



# Staten Island Ferry Facility Flood Protection

Industry Day  
November 17, 2021

# Agenda

---

Project Information  
Project Approach  
Procurement Approach  
Contract Management  
Risk Management

---

# Project Information



# Hurricane Sandy



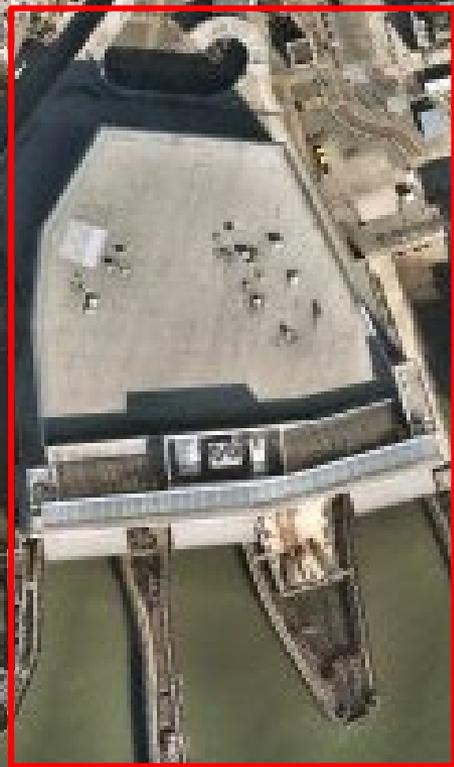


**St. George Terminal**



**Ferry Maintenance Facility**





**Whitehall Terminal**

# Design Objective

The New York City Department of Transportation (NYCDOT) will design, build, and implement a flood mitigation and resiliency strategy across Staten Island Ferry facilities to protect the facilities, assets, and the public.

These measures will not only safeguard the integrity of the infrastructure, but also protect assets, including electrical, mechanical, and electronic/computerized systems and components necessary to operate and maintain the safe and reliable service of the Staten Island Ferry system.

- Provide wet and dry flood protection for St. George & Whitehall Ferry Terminals and the Ferry Maintenance Facility
- Protection will mitigate against future Hurricane Sandy-type events and mitigate coastal flooding
- Project includes FTA Funding for both Terminals and FEMA funding for the Ferry Maintenance Facility



## Whitehall



4 South Street, New York, NY 10004

- Wet and dry flood-proof specific areas of the terminal and gallows
- Retrofit to withstand flood impacts or relocate vulnerable equipment
- A new generator is planned to be raised out of the flood zone
- Install check-valves, backflow preventers to prevent infiltration of floodwaters through existing drainage system
- Critical operational equipment to be raised or wet-flood proofed

## St. George



1 Ferry Terminal Drive,  
Staten Island, NY 10301

- Wet and dry flood-proof specific areas of the terminal and gallows
- Retrofit to withstand flood impacts or relocate vulnerable equipment.
- Install check-valves, backflow preventers to prevent infiltration of floodwaters through existing drainage system
- Critical operational equipment to be raised or wet-flood proofed
- Additional improvements include electrical and mechanical equipment protected or raised to reduce duration of outages and improve resiliency

## Ferry Maintenance Facility



1 Bay Street, Staten Island, NY 10301

- Installation of water-tight doors
- Deployable flood barriers for garage-door style openings
- Flood-safe windows
- Install check-valves, backflow preventers to prevent infiltration of floodwaters through existing drainage system
- Critical electrical and mechanical equipment to be raised or wet-flood proofed

# Design Criteria

	Whitehall	St. George	Ferry Maintenance Facility
Existing Finished Grade Elevation <sup>1</sup>	+7.4	+7.8	+9.5
Analyzed Flood Capacity Elevation <sup>2</sup>	+10.2	+11.5	+12.0
Base Flood Elevation <sup>3</sup>	+14.0	+12.0	+12.0/+15.5*

Datum - NAVD88. All elevations given in feet.

<sup>1</sup>Existing elevations vary across the site

<sup>2</sup>Existing wall capacity study based on available drawings

<sup>3</sup>Base Flood Elevation from FEMA PFIRM 3604970189G

\*+15.5 still under discussion with FEMA



---

## Project Approach

# 2

# Roles and Responsibilities

## NYC DOT Serves as Lead Agency responsible for:

- Tone, pace and authority over the Design Build Process
- *Quality Assurance Oversight through the Owner's Representative Contract (HDR) for Design and through a separate contract with an inspection firm through Construction.*
- *Verification*
- *Acceptance*

### Urban Engineers

Support and historic context:

- Design development to 30%.
- Engineering Studies
- Geotechnical data/topographic data
- Cost estimates, reports, design decision making process

### Owner's Rep

Assists and advises NYCDOT with:

- RFQ/RFP
- Performance Specifications
- Proposal Evaluation and negotiation input
- Design Quality Assurance Oversight
- Extension of staff during construction
- Recommendations for on-site conditions
- Facilitate coordination
- Conduct review of Design Builder contract compliance
- Project controls/Document Controls

### Design-Build Team

Responsible for:

- Design- EOR and AOR
- Design QA and QC
- Construction
- Field Conditions, Site Safety
- Construction Quality Control
- Outside Agency Coordination
- Permits
- Certification of Record Drawings

# Project Team Expectations

- Timely decision making
- Appropriate risk allocation
- Clarity of goals
- Clarity of scope
- Cooperation
- Partnership
- Issues addressed at the lowest level
- Realistic targets
- Documentation



# How NYC DOT will Define Scope in RFP

- Concept sketches to convey scope
- Scope written to address project goals
- Scope may include directive elements/features to comply with NYC DOT or Federal Funding requirements
- 30% drawings to be included for reference
- Scope to include raising of some vulnerable equipment in gallows towers



# Design Parameters

- Design criteria developed by Urban Engineers and Staten Island Ferry
- Base Flood Elevation and Design Flood Elevation will be provided and conform to any grant requirements
- NYC Building Code considerations
- Ferry Operational Constraints and Requirements
- Knowns and Unknowns of existing structures (i.e. building wall design)



# Design Submission and Approval

- Proposers to identify manageable submission packages per facility and early submission packages
- Proposers to identify time-frames for four (4) all-day “Over-the-Shoulder-Reviews”
- Review of Ready For Construction drawings. Expect a 2-week turn-around time.
- No Building Department Submissions (Ferries self-certifies) with the exception of electrical \*Must comply with Building code
- Architectural drawings for public facing facades will necessitate Public Design Commission (PDC) approval
- State Historic Preservation Office (SHPO) approval obtained for approach shown in Reference Drawings, proposer owns risk of new SHPO approvals due to proposers approach
- Modification of existing DEP owned water or sewer may require DEP review and approval



# Operational Considerations

- Site Safety Requirements
- Staging and Laydown Areas
- Allowable Work Hours
- Ferry Schedule and Slip Operations
- Maintenance and Protection of facility, traffic, pedestrians, passengers, staff and tenants.
- Seasonal requirements
- Site Maintenance
- Provision of O&M Manuals
- Commissioning/Acceptance Process



# Performance Specifications

- Define “waterproof”, “stormproof”, “watertight”, etc.
- Meet routine operational requirements, wear and tear, etc.
- Mock-ups and testing
- Industry and Manufacturer standards (ASTM, ASCE, etc.)
- Design Life
- Building and Fire Code Compliance
- Deployment times and Equipment needs for proposed systems
- Storage Constraints
- Durability, serviceability over time and life span of components
- Adherence to Ferry Operations requirements
- PDC and potential DEP approvals
- Acceptance Check-Off Lists



# Anticipated Schedule

- 13-months (NYC DOT requests Industry Input)
- Goal is for schedule reliability
- Schedule submission should outline key assumptions
- Monthly schedule and key performance indicators to be reviewed by Owner's Representative



---

## Procurement Approach

# 3

# NYC DOT Procurement Timeline

<b>SIF Facility Flood Protection Project</b>	
Letter of Intent	November 5, 2021
Industry Day	November 17, 2021
RFQ	February 2022
RFP	June 2022
DB NTP	June 2023



# Procurement Requirements

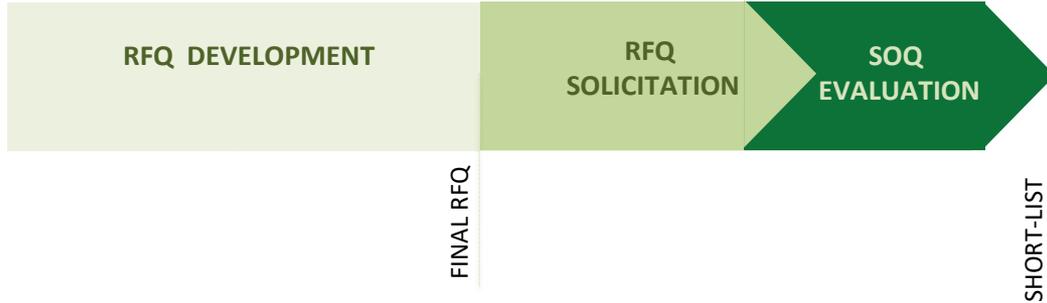
- Buy America
- Project Labor Agreement Requirements
- DBE Requirements



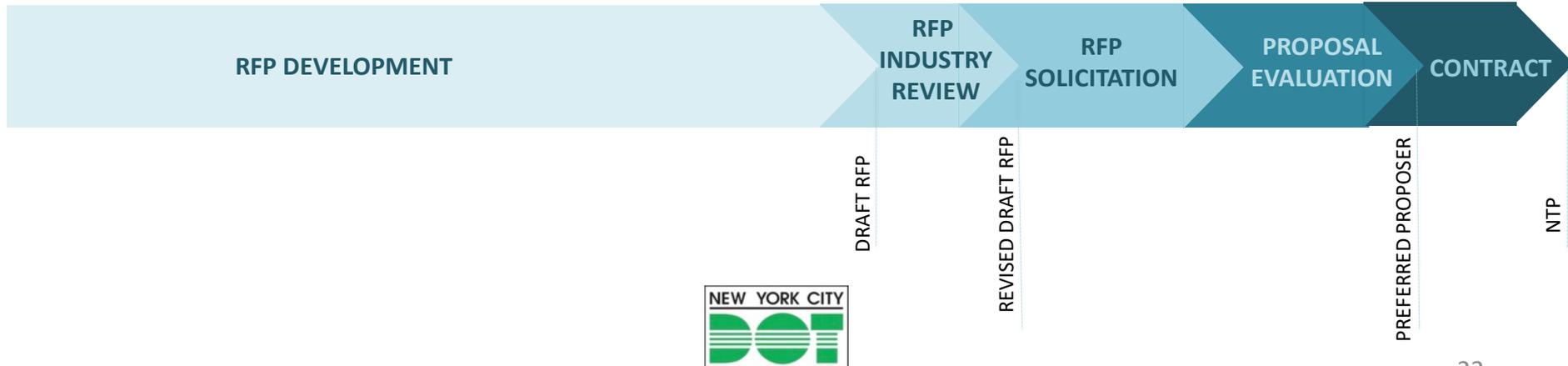
# NYC DOT Two-Step Process

NYCDOT is following a two-step process, following the guidelines set forth in the State's Legislation.

## Step 1: Request for Qualifications (RFQ)

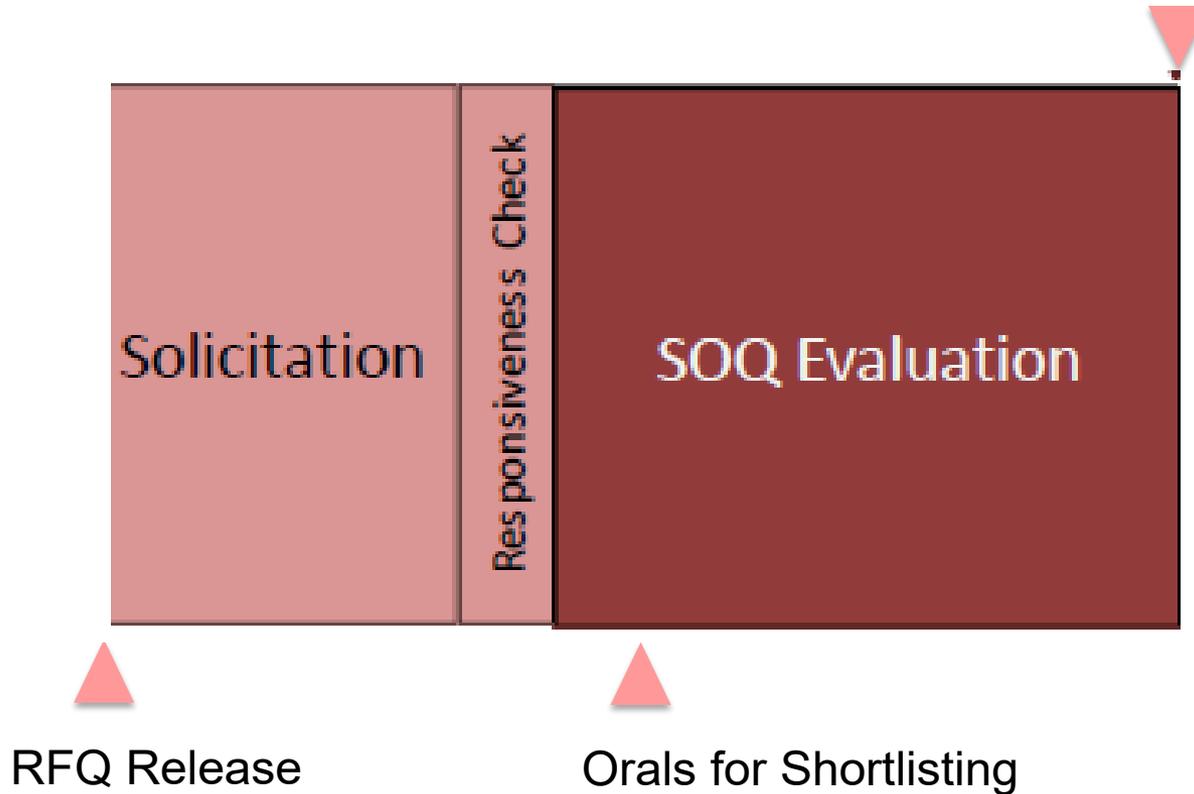


## Step 2: Request for Proposals (RFP)



# RFQ Process

Selected Shortlist



DOT reserves the right during RFQ to request additional information, including oral presentations.



# RFQ Contents

- Project Goals & Objectives
- Scope Definition
- Qualifications and Key Personnel
- General information
- Explanation of the procurement process
- Explanation of the evaluation process, including the evaluation factors
- M/W/DBE Requirements
- PLA Status/Agreement
- Explanation of Stipends

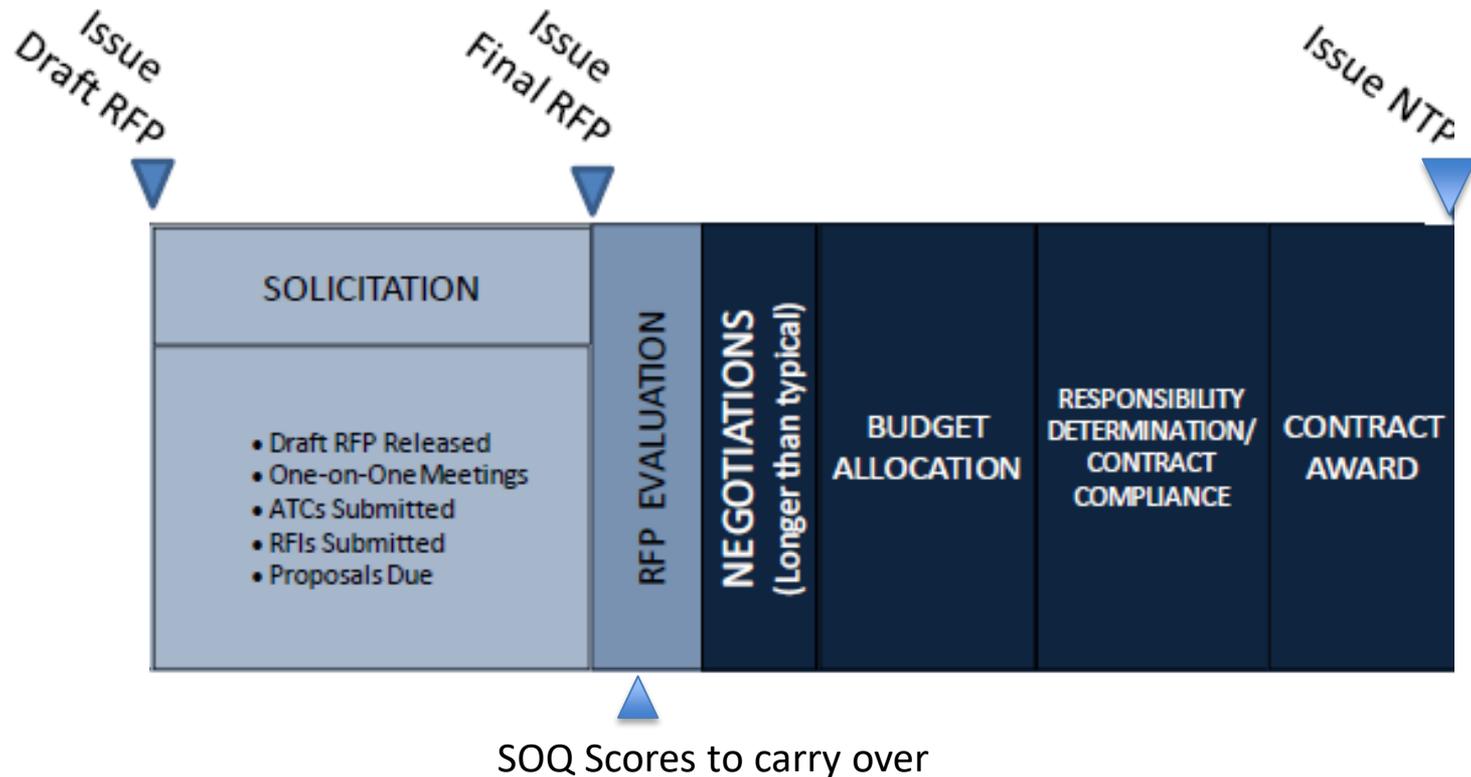


# RFQ Evaluation Criteria

- **Pass/Fail Evaluation Factors**
  - Legal
  - Financial
  - Responsiveness
- **Quality Evaluation Factors**
  - Firm Experience
  - Firm Past Performance
  - Backlog/Capacity
  - Key Personnel Credentials
  - Management Approach
  - Quality Management Organization



# RFP Process



DOT reserves the right during RFP to request additional information if need to provide clarity on submission or approach, which may include an oral presentations.



# RFP Contents

- **Instructions to Proposers**
  - Submission requirements and forms
  - Evaluation criteria and scoring
- **Technical Information**
  - Proposed Scope of Work
  - Design Criteria
  - Performance Specifications
  - Operational Constraints
  - Third Party Reviews (Utility, PDC)
  - Acceptance Criteria



# RFP Contents

- **Engineering Reference Documents**
  - Reference Design Plans
  - Survey Plans
  - Subsurface Inspection Work
  - Previous Engineering Studies
  - As-Built Drawings
  - Inspection Reports
  
- **Contractual Information**
  - Custom Contract
  - Special Provisions
  - Insurance and Bond Requirements
  - PLA Requirements
  - DBE Requirements



# RFP Evaluation Criteria

- **Price Factors**

- Proposal Price
- Reasonableness of the Proposal Price
- Consistency with the Proposed Baseline Schedule

- **Quality Factors**

Evaluation of proposed technical solutions based on:

- Compliance with the RFP
- Constructability
- Impact on Ferry Operations, Terminal occupants and passengers
- Innovation
- Schedule Reliability



# Negotiations with Apparent Winner

- **May Include**
  - Discussion of proposal and its alignment with RFP requirements
  - Evaluation of scope assumptions and exclusions
  - Conversation on key schedule and design assumptions



# Conflicted Firms

- **At this time:**
  - The ACCO's Office would not exclude anyone from participating.
  - When the RFQ.RFP is released, the vendor will submit an exclusion of participation form and explain why there will be no Conflict of Interest in proposing.



---

# Contract Management

# 4

# Contract Language

- **NYC DOT will develop a stand-alone contract for the project that will likely be a combination of:**
  - NYC DOT Standard Construction Contract
  - NYC DOT typical Design Agreement
  - The NYC Department of Design and Construction (DDC) Borough Based Jails Design Build Contract



# Project Labor Agreement

- The Design-Build legislation requires the use of a Project Labor Agreement (PLA)
- This project will likely use the City's Design Build PLA



# Disadvantaged Business Enterprise Program (DBE)

- Requirements will follow FTA and FEMA DBE requirements
- Percentages have not yet been assigned



# Insurance and Bonding Requirements

- Contract with periodic payments is anticipated, however additional coordination is ongoing
- The appropriate insurance to help manage or allocate the risk associated with the respective projects will be required
- Performance and payment bonding requirements will be imposed in keeping with the local, state and federal laws



# Change Orders and Dispute Resolution

- The RFP will outline the Change Management Process and the Dispute Resolution Process.
- PPB Rules require the traditional change order and dispute resolution remain in effect.
- NYCDOT is committed to making its Design Build projects be as minimally impacted by Changes and Disputes. In line with DBIA's standards, NYCDOT intends to foster a more cooperative environment under its design build contracts as opposed to the traditional Design-Bid-Build project delivery structure.
- One anticipated aspect of NYCDOT's design build contracts is the formation of a Dispute Resolution Board (DRB), consisting of the Owner's Rep., a representative(s) from NYCDOT and the DB team may be formed to handle project disputes well prior to triggering more traditional City dispute and change management processes.



# Stipends

- DOT is evaluating Stipend amounts and will endeavor to align the amount with industry standards while also meeting the provisions and rules of City procurement and State restrictions
- Stipends may be dispersed following the execution of a contract with the non-winning firms. The expectation is that stipends will be paid following award of Design Build contract



# Federal Funding

## FTA

Competitive Resiliency Funding (Future Vulnerabilities) **2016 Notice #15801**

Funding has been allocated for emergency response, recovery, and rebuilding projects and an allocation for resilience projects, which are designed to protect transit systems in the Hurricane Sandy disaster area from damages associated with future storms

## FTA

Local Prioritized Resiliency Funding (Recovery and Resiliency) **2013 Notice #12766**

FTA is allocating funding for recovery and rebuilding projects and for project elements or freestanding projects that increase the resiliency of the affected transit systems to future disasters

## FEMA

Hazard Mitigation Grant Program  
**DR-4180 #4180-0016**

The Federal Emergency Management Agency (FEMA) Public Assistance Program provides supplemental reimbursement for the repair or restoration of the infrastructures and facilities to pre-disaster condition after the declaration of a major disaster by the President



# Industry Engagement

- **NYC DOT plans to engage with the Industry:**
  - M/W/DBE outreach
  - Interested vendors
  - RFP Industry Review
  - One-on-One Meetings



---

# Risk Management

# 5

# Risk Management and Allocation

- **A detailed risk matrix is in development, generally, NYC DOT will own:**
  - Community related risks
  - Risks associated with Unforeseen Site Conditions
  - Risks associated with changes in Ferry Operations
  - Risks Associated with City/Agency approvals, such as PDC



# Risk Management and Allocation

Risk management is a key factor that NYC DOT and the City is tracking as part of the legislation.

Pre-Procurement	Procurement	Design/Construction
<ul style="list-style-type: none"> <li>• Risk Register</li> <li>• Level of design development               <ul style="list-style-type: none"> <li>• determined by identified design and construction risks</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Industry engagement – RFI’s, ATC’s, Industry review of RFQ/RFP, Risk Allocation Workshops</li> <li>• Risk Register</li> <li>• Timing of RFQ and RFP release</li> <li>• Stipends</li> <li>• Incentives</li> </ul>	<ul style="list-style-type: none"> <li>• Risk Register</li> <li>• Dispute Resolution Board</li> <li>• Streamlined Communication protocols</li> <li>• Streamlined Change Order Process</li> </ul>



# Thank You

---

Questions?



NYCDOT



nyc\_dot



nyc\_dot



NYCDOT