

# HALIFAX

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**Item No. 15.1.3**  
**Halifax Regional Council**  
**September 17, 2019**

**TO:** Mayor Savage and Members of Halifax Regional Council

**SUBMITTED BY:** Original Signed by   
\_\_\_\_\_  
Jacques Dubé, Chief Administrative Officer

**DATE:** July 24, 2019

**SUBJECT:** **Increase to Contract – RFP 18-176 Consulting Services for Woodside Ferry Terminal Recapitalization Phase 1 and Phase 2**

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## **ORIGIN**

This report originates from a need to increase RFP 18-176, Consulting Services for Woodside Ferry Terminal Recapitalization Phase 1 and Phase 2, beyond 15% of its original award.

## **LEGISLATIVE AUTHORITY**

Under the HRM Charter, Section 79 Halifax Regional Council may expend money for municipal purposes.

The recommended contract award complies with all of the pre-requisites for awarding contracts as set out in section 34 of Administrative Order 2016-005-ADM, the *Procurement Administrative Order*.

Section 36 of the *Procurement Administrative Order*, provides that Halifax Regional Council may approve contract awards of any amount.

## **RECOMMENDATION**

It is recommended that Halifax Regional Council approve an increase of \$149,411 (net HST included) to RFP 18-176, Consulting Services for Woodside Ferry Terminal, Phase 1 and Phase 2, to Abbott Brown Architects, from Project No. CB000042 – Woodside Ferry Terminal Upgrades, as outlined in the Financial Implications section of this report.

## **BACKGROUND**

The Woodside Ferry Terminal was built in 1986 and is one of three locations from which Halifax Transit provides ferry services across the Halifax Harbour. This ferry service holds the designation of being the oldest salt water passenger ferry service in North America. With an average of approximately 2,300 passenger trips each weekday, this facility does not meet current expectations for a transit facility, suffers from significant wear, and has benefited from only a series of partial renovations and updates over the years.

This recapitalization project is intended to serve Halifax Transit for the next 20-30 years, a time frame which is also expected to be a period of growth for the ferry operations. The goal is to bring this facility back into compliance with current codes and standards and to bring it up to a state of good repair through a major recapitalization of all systems and equipment.

Comprehensive facility assessments were completed in 2015 resulting in recommendations for replacements and upgrades. Minor structural repairs of the structural steel frame and work at the waterside pier foundations were completed in 2018 to address immediate concerns and in preparation for a proposed major recapitalization project.

Halifax Transit is seeking to improve customer experience and universal accessibility at this facility by upgrading the building envelope, renovating the interior public washrooms and finishes, replacing escalators with dedicated up/down installations, replacing the elevator with two higher capacity elevators, and upgrading the mechanical and electrical systems, to create a modern layout and atmosphere designed to welcome customers.

On Oct 29, 2018, RFP 18-176 Consulting Services for Woodside Ferry Terminal, Phase 1 and Phase 2, was approved for award to the lowest bid meeting specifications, Abbott Brown Architects, in the amount of \$543,997.00 (net HST included) under Purchase Order No. 2070802671.

## **DISCUSSION**

Design work commenced in November 2018. During project development it was found that replacement parts were not readily available to repair the existing escalators which posed a significant risk of extended down time for this mode of passenger movement. This repair work resulted in a change to the project phasing in order to advance the installation of new elevators which will allow for continued ferry operations if the existing escalators fail before they are replaced in 2021. This will also improve barrier free and bicycle access for ferry passengers.

Also, the review of the mechanical and electrical equipment locations, with respect to climate change and sea level rise, required additional design consulting services. This will support ongoing operations during high water events and will ensure that the facility can be put back into operation as soon as possible after a significant weather event.

As a result, the project was re-scoped and re-phased to expedite the supply and installation of two new high capacity passenger elevators and to ensure that future sea level rise has been taken into account.

Additional design services include: architectural, structural, mechanical, electrical, code compliance and cost estimating services to phase the design and recapitalization and address climate change considerations (\$87,663). There are also additional contract administration services to support the new phasing strategy which results in additional tender packages and additional time for contract administration (\$61,748).

Staff has recommended an increase to Abbott Brown Architects PO #2070802671 for changes to the contracted scope of work in the amount of \$149,411 (net HST included). This represents an increase of 27.5% to the original contract value of \$543,997 (net HST included).

A summary of the changes are as follows:

PO Award (net HST included)	\$ 543,997
CO increases approved to date	\$ 0
<b>Request for Increase (net HST included)</b>	<b><u>\$ 149,411</u></b>
New Contract Value (net HST included)	\$ 693,408

### **FINANCIAL IMPLICATIONS**

Funding in the amount of \$149,411 (net HST included) is available from Project Account No. CB000042 – Woodside Ferry Terminal Upgrades. The budget availability has been confirmed by Finance.

Budget Summary:	<u>Project Account No. CB000042 – Woodside Ferry Terminal Upgrades</u>
	Cumulative Unspent Budget \$6,689,148
	<b>Less: Increase to PO 2070802671</b> <b><u>\$ 149,411</u></b>
	Balance \$6,539,737

The balance of funds will be used for recapitalization work.

### **RISK CONSIDERATION**

There are no significant risks associated with the recommendations in this Report.

### **ENVIRONMENTAL IMPLICATIONS**

There are no Environmental Implications as part of this report.

### **ALTERNATIVES**

Council may choose not to approve the recommendation in the report, however, this is not recommended by staff as the recapitalization of this facility is required for Halifax Transit to provide uninterrupted and efficient ferry services across the Halifax Harbour.

### **ATTACHMENTS**

None

A copy of this report can be obtained online at [halifax.ca](http://halifax.ca) or by contacting the Office of the Municipal Clerk at 902.490.4210.

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