

Recommendation to suspend ferry service from August 24, 2021, until October 1, 2021.

Problem:

Delays are shifting the pile driving activity to a period of potential high river season. The project has a waiver and can continue working until the river reaches 13 feet, the normal work stoppage height is 11 feet. The Army Corp of Engineers has jurisdiction on all construction work within 1,500 feet of river levees.

The project is currently behind schedule due to design changes requested by RTA, State Fire Marshall and complications of Covid 19. The design changes requested include widening of the gangway, electrical and mechanical.

The Jackson Avenue barge that will be used as the Temporary Berthing had more deferred maintenance than anticipated and contributes to the delays.

Background

River Height

Based on historical data, provided by the Army Corp of Engineers, the years of 2007-2018, height of the river has reached between 10 and 15 feet, an average of 5.75 monthly occurrences, max of 8 month and min of 2 months.

Year	Number of Months above 10 feet	Number of Months above 15 feet	Number of Months above 20 feet	Months
2007	2			January, February
2008	6	2		February, March, April, May, June July
2009	5	2		Jan, April, May, June, July
2010	7	3		Jan, Feb, Mar, April, May, June, July
2011	5	4	2	March, April, May, June, December
2012	4			January, February, March, April
2013	7	2		January, February, March, April, May, June, July
2014	5			January, March, April, May, June
2015	7	4		March, April, May, June, July, August, December
2016	6	2		January, February, March, April, May, June
2017	7	2		January, February, March, April, May, June, July
2018	8	3	1	Feb, March, April, May, June, September, October, November
Average	5.75	2.6666667	1.5	

Recommendation:

Suspend service for approximately 38 days, from August 24 until October 1 to allow work to progress ahead of planned sequence. The work below currently cannot happen without the temporary landing barge in place or a suspension of service.

- Marine Demolition including:
 - Disconnect Existing Utilities from Barge
 - Demolish Gangway & Access Platforms
 - Disconnect and Remove Exist Barge to RTA Yard
 - Demolish Vehicle Ramp
 - Demolish Pedestrian Ramp Over Water
 - Demolish Lifting Tower

The marine demolition will allow the construction of the wharf to progress which includes:

- Install Steel Piles
- Form & Pour Concrete Wharf Bents on New Piling
- Set Hollow Core Panels Phase

Benefit

The main driver for this work is to put the project in a position to begin driving the piles required for the building ahead of the peak periods of high river. This is hard to predict because the flow of the Mississippi is solely based on weather in the north, rainfall, and snowmelts. Additionally, to avoiding the weather delays, this also places the project in a better position to spend the federal grants in advance of the expiration date of August 2022.

We will be able to begin driving the piling approximately December 21, 2021, instead of March 17, 2022.

Cost Analysis

The team analyzed several options prior to making the recommendation. From a pure project perspective option 2 suspend service for 38 days is the best option, however when looking at the community needs, and calendar of events we are recommending the pursuit of Option 1 to relocate service for 3 months.

	Accelerate Temporary Berthing work while maintaining services at Alternative Location	Suspend Ferry Service and Accelerate Temporary Berthing Work
	Option 2	Option 3
Close Ferry Service Early	No	Yes
Ferry Service Close Date	N/A	8/24/2021
Expedited Temp Berth	Yes	Yes
Temp Berth Open Date	10/1/2021	10/1/2021
Steel Pile Installation Date	3/17/2022	12/21/2021
Substantial Completion	3/13/2023	2/8/2023
Reduction in Delay Days	-16	-49
Cost Savings from Reduced Delay Claim to the project	\$ (56,000.00)	\$ (171,500.00)
RTA Close Service Timeframe (Days)	0	38
Project Cost Impact Close Service (RTA)	\$ -	\$ 175,370.00
RTA Cost Impact to Replace Ferry Service	\$ 225,000.00	\$ -
Cost Expedited Temp Berth (Woodward)	\$ 217,562.51	\$ 217,562.51
Reduces High River Risk	Yes	Yes
Potential High River Delay (Days)	0	0
Potential High River Risk Cost		\$ -
Total Cost Impact (Not Including Risk Reduction)	\$ 386,562.51	\$ 221,432.51
Total Potential Cost Impact (Including Risk Reduction)	\$ 386,562.51	\$ 221,432.51

Ridership and Covid 19 Recovery

The ridership demand is slowly recovering and festivals that would have occurred in the Spring, are now planned for the Fall. Below is a list of events that may drive increased demand for ferry service.

Calendar of Events

Calendar of Events during the proposed outage	Dates
	8/31-10/19
Saints Home Games:	
Green Bay	12-Sep
NY Giants	3-Oct
Special Events/Fall Festivals	
French Quarter Festival	9/30-10/2
Jazz and Heritage Festival (Fair Grounds)	10/8 -10/10
Jazz and Heritage Festival (Fair Grounds)	10/14-10/17
Gretna Fest (Westbank)	No Date yet
Beignet (City Park)	9/25/2021
Coolinary New Orleans	7/14-9/5
Southern Decadence	9/2-9/6
Smoothie King Concerts	
Dave Chappelle & Joe Rogan	4-Sep
Lil Baby and Lil Durk	14-Sep
Eric Clapton	18-Sep
Florida Georgia Line	25-Sep
James Taylor & Jackson Browne	16-Oct

During 2021, ridership at Canal St has been as follows:

2021	Canal
January	10,787
February	9,517
March	20,866
April	22,225
May	26,892

Historical usage in the fall is as follows:

Year	August	September	October	Comment
2017	31,279	43,694	39,603	-
2018	33,819	34,202	42,509	-
2019	27,233	20,586	0	Significant missed trips due to mechanical failure

French Quarter Festival ridership has consistently been high:

Dates	Ridership	Comment
April 6-9, 2017	35,459	
April 12-15, 2018	17,197	No service during late a.m. and entire afternoon of April 12
April 11-14, 2019	28,143	

Risk

1. Upset Algiers Residents and Riders—
 - a. We are currently exploring with Lab Mar the feasibility of utilizing the Natchez site, the River Boat is out of service during this time, thus their landing may be available for use. If technically feasible, we may need assistance from the CEO, Board Chair and other external stakeholders to make the request.

- b. Bus Bridge—for the amount of riders on these high demand days, the bus will not be able to keep up.
 - c. Communicate the business case, early and often.
- 2. High River earlier than expected/longer than expected.
 - a. This plan is not full proof, it will provide evidence to the FTA and other government stake holders in the event we need to ask for additional time on the grant.
- 3. Lose Lab Mar Staff
 - a. Work with grants and FTA to make the cost of the Lab Mar contract during this period and eligible project cost to retain the staff.

Summary and Next Steps

The project team is recommending that we suspend ferry service from August 24, 2021, and reopen service on October 1, 2021 and execute contractual obligation not to exceed a \$455K to accelerate the marine demolition.

- 1. Issue a change order to the construction contract with Woodward APC in the amount not to exceed \$230,000.
- 2. Issue a change order to the ferry operations contract Lab-Mar in the amount not exceed \$125,000.
- 3. Approve a contract to rent an alternative docking space for the Canal St. landing barge in an amount not to exceed \$100,000.
- 4. The project team is recommending we bring to the full July Board of Commissioner a not to exceed change order in the amount of \$540K to accelerate the scope of work.
- 5. Project team works with IGR staff to brief the governmental, neighborhood and business stakeholders.
- 6. Finalize the feasibility of the use of the Natchez landing.
- 7. Project team works with Communication teams.