

CITY OF SANTA BARBARA WATERFRONT DEPARTMENT

MEMORANDUM

Date: March 17, 2016
To: Harbor Commission
From: Scott Riedman, Waterfront Director
Subject: **Facilities Management Report**

FEDERAL CHANNEL DREDGING

Despite beginning spring cycle dredging five weeks earlier than normal, the Federal Channel experienced more shoaling than the dredge could keep up with, resulting in limited closure of the harbor the last week of February. The Coast Guard (USCG) declared a Safety Zone, requiring any vessels entering or exiting the harbor to get prior permission and obtain a Harbor Patrol escort. The Corps' contractor, Pacific Dredge, worked diligently to create a channel through the shoal off the end of the sandspit allowing vessel traffic to resume albeit through a very narrow channel.

As discussed at the February Harbor Commission meeting, the Corps obtained funding for an additional 80,000 c.y. of dredging in excess of the 120,000 c.y. of dredging allowing by contract. With the additional funding, Pacific Dredge was able to remove enough material to restore the channel width as well as depth to eliminate the need for the USCG declared Safety Zone and Harbor Patrol escorts. Nevertheless, even after removing over 200,000 c.y. of sand from the Federal Channel, it was apparent that excessive amounts of material remained and staff contacted the Corps requesting additional funds to increase dredging by another 100,000 c.y.

To the Corps' credit, they requested and received an additional \$700,000 in emergency funds to complete the spring cycle dredging. It will take about one week for the Corps to process a contract modification for the additional dredging. In the meantime, Pacific Dredge will take a break after dredging constantly for 14 days to open the harbor and keep the channel clear. Dredging should resume the week of March 28 and put the channel in great shape for the spring and summer boating season.

MARINA ONE REPLACEMENT PROJECT – PHASE 6 CONSTRUCTION

Bellingham Marine Industries (BMI) recently completed Phase 6 of the Marina One Replacement Project, including replacement of "H" and "I" fingers. Construction was scheduled to begin in early January but was postponed one week due to inclement weather. Once the weather settled, BMI worked diligently to complete both fingers in nine weeks, including one week to move vessels to their reassigned slips during construction. There were no construction related problems or change orders, saving 5% of the project cost normally allowed to those expenses. Since this is the second phase of a 4-year contract, BMI is entitled to escalation costs based on a construction related CPI. The

contract includes an escalation allowance of \$400,000 but BMI will only bill \$11,000 to date, due to low inflation rates. BMI will resume with Phase 7 construction, including “E”, “F”, and “G” fingers in late fall or early winter. With all phases funded by a loan from the Division of Boating and Waterways (DBW), the expected reimbursement for Phase 6 brings the total DBW debt to approximately \$9,044,000 with a corresponding annual debt service of approximately \$686,000.

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