

**ADDENDUM NUMBER 2
REQUEST FOR PROPOSALS FOR A
COOPERATIVE ENDEAVOR FOR PRIVATE FERRY OPERATIONS**

RFP Section Number	Change
Section 5.3.3.2	<p>DELETE:</p> <p>5.3.3.2 Level of Service Plan</p> <p>A) Objective</p> <p>To ensure that a Proposer is selected the provides the minimum level of service required on the Chalmette-to-Lower Algiers ferry line and, if feasible, additional service at any of the ferry lines at the Proposer's offering.</p> <p>B) Requirements and information to be submitted in Section 2 of the Business Service Concept Proposal (<i>see Appendix C to this RFP for Proposal section organization</i>)</p> <p style="padding-left: 40px;">The Proposer must identify each ferry line it is proposing to operate, individually identifying the ferry lines as follows:</p> <ol style="list-style-type: none"> 1) Chalmette-to-Lower Algiers; 2) Canal Street-to-Algiers Point; and 3) Gretna-to-Canal Street. <p>The Proposer must offer to operate the Chalmette-to-Lower Algiers ferry line at the minimum service level identified in Appendix A, Section 3.1. Proposers that provide service at the Canal Street-to-Algiers Point or Gretna-to- Canal Street ferry lines, in addition to that minimally required at the Chalmette-to-Lower Algiers ferry line, will be given greater consideration. Proposers should note, however, that under Act No. 865, which was passed during the 2012 Regular Session of the</p>

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	<p>Louisiana State Legislature, funds could be allocated to the Algiers-Canal Street Ferry Fund for use on the Canal Street-to-Algiers Point ferry line. The Algiers-Canal Street Ferry Fund would not be available prior to January 1, 2013.</p> <p>ADD:</p> <p>5.3.3.2 Level of Service Plan</p> <p>A) Objective</p> <p>To ensure that a Proposer is selected that provides the minimum level of service required on the Chalmette-to-Lower Algiers and Canal-to-Algiers Point ferry lines and, if feasible, additional service at the Gretna-to-Canal Street ferry line if the Proposer so offers.</p> <p>B) Requirements and information to be submitted in Section 2 of the Business Service Concept Proposal (<i>see Appendix C to this RFP for Proposal section organization</i>)</p> <p style="padding-left: 40px;">The Proposer must identify each ferry line it is proposing to operate, individually identifying the ferry lines as follows:</p> <ol style="list-style-type: none"> 1) Chalmette-to-Lower Algiers; 2) Canal Street-to-Algiers Point; and 3) Gretna-to-Canal Street. <p>The Proposer must offer to operate the Chalmette-to-Lower Algiers and Canal Street-to-Algiers Point ferry lines at the minimum service levels identified in Appendix A, Section 3.0. Proposers that provide service at the Gretna-to- Canal Street ferry line, in addition to that minimally required at the Chalmette-to-Lower Algiers and Canal Street-to-Algiers Point ferry lines, will be given greater</p>

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	consideration. Under Act No. 865, a referendum was passed on November 6, 2012, which, if certified by the Secretary of State, will allocate funds to the Algiers-Canal Street Ferry Fund for the operations of the Canal Street-to-Algiers Point ferry line. The Algiers-Canal Street Ferry Fund will not be available prior to January 1, 2013.
Section 5.3.4.2(B)(1)	<p>DELETE:</p> <p>1) Request for Public Funds</p> <p>The following public funds are anticipated to be the maximum available for the use of the selected Proposer, based upon appropriation, federal grant negotiation, and fund availability at both the state and federal level. Greater consideration will be given to those Proposers that use less than the maximum amount of non-federal funds available.</p> <ul style="list-style-type: none"> a) An annual non-federal payment not-to-exceed \$4 million for ferry operations and maintenance, with certain elements to be indexed over the term of the CEA as negotiated with the selected Proposer; b) A one-time capital payment not-to-exceed \$3 million (\$2.4 million Transportation Alternatives grant, matched by \$600,000 non-federal funds) to upgrade existing terminals and landings; c) A one-time capital payment not-to-exceed \$1,125,000 (\$900,000 Section 5307 Federal Transit Administration Urbanized Area Formula Fund grant, matched by \$225,000 non-federal funds) for repair of the Chalmette ferry landing and for preventive maintenance; d) A \$2,040,545 American Recovery and Reinvestment Act grant for ferry landing repair projects; e) A one-time capital payment not-to-exceed \$683,148.75 (\$366,519

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	<p>Section 5307 FTA Urbanized Area Formula Fund grant, matched by \$91,269.75 non-federal funds) for preventive maintenance;</p> <p>f) A one-time capital payment not-to-exceed \$2,297,913.75 (\$1,838,331 Section 5307 FTA Urbanized Area Formula Fund grant, matched by \$459,582.75 non-federal funds) for re-power and re-propulsion of two ferry vessel;</p> <p>g) A one-time capital payment not-to-exceed \$1,206,250 (\$965,000 Federal Highway Administration Ferry Boat Discretionary grant, matched by \$241,250 non-federal funds) for the replacement of engines on the Sen. Alvin T. Stumph;</p> <p>h) A one-time capital payment not-to-exceed \$1,206,250 (\$965,000 FHWA Ferry Boat Discretionary grant, matched by \$241,250 non-federal funds) for repowering the main engines and replacing the propellers and tail shafts on the Capt. Neville Levy;</p> <p>i) A one-time capital payment not-to-exceed \$500,000 (\$400,000 FHWA Ferry Boat Discretionary grant, matched by \$100,000 non-federal funds) for replacing hydraulic ramps with rolling gates on the Capt. Neville Levy, the Sen. Alvin T. Stumph, the Thomas Jefferson, and the Louis B. Porterie; and</p> <p>j) A one-time capital payment not-to-exceed \$197,500 (\$158,000 FHWA Ferry Boat Discretionary grant, matched by \$39,000 non-federal funds) for the addition of security cameras, upgrade of automated vehicle and passenger counting systems, improvement of software, and installation of climate control systems at ferry vessels and terminals and landings.</p>

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	<p>If the Proposer opts to utilize all or any portion of the federal funds referenced in Section 5.3.4.2(B)(1) above, it should be noted that the selected Proposer will be required to competitively select lower tier subcontractors under state law in the performance of the work and will be required to provide 100% performance and payment bonds and a five percent retainage bond for the value of the work.</p> <p>The LA DOTD also anticipates the availability of one-time capital funds not-to-exceed \$16 million (\$12.8 million Congestion Mitigation and Air Quality grant, matched by \$3.2 million non-federal funds) to purchase new or upgrade existing ferries. The LA DOTD would conduct the acquisition of new ferries or services to upgrade existing ferries, but would work with the selected Proposer to determine the type of ferry or services to be acquired.</p> <p>The Proposer shall indicate the maximum amount of public funds it will request for each year of the CEA for each of the identified public funds in (a) through (j) above. If the Proposer does not intend to utilize any public funds, either federal or non-federal, identified in (a) through (j) above, it must affirmatively state its intention.</p> <p>The Proposer's request should be based upon the Level of Service Plan set forth pursuant to Section 5.3.3.2 (Level of Service Plan) and other commitments made under the Business Service Concept Proposal.</p> <p>ADD:</p> <p>1) Request for Public Funds</p> <p>The following public funds are anticipated to be the maximum available for the use of the selected Proposer, based upon appropriation, federal grant negotiation, and fund availability at both the state and federal level. Greater consideration will be given to those Proposers that use less than the maximum amount of non-federal funds available.</p> <p style="text-align: right;">a) An annual non-federal payment not-to-exceed \$4 million for ferry</p>

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	<p>operations and maintenance, with certain elements to be indexed over the term of the CEA as negotiated with the selected Proposer;</p> <p>b) Upon appropriation, an annual non-federal payment from the Algiers-Canal Street Ferry Fund (Act No. 865 of 2012) currently estimated at \$800,000 for the operations of the Canal-to-Algiers Point ferry line;</p> <p>k) A one-time capital payment not-to-exceed \$3 million (\$2.4 million Transportation Alternatives grant, matched by \$600,000 non-federal funds) to upgrade existing terminals and landings;</p> <p>l) A one-time capital payment not-to-exceed \$1,125,000 (\$900,000 Section 5307 Federal Transit Administration Urbanized Area Formula Fund grant, matched by \$225,000 non-federal funds) for repair of the Chalmette ferry landing and for preventive maintenance;</p> <p>m) A \$2,040,545 American Recovery and Reinvestment Act grant for ferry landing repair projects;</p> <p>n) A one-time capital payment not-to-exceed \$683,148.75 (\$366,519 Section 5307 FTA Urbanized Area Formula Fund grant, matched by \$91,269.75 non-federal funds) for preventive maintenance;</p> <p>o) A one-time capital payment not-to-exceed \$2,297,913.75 (\$1,838,331 Section 5307 FTA Urbanized Area Formula Fund grant, matched by \$459,582.75 non-federal funds) for re-power and re-propulsion of two ferry vessel;</p> <p>p) A one-time capital payment not-to-exceed \$1,206,250 (\$965,000</p>

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	<p>Federal Highway Administration Ferry Boat Discretionary grant, matched by \$241,250 non-federal funds) for the replacement of engines on the Sen. Alvin T. Stumph;</p> <p>q) A one-time capital payment not-to-exceed \$1,206,250 (\$965,000 FHWA Ferry Boat Discretionary grant, matched by \$241,250 non-federal funds) for repowering the main engines and replacing the propellers and tail shafts on the Capt. Neville Levy;</p> <p>r) A one-time capital payment not-to-exceed \$500,000 (\$400,000 FHWA Ferry Boat Discretionary grant, matched by \$100,000 non-federal funds) for replacing hydraulic ramps with rolling gates on the Capt. Neville Levy, the Sen. Alvin T. Stumph, the Thomas Jefferson, and the Louis B. Porterie; and</p> <p>s) A one-time capital payment not-to-exceed \$197,500 (\$158,000 FHWA Ferry Boat Discretionary grant, matched by \$39,000 non-federal funds) for the addition of security cameras, upgrade of automated vehicle and passenger counting systems, improvement of software, and installation of climate control systems at ferry vessels and terminals and landings.</p> <p>If the Proposer opts to utilize all or any portion of the federal funds referenced in Section 5.3.4.2(B)(1) above, it should be noted that the selected Proposer will be required to competitively select lower tier subcontractors under state law in the performance of the work and will be required to provide 100% performance and payment bonds and a five percent retainage bond for the value of the work.</p> <p>The LA DOTD also anticipates the availability of one-time capital funds not-to-exceed \$16 million (\$12.8 million Congestion Mitigation and Air Quality grant, matched by \$3.2 million non-federal funds) to purchase new or upgrade existing ferries. The LA DOTD would conduct the acquisition of</p>

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	<p>new ferries or services to upgrade existing ferries, but would work with the selected Proposer to determine the type of ferry or services to be acquired.</p> <p>The Proposer shall indicate the maximum amount of public funds it will request for each year of the CEA for each of the identified public funds in (a) through (j) above. If the Proposer does not intend to utilize any public funds, either federal or non-federal, identified in (a) through (j) above, it must affirmatively state its intention.</p> <p>The Proposer's request should be based upon the Level of Service Plan set forth pursuant to Section 5.3.3.2 (Level of Service Plan) and other commitments made under the Business Service Concept Proposal.</p>
Section 6.1.1.2(A)	<p>DELETE:</p> <p>Level of Service Plan (50%). The Proposer has demonstrated a level of service that provides the minimum level of service required on the Chalmette-to-Lower Algiers ferry line and, if feasible, additional service at any of the ferry lines at the Proposer's offering.</p> <p>ADD:</p> <p>Level of Service Plan (50%). The Proposer has demonstrated a level of service that provides the minimum level of service required on the Chalmette-to-Lower Algiers and Canal-to Algiers Point ferry lines and, if feasible, additional service at the Gretna-to-Canal Street ferry line if the Proposer so offers.</p>

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Appendix A - Scope of Services and Operational Data, Section 3.0	<p>DELETE:</p> <p>The Scope of Services under the Cooperative Endeavor Agreement (CEA) must include the operation and maintenance of the Chalmette-to-Lower Algiers ferry line, including the landings. The operation and maintenance of the Canal Street-to-Algiers Point and/or Gretna-to-Canal Street ferry lines, including the terminals, may be offered at the option of each Proposer. However, Proposers should note that provision of service in addition to the minimum required service will result in great consideration by the LA DOTD. Additional information regarding each of the individual ferry lines is below.</p> <p>ADD:</p> <p>The Scope of Services under the Cooperative Endeavor Agreement (CEA) must include the operations and maintenance of the Chalmette-to-Lower Algiers ferry line, including the landings, and the Canal Street-to-Algiers Point ferry line, including the landings and terminals. The operation and maintenance of the Gretna-to-Canal Street ferry line, including the terminals and landings, may be offered at the option of each Proposer. However, Proposers should note that provision of service in addition to the minimum required service will result in greater consideration by the LA DOTD. Additional information regarding each of the individual ferry lines is below.</p>

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Appendix A - Scope of Services and Operational Data, Section 3.2	<p>DELETE:</p> <p>3.2 CANAL STREET-TO-ALGIERS POINT</p> <p>Under Act No. 865, which was passed during the 2012 Regular Session of the Louisiana State Legislature, funds could be allocated to the Algiers-Canal Street Ferry Fund for use on the Canal Street-to-Algiers Point ferry line. The Algiers-Canal Street Ferry Fund would not be available prior to January 1, 2013.</p> <p>ADD:</p> <p>3.2 CANAL STREET-TO-ALGIERS POINT</p> <p>Under the terms of the CEA, the selected Proposer must continue to operate and maintain the Canal Street-to-Algiers Point ferry line. Under Act No. 865, a referendum was passed on November 6, 2012, which, if certified by the Secretary of State, will allocate approximately \$800,000, to be appropriated annually to the Algiers-Canal Street Ferry Fund for the operations of the Canal Street-to-Algiers Point ferry line. The LA DOTD is not prescribing a minimum level of service for the Canal Street-to-Algiers Point ferry line, however, Proposers are required to operate and maintain the Canal Street-to-Algiers Point ferry line and will be evaluated on the level of service proposed.</p>

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Appendix A - Scope of Services and Operational Data, Section 3.4	<p>DELETE:</p> <p>Proposers should be informed that terminal locations, including the Canal Street, Algiers Point, Gretna, and Jackson Avenue Terminal locations, are only available for development and other revenue-enhancing activities by the selected Proposer if that selected Proposer is offering to operate a ferry line to that terminal.</p> <p>ADD:</p> <p>Proposers should be informed that terminal locations, including the Gretna and Jackson Avenue Terminal locations, are only available for development and other revenue-enhancing activities by the selected Proposer if that selected Proposer is offering to operate a ferry line to that terminal.</p>
Appendix B - Example Ferry Cooperative Endeavor Agreement	<p>DELETE:</p> <p>Appendix B - Example Ferry Cooperative Endeavor Agreement in its entirety.</p> <p>ADD:</p> <p>Due to the update of the recitals section, insertion of a new Article IV, and subsequent article re-numbering, the Example Cooperative Endeavor Agreement is re-issued in its entirety in this Addendum Number 2.</p>