

Capital Port Projects Progress Report

Project Name: Point Hudson Jetty (South) Reconstruction/Rehabilitation

Quarter 2 - 2019

Report criteria:

- Estimated project cost exceeds Executive Director authority (\$25,000), and will require over 90 days to complete
- Project was approved by Commission for other reasons (*if checked, mention reason in Scope*)
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Estimated start period: *January 2019*

Actual start period: *April 2019*

Estimated completion period: *September 2019*

Revised completion period: *February 2021*

Scope: (*to include need and priority*)

This project remains among the Port's highest priorities due to the importance of Point Hudson (broadly) to the community's economic vitality. The existing structure is severely compromised and in need of complete renovation (progressive reconstruction) in the near term in order to maintain continued use of the Point Hudson Marina. The scope of the current project involves the replacement/rehabilitation of the entirety of the 258-foot long South Jetty. The project, which is in the process of being completely redesigned, calls for construction of a steel batter-pile and stainless-steel mesh lagging system around the existing deteriorated structure. The creosote-treated timber piles of the existing structure would then be removed, allowing the existing basalt quarry spalls to settle into the new framework. The remaining void would then be backfilled with granite quarry spalls, the pile tops connected with a combination of steel cable ties and steel bracing capable of accommodating a future walkway.

List of Permits required, box checked if obtained:

No permits for the redesigned project have been obtained at the time of this writing (7/9/19)

Permit notes, as applicable: *Because the project is being entirely redesigned, the following permits must be obtained:*

- Aquatic Land Use Authorization
- Building Permit
- Dredge/Fill Permit (Section 10/404 or 404)
- Endangered Species Act Compliance (ESA – formal consultation with the National Marine Fisheries Service (NMFS))
- Hydraulics Project Approval (HPA)
- National Environmental Policy Act (NEPA) compliance
- State Environmental Policy Act (SEPA) compliance
- Water Quality Certification (Section 401)
- Shoreline Substantial Development Permit Exemption

List of Funding Sources, box checked if secured:

- Boating Infrastructure Grant (BIG) - Seeking authorization through RCO to re-appropriate funds secured in 2015 from the US Fish and Wildlife Service for the redesigned project
- Public Infrastructure Fund (PIF) Grant of \$150,000 for engineering/permitting soft costs
- Commercial Bank Loan
- Port Capital Fund Reserves

Percentage project completion: *The redefined project is at approximately the 30% design stage. The next phase requires Commission pre-authorization to amend the existing contract with Mott MacDonald Engineering, and will involve 30% to 100% design and the invitation to bid. However, the modified project design necessitates entirely re-permitting the project. Most notably, this will likely require formal consultation with the National Marine Fisheries Service (NMFS) under the Endangered Species Act. It is not possible to judge with precision how long this would require, or what off-site mitigation would be necessary.*

Progress narrative (on schedule, on budget, challenges, savings, etc.)

In February of this year, the Port submitted a \$150,000 grant application to the Jefferson County Public Infrastructure Fund (PIF) to cover “soft costs” associated with re-permitting and re-engineering the project. The grant request was approved, and an agreement was finalized on May 13. Concurrent with the Port’s PIF application, the Port also sought approval from the Project Review Committee (PRC) of the Capital Projects Advisory Review Board (CPARB) of the State Department of Enterprise Services to use the “general contractor/construction manager” (GC/CM) alternative contracting procedures set forth in RCW 39.10 for the Jetty project. The Port pursued the authorization to employ the GC/CM process in order to take advantage of the flexibility it offered to work directly with a contractor in planning, managing, and implementing this complex project. However, on March 28, the PRC denied the Port’s request (although the Port was encouraged to re-apply during a subsequent review cycle). Because of the project’s urgency and need, it was determined that pursuing the project using the more predictable design/bid/build method of procurement was most prudent given all the circumstances. Accordingly, the Port entered into a standard Professional Services Agreement with Mott MacDonald on April 19 to advance the engineering design. The project is nearing the 30% design stage, and a request is before the Commission at its July 10 regular meeting for authorization to amend Mott MacDonald’s contract to allow the design to proceed from 30% to 100% and project bid.

Due to the uncertainty of the off-site mitigation that could be required by the National Marine Fisheries Service (NMFS), it is unlikely that permitting will be completed until sometime after the Wooden Boat Festival in 2020. Staff remains optimistic that the rehabilitation/reconstruction will be completed within the 2020-2021 “fish window”. Additionally, staff continues to work closely with Recreation and Conservation Office (RCO) staff to amend the existing Boat Infrastructure Grant (BIG) to allow the funding previously secured from the US Fish & Wildlife Service to be used for construction of the redesigned project. An extension to the Port’s existing BIG Tier 2 grant has been obtained (i.e., until 6/30/21), but an amendment to the project scope has not yet been approved.

External Consultant/Engineer/Contractor cost to-date:
\$25,000 [Note: Payment pending]

Internal (chargeable) staff cost to-date:
\$5,123 [Note: Staff costs may not be capitalized in full]