

CITY OF SANTA BARBARA WATERFRONT DEPARTMENT

MEMORANDUM

Date: January 14, 2016
To: Harbor Commission
From: Scott Riedman, Waterfront Director
Subject: **Facilities Management Report**

FEDERAL CHANNEL DREDGING

Fall cycle dredging of the Federal Channel was completed December 13. The dredge contractor, Pacific Dredge, removed 121,500 c.y. of sand from the channel, the maximum allowable under the current Corps contract. Work was completed in seven days with an average production rate of over 18,000 c.y. per day. This represents a 50% increase in productivity over dredging last spring. Pacific Dredge has invested in significant upgrades to the dredge, *La Encina*, with the recent increase in production the result of those upgrades. Despite the increase in productivity, a considerable amount of material remains in the federal channel. Large swells will likely deposit additional sediment possibly necessitating Pacific Dredge to begin spring cycle dredging sooner than usual.

The dredge and floating pipeline are secured inside the breakwater extension for the next several months. The discharge location will be determined later this winter after staff can monitor coastal erosion predicted from El Niño related storms. The discharge location will target sections of East Beach suffering from the most erosion. The Corps' FY2016 budget includes a \$2.76 million appropriation from Congress, adequate funding for spring cycle dredging.

MARINA ONE REPLACEMENT PROJECT – PHASE 6

Bellingham Marine Industries (BMI) is set to begin construction of Phase 6 of the Marina One Replacement Project consisting of “H” and “I” fingers. Demolition of “H” finger was postponed for one week due to a series of storms predicted the week of January 4. Demolition of “H” finger will begin January 11 with new docks scheduled to arrive the end of the week. BMI will install the main walk and rough-in utilities (electrical and water) prior to installation of the finger docks the following week. Construction on “H” finger will conclude with the installation of new dock boxes, power centers, and a transformer. BMI will take a one-week break to allow slipholders to return their boats to “H” finger, freeing up berthing space for “I” finger slipholders to move their boats to temporary slip assignments during construction. The entire project should be completed by the end of February.

“H” finger consists of (40) 35’ slips and one 80’ endtie. Although the Waterfront has approximately 35 slips available for transient vessels per the SBMC (most are less than 40’ long), slips available for relocation of vessels is contingent upon the number of slips on Temporary Cancellation (TC) status. The number of slips on TC status has declined recently,

posing significant challenges for staff in reassigning slips for vessels displaced by construction. At this time, all “H” finger vessels have been reassigned to other slips in the harbor. Unfortunately this has eliminated almost all transient berthing for our local commercial fishing vessels that do not have slip permits as well as recreational boaters transiting the area. In an effort to provide at least minimal transient berthing for commercial fishing boats, several vessels will tie up along the marina walkways for the duration of construction. If storms are forecast and vessels seek refuge in the harbor, accommodating transient vessels may include rafting, tying up at the accommodation dock and/or the launch ramp. “H” finger is one of the largest docks in Marina One accommodating some of the longer vessels and thus poses the greatest challenge. Vessels on “I” finger and the subsequent remaining docks are typically smaller and should be easier to accommodate along with transient vessels.

Funding for all eight phases of the Marina One Replacement Project has been provided through a series of loans totaling \$14.5 million from the California Department of Parks and Recreation, Division of Boating and Waterways (DBW). Phases 1 – 5 were constructed at a cost of \$8,250,000. BMI submitted a low bid of \$6,851,250 to construct Phases 6 – 8. Although adequate loan funds have been secured to construct all eight phases, at least one future phase may be funded out of the Waterfront’s Harbor Preservation Capital Improvement Fund to reduce the amount of long-term debt service for this project.

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