the authority for the payment of any expenses incurred in determining the feasibility of a facility or facilities or any aspects of the authority's operation and developing plans therefor, including engineering, architectural, legal, and administrative costs and fees incidental thereto. It shall be incumbent upon the authority to pay only such fees and such amounts as are current in the market at the time of the sale in such a manner as to assure that the public interest has been protected.

R. The authority shall invest its idle funds in accordance with the Investment of Idle Funds Act; *however, such idle funds as the authority determines to invest in banks shall be invested on a pro rata basis in all banks within the jurisdiction of the authority.*

§1009. Utility structures, authority to remove, relocation procedures

A. The authority shall have the power to require any public utility, railroad, or other public service corporation owning or operating any installations, structures, equipment, apparatus, appliances, or facilities in, upon, under, over, across, or along any ways on which the authority has the right to own, construct, operate, or maintain its ferry system and to remove or relocate such installation, structures, equipment, apparatus, appliances, or facilities from their locations. If the owner or operator thereof fails or refuses to remove or relocate them, the authority may proceed to do so. The authority may provide the necessary new locations, and for that purpose, the power of eminent domain as provided in Section 1111 of this Chapter may be exercised; however, the new locations shall not be in, on, or above a public way. The authority also may acquire the necessary new locations by purchase or otherwise. The authority shall reimburse the public utility, railroad, or other public service corporation for the cost of relocations, and the reimbursement shall be in the entire amount paid or incurred by the utility which is properly attributable thereto after deducting the cost of any increase in the service capacity of the new installations, structures, equipment, apparatus, appliances, or facilities, and any salvage value derived from the old installation, structures, equipment, apparatus, or appliances.

B. The authority shall have the power to prepare plans for and carry on a relocation program for the relocation of persons, including individuals, families, business concerns, nonprofit organizations, and others who are displaced by operations of the authority in carrying

out a mass transportation project. The authority shall have the power to acquire by purchase, lease, gift or contract such personal and real property, improved and unimproved, and to make improvements thereon, as it deems reasonably necessary to carry out such relocation program, and to make relocation payments to or with respect to such persons, including the making of such payments financed, in whole or in part, by the federal government, and in accomplishing the foregoing, to provide in the same area, or in other areas generally not less desirable in regard to public utilities and public and commercial facilities and at rents or prices within the financial means of the displaced persons, a sufficient number of decent, safe, and sanitary dwellings available to those displaced persons and reasonably accessible to their respective places of employment. The authority shall have the power to apply for and receive grants, loans, and other financial assistance from the federal government, the state of Louisiana, or any local government within the metropolitan area for such relocation payments, including payments for the reasonable and necessary moving expenses and any actual direct losses of property, except good will or profit, resulting from displacement of such persons by the project.

§1010. Competitive bidding on contracts

All purchases, acquisitions, dispositions, contracts, leases, bond sales, and like actions of the authority referred to in the provisions of this Chapter shall be subject to the public bid laws of this state.

§1111. Eminent domain

The authority shall have no power of eminent domain, but the city of New Orleans and the parishes of Orleans, Jefferson, and St. Bernard, for purposes of the authority, may exercise the broadest power of eminent domain permissible under the laws of this state. No local governing body shall exercise any power of eminent domain hereunder with respect to property located beyond its territorial limits, nor shall it expropriate any business enterprise or any of its assets for the purpose of operating that enterprise or halting competition with a government enterprise.

§1112. Conflict of interests

All members of the board and every employee of the board or of the authority shall be subject to the provisions of state law governing governmental ethics in all matters relating to any interest or business, direct or indirect, of the authority.

§1113. Tax and regulatory exemptions, audits, reports

A. As the exercise of the powers granted hereby will be in all respects for the benefit of the people of the state and for the increase of their commerce and prosperity, the authority shall not be required to pay any taxes or assessments upon any property acquired or used by it under the provisions of this Chapter, or upon the income therefrom, all of which shall be exempt from

taxation of any type by the state of Louisiana and by any parish, municipality, or political subdivision of this state. In the event of any lease of authority property, or any other arrangement which amounts to a leasehold interest, to a private party, this exemption shall not apply to the value of such leasehold interest or to the income of the lessee. Otherwise, however, and for purposes of taxation, when property of the authority is leased to private parties to be employed solely for purposes of the authority, the acts and activities of the lessee shall be considered as the acts and activities of the authority, and the exemption hereunder shall apply to such acts and activities.

B. Except as provided herein, the authority shall not be subject in any respect to the authority, control, or supervision of any regulatory body of the state, including but not limited to the Public Service Commission, or any political subdivision of the state, but its books and records shall be subject to audit annually by the legislative auditor.

C. Following the annual audit herein provided for, the authority shall publish an annual financial statement in a daily newspaper of general circulation, which shall set forth in each parish in which the authority operates, any tax revenue and operating revenue received, as well as the total expenditures made, and also a list of all written contracts entered into by the authority during the preceding year which call for the authority to expend at any time, in the aggregate, more than seventy-five thousand dollars. Such list also shall include any employment or consultant contracts, whether or not written, under which the employee or consultant is to be compensated at an annual rate of more than twenty thousand dollars, including direct and indirect or deferred benefits.

§1114. Taxing power defined

The authority shall have power to impose any tax on any subject of taxation within the metropolitan area for any purposes whatsoever related to the operation of its ferry system and associated developments, except as otherwise prohibited in this Chapter or by the Constitution or laws of this state, provided, however, that no tax shall be imposed within the metropolitan area by the authority unless it has first been approved by a majority of voters voting in such election in each of the parishes having membership in the authority. Notwithstanding any other provision of law to the contrary, the authority may exercise its powers of taxation within any local governmental subdivision located wholly within the metropolitan area, provided only that the proposed tax must be approved by a majority of voters voting thereon within the affected local governmental subdivision. Within ninety days following the end of the authority's fiscal year, all funds derived during that fiscal year from a tax levied by the authority shall be used only for purposes related to the operation of its ferry service or associated developments in the parish in which said funds are collected, or for overhead and joint fixed facility expenses of the authority incurred for the benefit of such parish, or shall be distributed to the governing authorities of each local governmental subdivision that contributed within that parish in proportion to the collection of such tax in each parish. Funds so distributed may be used for any public purposes authorized to be performed by either the authority or the local governmental subdivisions. Terms used herein are used in accordance with the definitions set forth in Article 6, Section 44, of the Louisiana Constitution of 1974.

§1115. Participation by local government; alternative methods of financing

A. For the purposes of this Chapter, provision for a ferry system within the metropolitan area is declared to be an essential governmental function and a public purpose.

B. Within 90 days of the effective date of this Act, the governing authority of each parish situated within the territory of the authority shall certify by resolution whether or not it desires to participate in the authority. Should the governing body of the parish fail to adopt such a resolution, the parish shall be deemed to have declined participation in the authority. Within 45 days of the effective date of this Act, the board shall be appointed in accordance with the provisions of this Chapter. After the board shall have been appointed in accordance with Section 1115 of this Chapter, any parish eligible to participate may apply for membership to the board in accordance with rules promulgated by the board. The board, with the approval of the local governing body of the parishes of Orleans, Jefferson, St. Bernard, and *such other adjacent parishes as may elect to participate*, subject to such limitations as are hereinafter set forth in this Section, shall determine the extent of financial participation and the time or times such financial participation may be required with respect to each of the local governments in order to finance provisions for a ferry system through the joint instrumentality of the authority. If such determination contemplates a contractual obligation on the part of a local government to make payments to the authority over a period of time exceeding one year or to issue any bonds or other obligations evidencing indebtedness, such determination shall take the form of an intergovernmental contract to be entered into between the authority and the local government. The final execution of an intergovernmental contract shall be completed in every instance in the manner hereinafter set forth in this Section.

C. As one method of providing the financial participation determined by its local governing body to be its proper share of the cost of financing a ferry project or projects, a local government may, in the manner prescribed by law and subject to the conditions and limitations prescribed by law, issue its general obligation bonds, pay over the proceeds thereof to the authority, and thereby complete and make final the execution of the proposed intergovernmental contract anticipated by such bond authorization and issuance, and the authority shall agree in such contract to perform for such local government the aforesaid governmental function and to provide specified ferry services and facilities.

D. As an alternative method of providing the financial participation determined by its local governing body to be its proper share of the cost of financing a ferry project or projects, a local government may enter into intergovernmental contract or contracts calling for the authority to perform for it the aforesaid governmental function and calling for it to make periodic payments to the authority for the ferry services and facilities contracted for, which payments may include amounts required to defray the periodic principal and interest payments on any obligations issued by the authority for the purpose of financing the cost of any ferry project or projects, amounts necessary to establish and maintain reasonable reserves to insure the payment of said debt service, and to provide for renewals, extensions, repairs, and improvements and additions to the ferry system, and amounts required to defray any operational deficit which the system or any part thereof may incur from time to time.

E. A local government may select any method provided in this Section to finance the participation required of it in whole or in part, and the selection of one method shall not preclude the selection of another method with respect thereto or with respect to any additional or supplementary participation determined to be necessary.

F. When the authority and a local government have completed and fully executed an intergovernmental contract in compliance with the requirements of this Chapter, and the voters shall have approved the contract as herein provided, the contract shall constitute an obligation on the part of the local government for the payment of which its good faith and credit are pledged.

§1116. Taxing power

Subject to the conditions contained in §1114, each local government may, upon voter approval, levy and collect any taxes authorized under the constitution or laws of this state to fulfill bond obligation or obligations incurred in an intergovernmental contract or other contract or contracts with the authority. The authority is hereby authorized to participate in any new or additional tax related to its ferry system and associated developments that may be imposed in the future by the legislature.

§1117. Effective date

The effective date of this Chapter shall be August 1, 2012.

B-2: HB 991

Regular Session, 2012

HOUSE BILL NO. 991

BY REPRESENTATIVE CONNICK

TRANSPORTATION: Creates the Metropolitan Ferry Authority

1 AN ACT

2 To enact Chapter 36 of Title 48 of the Louisiana Revised Statutes of 1950, to be comprised
3 of R.S. 48:2191 through 2207, relative to ferries; to provide for the Metropolitan
4 Ferry Authority; to provide the power to tax; to provide for membership; to provide
5 bonding authority; and to provide for related matters.

6 Be it enacted by the Legislature of Louisiana:

7 Section 1. Chapter 36 of Title 48 of the Louisiana Revised Statutes of 1950,
8 comprised of R.S. 48:2191 through 2207, is hereby enacted to read as follows:

9 CHAPTER 36. METROPOLITAN FERRY AUTHORITY

10 §2191. Short title

11 This Chapter shall be known and may be referred to as the "Metropolitan
12 Ferry Authority Act".

13 §2192. Purpose

14 A. Parishes south of Lake Pontchartrain share a common interest in the
15 movement of people and vehicles and in the development of tourism and commerce
16 on and alongside of the Mississippi River. Traffic conditions, congestion, and mass
17 transportation needs limit or impair the development of these common interests
18 toward their fullest potential.

19 B. A coordinated, well-planned, and well-managed ferry system will
20 alleviate the challenges posed by traffic conditions and congestion, assist in meeting

1 mass transportation needs, and enhance transportation facilities and related
2 developments operating in the metropolitan area.

3 C. Establishing, maintaining, and developing a ferry system through a joint
4 authority of the local governments within the metropolitan area constitutes a
5 reasonable response to these needs and will advance the cultural, social, and
6 economic well-being of people in the metropolitan area.

7 D. Establishing a joint authority to maintain and develop the ferry system is
8 a matter of public interest and concern to the state. Maintaining an additional system
9 for river crossings will also serve the homeland security interests of the metropolitan
10 area in the event of manmade or natural disasters.

11 E. Accordingly, as a matter of public health, safety, convenience, and
12 welfare, the public policy of this state is to promote the establishment of such a joint
13 authority, encourage participation in it by local governments, and support the
14 maintenance and development of a ferry system and related developments in the
15 metropolitan area.

16 §2193. Definitions

17 Unless the text clearly indicates otherwise, the following words or phrases
18 shall have the following meanings:

19 (1) "Authority" means the Metropolitan Ferry Authority.

20 (2) "Board" means the board of commissioners and governing body of the
21 authority.

22 (3) "Bonds" means bonds, notes, renewal notes, refunding bonds, interim
23 certificates, certificates of indebtedness, debentures, warrants, commercial paper, or
24 other obligations or any other evidence of indebtedness or evidence of borrowed
25 money issued or entered into by the authority to finance a project or projects.

26 (4) "Civil service" means the state civil service system.

27 (5) "Executive officer" means the mayor, chief executive officer, parish
28 president, president of a police jury, or any other officer charged with the duties

1 customarily imposed on the mayor or chief executive officer of a local governmental
2 subdivision.

3 (6) "Federal government" means the United States of America, or any
4 department, agency, or instrumentality thereof, corporate or otherwise, of the United
5 States of America.

6 (7) "Ferry project" means any unit, structure, facility, or undertaking in any
7 combination which may be a component part of a ferry system or its associated
8 developments as well as any capital project undertaken pursuant to this Chapter,
9 including the acquisition of real property, construction, reconstruction, improvement,
10 extension, installation, development, landscaping, or operation of a tollway.

11 (8) "Ferry system" means all property, real or personal, useful for the
12 movement of people and vehicles on or alongside the river, including but not limited
13 to power plants, substations, terminals, garages, aerial structures, lines, poles, wires,
14 stations, concessions, off-street parking, and all other facilities for the comfort,
15 safety, convenience, health and welfare of ferry passengers, all associated rights and
16 licenses necessary or useful for the operation of such facilities, and rights to provide
17 group and party services.

18 (9) "Local governing body" means the city council, parish council, police
19 jury, or similar official governing body of a parish, municipality, or other political
20 subdivision within the metropolitan area.

21 (10) "Local government" means any one of parishes described in Paragraph
22 11 of this Section.

23 (11) "Metropolitan area" means the following jurisdictional areas:

24 (a) Contiguous parishes with populations between three hundred forty
25 thousand and four hundred thirty five thousand as determined by the latest federal
26 decennial census that are bordered on the north by Lake Pontchartrain; and

27 (b) Contiguous parishes with populations between twenty thousand and forty
28 thousand as determined by the latest federal decennial census and that share a
29 northern border with the parishes described in Subparagraph (a) of this Paragraph.

1 §2194. Creation, organization, powers; purpose

2 A. There is hereby created the Metropolitan Ferry Authority, subject to the
3 conditions hereinafter set forth, which shall be a body politic and corporate and a
4 political subdivision of the state of Louisiana comprised of the parishes within the
5 metropolitan area.

6 B. The jurisdiction of the authority shall include parishes within the
7 metropolitan area, but shall exclude the territory of any local government which may
8 decline membership on the board as hereinafter provided.

9 C. The domicile of the authority shall be determined by a majority vote of
10 the board at its first meeting.

11 D. The authority is created and vested with the power to plan, design, lease,
12 purchase, acquire, hold, own, construct, improve, repair, have an equity in, finance,
13 maintain, operate, and administer a ferry system, or to administer any component
14 parts of the ferry system and associated development, within the metropolitan area,
15 either directly or by contract with private parties or to lease as lessor the same for
16 any or all of the aforementioned activities.

17 E.(1) By October 31, 2012, the governing authority of each parish situated
18 within the metropolitan area shall certify by resolution whether or not it desires to
19 participate in the authority.

20 (2) Should the governing body of the parish fail to adopt such a resolution,
21 the parish shall be deemed to have declined participation in the authority.

22 (3) By December 31, 2012, the board shall be appointed in accordance with
23 the provisions of this Chapter.

24 §2195. Board of commissioners; membership; terms

25 A. The board of commissioners of the authority shall be composed of
26 members selected in the following manner:

27 (1) One member from each participating parish appointed by the chief
28 executive officer of that parish, subject to the approval of its governing body.

1 (2) Two members appointed by the chief executive officer of the parish with
2 the greatest percentage of daily departures and arrivals at a ferry terminal operating
3 within the territorial jurisdiction of the parish prior to August 1, 2012, chosen from
4 recommendations of the legislative delegation of that parish as follows:

5 (a) One member shall be appointed by the executive officer of a parish from
6 a list of three names submitted by the senators from that parish's legislative
7 delegation.

8 (b) One member shall be appointed by an executive officer of a parish from
9 a list of six names submitted by the state representatives of that parish's legislative
10 delegation.

11 (c) If the senators or representatives of a parish's legislative delegation fail
12 to submit a list of names to the executive officer of that parish by December 1, 2012,
13 then the executive officer of a parish shall appoint such member or members
14 pursuant to this Subsection.

15 (d) Each member appointed by the executive officer of a parish shall be
16 domiciled within that parish of the executive officer who appointed each member.

17 (3) One member appointed by the regional planning commission for the
18 metropolitan area.

19 (4) One member appointed by a development district within a parish with a
20 population between three hundred thousand and three hundred sixty thousand by the
21 latest federal decennial census or its successor.

22 (5) One member appointed by a development district within a parish with a
23 population exceeding four hundred thousand by the latest federal decennial census.

24 B. Such appointees shall be qualified voters holding no elective public office.
25 Appointees to any agency, board, or commission of any participating parish are
26 eligible for appointment to the board, provided that no per diem is received from any
27 such agency, board, or commission by such appointee.

28 C. All members of the board and every employee of the board or of the
29 authority shall be subject to the provisions of state law governing governmental

1 ethics in all matters relating to any interest or business, direct or indirect, of the
2 authority. No member shall receive per diem.

3 D. All members appointed to the board of commissioners shall serve for a
4 term of four years with the initial terms staggered to provide a four-year term for the
5 appointees from each participating parish, a three-year term for the two appointees
6 chosen from lists submitted by members of the House and Senate legislative
7 delegations, a two-year term for members appointed by the development districts,
8 and a one-year term for the member appointed by the regional planning commission;
9 thereafter, each member shall serve a full four-year term, and any successor
10 appointed to fill a vacancy shall serve the remainder of that member's unexpired
11 term. A member may be reappointed to serve a succeeding term.

12 E.(1) The parishes within the metropolitan area may initially decline
13 membership on the board and participation in the authority. In any parish which has
14 withdrawn from participation in the authority pursuant to this Chapter, the local
15 governing body may at any time request of the board the parish's entrance and
16 participation in the authority.

17 (2) If participation in the authority requires the adoption or implementation
18 of any tax on the citizens of the parish, such local governing body of the parish
19 which is seeking to participate in the authority shall submit to the qualified voters
20 thereof in a referendum, held in accordance with law, the question of whether or not
21 the parish should participate in the authority. If a majority of those voting in such
22 referendum vote in favor of participation in the authority, the local governing body
23 shall request the board to permit the parish's participation in the authority.

24 (3) If no financial advantage over participating parishes has accrued to that
25 parish by having previously declined membership, the board shall approve such
26 request for membership at its next regularly scheduled meeting.

27 (4) Any parish thus admitted shall be a participant in the authority and its
28 rights and responsibilities shall, insofar as possible, be the same as if it had
29 participated in the authority from its beginning, provided that said parish shall

1 assume its pro rata share of the then current expenses of the authority, as determined
2 by the authority. By virtue of their participation in the authority, whether initially or
3 subsequently by board approval, all participating parishes concur fully and accept
4 without reservation, the exclusive rights and power of the authority as stated herein,
5 and further agree and obligate themselves to remain in the authority until all
6 outstanding obligations of the authority are liquidated or until the authority is
7 abolished, whichever occurs first.

8 (5) If a parish ceases to participate in the authority through discontinuation
9 of ferry services, termination of financial support, or other reasons, the parish may
10 voluntarily withdraw from the authority upon request from the governing body of the
11 parish, which request shall be granted by the board of the authority unless approval
12 of the request would be to the financial detriment of the authority. A parish that has
13 ceased to participate but has not voluntarily withdrawn from the authority may be
14 removed upon a two-thirds vote by the board of the authority, provided that the
15 authority has first assured no continuing tax or revenue obligation to support the
16 authority will be imposed upon the parish or its residents.

17 F. Members of the board may be removed for just and reasonable cause at
18 the discretion of the respective appointing authority. In cases of abandonment of
19 office, conviction of a felony, or a plea of nolo contendere to a felony, the office of
20 a member shall be vacant upon the declaration of the board. A member shall be
21 deemed to have abandoned the office upon failure to attend three consecutive regular
22 or special meetings of the board without an excuse approved by a resolution of the
23 board, or upon a change of domicile from the parish that the member represents on
24 the authority.

25 G. The board shall elect from its members a chair and vice chair for terms
26 to expire on December thirty-first of each year. The presiding officer of the board
27 may continue to vote as any other member.

28 H. The board shall hold at least one meeting per quarter. The secretary of the
29 board shall give written notice and an agenda to each member of the board at least

1 five days prior to any meeting. The secretary shall be informed of any meeting so as
2 to provide for giving notice as above.

3 I. The following actions by the board shall require the affirmative vote of a
4 majority of the board:

5 (1) The issuance and sale of bonds.

6 (2) The purchase or lease of any privately owned system of transportation
7 of passengers for hire in its entirety, or any substantial part thereof.

8 (3) The award of any contract for construction, alterations, supplies,
9 equipment, repairs, maintenance, or services other than professional services, or for
10 the purchase, sale, or lease of any property required to be advertised and let by
11 contract to the lowest responsible bidder who had bid according to the advertised
12 specifications.

13 (4) The grant of any concession.

14 (5) The award of any contract for the management of any authority-owned
15 property or facility.

16 (6) The choosing of the domicile of the authority.

17 §2196. Employees

18 A. The board may appoint, as needed, a general manager, a secretary, a
19 treasurer, a general counsel, and assistant manager, none of whom may be members
20 of the board or a relative of a member of the board, and shall delegate to them such
21 authority as it deems appropriate. The persons appointed pursuant to the provisions
22 of this Subsection shall be unclassified employees of the authority.

23 B. All full-time employees of the authority, other than the secretary, the
24 treasurer, the general counsel, the general manager, and an assistant manager, if any,
25 shall be classified employees in the state civil service system.

26 C. All classified and unclassified employees of the authority as such shall be
27 eligible to participate in the Louisiana State Employees' Retirement System. The
28 authority shall pay the employer's share of all contributions to such system.

1 D. No part-time employee shall participate in group insurance or retirement
2 benefits. Consultants or other persons or groups furnishing services under contract,
3 including but not limited to managerial, engineering, planning, or legal services,
4 shall not be a part of the state civil service system, regardless of the length of their
5 contracts or the nature of the services rendered.

6 §2197. Powers of authority

7 The authority may exercise powers necessary, appurtenant, convenient, or
8 incidental to the carrying out of its purposes, including but not limited to the
9 following rights and powers:

10 (1) The authority may adopt bylaws or rules and regulations as it deems
11 appropriate for its own governance, not inconsistent with this Chapter, including the
12 creation of an executive committee to exercise such authority as its bylaws may
13 prescribe.

14 (2) To adopt, use, and alter at will an official seal.

15 (3) To plan, or construct, reconstruct, maintain, improve, operate, own, or
16 lease projects within its jurisdiction in the manner determined by the authority and
17 to pay any project costs in connection therewith.

18 (4) To sue and be sued in its own name.

19 (5) The power to develop, build, and operate a ferry system between
20 facilities operated by the authority, to provide concessions through lease or purchase,
21 to provide off-street parking including the acquisition of existing facilities which
22 private enterprise no longer desires to operate but whose continuation the authority
23 deems necessary in the public interest, and to provide other facilities for the comfort,
24 safety, and convenience of ferry passengers.

25 (6) To impose, revise, and adjust from time to time fares, fees, rates, rentals,
26 tolls, and charges in connection with its projects at reasonable rates to be determined
27 by the board, sufficient to pay all project costs, maintenance, operation, debt service
28 and reserve or replacement costs, and other necessary or usual charges.

1 (7) The power to operate visitor tolls and rental areas, to levy and collect
2 charges, tolls, fares, fees, head taxes, or use taxes, or all of the preceding, to grant
3 permits for admission to or for the use of its facilities, and to issue licenses and
4 permits for ferries to operate upon specified routes located exclusively within the
5 metropolitan area or between fixed terminals located within the parish or parishes
6 in which the authority is operating a ferry system, and to promulgate regulations
7 governing the operation of such ferries upon specified routes or between fixed
8 terminals, as set forth above, including regulations governing the rates the public is
9 to be charged for such operations, regulations promoting the safety of such
10 operations, and regulations establishing the criteria for the issuance or denial of
11 permits to provide such services, which criteria may include provisions for the
12 limitation of services or service providers.

13 (8) To contract with any person, partnership, association, or corporation
14 desiring the use of any part of a project, including the right-of-way adjoining the
15 paved portion, for placing thereon telephone, fiber optic, telegraph, electric light, or
16 power lines, gas stations, garages, and restaurants, or for any other purpose, and to
17 fix the terms, conditions, rents, and rates of charges limited to no more than the
18 authority's direct and actual cost of administering the permitting process.

19 (9) To acquire, hold, and dispose of real and personal property in the
20 exercise of its powers and the performance of its duties under this Chapter in
21 accordance with law.

22 (10) To acquire public or private lands in the name of the authority by
23 purchase, donation, exchange, foreclosure, lease, or otherwise, including rights or
24 easements, as it may deem necessary for carrying out the provisions of this Chapter.

25 (11) To hold, sell, assign, lease, or otherwise dispose of any real or personal
26 property or any interest therein; to release or relinquish any right, title, claim, lien,
27 interest, easement, or demand however acquired, including any equity or right of
28 redemption in property foreclosed by it; to take assignments of leases and rentals; to

1 proceed with foreclosure actions; or to take any other actions necessary or incidental
2 to the performance of its corporate purposes.

3 (12) To establish control of access, designate the location, and establish,
4 limit, and control points of ingress and egress for each project as may be necessary
5 or desirable in the judgment of the authority to ensure its proper operation and
6 maintenance, and to prohibit entrance to such project from any point or points not
7 so designated, subject to the prior written concurrence of the department when the
8 state highway system is affected.

9 (13) To relocate parish, municipal, or other public roads affected or severed
10 by authority projects with equal or better facilities at the expense of the authority.

11 (14) To enter, or authorize its agents to enter, upon any lands, waters, and
12 premises within the geographic boundaries of the authority for the purpose of making
13 surveys, soundings, drillings, and examinations as it may deem necessary or
14 appropriate for the purposes of this Chapter provided that the authority shall
15 reimburse any actual damages resulting to such lands, waters, and premises as a
16 result of such activities; such entry shall not be deemed a trespass or unlawful.

17 (15) To procure insurance in such amount or amounts appropriate to the size
18 of the project, as determined by the authority, insuring the authority against all
19 losses, risk, and liability arising out of the construction, operation, maintenance, and
20 ownership of any project.

21 (16) To apply for, receive, and accept grants, loans, advances, and
22 contributions from any source of money, property, labor, or other things of value, to
23 be held, used, and applied for its corporate purposes.

24 (17) To open accounts at financial institutions necessary for the conduct of
25 its business and to invest any funds held in reserves or sinking funds, or any funds
26 not required for immediate disbursement in such investments as may be provided in
27 any financing document relating to the use of such funds, or, if not so provided, as
28 the authority may determine, subject to compliance with state laws relative to
29 investments by political subdivisions.

1 (18) To borrow money and issue bonds for any authority purpose. The
2 bonds shall be authorized and issued by one or more resolutions adopted by a
3 majority vote of the members of the authority and shall be payable solely from the
4 income and revenues as set forth in the resolution authorizing the issuance of the
5 bonds.

6 (19) To enter contracts and agreements and execute all instruments necessary
7 or convenient thereto with any federal or state governmental agency, public or
8 private corporation, lending institution, or other entity or person for accomplishing
9 the purposes of the authority.

10 (20) To enter into agreements with a public or private entity to construct,
11 maintain, repair, or operate authority projects.

12 (21) To authorize the investment of public and private money to finance
13 authority projects, subject to compliance with state law relative to use of public
14 funds.

15 (22) To employ consultants, engineers, attorneys, accountants, construction
16 and financial experts, superintendents, managers, and such other employees and
17 agents necessary for the accomplishment of authority purposes, and to fix their
18 compensation.

19 (23) To exercise the power of eminent domain in accordance with Part XVIII
20 of Chapter 1 of this Title.

21 (24) To receive, administer, and expend appropriations from the legislature
22 and financial assistance, guarantees, insurance, or subsidies from the federal or state
23 government.

24 (25) The power to develop data, plans, and information and to develop and
25 carry out demonstration projects, including the development, testing, and
26 demonstration of new facilities, equipment, techniques, and methods, and the
27 improvement and utilization of services and facilities, and any other means of
28 developing, utilizing, or improving ferry services in the metropolitan area, as well
29 as the power to conduct engineering, financial, and economic studies and to make

1 plans, designs, and tests related to ferry projects and associated developments. In
2 order to accomplish these purposes, the authority may enter in a reasonable manner
3 upon any lands, waters, or premises for the purpose of making reasonable surveys,
4 soundings, drillings, and examinations, and such entries shall not be deemed a
5 trespass except that the authority shall be liable for any actual and consequential
6 damages resulting from such entries.

7 (26) The power to contract with any public utility, railroad, or transportation
8 company for the joint use of property or rights, or for the establishment of through
9 routes, joint fares, or transfer of passengers.

10 (27) The power to apply for and accept grants or other assistance from the
11 federal government or from any source whatsoever, to act as agent for the federal
12 government, and to enter into contracts, loans, leases, or other transactions with the
13 federal government.

14 (28) The power to contract with the fiscal agents of the local governments
15 within its jurisdiction for the collection of any tax or taxes authorized by law.

16 (29) The power to provide for police and fire protection having jurisdiction
17 over the facilities of the authority or to contract for such services with municipalities
18 or parishes, or both, or with private enterprise within its jurisdiction.

19 (30) The power to provide, by contract, service to parishes or municipalities
20 within parishes not represented in the authority at the request of such a parish or
21 municipality, provided said extension is deemed by the authority to be not in conflict
22 with an overall master plan of the authority.

23 (31) The authority shall have no power in any manner to pledge the property,
24 credit, or taxing power of any local government, nor shall any of its obligations be
25 deemed to be obligations of any local government, nor shall any local government
26 be liable for the payment of principal or interest on such obligations.

27 (32) To do all acts and perform things necessary or convenient to execute the
28 powers granted to the authority by law.

1 §2198. Fares, rates, rentals, tolls, and charges

2 A. The board shall fix such fares, rates, rentals, tolls, and charges in such
3 amounts as shall be sufficient in the aggregate, when added to any other grants or
4 funds available to the authority, to provide funds for the payment of the interest on
5 and principal of all bonds, certificates, and other obligations payable from said
6 revenues, and to meet all other encumbrances upon such revenues as provided by any
7 agreement executed by the authority in connection with the issuance of bonds or
8 certificates under this Chapter, and for the payment of all operating costs and
9 expenses which shall be incurred by the authority, including provisions for
10 appropriate reserves.

11 B. The term "charges" shall include revenues from contracts with the local
12 governments within the metropolitan area under which the authority has agreed to
13 render services for them.

14 C. The board shall determine, after public hearings as hereinafter provided,
15 the routes, types of construction, equipment, facilities, and the scope and standards
16 of service to be operated by the authority, the scheduled services to be made
17 available to the public and the amounts to be charged therefor. Before making any
18 determinations as to scheduled services or amounts to be charged therefor, the board
19 first shall hold at least one public hearing after giving notice of the time and place
20 by twice advertising on different days in the newspaper having the largest circulation
21 in the metropolitan area not more than ten days nor less than five days prior to the
22 hearings. As to all other matters, the board may hold such public hearings as it deems
23 appropriate.

24 D. Before determining the basic routes over which the authority shall operate
25 its system and terminals, the board shall consult with the local governing body of the
26 territory involved, and, additionally, shall hold at least one public hearing within the
27 territory of each local government within the area the affected area at which the local
28 governing body, or its representative, and the public may be heard.

1 §2199. Public records; public meetings; right of public agencies to records

2 A. The board and authority created by this Chapter shall be subject to and
3 fully comply with the Public Records Law, R.S. 44:1 et seq., the Governmental Code
4 of Ethics, and the Open Meetings Law, R.S. 42:11 et seq., of the state.

5 B. The proceedings and documents of the board shall be public record. All
6 reports, maps, or other technical documents produced in whole or in part by the
7 board or authority may be utilized by the board, authority, or any other public agency
8 in any manner that it deems necessary and advisable in the conduct of its duties.

9 §2200. Bonds

10 A. Without reference to any provision of the Constitution of Louisiana and
11 the laws of Louisiana, and as a grant of power in addition to any other general or
12 special law, the authority created pursuant to this Chapter may issue bonds for any
13 authority purpose and pledge revenues for the payment of the principal and interest
14 of such bonds. The authority is further authorized, in its discretion, to pledge all or
15 any part of any gift, grant, donation, or other sum of money, aid, or assistance from
16 the United States, the state, or any political subdivision thereof, unless otherwise
17 restricted by the terms thereof, all or any part of the proceeds of bonds, credit
18 agreements, instruments, or any other money of the authority, from whatever source
19 derived, for the further securing of the payment of the principal and interest of the
20 bonds. Any bonds issued pursuant to the provisions hereof shall constitute revenue
21 bonds under Article VII, Section 6 of the Constitution of Louisiana and such bonds
22 shall be payable solely from revenues and bond proceeds, pending their
23 disbursement, and investment income thereon.

24 B. Bonds issued under the provisions of this Chapter shall not be deemed to
25 constitute a pledge of the full faith and credit of the state or of any of its political
26 subdivisions other than the authority. All such bonds shall contain a statement on
27 their face substantially to the effect that neither the full faith and credit of the state
28 nor the full faith and credit of any other political subdivision of the state are pledged
29 to the payment of the principal of or the interest on such bonds. The issuance of

1 bonds under the provisions of this Chapter shall not directly, indirectly, or
2 contingently obligate the state or any of its political subdivisions other than the
3 authority to levy any taxes whatsoever therefor or to make any appropriation for their
4 payment, other than obligations to make payments by the state or any political
5 subdivision to the authority arising out of contracts authorized under this Chapter.

6 C. Bonds shall be authorized by a resolution of the authority and shall be of
7 such series, bear such date or dates, mature at such time or times, bear interest at
8 such rate or rates, including but not limited to fixed, variable, or zero rates, be
9 payable at such time or times, be in such denominations, be in such form, carry such
10 registration and exchangeability privilege, be payable in such medium of payment
11 and at such place or places, be subject to such terms of redemption prior to maturity
12 at such price or prices as determined by the authority, and be entitled to such priority
13 on the revenues as such resolution or resolutions may provide.

14 D. Bonds shall be sold by the authority at public sale by competitive bid or
15 negotiated private sale and at such price as the authority may determine to be in the
16 best interest of the authority.

17 E. The issuance of bonds shall not be subject to any limitations,
18 requirements, or conditions contained in any other law except the provisions of this
19 Chapter, and bonds may be issued without obtaining the consent of the state or any
20 political subdivision, or of any agency, commission, or instrumentality thereof,
21 except that the issuance of such bonds shall be subject to the approval of the State
22 Bond Commission. The bonds shall be issued in compliance with the provisions of
23 this Chapter.

24 F. For a period of thirty days after the date of publication of a notice of intent
25 to issue bonds in the official journal of the authority authorizing the issuance of
26 bonds hereunder, any person in interest shall have the right to contest the legality of
27 the resolution and the legality of the bond issue for any cause, but after that time no
28 one shall have any cause or right of action to contest the legality of the resolution or
29 of the bonds or the security therefor for any cause whatsoever. If no suit, action, or

1 proceeding is begun contesting the validity of the resolution, the bonds or the
2 security therefor within the thirty days herein prescribed, the authority to issue the
3 bonds and to provide for the payment thereof, the legality thereof, and of all of the
4 provisions of the resolution authorizing the issuance of the bonds shall be
5 conclusively presumed to be legal and shall be incontestable. Any notice of intent
6 so published shall set forth in reasonable detail the purpose of the bonds, the security
7 therefor, and the parameters of amount, duration, and interest rates. The authority
8 may designate any paper of general circulation in its geographical jurisdiction to
9 publish the notice of intent or may utilize electronic media available to the general
10 public. Any suit to determine the validity of bonds issued by the authority shall be
11 brought only in accordance with the provisions of R.S. 13:5121 et seq.

12 G. All bonds issued pursuant to this Chapter shall have all the qualities of
13 negotiable instruments under the commercial laws of the state.

14 H. Any pledge of revenues or other monies made by the authority shall be
15 valid and binding from the time when the pledge is made. The revenues or monies
16 so pledged and thereafter received by the authority shall immediately be subject to
17 the lien of such pledge without any physical delivery thereof or further act, and the
18 lien of any such pledge shall be valid and binding as against all parties having claims
19 of any kind in tort, contract, or otherwise against the authority irrespective of
20 whether such parties have notice thereof.

21 I. Neither the members of the authority nor any person executing the bonds
22 shall be liable personally for the bonds or be subject to any personal liability or
23 accountability by reason of the issuance thereof.

24 J. Bonds of the authority, their transfer, and the income therefrom shall at all
25 times be exempt from all taxation by the state or any political subdivision thereof,
26 and may or may not be exempt for federal income tax purposes. The bonds issued
27 pursuant to this Chapter shall be and are hereby declared to be legal and authorized
28 investments for banks, savings banks, trust companies, building and loan
29 associations, insurance companies, fiduciaries, trustees, and guardians. Such bonds

1 shall be eligible to secure the deposit of any and all public funds of the state and any
2 and all public funds of municipalities, parishes, school districts, or other political
3 corporations or subdivisions of the state. Such bonds shall be lawful and sufficient
4 security for said deposits to the extent of their value. When any bonds shall have
5 been issued pursuant to Subsection A of this Section, neither the legislature, the
6 authority, nor any other authority may discontinue or decrease the revenues pledged
7 to the payment of the bonds authorized hereunder or permit to be discontinued or
8 decreased said revenues in anticipation of the collection of which such bonds have
9 been issued, or in any way make any change in the allocation and dedication of the
10 revenues which would diminish the amount of the revenues to be received by the
11 authority, until all of such bonds shall have been retired as to principal and interest,
12 and there is hereby vested in the holders from time to time of such bonds a contract
13 right in the provisions of this Section.

14 K. The authority may provide by resolution for the issuance of refunding
15 bonds pursuant to R.S. 39:1444 et seq.

16 L. The holders of any bonds issued hereunder shall have such rights and
17 remedies as may be provided in the resolution or trust agreement authorizing the
18 issuance of the bonds, including but not by way of limitation, appointment of a
19 trustee for the bondholders and any other available civil action to compel compliance
20 with the terms and provisions of the bonds and the resolution or trust agreement.

21 M. Subject to the agreements with the holders of bonds, all proceeds of
22 bonds and all revenues pledged under a resolution or trust agreement authorizing or
23 securing such bonds shall be deposited and held in trust in a fund or funds separate
24 and apart from all other funds of the state. Subject to the resolution or trust
25 agreement, the trustee shall hold the same for the benefit of the holders of the bonds
26 for the application and disposition thereof solely to the respective uses and purposes
27 provided in such resolution or trust agreement.

28 N. The authority created hereunder is authorized to employ all professionals
29 it deems necessary in the issuance of its bonds.

1 O. The authority created hereunder shall be deemed to be a public entity for
2 purposes of Chapters 13, 13-A, 14, 14-A, 14-B, and 15-A of Title 39 of the
3 Louisiana Revised Statutes of 1950, as amended, which statutes shall apply to bonds
4 of the authority, provided that in the event of a conflict with the provisions of this
5 Chapter, the provisions of this Chapter shall control.

6 §2201. Acquisition of lands and property

7 A. For the purposes of this Chapter, the authority may acquire private or
8 public property and property rights, including rights of access, air, view, and light,
9 moveable and immovable property, improved or unimproved, and to make
10 improvements thereon, by gift, devise, purchase, or condemnation by eminent
11 domain proceedings, as the authority may deem necessary for any of the purposes
12 of this Chapter, including but not limited to any lands reasonably necessary for
13 securing applicable permits, areas necessary for management of access, placement
14 access for landowners whose access is impaired due to the construction of a project,
15 and replacement rights-of-way for relocated rail and utility facilities for existing,
16 proposed, or anticipated transportation facilities in the transportation corridor
17 designated by the authority.

18 B. In the acquisition of land and property, an authority may acquire an entire
19 lot, block, or tract of land, if, by so doing, the acquisition costs to the authority will
20 be equal to or less than the cost of acquiring only that portion of the property thereof
21 necessary for the project. This Subsection is a specific recognition that this means
22 of limiting the rising costs of such property acquisition is a public purpose and that,
23 without this limitation, the viability of many public projects will be threatened.

24 C. An authority may sell, lease, or otherwise dispose of all or any portion of
25 a project. Notwithstanding any law to the contrary, any surplus property may be sold
26 in accordance with procedures adopted by the authority that maximize the price
27 received for such property.

28 D. The right of eminent domain conferred by this Chapter must be exercised
29 by the authority in the manner provided by Part XVIII of Chapter 1 of this Title.

1 E. When an authority acquires property for a project, it is not subject to any
2 liability imposed by pre-existing conditions. This Subsection does not, however,
3 affect the rights or liabilities of any past or future owners of the acquired property,
4 nor does it affect the liability of any governmental entity for the results of its actions
5 which create or exacerbate a pollution source. The authority and the Department of
6 Environmental Quality may enter into interagency agreements for the performance,
7 funding, and reimbursement of the investigative and remedial acts necessary for
8 property acquired by the authority.

9 §2202. Public utilities

10 A.(1) The authority shall have the power to make reasonable regulations, not
11 inconsistent with rules and regulations promulgated by the federal government,
12 construction, maintenance, repair, renewal, relocation, or removal of any public
13 utility, railroad, or pipeline, in, on, along, over, or under a project.

14 (2) Whenever the authority shall determine that it is necessary to relocate,
15 remove, or carry along or across a commission project by grade separation, any
16 public utility facilities presently located in, on, along, over, or under a authority
17 project, the owner or operator of such facilities shall relocate or remove the same in
18 accordance with the order of the commission; however, the cost and expense of such
19 relocation, removal, or grade separation, including the cost of installing such
20 facilities in a new location or locations, including the cost of any land, or any rights
21 or interest in lands, and any other rights acquired to accomplish such relocation or
22 removal, shall be paid as project costs by the authority.

23 (3) In case of relocation or removal, the owners or operators of public utility
24 facilities, their successors or assigns, may use and operate said public utility facilities
25 in the new location or locations upon the same terms and conditions enjoyed prior
26 to relocation or removal.

27 B. Any utility which requests and is permitted to occupy an authority
28 right-of-way shall be responsible for any cost of relocation, removal, or grade
29 separation and all expenses related thereto.

1 §2203. Contracts; construction; professional services

2 Contracts shall be made and awarded pursuant to Chapter 10 of Title 38 of
3 the Louisiana Revised Statutes of 1950 and the Louisiana Procurement Code.

4 §2204. Tax and regulatory exemptions, audits, reports

5 A. Except as provided herein, the authority shall not be subject in any respect
6 to the authority, control, or supervision of any regulatory body of the state, including
7 but not limited to the Public Service Commission, or any political subdivision of the
8 state, but its books and records shall be subject to an annual audit by the legislative
9 auditor.

10 B.(1) The board of the authority shall annually prepare a financial statement
11 which shall be presented to the legislative auditor pursuant to the provisions of R.S.
12 24:513. The legislative auditor shall thereafter publish its findings in the official
13 journal of the authority.

14 (2) Within thirty days following submission of the financial statement to the
15 legislative auditor, the board of the authority, or a designated officer of the board,
16 shall, at a public meeting, make a copy of such statement for public review and post
17 the financial statement on the authority's website, should one be created.

18 C. All expenses associated with this Section shall be borne by the authority.

19 §2205. Taxing power defined

20 A. The authority shall have power to impose any tax on any subject of
21 taxation within the metropolitan area for any purposes whatsoever related to the
22 operation of its ferry system and associated developments. Except as otherwise
23 prohibited in this Chapter or by the constitution or laws of this state. No tax shall be
24 imposed within the metropolitan area by the authority unless it has first been
25 approved by a majority of voters voting in an election in each of the parishes having
26 membership in the authority.

27 B. Notwithstanding any other provision of law to the contrary, the authority
28 may exercise its powers of taxation within any local governmental subdivision
29 located wholly within the metropolitan area, provided that the tax shall first have

1 been approved by a majority of voters within the affected local governmental
2 subdivision voting thereon.

3 C.(1) The avails of a tax imposed by the authority shall be expended in or
4 distributed within the parish in which they were collected. Within ninety days of the
5 end of the authority's fiscal year, all unexpended tax proceeds received within that
6 year shall be expended and distributed in accordance with this Subsection.

7 (2) The monies shall first be available for use by the authority for expenses
8 related to the operation of ferry service and associated operational activity and
9 development within the respective parish. Operational activity shall include
10 expenses related to the maintenance and operation of the authority's facilities.

11 (3) The monies remaining after satisfaction of the requirements of Paragraph
12 (1) of this Subsection shall be distributed proportionately by the authority to the
13 governing authorities of the local governmental subdivisions based on their relative
14 contribution to the total taxes collected that year.

15 §2206. Participation by local government; alternative methods of financing

16 A. For the purposes of this Chapter, provision for a ferry system within the
17 metropolitan area is declared to be an essential governmental function and a public
18 purpose.

19 B.(1) The board, with the approval of the local governing body of the
20 parishes within the metropolitan area, subject to such limitations as set forth in this
21 Section, shall determine the extent of financial participation and the time or times
22 such financial participation may be required with respect to each of the local
23 governments in order to finance provisions for a ferry system through the joint
24 instrumentality of the authority.

25 (2) If such determination contemplates a contractual obligation on the part
26 of a local government to make payments to the authority over a period of time
27 exceeding one year or to issue any bonds or other obligations evidencing
28 indebtedness, such determination shall take the form of an intergovernmental
29 contract to be entered into between the authority and the local government.

1 (3) The final execution of an intergovernmental contract shall be completed
2 in every instance in the manner hereinafter set forth in this Section.

3 C. As one method of providing the financial participation determined by its
4 local governing body to be its proper share of the cost of financing a ferry project or
5 projects, a local government may, in the manner prescribed by law and subject to the
6 conditions and limitations prescribed by law, issue its general obligation bonds, pay
7 over the proceeds thereof to the authority, and thereby complete and make final the
8 execution of the proposed intergovernmental contract anticipated by such bond
9 authorization and issuance, and the authority shall agree in such contract to perform
10 for such local government the aforesaid governmental function and to provide
11 specified ferry services and facilities.

12 D. As an alternative method of providing the financial participation
13 determined by its local governing body to be its proper share of the cost of financing
14 a ferry project or projects, a local government may enter into intergovernmental
15 contract or contracts calling for the authority to perform for it the aforesaid
16 governmental function and calling for it to make periodic payments to the authority
17 for the ferry services and facilities contracted for, which payments may include
18 amounts required to defray the periodic principal and interest payments on any
19 obligations issued by the authority for the purpose of financing the cost of any ferry
20 project or projects, amounts necessary to establish and maintain reasonable reserves
21 to ensure the payment of said debt service, and to provide for renewals, extensions,
22 repairs, and improvements and additions to the ferry system, and amounts required
23 to defray any operational deficit which the system or any part thereof may incur from
24 time to time.

25 E. A local government may select any method provided in this Section to
26 finance the participation required of it in whole or in part, and the selection of one
27 method shall not preclude the selection of another method with respect thereto or
28 with respect to any additional or supplementary participation determined to be
29 necessary.

1 F. When the authority and a local government have completed and fully
2 executed an intergovernmental contract in compliance with the requirements of this
3 Chapter, and the voters shall have approved the contract as herein provided, the
4 contract shall constitute an obligation on the part of the local government for the
5 payment of which its good faith and credit are pledged.

6 §2207. Taxing power

7 Subject to the conditions contained in this Chapter, each local government
8 may, upon voter approval, levy and collect any taxes authorized under the
9 constitution or laws of this state to fulfill bond obligation or obligations incurred in
10 an intergovernmental contract or other contract or contracts with the authority. The
11 authority is hereby authorized to participate in any new or additional tax related to
12 its ferry system and associated developments that may be imposed in the future by
13 the legislature.

DIGEST

The digest printed below was prepared by House Legislative Services. It constitutes no part of the legislative instrument. The keyword, one-liner, abstract, and digest do not constitute part of the law or proof or indicia of legislative intent. [R.S. 1:13(B) and 24:177(E)]

Connick

HB No.

Abstract: Creates the Metropolitan Ferry Authority.

Proposed law provides that the purpose is to create a coordinated, well-planned, and well-managed ferry system within the metropolitan area.

Proposed law defines the "metropolitan area" as follows:

- (1) Contiguous parishes with populations between 340,000 and 435,000 as determined by the latest federal decennial census that are bordered on the north by Lake Pontchartrain; and
- (2) Contiguous parishes with populations between 20,000 and 40,000 as determined by the latest federal decennial census and that share a northern border with the parishes encompassed by the those described in proposed law.

Proposed law provides method by which parishes participate or decline membership in the authority.

Proposed law provides method in which a board of commissioners for the Metropolitan Ferry Authority is created as well as the board's powers and duties.

Proposed law provides that the board and authority may hire employees.

Proposed law provides that the board and authority shall be subject to and fully comply with the Public Records Law, Governmental Code of Ethics, and the Open Meetings Law, as well as the Public Bid Law, and the La. Procurement Code.

Proposed law provides the authority with the power to set fares, rates, and tolls.

Proposed law provides the authority with the power to issue bonds for any authority purpose.

Proposed law provides the authority the right of eminent domain.

Proposed law provides the authority with the power to make reasonable regulations, not inconsistent with rules and regulations promulgated by the federal government, construction, maintenance, repair, renewal, relocation, or removal of any public utility, railroad, or pipeline, in, on, along, over, or under a project.

Proposed law provides the authority shall not be subject in any respect to the authority, control, or supervision of any regulatory body of the state, including but not limited to the Public Service Commission, or any political subdivision of the state, but its books and records shall be subject to an annual audit by the legislative auditor.

Proposed law provides that the board shall prepare and submit a financial statement to the legislative auditor annually.

Proposed law provides the authority with the power to tax.

Proposed law provides method by which local governments will financially participate in authority.

(Adds R.S. 48:2191-2207)

B-3: HB 1212

Regular Session, 2012

HOUSE BILL NO. 1212 (Substitute for House Bill No. 935 by Representative St. Germain)

BY REPRESENTATIVE ST. GERMAIN

1 AN ACT

2 To amend and reenact R.S. 47:481 and R.S. 48:196(A)(introductory paragraph) and to enact
3 R.S. 47:820.5.8, Chapter 2 of Subtitle VIII of Title 47 of the Louisiana Revised
4 Statutes of 1950, to be comprised of R.S. 47:7011 through 7018, and R.S. 48:954 and
5 954.1, relative to the Department of Transportation and Development; to provide for
6 an election to determine if tolls are collected on the Crescent City Connection
7 Bridge; to provide relative to collection of tolls; to provide relative to the distribution
8 of toll collections; to create a fund; to provide for an advisory body; to provide for
9 ferry fares; to provide for privatization; to provide for the disposition of certain truck
10 and trailer registration and license fees and taxes; to authorize the State Bond
11 Commission to issue bonds secured by certain funds; to provide for the use of the
12 proceeds of the bonds; to provide for special funds; to provide for certain
13 requirements and limitations on the issuance of bonds; to provide for a procedure to
14 contest the validity of issuance of the bonds; to provide for the rights of bondholders;
15 to authorize the issuance of refunding bonds; to provide certain funds to operate a
16 ferry; and to provide for related matters.

17 Be it enacted by the Legislature of Louisiana:

18 Section 1. R.S. 47:820.5.8 is hereby enacted to read as follows:

19 §820.5.8. Toll collection on the Crescent City Connection Bridge; proposition

20 A. The governor shall call an election to be held at the same time as the
21 statewide election held on November 6, 2012, in the election area to determine
22 whether tolls shall be collected beginning on January 1, 2013, and ending on

1 December 31, 2033, on the Crescent City Connection Bridge, at the rate provided by
 2 law.

3 B. As used in this Section, the following terms shall mean:

4 (1) "Crescent City Connection Bridge" collectively shall mean Bridges No.
 5 1 and No. 2, comprising the Crescent City Connection.

6 (2) "Election area" shall mean the parishes of Jefferson, Orleans, and
 7 Plaquemines.

8 C. The ballot for the election shall state as follows:

9 "PROPOSITION ON CRESCENT CITY CONNECTION BRIDGE TOLL

10 Shall the toll be renewed and collected on the Crescent City Connection
 11 Bridge at the rate provided by law beginning on January 1, 2013, and ending on
 12 December 31, 2033, with the toll revenue dedicated solely for the following purposes
 13 along U.S. 90Z from Interstate 10 to U.S. 90: operations, maintenance, landscaping,
 14 grass cutting, trash pickup, functional and ornamental lighting, police functions,
 15 inspections, motorist assistance patrols, and capital projects on the bridges,
 16 approaches, and roadways and with further authorization for such tolls to be funded
 17 into revenue bonds for any one or more capital projects?"

18 D.(1) If a majority of the qualified electors of the election area voting on the
 19 proposition approve the proposition, the tolls shall be renewed and collected on the
 20 Crescent City Connection Bridge, at the rate provided by law, such collection
 21 beginning on January 1, 2013, and ending on December 31, 2033.

22 (2) If a majority of the qualified electors of the election area voting on the
 23 proposition vote against such proposition, then no such toll shall be renewed and
 24 collected on the Crescent City Connection Bridge.

25 E. The secretary of state shall prepare the ballot for the election.

26 F. Except as otherwise provided, the election required pursuant to this
 27 Section shall be conducted in accordance with the Louisiana Election Code.

28 G. Notwithstanding Chapter 8-A of the Louisiana Election Code, the costs
 29 of the election required pursuant to this Section shall be borne by the state.

1 Section 2. R.S. 47:481 is hereby amended and reenacted and Chapter 2 of Subtitle
2 VIII of Title 47 of the Louisiana Revised Statutes of 1950, comprised of R.S. 47:7011
3 through 7018, is hereby enacted to read as follows:

4 §481. Disposition of collections

5 Except as provided in R.S. 47:480, all fees and taxes provided for in this
6 Chapter, including the permit fees, shall be paid to the state treasurer on or before the
7 tenth day of each month following their collection and shall be credited to the
8 account of the Transportation Trust Fund, the State Highway Improvement Fund,
9 ~~and state highway fund No. 2, and the Algiers-Canal Street Ferry Fund,~~ as provided
10 by law.

11 * * *

12 CHAPTER 2. CRESCENT CITY CONNECTION BRIDGE

13 §7011. Definitions

14 As used in this Chapter, the following terms shall mean:

15 (1) "Crescent City Connection Bridge" collectively shall mean Bridges No.
16 1 and No. 2, comprising the Crescent City Connection.

17 (2) "Department" shall mean the Department of Transportation and
18 Development.

19 (3) "Regional Planning Commission of New Orleans" shall mean the
20 regional planning commission for Jefferson, Orleans, Plaquemines, St. Bernard, and
21 St. Tammany parishes.

22 §7012. Collection of tolls on the Crescent City Connection Bridge

23 A. Tolls on the Crescent City Connection Bridge shall be collected until
24 December 31, 2033, at the rate in effect as of December 31, 2012. The rates shall
25 be twenty cents per axle for toll tag users and fifty cents per axle for cash or credit
26 users. Automatic Vehicular Identification tags may be sold to patrons. All toll
27 revenue collected pursuant to this Section shall be deposited into the Crescent City
28 Connection Toll Fund provided for in this Chapter and used for the sole purposes
29 described therein.

1 B. The Department of Transportation and Development shall collect the tolls
 2 and issue Automatic Vehicular Identification tags authorized by this Section if and
 3 until such time such collection of tolls and issuance of tags is transferred or
 4 contracted out to another entity.

5 §7013. Crescent City Connection toll violations

6 A. The Department of Transportation and Development may adopt such
 7 rules and regulations for the method of taking tolls and enforcing violations in
 8 accordance with the provisions of the Administrative Procedure Act.

9 B. Definitions of terms included in R.S. 32:1 apply to terms used in this
 10 Chapter which are not specifically defined in this Subsection. As used in this
 11 Section, unless the context otherwise indicates, the following terms shall have the
 12 following meanings:

13 (1) "Electronic toll collection" or "ETC" means a system of collecting tolls
 14 or charges that is capable of charging an account holder for the appropriate toll by
 15 transmission of information between a device on a motor vehicle and a toll collection
 16 facility.

17 (2) "Pay" means paying a toll by cash, by permitting a charge against a valid
 18 toll tag account, or by another means of payment approved by the department as
 19 applicable at the time.

20 (3) "Photo-monitoring system" means a motor vehicle sensor installed to
 21 work in conjunction with a toll collection facility that automatically produces a
 22 photograph, microphotograph, videotape, or other recorded image of a motor vehicle
 23 or trailer when the operator of the motor vehicle or trailer fails to pay a toll.

24 (4) "Registered owner" means a person in whose name a motor vehicle or
 25 trailer is registered under the law of a jurisdiction, including a person issued a dealer
 26 or transporter registration plate or a lessor of motor vehicles or trailers for public
 27 lease.

28 (5) "Toll" or "tolls" means tolls or charges prescribed by law for passage
 29 over the Crescent City Connection Bridge.

1 (6) "Toll tag" means the electronic device issued for use with the ETC on the
2 Crescent City Connection Bridge.

3 (7) "Valid toll tag account" means an existing toll tag account with a balance
4 of not less than the minimum toll required for the vehicle.

5 C. No motor vehicle shall be driven and no motor vehicle or trailer shall be
6 towed through a toll collection facility on the Crescent City Connection without
7 payment of the proper toll. In the event of nonpayment of the proper toll, as
8 evidenced by video or electronic recording, the registered owner of such vehicle or
9 trailer shall be liable to make prompt payment of the proper toll and, in certain
10 circumstances, an administrative fee of twenty-five dollars to recover the cost of
11 collecting the toll.

12 D. A motor vehicle that is not toll-tag equipped may not pass through a
13 dedicated toll-tag lane. A toll-tag equipped motor vehicle that passes through any
14 toll lane incurs a toll, and the account holder shall pay the appropriate toll. Valid toll
15 tag accounts shall not be charged the administrative fee of twenty-five dollars.

16 E. The registered owner is prima facie responsible for the payment of the
17 tolls, administrative fees, and late charges assessed in accordance with this Section,
18 and it is not a defense to liability under this Section that a registered owner was not
19 operating the motor vehicle at the time of the failure to pay. However, if a report
20 that the motor vehicle or trailer was stolen is given to a law enforcement officer or
21 agency before the failure to pay a toll due pursuant to this Chapter occurs or within
22 forty-eight hours after the registered owner becomes aware of the theft, the registered
23 owner shall not be liable under this Section.

24 F. The following procedures shall be taken for the collection of tolls,
25 administrative fees, and late charges under this Section:

26 (1) A violation notice shall be sent by first class mail to a person alleged to
27 be liable as a registered owner at the address shown on the records of the Louisiana
28 Department of Public Safety and Corrections, office of motor vehicles. Multiple
29 violations may be aggregated in one violation notice. A manual or automatic record

1 of the mailing prepared in the ordinary course of business shall be prima facie
2 evidence of the mailing of the notice.

3 (2) The violation notice shall include the name and address of the person
4 alleged to be liable as a registered owner for the failure to pay a toll or tolls under
5 this Section, the amount of the toll or tolls not paid, the registration number of the
6 vehicle or trailer involved, the date and the approximate time of the failure or failures
7 to pay the toll or tolls, the administrative fees due, and such other information
8 deemed appropriate.

9 (3) The violation notice shall also include a warning that the registered
10 owner must pay the toll or tolls and administrative fees stated in the notice or appeal
11 the violation within thirty days after issuance and describe the means and content of
12 the response for payment or appeal. The failure of the registered owner to appeal the
13 violation in the manner provided and within the delays allowed shall be deemed to
14 be an admission of liability and a waiver of available defenses.

15 (4) Within thirty calendar days after the date of the issuance of the violation
16 notice, the registered owner to whom the violation notice is issued must either pay
17 the tolls and administrative fees provided by this Section, send a written dispute by
18 mail as provided by this Section, or request a hearing as provided by this Section.

19 (5) The registered owner may, without waiving the right to a hearing as
20 provided by this Section, and also without waiving judicial review, appeal a violation
21 notice and receive a review and disposition of the violation from a violation clerk by
22 mail. The appeal by mail must contain a signed statement from the registered owner
23 explaining the basis for the appeal. The signed statement may be accompanied by
24 signed statements from witnesses, police officers, government officials, or other
25 relevant parties or photographs, diagrams, maps, or other relevant documents that the
26 registered owner determines to submit. Statements or materials sent to a violation
27 clerk for review must have attached to them the name and address of the registered
28 owner as well as the number of the violation notice and the date of the violation. All
29 information submitted by the registered owner becomes part of the violation record.
30 The violation clerk shall, within sixty days of receipt of such material, review the

1 material and dismiss or uphold the violation and notify the registered owner of the
2 disposition of the hearing in writing by mail. If the appeal by mail is denied, the
3 violation clerk shall explain the reasons for the determination. The violation clerk
4 shall have the authority to waive administrative fees, in whole or in part, for good
5 cause shown.

6 (6) A registered owner issued a violation notice may make a written request
7 for an appeal hearing before a designated agent. The violation clerk shall, within
8 thirty days of receipt of a request for an appeal, notify the registered owner in writing
9 by first class mail of the date, time, and place of the hearing. The hearing shall be
10 informal, the rules of evidence shall not apply, the Administrative Procedure Act
11 shall not apply, and the decision of the agent shall be final, subject to judicial review.
12 The parties to the appeal hearing shall be notified in person or by mail of the decision
13 following the hearing. Each written appeal decision shall contain a statement of
14 reasons for the decision including a determination of each issue of fact necessary to
15 the decision. Failure to appear at the date, time, and place specified on the hearing
16 notice shall automatically result in the denial of the appeal. The hearing agent shall
17 have the authority to waive administrative fees, in whole or in part, for good cause
18 shown.

19 (7) These provisions do not apply to traffic citations and moving violations
20 issued by law enforcement personnel.

21 G. Failure to comply with the requirements of this Section shall result in the
22 following late charges or sanctions or both against the registered owner:

23 (1) The following late charges for late payment, failure to pay, or for
24 otherwise failing to respond to a violation notice as provided by this Section may be
25 assessed:

26 (a) A registered owner who fails to pay the administrative fees specified in
27 a violation notice and who fails to appeal a violation notice as provided by this
28 Section within thirty calendar days after the date of the issuance of the violation
29 notice shall incur a late charge of five dollars. The violation clerk shall notify the
30 registered owner by first class mail of this first notice of delinquency.

1 **(b) A registered owner who fails to respond to a violation notice as provided**
2 **by this Section within forty-five calendar days after the date of the issuance of the**
3 **violation notice shall incur an additional late charge of fifteen dollars. The violation**
4 **clerk shall notify the registered owner by first class mail of this notice of**
5 **delinquency.**

6 **(c) A registered owner who fails to respond to a violation notice as provided**
7 **by this Section within sixty calendar days after the date of the issuance of the**
8 **violation notice shall incur an additional late charge of twenty dollars. The violation**
9 **clerk shall notify the registered owner by first class mail of this notice of**
10 **delinquency and, in addition, notify the Louisiana office of motor vehicles. Upon**
11 **notice from a violation clerk, the office of motor vehicles shall place the matter on**
12 **record and shall not renew the driver's license of the registered owner or the**
13 **registration of the vehicle until after notice from the violation clerk that the matters**
14 **have been disposed of in accordance with law.**

15 **(d) After a notice to the office of motor vehicles provided in Subparagraph**
16 **(c) of this Paragraph, violation notices or notices of delinquency to registered owners**
17 **with ten or more toll violations shall not be required to be mailed. However, the tolls**
18 **and administrative fees of such registered owner shall continue to accumulate.**

19 **(2) Civil and criminal action may be pursued as appropriate to collect the**
20 **tolls and administrative fees assessed in the violation notice as well as such**
21 **subsequent late charges assessed in accordance with this Section.**

22 **H.(1) A photograph, microphotograph, videotape, or other recorded image**
23 **produced by a photo-monitoring device is admissible in a proceeding to collect a toll**
24 **or other charge, to collect criminal penalties imposed, or to impose criminal liability**
25 **for a failure to pay the toll or charge.**

26 **(2) An original or facsimile of a certificate, sworn to or affirmed by an agent**
27 **of the toll collector that states that a failure to pay has occurred and states that it is**
28 **based upon a personal inspection of a photograph, microphotograph, videotape, or**
29 **other recorded image produced by a photo-monitoring system, as defined in this**
30 **Section, is prima facie evidence of the facts contained in the certificate.**

1 (3) Notwithstanding any other provision of law to the contrary, a photograph,
 2 microphotograph, videotape, or other recorded image prepared for enforcement of
 3 tolls is for the exclusive use of the Department of Transportation and Development
 4 or contracting entity in the discharge of its duties under this Section.

5 I. The Department of Transportation and Development may hire or designate
 6 such personnel and organize such sections as the department may deem necessary,
 7 or contract for such services, in order to carry out the provisions of this Section.

8 J. The tolls, administrative fees, and any late charges provided by law which
 9 are collected shall be deposited into the Crescent City Connection Toll Fund
 10 provided for in R.S. 47:7015 and used for the sole purposes described therein.

11 §7014. New Orleans Regional Planning Commission; advisory authority

12 A. The New Orleans Regional Planning Commission shall serve as an
 13 advisory body for the collection of tolls on the Crescent City Connection Bridge. It
 14 shall recommend best practices for operations, maintenance, landscaping, grass
 15 cutting, trash pickup, functional and ornamental lighting, motorist assistance patrols,
 16 inspection, and capital projects on bridges, approaches, and roadways, including
 17 ingress and egress points to the Crescent City Connection Bridge along US 90Z from
 18 Interstate 10 to US 90.

19 B. In furtherance of this purpose, the commission shall have access to the
 20 accounting of all expenditures, revenues, project priorities, status of ongoing
 21 projects, and any other matters which relate to the Crescent City Connection Bridge,
 22 its operations, and related projects.

23 §7015. Crescent City Connection Toll Fund; bonds

24 A. There is hereby created, as a special fund in the state treasury, the
 25 Crescent City Connection Toll Fund, hereinafter referred to as the "fund". The
 26 source of monies for the fund shall be tolls collected for passage over the Crescent
 27 City Connection Bridge, and any administrative fees, and any late charges provided
 28 by law which are collected pursuant to R.S. 47:7012 and 7013, in such amounts as
 29 remain after the deposit of not less than ten million dollars annually of such monies
 30 into the Crescent City Connection Capital Projects Fund to provide for payment of

1 amounts due on bonds and related expenses and used to make payment under the
2 bond documents pursuant to which any bonds were issued pursuant to the provisions
3 of R.S. 47:7016, to provide funds to finance capital projects on a 'pay-as-you go'
4 basis, or to provide funds to match federal funds.

5 B. After compliance with the requirements of Article VII, Section 9(B) of
6 the Constitution of Louisiana, relative to the Bond Security and Redemption Fund,
7 and after deposit of not less than ten million dollars annually to the Crescent City
8 Connection Capital Projects Fund, an amount equal to that deposited into the state
9 treasury from the foregoing sources shall be deposited in and credited to the fund.
10 The monies in the fund shall be invested by the treasurer in the same manner as the
11 state general fund, and interest earnings shall be deposited into the fund. All
12 unexpended and unencumbered monies remaining in the fund at the end of each
13 fiscal year shall be transferred to and deposited by the treasurer into the Crescent
14 City Connection Capital Projects Fund.

15 C.(1) Monies in the fund shall be subject to annual appropriation as set forth
16 herein by the legislature for use by the Department of Transportation and
17 Development and the Department of Public Safety and Corrections, public safety
18 services.

19 (2) Monies appropriated from the fund to the Department of Public Safety
20 and Corrections, public safety services shall not exceed two million dollars annually
21 and shall be allocated to and disbursed solely for police functions on the Crescent
22 City Connection Bridge and along US 90Z between Interstate 10 and US 90.

23 (3) Monies appropriated from the fund to the Department of Transportation
24 and Development shall be allocated and disbursed solely for operations,
25 maintenance, landscaping, grass cutting, trash pickup, functional and ornamental
26 lighting, inspections, motorist assistance patrols, and capital projects on the bridges,
27 approaches and roadways, along U.S. 90Z from Interstate 10 to U.S. 90, including
28 ingress and egress points to the Crescent City Connection Bridge.

29 (4) No monies in the fund shall be used for any of the following purposes:

30 (a) As a part of the Transportation Trust Fund-Regular.

1 **(b) To fund the operations of any office, section, division, or other entity**
 2 under the authority of the department for anything other than the purposes for which
 3 this Chapter authorizes for the Crescent City Connection Bridge.

4 **(c) To finance, supplement, or in any manner fund any Louisiana**
 5 Transportation Authority project, other than those related to the Crescent City
 6 Connection Bridge.

7 **(d) To finance, supplement, or in any manner fund any other projects in the**
 8 state of Louisiana, particularly those contained in Part VI of Chapter 7 of Subtitle II
 9 of Title 47, the Transportation Infrastructure Model for Economic Development.

10 **(e) To finance, supplement, or in any manner fund any ferry operated in the**
 11 state.

12 **(5) Transportation Trust Fund - Regular monies shall not be expended to**
 13 provide special, dedicated police functions on the Crescent City Connection.

14 **§7016. Crescent City Connection Capital Projects Fund: capital projects; bonds**

15 **A. There is hereby created, as a special fund in the state treasury, the**
 16 Crescent City Connection Capital Projects Fund, hereinafter referred to as the "CP
 17 Fund". The source of monies for the CP Fund shall be not less than ten million
 18 dollars annually of tolls collected for passage over the Crescent City Connection
 19 Bridge and all unexpended and unencumbered monies in the Crescent City
 20 Connection Toll Fund at the end of each fiscal year and transferred to the CP Fund
 21 pursuant to R.S. 47:7015. The monies in the CP fund shall be invested by the
 22 treasurer in the same manner as the state general fund, and interest earnings shall be
 23 deposited into the CP fund. All unexpended and unencumbered monies remaining
 24 in the fund at the end of each fiscal year shall remain in the CP fund and shall be
 25 used solely and exclusively for the purposes approved by the voters as provided in
 26 the proposition and for no other purpose.

27 **B. Monies in the CP Fund shall be subject to annual appropriation by the**
 28 legislature solely and exclusively to the Department of Transportation and
 29 Development to provide funds for capital projects on a pay-as-you-go basis, or as
 30 match for federal funds relative to the Crescent City Connection, or to provide funds

1 for the payment of amounts due on bonds and related expenses as provided in this
 2 Chapter.

3 C.(1) Notwithstanding any provision of law to the contrary, and as a grant
 4 of power in addition to any other general or special law, the State Bond Commission,
 5 hereinafter referred to as the "commission", on behalf of the Department of
 6 Transportation and Development, hereinafter referred to as the "department", may
 7 issue bonds, notes, certificates, or other evidences of indebtedness, hereinafter
 8 collectively referred to as the "bonds". Monies available for pledge and dedication
 9 for payment of the bonds shall be not less than ten million dollars in toll revenues
 10 collected in each fiscal year, other funds collected pursuant to this Chapter, and any
 11 other fees, rates, rentals, charges, grants, or other receipts or income derived by or
 12 in connection with an undertaking, facility, project, or any combination thereof, all
 13 of such sources being hereinafter referred to as "revenues". The bonds shall be
 14 issued solely for capital projects for and related to the Crescent City Connection
 15 Bridge and along US 90Z between Interstate 10 and US 90, including the following:

16 (a) Repainting the downriver span of the Crescent City Connection Bridge.

17 (b) Improving ingress and egress capacity at the following locations:

18 (i) Annunciation Street.

19 (ii) Barataria Boulevard.

20 (iii) Tchoupitoulas Street.

21 (iv) MacArthur Drive Interchange (east bound Peters Road on and off
 22 ramps).

23 (v) Harvey Tunnel Rehabilitation.

24 (c) If funds are available to finance projects in addition to specific projects
 25 listed in this Subsection, the Regional Planning Commission shall prioritize such
 26 projects.

27 (2) The commission is further authorized, in its discretion, to pledge all or
 28 any part of any gift, grant, donation, or other sum of money, aid, or assistance from
 29 the United States, the state, or any political subdivision thereof, unless otherwise
 30 restricted by the terms thereof, all or any part of the proceeds of bonds, credit

1 agreements, instruments, or any other money of the commission, from whatever
2 source derived, for the further securing of the payment of the principal and interest
3 of the bonds.

4 (3) Any bonds issued pursuant to the provisions of this Section shall
5 constitute revenue bonds under Article VII, Section 6 of the Constitution of
6 Louisiana, and such bonds shall be payable solely from an irrevocable pledge and
7 dedication of the revenues without a pledge of the full faith and credit of the state.

8 D. In accordance with the provisions of Article VII, Section 9(A)(6) of the
9 Constitution of Louisiana, there is hereby established a special fund for the purpose
10 of providing for the securitization of any bonds which may be issued pursuant to the
11 provisions of this Section which shall include requirements for reserves and credit
12 enhancement devices, all as may be provided in any resolution, trust agreement,
13 indenture, or other instrument pursuant to which such bonds were issued. The fund
14 shall be administered by a trustee as designated by the commission. The source of
15 monies for the fund shall be those revenues pledged for payment of bonds pursuant
16 to the provisions of this Section. All such revenues shall be classified and set aside
17 in a separately identifiable fund or account outside of the state treasury but
18 maintained by the state treasury, and such revenues shall be assigned and pledged to
19 the trustee under the documents pursuant to which the bonds were issued for the
20 benefit of the holders of the bonds. Only after satisfaction of all requirements of the
21 documents pursuant to which any bonds shall be issued shall any revenues pledged
22 herein be available for any other purposes, and specifically for the purposes provided
23 for in this Chapter.

24 E. Bonds issued under the provisions of this Section shall not be deemed to
25 constitute a pledge of the full faith and credit of the state or of any governmental unit
26 thereof. All such bonds shall contain a statement on their face substantially to the
27 effect that neither the full faith and credit of the state nor the full faith and credit of
28 any public entity of the state are pledged to the payment of the principal of or the
29 interest on such bonds. The issuance of bonds under the provisions of this Section
30 shall not directly, indirectly, or contingently obligate the state or any governmental

1 unit of the state to levy any taxes whatsoever therefore or to make any appropriation
2 for their payment.

3 F. Bonds shall be authorized by a resolution of the commission and shall be
4 of such series, bear such date or dates, mature at such time or times, bear interest at
5 such rate or rates, including but not limited to fixed, variable, or zero rates, be
6 payable at such time or times, be in such denominations, be in such form, carry such
7 registration and exchangeability privilege, be payable in such medium of payment
8 and at such place or places, be subject to such terms of redemption prior to maturity
9 and such price or prices as determined by the commission, and be entitled to such
10 priority on the revenues as such resolution or resolutions may provide.

11 G. Bonds shall be sold by the commission at public sale by competitive bid
12 or negotiated private sale and at such price as the commission may determine to be
13 in the best interest of the commission and the state.

14 H. The issuance of the bonds shall not be subject to any limitations,
15 requirements, or conditions contained in any other law, and bonds may be issued
16 without obtaining the consent of any political subdivision of the state or of any
17 agency, commission, or instrumentality of the state. The bonds shall be issued in
18 compliance with the provisions of this Section. Any bond or note, including the full
19 principal of and interest on any refunding bond or note, issued by the commission
20 pursuant to the provisions of the Act which originated as House Bill No.1212 of the
21 2012 Regular Session of the Legislature shall not be considered as "net state tax
22 supported debt" under the provisions of R.S. 39:1367.

23 I. For a period of thirty days after the date of publication of a notice of intent
24 to issue bonds in the official journal of the commission authorizing the issuance of
25 bonds hereunder, any person in interest shall have the right to contest the legality of
26 the resolution and the legality of the bond issue for any cause, but after that time no
27 one shall have any cause or right of action to contest the legality of the resolution or
28 of the bonds or the security therefore for any cause whatsoever. If no suit, action,
29 or proceeding is begun contesting the validity of the resolution, the bonds or the
30 security therefore within the thirty days prescribed in this Subsection, the authority

1 to issue the bonds and to provide for the payment thereof, the legality thereof, and
2 all of the provisions of the resolution authorizing the issuance of the bonds shall be
3 conclusively presumed to be legal and shall be incontestable. Any notice of intent
4 so published shall set forth in reasonable detail the purpose of the bonds, the security
5 therefore, and the parameters of amount, duration, and interest rates. Any suit to
6 determine the validity of bonds issued by the commission shall be brought only in
7 accordance with the provisions of R. S. 13:5121 et seq.

8 J. All bonds issued pursuant to this Section shall have all the qualities of
9 negotiable instruments under the commercial laws of the state.

10 K. Any pledge of the revenues or other monies made by the commission
11 shall be valid and binding from the time when the pledge is made. The revenues or
12 monies so pledged and thereafter received by the commission shall immediately be
13 subject to the lien of such pledge without any physical delivery thereof or further act,
14 and the lien of any such pledge shall be valid and binding as against all parties
15 having claims of any kind in tort, contract, or otherwise against the commission
16 irrespective of whether such parties have notice thereof. Any trust agreement or
17 other instrument by which a pledge is created need not be filed or recorded except
18 in the official records of the commission.

19 L. Neither the member of the commission nor any person executing the
20 bonds shall be personally liable for the bonds or be subject to any personal liability
21 or accountability by reason of the issuance thereof.

22 M. Bonds of the commission, their transfer, and the income thereof shall at
23 all times be exempt from all taxation by the state or any political subdivision thereof,
24 and may or may not be exempt for federal income tax purposes. The bonds issued
25 pursuant to this Section shall be and are hereby declared to be legal and authorized
26 investments for banks, savings banks, trust companies, building and loan
27 associations, insurance companies, fiduciaries, trustees, and guardians. Such bonds
28 shall be eligible to secure the deposit of any and all public funds of the state and any
29 and all public funds of municipalities, parishes, school districts, or other political
30 corporations or subdivisions of the state. Such bonds shall be lawful and sufficient

1 security for said deposits to the extent of their value. When any bonds shall have
2 been issued pursuant to this Section, neither the legislature, the state, nor any other
3 entity may act to impair any obligation or contract for the benefit of the holders of
4 the bonds or discontinue or decrease the tolls pledged to the payment of the bonds
5 authorized hereunder or permit to be discontinued or decreased said tolls in
6 anticipation of the collection of which such bonds have been issued, or in any way
7 make any change in the allocation and dedication of any fee which would diminish
8 the amount of tolls to be received by the commission, until all such bonds shall have
9 been retired as to principal and interest, and there is hereby vested in the holders
10 from time to time of such bonds a contract right in the provisions of this Section.

11 N. The commission may provide by resolution for the issuance of refunding
12 bonds pursuant to R.S. 39:1444 et seq.

13 O. The holders of any bonds issued hereunder shall have such rights and
14 remedies as may be provided in the resolution or trust agreement authorizing the
15 issuance of the bonds, including but not by way of limitation appointment of a
16 trustee for the bondholders, and any other available civil action to compel
17 compliance with the terms and provisions of the bonds and the resolution or trust
18 agreement.

19 P. Subject to the agreements with the holders of bonds, all proceeds of bonds
20 and all revenues pledged under a resolution or trust agreement authorizing or
21 securing such bonds shall be deposited and held in trust in a fund or funds separate
22 and apart from all other funds of the state treasury or of the department. Subject to
23 the resolution or trust agreement, the trustee shall hold the same for the benefit of the
24 holders of the bonds for the application and disposition thereof solely to the
25 respective uses and purposes provided in such resolution or trust agreement.

26 Q. The commission is authorized to employ all professionals it deems
27 necessary in the issuance of the bonds.

28 R. The commission is authorized to enter into any and all agreements or
29 contracts, execute any and all instruments, and do and perform any and all acts

1 necessary, convenient, or desirable for the issuance of the bonds or to carry out any
 2 power expressly given in this Section.

3 S. Any other provision of law to the contrary notwithstanding, any revenues
 4 deposited in the bond fund that are pledged to the repayment of any bonds issued in
 5 accordance with this Section may be collected and disbursed in accordance with the
 6 documents pursuant to which such bonds were issued.

7 §7017. Ferry operation at New Orleans; rates

8 Should the ferry service formerly operated by the Crescent City Connection
 9 Division of the Department of Transportation and Development not be privatized as
 10 allowed pursuant to Chapter 1 of Title 48 of the Louisiana Revised Statutes of 1950,
 11 the department shall use best practices and establish and collect fares:

12 (1) A tourist rate or non-commuter rate may be set by the department under
 13 the direction of the New Orleans Regional Planning Commission pursuant to the
 14 authority granted to it pursuant to R.S. 47:7014.

15 (2) All fares collected shall be used solely for ferry operations formerly
 16 operated by the Crescent City Connection Division of the Department of
 17 Transportation and Development.

18 §7017.1. Algiers-Canal Street Ferry Fund; ferry operations

19 A. There is hereby created, as a special fund in the state treasury, the
 20 Algiers-Canal Street Ferry Fund, hereinafter referred to as the "fund".
 21 Notwithstanding any provision of law to the contrary, beginning January 1, 2013,
 22 and each fiscal year thereafter, after compliance with the requirements of Article VII,
 23 Section 9(B) of the Constitution of Louisiana, and after making the allocation for
 24 state highway fund No. 2, the treasurer shall deposit into the fund, all of the funds
 25 derived from the collection of registration and license fees and taxes collected by the
 26 state pursuant to R.S. 47:462, and as provided in R.S. 47:481, in the parish of
 27 Orleans.

28 B. The monies in the fund shall be subject to an annual appropriation by the
 29 legislature and shall be used only as provided in Subsection C of this Section. The
 30 monies in the fund shall be invested by the treasurer in the same manner as the

1 monies in the state general fund, and all interest earned shall be deposited and
2 credited to the fund. All unexpended or unencumbered monies remaining in the fund
3 at the end of the fiscal year shall remain to the credit of the fund.

4 C. Monies appropriated from the fund shall be used exclusively by the
5 Department of Transportation and Development to fund operations of the Algiers-
6 Canal Street ferry.

7 §7018. Termination

8 The provisions of this Chapter shall be null, void, and of no effect should the
9 majority of the qualified electorate voting in the election provided for in R.S.
10 47:820.5.8, vote not to have tolls collected on the Crescent City Connection Bridge.

11 Section 3. R.S. 48:196(A)(introductory paragraph) is hereby amended and reenacted
12 and R.S. 48:954 and 954.1 are hereby enacted to read as follows:

13 §196. State Highway Improvement Fund

14 A. There is hereby created, as a special fund in the state treasury, the State
15 Highway Improvement Fund, hereinafter referred to as the "fund". The source of
16 monies in this fund shall be registration and license fees and taxes collected by the
17 state pursuant to R.S. 47:462, and as provided in R.S. 47:481. Beginning July 1,
18 2007, and each fiscal year thereafter, after compliance with the requirements of
19 Article VII, Section 9(B) of the Constitution of Louisiana, and after making the
20 allocation for state highway fund No. 2, and the Algiers-Canal Street Ferry Fund, the
21 treasurer shall deposit into the fund the following amounts:

22 * * *

23 §954. Crescent City Connection Bridge; toll collection, maintenance, operations,
24 and other services; privatization

25 A. Notwithstanding any provision to the contrary, the department is hereby
26 authorized to privatize, let franchises, or enter into contracts for the collection of
27 tolls, operations, maintenance, and all associated activities, for the Crescent City
28 Connection Bridge. Operations and maintenance shall include inspection,
29 landscaping, grass cutting, trash pickup, and functional and ornamental lighting.

1 B. The department shall hold at least one public meeting in the New Orleans
 2 metropolitan area prior to issuing any solicitation.

3 C. Adequate public notice of any solicitation shall be given by advertising
 4 in the official journal of the state and the official journals of the parishes of Orleans,
 5 Jefferson, and Plaquemines, at least once. In addition, written notice may be
 6 provided to persons, firms, or corporations who are known to be in a position to
 7 furnish such service requested.

8 D. The department shall determine which offer for a desired service is the
 9 most advantageous to the state which meets all the qualitative restrictions established
 10 in any privatization solicitation.

11 E. The department shall give updates on its efforts to privatize the operations
 12 and maintenance of the Crescent City Connection Bridge upon request of the Senate
 13 Committee on Transportation, Highways and Public Works or the House Committee
 14 on Transportation, Highways and Public Works, or both.

15 F. The provisions of this Section shall be null, void, and of no effect on July
 16 1, 2014, should the department have not awarded a contract or contracts for Crescent
 17 City Connection Bridge toll collection and operations and maintenance.

18 G. "Crescent City Connection Bridge" as used in this Section shall
 19 collectively mean Bridges No. 1 and No. 2, comprising the Crescent City
 20 Connection.

21 §954.1. Crescent City Connection; best practices

22 The department shall utilize industry recognized best practices not in conflict
 23 with applicable laws in executing procurement contracts, engineering contracts, and
 24 other contracts entered into which affect the Crescent City Connection Bridge, with
 25 a public or nonpublic entity. "Crescent City Connection Bridge" as used in this
 26 Section shall collectively mean Bridges No. 1 and No. 2, comprising the Crescent
 27 City Connection.

28 Section 4. The legislative auditor of the state of Louisiana shall perform an audit of
 29 the Department of Transportation and Development's operations of the Crescent City
 30 Connection Bridge and provide a written report to the House and Senate committees on

CODING: Words in ~~struck through~~ type are deletions from existing law; words underscored are additions.

1 transportation, highways, and public works by March 1, 2014. Such report shall include but
 2 not be limited to a determination of the Department of Transportation and Development's
 3 compliance with the statutes, rules, and regulations of the state concerning procurement of
 4 supplies and materials and obtaining professional services such as engineering, inspection,
 5 and examination services.

6 Section 5. The Legislative Fiscal Office shall issue an opinion by March 1, 2014, as
 7 to whether the Department of Transportation and Development's procurement policies and
 8 systems as they relate to the Crescent City Connection Bridge have resulted in the most cost-
 9 effective expenditure of public funds, in particular whether the amounts expended on
 10 administration is out of line when compared with public and private entities performing the
 11 same function. The Legislative Fiscal Office shall also make a determination of the sources
 12 of revenue for the operation of the Crescent City Connection Bridge by the Department of
 13 Transportation and Development.

14 Section 6. This Section and Sections 1 and 7 of this Act shall become effective upon
 15 signature by the governor or, if not signed by the governor, upon expiration of the time for
 16 bills to become law without signature by the governor, as provided by Article III, Section
 17 18 of the Constitution of Louisiana. If vetoed by the governor and subsequently approved
 18 by the legislature, this Act shall become effective on the day following such approval.

19 Section 7. Sections 2 and 3 of this Act shall be effective on January 1, 2013, should
 20 the election provided for in Section 1 of this Act result in the renewal and collection of tolls
 21 on the Crescent City Connection Bridge as defined in Section 1 of this Act.

1 Section 8. The provisions of Section 3 of this Act shall be null, void, and of no effect
2 should the majority of the qualified electorate voting in the election provided for in Section
3 1 of this Act vote not to have tolls collected on the Crescent City Connection Bridge.

SPEAKER OF THE HOUSE OF REPRESENTATIVES

PRESIDENT OF THE SENATE

GOVERNOR OF THE STATE OF LOUISIANA

APPROVED: _____

B-4: DOTD Request for Information

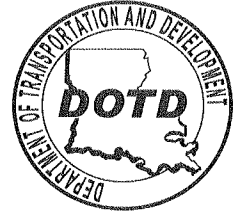


BOBBY JINDAL
GOVERNOR

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

P.O. Box 94245
Baton Rouge, Louisiana 70804-9245

www.dotd.la.gov



SHERRI H. LEBAS, P.E.
SECRETARY

April 13, 2012

Re: Ferry Privatization - Request for Information

Dear Stakeholder:

I am pleased to present the enclosed Request for Information (RFI) for the privatization of the Canal-to-Algiers Point, Gretna-to-Canal, and Lower Algiers-to-Chalmette ferry service lines in Orleans, Jefferson, and St. Bernard Parishes.

The purpose of the RFI is to solicit information from both industry and stakeholders to assist the Louisiana Department of Transportation and Development (the "Department") in the development and introduction of a feasible Request for Proposals (RFP) into the marketplace. The Department's goal is to work with a ferry operator that will provide the greatest value to the state and its taxpayers, and our intent is to have an RFP available to the market this summer.

Although an RFI is typically geared toward potential industry respondents, the Department is very interested in considering the input of stakeholders affected by the ferry privatization. The Department is requesting your responses to the questions in the RFI no later than May 18, 2012, in order to help us maintain our procurement schedule. If you have any questions, please contact Cheryl Duvieilh at Cheryl.Duvieilh@LA.GOV.

Sincerely,

Sherri H. LeBas
Secretary

Enclosure



**LOUISIANA DEPARTMENT OF
TRANSPORTATION AND
DEVELOPMENT**



**FERRY PRIVATIZATION
REQUEST FOR INFORMATION**

The Louisiana Department of Transportation and Development (LA DOTD) is announcing the availability of a Request for Information (RFI) regarding its intent to privatize the operations of all or some portion of the three ferry service lines currently operated by the Crescent City Connection Division (CCCD). The three ferry service lines currently operated by the LA DOTD's CCCD are the Lower Algiers-to-Chalmette, Canal-to-Algiers Point, and Gretna-to-Canal lines in Orleans, Jefferson, and St. Bernard Parishes.

Under a potential privatization, the private ferry service provider would provide operation and maintenance services for all or some of the three ferry service lines, and have the ability to explore other revenue-enhancing activities, such as, development of the terminal and landing spaces, including subleasing to concessionaires; advertisement at the terminals/landings and on the ferries; and special event services.

If interested in responding to the RFI, provide a Letter of Interest (LOI) to Cheryl Duvieilh, who is the official LA DOTD point of contact for this RFI, by E-mail (Cheryl.Duvieilh@LA.GOV). The LOI should, at a minimum, name the contact information for the official point of contact for the respondent. Letters of Interest will be accepted until May 11, 2012. Responses to the RFI will be considered through May 18, 2012.

Respondents should note that the LA DOTD is only seeking information at this time, and this RFI in no way creates an obligation, contractual or otherwise, on behalf of the LA DOTD.

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

Request for Information for

Ferry Privatization

*(Lower Algiers-to-Chalmette, Canal-to-Algiers Point,
and Gretna-to-Canal Ferry Service Lines
in Orleans, Jefferson, and St. Bernard Parishes)*

Release Date: April 13, 2012

Responses Due By: May 18, 2012



Louisiana Department of Transportation and Development

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Executive Summary

The Louisiana Department of Transportation and Development (the "Department"), through its Crescent City Connection Division (CCCD) operates and maintains three ferries that link the east and west banks of the Mississippi River in and around the City of New Orleans. The Department uses toll revenue from twin bridges (the Crescent City Connection) and federal grant funds to operate and maintain the ferry services, however, the tolls on the Crescent City Connection are scheduled to expire on December 31, 2012.

In light of the expiration of the tolling on the Crescent City Connection, the Department is exploring the opportunity of privatizing the three current ferry services.

Overview of the Department and the Crescent City Connection Division

In 1952, the Mississippi River Bridge Authority (MRBA) was established as an independent body that constructed and operated the first span of the Crescent City Connection. The first span was completed in 1958, causing a steep decline in the ridership on the ferries, which were private at the time. In 1959, the MRBA took over the Canal-to-Algiers Point ferry line and acquired the Gretna ferry line in 1965. In 1969, the MRBA created the Chalmette ferry service.

When the first span opened, the bridge users were charged a toll which was utilized to pay debt service for the construction bonds and to support operations and maintenance (O&M) of the Crescent City Connection and the Canal-to-Algiers Point ferry. In 1964, the tolls on the Crescent City Connection were suspended.

In 1975, the MRBA was transferred to the Department as the CCCD. The second span opened in 1989, and tolls were re-instated that year to support revenue bonds used to pay for the construction of the second span and cover O&M of the Crescent City Connection (both spans) and the ferries (Canal-to-Algiers Point, Gretna-to-Canal, and Chalmette-to-Lower Algiers).

The potential assets to be considered are as follows:

- Active terminal buildings at Algiers Point, Canal, and Gretna with potential development;
- A terminal building at Jackson Avenue;
- Landings at Chalmette and Lower Algiers (no terminal buildings);
- A ferry maintenance building near the Chalmette landing;
- Six ferry vessels:
 - Porterie;
 - Thomas Jefferson;
 - Saint John;
 - Stumpf;
 - Levy; and
 - Armitger;

- One tug boat - The Blue Lenore; and
- Seven barges in total.

Potential Contract Overview

Today, the CCCD operates the three ferries (Chalmette-to-Lower Algiers, Canal-to-Algiers Point, and Gretna-to-Canal) with 73 employees in its marine department. These employees include maintenance workers, ferry captains, deckhands, and engineers. Additionally, the Department, through its Crescent City Connection Police Department (CCCPD) provides police security to the ferries: there is a police presence on the Canal-to-Algiers Point ferry every night from 9:30 p.m. to midnight and other ferries and terminals and landings are covered as incidents arise.

In 2009, the CCCD's three ferry service lines maintained the fourth highest ridership of any urban ferry system in the United States, as reported in the American Public Transportation Association's "Public Transportation Fact Book 2011." The 2011 ridership on the ferry lines is as follows:

- Chalmette-to-Lower Algiers:
 - Pedestrian 9,230
 - Vehicle 479,174
 - Total 790,284
- Canal-to-Algiers Point
 - Pedestrian 897,594
 - Vehicle 134,396
 - Total 1,116,659
- Gretna-to-Canal
 - Pedestrian 81,640

The Department is requesting information from interested parties regarding the potential privatization of the services to operate all or some portion of the three ferry service lines.

The Chalmette-to-Lower Algiers ferry service must be a vehicle ferry. The Canal-to-Algiers Point and/or Gretna-to-Canal ferry service may be operated as either vehicle service or pedestrian-only service at the private ferry service providers' discretion. The private ferry service provider will be required to provide security patrols on the vessels as well as at the terminals and landings.

The private ferry service provider would be encouraged to explore the additional following revenue-enhancing activities:

- Develop the terminal space and sublease within the terminals to concessionaires and vendors;
- Lease advertising space at the terminals or on the ferries;
- Provide special event services;
- Explore the tourism market in New Orleans; and
- Propose other revenue enhancing activities for consideration by the Department.

Objectives

The Department has the following objectives for any potential privatization of the ferry services referenced as a part of this potential contract:

- 1) The Department's goal is to work with an operator and developer that will be the most advantageous and provide the greatest value to the state and its taxpayers;
- 2) The service provided under a ferry privatization contract must be reliable. On-time sailings are required to maintain customer confidence in the system;
- 3) The private ferry service provider must maintain a high level of customer service, including the cleanliness, safety, and security of both the ferries and the terminals/landings;
- 4) The private ferry service provider must work closely and maintain good relationships with our stakeholders at both the federal and local level;
- 5) The private ferry service provider is encouraged to work with the area transportation authorities to find opportunities for system interoperability;
- 6) The private ferry service provider should explore all opportunities to stimulate and induce economic development or other improvement of the existing assets; and
- 7) The private ferry service provider and the Department must have a smooth, efficient, and expeditious transition of operations from the state to the service provider.

RFI Requirements Process

Participation in RFI

All respondents interested in participating in this RFI should send one electronic copy of their response to **Cheryl Duvieilh** at Cheryl.Duvieilh@LA.GOV.

Liabilities of the Department

This RFI is only a request for information about the potential project. No contractual obligation on behalf of the Department or the respondent whatsoever shall arise from the RFI process.

This RFI does not commit the Department to pay any cost incurred in the preparation or submission of any response to the RFI.

RFI Documents

All responses to the RFI will become the property of the Department and will not be returned.

Response Format

While respondents are encouraged to adopt those format conventions they feel will best serve their presentation of the information requested by the Department, the following format matrix serves as a general guideline of helpful information sought by the Department.

Question	Response
Name and title of person responsible for the information contained in the response to this RFI and firm that you are representing.	
Telephone number: Address: E-mail address:	
If the Department were to move ahead with this project (a privatization of the ferry services currently under the CCCD), what length of agreement would be most advantageous?	
Given that each of the ferry service lines is potentially unique, would it be advantageous to offer different term lengths for each of the ferry service lines? If so, why and please identify the terms.	

Louisiana Department of Transportation and Development

Question	Response
What are the unique characteristics between each of the ferry service lines that a proposer may take into consideration when determining whether to proceed with privatization of the line?	
How has the compensation on other ferry service privatization contracts in which you have participated been structured?	
Have past ferry privatizations in which you have participated included any financing of capital improvements?	
What is your recommendation for the compensation structure for this ferry privatization contract?	
What measures would you typically undertake to maintain a high level of customer service and ensure the satisfaction of stakeholders, constituents, or any advisory boards?	
What customer service measures on both the ferry service line as well as at the terminals would be appropriate for a ferry service of the type and size as that described in this RFI?	
What types of services would you like us to include under the scope of the privatizations (such as, advertising rights; parking; private facility rental; and general food, beverage, and retail subleases)?	
Are there any limitations on products or services to be offered on the ferries or at the terminals that you would recommend (such as sales of alcoholic beverages or materials unsuitable for minors)?	
What level of importance would you place on the development at the terminal locations? Can you prioritize the importance of development by location at the individual terminals?	
How have asset handback requirements on other ferry service privatization contracts in which you have participated been structured?	

Louisiana Department of Transportation and Development

Question	Response
What requirements would be appropriate for a mobilization/transition period, including length?	
How are the termination and default clauses on other ferry service privatization contracts in which you have participated been structured?	
Similarly, what sort of risk transfer, insurance, and bonding requirements would you prefer in a ferry privatization such as that described in this RFI?	
As a respondent for this project, what information would you need access to in order to draft proposals (such as, passenger counts, revenue, and asset conditions)?	
As a respondent for this project, what asset valuations would be beneficial in preparation of proposals, including valuation of realty and valuation of personalty?	
What are the minimum qualifications that you believe are required to operate this ferry service?	
Assuming this project will include both ferry operations as well as development at the terminal sites, do you foresee that it will require any third party alliances, relationships, or dependencies (relating to proposing on the contract), such as, joint ventures or subcontracts?	

Appendix C: Operations and Budget

C-1: Operations and Salaries

C-2: Line Item Expense Descriptions

C-3: Cost Revenue Ridership Analysis

C-4: Marine Expenditures

C-5: Budget Status Reports, 2008-2010

C-1: Operations and Salaries

Louisiana Department of Transportation Development
 Crescent City Connection Department - Marine Division
 Marine Division Average Salary/Wage Analysis by Position Category
 11/14/2011 Draft Report

45% 16%

	Emp Code	Count	Average Salary	Total Avg Salaries	FB	O/T	Total Avg Salaries Benefits Overtime
Total Number of Marine Personnel Includes:		72		\$ 3,375,884	\$ 1,519,148	\$ 540,141	\$ 5,435,173
Marine Operations	Job Title	56		\$ 2,637,853	\$ 1,187,034	\$ 422,056	\$ 4,246,943
Administration:		3		\$ 186,184	\$ 83,782.71	\$ 29,789.41	\$ 299,756
	Marine Supt 1	1	77,230				
	Marine Supt 2	1	79,830				
	Admin Coordinator 2	1	29,120				
Operations:		53		\$ 1,674,079	\$ 753,335.49	\$ 120,533.68	\$ 2,547,948
	Marine Chief Engineer	5	\$ 63,968				
	Marine Deck/Toll Collect	17	\$ 24,610				
	Marine Deckhand	13	\$ 27,152				
	Marine Engineer 2	7	\$ 55,879				
	Marine Master 3	10	\$ 69,772				
	Marine Oiler	1	\$ 30,243				
Marine Maintenance		16		\$ 738,031	\$ 332,113.86	\$ 118,084.93	\$ 1,188,230
Administration:		2		\$ 81,580	\$ 36,710.82	\$ 5,873.73	\$ 124,164
	Admin Coordinator	1	\$ 26,437				
	Maintenance Supt 1	1	\$ 55,141				
Maintenance:		14		\$ 656,451	\$ 295,403.04	\$ 105,032.19	\$ 1,056,886
	Maintenance Foreman	2	\$ 39,562				
	Maintenance Repairer 2	4	\$ 36,925				
	Trandes Helper	5	\$ 35,090				
	Paint Master	2	\$ 33,592				
	Welder	1	\$ 41,829				

Louisiana Department of Transportation Development
 Crescent City Connection Department - Marine Division
 Marine Division Salary/Wage Analysis by Position Category
 11/14/2011

Organization Unit Text	Job Title	Average Annual Salary	Total Positions	Percent of Salaries
S20/G003-CCCD FERRY OPERATIONS	MARINE CHIEF ENGINEER	62,504.00		
S20/G003-CCCD FERRY OPERATIONS	MARINE CHIEF ENGINEER	62,504.00		
S20/G003-CCCD FERRY OPERATIONS	MARINE CHIEF ENGINEER	62,504.00		
S20/G003-CCCD FERRY OPERATIONS	MARINE CHIEF ENGINEER	66,164.80		
S20/G003-CCCD FERRY OPERATIONS	MARINE CHIEF ENGINEER	66,164.80		
S20/G003-CCCD FERRY OPERATIONS - AVG	MARINE CHIEF ENGINEER	63,968.32	5	
S20/G003-CCCD FERRY OPERATIONS	MARINE DECK/TOLL COLLECT	31,761.60		
S20/G003-CCCD FERRY OPERATIONS	MARINE DECK/TOLL COLLECT	26,686.40		
S20/G003-CCCD FERRY OPERATIONS	MARINE DECK/TOLL COLLECT	24,918.40		
S20/G003-CCCD FERRY OPERATIONS	MARINE DECK/TOLL COLLECT	24,918.40		
S20/G003-CCCD FERRY OPERATIONS	MARINE DECK/TOLL COLLECT	25,916.80		
S20/G003-CCCD FERRY OPERATIONS	MARINE DECK/TOLL COLLECT	25,916.80		
S20/G003-CCCD FERRY OPERATIONS	MARINE DECK/TOLL COLLECT	25,916.80		
S20/G003-CCCD FERRY OPERATIONS	MARINE DECK/TOLL COLLECT	24,918.40		
S20/G003-CCCD FERRY OPERATIONS	MARINE DECK/TOLL COLLECT	24,918.40		
S20/G003-CCCD FERRY OPERATIONS	MARINE DECK/TOLL COLLECT	24,918.40		
S20/G003-CCCD FERRY OPERATIONS	MARINE DECK/TOLL COLLECT	24,918.40		
S20/G003-CCCD FERRY OPERATIONS	MARINE DECK/TOLL COLLECT	24,918.40		
S20/G003-CCCD FERRY OPERATIONS	MARINE DECK/TOLL COLLECT	24,918.40		
S20/G003-CCCD FERRY OPERATIONS	MARINE DECK/TOLL COLLECT	23,955.36		
S20/G003-CCCD FERRY OPERATIONS	MARINE DECK/TOLL COLLECT	20,945.60		
S20/G003-CCCD FERRY OPERATIONS	MARINE DECK/TOLL COLLECT	20,945.60		
S20/G003-CCCD FERRY OPERATIONS	MARINE DECK/TOLL COLLECT	20,945.60		
S20/G003-CCCD FERRY OPERATIONS	MARINE DECK/TOLL COLLECT	20,945.60		
S20/G003-CCCD FERRY OPERATIONS - AVG	MARINE DECK/TOLL COLLECT	24,609.70	17	
S20/G003-CCCD FERRY OPERATIONS	MARINE DECKHAND	30,992.00		
S20/G003-CCCD FERRY OPERATIONS	MARINE DECKHAND	31,740.80		
S20/G003-CCCD FERRY OPERATIONS	MARINE DECKHAND	29,848.00		
S20/G003-CCCD FERRY OPERATIONS	MARINE DECKHAND	30,534.40		
S20/G003-CCCD FERRY OPERATIONS	MARINE DECKHAND	29,057.60		
S20/G003-CCCD FERRY OPERATIONS	MARINE DECKHAND	27,539.20		
S20/G003-CCCD FERRY OPERATIONS	MARINE DECKHAND	27,768.00		
S20/G003-CCCD FERRY OPERATIONS	MARINE DECKHAND	27,747.20		
S20/G003-CCCD FERRY OPERATIONS	MARINE DECKHAND	23,732.80		

Louisiana Department of Transportation Development
 Crescent City Connection Department - Marine Division
 Marine Division Salary/Wage Analysis by Position Category
 11/14/2011

Organization Unit Text	Job Title	Average Annual Salary	Total Positions	Percent of Salaries
S20/G003-CCCD FERRY OPERATIONS	MARINE DECKHAND	23,732.80		
S20/G003-CCCD FERRY OPERATIONS	MARINE DECKHAND	23,732.80		
S20/G003-CCCD FERRY OPERATIONS	MARINE DECKHAND	23,732.80		
S20/G003-CCCD FERRY OPERATIONS	MARINE DECKHAND	22,811.36		
S20/G003-CCCD FERRY OPERATIONS - AVG	MARINE DECKHAND	27,151.52	13	
S20/G003-CCCD FERRY OPERATIONS	MARINE ENGINEER 2	58,032.00		
S20/G003-CCCD FERRY OPERATIONS	MARINE ENGINEER 2	58,032.00		
S20/G003-CCCD FERRY OPERATIONS	MARINE ENGINEER 2	58,032.00		
S20/G003-CCCD FERRY OPERATIONS	MARINE ENGINEER 2	58,032.00		
S20/G003-CCCD FERRY OPERATIONS	MARINE ENGINEER 2	55,806.40		
S20/G003-CCCD FERRY OPERATIONS	MARINE ENGINEER 2	51,610.00		
S20/G003-CCCD FERRY OPERATIONS	MARINE ENGINEER 2	51,610.00		
S20/G003-CCCD FERRY OPERATIONS - AVG	MARINE ENGINEER 2	55,879.20	7	
S20/G003-CCCD FERRY OPERATIONS	MARINE MASTER 3	70,720.00		
S20/G003-CCCD FERRY OPERATIONS	MARINE MASTER 3	62,963.94		
S20/G003-CCCD FERRY OPERATIONS	MARINE MASTER 3	72,051.20		
S20/G003-CCCD FERRY OPERATIONS	MARINE MASTER 3	69,388.80		
S20/G003-CCCD FERRY OPERATIONS	MARINE MASTER 3	72,155.20		
S20/G003-CCCD FERRY OPERATIONS	MARINE MASTER 3	74,880.00		
S20/G003-CCCD FERRY OPERATIONS	MARINE MASTER 3	70,824.00		
S20/G003-CCCD FERRY OPERATIONS	MARINE MASTER 3	72,155.20		
S20/G003-CCCD FERRY OPERATIONS	MARINE MASTER 3	70,824.00		
S20/G003-CCCD FERRY OPERATIONS	MARINE MASTER 3	61,755.20		
S20/G003-CCCD FERRY OPERATIONS	MARINE MASTER 3	69,771.75	10	
S20/G003-CCCD FERRY OPERATIONS	MARINE OILER	30,243.20	1	
S20/G003-CCCD FERRY OPERATIONS	MARINE OPERATIONS SUPT 1	77,230.40	1	
S20/G003-CCCD FERRY OPERATIONS	MARINE OPERATIONS SUPT 2	79,830.40	1	
S20/G003-CCCD FERRY OPERATIONS	ADMIN COORDINATOR 2	29,120.00	1	
Marine Operations		\$ 2,637,852.76	56	78.1%

Louisiana Department of Transportation Development
 Crescent City Connection Department - Marine Division
 Marine Division Salary/Wage Analysis by Position Category
 11/14/2011

Organization Unit Text	Job Title	Average Annual Salary	Total Positions	Percent of Salaries
S20/G005-CCCD FERRY MAINTENANCE	MAINTENANCE FOREMAN	40,768.00		
S20/G005-CCCD FERRY MAINTENANCE	MAINTENANCE FOREMAN	38,355.20		
S20/G005-CCCD FERRY MAINTENANCE -AVG	MAINTENANCE FOREMAN	39,561.60	2	
S20/G005-CCCD FERRY MAINTENANCE	MAINTENANCE REPAIRER 2	37,356.80		
S20/G005-CCCD FERRY MAINTENANCE	MAINTENANCE REPAIRER 2	38,084.80		
S20/G005-CCCD FERRY MAINTENANCE	MAINTENANCE REPAIRER 2	35,859.20		
S20/G005-CCCD FERRY MAINTENANCE	MAINTENANCE REPAIRER 2	36,400.00		
S20/G005-CCCD FERRY MAINTENANCE - AVG	MAINTENANCE REPAIRER 2	36,925.20	4	
S20/G005-CCCD FERRY MAINTENANCE	MARINE TRADES HELPER	33,196.80		
S20/G005-CCCD FERRY MAINTENANCE	MARINE TRADES HELPER	35,401.60		
S20/G005-CCCD FERRY MAINTENANCE	MARINE TRADES HELPER	34,985.60		
S20/G005-CCCD FERRY MAINTENANCE	MARINE TRADES HELPER	35,505.60		
S20/G005-CCCD FERRY MAINTENANCE	MARINE TRADES HELPER	36,358.40		
S20/G005-CCCD FERRY MAINTENANCE - AVG	MARINE TRADES HELPER	35,089.60	5	
S20/G005-CCCD FERRY MAINTENANCE	PAINTER MASTER	31,408.00		
S20/G005-CCCD FERRY MAINTENANCE	PAINTER MASTER	35,776.00		
S20/G005-CCCD FERRY MAINTENANCE	PAINTER MASTER	33,592.00	2	
S20/G005-CCCD FERRY MAINTENANCE	WELDER	41,828.80	1	
S20/G005-CCCD FERRY MAINTENANCE	ADMIN COORDINATOR 2	26,436.80	1	
S20/G005-CCCD FERRY MAINTENANCE	MARINE MAINTENANCE SUPT 1	55,140.80	1	
Marine Maintenance		\$ 738,030.80	16	21.9%
Grant Total Marine (72 pos with no overtime)		\$ 3,375,883.56	72	
15% Overtime est added		\$ 3,882,266.09		
40% FB est added		\$ 5,435,172.53		

Louisiana Department of Transportation Development
 Crescent City Connection Department - Marine Division
 Marine Division Salary/Wage Analysis by Position Category
 11/14/2011

Organization Unit Text	Job Title	Average Annual Salary	Total Positions	Percent of Salaries
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Coast Guard Requirement for staffing each vessel for each crossing:

S20/G003-CCCD FERRY OPERATIONS	MARINE MASTER 3 Captain	69,771.75	1	
S20/G003-CCCD FERRY OPERATIONS	MARINE CHIEF ENGINEER	63,968.32	1	
S20/G003-CCCD FERRY OPERATIONS	MARINE DECKHAND/Toll Collect	77,641.84	3	
Total staff per vessel Crossing	Average Annual Salary Cost	\$ 211,381.91	5	
	Average est overtime added	\$ 243,089.20		
	Average Salaries, O/T, fringe benefits	\$ 340,324.87	5	

Total marine manhours: 72 @2080 each		149,760		
Total <i>estimated</i> annual revenue hours	Marine labor cost per revenue hour	16,000	\$ 339.70	
Total operating cost FY2011 (ending 6/30/11)	Total marine cost per revenue hour	\$ 9,037,418.00	\$ 564.84	

C-2: Line Item Expense Descriptions

Expense Line Item Coding and Descriptions used by CCCD Marine:

10 Salaries

Salaries

overtime

termination

Related Benefits

group insurance

retirement benefits

medicare

unemployment

taxable fringe benefits

20 Travel

30 Operating Services

printing

maintenance - property

maintenance - equipment

maintenance - buildings

maintenance - janitorial/custodial

rentals - building

rentals - equipment

rentals - other

utilities electric

utilities water

utilities other

operating serv - laundry

operating serv – other (lab fees, freight)

40 Supplies

office supplies

operating supplies clothing/uniforms

operating supplies - fuel

operating supplies - building

operating supplies – chemicals & gas materials

repairs & maintenance supplies - tools

stores increase

50 Professional Services

prof serv - accounting/auditing

prof serv - engineering & architectural

prof serv - legal

prof serv – other professional services

69 Insurance

71 Numbered Equipment Acquisitions

75 Unnumbered Equipment Acquisitions

C-3: Cost Revenue Ridership Analysis

Operating Parameter (Annual)	2008	2009	2010
For System			
Revenue Hours	15,137	14,736	13,932
Revenue Miles	30,274	29,472	27,862
Completed One-Way Trips (crossings)	60,545	58,939	55,718
Capacity (spaces available)			
Pedestrian	48,746,400	47,465,600	44,574,400
Motor Vehicle	3,046,650	2,966,600	2,785,900
Number of Passengers			
Pedestrian (walk-on)	982,005	939,890	988,464
Motor Vehicles	692,542	676,932	623,583
Total Passengers	2,110,848	2,043,289	2,004,904
Operating Cost (excludes capital costs)	\$8,583,157	\$8,674,757	\$8,127,995
Operating Revenues	\$ 261,668	\$ 251,832	\$ 240,432
	2008	2009	2010
Operating Revenue Minus Operating Cost (Deficit)	(\$8,321,489)	(\$8,422,925)	(\$7,887,563)
Revenue/Cost (farebox Recovery)	3%	2.9%	3%
Cost Per Revenue Hour	\$567.03	\$588.68	\$583.40
Revenue Per Revenue Hour	\$ 17.29	\$ 17.10	\$ 17.29
Deficit Per Revenue Hour	(\$549.74)	(\$571.58)	(\$566.11)
Cost Per Revenue Mile	\$283.52	\$294.34	\$291.72
Revenue Per Revenue Mile	\$ 8.64	\$ 8.54	\$ 8.63
Deficit Per Revenue Mile	(\$274.88)	(\$285.80)	(\$283.09)
Cost Per One-Way Trip	\$141.76	\$147.18	\$145.88
Revenue Per One-Way Trip	\$ 4.32	\$ 4.27	\$ 4.32
Deficit Per One-Way Trip	(\$137.44)	(\$142.91)	(\$141.56)

Cost Per Total Passenger	\$ 4.07	\$ 4.25	\$ 4.05
Revenue Per Total Passenger	\$ 0.12	\$ 0.12	\$ 0.12
Deficit Per Total Passenger	(\$ 3.95)	(\$ 4.13)	(\$ 3.93)
Revenue Per Motor Vehicle	\$0.38	\$0.37	\$0.39
Total Passengers Per Revenue Hour	139.45	138.66	143.91
Total Passengers Per Revenue Mile	69.72	69.33	71.96
Passengers Per One-Way Trip			
Pedestrian	16.23	15.95	17.74
Motor Vehicle	11.44	11.49	11.19
Total Passengers	34.86	34.67	35.98
Capacity Utilization			
Pedestrian	2%	2%	2.2%
Motor Vehicle	22.73%	22.82%	22.38%
Operating Cost Per Day	\$23,516	\$23,766	\$22,268
Revenue Per Day	\$ 717	\$ 690	\$ 659
Deficit Per Day	(\$22,799)	(\$23,076)	(\$21,609)

	2008	2009	2010
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Average Daily Ridership			
Pedestrian	2,683	2,575	2,526
Motor Vehicle	1,892	1,855	1,820
Total Passengers	5,767	5,599	5,593
Operating Cost Per Month	\$715,263	\$722,896	\$677,333
Revenue Per Month	\$ 21,806	\$ 20,986	\$ 20,036
Deficit Per Month	(\$693,457)	(\$701,910)	(\$657,297)
Average Monthly Ridership			
Pedestrian	81,834	78,324	82,372
Motor Vehicle	57,712	56,411	51,965
Total Passengers	175,904	170,274	167,075

By Route

Gretna-Jackson/Canal

	2008	2009	2010
Annual Revenue Hours	3,936	3,831	3,622
Annual Operating Cost	\$2,231,621	\$2,255,437	\$2,113,279
Annual Revenues	\$ 11,288	\$ 13,497	\$ 4,136
Annual Deficit	(\$2,220,333)	(\$2,241,940)	(\$2,109,143)
Annual Ridership			
Pedestrian	43,676	42,521	81,640
Motor Vehicle	28,234	34,881	10,013
Total Passengers	89,697	99,377	97,961
Passengers Per Hour	22.79	25.94	27.05
Cost Per Hour	\$566.98	\$588.73	\$583.46
Revenue Per Hour	\$ 2.87	\$ 3.52	\$ 1.14
Deficit Per Hour	(\$564.11)	(\$585.21)	(\$582.32)
Cost Per Passenger	\$24.88	\$22.70	\$21.57
Revenue Per Passenger	\$ 0.13	\$ 0.14	\$ 0.04
Deficit Per Passenger	(\$24.75)	(\$22.56)	(\$21.53)
Average Daily Pedestrian Passengers	119	116	223
Average Daily Vehicles	77	96	28
Average Daily Total Passengers	245	272	268

Algiers-Canal

	2008	2009	2010
Annual Revenue Hours	5,147	5,010	4,737
Annual Operating Cost	\$2,918,273	\$2,949,417	\$2,763,518

Annual Revenues	\$ 76,952	\$ 63,386	\$ 52,377
Annual Deficit	(\$2,841,321)	(\$2,886,031)	(\$2,711,141)
Annual Ridership			
Pedestrian	930,601	885,440	897,594
Motor Vehicle	190,663	174,174	134,396
Total Passengers	1,241,382	1,169,344	1,116,659
Passengers Per Hour	241.19	233.40	235.73
Cost Per Hour	\$566.99	\$588.71	\$583.39
Revenue Per Hour	\$ 14.95	\$ 12.65	\$ 11.06
Deficit Per Hour	(\$552.04)	(\$576.06)	(\$572.33)
Cost Per Passenger	\$ 2.35	\$ 2.52	\$ 2.47
Revenue Per Passenger	\$ 0.06	\$ 0.05	\$ 0.05
Deficit Per Passenger	(\$ 2.29)	(\$ 2.47)	(\$ 2.42)
Average Daily Pedestrian Passengers	2,543	2,426	2,380
Average Daily Vehicles	521	477	468
Average Daily Total Passengers	3,392	3,204	3,143

Lower Algiers Chalmette

	2008	2009	2010
Annual Revenue Hours	6,055	5,894	5,573
Annual Operating Cost	\$3,433,263	\$3,469,903	\$3,251,198
Annual Revenues	\$ 173,428	\$ 174,949	\$ 183,919
Annual Deficit	(\$3,259,835)	(\$3,294,954)	(\$3,067,279)
Annual Ridership			
Pedestrian	7,728	11,929	9,230
Motor Vehicle	473,645	467,877	479,174
Total Passengers	779,769	774,569	790,284
Passengers Per Hour	128.78	131.42	141.81

Cost Per Hour	\$567.01	\$588.72	\$583.38
Revenue Per Hour	\$ 28.64	\$ 29.68	\$ 33.00
Deficit Per Hour	(\$538.37)	(\$559.04)	(\$550.38)

Cost Per Passenger	\$ 4.40	\$ 4.48	\$ 4.11
Revenue Per Passenger	\$ 0.22	\$ 0.23	\$ 0.23
Deficit Per Passenger	(\$ 4.18)	(4.25)	(\$3.88)

Average Daily Pedestrian Passengers	21	33	32
Average Daily Vehicles	1,294	1,282	1,258
Average Daily Total Passengers	2,130	2,123	2,083

C-4: Marine Expenditures

CRESCENT CITY CONNECTION DIVISION

OPERATING EXPENDITURES FISCAL YEARS 2008 THROUGH 2011

MARINE EXPENDITURES

AMOUNT PER FISCAL YEAR

CCCD Revenues and Expense Totals
FY2008 - FY2010

		2008	2009	2010	2011	Percent of Total	Sal & Ben % total
REVENUES:							
	Ferry tolls	\$ 261,647.00	251,831.00	\$ 240,485.00			
	Federal grants	860,000.00	825,000.00	-			
	TOTAL REVENUE	\$ 1,121,647.00	\$ 1,076,831.00	\$ 240,485.00			
EXPENDITURES:							
GROUP	GROUP DESCRIPTION						
10	Salaries	\$ 3,295,496.46	3,602,231.86	3,511,359.33	\$ 3,593,166.55	39.76%	
	Related benefits	1,331,718.81	1,382,844.17	1,422,714.14	1,515,154.80	16.77%	56.52%
20	Travel	-	265.00	1,947.39		0.00%	
30	Operating Services	759,227.37	636,844.21	469,519.37	433,228.57	4.79%	
40	Supplies	1,464,247.69	1,263,306.26	1,071,089.04	1,691,486.32	18.72%	
50	Professional Services	323,600.02	87,799.38	211,189.57	220,245.38	2.44%	
60	Beautification	(2,807.02)	-	-		0.00%	
69	Insurance	1,393,526.27	1,625,191.26	1,440,175.67	1,584,136.15	17.53%	
71	Numbered Equipment Acquisitions	15,642.50	76,275.00	-			
75	Unnumbered Equipment Acquisitions	2,504.73	-	-			
	TOTAL EXPENDITURES	\$ 8,583,156.83	\$ 8,674,757.14	8,127,994.51	9,037,417.77	100.00%	
10	Salaries	\$ 3,295,496.46	3,602,231.86	3,511,359.33	\$ 3,593,166.55	39.76%	
	Related benefits	1,331,718.81	1,382,844.17	1,422,714.14	1,515,154.80	16.77%	
	Total Salaries and Benefits	4,627,215.27	4,985,076.03	4,934,073.47	5,108,321.35	56.52%	

CRESCENT CITY CONNECTION
MARINE BUDGET
AS OF JUNE 30, 2011

AGENCY	APPR PRGM	FUND	CI CATEGORY	FUNDS CTR		COMMITMENT ITEM	BUDGET	JUN 2011 PERIOD	ACTUALS	COMMITMENTS	TOTAL CONSUMPTION	AVAILABLE BUDGET	PERCENT SPENT
276	2765	2760000200	511	2765052000		SALARIES-CLASSIFIED-T/O-OVERTIME	\$450,000.00	\$32,972.52	\$475,676.98	\$0.00	\$475,676.98	(\$25,676.98)	105.71
				2765052000		SALARIES-CLASSIFIED-T/O-REGULAR	\$3,090,667.00	\$239,572.42	\$3,094,000.02	\$0.00	\$3,094,000.02	(\$3,333.02)	100.11
				2765052000		SALARIES-CLASSIFIED-T/O-TERMINATION	\$20,000.00	\$10,800.00	\$23,489.55	\$0.00	\$23,489.55	(\$3,489.55)	117.45
			511			SUM:	\$3,560,667.00	\$283,344.94	\$3,593,166.55	\$0.00	\$3,593,166.55	(\$32,499.55)	100.91
			513	2765052000		GROUP INSURANCE CONTRIBUTIONS	\$330,495.00	\$31,344.22	\$367,834.09	\$0.00	\$367,834.09	(\$37,339.09)	111.3
				2765052000		MEDICARE TAX	\$45,376.00	\$3,536.95	\$45,560.69	\$0.00	\$45,560.69	(\$184.69)	100.41
				2765052000		POST RETIREMENT BENEFITS	\$450,000.00	\$112,354.47	\$460,434.71	\$0.00	\$460,434.71	(\$10,434.71)	102.32
				2765052000		RETIREMENT CONTRIBUTIONS-STATE EMPLOYEES	\$602,678.00	\$49,695.57	\$638,532.87	\$0.00	\$638,532.87	(\$35,854.87)	105.95
				2765052000		TAXABLE FRINGE BENEFITS	\$0.00	\$272.32	\$2,792.44	\$0.00	\$2,792.44	(\$2,792.44)	-
				2765052000		UNEMPLOYMENT BENEFITS	\$10,530.00	\$0.00	\$0.00	\$0.00	\$0.00	\$10,530.00	0
			513			SUM:	\$1,439,079.00	\$197,203.53	\$1,515,154.80	\$0.00	\$1,515,154.80	(\$76,075.80)	105.29
			520	2765052000		IN-STATE TRAVEL-CONFERENCES/CONVENTIONS/ATHLETICS	\$775.00	\$0.00	\$0.00	\$0.00	\$0.00	\$775.00	0
			520			SUM:	\$775.00	\$0.00	\$0.00	\$0.00	\$0.00	\$775.00	0
			530	2765052000		MAINT-BUILDINGS	\$14,500.00	(\$576.00)	\$528.00	\$1,240.00	\$1,768.00	\$12,732.00	12.19
				2765052000		MAINT-EQUIPMENT	\$94,477.00	\$0.00	\$3,989.53	\$0.00	\$3,989.53	\$90,487.47	4.22
				2765052000		MAINT-JANITORIAL/CUSTODIAL	\$8,035.00	\$0.00	\$0.00	\$0.00	\$0.00	\$8,035.00	0
				2765052000		MAINT-PROPERTY	\$200.00	\$548.25	\$281,838.43	\$10,725.22	\$292,563.65	(\$292,363.65)	146,281.83
				2765052000		RENT-EQUIPMENT	\$500.00	\$105.87	\$182.09	\$0.00	\$182.09	\$317.91	36.42
				2765052000		RENT-OPERATING COSTS-BUILDINGS	\$200.00	\$0.00	\$0.00	\$0.00	\$0.00	\$200.00	0
				2765052000		RENT-OTHER	\$800.00	\$926.60	\$1,748.60	\$0.00	\$1,748.60	(\$948.60)	218.58
				2765052000		SERV-FREIGHT	\$0.00	\$326.68	\$342.30	\$301.25	\$643.55	(\$643.55)	-
				2765052000		SERV-LAB FEES	\$5,250.00	\$28.00	\$2,802.00	\$0.00	\$2,802.00	\$2,448.00	53.37
				2765052000		SERV-MISCELLANEOUS	\$0.00	\$200.00	\$1,392.38	\$0.00	\$1,392.38	(\$1,392.38)	0
				2765052000		UTIL-ELECTRICITY	\$290,117.00	\$7,299.83	\$102,436.08	\$0.00	\$102,436.08	\$187,680.92	35.31
				2765052000		UTIL-OPERATING SERVICES-LAUNDRY	\$20,921.00	\$0.00	\$4,883.21	\$0.00	\$4,883.21	\$16,037.79	23.34
				2765052000		UTIL-OTHER	\$10,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$10,000.00	0

			2765052000	UTIL-WATER	5350011	\$10,000.00	\$8,975.46	\$20,819.48	\$0.00	\$20,819.48	(\$10,819.48)	208.19
	530				SUM:	\$455,000.00	\$17,834.69	\$420,962.10	\$12,266.47	\$433,228.57	\$21,771.43	95.22
	540		2765052000	INVENTORY CONVERSION	5410199	\$1,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,000.00	0
			2765052000	INVENTORY-FUEL-INVENTORY MANAGEMENT (AUTO POST)	5410112	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	-
			2765052000	INVENTORY-TRADE - INVENTORY MANAGEMENT (AUTO POST)	5410110	\$0.00	\$0.00	(\$8,870.53)	\$335.50	(\$8,535.03)	\$8,535.03	-
			2765052000	SUP-AUTO	5410015	\$789,614.00	\$161,064.76	\$1,369,186.04	\$982.64	\$1,370,168.68	(\$580,554.68)	173.52
			2765052000	SUP-BLDG,GRDS,GEN,PLANT	5410016	\$30,379.00	\$748.65	\$36,730.59	\$5,269.66	\$42,000.25	(\$11,621.25)	138.25
			2765052000	SUP-CHEMICALS & GAS MATERIALS	5410019	\$0.00	\$0.00	\$16.39	\$0.00	\$16.39	(\$16.39)	-
			2765052000	SUP-CLOTHING & UNIFORMS	5410007	\$4,586.00	\$1,506.72	\$10,425.62	\$46.85	\$10,472.47	(\$5,886.47)	228.36
			2765052000	SUP-COMPUTER	5410006	\$0.00	\$0.00	\$970.15	\$0.00	\$970.15	(\$970.15)	-
			2765052000	SUP-CONSUMPTION OF INVENTORY TRADE-IM	5410510	\$0.00	\$0.00	\$1,676.85	\$0.00	\$1,676.85	(\$1,676.85)	-
			2765052000	SUP-ELECTRONICS & ELECTRICAL	5410021	\$0.00	\$0.00	\$292.55	\$41.78	\$334.33	(\$334.33)	-
			2765052000	SUP-FUELS & LUBRICANTS	5410022	\$0.00	(\$59,583.60)	\$29,330.40	\$0.00	\$29,330.40	(\$29,330.40)	-
			2765052000	SUP-INDUSTRIAL MANUFACTURING AND PROCESSING	5410024	\$0.00	\$867.00	\$867.00	\$0.00	\$867.00	(\$867.00)	-
			2765052000	SUP-JANITORIAL	5410017	\$135,370.00	\$2,605.80	\$29,549.01	\$0.00	\$29,549.01	\$105,820.99	21.83
			2765052000	SUP-OFFICE SUPPLIES	5410001	\$187,583.00	\$184.50	\$2,405.23	\$94.10	\$2,499.33	\$185,083.67	1.33
			2765052000	SUP-OTHER	5410400	\$0.00	\$1,900.18	\$15,097.20	\$3,493.10	\$18,590.30	(\$18,590.30)	-
			2765052000	SUP-REP & MAINT SUPPLIES-AUTO	5410031	\$100,665.00	\$25,136.97	\$98,546.84	\$10,291.30	\$108,838.14	(\$8,173.14)	108.12
			2765052000	SUP-REP & MAINT SUPPLIES-OTHER	5410032	\$34,596.00	\$1,896.29	\$82,854.29	\$790.91	\$83,645.20	(\$49,049.20)	241.78
			2765052000	SUP-TOOLS	5410030	\$0.00	\$470.84	\$744.13	\$318.72	\$1,062.85	(\$1,062.85)	-
	540				SUM:	\$1,283,793.00	\$136,798.11	\$1,669,821.76	\$21,664.56	\$1,691,486.32	(\$407,693.32)	131.76
	550		2765052000	PROF SERV-ACCOUNTING & AUDITING	5510001	\$14,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$14,000.00	0
			2765052000	PROF SERV-ENGINEERING & ARCHITECTURAL	5510004	\$193,165.00	\$0.00	\$220,245.38	\$0.00	\$220,245.38	(\$27,080.38)	114.02
			2765052000	PROF SERV-LEGAL	5510005	\$9,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$9,000.00	0
			2765052000	PROF SERV-OTHER PROFESSIONAL SERVICES	5510400	\$5,161.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5,161.00	0
	550				SUM:	\$221,326.00	\$0.00	\$220,245.38	\$0.00	\$220,245.38	\$1,080.62	99.51
	560		2765052000	MISC-MISCELLANEOUS	5620400	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	-
	560				SUM:	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	-
	595		2765052000	IAT-INSURANCE	5950017	\$1,540,446.00	\$0.00	\$1,576,121.00	\$0.00	\$1,576,121.00	(\$35,675.00)	102.32
			2765052000	IAT-TELEPHONE	5950014	\$19,500.00	\$1,335.86	\$8,015.15	\$0.00	\$8,015.15	\$11,484.85	41.1
	595				SUM:	\$1,559,946.00	\$1,335.86	\$1,584,136.15	\$0.00	\$1,584,136.15	(\$24,190.15)	101.55

		2760000200				REV SUM:	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	-
		2760000200				EXP SUM:	\$8,520,586.00	\$636,517.13	\$9,003,486.74	\$33,931.03	\$9,037,417.77	(\$516,831.77)	106.07
		F200000000	530	2765052000	SERV-MISCELLANEOUS	5310400	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	0
			530			SUM:	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	0
			540	2765052000	SUP-AUTO	5410015	\$240,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$240,000.00	0
				2765052000	SUP-OFFICE SUPPLIES	5410001	\$200,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$200,000.00	0
			540			SUM:	\$440,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$440,000.00	0
			595	2765052000	IAT-INSURANCE	5950017	\$60,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$60,000.00	0
			595			SUM:	\$60,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$60,000.00	0
		F200000000				REV SUM:	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	-
		F200000000				EXP SUM:	\$500,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$500,000.00	0
	2765					REV SUM:	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	-
	2765					EXP SUM:	\$9,020,586.00	\$636,517.13	\$9,003,486.74	\$33,931.03	\$9,037,417.77	(\$16,831.77)	100.19
276						REV SUM:	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	-
276						EXP SUM:	\$9,020,586.00	\$636,517.13	\$9,003,486.74	\$33,931.03	\$9,037,417.77	(\$16,831.77)	100.19
						REV SUM:	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	-
						EXP SUM:	\$9,020,586.00	\$636,517.13	\$9,003,486.74	\$33,931.03	\$9,037,417.77	(\$16,831.77)	100.19

CCCD Marine Maintenance - Vessels

Major Codes		Minor Codes		Line Item Code descriptions	Marine Operations Undis	Mar Ves Oper St Johns	Mar Ves Oper Thomas Jefferson	Marine Ves Oper Westside	Mar Ves Oper Capt Neville Lev	Mar Ves Oper Stump	Mar Ves Oper Armiger	Mar Ves Oper Blue Lenoir	Line Item Totals	Major Category Totals
CCCD FY2010	prog-auth code				069-003	069-005	060-010	069-011	069-021	069-022	069-023	069-259		
10	Salaries	2100	Sal reg cl		147734	160220	57065	26782	16497	11816	10152	253	\$ 430,519	\$ 3,511,359
11	Overtime	2110	Sal class O/T		1625	2334	6577	4339	2688	2380	813	197	\$ 20,953	
12	Term	2120	Termination		-	8838	0	0					\$ 8,838	
18	Related Ben	several	several FB		47894	57077	15097	8687	5089	3904	2908	93	\$ 140,749	\$ 1,422,713
20	Travel	2510	In/Out State Travel Con		1886		0						\$ 1,886	\$ 1,948
30	OperServ	2710	Printing										\$ -	\$ 469,517
		2770	Maint of Pro & Eq			42406		20779	55940	58700	41753		\$ 219,578	
		2780	Maint Property & Eq		200	525							\$ 725	
		2790	Maint of Bldgs										\$ -	
		2800	Maint of Equip										\$ -	
		2810	Maint Janitorial/Cu										\$ -	
		2830	Rentals-Bldg										\$ -	
		2840	Rentals-Equip										\$ -	
		2870	Rentals-Other										\$ -	
		2950	Utilities Electrical										\$ -	
		2960	Utilities Water										\$ -	
		2970	Utilities Other				50542						\$ 50,542	
		2980	Other Oper Serv La		15303								\$ 15,303	
		2990	Other Oper Serv La		2452	196							\$ 2,648	
		3000	Other Oper Serv Mi		549								\$ 549	
40	Supplies	3100	Office Supplies		3592								\$ 3,592	\$ 1,081,217
		3130	Oper Supplies Clot			10126							\$ 10,126	
		3140	Oper Supplies Medi			25							\$ 25	
	(fuel)	3170	Oper Supplies Auto			83480	102875	154801	198755	222864	68966		\$ 831,741	
		3190	Oper Supplies Bldg		2561	949							\$ 3,510	
		3200	Oper Supplies Hous			15							\$ 15	
		3300	Rep & Main Supplies			10126	12722	23427	34805	23449	7041	1106	\$ 112,676	
		3310	Rep & Main Supplies		840								\$ 840	
		3340	Stores increase										\$ -	
50	Prof Services	3400	Prof Serv Acct/Au		24488								\$ 24,488	\$ 211,190
		3420	Prof Serv Engr &		186242	460							\$ 186,702	
		3430	Prof Serv Legal										\$ -	
		3460	Prof Serv Other										\$ -	
69	InteragTransf	4980	IAT-Insurance		13435								\$ 13,435	\$ 1,440,176
		5040	IAT-Tele&Tele										\$ -	
71	Cap Out Acq N	4520	Acquisitions-Boats										\$ -	\$ -
75	Cap Out Acq L	4440	Acquisitions-Equip										\$ -	\$ -
Total					\$ 448,801	\$ 376,777	\$ 244,878	\$ 238,815	\$ 313,774	\$ 323,113	\$ 131,633	\$ 1,649	\$ 2,079,440	\$ 8,138,120
Percent Maint Costs- Vessels					5.51%	4.63%	3.01%	2.93%	3.86%	3.97%	1.62%	0.02%	25.55%	100%

Above line item descriptions taken from FY'08-'10 Bgt Status Rpt PDF File copies

C-5: Budget Status Reports 2008-2010

Major Codes		Minor Codes		Marine Administration	Algiers/Canal Ferry Opers	Marine Operations Undis	Mar Ves Oper St Johns	Mar Ves Oper Thomas Jefferson	Marine Ves Oper Westside	Mar Ves Oper Capt Neville Lev	Mar Ves Oper Stump	Mar Ves Oper Armiger	Retired Emp'ees Grp & Life In	Surviving Spouse Grp & Life In	Bridge Operations	Vehicle Maintenance - Marine	Insurance-Orm-CCCD Marine
CCCD FY2010	Line Item Code descriptions	069-001	069-002	069-003	069-005	060-010	069-011	069-021	069-022	069-023	069-025	069-026	069-059	069-071	069-075		
prog-auth code																	
10	Salaries	2100	Sal reg cl	0	413	147734	160220	57065	26782	16497	11816	10152			1700		
11	Overtime	2110	Sal class O/T	70	-	1625	2334	6577	4339	2688	2380	813			265		
12	Term	2120	Termination	-	-	-	8838	0	0								
18	Related Ben	several	several FB	14242	6	47894	57077	15097	8687	5089	3904	2908	426375	64415	499		
20	Travel	2510	In/Out State Travel Con	-	-	1886		0									
30	OperServ	2710	Printing	-	-	-											
		2770	Maint of Pro & Eq	1411	2426		42406		20779	55940	58700	41753				7812	
		2780	Maint Property & Eq	-	-	200	525										
		2790	Maint of Bldgs	-	-												
		2800	Maint of Equip	-	-												
		2810	Maint Janitorial/Cu	-	-												
		2830	Rentals-Bldg	-	-												
		2840	Rentals-Equip	-	-												
		2870	Rentals-Other	-	-												
		2950	Utilities Electrical	-	-												
		2960	Utilities Water	-	41												
		2970	Utilities Other	-	-			50542									
		2980	Other Oper Serv La	-	-	15303											
		2990	Other Oper Serv La	-	-	2452	196										
		3000	Other Oper Serv Mi	194	18	549											
40	Supplies	3100	Office Supplies	-	-	3592											
		3130	Oper Supplies Clot	-	-		10126										
		3140	Oper Supplies Medi	-	-		25										
(fuel)		3170	Oper Supplies Auto	-	941		83480	102875	154801	198755	222864	68966				20256	
		3190	Oper Supplies Bldg	-	-	2561	949									45	
		3200	Oper Supplies Hous	-	-		15									351	
		3300	Rep & Main Supplies	443	968		10126	12722	23427	34805	23449	7041				2231	
		3310	Rep & Main Supplies	-	201	840											
		3340	Stores increase	-	-												
50	Prof Services	3400	Prof Serv Acct/Au	-	-	24488											
		3420	Prof Serv Engr &	-	-	186242	460										
		3430	Prof Serv Legal	-	-												
		3460	Prof Serv Other	-	-												
69	InteragTransf	5040	IAT-Tele&Tele	-	-	13435											
		4980	IAT-Insurance	-	-												1426741
71	Cap Out Acq Num	4520	Acquisitions-Boats	-	-												
75	Cap Out Acq Unu	4440	Acquisitions-Equip	-	-												
	Total			\$ 16,360	\$ 5,014	\$ 448,801	\$ 376,777	\$ 244,878	\$ 238,815	\$ 313,774	\$ 323,113	\$ 131,633	\$ 426,375	\$ 64,415	\$ 2,464	\$ 30,695	\$ 1,426,741
Above line item descriptons taken from FY'08-'10 Bgt Status Rpt PDF File copies																	

Major Codes		Minor Codes		Marine Administration	Algiers/Canal Ferry Opers	Marine Operations Undis	Mar Ves Oper St Johns	Mar Ves Oper Thomas Jefferson	Marine Ves Oper Westside	Mar Ves Oper Capt Neville Lev	Mar Ves Oper Stump	Mar Ves Oper Armiger	Retired Emp'ees Grp & Life In	Surviving Spouse Grp & Life In	Bridge Operations	Vehicle Maintenane - Marine	Insurance-Orm-CCCD Marine	Information Technology															
CCCD FY2009	Line Item Code descriptions	069-001	069-002	069-003	069-005	060-010	069-011	069-021	069-022	069-023	069-025	069-026	069-059	069-071	069-075	069-130																	
prog-auth code																																	
10	Salaries	2100	Sal reg cl	0		153600	165743	50511	17774	23852	26420	9816																					
11	Overtime	2110	Sal class O/T			24386	3924	3344	2588	2628	2610	1038																					
12	Term	2120	Termination																														
18	Related Ben	several	several FB	5214		45722	50541	14699	5827	7104	8101	3033	387589	88412																			
20	Travel	2510-20	In/Out State Travel Con			265																											
30	OperServ	2710	Printing																														
		2770	Maint of Pro & Eq	164			112065	106914	48996	72393	93826	2682				2274																	
		2780	Maint Property & Eq																														
		2790	Maint of Bldgs				4509																										
		2800	Maint of Equip																														
		2810	Maint Janitorial/Cu																														
		2830	Rentals-Bldg																														
		2840	Rentals-Equip																														
		2870	Rentals-Other																														
		2950	Utilities Electrical																														
		2960	Utilities Water																														
		2970	Utilities Other																														
		2980	Other Oper Serv La			16369	8																										
		2990	Other Oper Serv La	28		2960																											
		3000	Other Oper Serv Mi	22		9836																											
40	Supplies	3100	Office Supplies			1859																											
		3130	Oper Supplies Clot		372	2700																											
		3140	Oper Supplies Medi																														
(fuel)		3170	Oper Supplies Auto				66672	241776	184516	242315	201358	13022				19435																	
		3190	Oper Supplies Bldg			547				-347																							
		3200	Oper Supplies Hous			45																											
		3300	Rep & Main Supplies		482	143	11741	16291	17031	23578	21373	2742				2261																	
		3310	Rep & Main Supplies		835	80				1432																							
		3340	Stores increase																														
50	Prof Services	3400	Prof Serv Acct/Au	16500																													
		3420	Prof Serv Engr &			71299																											
		3430	Prof Serv Legal																														
		3460	Prof Serv Other																														
69	InteragTransf	5040	IAT-Tele&Tele			8399																											
		4980	IAT-Insurance														\$	1,616,792															
71	Cap Out Acq Num	44xx-45xx	Acquisitions-Boats																														
75	Cap Out Acq Unu	44xx-45xx	Acquisitions-Equip															0															
	Total			\$	21,928	\$	1,689	\$	338,210	\$	415,203	\$	433,535	\$	276,732	\$	372,955	\$	353,688	\$	32,333	\$	387,589	\$	88,412	\$	-	\$	23,970	\$	1,616,792	\$	-

Mar Ves Oper Blue Lenoir	Marine Oper Lower Algiers	Marine Oper Canal St	Marine Oper Jackson Ave	Marine Ferry Maint - Lower Alg	Marine Maint Canal St	Marine Maint Jackson Ave	Marine Maint Undistributed	Pre Emp Med Ferries	Inventory Ins Current Year	Inventory Outs Current Year	Line Item Totals	Major Category Totals	Major Codes	Major Categories	CCCD Report 2003 - 2010 2009	Diff
069-259	069-301	069-302	069-303	069-501	069-502	069-503	069-505	069-701	069-962	069-963						
11848	1122184	610471	431474	39427	73855	69238	140439				\$ 2,946,652	\$ 3,402,652	10	Salaries	\$ 3,602,232	
101	74292	235909	48694	2273	16176	3358	1849				\$ 423,170					
	9004				23826						\$ 32,830					
3535	323366	172365	117682			22972	44475				\$ 1,300,637	\$ 1,300,637		Related Ben	\$ 1,382,844	\$ (82,207)
				11878							\$ 12,143	\$ 12,143	20	Travel	\$ 265	\$ 11,878
							2283				\$ -	\$ 636,962	30	Oper Serv	\$ 636,844	\$ 118
							179				\$ 441,597					
							179				\$ 179					
				757	663	825	7645				\$ 14,399					
						297	521				\$ 818					
					4245	3290					\$ 7,535					
											\$ -					
							154				\$ 154					
											\$ -					
				30616	41650	39204	9648				\$ 121,118					
				876	5973	996	898				\$ 8,743					
				1221	2764	1062	1284				\$ 6,331					
							4570				\$ 20,947					
							348	1875			\$ 5,211					
							72				\$ 9,930					
							604				\$ 2,463	\$ 1,199,894	40	Supplies	\$ 1,263,306	\$ (63,412)
							189				\$ 3,261					
											\$ -					
470											\$ 969,564					
				1085		1546	24025				\$ 26,856					
						42913	32037				\$ 74,995					
433							3097				\$ 99,172					
				1887		3206	19665				\$ 27,105					
									56898	-60420	\$ (3,522)					
											\$ 16,500	\$ 87,799	50	Prof Services	\$ 87,799	\$ -
											\$ 71,299					
											\$ -					
											\$ -					
											\$ 8,399	\$ 1,625,191	69	Insurance	\$ 1,625,191	\$ -
											\$ 1,616,792					
							76275				\$ 76,275	\$ 76,275	71	Numbered Equip Acq	\$ 76,275	\$ -
											\$ -	\$ -	75	Unnumbered Equip Acc	\$ -	\$ -
\$ 16,387	\$ 1,528,846	\$ 1,018,745	\$ 597,850	\$ 90,020	\$ 169,152	\$ 188,907	\$ 370,257	\$ 1,875	\$ 56,898	\$ (60,420)	\$ 8,341,553	\$ 8,341,553			\$ 8,674,756	\$ (333,203)
											\$ 8,674,757				\$ 1,616,792	
											\$ (333,204)				\$ 333,203	

Major Codes		Minor Codes		Marine Administration	Algiers/Canal Ferry Opers	Marine Operations Undis	Mar Ves Oper St Johns	Mar Ves Oper Thomas Jefferson	Marine Ves Oper Westside	Arthur D Darden - Marine	Mar Ves Oper Capt Neville Lev	Mar Ves Oper Stump	Mar Ves Oper Armiger	Retired Emp'ees Grp & Life In	Surviving Spouse Grp & Life In	Bridge Operations	Vehicle Maintenance - Marine	Insurance-Orm-CCCD Marine	Mar Ves Oper Blue Lenoir																
CCCD FY2008	Line Item Code descriptions	069-001	069-002	069-003	069-005	060-010	069-011	069-016	069-021	069-022	069-023	069-025	069-026	069-059	069-071	069-075	069-259																		
prog-auth code																																			
10	Salaries	2100	Sal reg cl		77	152767	109918	23173	36440		52740	47203	13884						393																
11	Overtime	2110	Sal class O/T			4769	2722	17230	3669		2709	4301	645																						
12	Term	2120	Termination																																
18	Related Ben	several	several FB		26	48300	33351	7055	12113	79125	16159	15062	4243	497422	398003				129																
20	Travel	2510	In/Out State Travel Con																																
30	OperServ	2710	Printing																																
		2770	Maint of Pro & Eq		823		77217	146419	97031		75837	55647	39972				4756		2605																
		2780	Maint Property & Eq																																
		2790	Maint of Bldgs																																
		2800	Maint of Equip			518																													
		2810	Maint Janitorial/Cu																																
		2830	Rentals-Bldg			695																													
		2840	Rentals-Equip																																
		2870	Rentals-Other																																
		2950	Utilities Electrical																																
		2960	Utilities Water																																
		2970	Utilities Other																																
		2980	Other Oper Serv La			16045	6																												
		2990	Other Oper Serv La			1786																													
		3000	Other Oper Serv Mi			869																													
40	Supplies	3100	Office Supplies			1366																													
		3130	Oper Supplies Clot			6062																													
		3140	Oper Supplies Medi																																
(fuel)		3170	Oper Supplies Auto		376932	12	59763	88577	160388		187630	262572	2220				17907																		
		3190	Oper Supplies Bldg		490	1804	42				-234						529																		
		3200	Oper Supplies Hous				1107																												
		3300	Rep & Main Supplies		356	1340	32702	31555	43301		21888	29446	13210				3886																		
		3310	Rep & Main Supplies		68	858																													
		3340	Stores increase																																
50	Prof Services	3400	Prof Serv Acct/Au			16743																													
		3420	Prof Serv Engr &			306179	678																												
		3430	Prof Serv Legal																																
		3460	Prof Serv Other																																
60	OtherServices	3650	OtherChargesMisc				-2807																												
69	InteragTransf	5040	IAT-Tele&Tele			8018																													
		4980	IAT-Insurance															\$	1,385,508																
71	Cap Out Acq Num	4520	Acquisitions-Boats																																
75	Cap Out Acq Unu	4440	Acquisitions-Equip																																
	Total			\$	-	\$	378,772	\$	568,131	\$	314,699	\$	314,009	\$	352,942	\$	79,125	\$	356,729	\$	414,231	\$	74,174	\$	497,422	\$	398,003	\$	-	\$	27,078	\$	1,385,508	\$	3,127

Marine Oper Lower Algiers	Marine Oper Canal St	Marine Oper Jackson Ave	Marine Ferry Maint - Lower Alg	Marine Maint Canal St	Marine Maint Jackson Ave	Marine Maint Undistributed	Pre Emp Med Ferries	Inventory Ins Current Year	Inventory Outs Current Year	Line Item Totals	Major Category Totals	Major Codes	Major Categories	CCCD Report 2003 - 2010 2008	diff
069-301	069-302	069-303	069-501	069-502	069-503	069-505	069-701	069-962	069-963						
959419	569624	386079	16410	47225	30141	182144				\$ 2,627,637	\$ 3,066,643	10	Salaries	\$ 3,295,496	\$ 228,853
70531	223320	50759	1387	13140	1150	4909				\$ 401,241					
37765										\$ 37,765					
291658	169652	110257	5471	16760	10624	61086				\$ 1,776,496	\$ 1,776,496		Related Ben	\$ 1,331,719	\$ 444,777
										\$ -	\$ -	20	Travel	\$ -	
										\$ -	\$ 759,223	30	Oper Serv	\$ 759,227	\$ (4)
										\$ 500,307					
					1102	87				\$ 1,189					
			853	1719	544	2096				\$ 5,212					
			150	150	150	1546				\$ 2,514					
				42452	32899					\$ 75,351					
						446				\$ 1,141					
						1412				\$ 1,412					
										\$ -					
			33244	51417	43794	8795				\$ 137,250					
			753	2041	1044	706				\$ 4,544					
			1107	2666	817	1683				\$ 6,273					
						3761				\$ 19,812					
						86	1215			\$ 3,087					
						262				\$ 1,131					
						302				\$ 1,668	\$ 1,464,249	40	Supplies	\$ 1,464,248	\$ 1
						846				\$ 6,908					
										\$ -					
										\$ 1,156,001					
			179	76	63	40516		73		\$ 43,538					
			634	4460	2991	31054				\$ 40,246					
						3974				\$ 181,658					
			1381	2911	6528	15453				\$ 27,199					
								55899	-48868	\$ 7,031					
										\$ 16,743	\$ 323,600	50	Prof Services	\$ 323,600	\$ -
										\$ 306,857					
										\$ -					
										\$ -					
										\$ (2,807)	\$ (2,807)		Other Services	\$ (2,807)	\$ -
										\$ 8,018	\$ 1,393,526	69	Insurance	\$ 1,393,526	\$ -
										\$ 1,385,508					
						15643				\$ 15,643	\$ 15,643	71	Numbered Equip Acq	\$ 15,643	
						2505				\$ 2,505	\$ 2,505	75	Unnumbered Equip Acq	\$ 2,505	
\$ 1,359,373	\$ 962,596	\$ 547,095	\$ 61,569	\$ 185,017	\$ 131,847	\$ 379,312	\$ 1,215	\$ 55,972	\$ (48,868)	\$ 8,799,078	\$ 8,799,078			\$ 8,583,157	\$ 215,921
											\$ 8,583,157				\$ 1,393,526
											\$ 215,921				\$ 1,609,447

Major Codes	CCCD FY2009	Minor Codes	Line Item Code descriptions	Marine	Algiers/Canal	Marine	Mar Ves Oper St	Mar Ves Oper	Marine Ves	Mar Ves Oper	Mar Ves Oper	Mar Ves Oper	Retired Emp'ees	Surviving	Bridge	Vehicle	Insurance-Orm-	Information
				Administration	Ferry Opers	Operations Undis	Johns	Thomas Jefferson	Oper Westside	Capt Neville Lev	Stump	Armiger	Grp & Life In	Spouse Grp & Life In	Operations	Maintenane - Marine	CCCD Marine	Technology
prog-auth code				069-001	069-002	069-003	069-005	060-010	069-011	069-021	069-022	069-023	069-025	069-026	069-059	069-071	069-075	069-130
10	Salaries	2100	Sal reg cl	0		153600	165743	50511	17774	23852	26420	9816						
11	Overtime	2110	Sal class O/T			24386	3924	3344	2588	2628	2610	1038						
12	Term	2120	Termination															
18	Related Ben	several	several FB	5214		45722	50541	14699	5827	7104	8101	3033	387589	88412				
20	Travel	2510-20	In/Out State Travel Con			265												
30	OperServ	2710	Printing															
		2770	Maint of Pro & Eq	164			112065	106914	48996	72393	93826	2682				2274		
		2780	Maint Property & Eq															
		2790	Maint of Bldgs				4509											
		2800	Maint of Equip															
		2810	Maint Janitorial/Cu															
		2830	Rentals-Bldg															
		2840	Rentals-Equip															
		2870	Rentals-Other															
		2950	Utilities Electrical															
		2960	Utilities Water															
		2970	Utilities Other															
		2980	Other Oper Serv La			16369	8											
		2990	Other Oper Serv La	28		2960												
		3000	Other Oper Serv Mi	22		9836												
40	Supplies	3100	Office Supplies			1859												
		3130	Oper Supplies Clot		372	2700												
		3140	Oper Supplies Medi															
	(fuel)	3170	Oper Supplies Auto				66672	241776	184516	242315	201358	13022				19435		
		3190	Oper Supplies Bldg			547				-347								
		3200	Oper Supplies Hous			45												
		3300	Rep & Main Supplies		482	143	11741	16291	17031	23578	21373	2742				2261		
		3310	Rep & Main Supplies		835	80				1432								
		3340	Stores increase															
50	Prof Services	3400	Prof Serv Acct/Au	16500														
		3420	Prof Serv Engr &			71299												
		3430	Prof Serv Legal															
		3460	Prof Serv Other															
69	InteragTransf	5040	IAT-Tele&Tele			8399												
		4980	IAT-Insurance														\$ 1,616,792	
71	Cap Out Acq Num	44xx-45xx	Acquisitions-Boats															
75	Cap Out Acq Unu	44xx-45xx	Acquisitions-Equip															0
	Total			\$ 21,928	\$ 1,689	\$ 338,210	\$ 415,203	\$ 433,535	\$ 276,732	\$ 372,955	\$ 353,688	\$ 32,333	\$ 387,589	\$ 88,412	\$ -	\$ 23,970	\$ 1,616,792	\$ -

Mar Ves Oper Blue Lenoir	Marine Oper Lower Algiers	Marine Oper Canal St	Marine Oper Jackson Ave	Marine Ferry Maint - Lower Alg	Marine Maint Canal St	Marine Maint Jackson Ave	Marine Maint Undistributed	Pre Emp Med Ferries	Inventory Ins Current Year	Inventory Outs Current Year	Line Item Totals	Major Category Totals	Major Codes	Major Categories	CCCD Report 2003 - 2010 2009	Diff
069-259	069-301	069-302	069-303	069-501	069-502	069-503	069-505	069-701	069-962	069-963						
11848	1122184	610471	431474	39427	73855	69238	140439				\$ 2,946,652	\$ 3,402,652	10	Salaries	\$ 3,602,232	
101	74292	235909	48694	2273	16176	3358	1849				\$ 423,170					
	9004				23826						\$ 32,830					
3535	323366	172365	117682			22972	44475				\$ 1,300,637	\$ 1,300,637		Related Ben	\$ 1,382,844	\$ (82,207)
				11878							\$ 12,143	\$ 12,143	20	Travel	\$ 265	\$ 11,878
											\$ -	\$ 636,962	30	Oper Serv	\$ 636,844	\$ 118
							2283				\$ 441,597					
							179				\$ 179					
				757	663	825	7645				\$ 14,399					
							297				\$ 818					
					4245	3290					\$ 7,535					
							154				\$ 154					
											\$ -					
				30616	41650	39204	9648				\$ 121,118					
				876	5973	996	898				\$ 8,743					
				1221	2764	1062	1284				\$ 6,331					
							4570				\$ 20,947					
							348	1875			\$ 5,211					
							72				\$ 9,930					
							604				\$ 2,463	\$ 1,199,894	40	Supplies	\$ 1,263,306	\$ (63,412)
							189				\$ 3,261					
											\$ -					
470											\$ 969,564					
				1085		1546	24025				\$ 26,856					
						42913	32037				\$ 74,995					
433							3097				\$ 99,172					
				1887		3206	19665				\$ 27,105					
									56898	-60420	\$ (3,522)					
											\$ 16,500	\$ 87,799	50	Prof Services	\$ 87,799	\$ -
											\$ 71,299					
											\$ -					
											\$ -					
											\$ 8,399	\$ 1,625,191	69	Insurance	\$ 1,625,191	\$ -
											\$ 1,616,792					
							76275				\$ 76,275	\$ 76,275	71	Numbered Equip Acq	\$ 76,275	\$ -
											\$ -	\$ -	75	Unnumbered Equip Acq	\$ -	\$ -
\$ 16,387	\$ 1,528,846	\$ 1,018,745	\$ 597,850	\$ 90,020	\$ 169,152	\$ 188,907	\$ 370,257	\$ 1,875	\$ 56,898	\$ (60,420)	\$ 8,341,553	\$ 8,341,553			\$ 8,674,756	\$ (333,203)
												\$ 8,674,757			\$ 1,616,792	
												\$ (333,204)			\$ 333,203	

Major Codes		Minor Codes		Marine Administration	Algiers/Canal Ferry Opers	Marine Operations Undis	Mar Ves Oper St Johns	Mar Ves Oper Thomas Jefferson	Marine Ves Oper Westside	Arthur D Darden - Marine	Mar Ves Oper Capt Neville Lev	Mar Ves Oper Stump	Mar Ves Oper Armiger	Retired Emp'ees Grp & Life In	Surviving Spouse Grp & Life In	Bridge Operations		
CCCD FY2008	Line Item Code descriptions	069-001	069-002	069-003	069-005	060-010	069-011	069-016	069-021	069-022	069-023	069-025	069-026	069-059				
prog-auth code																		
10	Salaries	2100	Sal reg cl		77	152767	109918		23173		36440			52740	47203	13884		
11	Overtime	2110	Sal class O/T			4769	2722		17230		3669			2709	4301	645		
12	Term	2120	Termination															
18	Related Ben	several	several FB		26	48300	33351		7055		12113		79125	16159	15062	4243	497422	398003
20	Travel	2510	In/Out State Travel Con															
30	OperServ	2710	Printing															
		2770	Maint of Pro & Eq		823		77217		146419		97031			75837	55647	39972		
		2780	Maint Property & Eq															
		2790	Maint of Bldgs															
		2800	Maint of Equip			518												
		2810	Maint Janitorial/Cu															
		2830	Rentals-Bldg			695												
		2840	Rentals-Equip															
		2870	Rentals-Other															
		2950	Utilities Electrical															
		2960	Utilities Water															
		2970	Utilities Other															
		2980	Other Oper Serv La			16045	6											
		2990	Other Oper Serv La			1786												
		3000	Other Oper Serv Mi			869												
40	Supplies	3100	Office Supplies			1366												
		3130	Oper Supplies Clot			6062												
		3140	Oper Supplies Medi															
	(fuel)	3170	Oper Supplies Auto		376932	12	59763	88577	160388		187630	262572	2220					
		3190	Oper Supplies Bldg		490	1804	42				-234							
		3200	Oper Supplies Hous				1107											
		3300	Rep & Main Supplies		356	1340	32702	31555	43301		21888	29446	13210					
		3310	Rep & Main Supplies		68	858												
		3340	Stores increase															
50	Prof Services	3400	Prof Serv Acct/Au			16743												
		3420	Prof Serv Engr &			306179	678											
		3430	Prof Serv Legal															
		3460	Prof Serv Other															
60	OtherServices	3650	OtherChargesMisc				-2807											
69	InteragTransf	5040	IAT-Tele&Tele			8018												
		4980	IAT-Insurance															
71	Cap Out Acq Num	4520	Acquisitions-Boats															
75	Cap Out Acq Unu	4440	Acquisitions-Equip															
	Total			\$ -	\$ 378,772	\$ 568,131	\$ 314,699	\$ 314,009	\$ 352,942	\$ 79,125	\$ 356,729	\$ 414,231	\$ 74,174	\$ 497,422	\$ 398,003	\$ -		

Vehicle Maintenane - Marine	Insurance-Orm- CCCD Marine	Mar Ves Oper Blue Lenoir	Marine Oper Lower Algiers	Marine Oper Canal St	Marine Oper Jackson Ave	Marine Ferry Maint Lower Alg	Marine Maint Canal St	Marine Maint Jackson Ave	Marine Maint Undistributed	Pre Emp Med Ferries	Inventory Ins Current Year	Inventory Outs Current Year	Line Item Totals	Major Category Totals	Major Cod
069-071	069-075	069-259	069-301	069-302	069-303	069-501	069-502	069-503	069-505	069-701	069-962	069-963			
		393	959419	569624	386079	16410	47225	30141	182144				\$ 2,627,637	\$ 3,066,643	10
			70531	223320	50759	1387	13140	1150	4909				\$ 401,241		
			37765										\$ 37,765		
		129	291658	169652	110257	5471	16760	10624	61086				\$ 1,776,496	\$ 1,776,496	
													\$ -	\$ -	20
													\$ -	\$ 759,223	30
4756		2605											\$ 500,307		
								1102	87				\$ 1,189		
						853	1719	544	2096				\$ 5,212		
						150	150	150	1546				\$ 2,514		
							42452	32899					\$ 75,351		
									446				\$ 1,141		
									1412				\$ 1,412		
													\$ -		
						33244	51417	43794	8795				\$ 137,250		
						753	2041	1044	706				\$ 4,544		
						1107	2666	817	1683				\$ 6,273		
									3761				\$ 19,812		
									86	1215			\$ 3,087		
									262				\$ 1,131		
									302				\$ 1,668	\$ 1,464,249	40
									846				\$ 6,908		
													\$ -		
17907													\$ 1,156,001		
529						179	76	63	40516		73		\$ 43,538		
						634	4460	2991	31054				\$ 40,246		
3886									3974				\$ 181,658		
						1381	2911	6528	15453				\$ 27,199		
											55899	-48868	\$ 7,031		
													\$ 16,743	\$ 323,600	50
													\$ 306,857		
													\$ -		
													\$ -		
													\$ (2,807)	\$ (2,807)	
													\$ 8,018	\$ 1,393,526	69
	\$ 1,385,508												\$ 1,385,508		
									15643				\$ 15,643	\$ 15,643	71
									2505				\$ 2,505	\$ 2,505	75
\$ 27,078	\$ 1,385,508	\$ 3,127	\$ 1,359,373	\$ 962,596	\$ 547,095	\$ 61,569	\$ 185,017	\$ 131,847	\$ 379,312	\$ 1,215	\$ 55,972	\$ (48,868)	\$ 8,799,078	\$ 8,799,078	
														\$ 8,583,157	
														\$ 215,921	

Major Categories	CCCD Report 2003 - 2010 2008		diff
Salaries	\$ 3,295,496	\$ 228,853	
Related Ben	\$ 1,331,719	\$ 444,777	
Travel	\$ -		
Oper Serv	\$ 759,227	\$ (4)	
Supplies	\$ 1,464,248	\$ 1	
Prof Services	\$ 323,600	\$ -	
Other Services	\$ (2,807)	\$ -	
Insurance	\$ 1,393,526	\$ -	
Numbered Equip Acq	\$ 15,643		
Unnumbered Equip Acq	\$ 2,505		
	\$ 8,583,157	\$ 215,921	
		\$ 1,393,526	
		\$ 1,609,447	

Appendix D

D-1: Jackson Avenue Ferry Terminal

D-2: Canal Street Terminal

D-3: Algiers Ferry Terminal

D-4: Gretna Ferry Terminal

D-5: Lower Algiers Landing

D-6: Chalmette Landing



Jackson Avenue Ferry

Prepared by
Regional Planning Commission
11/28/2007



0 50 100 200 Feet





Canal Street Ferry

Prepared by
Regional Planning Commission
11/28/2007



0 50 100 200
Feet





Algiers Ferry

Prepared by
Regional Planning Commission
11/28/2007



0 50 100 200 Feet





Gretna Ferry

Gretna Ferry

Prepared by
Regional Planning Commission
11/28/2007



0 50 100 200
Feet





Chalmette-Algiers Ferry

Algiers

Prepared by
Regional Planning Commission
11/28/2007



0 50 100 200
Feet





Chalmette-Algiers Ferry

Chalmette

Prepared by
Regional Planning Commission
11/28/2007



0 50 100 200 Feet

