Dredge Operations

Intergovernmental Project Planning

2020-2021 In-Water Work Period
What is Dredging?

- The highly regulated, yet routine method of removing sedimentation from the bottom of water bodies.
- There are several types of dredging, but the state’s focus is on hydraulic dredging (think straw in a thick milkshake).
Where and When?

- State dredging equipment may be used at:
  - Publicly owned ports and marinas
  - Areas less than -20 MLLW (maximum digging depth 20 feet)
  - Facilities that have acquired all regulatory permits, and
  - Secured funding for project costs

- Dredging occurs:
  - Annually, within the In-Water Work Period (IWWP)
    - Generally fall/winter, varies statewide
  - In accordance with state’s schedule
    - Up to 2 projects per season, depending upon project scope
Why?

- Dredging is vital to economic development and sustainability
  - Safety of navigation (commercial and recreational)
  - Provides access to marine services (moorage, fuel, accommodations, amenities)
  - Maintains and protects important infrastructure
  - Provides safe harbor for vessels
  - And more...
QUICK HISTORY
The state has long recognized ports as important economic development partners; today, regional economies are still dependent on safe passage through waterways.

Costs of dredging are becoming prohibitive in rural areas.

In the 2013-2015 Biennium, conversation was initiated by South Coast ports with state officials to acquire a portable dredge and related equipment.

The state has since played a role in keeping waterways safe, accessible and navigable in partnership with ports.
The Ellicott hydraulic cutterhead dredge is a custom conventional and swinging ladder dredge (named ‘The Laura’)

- Serves projects with a max digging depth -20 MLLW

- It is maintained, managed and operated by the Port of Coos Bay through an IGA with Business Oregon

- A dredging project has been completed every In-Water Work Period since 2015
OUR DREDGE’S JOURNEY
Delivery
Additional Equipment
Designated Work Space (Land and Water)
Deployment
Dredging in Action (Open Space and Close Quarters)
Upland Disposal (In Water Disposal Possible)
PARTNERSHIP
### Roles and Responsibilities

<table>
<thead>
<tr>
<th>Business Oregon</th>
<th>Coos Bay</th>
<th>Receiving Port</th>
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</thead>
<tbody>
<tr>
<td>- Equipment Ownership/ Insurance</td>
<td>- Operational IGA</td>
<td>- Internal Team</td>
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<tr>
<td>- Operational IGA Lead</td>
<td>- Maintains, Manages, and Operates Equipment</td>
<td>- Secure Permitting and Funding</td>
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<tr>
<td>- Intergovernmental Service Navigator</td>
<td>- Project Planning and IGA Lead</td>
<td>- Scheduling Request</td>
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<tr>
<td>- Project IGA Holder</td>
<td>- Deploys Professional Team</td>
<td>- Dry Project Planning</td>
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<tr>
<td>- Staffs Oregon Public Ports Dredging Partnership (OPPDP)</td>
<td>- Oregon Public Ports Dredging Partnership (OPPDP)member</td>
<td>- Project Planning</td>
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<td>- Project IGA</td>
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<td>- Project Implementation</td>
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Oregon Public Ports Dredging Partnership (OPPDP)

- **Mission**: Engage with Business Oregon over the management of dredging projects and programming and offer peer support to public ports and marinas to further the goal of safe navigation of state waterbodies and the overarching purpose of fostering ports as important economic development partners statewide
  - Voluntary effort, not statutorily required
  - Inaugural members include South/Mid/North Coast Port Managers
  - Meet regularly to accomplish Charter responsibilities
PLANNING PROCESS
Getting Started - Permitting

- Federal, State and Local Permits
  - US Army Corps of Engineers – Section 10/404 Permit
  - Department of State Lands – Removal Fill Permit/Sand and Gravel License
  - Department of Environmental Quality – 401 Certificate
- Processes may take one year or more to complete
- Assistance is available
  - Hire consultant(s), peer support (OPPDP), technical insight (Coos Bay), intergovernmental service navigation (Business Oregon)
## Getting Started - Funding

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<tr>
<td>- Equipment</td>
<td>- No profit despite maintaining, managing and operating equipment and deploying professional team</td>
<td>- Permitting</td>
</tr>
<tr>
<td>- Insurance</td>
<td></td>
<td>- Personnel</td>
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<tr>
<td>- Maintenance</td>
<td></td>
<td>- Operational Costs (Transportation, mobilization, fuel, insurance, etc.)</td>
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<tr>
<td>- Investment of $2M and counting</td>
<td></td>
<td>- Contingency built into Project IGA</td>
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<td>- Initial Estimate $300K</td>
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Dry Project Planning

- Consultations between partners to exchange information and set expectations

- Logistical topics:
  - Bathymetric Surveys and Regulatory Permitting
  - Dredging and Disposal Locations
  - Equipment Inventory
  - Estimate Project Cost and Timelines
  - Insurance
Project Planning

- Consultations between the Port of Coos Bay and Receiving Port to exchange information and confirm operations

- Logistical topics:
  - Survey and Permitting Outcomes
  - Mobilization/Demobilization (Delivery/Designated Work/Deployment Areas)
  - Equipment Required
  - Set Project Cost and Schedule
  - Communication and Mitigation Strategies
Project IGA/Implementation

- IGA executed by the Port of Coos Bay and Receiving Port
  - Planning terms inform development of Project IGA (2 months)
  - Project costs are transferred ‘in escrow’ to Business Oregon
- Equipment is transported to location
- Dredging accomplished by deployed team
- Equipment is demobilized and returned to Coos Bay
- Accounts are settled and joint press release is issued
- Project debriefed for lessons learned
Measuring Success

Purpose:
- Ports continue to serve as economic drivers in the region

Goal:
- Safe navigation on state waterbodies
- Accountable stewards of public resources
- Anticipate future needs

Objectives:
- Professional project management
- Improve intergovernmental collaboration