



Special Public Session of February 4, 2016

**Santa Cruz Port Commission
MINUTES**

Commission Members Present:

Toby Goddard	Chairman
Dennis Smith	Vice-chairman
Stephen Reed	Commissioner
Reed Geisreiter	Commissioner
Bill Lee	Commissioner (via teleconference)

SPECIAL PUBLIC SESSION

Chairman Goddard brought the special public session to order at 2:36 PM at the Santa Cruz Harbor office conference room. 135 5th Avenue, Santa Cruz, CA 95062

1. Oral Communication (*There was no discussion during Oral Communication*)
2. Review Alternative for Augmenting Entrance Dredging and Approval of Resolution 16-01, finding that an emergency exists that will not permit a delay resulting from a competitive solicitation for bids; and that emergency work is necessary to respond to the emergency; and waiving the competitive bidding process; and authorizing the Port Director to enter into contracts for emergency work to augment entrance dredging in an amount not to exceed \$50,000.

Discussion: Port Director Ekers discussed the current status of the federal entrance channel, stating that despite the headway being made by the dredge crew, the rate of shoaling continues to pose threats to infrastructure (K2 dock, Fuel dock, AA dock) and limit/restrict vessel navigability.

Port Director Ekers reviewed available alternatives to augment dredging operations to alleviate shoaling in the federal entrance channel:

- **Crane with Slurry Pump from Harbor Beach** – Port Director Ekers stated that utilizing a crane and operator to deploy a 75 to 150hp pump into areas between the east jetty and K2 dock is a feasible option to remove sediment. Port Director Ekers stated that the costs associated with this method, which includes equipment rental and staff time for project overview, will be significantly less than paying overtime for the current dredge crew. Port Director Ekers noted that a production rate of 75 to 150 CY/hour is anticipated.

- **Redeploy *Squirt* to Dredge at K2** –Port Director Ekers stated that mobilizing *Squirt* from the north harbor to the entrance channel is another possible option to address the shoaled condition. Port Director Ekers stated that *Squirt* is currently being used for north harbor dredging operations, and reported that permit regulations only allow north harbor dredging to be conducted through February 28. Port Director Ekers stated that though the downsides to ending north harbor dredging are obvious, it would be possible to redeploy *Squirt* to the harbor entrance to work on shoaled berthing and dock areas, and costs for this option would be minimal.
- **Excavation from West Jetty** – Port Director Ekers stated that mobilizing a long-reach excavator on the west jetty to remove sand and load it into dump trucks for transport to Harbor Beach is the least favorable of the presented options. She stated that this option will pose the greatest impact to coastal access, create significant visual impacts for the neighborhood, and generate substantial impacts from the mess during the transportation phase.

Commissioner Lee commented that *Seabright* can dredge 4,000 CY of material per day. Clamshell dredging and transporting that amount of material would require approximately 106 truck trips.

Port Director Ekers stated that staff is seeking guidance from the Commission on which option(s) or combination of options to proceed with.

The Commission discussed all three options and the potential benefits and drawbacks of each method. Commissioner Reed stated that he is concerned with the rate of shoaling on both the east and west sides of the channel. He stated that additional storms and inclement weather are imminent, and expressed his support for selecting an augmentation method to assist with expedited sand removal.

Commissioner Geisreiter stated that he is supportive of selecting an augmentation method which does not require the purchase of new equipment. He stated that in an effort to allow staff flexibility to explore all augmentation options, leasing or renting equipment will be more beneficial and cost effective.

Vice-chairman Smith stated that he is not in favor of utilizing the excavation method from the west jetty for sand removal, due to the method's inability to remove large volumes of sand in a timely manner and the impacts it would cause. He also suggested that the dredge plan methodology be carefully considered to ensure that dredging efforts are as effective as possible at dealing with the shoaled condition.

Commissioner Geisreiter asked if there are any restrictions which limit the District's ability to operate *Seabright* and *Squirt* simultaneously. Port Director Ekers stated that simultaneous operation is permissible, but noted that prior to operating *Squirt* near the entrance, a piping system will need to be purchased and an alternate anchoring system will need to be evaluated.

Chairman Goddard stated that in an effort to protect harbor infrastructure, he is supportive of mobilizing *Squirt* to the harbor entrance. Commissioner Geisreiter agreed and suggested that staff contact all regulatory agencies and propose the use of *Squirt* as the District's first option to augment dredging operations, but include the option to utilize a crane and slurry pump, or other option, if *Squirt* does not suffice. Commissioner Lee agreed.

There was consensus among the Commission to do following:

- Utilize *Squirt* in the harbor entrance as the first option to augment dredging operations;
- Authorize the Port Director to enter into contracts up to \$100,000 (rather than \$50,000) to address the emergency without a competitive solicitation for bids; and
- Allow staff the flexibility to explore and contract for additional dredging method(s) to augment the current operation in the event *Squirt* is not effective in the entrance and ensure staff has the flexibility it needs to deal with the issue,

MOTION: Motion made by Commissioner Lee, seconded by Commissioner Geisreiter to approve Resolution 16-01, finding that an emergency exists that will not permit a delay resulting from a competitive solicitation for bids; and that emergency work is necessary to respond to the emergency; and waiving the competitive bidding process; and authorizing the Port Director to enter into contracts for emergency work to augment entrance dredging in an amount not to exceed \$100,000.

Discussion: Vice-chairman Smith reiterated that he is not supportive of utilizing an excavator for sand removal from the west side. Port Director Ekers stated that west jetty excavation will only be used as a last resort option.

Chairman Goddard requested that the sounding area be expanded.

Commissioner Reed requested that staff continue to perform public outreach to keep slip renters and harbor users informed of the current entrance conditions.

MOTION: Motion made by Commissioner Lee, seconded by Commissioner Geisreiter to approve Resolution 16-01, finding that an emergency exists

that will not permit a delay resulting from a competitive solicitation for bids; and that emergency work is necessary to respond to the emergency; and waiving the competitive bidding process; and authorizing the Port Director to enter into contracts for emergency work to augment entrance dredging in an amount not to exceed \$100,000.

- *Motion carried unanimously.*

Chairman Goddard adjourned the special public session at 3:38 PM



Toby Goddard, Chairman