

**ADDENDUM NUMBER 1  
REQUEST FOR PROPOSALS FOR A  
COOPERATIVE ENDEAVOR FOR PRIVATE FERRY OPERATIONS**

| RFP Section Number    | Change   |
|-----------------------|--|
| Section 1.1           | <p><b>DELETE:</b></p> <ul style="list-style-type: none"> <li>• Seven barges in total.</li> </ul> <p><b>ADD:</b></p> <ul style="list-style-type: none"> <li>• Eight barges in total:               <ul style="list-style-type: none"> <li>○ Six landing barges;</li> <li>○ One maintenance barge; and</li> <li>○ One work barge.</li> </ul> </li> </ul>   |
| Section 5.3.4.2(B)(1) | <p><b>DELETE:</b></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 public funds available.</p> <ul style="list-style-type: none"> <li>a) An annual 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; and</li> <li>b) A one-time capital payment not-to-exceed \$3 million in local and</li> </ul> |

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|                    | <p style="text-align: center;">Transportation Enhancement funds to upgrade existing terminals and landings.</p> <p>If the Proposer opts to utilize all or any portion of the local and Transportation Enhancement funds referenced in Section 5.3.4.2(B)(1)(b) 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 associated with upgrades of the existing terminals and landings.</p> <p>The LA DOTD also anticipates the availability of capital funds not-to-exceed \$16 million in Congestion Mitigation and Air Quality and state funds to purchase new or upgrade existing ferries. The LA DOTD would conduct the acquisition of new ferries or services to upgraded 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 (b) above. If the Proposer does not intend to utilize any public funds identified in (a) through (b) 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><b>ADD:</b></p> <p>1) Request for Public Funds</p> <p style="padding-left: 40px;">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> |

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|                           | <ul style="list-style-type: none"> <li>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;</li> <li>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;</li> <li>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;</li> <li>d) A \$2,040,545 American Recovery and Reinvestment Act grant for ferry landing repair projects;</li> <li>e) 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;</li> <li>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;</li> <li>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</li> </ul> |

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|                    | <p style="text-align: center;">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> <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> |

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|  | <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> |
| Appendix A - Scope of Services and Operational Data, Section 2.4                   | <p><b>DELETE:</b></p> <ul style="list-style-type: none"> <li>• Seven barges in total.</li> </ul> <p><b>ADD:</b></p> <ul style="list-style-type: none"> <li>• Eight barges in total: <ul style="list-style-type: none"> <li>○ Six landing barges;</li> <li>○ One maintenance barge; and</li> <li>○ One work barge.</li> </ul> </li> </ul>  |
| Appendix B - Example Ferry Cooperative Endeavor Agreement, Article II, Article 2.2 | <p><b>ADD:</b></p> <p><b>2.2</b> Ferry tolls shall be used first to pay all due and payable operations and maintenance costs, specifically including all amounts due to the DOTD under the terms of the Agreement, before they may be used and applied for any other purpose. Included under the definition of operations and maintenance costs is the provision by the Ferry Operator of matching funds for any federal grants to be utilized for the operations, maintenance, or capital improvement of the Ferry Service and related facilities.</p>                         |

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| Reference Documents       | <b>ADD:</b><br><br>"Crescent City Connection Division Emergency Operations Plan," dated August 24, 2012, in its entirety.   |
| Reference Documents       | <b>ADD:</b><br><br>"Current and Future Ferry and Ferry Terminal Projects - CCCD" in its entirety.   |
| Reference Documents       | <b>ADD:</b><br><br>"Crescent City Connection Division Monthly Project Delivery Report," in its entirety, as updated monthly and found at<br><a href="http://www.dotd.la.gov/operations/cccd/mpdr/2012%20August%20CCCD%20Monthly%20Project%20Delivery%20Report.pdf">http://www.dotd.la.gov/operations/cccd/mpdr/2012%20August%20CCCD%20Monthly%20Project%20Delivery%20Report.pdf</a> . |
| Reference Documents       | <b>ADD:</b><br><br>August 7, 2012, informational meeting and site visit agenda, sign-in sheet, and Power Point presentation, in their entirety.   |