

# CITY OF SANTA BARBARA WATERFRONT DEPARTMENT

## MEMORANDUM

**Date:** September 21, 2017  
**To:** Harbor Commission  
**From:** Scott Riedman, Waterfront Director  
**Subject:** **Facilities Management Report**

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### **HARBOR PATROL BOATS**

The Waterfront Department continues to invest in its Harbor Patrol boats with funding allocated through the Vessel Reserve Fund and Capital Improvement Program (CIP). Recently completed projects include the replacement of Boat 1 and repowering Boat 2. Repowering Boat 3 is scheduled for this fiscal year.

#### **Harbor Patrol Boat 1**

Radon Boats began construction of Harbor Patrol Boat 1 in July, 2016, at their boatyard in Goleta and delivered the boat for service in March, 2017. Installation of the fire pump and engine was delayed for a couple months for a variety of reasons but the boat is now fully operational. Sea trials and commissioning of the new boat have been time consuming with a variety of minor issues requiring modifications by the boat builder. Nevertheless, the boat has been in steady operation providing an opportunity to break in the boat and practice with the new firefighting equipment.

The City disposes of most surplus property through U.S. Auctions located in Pomona. Some items are auctioned onsite but items such as boats are auctioned online. U.S. Auctions attempted to sell the boat to boating safety agencies in August but received no bids. A new auction is scheduled for September 23 (advertisement attached). Prospective bidders can review details of the boat and submit a bid at [www.usauctions.net](http://www.usauctions.net). Viewing the vessel can be arranged through the Waterfront.

The new Boat 1 was partially paid for with funds identified in the FY 2016 CIP to repower the existing boat. Since the department established the Vessel Replacement Reserve Fund last year, there were adequate funds to combine these reserve funds with the CIP funds and build a new boat instead of repowering a 35-year old boat. Radon's bid for the new boat was \$214,000 and there have been no significant change orders.

#### **Harbor Patrol Boat 2 Repower**

As part of the FY 2016 – 2021 CIP, a series of projects were identified to repower each of the Harbor Patrol boats. Repowering Boat 2 was identified as a FY 2017 project for \$130,000. Marine Services submitted a low bid of \$116,670 in March but work was postponed until recently to make adjustments to the new Boat 1, ensuring its fire pump and engine were operating properly. In addition to new drive engines, a significant amount

of hull work was completed. The transom was partially rebuilt to remove part of the core that had absorbed water. Fiberglass work was also done on the console to allow for new engine and electronic displays. Now that both Boat 1 and Boat 2 have firefighting capabilities and are in service, staff will prepare specifications to repower Boat 3. The FY 2018 CIP includes \$200,000 to repower Boat 3.

## **STEARNS WHARF WATERLINE REPLACEMENT PROJECT**

The Waterfront Department is responsible for most of the utilities on Stearns Wharf, beginning at the foot of the wharf by the Dolphin Fountain, including the water distribution system. An 8" main waterline services the domestic and firewater system on the wharf. There are four major laterals that service the various buildings on the wharf. The entire water system was likely installed around 1980 when the wharf was reopened after a long closure. The 8" main waterline appears to be in relatively good condition but the laterals are severely rusted and beginning to fail.

Most waterlines are buried underground, which provides protection from the elements resulting in a useful life of many decades. All the waterlines on the wharf are steel and exposed to the elements. Although the main waterline is wrapped and placed on top of the pile caps, the laterals are not wrapped and suspended under the deck of the wharf exposing them to the elements, including large waves. Whatever coating may have been on the laterals has long since worn off, and they are all very rusted. Waterfront staff consulted with staff from the City's Water Resources Division and concluded that the laterals should be replaced. After a preliminary study and cost estimate was prepared by the Public Works Engineering Division, \$350,000 was budgeted for lateral replacement in FY 2018 and \$300,000 for replacement of the main waterline in FY 2022.

The project is currently out to bid with a job walk scheduled for September 14, and bid opening scheduled for September 20. The project is somewhat complicated due to the unique nature of wharf utilities, difficult access, and ocean conditions. There was a recent failure on one of the laterals and time is of the essence to complete this project. Assuming the bids are acceptable and within budget, staff will work with the low bid contractor to schedule work for this fall prior to winter storms.

## **WEST BEACH DREDGING**

Excessive shoaling has occurred off West Beach adjacent to the Federal Channel for the past several winters. This area has a history of gradual shoaling with the need for dredging approximately every 10 years. Several dredging projects have occurred since the 1990s. A variety of funding sources have been used in the past including the Waterfront, Coastal Conservancy, and/or the County of Santa Barbara (with FEMA funding) to nourish Goleta Beach.

BEACON, a joint powers agency comprised of representatives from Santa Barbara and Ventura Counties as well as their coastal cities, applied for a grant from the Division of Boating and Waterways (DBW) to remove the sandy shoal as part of a regional sediment management project including Santa Barbara, Ventura, and Channel Islands Harbors. The DBW grant program focusses on beach nourishment, not dredging, and the grant application was denied. Staff met with the Coastal Conservancy, County of Santa Barbara, and Corps of Engineers to explore possible funding and/or cost share arrangements. None of these agencies has funding or interest in a joint project to remove the shoal as in the past. Unfortunately, the shoal is the largest it has been in recent memory and will pose a serious hazard to navigation in the near future, especially this winter when the lowest monthly tides occur during the day.

Although the Corps of Engineers offered no financial support, they will allow the Waterfront to piggyback on the existing dredge contract with Pacific Dredge. Staff received a proposal from Pacific Dredge to remove approximately 70,000 c.y. from the shoal area at the same unit price they charge the Corps of Engineers. Since the Corps contract was competitively bid, we should be able to accept their proposal without going through a formal bidding process, saving time and money. Furthermore, since Pacific Dredge is already mobilized in Santa Barbara Harbor, remobilization costs are nominal and significantly less than typical mobilization costs.

The cost estimate to dredge the shoal off West Beach including sediment sampling and analysis is approximately \$700,000. Staff will request approval from Council to appropriate the funds for the project. There are adequate surplus reserves in the Waterfront budget to pay for this project.

Attachment: U.S. Auction's advertisement for Patrol Boat 1

Prepared by: Karl Treiberg, Waterfront Facilities Manager

