



Regional Transit Authority
2817 Canal Street
New Orleans, LA 70119-6301

504.827.8300

www.norta.com

RESOLUTION NO. _____

STATE OF LOUISIANA

PARISH OF ORLEANS

**REQUEST AUTHORIZATION TO AMEND WOODWARD-APC'S CONTRACT TO
INCLUDE THE REVISED PERMANENT BARGE WORK**

Introduced by Commissioner _____,
seconded by Commissioner _____.

WHEREAS, in March 2020, RTA removed the Half Grand Union (HGU) from the Canal Street Ferry Terminal project; and

WHEREAS, this decision resulted in roughly \$1.3M. in savings, RTA staff reallocated these savings to the permanent barge to enhance functionality

WHEREAS, these changes include expanding the width of the access gangway, adding a sewage pumping system to the barge, and adding an internal ballasting system; and

WHEREAS, the redesigns are complete, revised price has been submitted by Woodward-APC, and Woodward-APC's revised scope has been validating by the Marine engineer; and

WHEREAS, RTA staff are now working with Royal and Dupont-LeCorgne to analyze and validate the cost and finalize the negotiations; and



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WHEREAS, while the previous design met operational requirements, the above changes improve system functionality by allowing operations to service larger volumes of passengers quicker, providing operations a secondary method to service ferries utilities, and reduce operation functions by including an internal ballasting system which requires less manpower than the previous system; and

WHEREAS, while the original plan was to use the HGU savings to support the revised permanent barge cost, the FTA to use savings from new Ferry Boats purchase. The HGU savings will now be allocated to the project's contingency; and

WHEREAS, redesigns were expected to be completed earlier this year, but delayed due to slowdowns in regulatory agency permitting; and

WHEREAS, Permitting took longer than expected due to staff availability being reduced by COVID restrictions; and

WHEREAS, RTA staff are submitting this Board Agenda item prior to finalizing negotiations to mitigate further cost escalations due to increasingly rising material prices; and

WHEREAS, these price escalations are unpredictable, unprecedented, and a result of material shortages due to COVID restrictions; and

WHEREAS, the total cost for this work is \$700,681.16 and will be funded through the Grant LA 950006.12.34.05 which has a balance of \$1,330,515.17. Staff will continue to negotiate this price down as the pricing is finalize. If costs exceed the \$700,681.16, RTA staff will resubmit a Board Agenda item to ratify the Amendment. Roughly \$200K of the \$700K cost is a result of steel price escalations due to COVID. RTA Staff will include this cost as part of the CARES Act reimbursements; and



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NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners of the Regional Transit Authority (RTA) that the Chairman of the Board, or his designee, authorization to amend Woodward-APC's contract to include the revised permanent Barge work.

THE FOREGOING WAS READ IN FULL, THE ROLL WAS CALLED ON THE ADOPTION THEREOF AND RESULTED AS FOLLOWS:

YEAS: _____

NAYS: _____

ABSTAIN: _____

ABSENT: _____

AND THE RESOLUTION WAS ADOPTED ON THE 22nd DAY OF JUNE, 2021.

**FLOZELL DANIELS
CHAIRMAN
BOARD OF COMMISSIONERS**