

CITY OF PORT WASHINGTON
HARBOR COMMISSION MEETING
Monday August 10, 2009, 7:00 P.M.
City Hall, Lower Level Conference Room

Members Present

Jerry Gruen, David Larson, Jerry Baganz, Frank Metz, Sue Knauer, and Peter Jushka

Others Present

Harbor Master Dennis Cherny
City Administrator Mark Grams

1. **Roll Call: (Absent: Ralph Hess)**

2. **Approve Minutes Of Previous Meeting**

Frank Metz made a motion to approve minutes as written and Sue Knauer seconded. Motion carried.

3. **Monthly Financial Report**

City Administrator Mark Grams said that things picked up a little bit in July. Harbormaster Cherny added that total fuel sales are up this year. Gas is down about 2,000 gallons from last year, but diesel sales are up about 12,000 gallons from this time last year. Monetarily we are down because gas and diesel are much cheaper this year than they were last year. Daily launches are up 1,855 this year compared to 1,421 this time last year. Transients are down slightly compared to last year, but he said that he has noticed that they are staying here longer than just a day or two, some staying here from one week to as long as a month. Overall, Harbormaster Cherny believes that the marina is holding its own.

Commission Member Pete Jushka wanted to once again inquire about the phone budget being so high, and was wondering if anyone ever looked into it. City Administrator Grams said that as of right now the city is under contract with the phone company, but they will continue to look into it.

4. **Review Bids For Floating Pier Design Project**

Larry Ryan of Baird said that the Bids were opened at 10am on August 6th. He was somewhat disappointed that there were only two bidders out of the 40 plus plans that went out. Those that were received he felt were well qualified bidders. A base bid for \$2,487,120 came in from McMullen and Pitz and a bid of \$3,041,544 was received from Skipper Marine. The engineer's estimate from Baird was \$3,116,311. He said that everyone was slightly concerned that McMullen and Pitz came in so much lower than the estimate, that they asked them to go back and review their numbers. After they revisited the numbers, they were comfortable with what they had submitted and committed to standing behind their bid.

McMullen & Pitz offered one of two dockage manufacturers from which they received quotes, Atlantic Meeco of Oklahoma and the joint venture between Northern Lights of New York and Port-A-Pier of Manitowoc Wisconsin. McMullen & Pitz was asked to solicit a list of references from the dockage manufacturers. Upon reviewing them, Larry said that Baird recommends that the City award the contract for construction to McMullen and Pitz with Atlantic Meeco as the preferred manufacturer of the dockage system. He said that they felt the references were weaker from the other two companies. All but one of the references from Northern Lights and Port-A-Pier were for boarding piers, floating walkways, boat launch ramps, and small marinas on inland lakes. Neither of them has done a project of this scale with the exception of Northern Lights having done one marina with 270 slips in Pennsylvania. The marina manager there said that overall he was satisfied with the work Northern Lights had done. Larry said that he tried to be fair to all the companies, but felt that Atlantic Meeco was the lesser risk. They have built several marinas similar in size and performance.

Erich Pitz and Ted Jennejohn, the Project Manager for McMullen and Pitz, said that they would be more than happy to build the marina for us and stand by their original bid even if the City goes with the Atlantic Meeco system in lieu of the Northern Lights system. They said that they will probably still give the installation of the floating docks to Port-A-Pier. Ted also mentioned that they will be going with Faith Technologies out of Sheboygan for their electrical installation. He said that they felt most comfortable with them at the best value.

Larry Ryan also said that Baird and Associates recommends that the City accept Alternatives A and B. Alternative A being a tax savings of \$59,762 if the City purchases dockage materials directly. Alternative B being the tax savings of \$6,588 if the City purchases the power pedestals directly from the manufacturer. He felt that the remaining alternatives C, D, G1, and I, were at the discretion of the City. Alternatives C and D are regarding the dockside sanitary pump-out system. The cost for the system, Alternative C, is \$159,700 with Alternative D being the tax savings if the City purchased the pump-out system directly from the manufacturer. He said that he still hasn't received an answer from Jim Ritchie yet regarding the application they have into the DNR for the pump-out system grant. He also is waiting for the resolution from the council as well. Alternative G1 includes making the fuel pier floating along with the exposed aggregate decking. Alternate I includes one buck boost transformer.

Ted Jennejohn mentioned that if they are awarded the contract, they would like to know as soon as possible which alternatives the City may want as they will have to adjust the construction sequencing accordingly.

With the project cost coming in lower than what was estimated, Harbormaster Cherny said that the Commission may want to look into redoing the fuel pier and making it floating. Seeing as the fuel pier would have to be upgraded within the next five years to bring everything up to code anyways, City Administrator Mark Grams and the Commission members agreed.

City Administrator Grams also suggested tacking on the engineering cost to the project rather than taking it out of the reserve fund, as well as the 5% contingency for the project. That would add about another \$260,000 to the project.

Member Jerry Baganz also wanted to discuss the situation with the face of pier four. After much discussion and physically measuring everything, he said that he and Harbormaster Cherny came to the conclusion that instead of completely eliminating the last slip on pier four, why not make it a 30' slip rather than a 40' slip. They both believe that this will help ease the tenant's concerns. Member Baganz said that in doing this we will keep the customers happy without cutting out the revenue completely.

Commission members also decided to go with all the alternatives including the floating fuel dock and the dockside sanitary pump-out system for a total cost of 2.662 million. City Administrator Grams said that the total cost of the project with engineering and contingency costs would be approximately 2.992 million.

David Larson made a motion to recommend to the Council that the City award the contract for construction to McMullen and Pitz along with the alternatives, engineering costs, and 5% contingency for a total project cost of approximately 2.992 million. Jerry Baganz seconded. Motion carried.

5. Harbormaster's Report

Harbormaster Cherny just wanted to mention that Maritime Heritage Festival as well as the Clipper Cup Sailboat Race is coming up this weekend. He also mentioned that the water is still up for the year.

6. Marina Tenants' Comments

Marina tenant Mark Didier of pier four wanted to commend Harbormaster Cherny and the commission for the wise choices they made regarding the floating pier project. He feels that the dockside pump-out system and the floating fuel pier will help Port Washington Marina keep up with the competition. He also feels that the decision to make the face of pier four a 30' and a 40' slip rather than two 40' slips was a good choice and will keep the marina customers happy.

7. Adjournment

Frank Metz made a motion to adjourn the meeting at 8:12 p.m. and Jerry Baganz seconded.

Motion carried.