



The following questions have been posed by Commissioners prior to the scheduled Board Meeting on January 9, 2024. Staff responses are included below and are sorted by Agenda topic.

General Manager’s 2024 Performance Evaluation Criteria (LAWSON) Are there any areas of the job description that the General Manager thinks should be modified or updated?

RESPONSE: According to Frank Lawson (incumbent), the General Manager’s Position Description (PD) is comprehensive and a good representation of the primary roles and duties of the job. Each individual will bring a unique balance of the skillsets identified, including the mix of technical, market/sector, and executive management strengths and experience. I do feel that the PD likely underestimates the transformational aspect of the energy sector, the amount/importance of community and public involvement and representation of the organization, the role of interaction and collaboration with other local public agencies, as well as relationship management with major customers.

Consent Calendar
CONTRACTS

Carter & Company, Inc. for - Repairs and Seismic Improvements for the McKenzie River Bridge at the Carmen-Smith Project (KRENTZ/KELLEY) Were these repairs/improvements known when we originally approved the budget for Carmen Smith or are these new needs above and beyond that forecast?

RESPONSE: We’re not certain which original budget Commissioner is referencing. The need for improvements was identified in 2017 and was not included in the November 2016 estimate (‘Initial Scope Budget’ in the quarterly report table below). However, it has been included in the Capital Improvement Plan (CIP) since it was discovered and is incorporated into the ‘Projected Completion’ costs that are reported quarterly, as shown below.

Project Initiation:	Nov - 2016	Initial Scope Budget:	\$139,000,000
Initial Planned Completion:	Dec - 2027	Actual Project Costs To-Date:	\$88,805,000
Projected Completion:	Dec - 2030	Total Final Cost Projection:	\$174,000,000

Global Rental Company, Inc. (Altec Industries) - the use of a cooperative contract for the Purchase of One (1) Small Service Bucket Truck (MILOVICH/KELLEY) What happened to the truck after it was totaled?

RESPONSE: The insurance company established a fair market value for this unit, in which EWEB could elect to retain the old (damaged) truck for the buy-back value. We decided to exercise this buy-back option so that Fleet Services will remove the critical components such as the service body and boom, and remount them a new chassis. We anticipate 6 to 8 months for a new chassis and 4 months for the remount. This will then be placed back into the fleet, deferring a future purchase of a small bucket truck which was planned in our 2025 budget. As far as the remaining damaged chassis and components, Fleet Services will reach out to reliable vehicle wrecking businesses, and surplus the unit.