

# CITY OF SANTA BARBARA WATERFRONT DEPARTMENT

## MEMORANDUM

**Date:** March 21, 2013  
**To:** Harbor Commission  
**From:** Scott Riedman, Waterfront Director  
**Subject:** **Facilities Management Report**

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### **Federal Channel Dredging**

AIS Construction Company is scheduled to begin the spring cycle dredging on March 18. This is the sixth and final cycle of a 3-year contract with the Corps of Engineers. Once dredging the Federal Channel is complete, AIS will conduct additional dredging at the tip of the sandspit to create a deep water area for storage of the dredge equipment over the summer. Additional dredging may also be conducted at the end of the Rock Groin where some minor shoaling persists after the extreme currents experienced in the harbor after the 2011 tsunami. All dredging should be completed by the middle of April. The Corps will require AIS to remove all dredging equipment from the Waterfront including all dredge pipe on East Beach and in the dredge yard. A new three-year contract will be advertised, bid and awarded by the Corps in late summer with mobilization by the low-bid contractor to resume in October.

### **Marina One Replacement Project – Phase 4 Construction**

Bellingham Marine Industries (BMI) recently completed Phase 4 of the Marina One Replacement Project. Phase 4 included replacement of “L” and “M” fingers which was completed in 13 weeks. There were no construction related problems and the project was completed one week ahead of schedule. Phases 2 through 4 were included in a single bid package and BMI has fulfilled their contractual obligations.

Funding for the first four phases of the Marina One Replacement Project was provided by a \$7.2 million loan from the Department of Boating and Waterways (DBW). The loan amount was for the total potential construction costs including a 10% change order authority for each phase and \$350,000 in potential escalation of costs over the term of the 3-year construction contract. Change orders were kept to a minimum and the economy remained relatively flat over the duration of the project with only \$56,306 (1.6% of total contract) of the allowable escalation credited to the contractor. The total cost for Phases 1 through 4 was \$6,297,789.

An additional \$7.3 million loan application was submitted to DBW in 2012 for Phases 5 through 8 to complete the project. The DBW commission will consider a \$1.9 million loan on March 20. Staff expects to use these loan funds to complete the plans and specifications for the remaining phases at an estimate of \$100,000 in FY2014. Adequate loan funds will be available to construct Phase 5 in FY2015 with the balance of \$5,400,000 included in the Governor's draft FY2014 budget. Staff expects to reconcile the remaining funds from the existing loan and receive bids in late FY 2014 prior to accepting additional loan funds for completion of the project. The final phase(s) may be paid for out of the Harbor Preservation fund if adequate surplus revenues exist at that time to reduce the DBW debt obligation and corresponding debt service.

Construction of the Marina One Replacement Project has impacted visiting boaters since 2009. With 30 permanent transient slips and an average of 60 slips available due to temporary cancellations (TC status) on any given day, vessels displaced during each phase of construction were accommodated in Santa Barbara Harbor as opposed to having to find berthing elsewhere. While this worked well for the local boats, the number of visiting boaters declined significantly. With no construction planned for the next couple years, staff will get the word out to boating publications that there is plenty of berthing available for visiting boaters.

Prepared by: Karl Treiberg, Waterfront Facilities Manager