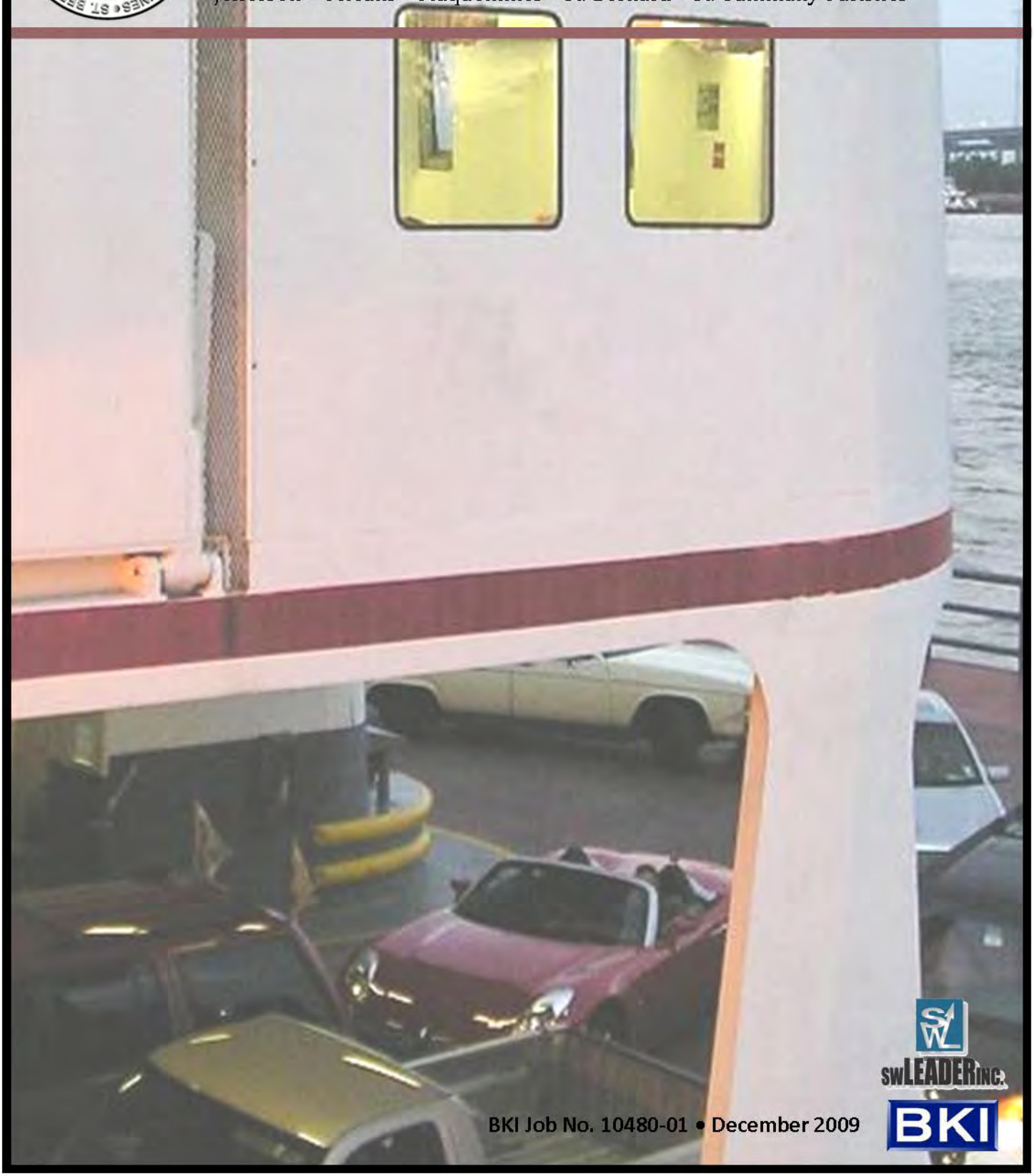
Waterborne Public Transit Study

FTA Contract No. LA-90X326-00• RPC Project No. X326

Prepared for the Regional Planning Commission

Jefferson • Orleans • Plaquemines • St. Bernard • St. Tammany Parishes



BKI Job No. 10480-01 • December 2009

Executive Summary

Based upon the outcome of discussions with the project stakeholders, LADOTD, and Regional Planning Commission, the following items should be addressed as part of a next phase of work, in order to begin a longer-term stabilization of waterborne transportation provided through the Crescent City Connection Division (CCCD):

- *Establish and present a legislative agenda to make changes in state-sponsored regulations impacting operations*, including identification of one or more individuals to help pass legislative changes through the Louisiana Legislature during their next regular session;
- *Develop a business plan for ferry operations*, provide an outline on how to run the ferry similar to a transit operation, including updated documentation of operation costs per hour and per revenue hour.

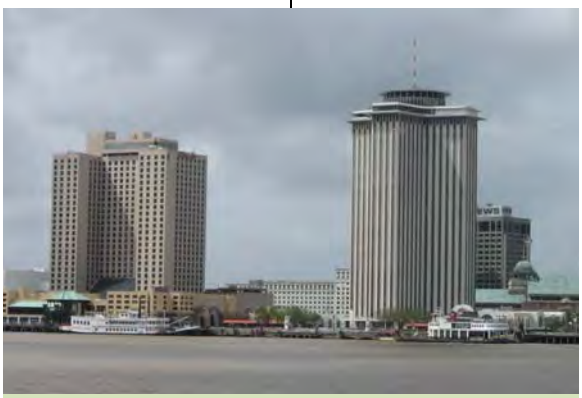


Figure ES-1– LADOTD Ferry landing at Canal Street Terminal, view from Algiers Point, 2009 Photo source: Burk-Kleinpeter, Inc. 2009.

Other items which should be addressed as well include several steps to address creation of alternative revenues to fund operations, address known capacity issues with existing services or outline a process for eventual refurbishment or replacement of vessels in service:

- *Market and install vessel-mounted advertising (interior and exterior) as well as in and on terminal facilities and landings*, as a means of generating additional revenues to support system operations;
- *Utilize available grant funds as regularly as possible to support supplement existing operations and capital funds*, through coordination with the local Metropolitan Planning Organization (Regional Planning Commission);
- *Identify legislative impediments to making changes in policies and operations,* work quickly to identify impediments to making changes in order to create new revenue sources or make operational changes in the name of efficiency;
- *Address known capacity issues at Chalmette-Lower Algiers landing*, by placing an additional vessel in-service in accordance with demand documented as part of previous study;
- *Identify capital replacement program which allows for refurbishment and/or update to existing vessels and other capital items* to improve system accessibility and reliability;
- *Restore regular transit services to the Gretna Ferry Terminal* in order to support moving pedestrians between the terminal and other key trip generators in the area.

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1. Introduction

The region's history is one which includes the recognition of the importance of water and water access in bringing trade, commerce and people to the New Orleans area. Water has also served as a barrier, which required crossing in order to access available lands or connect individual settlements.

Over time, the use of marine craft to cross the rivers and lakes became common. Historical accounts of the City include regular interaction with ships which sailed across Lake Pontchartrain as well as the ferries which connected the cities along the river corridor. This system slowly gave way to the highways and bridges which now define the spines of our regional transportation network.

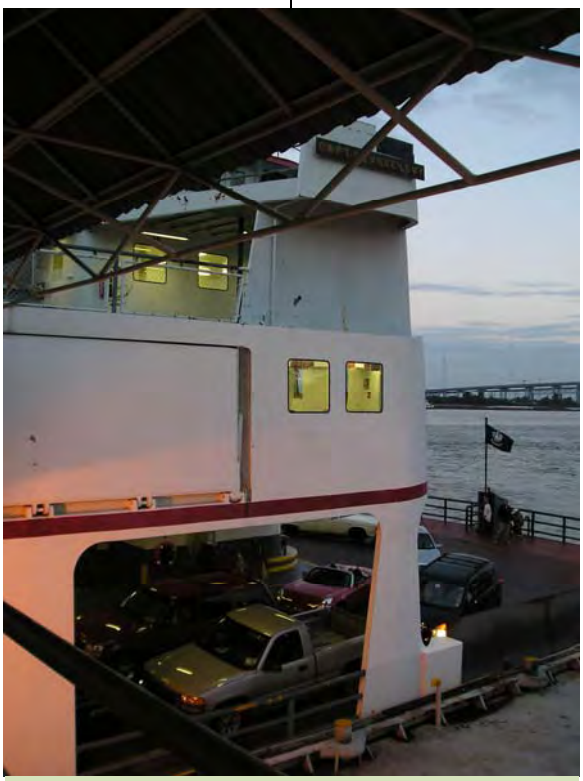

Figure 1 – Vehicles loading onto Canal Street Ferry, 2008. Photo source: S.W.Leader, Inc., 2008.

Currently (2009), transportation services which utilize the region's rivers, lakes and bayous fall into one of two categories. The first consists of recreational uses, which include individuals or groups using local bayous and streams to practice or compete in rowing events, tubing, or row boating. The second consists of commercial uses, including the hauling of bulk freight and passengers over longer distances, generally within in the Mississippi River and its main canals (Harvey Canal, Gulf Intracoastal Waterway, Industrial Canal).

Commercial activities which haul freight and cargoes regionally and internationally focus on terminals and facilities at designated locations along the River, including facilities managed and operated privately and through multiple public port authorities.

Passenger services can be found operating out of terminals interspersed through the commercial areas of the River corridor. These facilities are oriented to serving the need for river crossings (east to west, west to east) only.

Purpose and Need

The initial purpose of this project was to examine alternatives for using existing services and assets to improve mobility within the region via the Mississippi River. However, review of the existing operational conditions identified several existing impediments which if unresolved, make change to existing services improbable.

1. Introduction

The need for making changes and addressing these impediments is to create an environment inside of which the ferry operation is more businesslike. This would make the operation more responsible for self-generated revenues, as opposed to increased revenue from the toll collection side of the CCCD operation.

Also, by beginning to address these impediments now, it is possible to build toward a system which could be capable of providing a higher level of service to individual points and locations along the River corridor. In anticipation of that time, a technical screening of this alternative for facilities and technologies has taken place. While this initial screen does not answer all questions, it does present some items which will be need to be the subject of further review with the community.

Figure 2 –Canal Street landing from Algiers Ferry Terminal, 2008. Photo source: Burk-Kleinpeter,Inc.., 2008.

Project Area

The focus of this project, as shown in Exhibit 1, is the Mississippi River Corridor within Jefferson, Orleans and St. Bernard Parishes.

Planning Assumptions

As the project started, the team identified several conditions in the local environment which helped set the context for this study:

Population Changes and Updates - The population of the three parish project area continues to be the subject of speculation and study. At the time this study began, the three parish population was estimated at 785,756.i Census projections of the New Orleans region forecast that the repopulation of the region started in 2008 will continue over the next two decades. The result has been a gradual change in the regional population, which is now reported to contain more young unmarried, newly married professionals, as well as persons of Hispanic origin[ii]. A review of general population levels by parish reveals the following:

Jefferson: The Census Bureau projected Jefferson Parish's population at 436,181 in 2008, a decline of 4.2% since 2001.

Orleans: According to the US Census Bureau the City of New Orleans was the fastest-growing large city in the nation in 2007 and 2008. The population was estimated at 311,853 on July 1, 2008.[iii] While a state study projects the population will continue to grow, the growth rate is projected to slow. Population is not projected to meet its pre-Katrina level within the next two decades.[iv]

St. Bernard: St. Bernard's 2008 population is estimated at 37,733. This is a 43.9% decline since 2001. The Parish is projected to grow slowly over the next two decades.[v]

For planning purposes only

Source (Citation)
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In association with

SWLEADER INC. BKI BURK-KLEINPETER, INC.
ENGINEERS, ARCHITECTS, PLANNERS, ENVIRONMENTAL SCIENTISTS

BKI Project No. 10480-01
December 2009

Exhibit 1

Project Area

Mississippi River Corridor

Jefferson, Orleans, St. Bernard Parishes, LA

1. Introduction

Legislative Issues - The Crescent City Connection Division (CCCD) was created by the State and its legislation controls how the organization operates bridges and ferries. While 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 statues as well as their impact on current ferry operations can be found in Appendix B.

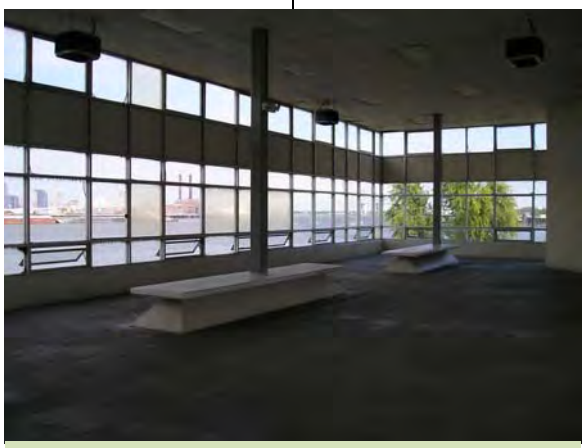

Figure 3 –Gretna Terminal, Interior, 2008. Photo source: Burk-Kleinpeter,Inc.., 2008.

There has been interest in changing the structure of the CCCD. During 2008 regular session, Representative Connick sponsored HB 389 to move the management of the CCCD ferries to the Department of Transportation and Development. In 2009, he sponsored HB 828 to replace the Crescent City Connection Oversight Authority with the Crescent City Connection Commission. While neither of these bills made it through the legislative process, continued effort to change the framework under which the CCCD operates may lead to future legislation.

Regional Planning Activities and Initiatives - Several planning efforts aimed at the Riverfront, Riverfront (Re) Development are underway or were recently completed. The possible impact on ferry operations from these planning activities varies from a boost to ridership generated by mixed-use development and enhancement of areas near ferry landings to increased river traffic from terminal development. Plans were created by the public and private sector.

Implementation – Construction of the Federal City complex in Algiers has commenced as of July 2009. At build-out, the complex will consolidate federal employment at the current NAS Algiers base (located within 2 miles of the Algiers Ferry Landing). It will also contain a market-based component for office space and residential development. This could have an impact on demand for ferry service, but would require a more seamless connection to the current landing in order to be functional.

Toll Expiration - The CCCD's main source of revenue, tolls, is set to expire in 2012. There are some in the State who have expressed publically that extending the tolls will not occur since the main reason for the

revenue, the current bridge bonds, will expire in 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 creates an immediate need to identify a reliable source of operational funding. The toll extension has been vulnerable to political debate because many bridge and bridge approach improvement projects for the Westbank bridge approaches, dating back to the 1994 reauthorization, have yet to be completed.

Federal Transit Administration (FTA) Funding –As a transit operation, the ferry system can use FTA capital funds for regional funding cover transit facilities and preventative maintenance costs. This requires identification of a local match, as well as cooperation with the Regional Planning Commission's efforts, as the MPO, to coordinate disbursal and programming of such funds for the region.

Figure 4 – Vehicles waiting to load ferry at Paris Road in Chalmette. Photo source: Burk-Kleinpeter, Inc., 2008.

Federal Stimulus Funds - The American Recovery and Reinvestment Act (ARRA) was signed on February 19, 2009. The intent of the act was to stimulate the economy and investment in the country's future by funding shovel-ready projects.

The ARRA authorized $60 million for the *Ferry Boat* Discretionary (FBD) program. All funding has been obligated, including $2.7 million to the CCCD to repair the Chalmette landing and $300 thousand to Plaquemines Parish for ferry preventative maintenance.[vi] Funding programs of this type may help the CCCD and others address construction-ready projects which address problems created by normal use and deferred maintenance. It is unclear whether this program will be reauthorized.

Improvements to Service Previously Identified – Several immediate improvements for ferry operations to address capacity constraints have identified in the *Five-Year Ridership Projection for the Crescent City Connection Division, LADOTD* (RPC Project No. CCCFB) for their consideration:

- Adding another vessel at the Chalmette-Lower Algiers Ferry during peaks to address problems with passengers being left at on the landings 68% of the time due to overcrowding.
- Consider rerouting the Gretna-Jackson Avenue Ferry from Gretna to the Canal Street Ferry Landing. This may place more residents within reach of employment, service, and retail areas found in Downtown New Orleans and Gretna.

1. Introduction

[i] U.S. Census Bureau, State & County Quickfacts, http://quickfacts.census.gov/qfd/states/22000.html.
[ii] Waller, Mark. "Population forecast bullish on south La." Times Picayune. 10 Feb 2009.
[iii] Same as note 1.
[iv] Same as note 2
[v] Same as note 2
[vi] http://marinelink.com/en-US/News/Article/$60m-in-ARRA-Funds-for-Ferry-Facilities/331247.aspx

2. Review of Existing Conditions

Previous study identified several key findings and issues disclosed through a combination of survey, stakeholder discussion, and review of available data (Please see *Table 1, Summary of Key Findings and Issues*).

The role of the ferries within the current context of regional transportation is to serve two purposes. For motorists, the ferries act as an extension of the existing highway system, completing a gap which exists because of the Mississippi River. For pedestrians, ferries act as an extension of the existing mass transit and passive transportation systems.

Figure 5 – Photo of Canal Street to Algiers Landing during vehicle loading, 2008. Photo source: S.W.Leader, Inc., 2008.

Ferries connect bus routes, bike paths and/or pedestrian access points on the east and west banks of the River.

In general, ridership has been on a decreasing trend, losing about 1% of its total volume per year. Because of Hurricane Katrina, these losses grew precipitously as a result of the loss of regional population and accompanying reduction in annual operating hours.

The future for service has been examined based upon review of user survey and population data. The result has been identification of three scenarios which show a range of opportunities from continued loss of passengers, to a plateau or slight growth in numbers based upon a combination of changes to existing services.

Existing River Craft Landing Locations

Within the project area, regularly scheduled public ferry service crossing the river is limited to six locations along the river between Orleans, Jefferson, and St. Bernard Parishes. Additional passenger/vehicle services are offered at two landings in the Belle Chasse/Scarsdale area through Plaquemines Parish (Please see Table 2 and Exhibit 2, *Riverfront Corridor with Terminal/Landing Sites Noted).*

There are several other landing areas, identified by survey, which have been served by private ferry or charter operations:

- LaSalle's Landing, in the City of Kenner, located at the intersection of Williams Boulevard and Jefferson Highway, in Historic Rivertown;
- Audubon Park Excursion Boat Landing, in the City of New Orleans, located in Riverview Park;

2. Review of Existing Conditions

Table 1: Summary of Key Findings and Issues

Five –Year Ridership Projection, Crescent City Connection Division, LADOTD
New Orleans Metropolitan Area • RPC Project CCCFB

Key Findings and Issues
A statistically relevant survey of on-board survey of CCCD ferries completed in December 2007 indicates that most of the users arrive at the ferry landing using motorized transportation (vehicles, work trucks, motorcycles, buses) as opposed to walking or being dropped off. As such, these individuals are highly mobile, and more readily able to respond to changes in services. This would include using existing roadways, as well as other ferries in the region operated by others.
The majority of ferry users reported using the service to travel to work. This was followed next by social/recreational trips. If unable to use the ferry, the majority of ferry users reported being able to drive to their destination, get a ride, use transit or take a taxi. The number of persons indicating that they could not go to their destination if the ferry was not available was highest at the Canal Street-Algiers Point landings.
Overall, the majority of written comments on the ferry service were complaints related to operations schedule, capacity constraints, being left at the landing, lacking public amenities at landings and on vessels (restrooms) or a lack of information on the status of operations (running or not running).
The majority of ferry users use the service for round trips (70% overall). Canal Street/Algiers Point passengers used the service most frequently for round trips (79%). This could be contributed in part to the high number of pedestrians using this service (58%). Pedestrians at Jackson Avenue/Gretna were less likely to complete a round trip using the ferry (61%).
Based upon the time of day distribution of passengers, the majority of ferry users at the Jackson Avenue-Gretna Ferry Landing will have used the service before 3:30 p.m. on weekdays.
The majority of ferry users surveyed reported using the extended hours of service at the Canal Street/Algiers Point landing on weekends (Friday and Saturday). This accounted for 61.2% of all users of this service. The majority of the users of this service used it for social/recreational trips. Of those using the service, 17% would be unable to go across the river without it.
The majority of ferry users at Chalmette-Lower Algiers (68%) reported being left at the ferry landing due to overcrowding on the ferry.
Stakeholders identified issues and areas of concern relative to developing an estimate of future ridership at each of the terminal areas. These include how local development decisions and ongoing repopulation may impact existing trip use and patterns.
Data from survey of the user population indicated a need to make changes to address capacity issues (at Chalmette-Lower Algiers), or extend available funding for a portion of needed services (9-12 Midnight at Canal Street-Algiers Point on Fridays and Saturday only) through cuts on underutilized services (Jackson Avenue and Gretna, weekday 9-12pm service on Canal Street-Algiers Point). However, there is no universal support from within stakeholder groups for making these changes.

Table 1: Summary of Key Findings and Issues

Five –Year Ridership Projection, Crescent City Connection Division, LADOTD
New Orleans Metropolitan Area • RPC Project CCCFB

Key Findings and Issues
Overcrowding on the Belle Chasse-Braithwaite terminal operated by and financed through Plaquemines Parish could be addressed by capacity increases at Chalmette-Lower Algiers. Currently, the Belle Chasse Ferry does not receive funding from the State or other entity to help offset the costs of operation. All costs are currently covered by Plaquemines Parish.
It has been observed that untapped opportunities exist for the City of Gretna and CCCD to work together to help market existing services. Changes within the City of Gretna are leading to the creation a prime market for the ferry service which includes concentrated of employment and residential population and parking areas for park-and-ride.
Changing the origin/destination of existing services from Jackson Avenue to Canal Street might provide a more attractive trip combination and place more area residents within reach of the concentrated employment, service and retail areas found in Downtown and Gretna.
Doing nothing to address concerns of users and the population have the potential to continue the current pattern of ridership reductions. Some increases could be realized through addressing user concerns and capacity issues of existing services, but the scope and depth of such changes are dependent upon which measures are enacted.
Greater potential increase in ferry use may be realized through the addition of more funding to maintain existing services, while adding increased capacity during key periods at high demand locations and creating more amenities at landings and on vessels.
User fees contribute very little to the overall funding of the ferry operations. According to the National Transit Database reports for the CCCD, passenger revenues have contributed, on average, only 7% of the total operating annual revenues used to provide service (between 1996 and 2007). In 2007, the amount of user fees collected was about 2% of the total operating budget.
State funding contributes to the majority of operational funding for the ferry operations. According to the National Transit Database, state funding, which is provided by the CCCD, have contributed, on average, 84% of the annual revenues to provide service (between 1996 and 2007). In 2007, the amount of state funding was 91% of the total budget.
Efforts to expand services will require review of available funding, including whether new sources should be created to help offset operational expenses.

Table compiled by S.W. LEADER, Inc. and Burk-Kleinpeter, Inc., 2008.

2. Review of Existing Conditions

Table 2: Location of Current Passenger/Vehicle Landings along Mississippi River[i]

Jefferson, Orleans, St. Bernard, Plaquemines Parishes, LA (River Mile [MP] 75.0 to 115.0)

Map ID	Milepost Location		Landing Name	Public Access	Restricted Access	Pedestrian Access	Vehicle Access
Not Shown	75.6	Left	Scarsdale Ferry Landing	☒		☒	☒
Not Shown	75.6	Left	Scarsdale Ferry Maintenance Landing		☒	☒	
Not Shown	75.9	Right	Plaquemines Parish Government Ferry Repair Dock		☒	☒	
Not Shown	76.0	Right	Belle Chasse Ferry Landing	☒		☒	☒
1	88.6	Left	Chalmette Ferry Landing	☒		☒	☒
2	88.7	Right	Lower Algiers Ferry Landing	☒		☒	☒
3	88.7	Right	Lower Algiers Ferry Maintenance Upper Landing		☒	☒	
4	90.5	Left	Chalmette Battlefield *		☒	☒	
5	93.0	Left	Naval Support Activity Launch Dock		☒	☒	
6	93.2	Right	Naval Support Activity Launch Dock		☒	☒	
7	94.8	Right	Algiers Ferry Landing	☒		☒	☒
8	94.9	Left	Canal Street Ferry Landing	☒		☒	☒
9	94.9	Left	Canal Street Excursion Landing	☒		☒	
10	97.1	Right	Gretna Ferry Landing	☒		☒	☒
11	97.1	Left	Jackson Avenue Ferry Landing	☒		☒	☒
12	101.7	Right	Lazy River Landing (City of Westwego) *	☒		☒	
13	101.7	Left	Audubon Park Excursion Boat Landing	☒		☒	
Not Shown	113.0	Left	LaSalle Landing (City of Kenner)*	☒		☒	

Notes:

1. Public Access = Facility is fully accessible by the general public. No apparent security measures (gates, personnel, blocks) have been placed at these sites to impede access.
2. Restricted Access = Facility is blocked from general public access by security gate, is only open to ferry operators or maintenance personnel (Algiers Maintenance Landing) or is within a secured facility (Naval Support Administration Bases, New Orleans). Facilities noted with an asterisk (*) are currently not receiving vessels on a regular basis or scheduled service, or remain closed following Hurricane Katrina.

Data sources same as table on Figure 1. Table compiled by Burk-Kleinpeter, Inc., 2009.

Location of Current Passenger/Vehicle Landings along Mississippi River

Jefferson, Orleans, St. Bernard, Plaquemines Parishes, LA (River Mile 75.0 to Mile 115.0)

Map ID#	Landing Location: Milepost		Name	Apparent River Depth (est.)	Noted Obstructions in Area
Not Shown	75.6	Left	Scarsdale Ferry Landing	61-69 ft.	*None*
Not Shown	75.6	Left	Scarsdale Ferry Maintenance Landing	61-69 ft.	*None*
Not Shown	75.9	Right	Plaquemines Parish Government Ferry Repair Dock	59-78 ft	*None*
Not Shown	76.0	Right	Belle Chasse Ferry Landing	78 ft	*None*
1	88.6	Left	Chalmette Ferry Landing	36-37 ft.	*None*
2	88.7	Right	Lower Algiers Ferry Landing	67 ft.	*None*
3	88.7	Right	Lower Algiers Ferry Maintenance Upper Landing	59 ft.	*None*
4	90.5	Left	Chalmette Battlefield *	31-55 ft.	*None*
5	93.0	Left	Naval Support Activity Launch Dock	27-52 ft.	*None*
6	93.2	Right	Naval Support Activity Launch Dock	71-108 ft.	*None*
7	94.8	Right	Algiers Ferry Landing	32-59 ft.	Submerged cables: Southern Bell Telephone & Telegraph, Cumberland Telephone & Telegraph (both at 94.8)
8	94.9	Left	Canal Street Ferry Landing	17-31 ft.	Submerged cables: Southern Bell Telephone & Telegraph (94.9)
9	94.9	Left	Canal Street Excursion Landing	31-38 ft.	
10	97.1	Right	Gretna Ferry Landing (Jackson-Gretna)	52-70 ft.	Submerged cables: Western Union Telegraph (2 at 97.2), Louisiana Power and Light (97.2)
11	97.1	Left	Jackson Avenue Ferry Landing (Jackson-Gretna)	54-58 ft.	
12	101.7	Right	City of Westwego Boat Landing *	40 ft.	Submerged cables: Southern Bell Telephone & Telegraph (at 101.7), Cumberland Telephone & Telegraph (at 101.8), Southern Bell Telephone & Telegraph (at 101.8), Southern Bell Telephone & Telegraph (at 101.9)
13	101.7	Left	Audubon Park Excursion Boat Landing *	27-54 ft.	
Not Shown	113.0	Left	City of Kenner Landing *	47-60 ft.	Submerged cables: Southern Bell Telephone & Telegraph (2 at 113.1); Light/Obstruction: Guy Mallory "114" (at 112.9)

Table Data Source: 2007 Flood Control and Navigation Maps, Mississippi River, Cairo, Illinois to the Gulf of Mexico, Mile 953 to Mile 0 A.H.P., 62nd Edition, US Army Corps of Engineers, Mississippi Valley Division, 2007 and Mississippi River Hydrographic Survey 1991-1992, Black Hawk LA to Head of Passes, LA, Mile 0 to Mile 324 (A.H.P.) and South and Southwest Passes and Pass A Loutre, Prepared under the direction of the President, Mississippi River Commission, by the US Army Engineer District, New Orleans, June 1993. Table compiled by Burk-Kleinpeter, Inc.

Exhibit 2

Mississippi Riverfront Corridor
With Terminal/Landing Sites Noted
Jefferson, Orleans, St. Bernard Parishes, LA

BKI Project No. 10480-01
December 2009

Waterborne Public Transit Study

FTA Contract No. LA-90-X326-00 • RPC Project No. X326

In association with
BURK-KLEINPETER, INC.
ENGINEERS, ARCHITECTS, PLANNERS, ENVIRONMENTAL SCIENTISTS
swLEADER INC.

JEFFERSON • ORLEANS • PLAQUEMINES • ST. BERNARD • ST. TAMMANY
REGIONAL PLANNING COMMISSION

- Lazy River Landing, in the City of Westwego, located near the intersection of Saia Avenue and River Road;
- Canal Street Excursion Landing, located in the City of New Orleans;
- Naval Support Activity Launch Docks, Eastbank at the Port of Embarkation, Westbank at the Naval Support Facility, Algiers;
- Chalmette Battlefield, Eastbank, St. Bernard Parish.

Current State Law

Ferry operations operated by the Crescent City Connection Division (CCCD) must be operated within the guidelines provided through the US Coast Guard, as well as the requirements identified within the current Code of Louisiana.

Figure 6 – Photo of Canal Street Terminal area from the Mississippi River. Photo source: Burk-Kleinpeter, Inc., 2009.

State laws regulate many aspects of the ferry operation from the collection of tolls/fares from passengers and vehicles, provision of fee passage to selected groups, to the oversight provided through the CCCD.

An outline of all applicable statutes has been placed into Appendix B.

Links to Local Planning

Many of the local communities and Parish governments in the region have been working on comprehensive plans to help provide necessary guidance to the redevelopment, restoration and reinvestment efforts commenced following Hurricane Katrina.

The focus of some have been identifying ways to create sustainable development opportunities which include conversion of vacant or underutilized properties along the Mississippi River corridor into new activities.

The Riverfront, as a corridor, has been a subject of many locally-based planning efforts which started before Hurricane Katrina. These efforts have examined opportunities as diverse as new residential and recreational facilities to expanded maritime facilities to support growth in cargo and cruise operations.

Table 3 contains a summary of each of the planning efforts identified to date, along with listing of specific recommendations which may have an influence on ferry operations.

Table 3: Land Use Plans and Recovery Strategies for the Mississippi River Corridor[ii]

Jefferson, Orleans, St. Bernard Parishes, LA (River Mile [MP] 75.0 to 115.0)

Title	Status	Impact on Ferry Operations
Envision Jefferson 2020 Land Use and Transportation Plan	Adopted by Jefferson Parish, 2003.	Plan covers recommendations for unincorporated Jefferson Parish. No suggestions for ferry service expansion or facilities made.
Riverfront Visions 2005, City Planning Commission, New Orleans, June 2006	Plan completed 2005 Updated September 2006	Incorporate existing facilities into new development, a new upriver water taxi/ferry to provide alternative transit, suggest improved access and new development patterns around some terminals, possibly impacting ridership.
The Unified New Orleans Plan (UNOP), Citywide Strategic Recovery and Rebuilding Plan (2006-2007)	Plan completed in 2006	Impact minimal, need identified for unified and coordinated public transportation program which incorporates bicycle, transit, vehicular, ferry and pedestrian transportation.
New Orleans Riverfront: Reinventing the Crescent, February 2008	Plan completed in 2008	Identify revisions to the existing ferry terminals at Jackson Avenue and Canal Street to incorporate more recreation space and better access to surrounding areas. Suggest long-term residential development in between Tchoupitoulas Street/Convention Center Boulevard between Felicity and Canal Streets.
Charting the Future of the Port of New Orleans, 2020 Master Plan	Plan completed in February 2008	Increase investment in marine cargo facilities at the Napoleon Avenue Container Complex and development of a refrigerated facility on the Mississippi River in response to future demand and closure of facilities accessed by the MRGO. New break-bulk cargo facility developed possibly on the Westbank of the Mississippi River. Proposed conversion of Poland Avenue wharf into a second cruise ship terminal.
St. Bernard & Plaquemines Parishes, Land Use and Transportation Vision Plan 2008	Plan completed in November 2008	No specific recommendations for the current ferry operation. Proposed long-term transportation system development focused on complete streets strategy, to include pedestrian and bicycle options.
New Orleans Master Plan and Comprehensive Zoning Ordinance (DRAFT)	Draft released as of September 2009	No specific recommendations for the current ferry operation. Indicates that a reduction in ferry service hours is being considered as a means of reducing operating deficit. It mentioned that cities across the country are expanding ferry service because of perceived economic and environment benefits.

Table compiled by Burk-Kleinpeter, Inc. 2009.

Existing Revenues/Expenses

Previous work on documenting ferry services in the New Orleans Region focused on documenting demand at the existing landings in Jefferson, Orleans and St. Bernard Parishes.

Data made available through the LADOTD Crescent City Connection Division has been examined to determine the pattern of operating revenues and capital expenditures for ferry operations since Fiscal Year 2003. This information is presented in Table 4.

The majority of capital expenses for the system have been in the categories of ferry boat repairs and upkeep, which has accounted for 97% of the capital expenditures of the system since 2003. Some of the largest expenses during the period can be attributed to dry docking and repair of each of the following ferry vessels:

- **2004** – Arminger and Levy, *plus Maintenance Barge Repairs*;
- **2005** – Stumpf and Portiere;
- **2007** – St. John and Jefferson *(into 2008)*

According to the data, operational expenditures have exceeded revenues collected through ferry fares or obtained through federal grants. Deficits in the marine operations have been covered by revenues collected as part of bridge operations functions.

The 2007 National Transit Database confirms a reliance on bridge operation revenues. In 2007, sources of operating funds included state funds (85%), federal assistance (12%), and other funds (4%). State funds were used to match FTA funding for capital expenditures.[iii] By statute, the CCCD is funded by revenues collected by the CCCD's bridge and ferry operations. (See Appendix B.)

Table 4: Revenues and Capital Expenses (2003-2008) for Marine Operations

As documented by the LADOTD Crescent City Connection Division

Category	2003	2004	2005	2006	2007	2008
Expenditures	$7,090,680	$7,633,137	$8,073,264	$7,639,436	$6,964,381	$8,583,156
Revenues	$930,576	$970,497	$1,434,152	$685,801	$1,078,617	$1,121,647
Surplus (Deficit)	($6,160,104)	($6,662,641)	($6,639,112)	($6,953,636)	($5,885,764)	($7,461,510)
Capital Expenses	$625,655	$1,388,759	$1,560,066	$352,157	$1,622,847	$943,532
Vessels	$581,465	$1,259,683	$1,532,354	$346,843	$1,602,081	$939,482
Marine Facilities	$44,190	$129,076	$27,711	$5,319	$20,765	$4,050

Notes:

1. Revenues include collected ferry fares and federal grants.
2. Marine facilities include terminals, landings and marine maintenance and storage facilities.
3. Expenditures include salaries, benefits, operating services, supplies, insurance, and acquisitions.
4. Values rounded to the closest dollar.

Data from Crescent City Connection Division, LADOTD. Table compiled by Burk-Kleinpeter, Inc., 2009.

Operational Analysis[iv]

When undertaking an operational analysis several key factors must be determined relative to operating expense, revenue, ridership, and vessel utilization. For example hourly operating expense, per passenger cost and excess capacity are critical factors in determining the viability of any ferry operation. It must be noted that the specific goals and objectives of any transit route influence the discussion of financial viability.

Indeed, while artificially constrained fares greatly impact financial viability, they may be appropriate given the regulatory, political and social desires. These are policy issues and can only be addressed in the local context and are ill served by a broad brush analysis. Nonetheless, it is useful to examine the operation from a private operator's perspective to determine if there are opportunities for private public partnerships.

Figure 7 – MS Ferry Louis Portiere at storage mooring in Gretna. Photo source: Burk-Kleinpeter, Inc., 2008.

The operating expense material does not provide sufficient enough information to review costs by category, however certain general observations are possible, and the material provided initially suggests that the CCCD ferry total hourly operating costs are consistent with those of privately operated services. Table 5 presents a summary of 2008 operations at each crossing location determined upon review of expense information provided by CCCD.

Operating Expenses - Summary

The average hourly operating expense per revenue hour is estimated to be $532.23. This slightly higher than the average operating expense per revenue hour that was reported by the 2007 National Transit Database, $504.80[v]. For comparison, privately operated services in the New York City metropolitan area are within this range. The CCCD cost may be inflated because it does not account for the hours associated with positioning, start up and shut down. Additionally, the costs per hour include overhead and other non direct operating expenses. The figure represents total cost for the time the vessels are in revenue service and carrying passengers and vehicles based upon the CCCD marine operating expenditures for 2008.

Salaries and benefits account for $286.92 per hour (excessive by privately operated standards) in 2008. In the CCCD case it is difficult to determine if management costs are included in the salaries line. Direct ferry operating labor costs in the New York City metropolitan area for a vessel with 3 deckhands and a captain range from $125 to $150 per hour including benefits.

Operational Capacity - System wide

On average the vessels carried 101.5 passengers per hour for an hourly per passenger cost of $5.24 per passenger in 2008. This figure includes passengers in vehicles which averaged 42 vehicles per revenue hour.

The 2008 average ridership per vessel per operating day of 1,503 passengers is consistent with the desired per vessel ridership of privately operated vessels in New York City metropolitan area. The variance in ridership greatly influences the average cost per passenger and as expected is a function of utilization.

Utilization rates vary greatly by route and indicate excess passenger capacity across the system. Calculations assume an average capacity of 1,600 passengers per vessel round trip and two round trips per hour each ferry is capable of carrying 3,200 passengers per hour.

Utilization rates vary greatly by route and indicate excess vehicular capacity across the system. Assuming an average capacity of 100 vehicles per vessel round trip and two round trips per hour each ferry is capable of carrying 200 passengers per hour.

Table 5: Operational Analysis of CCCD Marine Operations (2008)

As determined using data supplied by LADOTD Crescent City Connection Division

Service	Revenue Hours (1)	Passengers Per Day (2)	Cost per Passenger	Utilization Rates (per day)	
Gretna to Jackson Ave	5,475 (34%)	303.6 *(Average)*	$26.34 *(Average)*	0.3% *of Available Passenger Capacity*	4% *of Available Vehicle Capacity*
Algiers to Canal Street	6,752 (42%)	2,933.86 *(Average)*	$3.35 *(Average)*	1.0% *of Available Passenger Capacity*	16% *of Available Vehicle Capacity*
Lower Algiers to Chalmette	5,475 (34%)	1,288.4 *(Average)*	$6.20 *(Average)*	3.0% *of Available Passenger Capacity*	42% *of Available Vehicle Capacity*

Notes:

(1) - Revenue hours based upon posted schedules. Distribution by crossing shown in percentages below numbers.

(2) – Passengers per day reflect an average based upon available rider data.

Data from Donald Liloia, based upon data supplied by Crescent City Connection Division, LADOTD. Table compiled by Burk-Kleinpeter, Inc., 2009.

[i] Data Sources for Table 3/Table on Figure 1:
2007 Flood Control and Navigation Maps, Mississippi River, Cairo, Illinois to the Gulf of Mexico, Mile 953 to Mile 0 A.H.P., 62nd Edition, US Army Corps of Engineers, Mississippi Valley Division, 2007. Mississippi River Hydrographic Survey 1991-1992, Black Hawk LA to Head of Passes, LA, Mile 0 to Mile 324 (A.H.P.) and South and Southwest Passes and Pass A Loutre, Prepared under the direction of the President, Mississippi River Commission, by the US Army Engineer District, New Orleans, June 1993.

[ii] Defined as the Mississippi River Corridor in Jefferson, Orleans and St. Bernard Parishes, between Williams Boulevard (in the City of Kenner, LA) to the Chalmette Landing (St. Bernard Parish) and Lower Algiers Landing (Orleans Parish).

[iii] Federal Transit Administration. "Crescent City Connection Division – Louisiana Department of Transportation (CCCD)" 2007 National Transit Database. June 3, 2008

[iv] As provided by Donald Liloia, July 2, 2009.

[v] Federal Transit Administration. "Crescent City Connection Division – Louisiana Department of Transportation (CCCD)" 2007 National Transit Database. June 3, 2008

3. Opportunities Analysis

As part of a broader evaluation of the current CCCD ferry operations, consultant Donald Liloia identified several opportunities for the development of a more cohesive and viable waterborne public transit operation. The following are key findings of the opportunities analysis which are supported by the following appendices to this document:

Appendix A, which contains a summary of comparable ferry operations in the US, as reported through the *National Census of Ferry Operators* completed in 2006. The purpose of this information is to show that many ferry system of a comparable operating environment (River Crossings or River Corridors) or characteristic (passengers and/or vehicles, fleet size, etc.) have incorporated some or all of the opportunities identified in this analysis.

Figure 8 – Photo of Passenger Ferry, New York City.
Photo source: Donald Liloia, 2009.

Appendix F, contains the complete report from Donald Liloia, from which the opportunities and recommendations sections have been incorporated into this Chapter.

Public Private Partnership Potential

There are several alternatives for the CCCD to consider with respect to pursuing public – private partnerships for its ferry division. Across the nation these take several forms and include marine operations, terminal operations and a combination of both. Yet, as stated previously this decision must be tempered by the political and regulatory environment of the operating area. Nonetheless, the objective is to reduce or eliminate operating expense and generate a positive revenue stream to the public sector.

There are several available options that may be pursued including:

1.) System wide privatization - in this case 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 would require 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 would require several 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.

2.) 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 must 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.

Figure 9 – Photo of Passenger Ferry with exterior advertising applied, New York City. Photo source: Donald Liloia, 2009.

3.) Private ownership and contracted operations - in this alternative the assets are sold to the private sector and the public sector 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.

4.) Public ownership and private management - this alternative suggests 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 must 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 hourly rate. While similar to private ownership and contracted operations, in this case the public sector guarantees a minimum income stream to the private operator relies upon their ability to reduce costs and retains the capital assets.

5.) Private terminal operation - in this scenario operational efficiencies and revenue are created by allowing the private sector to control and operate the terminal facilities. These land based assets provide opportunities for the private sector to utilize the existing structures for alternative uses including office, retail and food service. A minimum private sector income stream can be established through the establishment of ferry landing fees and supplemented by rent, advertising revenue and other third party sources. The objective of this approach is to upgrade the facilities, improve the passenger environment while eliminating the associated terminal operating expenses for the CCCD. Privatization for alternative uses of the terminals is particularly relevant to the Canal - Algiers and Gretna - Jackson terminal locations.

Figure 10 – NY Waterways Advertisement for excursion cruises. Photo source: NY Waterways Website, 2009.

Additional Revenue Opportunities

Regardless of the future disposition of the ferry operation, public, private or a combination of both, there are opportunities for increasing revenue through alternative sources. These sources include advertising sales and excursion services on the vessels.

Advertising - the sale of advertising space on the vessels and in the terminals is a major source of revenue for both the public and privately operated systems. There are several approaches that can be explored including static (billboard or diorama), dynamic (video) and wrapping vessels. In the New York metropolitan area ferries are floating billboards and "wrapped" with advertisements that generate as much as $10,000 per month per vessel. Terminal and vessel interior advertising sales are non expense revenue generators and in some cases exceed $1 million annually for private operators. Large public transit systems generate far more annually. Video or dynamic systems are employed and used to provide customer information as well as generate advertising sales for

commercial spots. With over 1 million passengers annually it seems there is potential for the CCCD to raise revenue through non fare box sources.

Excursions - private operators typically engage in the excursion business to maximize utilization of vessels and assets. Given the prominence of the CCCD system and the lore of the Mississippi River, it seems there are opportunities for the creation of an excursion or tour business. While this alternative, the use of publicly owned vessels for excursion services, may not be appropriate for the CCCD, it is and can be if privatization is pursued. Regardless, use of the system for leisure and recreational purposes appears to be greatly under employed and a sales and marketing approach should be explored.

Figure 11 – Example of in-terminal advertising boards used by NY Waterways. Photo source: Donald Liloia, 2009.

A greater marketing plan for the ferry or excursions, if pursued, that includes the following should be examined to drive increased ridership and revenue:

- Employ in house staff that specializes in analyzing customer behavior and creating promotions, advertisements and other communication programs that inform consumers of the relevant benefits of the service and encouraging trial of services. With some input from outside advertising agencies staff can direct the creative design and production of all the advertisements and collateral informational material. Having production capabilities in-house provides quick turnaround and flexibility to create new marketing strategies to suit any service or special need.
- Create a sales department that focuses on two distinct markets. The corporate sales team develops programs with human resource departments at large employers to encourage ferry ridership at preferred rates and also develops joint-ticketing/downtown parking and transit programs with other connecting transit companies, creating seamless intermodal commutation. A travel and tourism team can be established with sales commissions and voucher programs for tour operators, hotel concierges, hotel travel desks, and travel agents to sell excursion products.
- Create a customer service department to provide up to the minute information to customers via the Internet and a toll-free 800 telephone number. The customer service department can also takes reservations for the new products and services offered by CCCD ferry system.
- Employ an advertising agency well experienced in transportation marketing

should be retained to assist in developing communication strategies for the ferry new service. In-house staff typically implements these strategies with the goal to create high impact publicity and press coverage of the service. Specific undertakings can include:

- Creation of website for ferry operations and information
- Creation of schedules and brochures
- Distribution of brochures.
- Individual direct mail brochures for employers, tour operators, schools, camps and scouts
- Create video advertisements for downtown hotels
- Market the ferry and excursions at tradeshows

Key Opportunities

While this report and the associated observations are general in nature, there are several conclusions and recommendations that may be drawn from the field observations and information provided. It will be necessary to investigate further operating costs, market potential and the CCCD regulatory environment before undertaking large scale changes, however; several actions should be explored including;

- Development of an overall business plan for the ferry operation that reflects the nature of the business, the sales and marketing strategy, the financial background, and a projected profit and loss statement from operations. *Whether the service is operated publicly, privately or a combination of both, it is imperative that a long range plan, one that reflects the CCCD's goals, objectives and regulatory environment, be created to increase both passenger fare box and non fare box revenue and reduce public operating subsidies.*
- Development of a marketing program that highlights the nature and availability of the ferry operation. *The CCCD ferry service is uniquely positioned to be more than a local commuter operation and has the potential to offer tourists and other visitors to the City the opportunity to access the Mississippi River and experience New Orleans from the water. The program should draw upon the historic nature of the City and Mississippi River as its central theme.*
- Development of a strategy for generating non fare box advertising revenue. *With over 1.5 million passengers using the vessels and terminals annually it appears that there would be demand for advertising space and sales on board the vessels and within the terminals. The CCCD should explore "wrapping" vessels and creating floating billboards to generate yet additional revenue.*
- Development of a strategy for improving the physical conditions of the ferry terminal facilities that includes complementary alternative uses and the development of passenger amenities. *There are several means by which this may be accomplished including master leasing or sale of the facilities to private sector developers and tenants.*
- Exploring the introduction of passenger only services on select routes. *This alternative may require the acquisition of smaller faster vessels capable of servicing*

multiple stops and locations. For example a Gretna to Jackson Avenue to Canal Street route may be desirable for passenger only service. Consistent with the passenger only alternative, service to new and presently unused existing ferry landing locations (Audubon Park for example) within the operating area should be studied. Multi-stop services generate increased revenue at lower per passenger operating costs.

4. Strategic Action Plan

A group of interested stakeholders was convened to meet with the project team and Regional Planning Commission. The group also included representatives from the following groups identified by the Regional Planning Commission and CCCD as having an interest in waterborne transportation in the region:

- City of Gretna
- City of New Orleans
- Port of New Orleans
- LADOTD Office of Operations
- Friends of the Ferry

This group met once to review the outcome of the opportunities analysis, as well as identify those items which should be priorities to improve waterborne transportation. This meeting took place in September 2009. A summary of this meeting is included as Appendix E.

Figure 12– Entrance to Canal Street Terminal, 2008 Photo source: SWLEADER, INC., 2008.

Prior to this meeting, the project team met with representatives of LADOTD Office of Operations and CCCD to review the information identified in the Operational Analysis, along with opportunities suggested by Donald Liloia. This meeting took place during August 2009.

In general, the recommendations from both groups appear to be consistent, although the Project Advisory Committee meeting did discuss more issues related to the development of the water taxi services along the Mississippi River, as well as work to improve existing ferry-based services operated by the CCCD.

In general, it was discussed that there appears to be some actions which could be taken to help address revenue needs for the ferry operations:

- Vessel and facility advertising appear easily implemented as a means of creating revenue to help meet current and future expenses.
- Privatizing terminal operations and allowing for retail/commercial development (on a small scale initially) may present an opportunity to reinvigorate the sites, make them destinations and able to support basic infrastructure for the public (such as rest rooms, operational escalators and elevators).
- Legal review is needed to confirm impediments which need to be addressed by the legislature.
- Study of the market using Gretna to Canal Street service is needed during the upcoming festivals and nine month pilot study in order to document the economic benefit of the service.

As these suggestions are incorporated into an action plan (see Table 6.0), several conditional elements were identified which need to be addressed concurrent with implementation. These were identified through the group discussion and review of existing operations data provided by the CCCD. These include the following:

Addressing Understood Legal Impediments:

Current state law sets the CCCD toll rate. Tolls are set at twenty cents per axle for toll tag users and fifty cents per axle for cash users for the Mississippi River Bridge. In practice, this also applies to the maritime operation as the same toll rate is charged to autos on the ferry crossing from the Westbank to Eastbank. Bicyclists and pedestrians currently ride free of charge. (*See Appendix B, Revised Statute 47:820.5: Expiration of Tolls*).

Figure 13– Photo of Jackson Avenue Ferry Terminal Entrance Sign, 2008. Photo source: Burk-Kleinpeter, Inc., 2008.

CCCD staff has also indicated there are legislative impediments to allowing private businesses to operate concessions in ferry terminals. CCCD explained that current legislation affords the right of first refusal to certain groups for the right to offer vending services within state facilities, including the ferry terminals. LADOTD may be able to identify the statutes that create these impediments. For example, joint use agreements are currently used to lease parking space beneath the CCCD bridge approach in Orleans Parish.[i]

An assumption that current legislation can be amended is integral to addressing project advisory committee comments and completing an opportunities analysis for fare changes and retail/commercial development. .

Consideration of Updates to the Gretna-Jackson Avenue Ferry

During the course of this project, CCCD and LADOTD Office of Operations completed a review and evaluation of existing ferry operations between Gretna and Jackson Avenue. The purpose of this review was to determine demand for relocating the Eastbank terminus of service from the Jackson Avenue terminal to Canal Street.

A public meeting was held on August 26, 2009, at which time the LADOTD sought community input (i.e. issues and concerns) on their proposed change in service.[ii] As reported at the August 26th public meeting, any changes made by LADOTD would be part of a pilot program which will be evaluated over the next nine months. According to the Department, the cost for the change would add $125,000 to the $2.2 million annual operating costs for the ferry.[iii]

Short-term= within 1 year; **Mid-Term** = within 5 years; **Long-Term** within 10 years

Table 6: Action Plan for Implementation
Waterborne Public Transportation

Action Item	Specific Work Tasks	Priority
Identify and create alternative source of operations income	Market and install vessel-mounted advertising (interior and exterior)	**Short-term**
	Market and install advertising in and on terminal facilities and landings	**Short-term**
	Create market rate vendor spaces in terminals	Mid-term
	Identify options for re-use of existing terminals as part of mixed-use land developments where conditions permit	Long-term
	Utilize available grant funds as regularly as possible to supplement existing operations and capital funds	***Ongoing***
Identify existing legal impediments to making operational changes (fare policy, privatization)	Identify legislative impediments to making changes in policies and operations	**Short-term**
	Establish and present a legislative agenda to make changes in state-sponsored regulations impacting operations	**Short-term**
Create a "business model" for ferry operations	Develop a business plan for ferry operations	**Short-term**
	Provide public information on routes, schedules, fares and services via print and electronic media	Mid-term
	Identify opportunities for joint marketing with other transportation providers/services	Mid-term
Identify options for private market investment in ferry operations	Establish fare schedule based upon market rates for local public transportation, at a minimum	Mid-term
	Identify options for private market management and operations of service (identify services and revenues in RFP)	Mid-term
	Identify a reuse strategy for the Jackson Avenue Terminal	Mid-term
	Allow use of equipment for charters and other revenue producing services not related to commuter services, including water taxis	Long-term
Evaluate impact of changes while keeping community involved in decision making and review	Address known capacity issues at Chalmette-Lower Algiers landing	**Short-term**
	Establish customer service and information system for ferry operations	Mid-term
	Identify capital improvement program which allows for refurbishment and/or update to existing vessels and facilities	**Short-term**
	Provide better passenger amenities (comfortable seating, bathrooms, climate control, etc.) in terminals and on vessels	Mid-term
	Identify a method for continued community input and participation in decisions about changes in services and facilities	Mid-term
Provide complete connections between existing ferry terminals/landings and potential trip generation sites and existing multimodal transportation networks	Restore regular JeT transit services to the Gretna Ferry Terminal	**Short-term**
	Improve transit, pedestrian and bicycle access between the Algiers Point terminal and the Federal City project site in Algiers	Mid-term
	Improve automobile access to the Algiers Point terminal to accommodate growth in traffic associated with any mixed-use redevelopment plan for this location.	Mid-term
	Identify viable sites for joint development of commuter parking, retail, office and residential development within the vicinity of the Algiers Point and Gretna terminals	Long-term
	Implement a capital improvements program within each terminal to upgrade signage, information boards, access points (including escalators and elevators) and restrooms	Mid- to Long-term

Table prepared by SWLEADER, INC. and Burk-Kleinpeter, Inc, 2009.

Based upon the comments received and outcome of the public meeting, the Department announced to the public that is would change the service, effective Monday, September 28th to the following schedule:[iv]

- Service available on the ½ and hour only;
- Monday through Thursday, 6:30 to 10:30 am and 3 to 7pm;
- Friday, 6:30 to 10:30 am, and 3 to 11 pm;
- Saturday, 10 am to midnight;
- Sunday, 10 am to 10 pm;
- Pedestrian/Vehicle service from Westbank to Eastbank only, Pedestrian only service from Eastbank to Westbank.

Given this change in service, the Strategic Action Plan has been updated to reflect needs specific to the Gretna terminal areas associated with the new service and anticipated increase in demand passing through the facility.

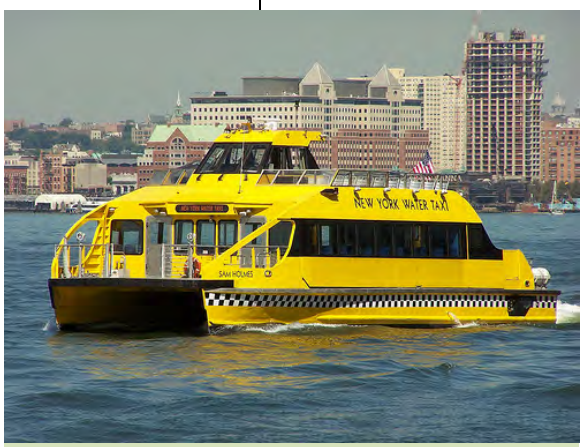

Figure 14– Photo of a Water Taxi in New York City.
Photo source: New York Water Taxi, 2009.

Also, disposal of the assets tied to the Jackson Avenue terminal/landing site will need to be managed in such a way as to address any potential repayment of grants obligated to finance construction of the facilities. If this is not the case, proceeds from sale of assets and facilities could be returned to the funds used to make capital improvements to the system.

Data Availability

Prior to furthering discussions on the issue of privatizing services, information on the costs of existing operations needs to be completed. A proforma spreadsheet to document cost information for labor, materials vessels, and facilities needs to be developed. This would provide a tool required to judge the viability of any market-based cost proposals.

Develop a Capital Improvement Plan for Maritime Assets

A capital improvement plan can help the CCCD identify and prioritize capital improvements. The median build or rebuilt age for CCCD vessels is 18 years older than the median build or rebuilt age for vessels used by comparable ferry operations (*See Appendix A*). A maritime vessel evaluation may help identify the remaining usable life of the CCCD vessels and develop a schedule projecting needed capital improvements and expenditures for the future. Once completed, the evaluation can be used to inform the capital improvement plan.

In the past, capitol expenditures were paid for using CCCD self-generated revenue. Some projects may qualify for federal assistance. A capital improvement plan will pro-

vide the CCCD with a list of projects that may be consulted as funding becomes available. Federal assistance may allow the CCCD to implement projects that may ordinarily fall outside of its financial means. For example, in 2009, the CCCD benefited from the *American Recovery and Reinvestment* Act of 2009 when it received $2.765 million to repair vehicles at Chalmette Landing.[v] A Capitol Improvement Plan can provide the CCCD a readily available list of projects so that it can quickly respond to any future calls for planned improvements as well as "shovel-ready" projects.

Water Taxi Options and Opportunities

Interest in creating water taxi service linking points along the River remains high on the part of the Friends of the Ferry. This type of service has been identified as a long-term option, as it has been recognized that the focus, *initially*, should be to maintain and improve the current ferry system.

Figure 15– LaSalle's Landing, Kenner Rivertown at Mississippi River. Photo source: Burk-Kleinpeter, Inc., 2009.

In order to keep discussion moving on this subject, the review of existing landing areas (*as shown on Figure 2, and in Appendix C*) has been supplemented by a planning-level review of the potential travel times for river taxi, as compared to existing roads and transit options (*See Appendix G*). Background assumptions for technology, spacing of stops and dwell times for this came from a review of comparable water taxi operations identified within the National Census of Ferry Operators (*See Appendix A*).

However, this information is best used for planning and discussion purposes only. Decision of a final route and fare structure would require completion of demand analysis which would include a review of potential passenger volumes, schedule, fares, travel times, and expenses for operations and capital improvements. Opportunities for land side development at landings have yet to be fully identified and explored. Also, as part of the planning process, any impacts on the adjacent areas as a result of a new service would need to be documented and reviewed as part of a public process.

Continued coordination with LADOTD

Any changes to the ferry operation will require coordination and discussion with the primary operator, LADOTD's Crescent City Connection Division (CCCD). It is anticipated that any changes which involve expenditure of revenue, modification to facilities and practices will involve the review and input of the CCCD's Oversight Authority.

Input of other key stakeholders

There are other groups identified from within the community which will need to be brought as partners in the implementation of the action plan. These groups have been identified by the project team:

- *Crescent City Connection Division Staff;*
- *Crescent City Connection Division (CCCD) Oversight Authority;*
- *LADOTD, through the Office of Operations;*
- *Regional Planning Commission, as the New Orleans MPO;*
- *Local transit operators in the three parishes (NORTA, Jefferson Transit (JeT); St. Bernard Urban Rapid Transit(SBURT));*
- *Local Parish Governments (St. Bernard and Jefferson);*
- *Local Municipal Governments (City of Gretna, City of New Orleans);*
- *Economic Development interests (City of Gretna, Jefferson Parish/JEDCO, Algiers Economic Development Foundation, Old Algiers Main Street, City of New Orleans, Downtown Development District – New Orleans);*
- *Community Stakeholders (Friends of the Ferry, Community at-large in New Orleans, Gretna, St. Bernard; Metro Bicycle Coalition);*
- *US Department of Transportation through the Federal Transit Administration.*

For some of these groups, participation in development or implementation of an Action Plan item represents the first time they could be exposed to the ferry operations and issues documented through this process and previous study. In addition, other groups may be added to this process as a result of the formation or division of work into new groups as a result of any re-organization activities which may occur while the Action Plan is being implemented.

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[i] Initial Meeting Summary, August 13, 2009, Waterborne Public Transit Study.

[ii] Gretna meeting brings praise for proposal to reroute ferry service, *Times-Picayune*, August 26, 2009.
Hours of operation for the Gretna Ferry Service have been modified as of November 30, 2009 to the following:
The new hours are Monday through Thursday, 6:30 a.m. until 5:30 p.m.; Friday from 6:30 a.m. until 11 p.m.; Saturday, 12:30 p.m. until 11 p.m.; and Sunday from 6:30 a.m. until 5:30 p.m. Departures from Gretna are on the half-hour and from Canal Street on the hour.

[iii] Ibid.

[iv] Gretna-Canal Street ferry service starts Monday, *Times-Picayune*, September 22, 2009.

[v] New Orleans Regional Planning Commission. *Transportation Improvement Plan*. January 13, 2009.

5. Recommendations

Based upon the outcome of discussions with the project stakeholders, LADOTD, and Regional Planning Commission, the following items should be addressed immediately in order to begin a longer-term stabilization of waterborne transportation provided through the Crescent City Connection Division (CCCD):

- *Market and install vessel-mounted advertising (interior and exterior) as well as in and on terminal facilities and landings*, as a means of generating additional revenues to support system operations;
- *Utilize available grant funds as regularly as possible to support supplement existing operations and capital funds*, through coordination with the local Metropolitan Planning Organization (Regional Planning Commission);
- *Identify legislative impediments to making changes in policies and operations,* work quickly to identify impediments to making changes in order to create new revenue sources or make operational changes in the name of efficiency;

Figure 16– Louis B. Porterie at Gretna Mooring, 2008 Photo source: Burk-Kleinpeter, Inc. 2008.

- *Establish and present a legislative agenda to make changes in state-sponsored regulations impacting operations*, identify one or more individuals to help pass legislative changes through the Louisiana Legislature during their next regular session;
- *Develop a business plan for ferry operations*, provide an outline on how to run the ferry similar to a transit operation including updated documentation of operation costs per hour and per revenue hour;
- *Address known capacity issues at Chalmette-Lower Algiers landing*, by placing an additional vessel in-service in accordance with demand documented as part of previous study;
- *Identify capital replacement program which allows for refurbishment and/or update to existing vessels and other capital items* to improve system accessibility and reliability;
- *Restore regular transit services to the Gretna Ferry Terminal* in order to support moving pedestrians between the terminal and other key trip generators in the area.

5 Recommendations

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Waterborne Public Transit Study

For the Regional Planning Commission • FTA Contract No. LA-90X326-00• RPC Project No. X326

Appendices

Appendix A

Review of Comparable Ferry Operations

Data from the National Census of Ferry Operators, Bureau of Transportation Statistics, 2006.

Appendix A
Ferry Systems Crossing River System(s)
Data Source: National Census of Ferry Operators, Bureau of Transportation Statistics (2006)

Ferry Operator	Location			System Type	Trip Characteristics			Reported Operations Schedule	Reported Fleet/Facilities (2006)	
	Waterbody	From	To		Routes (no.)	Distances (mi)	Average Time (mins)		Vessels	Terminals
Delaware River and Bay Authority	Delaware Bay	Cape May, NJ	Lewes, DE	Public owned vessels and direct Public operation	1	19.6	90	12 Months Per Year	7	2
SeaStreak	East River/NY Bay	New York, NY	Highlands, NJ	Private owned and operated vessels	3	25.3	45-55	12 Months Per Year	4	4
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	2	6.4, 12.9	30	12 Months Per Year	5	3
Massachusettes Bay Transportation Authority (MBTA)	Boston Harbor	Boston, MA	Quincy, MA	Other	3	8.1, 9.2, 12.7, 11.5	15, 20, 30, 25	12 Months Per Year	6	4
Hornblower Marine Services	St. Johns River	Mayport Village, FL	Fort George Island, FL	Public owned vessels and contracted Private operation	1	0.9	8.0	12 Months Per Year	2	2
Lake Champlain Transportation	Lake Champlain	3 Cities in Vermont	3 Cities in New York	Private owned and operated vessels	2	2.1	18.5	12 Months Per Year	11	4
Louisiana DOTD, Crescent City Connection Division (CCCD)	Mississippi River	Orleans and St. Bernard Parishes (3 Sites)	Orleans and Jefferson Parishes (3 Sites)	Public owned and operated vessels	3	0.6, 0.6, 0.6	7.0	12 Months Per Year	6	6
The Bridgeport & Port Jefferson Steamboat Company	Long Island Sound	Bridgeport, CT	Port Jefferson, NY	Private owned and operated vessels	1	16.1	75	12 Months Per Year	3	2
NY Waterway	Hudson River	New Jersey	New York, NY	Private owned and operated vessels	13	5.2, 8.6, 2.6, 8,4, 12.8, 1.2, 2.4, 1.6, 2.1, 5, 7.4, 2	30, 30, 30, 20, 20, 40, 8, 20, 15, 15, 20, 26, 20	12 Months Per Year	32	14
The South Ferry Company	Shelter Island Sound	Shelter Island, NY	North Haven, NY	Unknown	1	0.6	4	12 Months Per Year	5	2
Texas Department of Transportation	Galveston Bay	Galveston, TX	Bolivar Peninsula, TX	Public owned vessels and direct Public operation	1	3.5	20	12 Months Per Year	5	2
Ketchikan Gateway Borough	Tongass Narrows	Ketchikan, AK	Gravina Island, AK	Public owned vessels and direct Public operation	1	0.3	5	12 Months Per Year	2	2
Virginia Department of Transportation	James River	Jamestown, VA	Scotland Ferry, VA	Public owned vessels and direct Public operation	1	2.5	18	12 Months Per Year	4	2
Harris County, Texas	Houston Ship Channel	Lynchburg, TX	Baytown, TX	Public owned vessels and direct Public operation	1	0.2	3	12 Months Per Year	2	2
Long Beach Transit	Queensway Bay	Long Beach, CA	Long Beach, CA	Public owned vessels and contracted Private operation	3	.4, .6, 4.6	5, 30, 40	12 Months Per Year	3	4
Water Taxi	Intracoastal Waterway	Fort Lauderdale, FL	Fort Lauderdale, FL	Other	1	-n/a-	20	12 Months Per Year	6	2
Delaware River Port Authority	Delaware River	Philadelphia, PA	Camden, NJ	Public owned vessels and contracted Private operation	1	0.6	20	4 Months per Year (May-September)	1	2

Ferry Operator	Location	Reported Operations Schedule	Connectivity					Reported Use (2006)			
			Auto	Parking	Transit	Passenger Rail	Other	Passengers	% Share	Vehicles	% Share
Delaware River and Bay Authority	Delaware Bay	12 Months Per Year	☒	☒	☒	---	---	1,029,429	74%	359,450	26%
SeaStreak	East River/NY Bay	12 Months Per Year	☒	☒	☒	☒	*No parking available at two terminals, AMTRAK connection at one terminal*	370,360	100%	-	0%
Golden Gate Bridge Highway and Transportation District	San Francisco Bay	12 Months Per Year	☒	☒	☒	☒	*Rail connection at two terminals only*	1,707,881	100%	-	0%
Massachusettes Bay Transportation Authority (MBTA)	Boston Harbor	12 Months Per Year	☒	☒	☒	---	*No parking avaiable at two terminals*	120,000	100%	-	0%
Hornblower Marine Services	St. Johns River	12 Months Per Year	☒	---	☒	---	---	346,952	50%	340,611	50%
Lake Champlain Transportation	Lake Champlain	12 Months Per Year	☒	☒	☒	---	---	*Not Reported*			
Louisiana DOTD, Crescent City Connection Division (CCCD)	Mississippi River	12 Months Per Year	☒	---	☒	---	---	1,362,209	52%	1,264,985	48%
The Bridgeport & Port Jefferson Steamboat Company	Long Island Sound	12 Months Per Year	☒	☒	☒	☒	*AMTRAK connection available at one terminal*	850,000	64%	480,000	36%
NY Waterway	Hudson River	12 Months Per Year	☒	☒	☒	☒	*AMTRAK connection available at two terminals*	7,685,306	100%	-	0%
The South Ferry Company	Shelter Island Sound	12 Months Per Year	☒	☒	☒	---	*Transit at one terminal only*	1,111,566	61%	724,938	39%
Texas Department of Transportation	Galveston Bay	12 Months Per Year	☒	☒	☒	---	---	6,320,648	75%	2,134,999	25%
Ketchikan Gateway Borough	Tongass Narrows	12 Months Per Year	☒	☒	☒	---	---	356,774	81%	84,754	19%
Virginia Department of Transportation	James River	12 Months Per Year	☒	☒	☒	---	---	-	0%	997,430	100%
Harris County, Texas	Houston Ship Channel	12 Months Per Year	☒	---	---	---	---	-	0%	372,915	100%
Long Beach Transit	Queensway Bay	12 Months Per Year	☒	☒	☒	---	*Taxi service available from one terminal*	34,477	100%	-	0%
Water Taxi	Intracoastal Waterway	12 Months Per Year	☒	---	---	---	---	656,000	100%	-	0%
Delaware River Port Authority	Delaware River	4 Months per Year (May-September)	☒	☒	☒	☒	*AMTRAK and Rail connection available at one terminal*	2,907	100%	-	0%

Data Source: National Census of Ferry Operators, 2006, Bureau of Transportation Statistics (Research and Innovative Technology Administration), www.transtats.bts.gov., downloaded February 2009.
Table compiled by Burk-Kleinpeter, Inc., 2009.

Appendix A

Ferry Systems Case Study List, Vessel Inventory and Characteristics

Data Source: National Census of Ferry Operators, Bureau of Transportation Statistics (2006)

Operator/Organization Name	Vessel Name	Maximum Speed (MPH)	Typical Speed (MPH)	Certified Passenger Capacity	Most Recent YR Built/Rebuilt	Registered Breadth (feet)	Registered Depth (feet)	Registered Length (feet)	Overall Breadth (feet)	Overall Length (feet)	Light Draft (feet)	Load Draft (feet)
Delaware River & Bay Authority	Cape Henlopen	13	11	800	1981	67.6	16	284.9	67.6	320	6.5	7
Delaware River & Bay Authority	Cape May	11	11	895	1998	67.5	15.9	299.2	67.6	320	7.8	8.2
Delaware River & Bay Authority	Delaware	13	11	898	1974	68	16.5	301.2	67.6	320	6.9	7.5
Delaware River & Bay Authority	New Jersey	13	11	800	1974	67.6	16.2	284	67.6	320	6.5	7
Delaware River & Bay Authority	Twin Capes	11	11	895	1996	68	5	301.2	67.6	320	7.7	8
Delaware River & Bay Authority	American River	17	15	101	1980	21.5	6.7	95.9	22	100	4.5	5.5
Delaware River & Bay Authority	Delafort	9	9	89	1990	16.5	6.5	55	16.5	55	6	6.5
CITICapital Commercial Leasing Corporation	SeaStreak Highlands	35	31	396	2004	34.3	11.1	130.5	34.3	141	6	6.5
CITICapital Commercial Leasing Corporation	SeaStreak Wall Street	35	31	396	2003	34.3	11.1	130.6				
BANC ONE Leasing Corporation	SeaStreak New Jersey	35	31	396	2001	34.3	11.1	130.6	34.3	141	6	6.5
BANC ONE Leasing Corporation	SeaStreak New York	35	31	396	2001	34.4	11	127.3	34.3	141	6	6.5
Golden Gate Bridge Highway Transportation Dept.	Del Norte	30	30	390	1998	39	12.6	118.9	39.4	135	4.3	4.9
Golden Gate Bridge Highway Transportation Dept.	Marin	17	17	715	1975	32	5.8	154.1	34.3	169.1	5.8	6
Golden Gate Bridge Highway Transportation Dept.	San Francisco	17	17	715	1975	32	5.8	154.1	34.3	169.1	5.8	6
Golden Gate Bridge Highway Transportation Dept.	Sonoma	17	17	715	1975	32	5.8	154.1	34.3	169.1	5.8	6
Golden Gate Bridge Highway Transportation Dept.	Mensocino	30	30	450	2001	34	10	125	34.2	142	4.3	4.8
MA Bay Transportation Authority	Flying Cloud	26	24	149	1996	27.6	8.5	75.8	28	83.3	3	3.6
MA Bay Transportation Authority	Lightning	26	24	149	1996	27.6	8.5	75.8	28	83.3	3	3.6
Boston Boat 1 LLC	Island Expedition	22	17	200	2005	19.5	7.3	64.2				
Boston Boat II LLC	Island Discovery	22	17	200	2005	19.5	7.2	64.1				
Voyager III LLC	Voyager III	28	24	349	1999	30.3	9.7	95.1				
Voyager III LLC	Friendship IV	26	23	149								
City of Jacksonville, FL	Jean Ribault	10	8	204	1996	56	13	153.6	56	153.6	7	9
City of Jacksonville, FL	Blackbeard	10	8	206	1956	52	11.7	170.3	52	170.3	7.6	8.6
Lake Champlain Transportation Co.	Evans-Wadhams-Wolcott	10	10	150	1988	43.5	10.8	188	44	196	7	8
Lake Champlain Transportation Co.	Miss Piggy	9	9	2	1982	20	6.2	40				
Lake Champlain Transportation Co.	Adirondack	10	10	225	1913	40	11.6	130	42.3	152	7.8	8.5
Lake Champlain Transportation Co.	Champlain	10	10	375	1930	41.2	10.7	148.3	43	152	6.5	7.5
Lake Champlain Transportation Co.	Valcour	10	10	225	1947	43.5	8.6	177	45.3	190	5.8	7.5
Lake Champlain Transportation Co.	Grand Isle	10	10	150	1953	37	11.5	169	43	176	6	8.3
Lake Champlain Transportation Co.	Gov George D. Aiken	10	10	130	1975	37	10.1	132	44	140	6	8.4
Lake Champlain Transportation Co.	Plattsburgh	10	10	150	1984	37	10.5	172.5	43.5	180	7	8.6
Lake Champlain Transportation Co.	Vermont	10	10	225	1992	43.5	12.2	187.2	43.6	196	7	8
Lake Champlain Transportation Co.	Comberland	10	10	200	2000	42.5	12.5	207.5	43.6	216	7.3	8.8

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Data Source: National Census of Ferry Operators, Bureau of Transportation Statistics (2006)

Operator/Organization Name	Vessel Name	Maximum Speed (MPH)	Typical Speed (MPH)	Certified Passenger Capacity	Most Recent YR Built/Rebuilt	Registered Breadth (feet)	Registered Depth (feet)	Registered Length (feet)	Overall Breadth (feet)	Overall Length (feet)	Light Draft (feet)	Load Draft (feet)
Lake Champlain Transportation Co.	Northern Lights	12	7	149	2003	28.2	9.8	109.8	30	115	5	5.5
Louisiana, State Transportation Dept.	Sen. Alvin T. Stumpf	7	7	1000	1978	66	11.6	190	66	190	6.2	6.9
Louisiana, State Transportation Dept.	Capt. Neville Levy	7	7	1000	1977	66	11.6	190	66	190	6.2	6.9
Louisiana, State Transportation Dept.	Louis B. Porterie	7	7	794	1994	54.1	7.7	140	54.1	140	8.2	8.8
Louisiana, State Transportation Dept.	Col. Frank X. Armiger	7	7	402	1978	30	10	87.5	30	87.5	6.6	6.6
Louisiana, State Transportation Dept.	St. John	7	7	233	1977	60	9.6	142.7	60	142.7	6.7	6.9
Louisiana, State Transportation Dept.	Thomas Jefferson	7	7	794	2001	54.1	8	142.4	54.1	142.4	8.7	9.1
Cross Sound Ferry Services, Inc.	Grand Republic	17	13	1000	1983	44	16.1	260.7	44	260.7	9	11
Bridgeport & PT. Jeff Steamboat, Co.	Park City	14	13	1000	1986	47	15.9	261.2	47	261.2	10.3	11.5
CEF 2002, LLC	P.T. Barnum	17	13	1000	1999	52	16.5	290.3	52	290	10.3	11.5
Port Imperial Ferry Corp.	Abraham Lincoln	13	10	399	1989	24	8.7	87.3	24	87.3	6	7.5
Port Imperial Ferry Corp.	Alexander Hamilton	13	10	399	1989	24	8.7	87.3	24	87.3	6	7.5
Billybey Ferry Company, LLC	Empire State	13	10	399	1993	24	9.3	92	24	92	6	7.5
Billybey Ferry Company, LLC	Garden State	13	10	399	1994	24	9.3	92	24	92	6	7.5
Port Imperial Ferry Corp.	George Washington	13	10	399	1989	24	8.7	87.3	24	87.3	6	7.5
Billybey Ferry Company, LLC	Henry Hudson	13	10	305	1992	24	9.3	92	24	92	6	7.5
Port Imperial Ferry Corp.	Port Imperial Manhattan	13	10	492	1987	23.8	9.6	89.7	24.4	87.2	6	8
Port Imperial Ferry Corp.	Port Imperial New Jersey	13	10	350	1988	24	8.6	94.6	24	94.6	6.6	8.6
Port Imperial Ferry Corp.	Robert Fulton	13	10	305	1993	24	9.3	92	24	92	6	7.5
Port Imperial Ferry Corp.	Thomas Jefferson	12	10	399	1989	24	8.7	87.3	24	87.3	6	7.5
Billybey Ferry Company, LLC	Yogi Berra	23	19	149	2000	28.4	8.2	78.5	28.4	78.5	8.2	8.2
Billybey Ferry Company, LLC	LaGuardia	23	19	149	2000	28.4	8.2	78.5	28.4	78.5	8.2	8.2
Billybey Ferry Company, LLC	Christopher Columbus	23	19	149	2000	28.5	8.3	78.5				
Billybey Ferry Company, LLC	Frank Sinatra	23	19	149	2000	28.4	8.2	78.5	28.4	78.5	8.2	8.2
Billybey Ferry Company, LLC	Peteweiss	23	19	149	2001	28.4	8.2	78.5	28.4	78.5	8.2	8.2
Billybey Ferry Company, LLC	Brooklyn	23	19	149	2002	28.5	8.3	78.5	28.4	78.5	8.2	8.2
Billybey Ferry Company, LLC	Hoboken	23	19	149	2002	28.5	8.3	78.5	28.4	78.5	8.2	8.2
Billybey Ferry Company, LLC	Laxemberg	23	19	149	2002	28.5	8.3	78.5	28.4	78.5	8.2	8.2
Port Imperial Ferry Corp.	Jersey City	23	19	149	2003	28.5	8.3	78.5	28.5	78.5	8.5	8.5
Port Imperial Ferry Corp.	Baome	23	19	149	2003	28.5	8.3	78.5	28.4	78.5	8.5	8.5
Port Imperial Ferry Corp.	Robert Roe	23	19	149	2003	28.5	8.3	78.5	28.5	78.5	8.5	8.5
	Thomas Kean	23	19	149	2002	13.7	9	42.1				
Port Imperial Ferry Corp.	Richard Bennis	23	19	149	2004	28.5	8.3	78.5	28.4	78.5	8.5	8.5

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Operator/Organization Name	Vessel Name	Maximum Speed (MPH)	Typical Speed (MPH)	Certified Passenger Capacity	Most Recent YR Built/Rebuilt	Registered Breadth (feet)	Registered Depth (feet)	Registered Length (feet)	Overall Breadth (feet)	Overall Length (feet)	Light Draft (feet)	Load Draft (feet)
Billybey Ferry Company, LLC	Douglas Garian	25	23	97	2002	17.5	7.3	64.9	17.5	64.9	2.5	3
Port Imperial Ferry Corp.	Austin Tobin	25	23	97	2001	17.5	7.3	64.9	17.5	64.9	2.5	3
Port Imperial Ferry Corp.	Moira Smith	25	23	97	2001	17.5	7.3	64.9	17.5	64.9	2.5	3
Billybey Ferry Company, LLC	Fatho Michael Jddge	25	23	97	2001	17.5	7.3	64.9	17.5	64.9	2.5	3
Billybey Ferry Company, LLC	Endwing Freedom	25	23	97	2002	17.5	7.3	64.9	17.5	64.9	2.5	3
Willamette Jetboat Excursions, LLC	Frederic Marrone	25	23	97	1986	11.3	7	33.4				
General Electric Capital Corporation	Bravest	30	26	350	1996	32.8	13.8	114.1	32.8	124.7	5	6.3
General Electric Capital Corporation	Finest	30	26	350	1996	32.8	13.8	114.1	32.8	124.7	5	6.3
	Monmouth	28	25	350								
South Ferry, Inc.	North Haven	6	5	99	1947	32	5.1	58.2	32	64.1	3.6	7
South Ferry, Inc.	South Ferry II	9	5	99	1951	36.5	8.8	57.5	36.5	57.5	3	5
South Ferry, Inc.	Capt. Ed Cartwright	8	5	99	1932	29	8.5	54.2	35	64.8	3	7
South Ferry, Inc.	Southern Cross	10	5	149	1998	37.3	10.4	90.4	37.3	98	3	7
South Ferry, Inc.	Sunrise	10	5	149	2002	37.5	10.4	93.3	37.3	98	3	7
State of Texas	Gibb Gilchrist	10	10	500	1977	65.5	14.1	252.6	66	265	10	11
	Robert C. Lanier	10	10	500	1991	65.4	14	236.8	66	265	10.6	11.5
State of Texas	DeWitt C. Greer	10	10	500	1994	65.3	12.5	252.8	66	263.3	10.6	11.5
State of Texas, Dept. of Transportation	Ray Stoker, Jr.	10	10	500	1996	65.3	15.5	252.8	66	263.3	10.6	10.7
State of Texas, Dept. of Transportation	Robert H. Dedman	10	10	500	1998	65.3	15.5	252.8	65.3	263.3	10	10
Ketchikan Gateway Borough	Bob Ellis	9	7	100	1972	33	6.8	91.9	38	100	6	6.8
Ketchikan Gateway Borough	Oral Freeman	9	7	149	2001	48	10.2	111.7	48	116.5	6.5	7.2
Commonwealth of Virginia	Pocahontas	12	9	400	1995	65.3	15.5	263.3	65.3	263.4	10	11
Commonwealth of Virginia	Surry	12	9	361	1979	64.1	14.3	189.9	64.8	199.4	7	9.5
Commonwealth of Virginia	Virginia	10	9	192	1936	39	10.5	152	40	168	5.5	6.5
Commonwealth of Virginia	Williamsburg	10	9	355	1983	64.6	14.2	200	64	200	7	9.9
Harris County, TX	William P. Hobby	4	3	35	1964	40.5	8.9	61.8		61.8	3	5
Harris County, TX	Ross S. Sterling	4	3	35	1964	40.5	8.9	61.8		61.8	3	5
Long Beach Public Transportation Co.	Aquabus I	16	3	36	1998	12	5.3	40	12	40	5.3	5.3
Long Beach Public Transportation Co.	Aquabus II	16	3	36	1998	12	5.3	40	12	40	5.3	5.3
Long Beach Public Transportation Co.	Aqualink	25	14	78	2002	23.5	6.4	64.5	23.5	65	6.4	6.5
Water Taxi Inc.	Newport	17	12	62	1998	14.5	7.2	42				
Water Taxi Inc.	Dale R	7	6	62	2004	11	4.5	42				
Water Taxi Inc.	Riverwalk	7	6	62	2004	11	4.5	42				

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Operator/Organization Name	Vessel Name	Maximum Speed (MPH)	Typical Speed (MPH)	Certified Passenger Capacity	Most Recent YR Built/Rebuilt	Registered Breadth (feet)	Registered Depth (feet)	Registered Length (feet)	Overall Breadth (feet)	Overall Length (feet)	Light Draft (feet)	Load Draft (feet)
Water Taxi Inc.	Landerdale	13	6	64	1997	11	3	38				
Water Taxi Inc.	Rio Vista	13	6	64	1998	11	3	38				
Water Taxi Inc.	Bayview	13	6	64	1998	11	3	38				
Delaware River and Port Authority	Freedom	10	9	600	1981	43.5	9	92.2				

Data Source: National Census of Ferry Operators, 2006, Bureau of Transportation Statistics (Research and Innovative Technology Administration), www.transtats.bts.gov., downloaded February 2009.

Table compiled by Burk-Kleinpeter, Inc., 2009.

Appendix B

Applicable Statutes Regarding Ferry Operations, LADOTD CCCD

State of Louisiana

Statute Reference	Source	Policy	Summary (Impact on Ferry Operations)
Fare Policy for Ferry Passengers established by State Law			
Toll Legislation establishes who can establish toll rates and uses			
RS 48:1104. Tolls or fares	http://www.legis.state.la.us/lss/lss.asp?doc=102741	When all bonds issued under the provisions of this Part as amended secured by the tolls or revenues of any one or more bridges or ferries and the interest thereon shall have been paid, or a sufficient amount for the payment of all such bonds and the interest thereon to the maturity thereof shall have been set aside in trust for the benefit of the bondholders, tolls or fares may be charged by the authority for the use of such bridge or ferry only to the extent necessary to provide for the annual expense of the maintenance and operation thereof; provided, however, that if the Department of Highways shall have theretofore or shall thereafter accept such bridge or ferry as part of the state highway system, after the satisfaction of claims of the bondholders as aforesaid, such bridge or ferry shall be maintained by the Department of Highways free of tolls. Acts 1958, No. 526, §14. Amended by Acts 1968, No. 269, §2	After bonds that are secured by tolls/revenues of bridges/ferries are paid: (1) the Authority can only charge tolls/fares to provide for the annual expense of maintenance and operation.. (2) The operation of the bridge/ferry may be transferred to the Department of Highways. In this event, ferry/bridge shall be maintained by the Department of Highways free of tolls.
RS 48:883. Setting of bridge tolls	http://www.legis.state.la.us/lss/lss.asp?doc=103422	The governing authority of any parish issuing its bonds under the provisions of this Sub-part shall impose rates for the use of any bridge sufficient to operate and maintain the bridge, pay the principal of and interest on the bonds, and provide an adequate fund for depreciation, improvements, and extensions. Subject to this requirement, the governing authority may fix and revise the tolls from time to time and charge and collect them. Tolls shall be so fixed and adjusted, in respect of the aggregate of tolls from the bridge or bridges for which a single issue of bonds is issued, as to provide a fund sufficient, with other revenues of the bridge or bridges, if any, to pay: (1) Any payments to reimburse the parish for losses of taxes, as provided by R.S. 48:882; (2) The cost of maintaining and operating the bridge or bridges unless that cost is otherwise provided for; and (3) The bonds and interest thereon as each becomes due. These tolls are not subject to supervision or regulation by any state commission, board, bureau, or agency.	Provides parishes with authority to charge tolls for bridges. Provides guidelines for establishing tolls.

RS 48:999. Scouts and camp fire girls cross free	http://www.legis.state.la.us/lss/lss.asp?doc=103466	Members of the Boy Scouts of America, the Girls Scouts of America, and the Camp Fire Girls, when assembled in uniform in a parade or group consisting of not less than fifteen and under the supervision of a scout master or other responsible person, have free and unhampered passage at all times over all toll ferries in this state	Toll exemption for certain youth groups.
RS 48:1000. Ferries; free passage to parish governing authorities	http://www.legis.state.la.us/lss/lss.asp?doc=102714	A. The free right of passage over any public ferry which moves between two landings located in the same parish and which is leased out or controlled by the state, parish, or municipality for which license is paid or toll exacted shall provide for free passage of all employees of parish governing authorities in official parish governing authority vehicles in their passage to and from work on an official project of the parish governing authority, provided that rules are adopted in accordance with the provisions of Subsection B of this Section. B. The Department of Transportation and Development shall, in accordance with the Administrative Procedure Act, adopt rules and regulations for the efficient implementation and enforcement of the provisions of this Section. Acts 1993, No. 345, §2.	Toll exemption for parish governing officials.
33:1975. Free and unhampered passage on toll bridges and ferries; firemen	http://www.legis.state.la.us/lss/lss.asp?doc=89471	A. All firemen shall have free and unhampered passage on and over toll bridges and ferries in this state, regardless of whether the firemen are in uniform or in civilian clothes, if the firemen are performing firefighting or related duties. For purposes of this Section "related duties" shall include traversing to and from their place of employment. Except as provided herein, procedures currently in effect for Louisiana state police to sign a register when granted an exemption from tolls shall also apply to personnel granted an exemption pursuant to the provisions of this Section. However, firemen may have free and unhampered passage if they have a toll tag decal affixed to their windshield. For the purposes of this Section "firemen" shall be defined as in R.S. 33:1991(A). B. Any volunteer fireman shall have free and unhampered passage on and over toll bridges and ferries in this state when such fireman is performing official firefighting or fire prevention services. "Volunteer fireman" shall include any person who is a member of an organized volunteer fire department and who provides firefighting or fire prevention services on a voluntary basis.	Firemen (in uniform or civilian clothes) provided free passage over toll bridges and ferries if performing firefighting or related duties. "Related duties" includes commuting to work. Procedures used to provide LA State police exemption will be applied to firemen. Volunteer firemen are provided free passage when performing official firefighting or fire prevention services.

		C.(1) The right of free passage on and over the Crescent City Connection Bridge at New Orleans for firemen shall be exercised only by means of automatic vehicular identification toll tags. (2)(a) Upon the written request of the chief of a municipal or parish fire department or of a fire prevention district and payment of the deposit required by Subparagraph (b) of this Paragraph, the Crescent City Connection Division of the Department of Transportation and Development shall issue to such department or district the number of automatic vehicular identification toll tags requested for use in connection with the exemption granted by this Section. (b) Each fireman shall be charged a deposit of twenty-five dollars for the issuance of his tag. The deposit shall be refunded to such fireman upon the return of the tag to the division. (3) The use of the automatic vehicular identification toll tags provided to a fire department or district shall be limited to bridge crossings made by firemen during the performance of fire fighting and related duties. The appropriate fire department or district shall be responsible for any crossing made using the automatic vehicular identification toll tag outside the scope of the exemption granted by this Section. D. The Department of Transportation and Development shall adopt rules and regulations in accordance with the Administrative Procedure Act for the administration of the provisions of this Section on those toll bridges and ferries under their jurisdiction. Acts 1992, No. 1072, §1; Acts 1993, No. 66, §1; Acts 2001, No. 1021, §1, eff. June 27, 2001; Acts 2007, No. 100, §1.	Must use toll tag for free passage across the Crescent City Connection Bridge
29:27. Toll bridges and ferries; free passage		A. Any person belonging to the organized militia of the state who is in uniform or presents an order for duty shall be allowed free passage for himself, his conveyance, and the military property of the state in his charge, over toll bridges and ferries while going to, engaged in, or returning from any parade, drill, or meeting which he is required to attend, or upon being called to, engaging in, or returning from any active state duty ordered by the governor. B. Notwithstanding any other law to the contrary, any private vehicle operated by a disabled American veteran who provides proper identification shall be allowed free	Organized state militia and disabled American veterans provided free passage over toll bridges and ferries.

		passage or free parking for himself, his conveyance, and his passengers: (1) On toll bridges of the state or its political subdivisions except for the Crescent City Connection. (2) On toll ferries of the state or its political subdivisions except for ferries operated by the Crescent City Connection. (3) In any parking facility owned or operated by the state or its political subdivisions. C. This Section shall remain in full force and effect unless expressly repealed. Acts 1974, No. 622, §1; Acts 1997, No. 1356, §1, eff. July 15, 1997; Acts 2003, No. 110, §1.	
40:1392. Free and unhampered passage on bridges and ferries	http://www.legis.state.la.us/lss/lss.asp?doc=97470	A. State police, in uniform or in civilian clothes, with state police equipment, have free and unhampered passage, at all times, on and over toll-bridges and ferries in this state. B. All law enforcement personnel, with law enforcement agency equipment, who are employed within this state shall have unhampered passage at all times on and over toll-bridges and ferries in this state, regardless of whether the personnel are in uniform or in civilian clothes. Procedures currently in effect for Louisiana state police to sign a register when granted an exemption from tolls, shall also apply to all other law enforcement personnel in the state. C.(1) Notwithstanding the provisions of Subsections A and B of this Section, the right of free passage on and over the Crescent City Connection Bridge at New Orleans for state police and law enforcement personnel shall be exercised only by means of automatic vehicular identification toll tags. (2)(a) Upon the written request of the superintendent of state police or the head of a law enforcement agency and payment of the deposit required by Subparagraph (b) of this Paragraph, the Crescent City Connection Division of the Department of Transportation and Development shall issue the number of automatic vehicular identification toll tags requested for use in connection with the exemption granted by this Section. (b) Each state policeman and law enforcement personnel shall be charged a deposit of	State police and law enforcement personnel, in uniform or in civilian clothes, with state police equipment, provided free passage over toll-bridges and ferries at all times. Personnel must sign a register when granted an exemption from tolls and use toll tags for free passage.

		twenty-five dollars for the issuance of his tag. The deposit shall be refunded to such state policeman and law enforcement personnel upon the return of the tag to the division. (3) The use of the automatic vehicular identification toll tags provided shall be limited to bridge crossings made by state police with state police equipment and by designated law enforcement personnel with law enforcement agency equipment. The appropriate law enforcement agency shall be responsible for any crossing made using the automatic vehicular identification toll tag outside the scope of the exemption granted by this Section. D. The Department of Transportation and Development shall adopt rules and regulations in accordance with the Administrative Procedure Act for the administration of the provisions of this Section on those toll bridges and ferries under their jurisdiction. Acts 1991, No. 867, §1; Acts 2001, No. 1021, §2, eff. June 27, 2001.	
17:157. Ferries and toll bridges, etc.; free passage to students	http://www.legis.state.la.us/lss/lss.asp?doc=79902	A. The free right of passage over all public ferries, bridges, and roads which are leased out or controlled by the state, parish, or municipality, including the Crescent City Connection and excluding the Greater New Orleans Expressway, for which license is paid or toll exacted shall provide for free passage of all students in their passage to and from school between the hours of six o'clock a.m. and nine thirty o'clock a.m., and between two thirty o'clock p.m. and nine thirty o'clock p.m., provided that rules are adopted in accordance with the provisions of Subsection B of this Section. B. The Department of Transportation and Development shall, in accordance with the Administrative Procedure Act, adopt rules and regulations for the efficient implementation and enforcement of the provisions of this Section. C. Repealed by Acts 2003, No. 110, §2. Acts 1992, No. 904, §1; Acts 1993, No. 345, §1; Acts 1997, No. 1300, §1; Acts 2003, No. 110, §2.	Students provided with free passage to school between 6 and 9:30 am and 2:30 and 9:30 pm.
Ferry and Bridge Authority Powers			
RS 48:1091.1. Statement of	http://www.legis.state.la.us/lss/lss.asp?doc=10	A. The legislature finds that in instances of public need and necessity, bridge and ferry authorities should be created and authorized to borrow money, make and issue negotiable notes, bonds, refund bonds, and incur other indebtednesses or obligations, and to enter into	Provides ferry authorities power to incur debt and enter contracts.

fiscal policy	2724	contracts, leases, or other transactions with any federal agency or state agency, pledge and assign their rights under any contracts, leases, or other transactions to secure the payment of bonds or other obligations incurred. B. No bridge or ferry authority shall be created under the provisions of this Part without prior approval thereof by adoption or enactment of a legislative instrument by the legislature. Added by Acts 1977, No. 627, §1, eff. July 20, 1977.	
RS 48:1092. Method of creation	http://www.legis.state.la.us/lss/lss.asp?doc=102725	A. Whenever the governing body of one or more parishes desires to create an authority under this Part, a resolution shall be adopted by the parish or parishes to constitute the authority, signifying the intention to do so, and a certified copy of such resolution shall be delivered forthwith to the governor. Each such resolution shall set forth the exact purpose for which the authority is to be created and the name of the parish or parishes which will participate in and be represented on the authority. If the authority is composed of two or more parishes it shall be composed of one member from each parish which will participate in the authority, each such member to be appointed by the governor from a panel of three names to be submitted by the governing body of each such parish, and of an additional number of members to be appointed directly by the governor...	Process to create ferry authorities and appoint members.
RS 48:1093. General purposes and powers	http://www.legis.state.la.us/lss/lss.asp?doc=102727	Every authority incorporated under this Part shall be for the purpose of constructing or acquiring toll bridges and ferries to improve and extend the highway system of the State of Louisiana and, subject to the consent of the affected local governmental bodies, shall also be authorized to construct or acquire transit systems, terminals and in the case of the Mississippi River Bridge Authority such parking facilities as may be required on the west bank of the Mississippi River within its jurisdiction in connection with its toll bridges and ferries so as to supplement and augment the effectiveness of its bridges and ferries and better provide for the mass movement of people; provided, however, that no such authority shall construct a transit system, in competition with an existing transit system, nor shall any such authority expropriate any portion of an existing transit system unless the entire system is purchased. It is further provided that no State Department of Highways Long Range Highway Fund monies shall be pledged or used to finance any such transit systems and terminals or parking facilities. Every such authority is hereby granted and shall have and may exercise all powers necessary or convenient for the carrying out of said purposes, including, but without limiting the generality of the foregoing, the following rights and powers:	Provides authorities created under RS 48 the power to operate transit systems, and terminals. Provides MS River Bridge Authority power to operate parking facilities on the West Bank

		1) To sue and be sued; (2) To adopt, use and alter at will a corporate seal; (3) To acquire, purchase, lease as lessee and hold and use any franchise, property, real, personal or mixed, tangible or intangible, or any interest therein necessary or desirable for carrying out the purposes of the authority, and to sell, lease as lessor, transfer and dispose of any property or interest therein at any time acquired by it; provided, however, that title to all such property shall be taken in the name of the State of Louisiana; (4) To acquire by purchase, lease or otherwise and to construct, improve, maintain, repair and operate toll bridges and ferries; (5) To make by-laws for the management and regulation of its affairs; (6) To appoint officers, agents, employees and servants; to prescribe their duties and to fix their compensation; (7) To fix, alter, charge and collect fares and tolls, at reasonable rates to be determined exclusively by it, for the purpose of providing for the payment of the expenses of the authority, the construction, improvement, repair, maintenance and operation of its facilities and properties, the payment of the principal of and the interest upon its obligations, and to fulfill the terms and provisions of any agreements made with the purchasers, or holders of any such obligations; (8) To borrow money, make and issue negotiable notes, bonds, refunding bonds, and other evidences of indebtedness or obligations (herein called 'bonds') of the authority, said bonds to have a maturity date not longer than fifty (50) years from the date of issue, and to secure the payment of such bonds or any part thereof by pledge or deed of trust of all or any of its revenues and receipts, and including any funds that may be dedicated thereto by any state agency or federal agency, and to make such agreements with the purchasers or holders of such bonds or with others in connection with any such bonds, whether issued or to be issued, as the authority shall deem advisable, and in general, to provide for the security of said bonds and the rights of the holders thereof; (9) To make contracts of every nature and to execute all instruments necessary or convenient for the carrying on of its business;	

		(10) Without limitation of the foregoing, to borrow money and accept grants from and to enter into contracts, leases or other transactions with any federal agency or state agency and to pledge and assign to secure its bonds any such grants, contracts, leases or other transactions. (11) To acquire in the name of the State of Louisiana by purchase or otherwise on such terms and conditions and in such manner, with or without competitive bidding, as it may deem proper, or by expropriation, under the general expropriation laws of the state and under the provision of R.S. 19:51-19:66, any existing privately owned bridges or ferry franchises and systems and land or other property, servitude, and improvement on land, which it may determine is reasonably necessary for any bridge or ferry or for the relocation or reconstruction of any bridge or ferry by the authority under the provisions of this Part or for the construction of any approaches thereto, and any and all lands, title and interest in such lands, other property, servitudes and improvement on land; provided, however, that no property owned by or in which any parish, city, town, village or other political subdivision of the State of Louisiana has any right, title or interest, or parts thereof or rights therein, may be expropriated except with the consent of such parish, municipal corporation or political subdivision. After the authority has commenced operations on a tract of land without objection on the part of the landowner, the landowner may not prevent or retard the operations by any legal process, but shall be limited to an action for damages. (12) To pledge, hypothecate or otherwise encumber all or any of the receipts of the authority as security for all or any of the obligations of the authority; (13) To do all acts and things necessary or convenient for the promotion of its business and the general welfare of the authority, or to carry out the powers granted to it by this Part or any other laws; (14) To contract with any adjoining state or with any public agency or agencies of an adjoining state upon such terms as the authority shall deem proper for the acquisition, construction, and operation of any bridge or ferry which is partly in this state and partly in such adjoining state; (15) To enter into contracts or group insurance for the benefit of its employees and to set up a retirement or pension fund for such employees. Every bridge and ferry authority authorized, created or incorporated pursuant to Act No. 7 of 1952, as amended and supplemented, shall have all of the supplemental and additional powers provided by R.S. 48:1091 through 48:1107 (Act No. 526 of 1958 as amended).	

		Acts 1958, No. 526, §3. Amended by Acts 1962, No. 413, §1; Acts 1966, No. 413, §1.	
RS 48:1097. Roads and grade separations; vacation and relocation of highways; surveys; public utility facilities	http://www.legis.state.la.us/lss/lss.asp?doc=102731	The authority shall have power to construct roads, grade separations at intersections of any bridge or ferry with public highways and so to change and adjust the lines and grades of the public highways so as to accommodate the same to the design of such grade separation. The cost of such grade separation and any damage incurred in changing and adjusting the lines and grades of such highways shall be ascertained and paid by the authority as part of the cost of such bridge or ferry. If the authority shall find it necessary to change the location or any portion of any public highway in the parishes constituting the authority, it shall cause the same to be reconstructed at such location as the authority shall deem most favorable and of substantially the same type and in as good condition as the original highway. The cost of such reconstruction and any damage incurred in changing the location of any highway shall be ascertained and paid by the authority as part of the cost of such bridge or ferry. ... ...may enter into any lands, waters and premises in the parishes constituting the authority for the purpose of making surveys, soundings, drillings and examinations... The authority shall also have power to make reasonable regulations for the installation, construction, maintenance, repair, renewal, relocation and removal of tracks, pipes, mains, conduits, cables, wires, towers, poles and other equipment and appliances (herein called "public utility facilities") of any public utility in, on, along, over or under any bridge over which it has jurisdiction...	Provides Authorities with power to: (1) construct roads and (2) regulate public utility facilities within its jurisdiction. Rests responsibility for construction costs with Authorities.
38:2332. Toll bridges; ferry service	http://www.legis.state.la.us/lss/lss.asp?doc=95029	The Authority shall have the right to make contracts to effect the construction and operation of toll bridges over water owned by the Authority or for ferry service over such water and such contracts may fix the compensation to be charged for service by any such facility; such contracts may also require adequate bond or bonds from any such contracting person, firm, association or corporation, payable to the Authority, in such amount and conditioned as the judgment of the board of commissioners may deem to be required; and, such contracts may provide for forfeiture of the particular franchise in the event of the breach of such contract or in the case of failure by the licensee to render adequate public service. Added by Acts 1950, No. 261, §12.	Authority can make contracts to effect the construction and operation of toll bridges or ferries
38:2335. Toll bridges and	http://www.legis.state.la.us/lss/l	In addition to the powers imposed in the Authority under the provisions of R.S. 38:2332 above, the Authority shall have the right to own and operate such toll bridges over or ferries	Authority can operate and own toll bridges or ferries as needed to

ferries	ss.asp?doc=95032	and ferry service across any of the waters under its jurisdiction as may in its opinion be necessary to provide adequate facilities for the traveling public. Added by Acts 1956, No. 432, §6.	provide adequate facilities for the traveling public.
RS 48:1098. Interest in contracts	http://www.legis.state.la.us/lss/lss.asp?doc=102732	No member of the authority or officer or employee thereof shall, either directly or indirectly, be a party to or in any manner interested in any contract or agreement with the authority for any matter, cause or thing whatsoever by reason whereof any liability or indebtedness shall in any way be created against the authority. If any contract or agreement shall be made in violation of the provisions of this Section, the same shall be null and void, and no action shall be maintained thereon against such authority. Nothing in this Part shall be construed to limit the power of the authority to construct, repair or improve any bridge or ferry or portion thereof, or any addition, betterment or extension thereto, directly by the officers, agents and employees of the authority, or by contract; nor shall this section apply to contracts for legal, engineering, auditing, accounting or other professional services. Acts 1958, No. 526, §8.	Members, officers, and employees of authorities are not permitted to have any interest in a contract or agreement with the Authority. Does not apply to contracts for professional services.
Control / Consolidation by DOTD			
48:1161 Abolition of bridge and ferry authorities; merger and consolidation of bridge and ferry functions in board of highways	http://www.legis.state.la.us/lss/lss.asp?doc=102757	In order to merge and consolidate into one department the duties and functions that are of a similar nature or character, under authority of Section 32 of Article III of the Constitution of Louisiana, the Ascension-St. James Bridge and Ferry Authority, the Iberville Parish Bridge and Ferry Authority, the Pointe Coupee-West Feliciana Bridge and Ferry Authority, and the St. Charles-St. John the Baptist Bridge and Ferry Authority are hereby abolished, effective January 1, 1973, and all of the powers, duties, functions, immunities, restrictions and exemptions from taxation under any laws, and particularly under the effective provisions of Act 7 of 1952, Act 526 of 1958, Act 555 of 1966, Act 413 of 1962, Act 413 of 1966, Act 269 of 1968, Act 290 of 1968, Act 57 of 1969 and R.S. 48:1151-1158 are transferred to the State Board of Highways and Department of Highways, effective January 1, 1973, and after said date the board of highways shall have and exercise all of the executive and administrative functions provided for by the constitution or laws with respect to the authorities herein abolished and with respect to the officers and members of such authorities. However, nothing herein shall be construed as abolishing or affecting the operation of the Mississippi River Bridge Authority which is hereby specifically	On January 1, 1973, all Bridge and Ferry Authorities across the state were abolished except for the Mississippi River Bridge Authority. The State Board of Highways and Department of Highways became responsible for all executive and administrative functions for the abolished authorities

		continued in operation. Added by Acts 1972, No. 726, §1.	
RS 48:25 Operation or control of ferries, etc.	http://www.legis.state.la.us/lss/lss.asp?doc=103065	The department may take over, control, operate, and regulate such ferries, barges, or other means of transportation as it thinks necessary to the public. It may prescribe and collect such ferry charges or transfer charges as it thinks necessary to maintain these services. To that end, it may let franchises or enter into contracts for these services in the name of the state, alone or jointly with the parishes or municipalities of the state, or with other states, or with the political subdivisions of other states.	Provides LADOTD with authorization to operate ferries and collect ferry charges
RS 48:1101. Operation and maintenance of bridges and ferries	http://www.legis.state.la.us/lss/lss.asp?doc=102736	Each bridge and ferry, when acquired or constructed by the authority and opened to traffic shall be maintained and kept in good condition and repair by the authority, and shall be policed and operated by such force of police, toll-takers and other operating employees as the authority may in its discretion employ. The authority may, however, contract with any state agency authorized by law to enter into such a contract for the operation and maintenance of such bridge or ferry upon such terms and conditions as may be stipulated in such contract not inconsistent with the covenants made by the authority with the holders of its bonds. Acts 1958, No. 526, §11.	The Authority can either *hire employees* <u>or</u> *enter a contract with a state agency* to maintain bridge/ferry.
Mississippi River Bridge Authority Statutes			
RS 48:992. Establishment of ferries in parish of Orleans	http://www.legis.state.la.us/lss/lss.asp?doc=103459	§992. Establishment of ferries in parish of Orleans The governing body of the city of New Orleans may establish and regulate ferries across the Mississippi River, in the parish of Orleans.	City of New Orleans can establish and regulate ferries.
RS 48:1092.1. Mississippi River Bridge Authority; terms of members appointed by	http://www.legis.state.la.us/lss/lss.asp?doc=102726	Notwithstanding any provision of R.S. 48:1092 or any other law or ordinance to the contrary, the term of office of each of the members of the Mississippi River Bridge Authority who are appointed by the governor, whether directly or from a panel of names submitted to him, shall be for four years and shall be concurrent with the term of the governor making the appointment. Each appointment by the governor shall be submitted to the Senate for confirmation.	Defines terms of members of MS River Bridge Authority.

the governor		Added by Acts 1980, No. 731, §1, eff. July 29, 1980; Acts 2003, No. 774, §12.	
RS 47:820.5.3. Crescent City Connection Oversight Authority; creation; membership; duties; and terms		A. The Crescent City Connection Oversight Authority is hereby created, and hereinafter may be referred to as "the CCCOA". B. The purpose of the CCCOA shall be to establish priorities of projects from remaining funds after all operation and maintenance expenses of the bridges and ferries under the authority of the Crescent City Connection Division of the Department of Transportation and Development have been paid. The CCCOA shall consider the funding of projects approved by the legislature in accordance with R.S. 47:820.5. In furtherance of this purpose, the CCCOA shall have access to the accounting of all expenditures, revenues, project priorities, status of ongoing projects, and any other matters which relate to the Crescent City Connection, its operations, and related projects. C. The CCCOA shall be comprised of thirteen members who shall be appointed in accordance with the provisions of this Subsection. Each of the state senators from Senate districts 1, 3, 5, 6, 7, and 8, and each of the state representatives from House districts 83, 84, 85, 86, 87, 102, and 105 shall submit the names of three persons to the governor. The governor shall appoint one person from each of the enumerated Senate and House districts, subject to confirmation by the Senate. Each nominee submitted to the governor for consideration on the CCCOA shall be a resident of the district or have a business domiciled in the district from which he is nominated. D. Members shall meet quarterly, at a minimum, and the first term of their appointment shall be from July 1, 1998 to June 30, 2000. Each term thereafter shall be for four years. The Crescent City Connection Oversight Authority shall report to the House and Senate Committees on Transportation, Highways and Public Works. Acts 2003, No. 727, §3, eff. June 27, 2003; Acts 2004, No. 925, §1, eff. July 13, 2004.	Creates the Crescent City Connection Oversight Authority with the purpose is to establish priorities of projects from remaining funds after all operation and maintenances expenses of the bridges/ferries are paid. It shall consider the funding of projects approved by the legislature in accordance with R.S. 47:820.5. Members shall meet quarterly, at a minimum, and the first term of their appointment shall be from July 1, 1998 to June 30, 2000. Each The Crescent City Connection Oversight Authority shall report to the House and Senate Committees on Transportation, Highways and Public Works.
RS 48:1104.1. High occupancy toll lanes; establishment; requirements	http://www.legis.state.la.us/lss/lss.asp?doc=102742	A. The Crescent City Connection division, within the Department of Transportation and Development, may establish high occupancy toll lanes on the Crescent City Connection as provided in this Section. B. The high occupancy toll lanes shall give a reduced toll or free passage to buses, and to carpool vehicles with three or more occupants in accordance with rules and regulations to be adopted by the Crescent City Connection division of the Department of Transportation	Crescent City Connection can establish high occupancy toll lanes and provide a reduced toll to buses and carpool vehicles.

		and Development. Acts 1997, No. 1462, §1.	
RS 48:1101.1. Crescent City Connection police	http://www.legis.state.la.us/lss/lss.asp?doc=102737	A. The secretary of the Department of Transportation and Development may, at his discretion, appoint, fix salaries of, and pay bridge police in accordance with Department of State Civil Service regulations. The secretary may make and amend rules and regulations for the conduct, management, and control of such police. B.(1) Persons hired shall be at least eighteen years of age and of good character. After January 1, 1981, all persons appointed as police officers under this Section shall complete and graduate from a training program as approved and accredited as provided in R.S. 40:2401 et seq., entitled: Peace Officer Standards and Training Law. Each police officer so appointed shall furnish bond in accordance with law in a sum to be fixed by the secretary. Such bond shall be conditioned on the faithful performance of the police officer's duties, and any person injured or damaged by such police officer may sue upon said bond. (2)(a) Crescent City Connection police shall have, under the direction and control of the secretary, the same powers to make arrests and the power to execute and return all warrants and processes as sheriffs of the parishes of Jefferson and St. Bernard and police officers of the city of New Orleans and the cities of Gretna and Westwego in and upon the Mississippi River Bridge Authority's property occupied by the Crescent City Connection, the Huey P. Long Bridge, the Westbank Expressway, and the ferries and the public ways contiguous thereto. Such police officers, under the same direction and control of the secretary, shall have all other powers of sheriffs of the parishes of Jefferson and St. Bernard and police officers of the city of New Orleans and the cities of Gretna and Westwego as peace officers, in all places and on all premises under the jurisdiction and control of the Crescent City Connection, the Huey P. Long Bridge, the Westbank Expressway, and the ferries and the public ways contiguous thereto. (b) Notwithstanding the other provisions of this Subsection, the jurisdiction of the Crescent City Connection police on the Pontchartrain Expressway shall not extend beyond the South Broad Street Overpass in the city of New Orleans and the jurisdiction of the Crescent City Connection police on the Westbank Expressway shall not extend beyond the western most convergence of the Westbank Expressway and U.S. Highway 90; however, the jurisdiction of the Crescent City Connection police on the westbank of the Mississippi River shall include the area bounded on the north by General Meyer Avenue, on the south by the Magellan Canal, on the west by Shirley Drive, and on the east by Pace Boulevard. (c) The Crescent City Connection police shall exercise concurrent police jurisdiction with	Explains appointing and setting salaries of bridge police Provides Crescent City Connection police with all powers of sheriffs/officers of surrounding parishes/Cities Defines jurisdiction of the Crescent City Connection police on the Pontchartrain Expressway

		the sheriff of the parish of Jefferson and the police chiefs of the cities of Gretna and Westwego under the provisions of this Section unless the sheriff of the parish of Jefferson and the police chiefs of the cities of Gretna and Westwego give written notification that such concurrent police jurisdiction is terminated by that law enforcement agency as to the exercise of concurrent jurisdiction within its law enforcement jurisdiction. (3) In an emergency situation, at the request of a sheriff, chief of police, officer, chief executive officer of any of the above-named municipalities, or the governing authority of any of the above-named parishes, the Crescent City Connection police shall have the above-conferred powers throughout the geographic limits of such parish or city until such time as the requesting authority has certified that the emergency is over. An emergency situation declared under the provisions of this Paragraph shall not last more than ten days unless the extension of the emergency situation is approved by a majority of the legislative delegation representing Orleans, Jefferson, and St. Bernard Parishes. (4) The Crescent City Connection division, within the Department of Transportation and Development, shall be liable, in accordance with law, for all actions of its police officers performing duties pursuant to this Section. (5) No person appointed as a police officer pursuant to this Section shall receive any state supplemental pay. C. Any persons arrested by police officers appointed under this Section and the return of all warrants or processes served by said officers shall be surrendered or delivered to the appropriate custodial authorities of the city of New Orleans, the city of Gretna, the parish of Jefferson, or the parish of St. Bernard. Provided, however, that nothing in this Section shall deprive the New Orleans City Police, Gretna City Police, nor any sheriff or deputy sheriff in the parishes of Orleans, Jefferson, or St. Bernard from making arrests or serving warrants or processes in any such place or on any such premises. Added by Acts 1980, No. 349, §1. Amended by Acts 1981, No. 546, §1; Acts 1983, No. 246, §1; Acts 1992, No. 88, §1; Acts 1993, No. 148, §1; Acts 1999, No. 1350, §1, eff. July 12, 1999; Acts 2003, No. 727, §4, eff. June 27, 2003.	
47:820.5. Expiration of tolls	http://www.legis.state.la.us/lss/lss.asp?doc=102576	A. Repealed by Acts 2003, No. 110, §2. B. Tolls on the Greater New Orleans Mississippi River Bridges shall be collected at the rates in effect on January 1, 1994, by the Crescent City Connection Division within the	Bridge toll set at a rate of twenty cents per axle for toll tag users and fifty cents per axle for cash users from October 1, 1994 to December 31,

		Louisiana Department of Transportation and Development, formerly "The Mississippi River Bridge Authority", through September 30, 1994. From October 1, 1994, through December 31, 2012, the tolls shall be collected at the rate of twenty cents per axle for toll tag users and fifty cents per axle for cash users. The Crescent City Connection Division may sell transferrable Automatic Vehicular Identification tags or nontransferrable Automatic Vehicular Identification tags to toll patrons at a cost that shall equal and shall not exceed the department's cost to purchase the tags for either device. The proceeds from such tolls collected shall be subject to the provisions and used as follows: (1) The tolls to be collected, as herein provided, shall continue to be considered as self-generated revenues and are to be deposited in accordance with the 1954 Bond Indenture for the financing by the Mississippi River Bridge Authority of the Greater New Orleans Mississippi River Bridge No. 1 and all supplements thereto and the Supplemental Bond Indenture of April 1, 1992, and in furtherance of the provisions of Act 402 of 1976 as amended, and in accordance with law vesting the secretary of the Department of Transportation and Development of the state of Louisiana with his legally directed executive and administrative control over the Mississippi River Bridge Authority, now called the Crescent City Connection Division of the Louisiana Department of Transportation and Development, pursuant to the Executive Reorganization Act and especially the provisions of Act 315 of 1989, with such funds to be deposited and expended in accordance with the foregoing in the trustee accounts as provided in such bond indentures as amended, and all pursuant to the provisions of the constitution and laws of Louisiana relative to annual appropriations and capital outlays for the funding of the operations and maintenance of the bridges and ferries under the authority of the Crescent City Connection Division within the Department of Transportation and Development. For Fiscal Years 1994-1995 through 1996-1997, the amount appropriated for operation and maintenance of the bridges and ferries under the authority of the Crescent City Connection Division shall not exceed nine million five hundred thousand dollars annually from self-generated toll revenues. Commencing in Fiscal Year 1997-1998, the amount appropriated in each fiscal year from all means of financing can exceed the prior fiscal year's appropriation by no more than three percent. However, any appropriation for any extraordinary expenses of the Crescent City Connection Division shall require the approval of the Joint Legislative Committee on the Budget. For Fiscal Year 1997-1998 through Fiscal Year 2011-2012 and for the first half of Fiscal Year 2012-2013, the money from the self-generated tolls shall be used for operation and maintenance of the bridges and ferries under the authority of the Crescent City Connection Division, and to complete the bridge projects as set forth in Paragraph (2) of this Subsection, and to maximize, for the projects set forth in Paragraph (2), the state's ability to obtain federal matching funds for transportation purposes pursuant to the project by appropriation or grant from the United States Department of Transportation or its successor including but not limited to obtaining federal matching funds with the use of toll-	2012. Beginning October 1, 1994, ferry toll shall not exceed fifty cents per vehicle for discounted toll script and one dollar per vehicle for cash. Crescent City Connection Division provided authority to sell toll tags to patrons. Proceeds from tolls to be considered as self-generated revenues and used for operation and maintenance of bridges and ferries. Revenue will also be used to complete bridge projects (after the maintenance and operation expenses of the bridges and ferries have been paid). No toll revenue derived as authorized by this Subsection shall be used to fund any other projects in the state of Louisiana.

		generated monies, authorized by the Intermodal Surface Transportation Efficiency Act of 1991, Public Law 102-240, or its successor, and amendments thereto, upon appropriate authorization by the Louisiana Department of Transportation and Development and the Louisiana Legislature, in accordance with laws relative to such joint projects financed with state and federal funds, and any other appropriate funds that may be available. Notwithstanding any other law to the contrary, no funds appropriated to the division for Fiscal Year 1998-1999 or thereafter shall be expended for engineering services performed after June 30, 1999, which are related to examinations and inspections, maintenance, or repair of, or construction of special projects related to, bridges and ferry facilities under the authority of the division, and their approaches and appurtenances, if such services are provided under a contract which has not been subject to competitive selection or bid in the manner provided by law for any contracts for engineering services. (2)(a) For funding the completion of the bridge(s) project as defined in Act 402 of 1976, as amended, and in accordance with the United States permit issued therefor. This shall include: (i) Funding of the required land use plan of the bridge(s) rights-of-way. (ii) Completion of the bridge(s) project and its approaches. (iii) Lighting of the eastbank and westbank approaches to the bridge(s) project including the westbank expressway approach through ground level and the planning and construction of turn lanes, turn-arounds, and intersections, lighting, maintenance, grass cutting, and landscaping of the westbank expressway and connecting arteries. (iv) The legally and structurally required control devices regulating traffic on the exclusive transit lanes constructed in accordance with federal laws and guidelines. (v) The General DeGaulle Drive Parkway, Terry Parkway, and the Shirley Drive Parkway landscaping and beautification project. (vi) Extension of Peters Road south to an intersection with Louisiana Highway 23. (vii) Four-laning of Lapalco Boulevard from Victory Drive to Highway 90. (viii) Improvements on Barataria Boulevard and Terry Parkway.	

		(ix) The upgrading of the General DeGaulle Drive/Burmaster Avenue approach to the bridge(s) by extending LA Highway 18 from Huey P. Long Avenue in central Gretna along Fourth and/or Fifth Streets eastward to Burmaster Avenue. (x) The upgrading of Peters Road and its accompanying rail corridor; an additional toll tag lane for cars entering from the Algiers area. (xi) A down ramp exit to Mardi Gras Boulevard to service the Algiers area. (xii) Providing additional ingress and egress ramps along the elevated expressway to facilitate access to Destrehan Avenue. (xiii) The repainting of the Crescent City Connection. (b) Notwithstanding any other provision of law to the contrary, after the maintenance and operation expenses of the bridges and ferries under the authority of the Crescent City Connection Division have been paid, the Department of Transportation and Development shall dedicate the remaining toll proceeds to complete the bridge projects enumerated in this Paragraph and shall prioritize such projects giving preference to projects which either directly relate to the main structure of the bridge or work to expedite the flow of traffic entering and exiting the bridge; however, the department shall complete all of the following five projects prior to funding and prioritizing any other bridge projects enumerated in this Paragraph: (i) Opening transit lanes for "HOV2" or "High Occupancy Vehicle 2" traffic on the Greater New Orleans Mississippi River Bridges. (ii) Providing an additional toll tag lane for cars entering from the Algiers area. (iii) Installing a video or photo monitoring system as defined in R.S. 47:820.5.1(C)(3). (iv) Repainting the upriver span of the Crescent City Connection bridge. (3) The provisions of Act 402 of 1976, and all amendments thereto, are hereby legally recognized and the provisions thereof continued in full force and effect, including but not limited to the provisions therein for the separate financing of the bridge(s) project hereby over the Mississippi River at New Orleans. It is further provided that the self-generated toll revenue from the bridge(s) project shall not be used for any other project defined in or part	

		of the Transportation Infrastructure for Model Development Account set forth in R.S. 47:820.2, nor shall any toll revenues be a part of the Transportation Trust Fund. (4) Repealed by Acts 1998, No. 59, §2, eff. June 24, 1998. (5) No toll revenue derived as authorized by this Subsection shall be used to fund any other projects in the state of Louisiana, particularly those contained in Title 47, Part IV, Section 820.1 through 820.5, the Transportation Infrastructure Model for Economic Development Account. Such toll revenues shall be used solely as provided in this Subsection and pursuant to the provisions of Act 402 of 1976 as amended, as to financing and construction of the bridge(s) project and laws related thereto and the provisions of the bond indentures issued under the authority of said Act in connection with said project, which provisions are hereby retained. C. Effective October 1, 1994, the tolls on ferries operated by the state shall not exceed fifty cents per vehicle for discounted toll script and one dollar per vehicle for cash. Acts 1989, 1st. Ex. Sess., No. 16, §1, eff. Jan. 1, 1990; Acts 1994, No. 36, §1, eff. June 7, 1994; Acts 1997, No. 1414, §1; Acts 1998, No. 59, §§1, 2, eff. June 24, 1998; Acts 2002, 1st Ex. Sess., No. 103, §1; Acts 2003, No. 110, §2; Acts 2006, No. 378, §1, eff. June 15, 2006.	
Local Jurisdiction			
RS 48:991. Streams dividing parishes, concurrent jurisdiction over ferries	http://www.legis.state.la.us/lss/lss.asp?doc=103458	Where streams separate parishes, the parishes between which ferryboats ply thereon have concurrent jurisdiction over the ferry. Complaints for neglect or infractions of the charter are cognizable by the court of either parish in such cases.	When two parishes share a ferry, both have jurisdiction over the service.
§1236. Powers of parish governing authorities	http://www.legis.state.la.us/lss/lss.asp?doc=88702	(8) The police juries shall have the exclusive privilege of establishing ferries and toll bridges within their respective limits, of fixing the rates of ferriage and toll to be charged thereon, and of generally regulating the policing of the same. This privilege shall not extend to any ferries or bridges already established, until the expiration of their charters; nor to any ferries or bridges within the control of municipal corporations, save and except with the consent and approval of the council of the municipal corporation who may waive their jurisdiction in favor of the police juries; but no toll shall ever be charged on such bridge, and said police juries may lease the ferries within their respective parishes for any	Defines powers and limitation of police juries to establish ferries and toll bridges within their respective limits, including setting tolls.

		number of years, not to exceed five years, and the lessees of said ferries shall give bond and security annually, payable to the president of the police jury, in such sum as may be required, for the faithful performance of their duties as public ferrymen	
Nearby Water Traffic			
RS 48:994. Unauthorized transportation across streams within certain distance of ferry unlawful; penalty	http://www.legis.state.la.us/lss/lss.asp?doc=103461	No person, not a lessee of a public ferry shall transport any person for pay or hire across the Mississippi River or any other stream in this state in any craft, within a distance of two miles of a public ferry landing duly established under the resolutions or ordinances of any parish or municipal corporation in this state, except the parish of Orleans. Whoever violates this Section shall be fined not less than ten dollars nor more than twenty-five dollars for each offense. In default of payment of the fine he shall be imprisoned for not less than ten days nor more than thirty days.	Fine for transporting people across the Mississippi within 2 miles of any public ferry landing in all Parishes, except Orleans.
RS 48:995. Unlawful crossing in Orleans	http://www.legis.state.la.us/lss/lss.asp?doc=103462	In the parish of Orleans, whoever unlawfully crosses passengers for hire within the territorial limits exclusively assigned to any ferry under its franchise or charter shall for each offense be fined not more than fifty dollars or imprisoned for not less than five days nor more than thirty days, or both.	Fine for transporting people across the Mississippi River within ferryboat territorial limits in Orleans. .
RS 48:996. Vessels not to be moored within one hundred yards of ferry routes; penalty	http://www.legis.state.la.us/lss/lss.asp?doc=103463	No craft or vessel shall be moored, anchored, or stationed in the waters of any navigable stream within one hundred yards of the usual line of passage of any ferry-boat when plying from one of its wharves or landing places to the other. However, this Section does not apply to craft or vessels regularly moored and made fast to the established wharves adjoining the wharves or landing places of ferries. Any master or owner of a craft or vessel moored, anchored, or stationed in violation of this Section shall be fined not less than twenty-five dollars nor more than one hundred dollars. In default of payment of the fine, he shall be imprisoned for not less than ten days nor more than thirty days.	Fine for stationary vessels within 100 yards of ferryboat path.
RS 48:997. Impeding safe passage	http://www.legis.state.la.us/lss/lss.asp?doc=103464	Any person who endangers, impedes, or harasses the safe passage of the chartered ferries across the streams of this state, shall be fined not less than ten dollars nor more than fifty dollars or imprisoned for not less than five days nor more than thirty days, or both.	Fine for impeding safe passage of ferries.

of ferries; penalty		Amended by Acts 1952, No. 127, §19.	
Ferry Franchise/ Private Contract			
RS 48:998. Ferries operated under franchise made separate class for taxation; valuation	http://www.legis.state.la.us/lss/lss.asp?doc=103465	Ferries owned and operated under franchises granted for a specific number of years are a separate class for the purpose of assessment and taxation. These franchises shall be valued by the assessing authorities for state purposes at a sum equal to the price paid for the franchises divided by the number of years for which franchise is granted. This valuation and listing is binding for local purposes upon all subdivisions of the state in which the ferries are operated.	Ferries under franchise are classified separately for assessment/taxation purposes.
RS 48:1001. St. Francisville ferry; private contract	http://www.legis.state.la.us/lss/lss.asp?doc=102715	A. The department is authorized to and shall endeavor to enter into a contract with a private entity for the maintenance of the St. Francisville ferry which crosses the Mississippi River between Pointe Coupee Parish and West Feliciana Parish... C. The secretary shall adopt and promulgate rules in accordance with the Administrative Procedure Act for the implementation of this Section which shall include but not be limited to... F. Any measure increasing the toll imposed by the provisions of this Section shall require the enactment of a law by a two-thirds vote of the elected members of each house of the legislature. Acts 1999, No. 844, §1.	Establishes rules for entering a contract to maintain the St. Francisville Ferry. Indicates toll can not be increased without two-thirds vote of elected members of each house of the legislature.
Finance / Taxes			
RS 48:1094. Bonds	http://www.legis.state.la.us/lss/lss.asp?doc=102728	NOTE: TEXT OF FIRST PARAGRAPH OF §1094 AS AMENDED BY ACTS 1968, NO. 269, §1: The bonds of any authority shall be authorized by a resolution of the board thereof and shall be of such series, bear such date or dates, mature at such time or times not exceeding fifty years from their respective dates, bear interest at any such rate or rates not exceeding six per centum per annum, payable semi-annually, be in such denominations, be in such form, either coupon or fully registered without coupons, carry such registration	Bond Requirements

		and exchangeability privileges, be payable in such medium of payment and at such place or places, be subject to such terms of redemption not exceeding one hundred and five percent of the principal amount thereof, and be entitled to such priorities in the revenues or receipts of the authority as such resolution or resolutions may provide… NOTE: TEXT OF FIRST PARAGRAPH OF §1094 AS AMENDED BY ACTS 1968, NO. 290, §1: The bonds of the authority shall be authorized by a resolution of the authority and shall be of such series, bear such date or dates, mature at such time or times not exceeding fifty years from their respective dates, bear interest at any such rate or rates not exceeding six per centum per annum, payable semi-annually, be in such denominations, be in such form, either coupon or fully registered without coupons, carry such registration and exchangeability privileges, be payable in such medium of payment and at such place or places, be subject to such terms of redemption not exceeding one hundred and five per cent of the principal amount thereof, and be entitled to such priorities in the revenues or receipts of the authority as such resolution or resolutions may provide…. Acts 1958, No. 526, §4. Amended by Acts 1968, No. 269, §1; Acts 1968, No. 290, §1.	
RS 48:1099. Tax exemption	http://www.legis.state.la.us/lss/lss.asp?doc=102733	The exercise of the power granted by this Part will be in all respects for the benefit of the people of the state, for the increase of their commerce and prosperity, and for the improvement of their health and living conditions, and as the operation and maintenance of bridges and ferries by the authority will constitute the performance of essential governmental functions, the authority shall not be required to pay any taxes or assessments upon any bridge or ferry or any property acquired or used by the authority under the provisions of this Part, or upon the income therefrom, and any bridge or ferry or other property acquired or used by the authority under the provisions of this Part and the income therefrom, and the bonds issued under the provisions of this Part and the income therefrom shall be exempt from taxation by the state of Louisiana and by any parish, municipality or political subdivision of the state. Acts 1958, No. 526, §9.	Authorities are not required to pay any taxes or assessments upon any bridge or ferry or any property acquired or used by the authority under the provisions of this Part
Lease of Ferries			
RS 48:993. Lease of ferries, advertisemen	http://www.legis.state.la.us/lss/lss.asp?doc=103460	The parish governing authority or municipal corporation having the right to lease any ferry shall advertise for bids in the manner prescribed for judicial advertisement for three weeks, the first advertisement to be made at least fifteen days prior to the date set for the opening	Guidelines for Parishes for advertising bids for ferry services.

t for bids		of the bids…	
Other			
14:63.3. Entry on or remaining in places or on land after being forbidden	http://www.legis.state.la.us/lss/lss.asp?doc=78590	A. No person shall without authority go into or upon or remain in or upon or attempt to go into or upon or remain in or upon any structure, watercraft, or any other movable, or immovable property, which belongs to another, including public buildings and structures, ferries, and bridges, or any part, portion, or area thereof, after having been forbidden to do so, either orally or in writing, including by means of any sign hereinafter described, by any owner, lessee, or custodian of the property or by any other authorized person. For the purposes of this Section, the above mentioned sign means a sign or signs posted on or in the structure, watercraft, or any other movable, or immovable property, including public buildings and structures, ferries and bridges, or part, portion or area thereof, at a place or places where such sign or signs may be reasonably expected to be seen. B. Whoever violates the provisions of this Section shall be guilty of a misdemeanor and upon conviction thereof shall be fined not more than five hundred dollars or imprisoned in the parish jail for not more than six months, or both. Added by Acts 1960, No. 78, §1. Amended by Acts 1963, No. 91, §1; Acts 1968, No. 647, §1; Acts 1977, No. 445, §1; Acts 1978, No. 694, §1.	Persons shall not enter ferries after having been forbidden to do so, including by posted signs. Entering property will lead to a misdemeanor and fine of not more than $500 or imprisonment for no more than six months, or both.

Appendix C

Preliminary Planning Assessment – Existing Mississippi River Landing Locations

Jefferson, Orleans, St. Bernard and Plaquemines Parishes, LA

Preliminary Planning Assessment

Mississippi River Landings/Terminals

as of March 30, 2009

Prepared for:

Regional Planning Commission

Jefferson • Orleans • St. Bernard • St. Tammany Parishes

Survey Date:

March 2009

10480-01

Site or Ground photographs taken by BKI, unless otherwise noted

Aerial photography supplied by the Regional Planning Commission, unless otherwise noted in photo

Source (Citation)
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The imagery is projected to State Plane NAD 83, unit of measure is feet.
The spatial resolution is approximately a one foot pixel.
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DIGITALGLOBE

Items presented for information and planning purposes only.

Location: LaSalle's Landing
River Address: 113.0, Left (Eastbank)

Primary Access: Via Williams Boulevard (LA 49) and 3rd St/Jefferson Highway (both LA 48), which intersect at the landing site.

Description: Boat landing with gangplank walkway which extends out from river batture/park area. Landing can be accessed by ascending steps in the park area or by a ramp that begins from the Kenner Police Training Center. There is a parking lot with approximately 32 spaces, including 2 handicap spaces, adjacent to the landing, between 3rd Street and River levee. The parking lot, steps to the levy, park area, and landing are lighted. There are no public facilities at this terminal. Transit service is available from a bus stop located at the corner of 3rd and Williams (NORTA Kenner Loop). Location is approximately 1/2 mile from Jefferson Transit (JeT) bus stop at Airline Drive and Williams Boulevard. 3rd Street is a two-way roadway which widens to 4 lanes east of the landing site.

Items presented for information and planning purposes only.

Location: Audubon Park Excursion Boat Landing
River Address: 101.7, Left (Eastbank)

Primary Access: Via Riverside Drive, which intersects Magazine Street adjacent to main driveway for Audubon Institute Zoological Garden

Description: Boat landing, barge style with gangplank walkway which extends out from river batture/park area. The landing and paved walkway along the river are lighted. Public restrooms are located across the parking lot, less .1 mile from the landing. Small information kiosk located at landing walkway intersection with parking area. Two parking areas adjacent to facility, with approximately 62 spaces. Located approximately .5 miles from the NORTA bus stop at Magazine Street/Audubon Zoo Driveway and .9 miles from the RTA bus stop at Tchoupitoulas Street and Henry Clay Avenue. Riverside Drive makes a one-way westbound loop through the area. It starts near the Zoo driveway, intersects with Tchoupitoulas Street, adjacent to Children's Hospital, Laurel Street and ends at Magazine Street.

Items presented for information and planning purposes only.

Location: Lazy River Landing
River Address: 101.7, Right (Westbank)

Primary Access: Via River Road (Labauve Drive/LA 541) or Via Louisiana Street (LA 18)

Description: Boat landing, barge style with gangplank walkway which extends out from river levee. The landing is lighted. The surrounding neighborhood had little street lighting. The landing can be accessed by ascending stairs from River Road or Shell Road. There are no public facilities at the Landing. Master plan for landing area completed in 1999. A five-phase build-out for the facility was identified. Phase I of the construction (Riverboat Landing) completed in March 2001. Damaged during Hurricane Katrina. Proposed build-out includes recreation spaces, restaurant space and pedestrian bridge to tie landing to Downtown Westwego via Sala Avenue. River Road (Labauve Drive/LA541) is a two-way roadway Currently, parking is not allowed along roadway. Closest available parking located along Louisiana Avenue at LA 541. There is Jefferson Transit (JeT) service in area via the Huey P. Long (W-10) and Avondale (W-1) lines which also intersect at Drake Ave. and the Westbank Expressway (1.2 miles south of the site).

Items presented for information and planning purposes only.

Location: Jackson Avenue Ferry Landing
River Address: 97.1 Left (Eastbank)

Primary Access: Via Felicity Street and Clarence Henry Truckway to Ferry landing ramp (vehicles) or the Tchoupitoulas Street Pedestrian Overpass starting at Jackson Avenue.

Description: Subject of initial review and documentation of existing conditions in October 2007.
Barge landing with two-story access ramp for vehicles (level 1) and pedestrians (level 2).
Existing riverside two-level terminal include vehicle ramp and pedestrian ramp. A dedicated vehicle driveway connects the terminal to the Henry Truckway and Tchoupitoulas Street at Felicity Street.
Felicity Street vehicle entrance is approximately .4 miles east of the overhead pedestrian crossing and pedestrian access terminal at Jackson Avenue and Tchoupitoulas Street.
Existing facility constructed/updated in 1980. There are no public facilities or ADA accommodations to reach the overhead pedestrian crossing at Jackson and Tchoupitoulas Street.
NORTA bus stops can be found at the terminal foot entrance on Jackson Avenue and Tchoupitoulas Street.
Terminal includes bus pull-off areas and turn around to accommodate multiple transit buses and routes.

Items presented for information and planning purposes only.

Location: Gretna Ferry Landing
River Address: 97.1 Right (Westbank)

Primary Access: Via 1st Street (one block east of HP Long Avenue) to vehicle landing entry access point. Vehicles leaving terminal exit onto H P Long Avenue. Pedestrians can cross 1st Street in front of terminal to access staircase.

Description: Subject of initial review and documentation of existing conditions in October 2007.
Barge landing with two-story access ramp for vehicles (level 1) and pedestrians (level 2).
Existing riverside two-level terminal includes a vehicle ramp and pedestrian ramp. A dedicated vehicle driveway connects the terminal to 1st Street and Huey P. Long Avenue.
Vehicle entrance ramp is on 1st Street, approximately 200 feet east of Huey P. Long Avenue.
Existing facility constructed/updated in 1980. There are no public facilities within this terminal.
The closest Jefferson Transit (JeT) transit service is on the Westbank Expressway, which is approximately 0.80 miles south of this location. The Wilty Terminal, one of JeT's Westbank transit centers, is over 1 mile east of this location.

Items presented for information and planning purposes only.

Location: Canal Street Excursion Landing — River Address: 94.9 Left (Eastbank)

Canal Street Ferry Landing — River Address: 94.9 Left (Eastbank)

Primary Access: Via Convention Center Blvd or Canal Street. Vehicle access to ferry landing only. Pedestrian access offered to both, with Ferry Landing having pedestrian terminal entrance at corner of Canal and Convention Center Blvd.

Description: Ferry landing subject of initial review and documentation of existing conditions in October 2007.
Barge landing with two-story access ramp for vehicles (level 1) and pedestrians (level 2).
Existing riverside two-level terminal for ferry includes vehicle ramp and pedestrian ramp. A dedicated vehicle driveway connects the terminal Canal Street. Bicycle access to adjacent parks and plazas provided via ramps.
Existing facility constructed/updated in 1980. There are no public facilities within this terminal.
The closest RTA transit stops include the Riverfront Streetcar station at the end of the ferry landing access driveway and stops on Canal Street, across the street from the pedestrian terminal.
The Excursion landing appears to be part of former wharf or wharf/dock established for the area. Access is provided via a moving gate which opens to allow gangplank access to marine vessels. Pedestrians enter and exit craft through Spanish Plaza. Kiosks in the plaza house ticket sales and information booths for vessels.
An additional kiosk/ticket booth can be found at the Aquarium of the Americas.

Items presented for information and planning purposes only.

Location: Algiers Ferry Landing, New Orleans
River Address: 94.8 Right (Westbank)

Primary Access: Via Morgan Street or Seguin Street for vehicle access, or via Morgan Street to passenger loading/unloading areas in front of terminal facility. Vehicle entry/exit occur on Morgan Street.

Description: Ferry landing subject of initial review and documentation of existing conditions in October 2007.
Barge landing with two-story access ramp for vehicles (level 1) and pedestrians (level 2).
Existing riverside one-level terminal for ferry includes vehicle ramp and pedestrian ramp. A dedicated vehicle driveway connects the terminal Morgan Street. Terminal constructed with wrap-around porches.
Existing facility constructed/updated in 1980. There are no public facilities within this terminal.
The closest RTA transit stops are at the front of the facility, along the Morgan Street frontage. Area also contains some on-street parking (limited). Pay parking is available within 1/4 mile of the terminal. On-street parking in neighborhood is posted for approved City of New Orleans permit holders only.
Connectivity to river levee bike path provided immediately west of the facility. Path starts/ends adjacent to terminal facility.

Items presented for information and planning purposes only.

Location: Naval Support Activity Launch Dock
River Address: 93.2 Right (Westbank)

Primary Access: Via Naval Support Activity access, closed to general public use

Description: Existing barge ferry landing used for passenger launch, with walkway access over batture and across levee.
Does not interconnect with the existing roadway, transit or river levee path network in Algiers.
Picture includes Launch Dock (to the left) as well as a general Naval Support Activity dock.

Items presented for information and planning purposes only.

Location: Naval Support Activity Launch Dock
River Address: 93.0 Left (Eastbank)

Primary Access: Via Naval Support Activity access, closed to general public use

Description: Existing barge landing used for passenger launch, connects to Poland Avenue Wharf.
Does not interconnect with the existing roadway, transit or river levee path network in Bywater.
Location at site of proposed Riverfront redevelopment for cruise ship docking.

Items presented for information and planning purposes only.

Location: Chalmette Battlefield
River Address: 90.5 Left (Eastbank)

Primary Access: Via Jean Lafitte National Park Access at the Chalmette Battlefield Site

Description: Existing barge landing used by excursion vessels to dock. Pedestrian access provided over batture/levee to pathway leading to PGT Beauregard Home at Chalmette Monument.
Does not interconnect with the existing roadway or transit networks. River levee not used for pedestrian or path in vicinity of this landing.
No facilities provided at landing (kiosk, information areas, restrooms, etc.).

Items presented for information and planning purposes only.

Location: Chalmette Ferry Landing
River Address: 88.6 Left (Eastbank)

Primary Access: Via Paris Road, extends directly to ferry landing.

Description: Ferry landing subject of initial review and documentation of existing conditions in October 2007.
Location has a barge landing with ramp. Pedestrians and vehicles share access ramp ferry landing.
Existing facility constructed/updated in 1980. There are no public facilities at this landing.
The closest SBURT transit stop is within 1.25 miles of the landing, located at the intersection of Paris Road and Judge Perez Drive. Limited parking (<2 spaces) provided at landing.
Pedestrian path along access ramp ends at levee. No pedestrian path access provided northeast of levee to Paris Road. Lighting along ferry ramp ends at this location also.
Paris Road passes east of the Chalmette Refinery - this roadway observed to have significant truck traffic as well as four rail crossings, including for the active rail line which parallels St. Bernard Highway.

Location: Belle Chasse Ferry Landing
River Address: 76.0 Right (Westbank)

Plaquemines Parish Ferry Repair
River Address: 75.9 Right (Westbank)

Items presented for information and planning purposes only.

Primary Access: LA Highway 23 (Belle Chasse Highway) to G Street (for Ferry Landing) or E. Cuevas Street (for Ferry Repair Yard/Landing)

Description: Ferry landing served by barge with ramp, which extends back onto Avenue G.
Landing facility is adjacent to existing Parish Government complex at Main and G Streets.
Parking available in lot at Parish Government facilities, as well as on landing ramp. Space for up to 8 vehicles is available.
Ferry Repair landing accessed through yard entrance at E. Cuevas Street. Storage available for materials inside fenced yard. Barge with ramp provided back into yard area. Yard appears to be in batture area.
Facility not served by transit.

Location: Scarsdale Ferry Maintenance
River Address: 75.6 Left (Eastbank)

Scarsdale Ferry Landing
River Address: 75.6 Left (Eastbank)

Items presented for information and planning purposes only.

Primary Access: via LA 39 from Poydras, or via LA 3137 (River Road) from Braithwaite

Description: Ferry landing served by barge with ramp, which extends back approximately 970 feet east on LA 3137.
There are no public facilities in the vicinity of this landing. Commercial properties can be found at the LA 39/3137 intersection.
Parking available on landing ramp. Space for up to 8 vehicles is available.
Facility is not served by transit.

Appendix D

Initial Technology Assessment, Water Craft

Based upon Research of Marine Equipment Suppliers and Ferry Operators

Appendix D

Technological Review

General Ferry Boat Typologies (Pedestrians and/or Vehicles)

Typical Photo	Ferry Types	General Description	Characteristics			
			Carry Pedestrians	Carry Vehicles	Typical Application	High Speed Operation (> 40 MPH)
	Barge or Barge/Tug	*Craft composed of a flatbed, with attached or separate engine/propulsion unit. Craft can be powered by one or more motors, although it is possible that water body current and a cable (reaction ferry) could be used for propulsion.*	☒	☒	*Rivers, creeks, lakes, short distance hauls*	*Not capable*
	Catamaran	*Craft composed of two connected hulls or a single-hull with two parallel keels. Craft is known to be extremely stable in heavy seas and waves. It can be driven at high speed, in excess of 46 mph.*	☒		*Ocean/Sea travel, longer distance hauls*	*Capable*
	Hovercraft	*Craft which rides slightly above the water surface on a cushion of air. Air is forced under the craft by a fan, generating the cushion that greatly reduces friction between the moving vehicle and the surface.*	☒	☒	*Bays, Ocean/Sea travel, longer distance hauls*	*Capable*
	Hydrofoil	*Craft with a flat or curved finlike device attached to the hull of the craft which lifts the moving boat above the surface of the water. Hydrofoils are capable of higher speed travel (more than 70 miles per hour).*	☒		*Bays, Ocean/Sea travel, longer distance hauls*	*Capable*
	Single Hull	*Craft which has a single hull, typically with defined points for boarding and alighting. This type of vessel could have variations in design, propulsion and capacities based upon proposed function and market demand.*	☒	☒	*Bays, rivers, inlets, short distance hauls*	*Not capable*
	Single Hull Double-Ended	*Craft with an interchangeable bow and stern, which allows vehicles to roll on and off without the vehicle having to turn around between docks.*	☒	☒	*Bays, rivers, inlets, short distance hauls*	*Not capable*

Photo Sources: (Note, photos provide an example only, representing a typical craft. Designs, colors and access will vary based upon manufacturer's standards and design requirements.)
Barge: www.middlebury.net, Ticonderoga Ferry; Catamaran: www.turbojet.com.hk; Hovercraft: SRN4 Hovercraft Mountbatten Class.jpg, Andrew Berridge; Hydrofoil: www.turbojet.com.hk; Single Hull: Kitsap Transit, Bremmerton, WA, www.kitsaptransit.com; Single Hull, Double-ended boat: www.voithturbo.com.

General Definitions:
Barge/Barge Tug (Pontoon Ferry), Single Hull, Single Hull, Double-ended: www.wilkipedia.com; Catamaran, Hovercraft, Hydrofoil: www.answer.com, from the Columbia Encyclopedia, with author's construct.

Table compiled by Burk-Kleinpeter, Inc., 2009.

Appendix E

Meeting Summary, Project Advisory Committee

Waterborne Public Transit

Project Advisory Committee Meeting

Meeting Summary

Thursday, September 10, 2009 • Regional Planning Commission, 2:00 pm

Attendees:
Ronnie Harris, Belinda Constant (City of Gretna); Joseph Toomy (Port of New Orleans); Fay Faron, Annette Watt, Connie Burks (Friends of the Ferry); Jason Sappington (RPC); Sharon Leader (swLeader); Donald Liloia; Ed Elam (BKI)

Summary
The purpose of this meeting was to brief key project stakeholders on the results of an opportunities review/identification for improving waterborne public transit in the New Orleans area. The focus of this review is the current CCCD ferry operations which connect Algiers to Canal Street, Gretna to Jackson Avenue and Chalmette to Lower Algiers. This is the continuation of a project started by the Regional Planning Commission by the same team to examine rider demand for the current ferry operation as well as collect data on the user population demographic and trip characteristics.

Donald Liloia, who is a consultant on maritime/ferry operations as well as a former system operator with NY Waterways, was the featured presenter/facilitator. Mr. Liloia has reviewed the current CCCD operations and facilities, examined available data and the outcome of the previous rider demand study. Mr. Liloia also provided a brief introduction of his work and experience as a planner and operator for NY Waterways. He provided information on the system characteristics and ridership. The system connects terminals in NY and NJ within the New York City area.

A talking paper, which covered some of the observations and opportunities identified by Mr. Liloia, was used to facilitate the group discussion. The paper included observations and suggestions in the following topic areas:

- **Potential for Public/Private Partnerships:** opportunities include options for purely private ventures, selected privatization of routes/facilities and public private partnerships. Mr. Liloia discussed some of his experiences at NY Waterways as examples of how these options can be applied to develop new/expanded services. Purely private ventures have been used, for example, to commence services in areas where the market is unknown/unsure. Selected privatization has been used to move certain assets into the private sector. Public-Private partnerships have allowed NY Waterways to develop their terminal areas to include a variety of real estate development (Residential, Commercial development), which help bring revenues into the operation, as well as create demand for the service. Public-private partnerships also allowed for private operation of public ferry assets. This process is not unknown to the New Orleans Region, as public transit operations and assets in the River Parishes, Jefferson Parish and New Orleans are currently managed by the Veolia Corporation.

- **Additional Revenue Opportunities**: opportunities include in and on vehicle advertising, advertising in terminals, as well as sales and marketing of charter/special events services. Mr. Liloia discussed some of his experiences at NY Waterways and how a combination of advertising media can create a cash stream which helps offset operations. Advertising, for example, can be sold and marketed by a private company, in the same fashion as the advertising is handled locally for transit systems in New Orleans.

Throughout the discussion, the group asked questions of how NY Waterways applies these elements, as well as discussed individual characteristics and needs for ferry transportation at two of the landing sites: Jackson-Gretna and Canal Street-Algiers Point.

- **Fare Structure** – It was discussed that passenger fares for the transportation should contribute more to offset the cost of the operation. At a minimum, they should match the current fare for public transit, which is affordable. Concerns were expressed about those who are unable to pay and it was discussed that fare cards/passes could be purchased to reduce the cost of the trip to the passenger. It was discussed that the current legislation which charters the CCCD bridge does have a cap on the amount which can be charged to pedestrians. It was noted that the bond which has financed the bridge may also identify a cap on ferry passenger fares. This needs to be confirmed, as it could be an impediment to any form of fare adjustments.
- **Economic Development** – It was discussed, particularly in Gretna, that the Ferry is viewed as an economic engine which could continue the current redevelopment/new development pattern which is being found in the Downtown. The ferry at Gretna is scheduled to begin service to Canal Street for a trial period. Gretna wants to examine the economic impacts and benefits of this service during the trial to local businesses and residents by increased tourism traffic as well as increased connectivity to NO CBD employers. It was noted that the most benefits come to the area as a result of the land side connectivity – the connection for the remaining leg of a trip needs to be seamless in order for the rider to receive a benefit.
- **Service Reliability** – It was discussed that the current operations are not as reliable as they need to be in order for them to fully serve the community. This is viewed as a big issue which needs to be resolved through replacing/refurbishing the drive systems of existing craft. Better service is needed before work begins with the community to raise fares.
- **Business Plan** – Running the ferry operations should be viewed as running a business. This would include establishing objectives for system operation, capital improvement, development and community marketing. Completion of a business plan for operations was identified by Mr. Liloia as the first point within the conclusion of the talking paper.
- **Legal/Legislative Review** – Given the state legislative acts regulating ferry operations, as well as the discussion of the bond, a review is needed of all acts/rules/laws regarding the operations of the ferry. This legal review would identify impediments which need to be addressed through legislative act. In addition, this would help address items which would allow for the eventual placement of fares into the market, as opposed to a legislatively fixed amount. Market fares offer an opportunity for a revenue stream which could be used to offset operational costs as well as match for future grants.
- **Long-term Water Taxi** – It was discussed that the Friends of the Ferry would like for the region to be served, long-term, by a water-taxi that could connect multiple neighborhoods along the Mississippi River. It was noted earlier in the group discussion that New Orleans has not fully embraced its

Mississippi River waterfront. Locations to interact with the River are limited. Also, in NY, the ferry operation offers chances for visitors to have a quick interaction with the riverfront, without committing to an extended cruise. Such a system, which would be based on a point-to-point terminal system (such as Westwego to Audubon Park to Gretna to Algiers to Canal) could offer this chance for a quick connection to the river and adjacent neighborhoods. It was discussed that there was a cruise up-river to the Audubon Zoo (James Audubon) but it is unclear how many persons used this service. It was also unclear if such a service could be competitive (in time) to using autos or transit. However, it could be a way to encourage more tourists located in NO to visit the surrounding area.

Conclusions

In general, it was discussed that there appears to be some actions which could be taken to help address revenue needs for the ferry operations:

- Vessel and facility advertising appear easily implemented as a means of creating revenue to help meet current and future expenses.
- Privatizing terminal operations and allowing for retail/commercial development (on a small scale initially) may present an opportunity to reinvigorate the sites, make them destinations and able to support basic infrastructure for the public (such as rest rooms, operational escalators and elevators).
- Legal review is needed to confirm impediments which need to be addressed by the legislature.
- Study of the market using Gretna-Canal Service is needed during the upcoming festivals and trial period in order to document the economic benefits of the system.

Waterborne Public Transit

Project Advisory Committee Meeting

Thursday, September 10, 2009
2:00 p.m.
RPC Conference Room, 21st Floor, Amoco Building

WORKING AGENDA

I. Welcome

II. Background on Project & Update on Work Program

III. Introduction of Donald Liloia

   a. Presentation of Donald Liloia's report: *"Opportunities to Improve Upon Waterborne Public Transit"*

IV. Where do we go from here

V. Adjourn

This meeting should take no more than 90 minutes.
We ask your assistance in remembering to sign the meeting attendance form.

Appendix F

Discussion of Opportunities for Waterborne Transit

Donald Liloia

Discussion Paper
Opportunities to Improve Upon Waterborne Public Transit

Prepared by Donald Liloia

Prepared for
SW Leader Inc.

For inclusion within the
Waterborne Public Transit Study

FTA Contract No. LA 90-X326-00 • RPC Contract No. X326

Print Date: September 22, 2009

Introduction

The purpose of this report is to set forth certain options for the modification of three ferry operations that comprise the Crescent City Connection Division ("CCCD") of the Louisiana DOTD: the crossings at Lower Algiers to Chalmette, Algiers to Canal Street and Gretna to Jackson Avenue. Specifically, the objectives are to determine if there are other operating scenarios that maximize revenue potential, encourage private sector participation and reduce the reliance upon public operating subsidies while taking advantage of the unprecedented capital funding opportunities that have arisen as a result of the increased funding at the United States Federal Highway Administration, Department of Homeland Security, Army Corps of Engineers and Environmental Protection Agency.

During the fiscal year 2008 the CCCD had nearly a $7.5 million deficit when total revenue is compared to total expenditures. When federal grants are removed, the deficit increases to nearly $8.4 million, or a meager 3% fare box contribution to operating expenses. While public transportation subsidies of this nature are not unusual, the scope and amount for a mode of this nature suggest there is a need to increase revenue from the fare box as well other non ticket sources.

Several documents including the Five Year Ridership Projection Crescent City Connection Division, LADOTD Mississippi River Ferry Operation, July 2008 and the Preliminary Planning Assessment Mississippi River Landings/Terminals, March 30, 2009 as well as a two-day site visit during the month of March 2009, form the basis for the analysis and recommendations. The intent of this document is to illustrate alternative operating scenarios applicable to the CCCD and it contains a brief description of the routes and facilities; a discussion of public – private partnership potential; exploration of alternative operating configurations, identification of supplemental revenue opportunities and identification of public funding alternatives.

Ferry Landing/Terminal Site Descriptions

Originally a collection of privately operated vessels the current ferry service operation has historic roots dating back to the 1830s. The operation has evolved over time and is now a regional transportation network serving pedestrians and vehicles whose origins cover a wide geographic area. Though extensive in both routes, facilities and vessels, the system has experienced a decreasing ridership trend that was accelerated by the loss of and redistribution of population post Hurricane Katrina.

Despite these declines the ferry services continue to serve as a regional transportation system bridging the Mississippi River.

Several studies have been undertaken to determine the future for the ferry services and the results provide insight into the nature of the present ferry patron. Key characteristics of the current users suggest a particular passenger profile that transcends origin and destination and suggests the following system wide:

- *Most patrons arrive at the ferry using motorized transportation that is continued to be used until completion of the individual journey*.
- *Most patrons use the ferry as a means of commuting to work, although other modes and routes are available*. The majority of these patrons use the service for daily round trips.
- *Recreational and leisure patrons make up a small percentage of the overall passenger base*. Limited recreational and leisure demand may be due to operational characteristics including lack of terminal and vessel amenities, limited parking and poor marketing information systems.

Despite these somewhat uniform characteristics each route and supporting infrastructure is distinct and described below.

Gretna to Jackson Avenue - this route provides a link between downtown Gretna and Jackson Avenue in the Lower Garden District of New Orleans. The two terminal facilities were constructed in 1980 and were originally comprised of public waiting areas, restrooms, private offices, storage areas, pedestrian and vehicle ramps, and floating marine structures that allow the transfer of vehicles and pedestrians to the vessels. While less than the 30 years old, the terminals are in need of significant repair and have suffered from a lack of maintenance and attention. While the Gretna location has limited long term parking spaces associated with the facility, the location is better served by off site parking including for pay on street spaces and nearby pay parking lots. There are no regularly scheduled transit routes serving this location. The Jackson Avenue location has no on site parking spaces or nearby parking facilities suitable for ferry passenger use, but it has better transit access and is served by two transit routes offering scheduled service.

Each of these facilities is located in developed areas of varying land use intensity. Gretna is proximate to several governmental offices, residences and commercial and professional offices. Jackson Avenue lies within a mixed use area comprised of

residences, vacant industrial sites and the recently developed River Garden Development and its anchor tenant Wal-Mart.

The Gretna to Jackson service operates Monday through Friday from 6:00 am to 8:45 pm. In 2008 the ferry service carried 78,952 passengers and 33,294 vehicles. Passenger survey data suggests that slightly more of the Gretna to Jackson Avenue ferry patrons are pedestrian than vehicular. These passengers are among the lowest percentage daily users, although; the purpose of the trip is distinctly work related. Consistent with the overall survey results, these passengers are round trip users.

Algiers to Canal Street - this route connects the west bank of the Mississippi River and the historic Algiers Point neighborhood of New Orleans with the Canal Street terminal on the east bank between the New Orleans CBD and French Quarter. The Algiers terminal was constructed in 1980 and has a vehicle and pedestrian ramp, enclosed passenger area with inactive restrooms, private offices and storage areas, and floating marine structures that allow the transfer of vehicles and pedestrians to the vessels. Access to the terminal is predominantly vehicular and parking is limited to several on street spaces. A restricted access parking facility is available for the nearby Algiers Courthouse and is not used by ferry patrons. Transit access is limited and consists of one local Algiers RTA transit route. The area surrounding the terminal is a densely developed neighborhood comprised of commercial and residential structures.

The Canal Street terminal is the most prominently located facility and lies within walking distance of the French Quarter and the CBD. It is perhaps the most under utilized given its location to the Harrah's Casino, Riverwalk Marketplace and prominence in the heart of the City. Comprised of vehicle and pedestrian ramp, a skybridge crossing existing railroad tracks that is large enough to act as an enclosed passenger area and inactive restrooms, private offices and storage areas, the building was constructed in 1980. Consistent with the other terminals the facility has floating marine structures that allow the transfer of vehicles and pedestrians to the vessels. Parking is limited to that associated with other nearby land uses and is generally unavailable. Additionally, vehicular queuing is limited and constricted given the confines of the area. Despite theses drawbacks the terminal is well served by transit and can be accessed via several alternatives including Tchoupitoulas Street, Elysian Fields and Marigny/Bywater transit routes and the Riverfront and Canal Street Streetcars. Similar to Algiers the terminal is in need of significant repair and has suffered from a lack of maintenance and attention.

The Algiers to Canal Street ferry service operates between the hours of 6:00 am and 12:15 pm daily and in 2008 carried 1,070,859 passengers and 180,425 vehicles.

Survey data indicates the ferry patrons are more pedestrian oriented with the lowest number of auto based trips of the CCCD services. These passengers are among the highest percentage of daily users and the purpose of the trip is more often social or recreational in nature. Consistent with the overall survey results, these passengers are round trip users.

Lower Algiers to Chalmette - this route services the Lower Algiers neighborhood and Chalmette in St. Bernard Parish. The Lower Algiers landing is located on the west bank and is comprised of a vehicle and pedestrian ramp, with only a small covered passenger area and no passenger terminal or facilities. The typical floating marine structures that allow the transfer of vehicles and pedestrians to the vessels are found at the site. Limited parking facilities are present in Lower Algiers and the nearest transit stop is approximately ¼ mile northwest of the landing. Though distant, this stop is serviced by four different transit routes that provide access to Algiers. The surrounding land use is residential with large tracts of undeveloped vacant land.

Similarly Chalmette, located on the east bank, is comprised of a vehicle and pedestrian ramp, limited covered passenger area and no passenger terminal or facilities. The typical floating marine structures that allow the transfer of vehicles and pedestrians to the vessels are found at the site. No parking is available at the site and the nearest transit site is nearly three miles from the landing. The surrounding land use is heavy industrial and occupied by the Exxon refinery.

The Lower Algiers to Chalmette ferry service operates between the hours of 6:00 am and 9:00 pm daily and in 2008 carried 470, 249 passengers and 461,890 vehicles. Survey data indicates the ferry patrons are predominantly vehicular oriented with the lowest number of pedestrian based trips of the CCCD services (5%). These passengers are among the highest percentage of daily users and the purpose of the trip is distinctly work related. Consistent with the overall survey results these passengers are round trip users.

According to information provided by the CCCD combined daily ridership on the three routes averaged 4,525 passengers per day in 2008. Down significantly from the pre Katrina high of 9,035 per day in 2004, the 2008 figure equates to slightly more than 1,508 passengers per operating vessel per day. More importantly for this period the per passenger trip operating expense was $5.30.

Operational Analysis

When undertaking an operational analysis several key factors must be determined relative to operating expense, revenue, ridership, and vessel utilization. For example hourly operating expense, per passenger cost and excess capacity are critical factors in determining the viability of any ferry operation. It must be noted that the specific goals and objectives of any transit route influence the discussion of financial viability. Indeed, while artificially constrained fares greatly impact financial viability, they may be appropriate given the regulatory, political and social desires. These are policy issues and can only be addressed in the local context and are ill served by a broad brush analysis. Nonetheless, it is useful to examine the operation from a private operator's perspective to determine if there are opportunities for private public partnerships.

The operating expense material does not provide sufficient enough information to review costs by category, however certain general observations are possible, and the material provided initially suggests that the CCCD ferry total hourly operating costs are consistent with those of privately operated services. The observations are as follows:

- Based upon posted schedules it is estimated that there were 16,172 revenue hours of service in 2008 distributed over the three routes:
    - *Gretna to Jackson* - 5,475 hours
    - *Algiers to Canal Street* - 6,752 hours
    - *Lower Algiers to Chalmette* - 5,475 hours
- The average hourly operating expense per revenue hour is estimated to be $532.23. Privately operated services in the New York City metropolitan area are within this range. The CCCD cost may be inflated because it does not account for the hours associated with positioning, start up and shut down. Additionally, the costs per hour include overhead and other non direct operating expenses. The figure represents total cost for the time the vessels are in revenue service and carrying passengers and vehicles based upon the CCCD marine operating expenditures for 2008.
- Salaries and benefits account for $286.92 per hour (excessive by privately operated standards) in 2008. In the CCCD case it is difficult to determine if management costs are included in the salaries line. Direct ferry operating labor costs in the New York City metropolitan area for a vessel with 3 deckhands and a captain range from $125 to $150 per hour including benefits.

- On average the vessels carried 101.5 passengers per hour for an hourly per passenger cost of $5.24 per passenger in 2008. This figure includes passengers in vehicles which averaged 42 vehicles per revenue hour.
- While the 2008 average ridership per vessel per operating day of 1,503 passengers is consistent with the desired per vessel ridership of privately operated vessels in New York City metropolitan area, further analysis indicates that these figures vary greatly by route:
  - *Gretna to Jackson* - 303.6 passengers per day
  - *Algiers to Canal Street* - 2,933.86 passengers per day
  - *Lower Algiers to Chalmette* - 1,288.4 passengers per day
- The variance in ridership greatly influences the average cost per passenger and as expected is a function of utilization. The 2008 average costs per passenger per day by route are as follows:
  - *Gretna to Jackson* - $26.34 per passenger per day
  - *Algiers to Canal Street* - $3.35 per passenger per day
  - *Lower Algiers to Chalmette* - $6.20 per passenger per day
- Utilization rates vary greatly by route and *indicate excess passenger capacity across the system*. Assuming an average capacity of 1,600 passengers per vessel round trip and two round trips per hour each ferry is capable of carrying 3,200 passengers per hour. The utilization rates for the services in 2008 are as follows:
  - *Gretna to Jackson* - .3% utilization of available passenger capacity per day
  - *Algiers to Canal Street* – 1% utilization of available passenger capacity per day
  - *Lower Algiers to Chalmette* – 3% utilization of available passenger capacity per day
- Utilization rates vary greatly by route and *indicate excess vehicular capacity across the system*. Assuming an average capacity of 100 vehicles per vessel round trip and two round trips per hour each ferry is capable of carrying 200 passengers per hour. The utilization rates for the services in 2008 are as follows:
  - *Gretna to Jackson* - 4% utilization of available vehicular capacity per day
  - *Algiers to Canal Street* - 16% utilization of available vehicular capacity per day
  - *Lower Algiers to Chalmette* – 42% utilization of available vehicular capacity per day

Public Private Partnership Potential

There are several alternatives for the CCCD to consider with respect to pursuing public – private partnerships for its ferry division. Across the nation these take several forms and include marine operations, terminal operations and a combination of both. Yet, as stated previously this decision must be tempered by the political and regulatory environment of the operating area. Nonetheless, the objective is to reduce or eliminate operating expense and generate a positive revenue stream to the public sector. There are several available options that may be pursued including:

- **System wide privatization** - in this case 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 would require 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 would require several 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 must 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 sector 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 suggests 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 must 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 hourly rate. While similar to private ownership and contracted operations, in this case the public sector guarantees a minimum income stream to the private operator relies upon their ability to reduce costs and retains the capital assets.

- **Private terminal operation** - in this scenario operational efficiencies and revenue are created by allowing the private sector to control and operate the terminal facilities. These land based assets provide opportunities for the private sector to utilize the existing structures for alternative uses including office, retail and food service. A minimum private sector income stream can be established through the establishment of ferry landing fees and supplemented by rent, advertising revenue and other third party sources. The objective of this approach is to upgrade the facilities, improve the passenger environment while eliminating the associated

terminal operating expenses for the CCCD. Privatization for alternative uses of the terminals is particularly relevant to the Canal - Algiers and Gretna - Jackson terminal locations.

Additional Revenue Opportunities

Regardless of the future disposition of the ferry operation, public, private or a combination of both, there are opportunities for increasing revenue through alternative sources. These sources include advertising sales and excursion services on the vessels.

- **Advertising** - the sale of advertising space on the vessels and in the terminals is a major source of revenue for both the public and privately operated systems. There are several approaches that can be explored including static (billboard or diorama), dynamic (video) and wrapping vessels. In the New York metropolitan area ferries are floating billboards and "wrapped" with advertisements that generate as much as $10,000 per month per vessel. Terminal and vessel interior advertising sales are non expense revenue generators and in some cases exceed $1 million annually for private operators. Large public transit systems generate far more annually. Video or dynamic systems are employed and used to provide customer information as well as generate advertising sales for commercial spots. With over 1 million passengers annually it seems there is potential for the CCCD to raise revenue through non fare box sources.

- **Excursions** - private operators typically engage in the excursion business to maximize utilization of vessels and assets. Given the prominence of the CCCD system and the lore of the Mississippi River, it seems there are opportunities for the creation of an excursion or tour business. While this alternative, the use of publicly owned vessels for excursion services, may not be appropriate for the CCCD, it is and can be if privatization is pursued. Regardless, use of the system for leisure and recreational purposes appears to be greatly under employed and a sales and marketing approach should be explored.

A greater marketing plan for the ferry or excursions, if pursued, that includes the following should be examined to drive increased ridership and revenue:

- Employ in house staff that specializes in analyzing customer behavior and creating promotions, advertisements and other communication programs that inform consumers of the relevant benefits of the service and encouraging trial of services. With some input from outside advertising agencies staff can direct the creative design and production of all the advertisements and collateral informational material. Having production capabilities in-house provides quick turn-around and flexibility to create new marketing strategies to suit any service or special need.
- Create a sales department that focuses on two distinct markets. The corporate sales team develops programs with human resource departments at large employers to encourage ferry ridership at preferred rates and also develops joint-ticketing/downtown parking and transit programs with other connecting transit companies, creating seamless intermodal commutation. A travel and tourism team can be established with sales commissions and voucher programs for tour operators, hotel concierges, hotel travel desks, and travel agents to sell excursion products.
- Create a customer service department to provide up to the minute information to customers via the Internet and a toll-free 800 telephone number. The customer service department can also takes reservations for the new products and services offered by CCCD ferry system.
- Employ an advertising agency well experienced in transportation marketing should be retained to assist in developing communication strategies for the ferry new service. In-house staff typically implements these strategies with the goal to create high impact publicity and press coverage of the service. Specific undertakings can include:
    - Creation of website for ferry operations and information
    - Creation of schedules and brochures
    - Distribution of brochures.
    - Individual direct mail brochures for employers, tour operators, schools, camps and scouts
    - Create video advertisements for downtown hotels
    - Market the ferry and excursions at tradeshows

Public Funding Opportunities

The recently passed stimulus bill created several new and expanded funding opportunities for ferry operators and systems. Below is a brief summation of the programs:

- **Port Security Grants -** The $150 million in new funding for port security grants will supplement the $388.6 million in FY 2009 port security grant funds that the Department of Homeland Security (DHS) announced just last month. The DHS will issue this new round of funding in a manner consistent with the last announcement, i.e., on a risk-based methodology with the largest 90 ports being deemed to be at the highest risk and therefore allocated the largest share of the funds. However, in the case of the new round of funding, the cost share requirements have been waived.

- **Supplementary Discretionary Grants for Surface Transportation Including Ports** - the final Conference agreement appropriated $1.5 billion in discretionary competitive grant funding for all transportation modes, including ports. This represents a compromise between the $5.5 billion in the Senate bill and no funding for this program in the House bill. Port interests fought to maintain this provision which will allow ports to compete for these funds at the Department of Transportation (DOT) and not have to compete within the states for scarce highway funds, as the next item reflects. However, within DOT, applicants will have to compete for these funds across the modes, and demonstrate that their projects will have a significant impact on the Nation, a metropolitan area or region. The Secretary of Transportation is directed to distribute these funds on an equitable geographic basis and one that represents a balance between urban and rural communities. The Secretary must publish criteria for the grant funding within 90 days, require applications to be submitted within 180 days following the publication of the criteria, and announce successful projects within one year from the date of enactment of H.R.1 (or February 17, 2010). Each grant is to be funded between $20 million and $300 million and the Federal share can be up to 100 percent of the funding for the project.

- **Highway Infrastructure Investment Program; Ferry Boat Capital Expenditures** - the Federal Highway Administration (FHWA) received $27.5 billion in new funds for highway infrastructure which is to be allocated to States on the standard formula for distributing highway funds. Accordingly, the States will determine the allocation of these funds within their respective states. States may choose to distribute the funds to ports for infrastructure projects but we anticipate competition to be stiff with the large numbers of pending highway projects. Priority is to be given to projects that can be completed within three years and are located in economically distressed areas. Within the $27.5 billion, $60 million is set aside for capital expenditures for ferry boat systems (in accordance with the provisions of 23 U.S.C. 147). Expect this program to be modeled on the current ferry boat discretionary program administered by FHWA. The funds will be funneled through the states on a competitive basis for projects that can be completed within two years.

- **Small Shipyard Grants** - provides $100 million in supplemental grants for small shipyards as defined in existing law. This represents ten times the amount previously appropriated for small shipyard grants. Under authorizing legislation for the Small Shipyard Grant Program (section 3508 of Pub. L.110-417), a small shipyard is defined as a shipyard facility in one geographic location that does not have more than 1,200 employees. These funds remain available until September 20, 2010, and are not to be commingled with any existing funds. This program will be administered by the Maritime Administration (MARAD). MARAD has existing regulations that apply to this program and we assume they will operate consistent with these regulations.

- **Army Corps of Engineers (ACOE)** - the stimulus bill appropriated $4.6 billion to the ACOE for waterway management and restoration projects that can meet the following criteria: be obligated and/or executed quickly; result in high, immediate employment; have little schedule risk; will be executed by contract or direct hire of temporary labor; and will complete a project or will provide a useful service that does not require additional funding. In addition, a supplemental appropriation of $375 million was appropriated for projects on the Mississippi River and its tributaries.

- **Environmental Protection Agency (EPA) -** the new law appropriates $4 billion to the states for capitalization grants for Clean Water Act State Revolving Funds and

$2 billion in capitalization grants for Safe Drinking Water Act Revolving Funds. Priority is to be given to projects on State priority lists that are ready to proceed to construction within 12 months from date of enactment. Not less than 20 percent of each Revolving Fund is to be available for projects to address green infrastructure, water and/or energy efficiency, innovative water quality improvements, decentralized wastewater treatment, storm water runoff mitigation, and water conservation. The bill also waives the usual 20% match requirement. EPA was also appropriated $300 million for new grants under the Diesel Emission Reduction Act (DERA) Program that Congress created last year. The funds are to be used on projects that spur job creation, while achieving measurable reductions in diesel emissions. The new law also eliminates the match requirement for the $300 million. Under current EPA guidance, ports are eligible to administer these grants and the funds can be used to reduce emissions from marine engines. Announcements for funding will be made on the EPA web site in March. (www.epa.gov/cleandiesel.)

- **Marine Renewable Energy Production Tax Credit** - The tax provisions of H.R. 1 include a wide range of new and extended tax credits which are beyond the scope of this advisory. However, the bill does include a two-year extension of the production tax credit (one cent per kilowatt-hour for 2008) for electricity produced from qualifying marine and hydrokinetic renewable energy facilities, that have a capacity rating of at least 150 kilowatts, and are placed in service after October 2, 2008, and before January 1, 2012. A qualified facility is a facility that produces energy from waves, tides, and currents in oceans, estuaries, and tidal areas as well as from differentials in ocean temperature (ocean thermal energy conversion). Depending on their location (on the Outer Continental Shelf or inland), these facilities are regulated, respectively, by Minerals Management Service or the Federal Energy Regulatory Commission.

  Ports, small shipyards, ship owners and operators, and ferry boat operators, among others, stand to benefit from the new funding sources. However, competition will be stiff and it behooves all interested parties to read the law and applicable regulations closely and begin to put together their applications as quickly as possible. For those funds funneled to the states, applicants are encouraged to work with their state departments of transportation and other relevant state offices.

Conclusions

While this report and the associated observations are general in nature, there are several conclusions and recommendations that may be drawn from the field observations and information provided. It will be necessary to investigate further operating costs, market potential and the CCCD regulatory environment before undertaking large scale changes, however; several actions should be explored including;

- Development of an overall business plan for the ferry operation that reflects the nature of the business, the sales and marketing strategy, the financial background, and a projected profit and loss statement from operations. *Whether the service is operated publicly, privately or a combination of both, it is imperative that a long range plan, one that reflects the CCCD's goals, objectives and regulatory environment, be created to increase both passenger fare box and non fare box revenue and reduce public operating subsidies.*
- Development of a marketing program that highlights the nature and availability of the ferry operation. *The CCCD ferry service is uniquely positioned to be more than a local commuter operation and has the potential to offer tourists and other visitors to the City the opportunity to access the Mississippi River and experience New Orleans from the water. The program should draw upon the historic nature of the City and Mississippi River as its central theme.*
- Development of a strategy for generating non fare box advertising revenue. *With over 1.5 million passengers using the vessels and terminals annually it appears that there would be demand for advertising space and sales on board the vessels and within the terminals. The CCCD should explore "wrapping" vessels and creating floating billboards to generate yet additional revenue.*
- Development of a strategy for improving the physical conditions of the ferry terminal facilities that includes complementary alternative uses and the development of passenger amenities. *There are several means by which this may be accomplished including master leasing or sale of the facilities to private sector developers and tenants.*
- Exploring the introduction of passenger only services on select routes. *This alternative may require the acquisition of smaller faster vessels capable of servicing multiple stops and locations. For example a Gretna to Jackson Avenue to Canal Street route may be desirable for passenger only service. Consistent with the passenger only alternative, service to new and presently unused existing ferry landing locations (Audubon Park for example) within the operating area should be studied. Multi-stop services generate increased revenue at lower per passenger operating costs.*

Appendix G

Planning Evaluation of Potential Water Taxi Route, Mississippi River

Methodology

One of the discussions during this project was the idea of up and downriver water taxis in the Region. For that purpose, this exercise was used to determine potential travel times between existing landings on the Mississippi River from the City of Kenner and St. Bernard Parish by boat. For this review, a planning scenario was established based upon review of current water taxi operations elsewhere in the US. This scenario includes a travel time comparison between modes developed using existing transit data and inputs based upon the following assumptions, some of which might be subject to change. The results of this study should be considered preliminary and used only for planning purposes:

- **Vessel Speed** – speed was selected based upon a review of comparable systems that offer water taxi (or other similar commuter services) in the National Census of Ferry Operators (2006) (*See Appendix A*). The median typical speed for the sample of 46 vessels[1] is 19 knots.
- **Dwell Time** – an estimate of dwell time was not incorporated into this review as this would be determined as part of any future route planning review. It is assumed currently that the dwell time required would be that required to comfortably board pedestrians waiting at the various landing sites. A very little amount of additional time would be advertised or available as it would be critically important for the viability of the service to have a point-to-point travel time equal to or less than current transit and auto modes.
- **Technology**- a specific vessel technology was not selected for this review. Vessel technologies that can travel these distances in a comparable amount of time include appropriately powered mono-hull craft, catamaran, and hydrofoil.
- **Costs** – there is no assumption regarding costs of operation. This variable would be determined as part of the future planning when the route network is identified, facilities examined for compatibility with the service and connectivity to other modes of travel. Please see *Appendix C* for a preliminary planning assessment of each landing which identifies available parking, transit stops and facility access from the Mississippi River.
- **Travel Time** – there are assumptions built into the analysis regarding travel time variables including river current, vessel speed and cross river travel. These are based upon current conditions encountered by the CCCD Ferries or as obtained from current applications of the crafts included in the analysis within other areas. It is possible that the actual times will be much different, depending on the number of intermediate stops made between end points and time required to handle passengers loading/unloading movements.

[1] The sample included vessels operated by Seastreak, Golden Gate Bridge Highway Transportation Department, Massachusetts Bay Transportation Authority, Boston Boat, Voyager, Port Imperial Ferry Corporation, Billybey Ferry Company, General Electric Capital Corp., and Long Beach Public Transportation (Aqualink only).

- **Stops** – this analysis considers every landing identified along the River as a potential stop. In all likelihood, only those for which there is a demand for service (either from passengers or adjacent development) would be considered as a destination. The number of stops served and river crossings completed would have an impact on total travel time.

Motorized Vehicle

During the ferry landing assessment conducted during March 2009, travel times over land between different landings were established. The drive from Lazy River Landing in Westwego, to Canal Street Landing and from Canal Street Landing to LaSalle's Landing in Kenner took 23 and 37 minutes, respectively. Both trips were completed in the mid afternoon using a combination of arterial roadways (River Road/Jefferson Highway/S. Claiborne Avenue to Canal Street), similar to that path followed by transit vehicles.

Existing Transit Alternatives

The review identified travel times between the City of Kenner and New Orleans CBD via existing transit bus alternatives in Jefferson, Orleans and St. Bernard Parishes. Transit travel between Kenner and St. Bernard Parish would require intersystem transfers given current route networks as well as a trip through the New Orleans CBD. For the purposes of this comparison, minimum travel times beyond the New Orleans CBD could be estimated by adding advertised schedule times of the New Orleans Regional Transit Authority (NORTA) or Jefferson Transit (JeT). For example, traveling from Kenner to the NSA Westbank Landing in Algiers could take at least 84 minutes, not including waiting time between transit buses at interparish transfer stops.

In addition, costs were developed based upon posted full fare schedules, which would include multiple base fares. At the present, the program for a single ride between Parishes, which operated with some success for many years, has yet to be restored.

Travel time for Kenner and Westwego to New Orleans CBD, the longest physical distances in the planning scenario, range from 53 to 60 minutes, given advertised schedules. Travel time from other terminals closer to the CBD range from under 30 minutes, given the options presented that include a walk from the terminal to one of a number of bus routes. In some instances, the distance from the terminal to the closest bus route could exceed typical walking distances of ¼ mile.

An estimate of potential transit travel times, existing user fees (based on fare schedules), and bus routes used (given the schedules published as of September 2009) is within Table G-1.

Table G-1
Travel Time Estimates - Landing Areas to New Orleans CBD via Regularly Scheduled Public Transit

For Landings and Terminals within Jefferson, Orleans, St. Bernard Parishes, LA

Landing Location	Potential Transit Connection	Transit Connection Name/Service	Trip Characteristics						
			Start	End	Travel Time (mins)	Layover (mins)	Distance (mi)	Travel Speed (MPH)	Fare Cost
La Salle Landing	*within 1/4 mile (adjacent)*	JET Route E-3, Kenner Local	Coleman Place	S Carrollton Avenue	35	5	10.34	17.7	$1.10
Williams at 3rd Street, City of Kenner	*Inter-parish transfer*	NORTA Route 16 - Claiborne Avenue	S Carrollton Avenue	Canal at Magazine St	25	0	4.45	10.7	$1.25
	Estimated Summary Travel Time, Distance, Speed, Cost				60	5	14.79	15.6	$2.35
Audubon Landing	*within 1 mile*	Option 1: NORTA Route 10 - Tchoupiltoulas	East Drive	Canal at Magazine St	25	0	6.08	14.6	$1.25
Park at Riverview Dr, City of NO	*within 1/2 mile*	Option 2: NORTA Route 11 - Magazine Street	Audubon Park	Canal at Magazine St	26	0	5.31	12.3	$1.25
	within 1 1/2 miles	Option 3: NORTA Route 12 - St. Charles Streetcar	Fern Street (Riverbend)	Canal at Carondelet	28	0	5.28	11.3	$1.25
Jackson Avenue Ferry Terminal	*within 1/4 mile (adjacent)*	Option 1: NORTA Route 10 - Tchoupiltoulas	Jackson Avenue	Canal at Magazine St	13	0	2.53	11.7	$1.25
NSA EB Landing *Port of Embarkation, Poland Ave, City of NO*	*within 1/4 mile (adjacent)*	NORTA Route 5 - Marigny-Bywater	St Claude at Poland	N Peters at Canal	17	0	2.95	10.4	$1.25
Chalmette Battlefield *St. Bernard Highway, Chalmette, LA*	***No Convenient Transit Connections Currently Available***								
Chalmette Ferry Landing *Paris Road, Chalmette, LA*	***No Convenient Transit Connections Currently Available***								
Lazy River Landing	*within 1/4 mile (adjacent)*	JET Route W-10 - Huey P. Long	River Road at Louisiana	Walkertown Terminal	15	10	4.31	17.2	$1.10
River Road, City of Westwego	*Inter-parish transfer*	JET Route W-2 - Westbank Expressway	Walkertown Terminal	Tulane at Loyola, NO	38	0	9.64	15.2	$2.70
	Estimated Summary Travel Time, Distance, Speed, Cost				53	10	13.95	15.8	$3.80
Gretna Ferry Landing	*within 1 mile*	Option 1: JeT Route W-2 - Westbank Expressway	HP Long at WB Expwy	Tulane at Loyola, NO	28	0	6.53	14.0	$2.70
Huey P. Long Ave at 1st St, City of Gretna	*within 1 mile*	Option 2: JeT Route W-3 Lapalco	HP Long at WB Expwy	Tulane at Loyola, NO	22	0	6.53	17.8	$2.70
NSA WB Landing *NSA Facility, Algiers, City of NO*	*within 1/4 mile (adjacent)*	NORTA Route 102: General Meyer/Whitney Av	Gen Meyer at Shirley	N Peters at Canal	24	0	6.43	16.2	$1.25

Notes:

(1) - Travel times, fares, transfer costs and start/end points based upon posted schedules for the various transit routes, as found on the system websites in March 2009. Start points indicate stop locations closest to the landing location.

(2) - Layover time represents an average waiting time between systems, based upon the posted schedule.

(3) - Travel time does not include walking time to terminal or landing location if not found immediately adjacent to the noted transit route/service.

Table compiled by Burk-Kleinpeter, Inc., 2009

Potential Water Transit Alternative

The review of water transit alternatives offers the potential of a slightly shorter travel time downriver given the influence of the river current. Travel upriver takes longer, as is expected, due to travel against the current. Travel from the furthest point upriver (LaSalle's Landing) to the New Orleans CBD could be accomplished in about 32 minutes, which is shorter than the current motorized vehicle and transit trip. However, a return trip could take as much as 104 minutes, given the influences assigned to river current and vessel speed. Projected travel times are presented in Table G-2.

Potential Service Scenarios

Given the projected travel times presented in Table G-2, two different scenarios might be considered more practical over the longer-term for any type of water taxi concept:

- *Premium Commuter Oriented Service* - The Premium Commuter Oriented Service route would cover a limited number of stops in order to provide time-efficient service. Connecting potential high demand trip generator sites would be preferred. Such a route might include Kenner/Louis Armstrong International Airport (via LaSalle's Landing), Westwego/Avondale (via Lazy River Landing), Jefferson Parish Government/Downtown Gretna (via the Gretna Ferry Landing), Downtown New Orleans (via the Canal Street Ferry Landing), and a Federal City Landing (via the Westbank NSA Launch Dock).

  Final stop selection would require confirmation of the number of potential riders to/from each landing location, the potential business/commercial areas served and demand for service from adjacent neighborhoods (residents).[2] Part of this process will be to confirm access updates required to better connect these landings (visually as well as physically) with the existing road network, transit services and bicycle/pedestrian routes. Also, designated secure parking may need to be considered at some locations to facilitate park and ride opportunities. Two locations which may require such are the landings at Kenner and Westwego, which are closest to emerging suburban areas west of Jefferson Parish.

- *Recreational/Pleasure Cruise Route* – The recreational/pleasure route could offer service to all or some combination of the existing landings on the River for those wanting short-term interaction with the riverfront (between tourist destinations) or a longer cruise to enjoy the river, river traffic or riverfront where time is not an issue. Stops for this service could

[2] Results from the *Five Year Ridership Projection Report* prepared for the Regional Planning Commission and Crescent City Connection Division in 2008 can help identify the level of demand for service to/from existing ferry landings.

include some covered for the commuter service, along with Algiers Point, Chalmette Battlefield and the Audubon Park Excursion Boat Landing.

Currently, two riverboats offering this type of service are operating on the Mississippi River from landings in the vicinity of the Canal Street Ferry Landing:

- the Steamboat Natchez, offers dinner and harbor cruises and Gray Line Tours;
- the Creole Queen, offers dinner cruises, river cruises and reception cruises.[3]

In any of the services identified, having a seamless transition between water and landside transportation modes is a must. *Appendix C*'s planning assessment site visits documentation provides details on existing ground-side connections found at each existing ferry and boat landing on the Mississippi River at the start of this project (2009).

[3] For more information, please see the following websites: The Paddlewheeler Creole Queen: www.creolequeen.com; The Steamboat Natchez: www.steamboatnatchez.com.

Table G-2
Travel Time Estimates – Existing River Landings to New Orleans CBD via Mississippi River

For Landings and Terminals within Jefferson, Orleans, St. Bernard Parishes, LA

Estimated Travel Time from Chalmette Landing to Kenner (Upriver)

Landing Location	Chalmette Ferry Landing / Lower Algiers Ferry Landing	Chalmette Battlefield	NSA Launch Dock (Eastbank/ Westbank)	Canal Street Ferry Landing (NO CBD) / Algiers Ferry Landing	Jackson Avenue Ferry Landing / Gretna Ferry Landing	Audubon Park Excursion Boat Landing / Lazy River Landing, Westwego	LaSalle's Landing, Kenner
LaSalle's Landing, Kenner	*139 minutes*	*127 minutes*	*116 minutes*	*104 minutes*	*93 minutes*	*64 minutes*	---
Audubon Park Excursion Boat Landing / Lazy River Landing, Westwego	*75 minutes*	*64 minutes*	*52 minutes*	*41 minutes*	*29 minutes*	---	---
Jackson Avenue Ferry Landing / Gretna Ferry Landing	*46 minutes*	*35 minutes*	*23 minutes*	*12 minutes*	---	---	---
Canal Street Ferry Landing (NO CBD) / Algiers Ferry Landing	*35 minutes*	*23 minutes*	*12 minutes*	---	---	---	---
NSA Launch Dock (Eastbank/Westbank)	*23 minutes*	*12 minutes*	---	---	---	---	---
Chalmette Battlefield	*12 minutes*	---	---	---	---	---	---

Estimated Travel Time from Kenner to Chalmette Landing (Downriver)

Landing Location	LaSalle's Landing, Kenner	Audubon Park Excursion Boat Landing / Lazy River Landing, Westwego	Jackson Avenue Ferry Landing / Gretna Ferry Landing	Canal Street Ferry Landing (NO CBD) / Algiers Ferry Landing	NSA Launch Dock (Eastbank/ Westbank)	Chalmette Battlefield	Chalmette Ferry Landing / Lower Algiers Ferry Landing
LaSalle's Landing, Kenner	---	*20 minutes*	*29 minutes*	*32 minutes*	*36 minutes*	*40 minutes*	*43 minutes*
Audubon Park Excursion Boat Landing / Lazy River Landing, Westwego	---	---	*9 minutes*	*13 minutes*	*16 minutes*	*20 minutes*	*23 minutes*
Jackson Avenue Ferry Landing / Gretna Ferry Landing	---	---	---	*4 minutes*	*7 minutes*	*11 minutes*	*14 minutes*
Canal Street Ferry Landing (NO CBD) / Algiers Ferry Landing	---	---	---	---	*4 minutes*	*7 minutes*	*11 minutes*
NSA Launch Dock (Eastbank/Westbank)	---	---	---	---	---	*4 minutes*	*7 minutes*
Chalmette Battlefield	---	---	---	---	---	---	*4 minutes*

Planning Assumptions **For Planning Purposes Only**

1.) River mile post locations are rounded to nearest mile.
2.) Travel times represent the projected amount of time to travel up and down the river between mile points.
3.) The projected travel times do not include time required to dock, board, or stop at intermediate destinations.
4.) A vessel speed of 19 knots is used. This is the median speed of vessels operating as water taxis or other similar commuter services, as reported in the National Census of Ferry Operators (2006).
5.) 1 knot = 6,076 feet per hour.
6.) River travel assumes a Mississippi River current of 10 knots.

Table prepared by Burk-Kleinpeter, Inc., 2009.

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