

FAQs - December 2007 Railroad Storm Damage and FEMA Disaster 1733

History: Storm of December 2007 – Federal Disaster 1733

- Storm damage to the railroad was substantial. Any rebuild would require a 25% local match to the projected \$49,337,851 in the engineer's estimate. Multiple rail users stated that they would not absorb a higher rate to assist with the match, or they had already found alternative routes for what would have been rail traffic and would not use the rail. The Port board decided not to repair the railroad, but to take the FEMA alternative project route, which was in place to assist with the Port's loss of revenue.
 - 32 Alternate Projects were submitted to OEM on 12/31/2009, who submitted to FEMA for eligibility review and approval. With Alternate Projects, FEMA reduces available funding 10%, now \$44,404,066, which is a total cost and is made of 75% of FEMA funding (capped at \$33,303,409) and 25% local match (\$11,101,016).
 - A project list was developed (see below). As the initial projects were in development, pre-engineering, environmental analysis, cost estimates, and cost/benefit analysis, a handful of the proposed projects fell off the list, as there was a limited amount of funding.
 - Initial Project Lists (6/30/2010 - OEM list), by FEMA Project Worksheet (PW#) and Project : Note that PWs were often updated to group engineering/environmental/design vs. per project and not all were moved forward after analysis. Example: LRS Architects were the contracted consultants for multiple projects, therefore the architecture for each building went to PW 937, not the building project number.
 - PW 937 – Architecture and Engineering – campus wide \$1,294,610
 - PW 938 – Digester installation (Project 2.11 and Project 12 – Cleanout of old digester, new facility with bagging plant) \$692,750
 - PW 939 – Equipment purchase (Digester equipment, pickups, sweepers, etc., yellow equipment) \$10,214,011 (Project 1)
 - PW 940 – Truck Scale installation \$254,000 (Project 16)
 - PW 941/941V1- Purchase and rehab of SD9 Admin office (former Navy Mess Hall) (Project 2.1) \$1,291,730
 - PW 942 – Property Purchase (Project 3.2) \$354,000
 - PW 943 – Septage Receiving Station efficiency upgrade (Project 11) \$84,000
 - PW 944 – IP Water Loop – addition of water main line in industrial park (Project 10) \$27,000

- PW 945 – Purchase and rebuild of 4.3 miles of roads from Tillamook County (Project 8) \$3,121,136
 - PW 946 – Southern Flow Corridor (Project 13) \$4,310,000
 - PW 947 – Buxton Grain/Lumber Reload (Project 5) \$2,145,151
 - PW 948 – RV Park Development (Project 2.12) \$210,900
 - PW 949 – Headquarters Building Rehab (Project 2.9) \$2,505,132
 - PW 950 – Building #11 Warehouse upgrade (Project 2.4) \$808,627
 - PW 951 – Building #12 Upgrade (Project 2.5) \$373,129
 - PW 952 – Building #18 Rehab (Project 2.6) \$297,019
 - PW 942V1 – Construction of three warehouse flex spaces; purchase of Navy Recreation Center from SD9 (Project 3.2) \$4,495,737
 - PW 953 – Building #19 Update/Port main office \$1,336,847
 - PW 954 – Construction of Airport Business Park – office, manufacturing, hangar, tower (Project 9) Est. \$2,200,000
 - PW 955 – Airport FBO Demo and Reconstruction (Project 3.1) \$2,224,696
 - PW 956 – New Port Shops (Project 3.3) \$2,185,582
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 - **Projects not making it to PW status:**
 - Project 2.13 – Purchase of School District 9 Industrial Land and Buildings (SD 9 shops)
 - Project 2.9 – Navy Headquarters rehab
 - Project 3.4 – Remove of Navy warehouses on Warehouse Row and build new
 - Project 3.5 – Truck and RV Storage secure facility
 - Project 3.6 – Build executive hangars to lease
 - Project 4 – Gun Club building improvements
 - Project 5 – Grain/Lumber Transload in Buxton, OR \$2,145,151
 - Project 6 – Airport transfer facility
 - Project 7 – Repair of Hangar B
 - Project 14 – South Jetty improvements
 - Project 15 – replacement of sewer lagoons
- Note: OEM did regular project audits and closeout audits, and FEMA also did audits. The Port also conducts annual required municipal audits that are posted on the Secretary of State’s website as well as the Port’s website, and available to the public. The US Office of the Inspector General also was onsite for weeks auditing for their federal office.