

## VI. PROJECT READINESS

The following is a brief summary of a previous project completed at the Port of Brookings Harbor (Port). The described project (Post Tsunami Repair) is similar in scope and complexity to the proposed (Port of Brookings Harbor-Docks, Surfaces Repair) in order to demonstrate the Port's ability and experience to manage and to start/complete the proposed project in a timely manner.

### A. Post Tsunami Repair

**A.1 The 2011 Tsunami** - On March 11<sup>th</sup>, 2011, a magnitude 9.0 Honshu, Japan earthquake generated a tsunami observed over the Pacific region and caused tremendous local devastation. It was the fourth largest earthquake in the world and the largest in Japan since instrumental recordings began in 1900. Small tidal surges started at approximately 9 a.m. and peak surges reached the Port of Brookings Harbor (POBH) harbor mid-morning. The Chetco River just outside the harbor was running high and as waves came in they stopped the river and most of the force was directed into the commercial boat basin, followed by damage to the recreational boat basin.

The governor at the time declared a disaster and stated "I find that a threat to life, safety and property exists due to tsunami wave action that occurred in Curry County, Oregon on March 11, 2011. The damaging waves destroyed infrastructure in the Port of Brookings as well as other areas of the County. The damages have closed the Port indefinitely, which impacts the economy of the entire area."

After its assessment and "kickoff" meeting, FEMA conducted an Environmental and Historic Preservation survey (EHP). Within that survey report FEMA stated "The POBH infrastructure was damaged or destroyed resulting in creating hazards for those members of the public wishing to access public waterways.

Access and use of businesses and business activities based in and around the POBH commercial and recreation boat basins included, but is not limited to, commercial fishing operators, independent fish buyers that have historically sold products such as crab off the POBH dock facilities, and recreational and charter fishing vessel operations who have historically moored and operated their vessels from the POBH docks that were destroyed or damaged. The integrity of many docks at the POBH was affected and the resulting damage has severely affected habitability and services such as moorage, electricity, and water.

In addition, bar restrictions resulting from the tsunami event resulted in limiting potential operations by the U.S. Coast Guard Chetco River Station that historically has provided essential safe-guarding, rescue, and life-saving activities for vessels and individuals at risk in area waters."

**A.2 Damage to the Port** - Energy from the tsunami moved approximately 30,000 yd.<sup>3</sup> of sediment into the Port basins.

This volume was determined by comparison of a bathymetric survey that was conducted just prior to the tsunami event with that conducted shortly after.

Approximately 105 damaged wood and steel piles, and 225 linear feet of float floating dock had to be demolished and disposed. Approximately 11,200 ft.<sup>2</sup> of walkway floats, and 8160 ft.<sup>2</sup> of finger floats had to be replaced. Three 12 kV switches, switchgear, pedestals, distribution conduit and wire, potable water plumbing, lighting and fire protection had to be replaced in the Sport Basin. The High Dock (often called the Bornstein Dock), required the replacement of over 200 linear feet of 60 foot long sheet piling, 2962 yd<sup>3</sup> of structural fill, the concrete deck (9000 ft.<sup>2</sup>), scale house, electric hoist, and the aluminum ramp.

**A.3 Permitting Requirements** – In addition to submission of the project via a Land Use Compatibility Statement (LUCS) to local authorities (Curry County), the Port obtained consultation and biological opinion under the Endangered Species Act (ESA), the Magnuson-Stevens Act for Essential Fish Habitat (EFH), the Clean Water Act, and the National Historic Preservation Act (NHPA) with, as appropriate, the National Marine Fisheries Service (NOAA/NMFS), submitted a Joint Permit with the U.S. Army Corps of Engineers (USACE lead agency for this project) and the Oregon Department of State Lands (ODSL), which included a sediment sampling & analyses plan, a dredge & disposal plan, a sediment characterization report, etc.

The Port also submitted project details to the EPA (for dredged sediment disposal to the EPA-managed ocean disposal area), the State Historic Preservation Officer for cultural/tribal concurrence, the Oregon Department of Environmental Quality (ODEQ) for water quality certification (WQC 401), a review report of enforceable policies to Coastal Zone Management (CZM) of the Department of Land Conservation and Development (DLCD), and coordinated with the US Coast Guard.

**A.4 Budget** – The total budget for the repair/replacement of Port facilities as described in A.2 was about \$8.7 Million. 25% of this total was matching funding, provided by Business Oregon, delegated by the Oregon Infrastructure Finance Authority (IFA).

**A.5 Management** - This project was started and completed in a timely manner. The Port retained the services of EMC-Engineers/Scientists, LLC (EMC) on March 11<sup>th</sup>, 2011 for fast-start response. EMC immediately conducted an initial survey, and then arranged and conducted a “kickoff” meeting with FEMA/OEM.

EMC then advised the Port to contract two other qualified engineering firms for specific Port needs. OBEC Consulting Engineers was contracted to provide assessment, permitting, design, procurement and project management services regarding floating dock and pile, utilities repair/replacement.

The Galli Group was contracted to provide geotechnical engineering, design, procurement and project management services regarding the replacement of the High Dock (also called the Bornstein Dock). EMC was then contracted to design, permit and provide project management for sediment dredging and disposal.

Contractors and materials retail were then selected, as recommended by the engineering firms, in conformance with federal and state-required procurement rules, to manufacture specified floating docks, install docks and piles, excavate, construct concrete surfaces, dredge, etc.

The project was managed entirely by the Port. Permitting application efforts began in March, 2011, and the in-water work was begun in September, 2011. Upland work began about five months earlier, beginning with debris clearing, and excavation. In-water work was completed by April, 2012. The total project, including completion reporting to all agencies, was completed early in 2013. All funds were disbursed by the Port as authorized by OEM (Oregon Emergency Management).

### **B. Port Experience Applicability**

The post-tsunami project described in A. above is very similar to the proposed project. Repairs included a complex shipping/receiving dock repair (Bornstein, or Steel Dock) that was larger than the proposed Fuel Dock, Pac-Choice Dock, or the Old BC Fisheries Dock subprojects, and was constructed via the same design and construction methods.

The floating dock and steel pile in-water work completed during the post-tsunami project was also similar to that which is proposed. Creosote-treated piles were removed and replaced by steel piles, as is proposed for this grant.

Permitting requirements for the post-tsunami project were essentially the same as what will be required for this project, with the exception that the information required by USACE, NOAA/NMFS, ODSL, ODEQ, etc. will also be required by NEPA.

### **B. Port Management Continuity**

Project management continuity exists from the time of the post-tsunami project until the present.

The existing Port Manager, Gary Dehlinger, has worked for the Port since 1/2015, and is presently contracted by the Port until 2023. Gary was trained by the previous Port Manager, Ted Fitzgerald. Ted was the Port Manager during the tsunami repair project. Gary, who has himself had 29 years of project management, managing over a \$billion in projects, was originally hired to assist the Port under Ted as the project manager.

Ted resigned in 10/2016 and Gary was then hired by the Port to replace him. Gary has since coordinated a number of significant projects at the Port. At present Gary is managing an 84-pile/hoop and dock repair at the Port, with a budget of about \$917,000, 25% of which was matched by Business Oregon, and which included all permitting, design, procurement of contractor and materials. All in-water work was completed in a timely manner.

EMC was contracted by the Port in 2011 to assist with the post-tsunami tasks (see Section A.5 above), and has now been contracted to assist with this INFRA Grant Application, narratives, schedules, budgets and other referenced Exhibits.

Travis Webster, Port Harbormaster, was hired by the Port in 2010, and was involved in all aspects of the post-tsunami repair project.