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Item No. 11.1.6
Halifax Regional Council
June 8, 2021

TO: Mayor Savage and Members of Halifax Regional Council

SUBMITTED BY: Original Signed by 

Jacques Dubé, Chief Administrative Officer

DATE: May 10, 2021

SUBJECT: **Increase to Contract – PO 2070802671 Consulting Services for Woodside Ferry Terminal Recapitalization Phase 1 and Phase 2**

ORIGIN

This report originates from a need to increase PO 2070802671, Consulting Services for Woodside Ferry Terminal Recapitalization Phase 1 and Phase 2, beyond 20% of its original award.

LEGISLATIVE AUTHORITY

The Municipality may spend money for municipal purposes in accordance with section 79A of the HRM Charter. The recommended contract award complies with all of the pre-requisites for awarding contracts as set out in section 26 of Administrative Order 2020-004-ADM, the *Procurement Administrative Order*.

Section 28 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:

1. Approve an increase of \$108,456 (net HST included) to PO 2070802671, Consulting Services for Woodside Ferry Terminal, Phase 1 and 2, to Abbott Brown Architects, from Project No. CB000042 – Woodside Ferry Terminal Upgrades and from Project No. CB190008 - Energy Efficiency Initiatives, as outlined in the Financial Implications section of this report.
2. Approve an increase of \$40,000 (net HST included) to PO 2070847216, for CN Rail Permit Fees and Flagman Services 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 improve passenger flow, universal accessibility and customer experience at this facility.

Strategic energy reductions will target a 76% savings over the 2016 baseline, representing almost \$60,000/yr in energy cost savings. The Woodside Ferry Terminal will become one of HRM's most efficient facilities and thereby support HRM's new HalifACT plan to be net-zero by 2030.

This facility recapitalization was phased to expedite the new passenger elevators. Phase 1, completed in July 2020, provided new elevator service to support the Phase 2 construction. The Phase 1 construction work was awarded to RoMac Construction (Tender #19-169) and ThyssenKrupp (Tender #19-168). The Phase 2 construction work was awarded to Bird Construction (Tender #19-170) and is currently planned for completion at the end of October 2021. Phase 2 includes:

- New exterior cladding, glazing and roofing systems
- New interior finishes, new security and fare management kiosk, re-designed universal washrooms and renovated staff areas
- New escalators at both levels (four in total)
- New mechanical, electrical, security and communications systems.

A Phase 3 is planned for the supply and installation of an emergency generator as well as landscape and entry reconfiguration at the upper pedway. This work will be budgeted in future capital years and will complete the strategic recapitalization of this ferry terminal.

On Oct 29, 2018, RFP 18-176 Consulting Services for Woodside Ferry Terminal, Phase 1 and Phase 2, was approved for award to the highest scoring proponent, Abbott Brown Architects, in the amount of \$543,997 (net HST included) under Purchase Order No. 2070802671. An increase in the amount of \$149,411 (net HST included) was approved in September 2019 to cover the Phase 1 installation of two new elevators and to accommodate design changes to address sea level rise and climate change. An increase in the amount of \$72,844 (net HST included) was approved in July 2020 to cover additional contract administration time in Phase 1, revisions to project scope to keep within the approved funding constraints, and revisions to integrate new requirements from stakeholders including NS Power.

DISCUSSION

Additional design services were identified during the Phase 2 construction which include work to address unknown site conditions, coordination work to support ferry operations and work associated with an extended construction phase.

During planned construction work at the pedway entry vestibule it was found that subsurface water was infiltrating the foundation and pedway soffit, damaging the structural steel framing. This additional repair work required architectural, structural, mechanical and landscape design services to address these unknown site conditions.

During the planning of the new escalator and stair installation work with the contractor, and coordination with Halifax Transit ferry operations, Abbott Brown Architects reviewed the contractor's proposals and options to proceed with the work in a sequence / site layout configuration that would best support passenger and staff safety during this critical installation work and meet egress and code requirements.

Additional fees are also required for increased contract administration services and additional energy modelling as required by Efficiency Nova Scotia to support grant requests.

Staff has recommended an increase to Abbott Brown Architects PO #2070802671 for changes to the contracted scope of work in the amount of \$108,456 (net HST included). This represents a total increase of 61% to the original contract value of \$543,997 (net HST included).

The current request is for \$98,456.00 (net HST included) plus a contingency amount of \$10,000.00 (net HST included) as additional consulting services may be required if further unforeseen site conditions need to be addressed.

A summary of the changes are as follows:

PO Award (net HST included)	\$ 543,997
CO increases approved to date	\$ 222,255
Request for Increase (net HST included)	\$ 108,456
New Contract Value (net HST included)	\$ 874,708

Staff has recommended an increase to CN Rail Permit and Flagman Services PO #2070847216 in the amount of \$40,000 (net HST included) for flagging services to support additional time required for the construction work at the pedway in the area over the CN rail tracks. CN Rail requires flagging services when work is performed within 20'-0" of their rail tracks. A CN Rail Permit is in place to support the construction work. At the time of award to CN Rail, it was unclear how the contractor would be sequencing the work and the timeframe required for that construction. The work on site has been affected by the need to support sequential work and multiple crews at this confined work area. These and other factors have negatively affected the efficiency of the contractor's work thereby necessitating additional time on site and the associated CN Flagging services. This represents a total increase of 181% to the original contract value of \$30,000 (net HST included).

A summary of the changes are as follows:

PO Award (net HST included)	\$ 30,000
CO increases approved to date	\$ 14,300
Request for Increase (net HST included)	\$ 40,000
New Contract Value (net HST included)	\$ 84,300

FINANCIAL IMPLICATIONS

Funding in the amount of \$136,854.00 (net HST included) is available from Project Account No. CB000042 – Woodside Ferry Terminal Upgrades and funding in the amount of \$11,602.00 (net HST included) is available from Project Account No. CB190008 – Energy Efficiency Initiatives. The budget availability has been confirmed by Finance.

Budget Summary:	<u>Project Account No. CB000042 – Woodside Ferry Terminal Upgrades</u>
	Cumulative Uncommitted Budget
	\$2,805,337
	Less: Increase to PO 2070802671
	\$ 96,854
	Less: Increase to PO 2070847216
	\$ 40,000
	Balance
	\$2,668,483

Budget Summary:	<u>Project Account No. CB190008 – Energy Efficiency Initiatives</u>	
	Cumulative Uncommitted Budget	\$2,399,934
	Less: Increase to PO 2070802671	\$ 11,602
	Balance	\$2,388,332

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

No environmental implications were identified.

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 or by contacting the Office of the Municipal Clerk at 902.490.4210.

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