

Santa Cruz Port District  
**Resolution 22-12**  
June 7, 2022

On the motion of \_\_\_\_\_

Duly seconded by \_\_\_\_\_

A resolution authorizing the Santa Cruz Port Commission to conduct teleconference meetings in accordance with Assembly Bill 361 as a result of the continuing COVID-19 pandemic state of emergency.

WHEREAS, all meetings of the Santa Cruz Port Commission are open and public, as required by the Ralph M. Brown Act (California Government Code Section 54950 – 54963), to ensure that any member of the public may attend, participate, and watch the District’s legislative body conduct business; and,

WHEREAS, on September 16, 2021, Governor Newsom signed into law Assembly Bill 361 (AB 361), which amended Government Code Section 54953 to permit legislative bodies subject to the Brown Act the ability to meet under modified teleconferencing rules if they comply with specific requirements set forth in the statute; and,

WHEREAS, under AB 361, a local agency may teleconference under the modified rules if the legislative body holds a meeting during a proclaimed state of emergency and state or local officials have imposed or recommended measures to promote social distancing; and

WHEREAS, on March 4, 2020, in response to the COVID-19 pandemic, Governor Newsom issued a Proclamation of State of Emergency pursuant to California Government Code section 8550 et seq., which remains in effect; and,

WHEREAS, on September 30, 2021, the Santa Cruz County Public Health Officer, Dr. Gail Newel, strongly recommended that legislative bodies in Santa Cruz County engage in physical / social distancing by meeting via teleconference as allowed by AB 361; and,

WHEREAS, after its initial AB 361 teleconference meeting, a legislative body can continue to hold such teleconference meetings if the legislative body has reconsidered the circumstances of the state of emergency and determined that the state of emergency continues to directly impact the ability of the members to meet safely in person and that local officials continue to recommend measures to promote social distancing; and,

WHEREAS, the Port Commission finds that there is a continuing threat of COVID-19 to the community and requiring all members of the legislative body to appear in-person at meetings presents greater risk to the health and safety of the meeting participants resulting from reduced social distancing, increased exposure for those who are immunocompromised or unvaccinated, and challenges associated with fully ascertaining and ensuring compliance with vaccination, face coverings, and other safety measures at such public meetings; and

WHEREAS, in the interest of public health and safety, due to the emergency caused by the spread of COVID-19, the Santa Cruz Port Commission deems it necessary to utilize the modified teleconferencing rules set forth in AB 361.

NOW, THEREFORE, the Santa Cruz Port Commission hereby RESOLVES, and ORDERS as follows:

Section 1. Recitals. The Recitals set forth above are true and correct and incorporated into this resolution by reference.

Section 2. Acknowledgement of Governor's Proclamation of a State of Emergency. The Board hereby acknowledges that the Governor of the State of California's Proclamation of State of Emergency, as related to the COVID-19 pandemic, remains in effect.

Section 3. Remote Teleconference Meetings. The Port Director is authorized and directed to carry out the intent and purpose of this Resolution, including conducting open and public meetings in accordance with the modified teleconferencing rules as set forth in Government Code Section 54953(e) and other applicable provisions of the Brown Act.

Section 4. Effective Date of Resolution. This Resolution shall take effect immediately upon its adoption and shall be effective until the earlier of (1) thirty days from adoption of this Resolution, or (2) such time the Board of Directors adopts a subsequent resolution in accordance with Government Code Section 54953(e)(3) to extend the time during which the Santa Cruz Port Commission may continue to teleconference without compliance with paragraph 3 of subdivision (b) of Section 54953.

PASSED AND ADOPTED, by the Santa Cruz Port District Commission this 7<sup>th</sup> day of June, by the following vote:

AYES: \_\_\_\_\_

NOES: \_\_\_\_\_

ABSENT: \_\_\_\_\_

Approved by:

\_\_\_\_\_  
Reed Geisreiter, Chairman  
Santa Cruz Port District Commission



TO: Port Commission  
FROM: Holland MacLaurie, Port Director  
DATE: May 12, 2022  
SUBJECT: Award of Contract for the Electrical Service Upgrade Project at 333 Lake Avenue

**Recommendation:** *Authorize the Port Director to execute a contract with Central Electric Company to upgrade the electrical service at 333 Lake Avenue in an amount not to exceed \$58,300.*

## BACKGROUND

In December 2017, the Port District retained Paul Murrer of Murrer Certified Inspections to complete a comprehensive condition assessment of its commercial building located at 333 Lake Avenue. As a result of that assessment, the electrical system serving the premises was identified as needing repair and upgrade.

A Request for Proposals (RFP) for the Electrical Service Upgrade Project was advertised on an informal basis in accordance with the procedures contained in the California Public Contract Code, commencing on April 29, 2022. One bid was received. Central Coast Electric submitted a base bid of \$55,524.

## ANALYSIS

Central Electric Company began business in Watsonville in 1912, and is a full-service electrical contractor with a current, valid C-10 license. Staff is familiar with Central Electric Company's work and has checked the bidder's proposal and qualifications. Staff is satisfied that the contractor can fulfill the bid requirements.

Work as part of this project includes upgrading power service to the building (including installation of new electrical panels), providing individual electrical meters to specific areas of the building, and ensuring ancillary power is provided to all tenants within the building to ensure long-term service interruptions do not occur.

## Construction Budget

Contract Amount	\$ 55,524
Contingencies (approx. 5%)	<u>2,776</u>
<b>Total Construction Budget</b>	<b>\$58,300</b>

## IMPACT ON PORT DISTRICT RESOURCES

Adequate funding for this project is available in the Capital Improvement Project Building Restoration (F011) project fund, which as of April 30, 2022, has an available balance of \$204,260.



TO: Port Commission

FROM: Holland MacLaurie, Port Director

DATE: June 2, 2022

SUBJECT: Award of Contract for Preliminary Engineering and Conceptual Design of West Side Seawall (NTE \$120,000)

**Recommendation:** *Authorize the Port Director to execute a contract with Mesiti-Miller Engineering for preliminary engineering and conceptual design of the west side seawall (A-Dock to FF-Dock) in an amount not to exceed \$120,000.*

## BACKGROUND

The section of west side seawall that extends from A-Dock to FF-Dock was constructed in 1963, and remains original to the harbor. Given the age of the existing seawall, a preliminary engineering assessment is needed to determine its current condition and develop cost estimates sufficiently detailed to assist with long-range planning for repair and/or replacement.

At its regular public session of April 26, 2022, the Commission reviewed a proposal from Mesiti-Miller Engineering (MME) for preliminary engineering and conceptual design services for repair and replacement of the aging seawall. The original scope of work submitted by MME did not include a comprehensive condition assessment of the seawall, as planned fieldwork (including geotechnical and dive inspections) was anticipated to provide a general understanding of the wall's current condition. After deliberations, there was consensus among the Commission to solicit a revised proposal from MME to include a comprehensive condition assessment and report into the scope of work.

## ANALYSIS

As part of this two-phased contract, Mesiti-Miller Engineering (MME) will provide preliminary engineering services and conceptual design services as outlined in their revised proposal dated May 16, 2022 (Attachment A).

The revised proposal now includes a deliverable for the performance of a comprehensive condition assessment and report (visual inspection, measurement of remaining sound material, and condition rating), as well as a historical review of previous investigations and repairs relating to the wall. The addition of this work has increased the total contract amount by \$20,000.

This project is a large undertaking for the District. The preliminary engineering and conceptual design outlined in MME's proposal will assist the District with identifying long-range planning needs for the inevitable repair and/or replacement of the seawall.

## **IMPACT ON PORT DISTRICT RESOURCES**

The South Harbor Revetment and Seawall Fund Balance (F022) totaled \$98,499 as of June 1, 2022. The following reallocation options are proposed to provide adequate funding for this project:

- A reallocation of \$21,500 from the General Fund to the South Harbor Revetment and Seawall Fund (F021). The Port District's available cash balance as of May 12, 2022, is approximately \$7.8 million.
- A reallocation of \$17,208 from the Unallocated CIP (F099) and \$4,292 from the General Fund to the South Harbor Revetment and Seawall Fund (F021). The Unallocated CIP (F099) will be reduced from \$17,208 to \$0.

ATTACHMENT:        A. Proposal from Mesiti-Miller Engineering dated May 16, 2022



**Revised May 16, 2022**

*April 8, 2022*

**Holland MacLaurie, Port Director**

**Santa Cruz Port District**

135 5<sup>th</sup> Avenue

Santa Cruz, CA 95062

**Re: West Side Seawall Replacement**

**Preliminary Engineering, Conceptual Design and Cost Estimate**

MME Project No: 18132

Dear Ms. MacLaurie,

We understand the Santa Cruz Port District proposes to replace a 1,200 foot long section of existing sheet pile seawall located on the west side of the South Harbor. The work is likely to occur within the next five years. To facilitate budgeting for the proposed work, the Port District will need cost estimates for replacement options. Mesiti-Miller Engineering has previously assisted the Port District with studying the condition of this particular seawall and evaluating repair/replacement options. We would be pleased to provide further assistance to the Port District as needed to develop conceptual designs and construction cost estimates for this project.

The following is our proposed scope of services for preliminary engineering, conceptual design and preparation of detailed construction cost estimates for replacement of the seawall.

### **Project Objectives**

The section of seawall to be replaced begins at A Dock and extends north to its ending point north of FF Dock. The seawall was constructed in 1963, and consists of cantilevered sheet piles with a reinforced concrete pile cap, and steel tie rods connected to concrete deadmen. Our Preliminary Engineering, Conceptual Design and Cost Estimate will include the following:

1. Condition documentation and assessment of the visually accessible portions of the existing seawall.
2. Alternative approaches to replacing the seawall efficiently while minimizing impacts to the harbor to the extent possible.
3. Two alternative approaches to constructing a new seawall in substantially the same location and configuration as the existing seawall.
4. Conceptual plans and elevation for each alternative. Plans will be sufficient to depict the location of the existing seawall and proposed replacement.
5. Cost Estimates for each alternative, including costs for obtaining agency permits.
6. Timelines for obtaining agency permits and construction.

ATTACHMENT A



7. Final Report to summarize findings, including costs and timelines.

## **Approach**

The following outlines our anticipated approach to the work based on our extensive previous experience on both the Aldo's Seawall, the West Side Seawalls and other similar projects completed at Santa Cruz Harbor. Our approach is broken into two main parts, Preliminary Engineering and Conceptual Design.

### ***Phase One – Preliminary Engineering***

1. Meeting - Attend an initial meeting with you to gather information and confirm the direction we will take in developing the preliminary concepts. Our Principal in Charge, Dale Hendsbee, and our Project Manager, Phil Doody, will attend this meeting as well as our Geotechnical Engineer. Discussion items will include project priorities, future plans, design challenges, schedule, goals and key objectives.
2. Condition Documentation and Assessment – We will visit the project site, perform a visual assessment of the existing seawall and prepare a report which summarizes our findings and conclusions. We will photo document key features which are structurally relevant to the wall's present condition. In four locations we will measure remaining sound material using an electronic gage. Measurements will be taken in the splash zone. Our report will include a condition rating based on the method established by the American Society for Civil Engineers Waterfront Facilities Inspection and Assessment manual and a chronologic summary of investigations which have studied the condition of this wall. The Port District agrees to provide a boat and driver for our use so we can study the face of the existing sheet pile seawall from the water.
3. Site Visit - We will then visit this site with our key team members, to gain familiarity with the setting, opportunities and constraints, and limits of work so we can thoughtfully develop several different concepts sensitive to the existing conditions and future development.
4. Geotechnical and Coastal Engineering Investigation – We will assist and coordinate with Haro Kasunich & Associates (HKA) to review all previous studies to further document the type, extent and condition of existing subsurface materials, and alternatives to address existing and future site conditions. As you know, HKA has extensive files related to the land and water side subsurface conditions of the project site. Together we will carefully review their records pertinent to this site for field and laboratory data. Additional field operations and limited drilled borings to collect more data will be provided in the areas with less existing data. No new water side probes will be performed at this time. Using the available and new information, HKA will develop geotechnical design parameters suitable for the preliminary design and construction cost study of a replacement sea wall. A geotechnical engineering report will be prepared and submitted summarizing their investigation, findings and recommendations.





5. Survey – We will assist and coordinate with Ifland Survey to obtain topographic survey and mapping of the project site, extending approximately 40-50 feet landward of the seawall and 10 feet seaward of the seawall. The Survey will not locate utilities. It will establish GPS control to place the project on CA state plane coordinates and NAVD 88 elevations and make ties to a couple nearby benchmarks to confirm elevation data. It will include orthophoto-mosaic image (CAD background) for the area and develop surface data and extract 1' contours and 25' point grid on the ground surface (parking lot area, etc). The survey will take conventional survey shots along the top edge of the existing seawall at 30'-40' intervals. Some will be on the original concrete top, others on the concrete deck above that now covers the original top. They will measure down to the under-water surface at each data point location. They will perform a series of mobile lidar scans of the seawall face. This will allow them to plot the wall face and corrugated wall in plan view to see bulges, etc. Ifland Survey will perform additional conventional ground survey under the Murray Street bridge and along the parking lot/walk for precise grades for interfacing with parking lot (these are in addition to the extracted spot elevations on 25' grid and 1' contours from UAV data).
6. Investigate Alternatives - Based on our past work at Aldo's, revisit the prior scenarios explored and select two to develop further for this project. We will also review new systems and advanced repair methods to ensure we have considered all viable options to provide the preferred solutions. We will work closely with our sub-consultant, BK Cooper, to explore constructability and cost related characteristics of the alternatives. We will also collaborate with HKA on site and soil parameters that influence the suitability of each alternative to this site. The end goal is to short list two systems for detailed analysis.
7. Preliminary Engineering - Provide preliminary structural analysis to refine the sizes, depths, and major components of the alternative systems.
8. Select Final Alternatives - Based on the process described above, select two final alternatives. Document selection criteria and rationale for final selections.

### ***Phase Two – Conceptual Design***

1. Conceptual Design – We will develop, prepare and deliver two concepts illustrating preferred options for replacement of the existing seawall and addressing the relevant design issues for use in evaluating alternatives, determining the best value, and the environmental impacts of each. The options will consider sea level rise, requirements for access to docks, and maintaining the existing wall configuration. Concepts will be presented in plan, elevation and section with sufficient details to fully illustrate the configuration, limits and allow meaningful estimates of construction cost to be prepared. The drawings will clearly indicate the existing construction and the proposed new systems.
2. Construction Costs – We will assist and coordinate with BK Cooper to develop and provide construction cost estimates and timelines for the final concepts.





3. Report – We will prepare, deliver and present a report comparing the various design concepts, their pros and cons, the cost estimates and recommendations for moving forward. The report will also include a proposed timeline for each option including anticipated schedules for planning, permitting, demolition, and finished construction time allowances.
4. Public Meeting - attendance at a public meeting to present and discuss our report, conceptual design documents, and cost estimates. The meeting may be with the Board of Port Commissioners.

### Time Schedule

Based on our present workload, we could begin work on this project within two weeks of receiving a notice to proceed. The work will be completed pursuant to a mutually agreed upon schedule.

### Compensation for Services

Compensation for all services rendered in connection with this project will be based on time and expenses charged in accordance with our Schedule of Standard Billing Rates. Based on information available to us at this time, it is our opinion the estimated cost of our services will not exceed **\$120,000** without your written authorization. (Please see the attached Engineering Fee Estimate for more information.)

Thank you for the opportunity to prepare this proposal. As always, we look forward to working with you on another exciting Santa Cruz Port District project. Should you have any questions please call me.

Respectfully yours,

A handwritten signature in blue ink that reads "Dale Hendsbee".

Dale Hendsbee, S.E.  
Principal

Enclosure

cc: Addressee  
Contract file

*i:\18132 scpd - se for westside seawall evaluation (ref 14205)\proposal\18132 mmepro\_scpd westside seawall eval 2022 03 17 - revised 2022 05 16.docx*



## Schedule of Standard Billing Rates

Effective through December 31, 2022

### Professional Services

Engineer I	\$ 120 / hour
Engineer II	\$ 140 / hour
Engineer III	\$ 161 / hour
Engineer IV	\$ 187 / hour
Engineer V	\$ 208 / hour
Principal Engineer	\$ 218 / hour
Expert Witness Services Deposition, court appearance and preparation	\$ 360 / hour
Administrative Assistant	\$ 90 / hour
CAD Technician I	\$ 85 / hour
CAD Technician II	\$ 105 / hour
Field Technician I	\$ 110 / hour
Field Technician II	\$ 130 / hour
Minimum Consultation Fee	\$ 1,000

### Reimbursable Expenses

<b>Sub-Consultants</b>	Direct Billing x 1.10
<b>Outside Services</b>	Direct Cost x 1.15
Printing, delivery, equipment rental and other direct project expenses	
<b>In-House Services</b>	
Photocopies	\$ 0.10 sheet
Plotting -internal check plots / plots on bond	\$ 2.00 sheet
-final plots on mylar	\$ 10.00 sheet
<b>Travel</b>	
Automobile mileage	\$ 0.59 mile
Airfare, Car Rental, etc.	Direct Cost x 1.15
Per Diem Allowance (varies by location)	\$ 150/day



To: Port Commission  
From: Holland MacLaurie, Port Director  
Date: June 2, 2022  
Subject: Review Replacement Options for Tsunami-Damaged North Harbor Transformers

**Recommendation:** *Review replacement options for north harbor transformers.*

## **BACKGROUND**

As a result of the January 15, 2022, tsunami, 6 power substations (transformers) in the north harbor were significantly damaged. The transformers located at I, J, X1, X2, X3, and W Docks were inundated with saltwater after the tsunami surge rose approximately four feet above the breakwater.

Due to the prolonged water inundation sustained by each transformer, power to adjacent docks, restroom and shower facilities, a concession operated business, and critical sanitary sewer lift stations were rendered inoperable for a period of approximately one week after the tsunami. Central Electric Company out of Watsonville was instrumental in providing emergency response and working with staff to inspect, dry, and restore service to each unit.

While the six transformers were brought back online and are currently operable, all are beginning to show signs of corrosion at the transformer windings and connection points. In their current state, the transformers should not be expected to remain serviceable for an extended period of time. Immediate replacement is needed to ensure electrical service to critical north harbor infrastructure remains operable.

## **ANALYSIS**

Various replacement options exist and are outlined below. Commission direction is needed to determine which option (and cost) is preferable.

### **Options:**

#### **OPTION 1 – REPLACEMENT IN KIND**

Scope of Work: Replace each transformer with a new Eaton Brand Substation (complete with multi-circuit ground fault monitoring), suitable for placement over the water. Transformers will be replaced in kind at their current locations on the gangways.

Mitigation Work: None. By replacing in kind (at the same location), mitigation measures would not be implemented to prevent future flooding in the event of another tsunami.

Actual Cost: \$271,500 - \$298,650  
(includes costs for all material, equipment, sales tax, and labor)

Timeframe: The lead time for the new transformers is approximately 25-30 weeks. Work under this option would require a minimal service interruption of 1-2 days per location to allow for changeout of the existing units.

Comments: Option 1 allows for the most expeditious replacement of the transformers, as work can commence once the units are received.

### OPTION 2 – RAISE HEIGHT OF TRANSFORMERS

Scope of Work: Replace each transformer with a new Eaton Brand Substation (complete with multi-circuit ground fault monitoring), suitable for placement over the water. Transformers will be placed at their current locations on the gangways.

Mitigation Work: Construct a suitable and seismically sound concrete foundation to raise the height of each unit and prevent future flooding in the event of another tsunami.

Est. Cost Range: \$500,000 - \$600,000  
(includes costs for permitting, engineering, excavation, material, equipment, ancillary power, sales tax, and labor)

Timeframe: The lead time for the new transformers is approximately 25-30 weeks. Work under this option would require a significant service interruption of 1-2 months per location to perform foundation, riser, and installation work. Significant excavation work to reinforce gangway footings would be required.

Comments: Staff has determined that this option is the least desirable (and perhaps infeasible), as the mitigation work to raise the transformers approximately four feet off the ground would entail extending the termination points for all electrical conductors and designing a suitable and seismically sound concrete foundation to house each of the 700-1,000 pound transformers. In accordance with current building and electrical codes, the concrete foundation would need to be outfitted with a 42" service walkway to facilitate access around each transformer. Based on the configuration of the current gangways, adequate space is not available to accommodate this work.

### OPTION 3 – RELOCATE TRANSFORMERS

Scope of Work: Replace each transformer with a new, standard commercial transformer suitable for landside placement.

Mitigation Work: Relocate each transformer to a landside location (above anticipated flood zone) to prevent future flooding in the event of another tsunami. Electrical conductors would be rerouted through new and existing conduits to provide service to existing docks.

- Est. Cost Range: \$400,000 - \$500,000  
(includes costs for permitting, engineering, trenching, material, equipment, ancillary power (if needed), sales tax, and labor)
- Timeframe: The lead time for the standard commercial transformers is approximately 10-12 weeks. Work under this option will require a minimal service interruption of 2-4 days per location to allow for changeout of the existing units.
- Comments: Standard commercial transformers can be obtained at a lower cost than units designed for placement over the water.

To facilitate additional discussion, a powerpoint presentation detailing the various options will be presented during the special public session on June 7, 2022.

### **Public Bidding:**

In response to the tsunami event, the Port Commission met on January 18, 2022, under emergency meeting provisions of the Brown Act to authorize the following resolutions (both of which remain in effect):

- Resolution 22-02: Declaration of emergency at Santa Cruz Harbor. (Attachment A).
- Resolution 22-03: Finding, with regard to Santa Cruz Harbor, that an emergency exists that requires the immediate expenditure of public funds to safeguard life, health, and property without a competitive solicitation of bids to respond to the emergency; and authorizing the Port Director to enter into contracts up to \$125,000 each to address the emergency without a competitive solicitation for bids. (Attachment B).

Due to the emergency nature of this project and current challenges with supply chain issues, staff recommends proceeding with procurement and bidding guidelines authorized in Resolutions 22-02 and 22-03.

### **IMPACT ON PORT DISTRICT RESOURCES**

As of May 31, 2022, the Capital Improvement Program (CIP) had \$50,000 allocated to the January '22 Tsunami Fund, which is not adequate to fully fund this proposed project. A combination of supplemental funding options includes utilizing reserve funds or unrestricted cash. Staff recommends utilizing unrestricted cash for this project. The Port District's available cash balance as of May 12, 2022, is approximately \$7.8 million (See Attachment C).

### **SUPPLEMENTAL INFORMATION**

#### CalOES Funding Update

Portions of work under this contract may be eligible for California Disaster Assistance Act (CDA) funding, which is administered by the California Governor's Office of Emergency Services (CalOES). The Port District is currently awaiting a determination from CalOES as to whether CDA funding will be made available for this (and other) tsunami-related repair work. If approved, CalOES

will reimburse the Port District 75% of eligible project costs. Mitigation work is not eligible for reimbursement.

Insurance Update – Tsunami Claim

Less the 10% administrative fee payable to The Greenspan Company, the Port District has received an advance of \$270,000 in insurance proceeds for covered damages related to the January 15, 2022, tsunami event. The insurer is working to finalize the Port District's claim and will issue final payment soon. The final payment amount has not yet been determined by the insurer.

While the damage to the transformers was excluded from coverage under the Port District's insurance policy (flooding as a result of a tsunami is not covered), the advanced and anticipated future proceeds will positively impact the Port District's cash flow projection and help offset future repair costs for damages covered under the policy (i.e., dock and pile damage, damage to the dredge, etc.).

- ATTACHMENTS:
- A. Resolution 22-02
  - B. Resolution 22-03
  - C. Cash Flow Projection as of May 12, 2022

Santa Cruz Port District  
**Resolution 22-02**

**DECLARATION OF EMERGENCY AT SANTA CRUZ HARBOR  
TSUNAMI OF JANUARY 15, 2022**

A declaration of emergency at Santa Cruz Harbor by the Santa Cruz Port District Commission.

WHEREAS, the Santa Cruz Port District Commission does hereby declare that:

- I. Conditions of extreme peril to the safety of persons and property arose on January 15, 2022, within Santa Cruz Harbor as a result of a major underwater volcanic eruption near the Island Nation of Tonga, thereby causing major damage to Santa Cruz Harbor and threatening and damaging public and private properties;
- II. The significant tsunami surge and associated flooding caused damage throughout the harbor including, but not limited to, damage to pilings, docks, utility service, and landside facilities infrastructure; damage to critical dredge equipment; and severe erosion of the embankment along the eastside access road; and
- III. That the emergency will cause Santa Cruz Harbor to seek public assistance including all levels of state and federal aid; and
- IV. That the aforesaid conditions of extreme peril warrant and necessitate the proclamation of the existence of an emergency at Santa Cruz Harbor.

Now, therefore, be it resolved that the Santa Cruz Port District Commission, under emergency meeting provisions of the Brown Act, does declare that an emergency situation exists that severely impairs public health and safety and has caused significant damage to Santa Cruz Harbor; and,

It is further declared and ordered that said emergency declaration shall remain in effect until terminated by the Santa Cruz Port District Commission.

PASSED AND ADOPTED, by the Santa Cruz Port District Commission this 18<sup>th</sup> day of January 2022, at a special emergency meeting of the Commission, by the following vote:

AYES: Geisreiter, Gertler, Reed, Goddard

NOES: n/a

ABSENT: Smith

Approved by:



Reed Geisreiter, Chairman  
Santa Cruz Port Commission



Santa Cruz Port District  
**Resolution No. 22-03**

January 18, 2022

A resolution finding, with regard to Santa Cruz Harbor, that an emergency exists that requires the immediate expenditure of public funds to safeguard life, health, and property without a competitive solicitation of bids to respond to the emergency; and authorizing the Port Director to enter into contracts up to \$125,000 each to address the emergency without a competitive solicitation for bids.

RESOLVED, by the Santa Cruz Port District Commission, State of California, acting as the governing board of the Santa Cruz Port District, that

WHEREAS, Santa Cruz Harbor was inundated by a series of tsunami surge waves beginning on January 15, 2022, as a result of a major underwater volcanic eruption near the Island Nation of Tonga; and,

WHEREAS, the Santa Cruz Port District Commission acted to declare an emergency on January 18, 2022; and,

WHEREAS, the tsunami surge waves and associated flooding caused significant damage throughout the harbor including, but not limited to, damage to pilings, docks, utility service, and landside facilities infrastructure; damage to critical dredge equipment; and severe erosion of the embankment along the eastside access road; and

WHEREAS, immediate emergency repair is required to restore the integrity and serviceability of harbor infrastructure, to protect the environment, safeguard property, ensure public safety, and ensure public access and navigability of harbor waters; and,

WHEREAS, the marine environment, public interest and general welfare will be served by performing emergency repair work in an expedited manner; and,

WHEREAS, contractors must be selected utilizing a streamlined process in order to complete repairs, prevent further damage, provide protection of existing harbor infrastructure, and such other work as may be deemed necessary during and immediately after the emergency response; and,

WHEREAS, the Santa Cruz Port District Commission has authority to waive the formal bidding requirements when it determines that an emergency exists that requires the immediate expenditure of public money to safeguard life, health and/or property and that it is in the best interest of the Santa Cruz Port District to respond to such emergency.

NOW THEREFORE, IT IS HEREBY DETERMINED AND ORDERED that:

1. It is found that an emergency exists at Santa Cruz Harbor that requires the immediate expenditure of public money to safeguard life, health and/or property that will not permit a delay resulting from a competitive solicitation for bids, and that emergency repair work is necessary to respond to such emergency.

2. The Port Director is authorized to enter into individual contracts for emergency repair work up to \$125,000 to address the emergency and to safeguard life, health and/or property without a competitive solicitation for bids.
3. It is determined to be in the best interests of the Santa Cruz Port District, that the requirements under the Port District's Ordinance Section 108, Contracting, be waived in connection with the contracts necessary to respond to the emergency, if determined by the Port Director to be necessary and appropriate.

NOW, THEREFORE, BE IT RESOLVED THAT THE Santa Cruz Port District Commission hereby approves Resolution 22-03, finding, with regard to Santa Cruz Harbor, that an emergency exists that will not permit a delay resulting from a competitive solicitation for bids, and that emergency repair work is necessary to safeguard life, health and/or property and respond to the emergency; and authorizing the Port Director to enter into individual contracts up to \$125,000 to address the emergency without a competitive solicitation for bids.

PASSED AND ADOPTED, by the Santa Cruz Port District Commission this 18<sup>th</sup> day of January 2022, by the following vote:

AYES: Geisreiter, Gertler, Reed, Goddard

NOES: n/a

ABSENT: Smith

APPROVED BY:



\_\_\_\_\_  
Reed Geisreiter, Chairman  
Santa Cruz Port Commission

**CASH FLOW PROJECTION**

5/12/2022

**SOURCE/LOCATION**

CASH ON HAND	12,311,565
MONTHLY REVENUES	850,000
MONTHLY EXPENSES	675,000
DEBT SERVICE	
INSURANCE PREMIUMS	
ESTIMATED CASH ON HAND->>>>	13,836,565

**Fund**

Dredge Intermediate	274,024
Reserve Fund	2,110,644
Cap. Improv.	1,886,698
Election	200,000
PEMHCA	0
<b>Total Designated Funds</b>	<b>\$ 4,471,366</b>
Comerica	858,060
LAIF	11,453,505
<b>Total Cash on Deposit</b>	<b>\$ 12,311,565</b>
Available Cash	\$ 7,840,199
BBVA Reserve	1,016,916
<b>TOTAL CASH</b>	<b>\$ 8,857,115</b>
<b>Cash Available (not held @ BBVA)</b>	<b>\$ 7,840,199</b>