

I N D E X

PORT COMMISSION
OF THE
PORT OF HOUSTON AUTHORITY
OF THE PORTS OF HARRIS COUNTY, TEXAS
June 17, 2022

Minute No.

Event/Action

General

Chairman Campo convened the in-person and virtual Port Commission meeting and provided opening remarks along with Port Commissioners and Roger Guenther

Appearances

2022-0617-01 Chairman Campo asked if anyone signed up to address the Port Commission; there were none

Channel Development

2022-0617-02 Approve staff's ranking of vendors and award two construction contracts, for all work of dredging of the Houston Ship Channel between Station 78+844 and 16+000 & Bayport Ship Channel (Segments 1B, 2 and portion of 1C): (i) for hydraulic dredging (Proposal Alternate B), to Weeks Marine, Inc. in the amount not to exceed \$329,624,450; (ii) for mechanical dredging (Proposal Alternates C and D), to Curtin Maritime, Corp. in the amount not to exceed \$99,778,566

2022-0617-03 Amend the professional engineering and auditing services contract supporting the Houston Ship Channel Expansion Channel Improvement Project with Atkins North America, Inc., and extend the contract duration through December 31, 2024

2022-0617-04 Amend the professional services contract with Freese and Nichols, Inc. to provide continued engineering and auditing services on an as-needed basis for the Houston Ship Channel Expansion Channel Improvement Project, and extend the contract duration to December 2024

2022-0617-05 Amend the professional services contract with TC&B/GBA, a joint venture of Turner Collie & Braden Inc. and Gahagan & Bryant Associates, Inc., to provide construction-phase services for engineering, design, project coordination, and other general assistance for the Houston Ship Channel Expansion Channel Improvement Project, and extend the contract duration to January 2025

Minute No.

Event/Action

2022-0617-06

Request to ratify a change order with Orion Construction, LP to extend the term of its contractor removal of subsurface abandoned pipelines and debris for an additional 38 days

Closing Remarks by Chairman and Commissioners

Adjourn Meeting

**Port of Houston Authority
Special Port Commission Public Meeting**

**Houston, Texas
June 17, 2022**

A special public meeting of the Port Commission of the Port of Houston Authority of Harris County, Texas was convened on June 17, 2022, at 9:15 a.m., at the Port of Houston Authority Executive Offices, Fourth Floor Boardroom, at 111 East Loop North, Houston, Texas 77029, and via Cisco WebEx. The following commissioners, staff, and counsel were present:

Ric Campo, Chairman
Wendy Cloonan, Commissioner
Dean Corgey, Commissioner
Cheryl Creuzot, Commissioner
Stephen DonCarlos, Commissioner
Clyde Fitzgerald, Commissioner
Roy Mease, Commissioner
Roger Guenther, Executive Director
Erik Eriksson, Chief Legal Officer
Tom Heidt, Chief Operating Officer
J. Kent Friedman, outside counsel

Chairman Campo began his opening remarks by pointing out the historic nature of the contracts to be awarded for Segment 4B/5 of the Houston Ship Channel expansion – Project 11. To the best of staff’s knowledge, this would be the largest award the Port Commission had ever made for a dredging contract. It was an exciting day for the Port Authority, the entire region, and the millions of people who relied on the Houston Ship Channel (HSC) for their livelihood or to bring in essential goods.

Chairman Campo thanked the Army Corps of Engineers (Army Corps) for its partnership on the project. The Port Authority has worked as advocate and strategic leader of the HSC, a federal waterway, alongside the Army Corps, and Port Authority staff also should be recognized for its work on the project.

Chairman Campo continued: the amounts to be awarded totaled \$450 million and covered expansion of 15 miles of the channel in Galveston Bay and the Bayport Channel, and related construction management activities. A cross-departmental Port Authority team had evaluated and negotiated multiple options.

Chairman Campo was confident that the decision made would continue the precedent set with the first contract for Project 11 – it would provide great value for the region considering all the priorities of the project, including cost, environmental impacts, and schedule, among other factors.

Chairman Campo yielded the floor to Mr. Guenther to provide details about the proposal.

Mr. Guenther also emphasized the historic nature of the meeting and thanked staff for its time and dedication to Project 11. The expansion was one of the top priorities of the Port Authority – if not the top priority – and he knew how hard the team had worked on it.

Mr. Guenther gave special recognition to Charlie Jenkins, Senior Director, Asset Management and Strategic Coordination, and Lori Brownell, Director, Channel Improvement, who led the project and brought it to fruition. The consultants who worked on the project, including the joint venture of Turner Collie & Braden and Gahagan & Bryant, along with Atkins North America, and Freese and Nichols, were also recognized.

Mr. Guenther referenced a presentation slide onscreen showing the scope of the project, what was included in the proposed award, and the current portion of Project 11 that was already underway in Segment 1A.

Mr. Guenther announced that staff recommended vendors based on best value, which included the main drivers of cost, schedule, environmental components, and small and minority- and woman-owned business enterprise (S/MWBE) inclusion. The recommended teams were the top proposers in all areas: best value, lowest estimated NOx emissions, and S/MWBE inclusion. The recommended vendors were Weeks Marine and Curtin Maritime Corp. Staff was confident that they brought great value to this vital project and would get the job done well and on time.

Mr. Guenther continued with an overview of Weeks Marine: with a legacy spanning over 100 years, it was among the most respected marine contractors in the industry and owned, operated, and completed dredging projects all over North America. Weeks Marine successfully worked on a very similar project approximately 20 years ago, widening and deepening the channel for the Army Corps on Project 10 in the same general area.

Mr. Guenther reiterated Chairman Campo's earlier remarks that the Port Authority continued its commitment to making decisions that were good for business, good for the region, and good for the environment. Examples included Weeks Marine commitment to use some of the newest low emission tugs and Curtin Maritime's switch out of a Tier 3 dredge for a Tier 4 dredge. The dredge that Curtin Maritime would use for the majority of its work was the cleanest in the Americas and one of the cleanest mechanical dredges in the world. The new dredge, built in Louisiana and Jones Act compliant, was powered by Tier 4 hybrid engines and had the lowest carbon footprint for its type. Emissions from the selected vendors were 29% lower than the next best competitors.

Mr. Guenther highlighted other environmental benefits of the contract. Approximately 52% of the contract amount would go to create marshes, bird islands, and oysters. Fifteen oyster pads totaling 260 acres were created. Oyster reefs helped to prevent erosion and acted as barriers during storms, and some of the reefs would be able to be harvested, helping to support Galveston Bay's oyster fishery industry, which contributed

approximately \$9 million annually to the Texas economy. A 240-acre marsh was to be constructed, which would provide habitat for wildlife, and six of the acres were for three separate bird islands where skimmers and ground-nesting birds could forage and rest.

Mr. Guenther stressed that nearly 32% of the contract went to S/MWBE companies, furthering the Port Authority's commitment to business equity, which was a priority.

Mr. Guenther also recognized the Houston Pilots, the Port Authority's partner from the very beginning of Project 11, and specifically in conjunction with the coordination of dredge activity to maintain the efficiency and safe transit of the busy waterway during the construction project.

Capt. J.J. Plunkett, Port Agent, Houston Pilots, offered his congratulations to the commissioners and staff on behalf of the Houston Pilots. He thanked Port Authority staff for looking for opportunities to involve the pilots and for taking their comments into consideration when selecting the best contractors. The two-way traffic issue was very important to the pilots and the selected contractors respected that.

Mr. Guenther emphasized that commerce through the HSC was strong, and with the expansion project the Port Authority was investing to meet current and future demand to serve all facilities that depended on the busiest waterway in the nation. Persons who lived near or visited the HSC and saw the dredge at work should know that they were seeing progress and an investment in the continued prosperity of the region.

Weeks Marine and Curtin Maritime had signed the contracts, staff was prepared to execute immediately following consideration of the awards by the Port Commission, and the next phase of the project would begin as quickly as possible.

Mr. Guenther concluded his remarks and yielded back to Chairman Campo.

Chairman Campo reiterated that Project 11 was being executed in partnership with the Houston Pilots and the Army Corps, whose collaboration on the project was recognized. The HSC was vital to the region and the Port Authority was proud to continue to invest in this collective future. Taken together, the HSC, the Port Authority's public facilities, and the more than 200 private facilities along the ship channel had an economic impact of \$802 billion annually and supported 1.35 million jobs in Texas.

Chairman Campo added that the quoted numbers were outdated – based on 2018 data – and the economic impact was likely greater. Moreover, the Port Authority was focused on jobs and 75% of the quoted 1.35 million jobs were located in communities with a poverty rate higher than the national average, and these jobs truly provided ladders of opportunity to disadvantaged communities.

Currently, Project 11 was 82% funded and the Port Authority continued to work with its partners to secure the remaining federal funds – about \$168 million – to stay on track and complete Project 11 by the end of 2025. In the next five years, the Port Authority had a \$1.6 billion budget for both landside and channel expenses. Part of the reason that Project 11 was 82% funded was the expedient approval of the \$400 million in revenue bonds in December 2021. If the Port Authority had issued the bonds at the present time, it would be paying nearly double the interest cost.

Chairman Campo concluded by stressing that an Army Corps study showed that when completed, Project 11 would add more than \$133 million annually in national economic value and make the Houston Ship Channel safer and more efficient for all who used it.

Chairman Campo thanked all the commissioners for their support. The Port Commission had done excellent work on behalf of the Port Authority and the public.

Commissioner Corgey applauded Chairman Campo and Mr. Guenther on their hard work. The agenda reflected a tremendous accomplishment and was a win-win. Not only would the channel be deepened and widened but current navigation would not be affected.

Commissioner Fitzgerald echoed Commissioner Corgey's comments and thanked Mr. Jenkins for all his work.

Commissioner Mease remarked that Project 11 had only been a dream five or six years ago; at that time, the Port Commission was concerned about the cost and how it would be paid for. Soon necessity dictated that the project be done, and the Port Commission stood up and did it. It was an honor and pleasure for Commissioner Mease to be part of that.

Commissioner Cloonan added that she appreciated the best value component, the environmental stewardship component, and the S/MWBE participation.

(2022-0617-01) Chairman Campo asked if anyone signed up to address the Port Commission; there were none.

(2022-0617-02) RCA D1 was presented. Commissioner Fitzgerald moved for staff's ranking of vendors and award two construction contracts, for all work of dredging of the Houston Ship Channel between Station 78+844 and 16+000 & Bayport Ship Channel (Segments 1B, 2 and portion of 1C): (i) for hydraulic dredging (Proposal Alternate B), to Weeks Marine, Inc.; (ii) for mechanical dredging (Proposal Alternates C and D), to Curtin Maritime, Corp., seconded by Commissioner Corgey. Chairman Campo, and Commissioners Cloonan, Corgey, Cruzot, DonCarlos, Fitzgerald, and Mease voted Aye. Nays none. RCA D1 PASSED.

(2022-0617-03) RCA D2 was presented, moved by Commissioner Mease, seconded by Commissioner Corgey. Chairman Campo, and Commissioners Cloonan, Corgey, Creuzot, DonCarlos, Fitzgerald, and Mease voted Aye. Nays none. RCA D2 PASSED.

(2022-0617-04) RCA D3 was presented, moved by Commissioner DonCarlos, seconded by Commissioner Creuzot. Chairman Campo, and Commissioners Cloonan, Corgey, Creuzot, DonCarlos, Fitzgerald, and Mease voted Aye. Nays none. RCA D3 PASSED.

(2022-0617-05) RCA D4 was presented, moved by Commissioner Corgey, seconded by Commissioner Mease. Chairman Campo, and Commissioners Cloonan, Corgey, Creuzot, DonCarlos, Fitzgerald, and Mease voted Aye. Nays none. RCA D4 PASSED.

(2022-0617-06) RCA D5 was presented, moved by Commissioner DonCarlos, seconded by Commissioner Creuzot. Chairman Campo, and Commissioners Cloonan, Corgey, Creuzot, DonCarlos, Fitzgerald, and Mease voted Aye. Nays none. RCA D5 PASSED.

At 9:37 a.m., Chairman Campo adjourned the Port Commission meeting.

The above is a correct copy of the Minutes of the June 17, 2022 special meeting of the Port Commission of the Port of Houston Authority.



Ric Campo, Chairman



Erik A. Eriksson, Secretary

D. CHANNEL DEVELOPMENT

Subject	1. Approve staff's ranking of vendors and award two construction contracts totaling \$429,403,016, for all work of dredging of the Houston Ship Channel between Station 78+844 and 16+000 & Bayport Ship Channel (Segments 1B, 2 and portion of 1C): (i) for hydraulic dredging (Proposal Alternate B), to Weeks Marine, Inc. in the amount not to exceed \$329,624,450; (ii) for mechanical dredging (Proposal Alternates C and D), to Curtin Maritime, Corp. in the amount not to exceed \$99,778,566.
Meeting	Jun 17, 2022 - SPECIAL PORT COMMISSION OF THE PORT OF HOUSTON AUTHORITY
Access	Public
Type	Action
Recommended Action	The Port Commission, at its June 17, 2022 meeting: <ol style="list-style-type: none"> (a) approve staff's ranking of vendors, based on the selection criteria, for hydraulic and mechanical dredging of the Houston Ship Channel between Station 78+844 and 16+000 & Bayport Ship Channel (Segments 1B, 2 and portion of 1C): <ol style="list-style-type: none"> (1) for hydraulic dredging (Proposal Alternate B) in the following order – first, Weeks Marine, Inc. and second, Great Lakes Dredge & Dock Company, LLC; and (2) for mechanical dredging (Proposal Alternates C and D), in the following order – first, Curtin Maritime, Corp. and second, The Dutra Group; (b) award a construction contract to the top-ranked proposer for hydraulic dredging (Proposal Alternate B) of the Houston Ship Channel between Station 78+844 and 16+000 & Bayport Ship Channel (Segment 1B, 2 and portion of 1C) in the amount not to exceed \$329,624,450, to Weeks Marine, Inc.; (c) award a construction contract to the top-ranked proposer for mechanical dredging (Proposal Alternate C and D) of the Houston Ship Channel between Station 78+844 and 16+000 & Bayport Ship Channel (Segment 1B, 2 and portion of 1C) in the amount not to exceed \$99,778,566, to Curtin Maritime, Corp.; (d) grant authority, if a contract cannot be negotiated with any first-ranked vendor, to formally, and in writing, end negotiations with that vendor, and proceed to the next applicable vendor in the order of ranking, until a contract is reached or all applicable proposals are rejected; and further authorize the Executive Director to do any and all things in his opinion reasonable or necessary to give effect to the foregoing.

Category:

Awards, Amendments & Change Orders

Department:

Channel Improvement

Staff Contact:

Lori Brownell

Background:

These proposed contracts would carry out the second phase of dredging work performed in connection with the Houston Ship Channel Expansion Channel Improvement Project (Project 11): widening Segment 1B, 2, and portion of 1C of the channel, between Station 78+844 and 16+000 & Bayport Ship Channel (Redfish to Bayport).

Port Authority staff conducted several informational meetings for companies within the dredging industry to better acquaint them with this work. The Port Authority also notified vendors regarding its request for proposals (RFP) for the contract, using the Port Authority's BuySpeed Eprocurement System, and advertised it on the Port Authority's website and in a local newspaper. Forty-four vendors downloaded the project materials from BuySpeed.

Staff Evaluation/Justification:

On February 16, 2022, six RFP responses were received and opened. The responses were reviewed and evaluated by staff in accordance with the selection criteria published in the RFP. A Best and Final Offer (BAFO) was requested from each of the six proposers on May 3, 2022 and received on May 17, 2022.

Staff identified the following vendors as providing the best value to the Port Authority for each alternate to provide the required dredging construction services, considering the evaluation factors set forth in the RFP:

RFP Respondent	Alternate A + Options 1-4	Alternate B + Option 3	Alternate C + Options 2 & 4	Alternate D + Option 1	Alternates C & D + Options 1, 2 & 4
Great Lakes	2	2	N/A*	N/A*	N/A*
Manson	N/A*	N/A*	5	N/A*	N/A*
Manson N/C	N/A*	N/A*	Not scored**	N/A*	N/A*
Weeks Marine	N/A*	1	3	N/A*	N/A*
Cashman	N/A*	N/A*	4	3	3
Curtin Maritime	N/A*	N/A*	1	1	1
Dutra	N/A*	N/A*	2	2	2
Weeks Alt B & Curtin Alt C&D	1	N/A*	N/A*	N/A*	N/A*

#1 Recommended
#1 in Alternate
#2 in Alternate
#3 in Alternate
#s4 -5 in Alternate

*N/A = No proposal from RFP Respondent

** Not scored = Non-conforming proposal with unacceptable stipulations

Staff further determined that awarding two separate contracts, i.e. one for Alternate B and one for Alternates C and D, provided best value to the Port Authority to provide in total the required dredging construction services. considering the evaluation factors set forth in the RFP.

Accordingly, following staff Executive Committee review, staff recommends that the Port Commission award a \$329,624,450 contract to Weeks Marine, Inc. for Alternate B and a \$99,778,566 contract to Curtin Maritime, Corp. for Alternates C and D, and act as otherwise described above for a total of \$429,403,016 for all hydraulic and mechanical dredging of the Houston Ship Channel between Station 78+844 and 16+000 & Bayport Ship Channel (Segments 1B, 2 and portion of 1C).

D. CHANNEL DEVELOPMENT

Subject **2. Amend the professional engineering and auditing services contract supporting the Houston Ship Channel Expansion Channel Improvement Project with Atkins North America, Inc. in an amount not to exceed \$2,886,482 and extend the contract duration through December 31, 2024.**

Meeting Jun 17, 2022 - SPECIAL PORT COMMISSION OF THE PORT OF HOUSTON AUTHORITY

Access Public

Type Action

Recommended Action The Port Commission, at its June 17, 2022 meeting, amend the professional engineering and auditing services contract supporting the Houston Ship Channel Expansion Channel Improvement Project with Atkins North America, Inc. in an amount not to exceed \$2,886,482, and extend the contract duration through December 31, 2024, and further authorize the Executive Director to do any and all things in his opinion reasonable or necessary to give effect to the foregoing.

Category:

Awards, Amendments & Change Orders

Department:

Channel Improvement

Staff Contact:

Lori Brownell

Background:

The Port Commission, by Minute No. 2020-0428-39, awarded a professional services contract to Atkins North America, Inc. to perform engineering and auditing services on an as-needed basis for the Houston Ship Channel Expansion Channel Improvement Project (Project 11).

The Pre-construction Engineering and Design (PED) services have been completed and the Port Authority has entered into a Project Partnership Agreement (PPA) with the U.S. Army Corps of Engineers to allow construction of portions of the HSC-ECIP.

Construction for Segment 1A was awarded to Great Lakes Dredge & Dock Company, LLC in October 2021 and is expected to be completed by January 2023. The next set of contracts — to construct the widening of the Houston Ship Channel (HSC) from Redfish to Bayport (Segments 1B, 2, and a portion of 1C) — is under consideration by the Port Commission at this meeting. If these contracts are awarded, dredging is expected to be completed by the end of 2024.

Staff Evaluation/Justification:

To accommodate the size, timeframe, and resources needed to assure contractor compliance as provided in the PPA for Segments 1B, 2, and portion of 1C construction, Port Authority staff recommends extending this engineering and auditing services contract to support staff during all phases of project implementation.

Accordingly, following staff Executive Committee review, staff recommends the Port Commission authorize this amendment to the contract with Atkins.

D. CHANNEL DEVELOPMENT

Subject **3. Amend the professional services contract with Freese and Nichols, Inc. to provide continued engineering and auditing services on an as-needed basis for the Houston Ship Channel Expansion Channel Improvement Project, in an amount not to exceed \$1,200,000 and extend the contract duration to December 2024.**

Meeting Jun 17, 2022 - SPECIAL PORT COMMISSION OF THE PORT OF HOUSTON AUTHORITY

Access Public

Type Action

Recommended Action The Port Commission, at its June 17, 2022 meeting, amend the professional services contract with Freese and Nichols, Inc. to provide continued engineering and auditing services on an as-needed basis for the Houston Ship Channel Expansion Channel Improvement Project, in an amount not to exceed \$1,200,000, and extend the contract duration to December 2024, and further authorize the Executive Director to do any and all things in his opinion reasonable or necessary to give effect to the foregoing.

Category:

Awards, Amendments & Change Orders

Department:

Channel Improvement

Staff Contact:

Lori Brownell

Background:

The Port Commission, by Minute No. 2020-0428-39, awarded a professional services contract to Freese and Nichols, Inc. to perform engineering and auditing services on an as-needed basis for the Houston Ship Channel Expansion Channel Improvement Project (Project 11).

The Pre-construction Engineering and Design (PED) services have been completed and the Port Authority has entered into a Project Partnership Agreement (PPA) with the U.S. Army Corps of Engineers to allow construction of portions of the HSC-ECIP.

Construction of Segment 1A was awarded to Great Lakes Dredge & Dock Company, LLC in October 2021 and is expected to be completed by January 2023. The next set of contracts — to construct the widening of the Houston Ship Channel (HSC) from Redfish to Bayport (Segment 1B, 2, and a portion of 1C) — is under consideration by the Port Commission at this meeting. If these contracts are awarded, dredging is expected to be completed by the end of 2024.

Staff Evaluation/Justification:

To accommodate the size, timeframe, and resources needed to assure contractor compliance as provided in the PPA for Segments 1B, 2, and portion of 1C construction, Port Authority staff recommends extending this engineering and auditing services contract to support staff during all phases of project implementation.

Accordingly, following staff Executive Committee review, staff recommends the Port Commission authorize this amendment to the contract with Freese and Nichols, Inc.

D. CHANNEL DEVELOPMENT

Subject	4. Amend the professional services contract with TC&B/GBA, a joint venture of Turner Collie & Braden Inc. and Gahagan & Bryant Associates, Inc., to provide construction-phase services for engineering, design, project coordination, and other general assistance for the Houston Ship Channel Expansion Channel Improvement Project, in an amount not to exceed \$16,397,135, and extend the contract duration to January 2025.
Meeting	Jun 17, 2022 - SPECIAL PORT COMMISSION OF THE PORT OF HOUSTON AUTHORITY
Access	Public
Type	Action
Recommended Action	The Port Commission, at its June 17, 2022 meeting, amend the professional services contract with TC&B/GBA, a joint venture of Turner Collie & Braden Inc. and Gahagan & Bryant Associates, Inc., to provide construction-phase services for engineering, design, project coordination, and other general assistance for the Houston Ship Channel Expansion Channel Improvement Project, in an amount not to exceed \$16,397,135, and extend the contract duration to January 2025, and further authorize the Executive Director to do any and all things in his opinion reasonable or necessary to give effect to the foregoing.

Category:

Awards, Amendments & Change Orders

Department:

Channel Improvement

Staff Contact:

Lori Brownell

Background:

The Port Commission, by Minute No. 2019-1111-06, awarded professional services contracts to perform Pre-construction Engineering and Design (PED) and related services for the Houston Ship Channel Expansion Channel Improvement Project (Project 11). One of these contracts was awarded to TC&B/GBA, a joint venture of Turner Collie & Braden Inc. and Gahagan & Bryant Associates, Inc (the Joint Venture).

The Pre-construction Engineering and Design (PED) services have been completed and the Port Authority has entered into a Project Partnership Agreement (PPA) with the U.S. Army Corps of Engineers to allow construction of portions of the HSC-ECIP. Construction of Segment 1A was awarded to Great Lakes Dredge & Dock Company, LLC in October 2021 and is expected to be completed by January 2023. The next set of contracts — to construct the widening of the Houston Ship Channel (HSC) from Redfish to Bayport (Segment 1B, 2, and a portion of 1C) — is under consideration by the Port Commission at this meeting. If that contract is awarded, dredging is expected to be completed by the end of 2024.

Staff Evaluation/Justification:

To accommodate the size, timeframe, and resources needed to assure contractor compliance as provided in the PPA for Segments 1B, 2, and portion of 1C construction, Port Authority staff recommends obtaining professional construction-phase services from the Joint Venture.

In the judgment of Port Authority staff, the Joint Venture is the most highly qualified firm to provide these services. Staff recommends the Port Commission authorize this amendment to the contract with the Joint Venture.

D. CHANNEL DEVELOPMENT

Subject	5. Request to ratify a change order with Orion Construction, LP to extend the term of its contract for removal of subsurface abandoned pipelines and debris for an additional 38 days.
Meeting	Jun 17, 2022 - SPECIAL PORT COMMISSION OF THE PORT OF HOUSTON AUTHORITY
Access	Public
Type	Action
Recommended Action	The Port Commission, at its June 17, 2022 meeting, ratify a change order with Orion Construction, LP to extend the term of its contract for removal of subsurface abandoned pipelines and debris for an additional 38 days, and further authorize the Executive Director to do any and all things in his opinion reasonable or necessary to give effect to the foregoing.

Category:

Awards, Amendments & Change Orders

Department:

Channel Improvement

Staff Contact:

Lori Brownell

Background:

By Minute No. 2021-1026-18, the Port Commission awarded a contract to Orion Construction, LP for the removal of subsurface abandoned pipelines that lie within the future limits of the Houston Ship Channel Expansion Channel Improvement Project (Project 11) and for removal of a section of debris along the north shoreline of the Bayport Ship Channel, in an amount not to exceed \$4,085,500.

In order to continue the final work under this contract without interruption, staff approved a change order with the contractor to extend the contract term by additional 38 days, in response to the contractor's request, in connection with weather induced survey crew delays, i.e., due to high winds and small craft advisories.

This is the fourth change order to this contract, for a total contract time of 193 days. The original contract term of 105 calendar days was extended to 133 calendar days (and new work was approved) by Change Order No. 2, and the term was further extended by Change Order No. 3 to 155 calendar days. The contract price has not exceeded \$4,085,500.

Staff Evaluation/Justification:

Port Authority staff reviewed the proposal submitted by Orion Construction, LP, found it to be fair and reasonable, and approved this change order, and now requests that the Port Commission ratify it.