

## CITY OF SANTA BARBARA WATERFRONT DEPARTMENT

### MEMORANDUM

**Date:** January 19, 2017  
**To:** Harbor Commission  
**From:** Scott Riedman, Waterfront Director  
**Subject:** **Facilities Management Report**

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#### **FEDERAL CHANNEL DREDGING**

Fall cycle dredging of the Federal Channel was completed December 22. The dredge contractor, Pacific Dredge, removed 121,134 c.y. of sand from the channel, slightly exceeding the maximum allowed under the current Corps of Engineers contract. Pacific Dredge invested over \$2,000,000 last year resulting in a state of the art dredge capable of dredging 28,000 c.y. in a single day. The average daily production rate of over 17,000 c.y. is roughly double the rate achieved prior to the upgrades. In addition to a new hull and many new components, the dredge was renamed, *Sandpiper*, last summer. The dredge was originally built in the mid-1950s but is almost entirely rebuilt and ready for several more decades of hard work.

The dredge and floating pipeline are secured inside the breakwater extension for the next several months until spring cycle dredging resumes in March. The discharge location will be determined in the spring after staff can monitor coastal erosion from winter storms. The discharge location will target sections of East Beach suffering from the most erosion. The President's FY 2018 budget includes \$2.695 million for the Corps of Engineers' Santa Barbara Harbor dredging. Adequate funds are available through a Continuing Resolution in lieu of an adopted budget to complete the spring cycle dredging.

#### **MARINA ONE REPLACEMENT PROJECT – PHASE 7 CONSTRUCTION**

Bellingham Marine Industries (BMI) recently completed Phase 7 of the Marina One Replacement Project, including replacement of "E", "F", and "G" fingers. Construction began in mid-October with the replacement of "E" finger. BMI completed "E" and then "G" fingers in three weeks each. "F" finger construction was more extensive including the replacement of more and larger slips as well as a 4-slip extension to the dock. Slipholders were able to return to their new slips by Christmas.

The extension of "F" finger required installation of five new piles. This was the first time new piles were driven in the harbor since the extension of "P" finger during Phase 2. Pile driving is not an exact science and BMI had to return after the Christmas break and work with our dive team to make some adjustments to the mooring piles to ensure beam widths were as consistent as possible for the new slips. The extension of "F" finger may have been the last opportunity to add slips in Santa Barbara Harbor until the existing marinas are reconfigured. The cost of the extension was \$113,284 with a return on investment of

approximately seven years based on slip fees alone. The cost of the extension could be recovered in as few as four years if the slips are transferred.

BMI is entitled to escalation costs based on a construction related CPI. The contract includes an escalation allowance of \$400,000 and BMI is entitled to \$64,864 for Phase 7. Inflation rates have been low and Phase 6 and Phase 7 escalation combined is well below the \$400,000 budgeted. The total cost of Phase 7 is \$1,658,528 which will be all or partially reimbursed by the Waterfront Department's loan from the Division of Boating and Waterways. The exact amount of a request for reimbursement will be determined during preparation of the FY 2018- 2019 budget.

Prepared by: Karl Treiberg, Waterfront Facilities Manager