

**OREGON INTERNATIONAL PORT OF COOS BAY**  
**Coos Bay, Oregon**  
**REGULAR COMMISSION MEETING**  
**10:00 a.m., Tuesday, July 9, 2019**

Port Commission Chambers, 125 Central Avenue, Suite 230, Coos Bay, Oregon 97420

**ATTENDANCE**

**Commission:**

David Kronsteiner, President; Eric Farm, Vice President; Bob Garcia, Secretary; James Martin, Commissioner.

**Staff:**

John Burns, Chief Executive Officer; Lanelle Comstock, Chief Administrative Officer; Patrick Kerr, Director of Rail Operations; Jake Jacobs, Director of Infrastructure Support Services; John Buckley, Project Manager; Krystal Moffett, Administrative Assistant; and Mike Stebbins, Port Legal Counsel.

**Media & Guests:**

Scott Partney, Partney Construction.

**1. CALL MEETING TO ORDER**

Vice President Eric Farm called the meeting to order at 10:04 a.m.

**2. INTRODUCTION OF GUESTS AND PORT STAFF**

**3. PUBLIC COMMENT**

**4. ACTION ITEMS/REPORTS**

**A. Professional Service Agreement for CBRL Railroad Bridge Inspection Services**

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.

Upon a motion by Commissioner Garcia (second by Commissioner Martin), the Board of Commissioners motioned to approve the award of contract for 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.  
**Motion Passed.**

#### **B. Award of Contract for the Coos Bay Rail Line Tunnel Drainage Rehabilitation Project**

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:

<b>Firm Name</b>	<b>Total Price</b>
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.

Commissioner Martin asked how the contract amount compares to the anticipated budget. John Buckley stated the price is in alignment with the engineers estimate.

Upon a motion by Commissioner Kronsteiner (second by Commissioner Martin), the Board of Commissioners motioned to 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. **Motion Passed.**

## **5. OTHER**

John Burns shared that the CEP Workgroup is looking to bring the Waterfront Development Partnership Workgroup back together and stated that he will follow up with Commissioners.

## **6. COMMISSION COMMENTS**

## **7. NEXT MEETING DATE – Monday, August 19, 2019, 1:00 p.m.**

Mr. Burns stated the next Commission meeting is scheduled to follow the strategic planning work session on Monday, August 19, 2019 at 8:30 a.m. – 12:00 p.m.

## **8. ADJOURN**

Vice President Eric Farm adjourned the meeting at 10:13 a.m.