



Legislation Details (With Text)

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File created:	5/26/2021	In control:	Board of Commissioners
On agenda:	6/22/2021	Final action:	6/22/2021
Title:	Canal Street Ferry Terminal Project Amendment Requesting Woodward-APC's Contract		
Sponsors:			
Indexes:			
Code sections:			
Attachments:	1. Attachment 1 - Board Resolution Amend Woodward-APCs Contract Permanent Barge, 2. COR 025 RFP 003 Permanent Bridge Redesign, 3. Canal Street Ferry Terminal Project Amendment Requesting Woodward Permanent Barge Work .pdf		

Date	Ver.	Action By	Action	Result
6/22/2021	1	Board of Commissioners	adopted	Pass
6/10/2021	1	Finance Committee	approved	Pass

Canal Street Ferry Terminal Project Amendment Requesting Woodward-APC's Contract

DESCRIPTION: Requesting Board Authorization to Amend Woodward-APC's contract to include the revised Permanent Barge work	AGENDA NO: Click or tap here to enter text.
ACTION REQUEST: <input checked="" type="checkbox"/> Approval <input type="checkbox"/> Review Comment <input type="checkbox"/> Information Only <input type="checkbox"/> Other	

RECOMMENDATION:

To authorize the Chief Executive Officer to amend Woodward-APC's contract for a not-to-exceed amount of \$700,681.16 to include the revised Permanent Barge scope of work.

ISSUE/BACKGROUND:

In March 2020, RTA removed the Half Grand Union (HGU) from the Canal Street Ferry Terminal project. As this decision resulted in roughly \$1.3M. in savings, RTA staff reallocated these savings to the permanent barge to enhance functionality. These changes include expanding the width of the access gangway, adding a sewage pumping system to the barge, and adding an internal ballasting system.

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

DISCUSSION:

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.

While the original plan was to use the HGU savings to support the revised permanent barge cost, the FTA has granted authorization for RTA to use savings from new Ferry Boats purchase. The HGU savings will now be allocated to the project's contingency.

Redesigns were expected to be completed earlier this year but delayed due to slowdowns in regulatory agency permitting. Permitting took longer than expected due to staff availability being reduced by COVID restrictions.

RTA Staff are submitting this Board Agenda item prior to finalizing negotiations to mitigate further cost escalations due to increasingly rising material prices. These price escalations are unpredictable, unprecedented, and a result of material shortages due to COVID restrictions.

FINANCIAL IMPACT:

Total cost for this work is \$700,681.16 and will be funded through 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 finalized. 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 reimbursement.

NEXT STEPS:

Upon Board approval, staff will amend Woodward-APC's contract to include the revised work in their contract.

During the performance of this contract, staff will conduct ongoing dialogue to the Board during the project development.

ATTACHMENTS:

1. Board Resolution
2. COR #025 RFP 003 Permanent Barge

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Reviewed By: Gizelle Johnson-Banks
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A handwritten signature in blue ink, appearing to read 'A. Wiggins'.

Alex Wiggins
Chief Executive Officer

6/8/2021

Date