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The original instrument and the following digest, which constitutes no part of the legislative instrument, were prepared by Sharon F. Lyles.

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### DIGEST

#### Heitmeier (SB 215)

Present law provides for DOTD to take over, operate, and regulate the ferries formerly operated by the Crescent City Connection Division (CCCD) and authorizes it to collect fees, tolls, fares, or ferry charges it deems necessary to operate, maintain, and replace the ferry service; provides that DOTD may privatize, franchise, or enter into contracts for ferry service alone or jointly with parishes or municipalities; requires any contract or franchise agreement with a non-public entity to contain a provision which appoints the New Orleans Regional Planning Commission (RPC) as advisor to the ferry service contractor; authorizes RPC to follow its customary procedures to satisfy the advisory function; provides that if DOTD enters into such a contract or agreement with a non-public entity the provisions of law which provide free passage on toll ferries for the Boy and Girls Scouts, the Camp Fire Girls, and all employees of parish governing authorities in official vehicles in their passage to and from work on an official project shall not apply.

Proposed law requires DOTD to own, and provide insurance and contribute not more than \$4,000,000 annually from its operating budget for the continued operation of the Chalmette ferry; authorizes DOTD to enter a cooperative endeavor agreement (CEA) with a political subdivision of the state to provide for continued operation of the Chalmette ferry; authorizes CEA to include other marine assets and associated properties formerly operated by the CCCD to be managed and operated as a ferry system; requires the political subdivision to establish ferry fares and to contract with a public or private ferry service operator; requires political subdivision to use best practices to operate and manage ferry service and collect ferry fares; requires that all ferry fares collected be used to operate and maintain ferry service.

Proposed law provides for creation of the New Orleans Ferry Fund and dedicates registration and license fees and taxes on trucks and trailers which are collected in Orleans Parish, subject to appropriation, to DOTD for operation of the Chalmette ferry and to provide ferry service formerly operated by the CCCD until June 30, 2018; provides that these funds are in addition to but not less than \$4,000,000 DOTD contributes from its operating budget.

Present law provides that the Regional Transit Authority shall have no power or authority to operate taxicabs, or facilities designed exclusively for the transportation of property for hire, nor ferries, sightseeing limousines and buses, or school buses, nor shall it engage in other activities commonly regarded as private enterprise, except to develop a transit system, provide concessions, off-street parking and other facilities for the comfort, safety and convenience of transit passengers, and otherwise accomplish the purpose and policies expressed and contemplated in law.

Proposed law removes the word "ferries" from present law.

(Amends R.S. 47:481, R.S. 48:25.1, 196(A)(intro para) and 1656(20); Adds R.S. 48:25.2)

#### Summary of Amendments Adopted by Senate

##### Committee Amendments Proposed by Senate Committee on Transportation, Highways, and Public Works to the original bill

1. Deletes Canal Street ferry service requirement.
2. Changes New Orleans Regional Planning Commission to political subdivision.

3. Removes authority to set a transit rate or non-commuter rate for ferry services.
4. Makes DOTD's execution of a CEA with a political subdivision to provide ferry service discretionary; authorizes CEA to include other maritime assets and associated properties formerly operated by CCCD for management and operation of a ferry system.

Summary of Amendments Adopted by House

Committee Amendments Proposed by House Committee on Transportation, Highways and Public Works to the engrossed bill.

1. Removed the Regional Transit Authority's prohibition on operating ferries except to develop a transit system, provide concessions, off-street parking and other facilities for the comfort, safety and convenience of transit passengers, and otherwise accomplish the purpose and policies expressed and contemplated in law.
2. Made technical changes