



M E M O R A N D U M

TO: Interested Parties
FROM: David Kronsteiner, President
DATE: July 2, 2019
SUBJECT: Port of Coos Bay Commission Meeting Notice

The **Board of Commissioners** of the Oregon International Port of Coos Bay will hold its Regular Commission Meeting at **10:00 a.m., Tuesday, July 9, 2019**, in the Port's Commission Chambers, located at 125 West Central Avenue, Suite 230, Coos Bay, Oregon 97420.

Commissioners may be present via conference call.

The regular meeting scheduled Monday, July 15, 2019 at 6:30 p.m. has been cancelled.

DK/km

**OREGON INTERNATIONAL PORT OF COOS BAY
REGULAR COMMISSION MEETING
10:00 a.m., Tuesday, July 9, 2019**
Port Commission Chambers, 125 West Central Avenue, Suite 230, Coos Bay, Oregon 97420

T E N T A T I V E A G E N D A

1. CALL MEETING TO ORDER

2. INTRODUCTION OF GUESTS AND PORT STAFF

3. PUBLIC COMMENT

4. ACTION ITEMS

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- A. Award of Contract for Railroad Bridge Inspection ServicesJohn Buckley, 4
- B. Award of Contract for CBRL Tunnel Drainage Rehabilitation ProjectJohn Buckley, 8

5. OTHER

6. COMMISSION COMMENTS

7. NEXT MEETING DATE – Monday, August 19, 2019, 1:00pm

8. ADJOURN

Action Items

**OREGON INTERNATIONAL PORT OF COOS BAY
BOARD OF COMMISSIONERS
ACTION/DECISION REQUEST**

AMENDED

DATE: July 2, 2019

PROJECT TITLE: Professional Service Agreement for CBRL Railroad Bridge Inspection Services

ACTION REQUESTED: Approval for the Chief Executive Officer to enter into a contract for professional services for the CBRL Railroad Bridge Inspection program.

BACKGROUND:

In March 2019, Port staff prepared and released a Request for Qualifications (RFQ) for Professional Support Services for Coos Bay Rail Line Bridge Inspection Services. The scope of work focuses on annually inspecting all 121 bridges on the Coos Bay Rail Line and reporting those findings in a specified format for the Coos Bay Rail Line, Inc (CBRL) in association with the Oregon International Port of Coos Bay (OIPCB or Port), which is the owner of the Coos Bay Rail Line. As a Class III rail carrier operating solely in the state of Oregon, they are required to ensure the structural integrity of its bridges, culverts and tunnels that support railroad tracks.

The Bridge Management Program (BMP) was initiated to assist in the consistent application of sound inspection and infrastructure management practices. This BMP is a critical link in the prevention of bridge, culvert and tunnel (or their respective component) failures and assists in the protection of vital infrastructure investments. CBRL's commitment to safety had been illustrated by its accomplishment of bridge inspections to its bridges after re-instituting rail service in the Fall of 2011 and performing immediate and planned necessary bridge repair and/or replacement when field conditions warranted attention before legislation regulated those practices.

Continuing with its progressive approach toward safety, CBRL (via implementation of this BMP) will document its current inspection/repair/replacement procedure as well as its plan of on-going railroad bridge safety implementation procedures.

The BMP is CBRL's compliance with the Rail Safety Improvement Act of 2008, Section 417 passed by the 110th Congress on January 3, 2008. Refinements are set forth in the Federal Railroad Administration (FRA) Track Safety Standards, Appendix C, 49 CFR 237 – Bridge Safety Standards published in the Federal Register, dated September 13, 2010 as well as FRA Safety Advisory 2007-03 published in the Federal Register, dated September 11, 2007. Bridge safety inspection and infrastructure management practices required by the above-mentioned regulations were established to ensure that bridge owners (such as the CBRL) had in place, necessary, sufficient bridge inspection, repair and/or replacement procedures to prevent bridge failures.

The Port received four (4) statements of qualification. Each firm/team described the depth and quality of their knowledge and experience as it relates to CBRL's Bridge Inspection Program.

An evaluation team consisting of Port staff reviewed and rated each proposal and then selected the most qualified firm. Port staff negotiated with the highest scoring submitter, Stantec, for a detailed scope of work, breakdown of costs and project schedule, however, an agreement could not be reached with Stantec due to price.

Staff terminated the negotiations with Stantec and began negotiations with the second highest scoring submitter – Wiss, Janney, Elstner Associates (WJE). An agreement has been reached with WJE. WJE is an engineering consulting firm with an office in West Linn, Oregon. WJE is a fully qualified experienced bridge inspection firm. Time continues to be of the essence due to the priority nature of this project.

RECOMMENDED MOTION:

Approval of professional support services for the Coos Bay Rail Line Bridge Inspection Program project with authority for the Chief Executive Officer to enter into a Professional Services Agreement for one year with WJE Associates for a total cost of \$184,571.00.

Task Order No. 1

To Professional Services Agreement Dated July ____, 2019

By and Between the Oregon International Port of Coos Bay and Wiss, Janney, Elstner Associates, Inc.

Professional Services – Railroad Bridge Inspection

This task order, when fully executed, becomes an Amendment to the Professional Services Agreement (PSA) dated July ____, 2019, by and between the Oregon International Port of Coos Bay (“Port”) and Wiss, Janney, Elstner Associates, Inc. (WJE) (“Railroad Bridge Inspector” or RBI). The Port and RBI agree that the services provided under this Task Order will be performed pursuant to the terms, stipulations, conditions and exhibits contained in the PSA, and the rights and duties of the Port shall be governed by the PSA, unless specifically modified in this Amendment.

GENERAL DESCRIPTION:

CBRL’s compliance with the Rail Safety Improvement Act of 2008, Section 417 passed by the 110th Congress on January 3, 2008. Refinements are set forth in the Federal Railroad Administration (FRA) Track Safety Standards, Appendix C, 49 CFR 237 – Bridge Safety Standards published in the Federal Register, dated September 13, 2010 as well as FRA Safety Advisory 2007-03 published in the Federal Register, dated September 11, 2007. Bridge safety inspection and infrastructure management practices required by the above-mentioned regulations were established to ensure that bridge owners (such as the CBRL) had in place, necessary, sufficient bridge inspection, repair and/or replacement procedures to prevent bridge failures.

Coos Bay Rail Line desires to maintain the 121 bridges on the Coos Bay Rail Line. This Task Order #1 covers the inspection services necessary to safely maintain the rail infrastructure. WJE will perform the services of a Railroad Bridge Inspector (RBI) and conduct a comprehensive bridge inspection, meeting federal requirements and conducted using visual, tactile and auditory skills with sufficient intensity or attention to detail to detect cracks, damaged or broken components, signs of wear and tear, distress caused by overload or the misapplication of loads, changes in condition from previous inspection, or changes from the as-designed and as-constructed condition necessitating further investigation through the use of a Detailed Inspection.

SCOPE OF WORK:

The Scope of Work is fully set forth in the Professional Services Agreement – Railroad Bridge Inspection, and is included as Attachment A, attached hereto and incorporated herein by reference.

FEES:

Costs and fees will not exceed \$184,571 (One Hundred Eighty Four Thousand Five Hundred Seventy One and No/100) Further, services will be performed and billed as a fixed fee contract in accordance with the terms, stipulations, conditions and rates set forth in the PSA.

WJE may submit invoices from time to time, but no more frequently than monthly, for payment of completed services. Port shall pay Bridge Inspector only after the Port has inspected and accepted the work of Bridge Inspector and Bridge Inspector has submitted an invoice to the Port for payments due under this Task Order. Upon acceptance and approval, payment shall be made within 30 days of the invoice submission.

EFFECTIVE PERIOD:

The bridge inspection services for the 121 bridges on the CBRL will be completed within the schedule proposed in the WJE Associates Proposal for Bridge Inspection Services, as agreed between the Port and the Bridge Inspector.

Signed and effective this ____ day of July, 2019.

**OREGON INTERNATIONAL PORT
OF COOS BAY**

By _____
Oregon International Port of Coos Bay
John Burns
Chief Executive Officer

BRIDGE INSPECTION ENGINEER

By _____
Wiss, Janney, Elstner Associates, Inc.
Wade Clarke, P.E.
Associate Principal

**OREGON INTERNATIONAL PORT OF COOS BAY
ACTION/DECISION REQUEST**

DATE: July 2, 2019

PROJECT TITLE: Authorization to Negotiate and Execute a Contract for the Coos Bay Rail Line Tunnel Drainage Rehabilitation Project

ACTION REQUESTED: Authorization for Chief Executive Officer John Burns to negotiate and execute a contract for the Coos Bay Rail Line Tunnel Drainage Rehabilitation Project

BACKGROUND:

Under previous Commission authorization, Port staff solicited proposals for the Coos Bay Rail Line Tunnel Drainage Rehabilitation Project. The work will improve the drainage of six tunnels and extend the life of the tunnels. The project will be funded by state and federal grants.

An Invitation to Bid (ITB) for the Coos Bay Rail Line Tunnel Drainage Rehabilitation Project was submitted to the three pre-qualified contractors on May 16, 2019 with the deadline for bids as June 21, 2019. Two of the three pre-qualified contractors submitted bids by the due date. Both bid packages were opened June 21, 2019 and full bid prices were read aloud. The initial bid results are listed in the table below:

Firm Name	Total Price
Strider Construction	\$16,638,802.00
Partney Construction	\$14,576,066.64

The lowest price proposal is being reviewed for responsiveness to the ITB. A copy of the proposal is available for Commission review.

Partney Construction Company is a State of Oregon, full-service construction contractor. They have completed other projects along the Coos Bay Rail Line, including work similar in scope to this project. The proposed price includes drainage rehabilitation repairs to six tunnels on the Coos Bay Rail Line.

Port procurement rule 4.5 states the Port Commission, acting in its role as the Local Contract Review Board, may award a contract for services by competitive sealed bids. Port staff requests the Commission authorize execution of a contract with Partney Construction Company for the Coos Bay Rail Line Tunnel Drainage Rehabilitation Project for the total price of \$14,576,066.64 pending final review.

RECOMMENDED MOTION:

Authorize Chief Executive Officer John Burns to negotiate and execute a contract with Partney Construction Company for the Coos Bay Rail Line Tunnel Drainage Rehabilitation Project in the amount of \$14,576,066.64.