



MEETING AGENDA

District 1
Matthew Wilson
Vice Chairperson

District 2
Raevan Howard

District 3
Norman Crow
Chairperson

District 4
Lee Busby
Member

District 5
Kip Tyner

District 6
John Faile

District 7
Cassius Lanier
Alternate

Council Public Projects Committee Meeting Agenda

Tuesday, October 4, 2022 Daugherty Conference Room 2:30 p.m.

TOPIC	PRESENTER	SUPPORTING MATERIAL
Approval of Minutes		
OLD BUSINESS		
1. Authorization to enter into master services agreement with Jacobs Engineering for the Advanced Metering Infrastructure project, task order directive no. 1; total: \$99,850.00 (tabled 9-20-22, 9-27-22)	Ron Smith	2-6
NEW BUSINESS		
2. Authorization of professional services contract with John B. Galloway for bridge inspections and related services; total \$58,860.00	Selvin Greene	7-10
3. Resolution tentatively awarding public works contract to ST Bunn Construction Company, Inc. for Terminal and ARFF Apron Reconstruction at the Tuscaloosa National Airport	Jeff Powell	11-14
4. Authorization of contract amendment no. 1 with Pioneer Technology Group for Benchmark Implementation Services	Marion Williams	15
5. Authorization to enter into contract with Warrior Security LLC for as-needed services; total not to exceed \$10,000.00	Jason Foster	16
ADJOURN		

Memorandum

September 14, 2022

To: Public Projects Committee

From: Ron Smith
Water and Sewer Department

RE: **Authorization to Enter into a Master Services Agreement with Jacobs Engineering for the Advanced Metering Infrastructure Project, Task Order Directive 1 - Implementation Plan**

General Information:

Firm: Jacobs Engineering
Funding: 62240280-22543
Amount: \$99,850.00

Summary:

Requesting authorization to enter into a master services agreement with Jacobs Engineering for the Advanced Metering Infrastructure Project. Task Order Directive 1 is for the development of the project implementation plan.



LOGISTICS & ASSET MANAGEMENT

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Task Order Directive No. 1 to the Master Agreement to Provide Consulting Engineering for the Advanced Metering Infrastructure Project Implementation Plan – Scope of Work

Background

The City of Tuscaloosa (City) has approximately 57,000 water meters in their system. Approximately 10,000 of those meters are Automated Meter Read (AMR, reading sent through radio signal), 30,000 are manually read, and approximately 8,000 have been recently replaced with new Advanced Metering Infrastructure (AMI). In 2019, the City awarded an AMI project to United Systems and Software (USS) to deploy the proposed AMI system using a phased approach over 3 years. Since 2019, USS has deployed the AMI network across the City's service territory and deployed the aforementioned approximately 8,000 AMI meters. The City's AMI project has not been able to expand the deployment due to resource and funding challenges. The USS contract ends soon, and the City requested Jacobs prepare this Scope of Work (SOW) to provide project planning and AMI system project management to aid the City with the AMI deployment expansion.

Project Scope of Work

Jacobs will complete this scope of work (SOW) on a task basis as shown below.

Task 1 – AMI Project Implementation Plan

Jacobs will work with the City and USS to review the existing project status with the objective of developing and documenting a project implementation plan including anticipated cost and schedule to complete the City's current AMI project. Jacobs will provide the City with a Request for Information (RFI) to gather information such as detailed meter information, network, contract, software, integration, funding, etc. Jacobs will log data received and review documents for clear understanding of the current status of the City's AMI project. Jacobs will conduct a workshop with the City to review our interpretation of the data received and to discuss any questions.

Jacobs will then develop a draft project implementation plan with estimated costs and schedule along with recommendations for an updated scope of work with USS. The project implementation plan will also address key areas of the project deployment such as project roles, resource assignment, action tracking, risk mitigation, deployment blackout schedule, installation acceptance, QA/QC inspections, and route installation completion.

Jacobs will provide the draft plan for City review, address comments received (typically within 2 weeks) and finalize the document. Jacobs will provide the final AMI Project Implementation Plan to the City in electronic format.

Deliverables

- Recommended AMI Project Implementation Plan, Draft and Final

Assumptions

- Jacobs will conduct a workshop with the City to review RFI data received.
- Jacobs will provide follow up questions to City and lead follow up meetings in person or via MS Teams
- Jacobs will reasonably rely upon the accuracy and completeness of the information/data provided by the City or other third parties.

Task 2 – AMI Project Internal Communication Plan

JACOBS will also develop an overall communication plan that will detail the various components of the AMI project so that stakeholders understand the variables and are kept informed of the progress made throughout the project.

Jacobs will use industry best practices and lessons learned from past projects to develop the communications plan to enable the City to provide effective communications internally. The plan will be tailored to present to City Council members and the Mayor. The plan will include tools, such as fact sheets, deployment schedule updates, and FAQs, that will help educate the stakeholders.

Deliverables

- Internal Communication Plan

Assumptions

- Jacobs will develop a plan for communications and present/distribute the communication plan to stakeholders such as Council members with the help of the City.
- Coordination will be conducted in a virtual format.
- A draft will be provided for consolidated comments prior to a final document.

Task 3 – Project Management

Jacobs will provide general project management and overall team coordination and administration. This task shall include the preparation of a brief monthly report that describes the progress of the work each month and shall be submitted along with the monthly invoice.

Schedule

Jacobs' estimated project duration for executing the work contained in this agreement is five months.

Attachment A – Compensation for Task Order Directive No. 1 to the Master Agreement to Provide Consulting Engineering for the Advanced Metering Infrastructure Project Implementation Plan

The purpose of this document is to describe compensation to Jacobs for providing professional consulting engineering services to the City based on the Scope of Work (SOW) included in Scope of Work, and as further defined in the Agreement.

Compensation

The Task Order Directive No. 1 to the Master Services Agreement to Provide Consulting Engineering for the Advanced Metering Infrastructure Planning and Implementation Project shall be billed on a Time and Materials basis for Tasks 1 through 3 in an amount not to exceed **\$99,850**. Jacobs will keep the City informed of progress and budget status.

Task	Price
Task 1 – Project Planning	\$65,520
Task 2 – Communication Plan	\$27,770
Task 3 – Project Management	\$6,560
Total	\$99,850

As compensation for providing the services described in Scope of Work, the City shall compensate Jacobs based on Jacobs's hourly labor rate per employee title. Jacobs also shall receive, for providing services to the City, compensation for Direct Expenses, plus a service charge of 5 percent of subcontracts and outside services. Jacobs standard project charges for computing systems, special health and safety requirements of the Occupational Safety and Health Administration (OSHA), and telecommunications services are included as part of the Hourly Labor Rates.

Direct Expenses are defined as those necessary costs and charges incurred for the Project including, but not limited to: 1) the direct costs of transportation, meals and lodging, mail, special City-approved costs, project-specific insurance, letters of credit, bonds, and equipment and supplies; and 2) Jacobs's current standard rate charges for direct use of Jacobs's vehicles, laboratory test and analysis, printing and reproduction services, and certain field equipment. Jacobs will be reimbursed for sales and use taxes incurred by it in purchasing products used and required for the performance of a given task, and not otherwise associated with the Jacobs's General Overhead or the provision of engineering services generally.

Jacobs is not obligated to incur costs beyond the indicated budgets, as may be adjusted, nor is City obligated to pay Jacobs beyond these limits. When any budget has been increased, Jacobs's excess costs expended prior to such increase will be allowable to the same extent as if such costs had been incurred after the approved increase. Jacobs will be authorized to transfer budget from one task to another as needed to provide requested City services within the established overall budget.

Jacobs will be authorized to transfer budget from one task to another as needed to provide requested City services within the established overall budget.

END OF SECTION

Exhibit A

Hourly Labor Rates for FY 2023 are presented in the following table. The table may be revised yearly based on Jacobs' revised rate schedule.

FY 2023 Hourly Labor Rate Schedule	
Title	FY 2023 Hourly Labor Rate
Principle Technology/Principle in Charge/Project Manager	\$232
Senior Project Manager/Project Technologist	\$202
Project Manager/Project Technologist	\$182
Project Engineer	\$170
Associate Engineer	\$155
Staff Engineer/Consultant	\$130
Junior Staff Engineer/Consultant	\$112
Senior Technician/Programmer	\$136
Graphic Designer/Technician	\$114
Engineering Technician	\$92
Accountant/Administrative Assistant	\$68

Memorandum

To: Public Projects Committee

From: Selvin Greene
Operations Division

Re: Authorization of a Professional Services Contract – John B. Galloway, Bridge Inspection and related services

Scope: This Contract will serve to provide the bridge inspection and related services for those bridge structures within the City of Tuscaloosa jurisdiction that are due for review this year.

Cost: The total cost for this effort will be \$58,860.00

Funding: Operations – Streets & Drainage – Outside Services



INFRASTRUCTURE

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LISTING OF STRUCTURES DUE FOR INSPECTION

AREA: All
COUNTY: All
CITY: TUSCALOOSA

August 14, 2022
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Report Criteria									
Area:	All	City:	TUSCALOOSA	Maintenance Resp:	All	Date:	09/01/2023		
County:	All	MPO:	All	Inspection Resp:	City or Municipal Agency	Hide Delinquent:	No		
				Inspection Type:	All	Sort By:	Bridge ID		
			TYPE INSP DUE					R/SP INS	
			S S S					DUE	
BIN	STR NUM	LOCATION	R	F	U	P	N	C	DEL
000649	OMU0027 630000M00100	K-MART PARKING LOT DRIVE	Y					Y	Y
001805	OMU0082 630000M00300	9TH ST * 29TH AVE	Y			Y	Y		Y
003705	OCO0037 630000M03200	0.3 MI W I-59	Y					Y	Y
003920	OMU0260 630000270Z00	ON DAM OF LAKE NICOL ROAD	Y			Y	Y	Y	Y
004873	OMU037 630000246Z00	0.5 MI SE OF JCT US # 82	Y					Y	Y
008057	OMU0092 630000M03200	0.2 MI E OF JCT US 82	Y				Y		Y
009635	OMU0011 630000M00500	0.4 MI S I-59	Y					Y	Y
009636	OMU0011 630000M01400	WASTE TREATMENT PLANT	Y					Y	Y
010353	OCO0087 630000M00700	0.7 MI E RICE MINE RD	Y				Y	Y	Y
010428	OMU0000 630000NNNN00	DCH MEDICAL CENTER	Y						Y
011802	OMU0014 630000M00100	0.2 MI S 29TH STREET	Y					Y	Y
011805	OMU0016 630000M00300	0.8 MI W MOODY SWAMP ROAD	Y					Y	Y
011972	OMU0006 630000M01400	JCT MCFARLAND BLVD * 37TH	Y					Y	Y
012014	OMU0029 630000M00600	0.1 MI S US 11	Y					Y	Y
012023	OMU0041 630000M00500	0.1 MI S US 11	Y					Y	Y
014888	OMU0037 630000M00800	0.3 MI N 37TH STREET E	Y					Y	Y
016185	OMU0010 630000M00600	0.5 MI W KAULOOSA AVE	Y					Y	Y
016940	OMU0000 630000M05300	0.4MI E JCT AL 69	Y				Y	Y	Y
017852	OCO0056 630000474200	0.53 MI N BLACK WARR RV	Y				Y	Y	Y
017855	OCO0056 630000405600	1.8 MI N BLACK WARR RV	Y				Y	Y	Y
019895	OMU0011 630000MU1100	0.5 MI W SR 215	Y					Y	Y
020248	OMU0053 630000M00800	1.0 MI SOUTH O RIVER RD	Y						Y
020456	OMU0031 630000M00200	FOREST LAKE	Y					Y	Y
021521	OMU0002 630000M01500	.1 mi. s. of Hargrove Rd.	Y					Y	Y
021522	OMU0002 630000M01600	.2 Mi E. of McFarland	Y					Y	Y
021591	OMU0043 630000M00200	_.2 Mi N. J. Harrison	Y					Y	Y
021592	OMU0043 630000M00300	.3 Mi. N. J. Harrison	Y					Y	Y

LISTING OF STRUCTURES DUE FOR INSPECTION

AREA: All
COUNTY: All
CITY: TUSCALOOSA

August 14, 2022
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Report Criteria							
Area:	All	City:	TUSCALOOSA	Maintenance Resp:	All	Date:	09/01/2023
County:	All	MPO:	All	Inspection Resp:	City or Municipal Agency	Hide Delinquent:	No
				Inspection Type:	All	Sort By:	Bridge ID

NUMBERS OF STRUCTURES CULVERTS ARE INCLUDED MONTHS PAST DUE

	Total	Curr	1	2	3	4	5	6	>6
REGULAR	27	0	0	0	0	0	0	1	26
FCRT. CRIT.	0	0	0	0	0	0	0	0	0
UNDERWATER	0	0	0	0	0	0	0	0	0
SPECIAL	2	0	0	0	0	0	0	0	2
SNOOPER	7	0	0	0	0	0	0	0	7
SCOUR	23	0	0	0	0	0	0	1	22
TOTAL	59	0	0	0	0	0	0	2	57

DECK AREA OF STEEL BRIDGES (X 1000SF) CULVERTS ARE NOT INCLUDED MONTHS PAST DUE

	Total	Curr	1	2	3	4	5	6	>6
REGULAR	37.03	0	0	0	0	0	0	0	37
SPECIAL	0.00	0	0	0	0	0	0	0	0
SNOOPER	37.03	0	0	0	0	0	0	0	37
SCOUR	37.03	0	0	0	0	0	0	0	37
TOTAL	111.09	0	0	0	0	0	0	0	111

DECK AREA OF CONCRETE BRIDGES (X 1000SF) CULVERTS ARE NOT INCLUDED MONTHS PAST DUE

	Total	Curr	1	2	3	4	5	6	>6
REGULAR	1,259.80	0	0	0	0	0	0	15	1,244
SPECIAL	90.04	0	0	0	0	0	0	0	90
SNOOPER	970.87	0	0	0	0	0	0	0	971
SCOUR	914.79	0	0	0	0	0	0	15	899
TOTAL	3,235.49	0	0	0	0	0	0	31	3,205

Cost Estimates for Bridge Inspection
Fiscal Year 2023
City of Tuscaloosa

Routine Inspections

<u>Number of structures due.</u>	<u>Cost</u>
Twenty Seven @ \$ 2,180.00 dollars ea.	\$58,860.00

Includes : providing written notification To ALDOT Maintenance Bureau when a structure falls into a certain category such as Fracture Critical, Scour or Hydraulic problems . Deck, Superstructure Substructure or Waterway Adequacy rated 4 or less.
Doing follow-up observations to ensure that Bridge Maintenance work for Emergency and Urgent repairs was adequately performed and documenting for files.
All measurements needed for Bridge Ratings.
All Bridge inspection forms completed and information entered into ABIMS. Bridge and structure details entered into ABIMS.
Soundings at each bridge entered into ABIMS.

All Structures are required to have an Element Inspection as of Jan. 2015. This will require a more detailed inspection of each structure.

<u>Grand Total</u>	\$ 58,860.00
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Memorandum

September 30, 2022

To: Public Projects Committee

From: Jeff Powell
Tuscaloosa National Airport

RE: Resolution tentatively awarding public works contract to ST Bunn Construction Company for Terminal and ARFF Apron Reconstruction at the Tuscaloosa National Airport

Request:

The Tuscaloosa National Airport recommends the tentative award for the bid submitted by ST Bunn Construction Company for the Terminal and ARFF Apron Reconstruction Project. This award is conditioned upon the contractor completing and submitting all remaining documents required by the request for proposals.

Project Background:

The Tuscaloosa National Airport submitted the FY2022 Airport Capital Improvement Plan (ACIP) in the Fall of 2021 as a part of the FAA's Airport Improvement Grant Program. Upon receipt of ALDOT's notice of intent to award, the airport proceeded with the design and bid services for the requested Terminal and ARFF Apron Reconstruction in partnership with the airport's engineer consultant Atkins. Attached with this memo, is confirmation by our Engineer stating the submitted bid on August 2nd, 2022 has met the FAA and City Public Works requirements. The final FAA grant award offer for this project was received and approved by City Council on September 20th, 2022.

Funding:

FAA (90%)
ALDOT (5%)
Airport Improvement Fund (5%)

District:

District 1

Our reference: 100079875 TCL Terminal and ARFF
Apron Reconstruction

Your reference: A22-0691 Recommendation for Award
of Construction

Jeff Powell, Airport Director
City of Tuscaloosa
7601 R. Cardinal Airport Rd.
Tuscaloosa, AL 35401

atkinsglobal.com

snclavalin.com

3 August 2022

Dear Jeff

As you are aware, a single bid was received and read aloud by me for the above referenced project on August 2, 2022 at 10:00 pm in the City Council Chamber at City Hall. The bid opening was attended by you, Caramyl Drake, Sarah Miller, and Josh Norris representing the City, and two representatives from the sole bidder, S. T. Bunn Construction Co., Inc (S.T. Bunn): Sonny Bun and Taylor Davis.

Representatives from Nine (9) contractor firms were represented by those in attendance at the mandatory pre-bid conference on July 21, 2022, and all of these firms submitted the requisite forms 1 and 2 from Exhibit A in the standard public works contract documents, preserving their ability to bid the project as a prime contractor. Of those contractor firms because of their specialties, it was expected that due to the nature of the project containing similar amounts of both concrete and asphalt paving, these eligible bidders would likely group into teams. Still, we had hoped that there might be as many as two to four groupings of these nine firms potentially submitting a bid, and so it was somewhat surprising that we received only the one bid from S.T. Bunn.

We have tabulated the bid line items (see attachment) and discovered no mathematical errors. The bid was higher than our engineer's estimate of probable construction costs for each of the two project award options that were outlined in the bid form:

- Award Scenario 1: For the project award scenario including Bid Schedule 1, the Base Bid, the bid received from S.T. Bunn was 11.97% higher than the engineer's estimate, amounting to a difference of \$493,353.53.
 - **\$4,615,727.28 (Bunn)**
 - **\$4,122,373.75 (Engineer's Estimate)**
- Award Scenario 2: For the project award scenario including Bid Schedule 2, the Base Bid with Additive Alternate Bid Items, the bid received from S.T. Bunn was 10.62% higher than the engineer's estimate, amounting to a difference of \$493,090.20.
 - **\$5,135,636.70 (Bunn)**
 - **\$4,642,546.50 (Engineer's Estimate)**

Our analysis of the unit bid prices submitted by Bunn indicates that they appear to be balanced and reasonable. There were two bid items that more than accounted for the approximately \$493,000 difference between the bid and the engineer's estimate for both bid schedules: 1) The Contractor's Quality Control Plan, and 2) Maintenance of Traffic. Between these two lump sum items, more than \$700,000 of the difference between S.T. Bunn's bid and our engineer's estimate is accounted for.

1. Contractor's Quality Control Plan

For the Contractor's Quality Control Plan, the previous project bid by S.T. Bunn for the Tuscaloosa National Airport—the Runway 4-22 Reconstruction project—included a much lower relative cost for this item, while requiring the quality control testing program to be applied to significantly more volume of pavement elements, valued at approximately \$5.9 million in the Runway 4-22 project versus \$3.1 million in this Terminal and ARFF Apron project. Extrapolating from that prior experience, we had reduced our estimated cost for this item in the current project accordingly.

However, the 2nd place bid in the Runway 4-22 project had submitted a much higher price for the Contractor's Quality Control Plan, and it appears that the order of magnitude from the Runway project's second-place bidder may have been a more accurate representation of the cost, which S.T. Bunn appears to have taken into account in the current project's bid pricing. S.T. Bunn has indicated a value of \$200,000.00 for the work to be done by the subcontracted firm BECC, Inc. for a portion of this work, with the remainder of their \$373,383.15 bid price (\$173,383.15) presumably representing the effort to be undertaken by S.T. Bunn's in-house personnel or that of the subcontractor that they have on their team for cement concrete pavement installation.

Based on this analysis, we do not find this price to be unreasonable. Further, since the item is a lump sum item that is paid in prorated amounts based on overall project financial percent complete, the high price on this item does not represent any unbalancing of the bid.

2. Maintenance of Traffic

For the Maintenance of Traffic bid item, as compared to our engineer's estimate for the previous project bid by S.T. Bunn for the Tuscaloosa National Airport—the Runway 4-22 Reconstruction project—S.T. Bunn submitted a price that was similarly elevated as compared to our engineer's estimate. And on that prior project, the second-place bidder also submitted an extremely high cost of \$1,000,000.00 even. In our review of these numbers from the previous project, we felt that these numbers might have been driven higher due to aspects that the runway project had that this project does not, such as the need for Air Traffic Control Tower coordination and operations in at least one phase adjacent to what would be a relatively busy aircraft taxi corridor. In comparison to other projects, in our experience, these numbers from the Runway project for Maintenance of Traffic seemed like outliers, so we kept our engineer's estimate for this item at a relatively low amount.

Upon further review, we suspect that there is another factor at play leading to these inflated numbers for Maintenance of Traffic—the City's cap on the Mobilization price at 5%. In the City's standard public works bid package language, in Section Three - Bid Proposal, on Page 16, this 5% limit is mandated. The FAA's standard language for specifying mobilization allows for this number to be varied from project to project and suggests a 10% cap as a starting point, to be adjusted either up or down relative to the nature of the project. We modified the FAA specification language to match the City's 5% cap requirement, but upon further consideration, a 10% cap would not have been unreasonable given the fact that this project will require coordination with subcontractors for multiple specialty portions of the work.

When adding the percentage of the overall bid amount from S.T. Bunn's bid for both the Maintenance of Traffic and Mobilization bid items, the proportions are 11.94% of the Base Bid total, and 10.90% of the total for the Base Bid with Additive Alternate Bid Items. These figures are not far above a 10% cap on mobilization that would have been deemed reasonable under the FAA's standard language on that subject. Had a 10% cap been used for Mobilization, under the assuming that S.T. Bunn is indeed using the Maintenance of Traffic item as a place to account for additional mobilization costs, it would be reasonable to expect that they might have included a price for Mobilization that approached this higher cap.

In such a scenario, where a 10% mobilization cap might have been applied and utilized by the bidder, it would be reasonable to expect that the cost left over when adding together the costs for Maintenance of Traffic and Mobilization and subtracting 10% of the overall bid price might be a good representation of the portion of the Maintenance of Traffic price that's truly for the purpose of Maintenance of Traffic instead of excess Mobilization costs. The table below represents this difference for each of the two bid schedules:

Bid Schedule	10% of total bid	Combined Mobilization and Maintenance of Traffic Costs	Difference
Bid Schedule 1 - Base Bid	\$461,572.73	\$551,051.24	\$89,478.51
Bid Schedule 2 – Base Bid with Additive Alternate Bid Items	\$513,563.67	\$560,000.00	\$46,436.33

As compared to our engineer's estimate cost of \$50,000.00, the differences in the above table are much ore in line with the estimate than the order-of-magnitude difference noted in the bid tabulation. Under the assumption that a 10% mobilization cap would have been fully, or nearly-fully utilized if provided, it is reasonable to expect that an amount in the vicinity of the differences noted in the table above, or perhaps something like the average value of these differences - approximately \$67,957.42.

Based on this analysis, we feel that the Maintenance of Traffic item is being utilized for the dual purpose of representing both the cost of Maintenance of Traffic and the cost of Mobilization in excess of the 5% cap. We do not find this price to be very unreasonable for this project. Further, since the item is a lump sum item that is paid in prorated amounts based on overall project financial percent complete, the high price on this item does not represent any unbalancing of the bid.

Despite our finding that the prices submitted by the bidder are not unreasonable, our situation of having received only one bid affords us an opportunity to negotiate on some of the prices. Whereas in bid scenarios where multiple bids are received, any negotiations before entering into a contract with the low bidder on their prices would undermine the competitive bid process, this is not the case when only one bid is received. Therefore, it is recommended to enter into negotiations with the bidder on the unit price for one or both of the two bid items identified above as the largest impacts on the pricing having exceeded the engineer's estimate.

S.T. Bunn Construction Co., Inc. has experience with projects on the Tuscaloosa National Airport, having recently successfully performed projects in 2012 and 2015, 2019, and 2021. We have reason to believe that they will be able to successfully perform this project. Following the recommended price negotiations, regardless of the outcome, with the understanding that sufficient grant funding will only be made available for the construction of the Base Bid, and contingent upon that funding being made available, **we recommend that a construction contract for the project, for Bid Schedule 1 - Base Bid, be awarded to S. T. Bunn Construction Co., Inc. of Tuscaloosa, AL.**

If you have any questions about the bid analysis or recommendation, please feel free to contact me.

Yours faithfully



Darren Duckworth

encl.: bid tabulation

September 28, 2022

To: Public Projects Committee

From: Marion Williams
Municipal Court Administrator

RE: **Authorization for Contract Amendment No. 1 with Pioneer
Technology Group for Benchmark Implementation Services**

Contract Amendment Summary:

The City of Tuscaloosa no longer requires any additional document digitization services or on-site visits from Pioneer Records Management (PRM). This contract amendment is to reallocate \$59,184.42 in unused funds from the PRM scanning on-site budget to additional Benchmark reports or interface development. This amendment will not add or deduct funding or days to the current contract.



MUNICIPAL COURT

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Memorandum

September 29, 2022

To: Public Projects Committee

From: Jason Foster
Information Technology

RE: Authorization to Enter into a Contract with Warrior Security LLC for As Needed Services not to exceed \$10,000

General Information:

Firm: Warrior Security LLC

Funding: Various Department Operatine Budget – Object 3100

Amount: \$10,000

Summary:

Authorization to enter into a Contract with Warrior Security LLC for As Needed Services not to exceed \$10,000.

This is for any network cabling or installing services that may be needed for various departments.