



AGENDA
Regular Commission Meeting
Port of Portland Headquarters
7200 N.E. Airport Way, 8th Floor
June 8, 2011
9:30 a.m.

Executive Director

Approval of Executive Director's Report – May 2011

General Discussion

West Hayden Island Update

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Action Items

1. RENTAL CAR AGREEMENTS – PORTLAND INTERNATIONAL AIRPORT *SCOTT KILGO*
Requests approval to enter into 23 new contracts resulting from the Rental Car Invitation to Bid process for operation at Portland International Airport.
2. CONSTRUCTION CONTRACT – P1 PARKING STRUCTURE REHABILITATION – PORTLAND INTERNATIONAL AIRPORT *GEORGE SEAMAN*
Requests approval to award a construction contract for removal and replacement of the P1 parking structure seventh floor surface coating at Portland International Airport.
3. PERSONAL SERVICES CONTRACT AMENDMENT – DEICING SYSTEM ENHANCEMENTS – PORTLAND INTERNATIONAL AIRPORT *GEORGE SEAMAN*
Requests approval of an amendment of a personal services contract to provide additional design, construction, startup and programming support related to the completion of the deicing system enhancement project at Portland International Airport.
4. CONSTRUCTION CONTRACT – RAIL SYSTEM UPGRADE – TERMINAL 4 *DAVE DITTMER*
Requests approval to award a construction contract for the replacement of existing undersized rail on concrete ties at Terminal 4 and repairs and improvements to the existing base and ballast supporting the new rail.

5. SECOND READING AND ENACTMENT – ORDINANCE NO. 440-R TO RELOCATE HARBOR LINES – TRIMET LIGHT RAIL BRIDGE *ERIC BURNETTE*
Requests a second reading and enactment of proposed Port of Portland Ordinance No. 440-R regarding the adjustment of harbor lines in the Willamette River in connection with the TriMet Portland-Milwaukie Light Rail Project.

RENTAL CAR AGREEMENTS – PORTLAND INTERNATIONAL AIRPORT

June 8, 2011

Presented by: Scott D. Kilgo
Concessions Development
Manager**EXECUTIVE SUMMARY**

This agenda item requests approval to enter into 23 new contracts resulting from the Rental Car Invitation to Bid (ITB) process for operation of the brands Advantage, Alamo, Avis, Dollar, Enterprise, Hertz, National and Thrifty at Portland International Airport (PDX).

BACKGROUND

The current rental car agreements expire August 31, 2011. Over the past year Port of Portland (Port) staff have completed a comprehensive planning process which included three work sessions with the rental car tenants and support from an independent consultant team. Working through the planning process, the team developed a facility allocation plan and updated all agreements to reflect new business terms. This plan and business terms will continue to meet the Port's overall strategy to continue the high level of customer service and revenue generation from the rental car industry.

The rental car brands are separated into three operational models. Each of the operational models rent cars to the public either from a facility located On-Airport or Off-Airport and include:

1. On-Airport Operators
2. Limited Service Counter (Kiosk) Operators
3. Off-Airport Operators

On-Airport Operators

On-Airport Operators lease service counters and automobile parking stalls in the parking garages to provide the highest level of convenience to customers at PDX. These operators also lease a Quick Turnaround Facility (QTA) adjacent to the parking garage which allows them to wash and fuel their cars in close proximity to the terminal. Each of the On-Airport concessionaires have several agreements which include:

- Operating and Lease Agreement (for counters, automobile parking stalls and QTA)
- Maintenance Facility Lease
- Consortium Agreement for maintenance of QTA facility
- Fuel Storage Tank Agreements for fuel tanks installed on leased premises at PDX

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The five On-Airport brands represent just over 80 percent of all rental car transactions at PDX each year.

Key Business Terms – On Airport Operators

Tenants:	Avis – Avis Budget Car Rental, LLC Dollar – Todd Investment Company Enterprise – EAN Holding, LLC Hertz – The Hertz Corporation National – EAN Holding, LLC
Term:	September 1, 2011 to August 31, 2016
Facility Charge:	The Port will have the option to implement a Customer Facility Charge on rental car activity to fund the design and development of additional rental car facilities at PDX.
Term Options:	The Port has the option to extend or terminate all the contracts to facilitate a new Bid process. A new Bid would be necessary to expand the rental car companies into an expanded QTA.
Environmental:	Each company will be responsible to complete investigation, mitigation and resolution of known and future hazardous release situations.
Premises:	Each company is assigned counter and office space in the customer service lobby, parking space in the garage and space in the quick turnaround facility.
Concession Rent:	10 percent of Gross Sales or Minimum Annual Guarantee
Facility Rents:	Office/Counter and Common Area – \$2,602.17 per lineal ft Ready Area (Parking/Circulation) – \$5.50 psf/yr Fuel/Wash Area – \$2.77 psf/yr Stacking/Storage Area – \$4.22 psf/yr
Maintenance Facility Premises:	Each company is leased a maintenance facility on Frontage Road to complete vehicle maintenance away from their leased parking garage facilities.
Maintenance Facility Rents:	Improved Land – \$0.82 psf/yr Building/Canopy – \$8.00 psf/yr

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Fuel Storage Tanks: Each company installs and/or leases multiple storage tanks at the QTA and Maintenance Facilities

Limited Service (Kiosk) Operators

Limited Service (Kiosk) Operators lease customer service counters in the garage that are located just outside the On-Airport customer lobby. These companies do not have cars in the garage so they need to lease space outside of the garage for their cars. Customers are shuttled to their locations off-site to obtain their rental car.

The current facilities used by these carriers are on the east side of Interstate 205 so they are not on property leased from the Port. To operate this type of rental car operation, these tenants also need a permit pursuant to the Port Ordinance for Off-Airport Rental Car and Parking Business and the Ordinance for Commercial Roadway Access.

Key Business Terms – Limited Service Operators

Tenants: Advantage – Simply Wheelz, LLC
Alamo – EAN Holding, LLC
Thrifty – Dollar Thrifty Automotive Group, Inc.

Term: September 1, 2011 to August 31, 2016

Facility Charge: The Port will have the option to implement a Customer Facility Charge on rental car activity to fund the design and development of additional rental car facilities at PDX.

Term Options: The Port has the option to extend or terminate all the contracts to facilitate a new bid process. A new bid would be necessary to expand the rental car companies into an expanded fuel facility.

Premises: Each company is leased a customer service counter (Kiosk) and adjacent common area in the garage.

Concession Rent: 10% of Gross Sales or Minimum Annual Guarantee

Facility Rents: Counter and Common Area \$5.50 per square foot

Off-Airport Operators

Off-Airport Operators are completely Off-Airport. The Port does not currently have any of these types of operators; however, we have planned to accommodate such operators with implementation of the new contracts resulting from the ITB process. These operators do not lease any space from the PDX garage, so their operations are governed exclusively by the Permits issued pursuant to the same Ordinances as the Limited Service operator.

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The rental car companies outlined above are being recommended for award and a contract based upon the Minimum Annual Guarantee bids submitted by each company. The combination of the concession and facility rents included in these new contracts are expected to increase revenue from the rental car industry to \$21,022,100 per year. This is a 36-percent increase compared to the actual rent in Fiscal Year 2009/10.

EXECUTIVE DIRECTOR'S RECOMMENDATION

The Executive Director recommends that the following resolutions be adopted:

BE IT RESOLVED, That approval is given to enter into new rental car contracts for operation at Portland International Airport, as described above; and

BE IT FURTHER RESOLVED, That the Executive Director or his designee is authorized to execute the necessary documents on behalf of the Port of Portland Commission in a form approved by counsel.

CONSTRUCTION CONTRACT – P1 PARKING STRUCTURE REHABILITATION – PORTLAND INTERNATIONAL AIRPORT

June 8, 2011

Presented by: George Seaman
Engineering Project Manager**EXECUTIVE SUMMARY**

This agenda item requests approval to award a construction contract to F.D. Thomas, Inc., for removal and replacement of the P1 parking structure seventh floor surface coating at Portland International Airport (PDX).

BACKGROUND

The P1 parking structure was constructed and put into service in 1997. A surface coating was applied to the top floor of the parking garage to act as a protective barrier preventing water from penetrating to the structure below. The waterproof sealant applied to the P1 garage is beyond its useful life, requires frequent maintenance to repair tears and is no longer protecting the structure from the elements. Infiltration of rainwater into the structure can result in erosion of the concrete decking, corrosion of structural rebar and even damage to vehicle paint and windshields parked on the sixth floor.

This construction contract will remove the existing deteriorated surface and replace it with a new non-permeable, skid resistant coating. This project will also repair cracks to the entrance and exit helixes of the parking structure. Specific contract work activities include removal and replacement of the vehicular wheel stops, bead blast removal of the existing surface, concrete crack and surface deterioration repairs, application of new surface, repainting of parking stalls, and traffic control devices.

The overall project budget is \$2,130,000. The project is being funded solely by the Port cost center.

This project was put out for bid on May 3, 2011, and bids were received and publicly opened on May 19, 2011. A total of nine bids were received. The bid results are shown in the table below.

F.D. Thomas, Inc.	\$1,167,550
Roger Langeliers Construction Co.	\$1,344,000
Pioneer Waterproofing Company, Inc.	\$1,374,692
Leewans Corporation	\$1,375,040
Snyder Roofing of Oregon, LLC	\$1,416,667
D&R Masonry Restoration, Inc.	\$1,450,000
Angelus Waterproofing and Restoration, Inc.	\$1,592,000
Realm, Inc.	\$1,669,375
Applied Restoration, Inc.	\$1,710,000
Engineer's Estimate	\$1,700,000

CONSTRUCTION CONTRACT – P1 PARKING STRUCTURE REHABILITATION –
PORTLAND INTERNATIONAL AIRPORT

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EXECUTIVE DIRECTOR'S RECOMMENDATION

The Executive Director recommends that the following resolutions be adopted:

BE IT RESOLVED, That approval is given to award a construction contract for P1 parking structure rehabilitation to F.D. Thomas, Inc., in accordance with its bid; and

BE IT FURTHER RESOLVED, That the Executive Director or his designee is authorized to execute the necessary documents on behalf of the Port of Portland Commission in a form approved by counsel.

**PERSONAL SERVICES CONTRACT AMENDMENT – DEICING SYSTEM ENHANCEMENTS –
PORTLAND INTERNATIONAL AIRPORT**

June 8, 2011

Presented by: George Seaman
Engineering Project Manager**EXECUTIVE SUMMARY**

This agenda item requests approval of an amendment in the amount of \$825,000 to the Camp Dresser & McKee, Inc. (CDM), personal services contract to provide additional design, construction, startup and programming support related to the completion of the deicing system enhancement project at Portland International Airport (PDX).

BACKGROUND

The Deicing Project team is installing an enhancement to the existing deicing stormwater collection and treatment system which requires:

- Construction of a new 3-million-gallon concrete-wound concentrated storage tank;
- Construction of two new 6.4-million-gallon concrete-wound dilute storage tanks;
- Installation of three new pump stations to divert uncollected stormwater from the western portion of the airport to the new dilute storage tanks, and discharge the stormwater to the Columbia River through a new outfall;
- Modifications to two existing pump stations to integrate the existing collection and storage system with the new enhancements;
- Installation of six miles of below-grade piping to connect pump stations and storage facilities;
- Construction of a new treatment building, housing an anaerobic fluidized-bed biological reactor system to treat concentrated glycol-laden stormwater, collected around the terminal building; and
- Installation of a new programmable logic controller (PLC) computer system to automatically operate the new pump stations and treatment system, and integrate the new PLC system with the existing control network.

Project Milestones to Date

- October 2006: Mutual Agreement and Order (MAO) between the Oregon Department of Environmental Quality (DEQ) and the Port requiring the completion of installation and testing of the enhanced deicing system by April 2012.
- May 2007: Conceptual design strategy approved by Port Commission.

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- September 2007: Commission approval of CDM contract for design services and exemption to competitive bidding process for selection of construction manager/general contractor (CM/GC).
- June 2008: Following a competitive selection process, the CM/GC pre-construction services contract was awarded to JE Dunn. Schematic design completed.
- May 2009: Commission approval of JE Dunn construction contract.
- June 2009: Design completed and start of construction.
- October 2009: Environmental permit process complete.
- April 2011: Columbia River outfall operational and initial discharge of stormwater accomplished.

Construction is approximately 90 percent complete. Remaining activities to be completed by the end of August 2011 include exterior grading, road, fencing and landscape installation, storage tank coating and process commissioning. The treatment system will be started up in September 2011, with a planned operational date to treat glycol-laden stormwater by the end of the year.

Amendment to Personal Services Contract

The Port originally selected CDM in September 2007 based on a competitive selection process to provide design and construction support services for the Deicing Enhancement Project. The schematic design effort was completed on June 30, 2008, to meet the committed MAO compliance milestone. After completion of the final design, the Commission approved an amendment to the CDM contract to include construction support services. In October 2010, CDM's contract was amended to cover additional modeling, construction support and design revisions to their contract beyond those anticipated in the previous amendment. CDM is currently supporting the construction effort through a continued review of contractor submittals, responding to change and information requests, system commissioning support and programmable logic controller (PLC) programming activities.

The proposed amendment to the CDM personal services contract would incorporate four changes:

1. Additional Programming Services: In October 2010, the Commission approved Amendment No. 9 to the CDM contract, authorizing an additional \$1,143,163 in available funds primarily to supply additional construction support and programming efforts. The programming efforts, however, have exceeded the allowable funding primarily due to unanticipated complexities related to integration of the new program with the existing system and programming component additions. The total estimated cost of these additional programming activities is \$263,000.

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2. Additional Design and Testing Services: This additional work includes a factory simulation of the PLC program, modifications to the design to support field conditions, design modifications and specifications to improve equipment accessibility and operator safety, additional submittal and request for information reviews beyond that anticipated in the previous amendment. The cost of this additional service will be approximately \$192,000.
3. Additional Process Start Up and Commissioning Services: Treatment process start up and operational support were planned to be additive to the CDM contract as we approached the commissioning phase of the project. Other project close out tasks include operation and maintenance manual development, as-built contract document development and an extension of the process commissioning phase due to construction phasing requirements. The cost for these activities will be approximately \$370,000.
4. Increase Contract Amount: Based on an evaluation of rates and hours and subsequent negotiations with CDM, a contract amendment for additional services identified in items No. 1 to 3 above, in an amount not to exceed \$825,000, was reviewed by staff and determined to be fair and reasonable. CDM would be compensated based on established hourly rates for actual hours spent and approved reimbursable costs.

CDM Contract Summary

Original Contract Schematic/Final Design	\$5,551,237
Amendment 1: MCDD Pump Station #1 Evaluation	\$20,974
Amendment 2: Engineering Simulations	\$100,366
Amendment 3: Airfield Drainage Modifications	\$43,832
Amendment 4: SW Quad Drainage Evaluation	\$57,613
Amendment 5: Construction Support Services	\$2,478,928
Amendment 6: NREX Drainage Modeling	\$53,000
Amendment 7: Additional Construction Support Services	\$334,382
Amendment 8: Design Documentation Modifications	\$407,729
Amendment 9: Construction Support and Programming	\$1,143,163
Amendment 10: Construction Support and Programming	\$487,224
Total to Date	\$10,678,448
Amendment 11: (Proposed – Additional Programming and Start up Services)	\$825,000
New Contract Total	\$11,503,448

PERSONAL SERVICES CONTRACT AMENDMENT – DEICING SYSTEM ENHANCEMENTS –
PORTLAND INTERNATIONAL AIRPORT

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EXECUTIVE DIRECTOR'S RECOMMENDATION

The Executive Director recommends that the following resolutions be adopted:

BE IT RESOLVED, That approval is given to amend the existing contract with Camp Dresser & McKee, Inc., for construction support services for the Deicing Enhancements Project at Portland International Airport, consistent with the terms presented to the Commission; and

BE IT FURTHER RESOLVED, That the Executive Director or his designee is authorized to execute the necessary documents on behalf of the Port of Portland Commission in a form approved by counsel.

CONSTRUCTION CONTRACT – RAIL SYSTEM UPGRADE – TERMINAL 4

June 8, 2011

Presented by: Dave Dittmer
Project Manager, Engineering**EXECUTIVE SUMMARY**

This agenda item requests approval to award a construction contract to Nutter Corporation for the replacement of approximately 3,200 feet of existing undersized rail on concrete ties at Terminal 4. Included are repairs to existing switches and improvements to the existing base and ballast supporting the new rail.

BACKGROUND

This rail yard supports the soda ash export operations at Terminal 4. Soda ash originates from Green River, Wyoming, and is brought by rail to Terminal 4 by the Union Pacific. Average annual volume exceeds 2 million metric tons.

Most, but not all, of the rail yard was renovated in 2006 and 2007 with 130-pound rail and concrete ties as part of a broader facility improvement project. Marine Facilities Maintenance teams report that with these rail upgrades, the Port of Portland is experiencing reduced maintenance costs and extending asset life. Performance of the upgraded rail has met all operational expectations.

Funding for the remaining portion of the non-improved rail track was obtained through a Connect Oregon III grant. This grant will provide 80 percent of the total estimated project budget of \$1.308 million.

This project will complete the entire facility rail upgrades of the soda ash facility.

The design work was completed in April, and an Invitation to Bid was advertised in May 2011. Bids for this work were received on May 26, 2011 as follows:

Nutter Corporation	\$648,683.22
H&H Engineering Construction	\$718,123.00
Railworks Track Systems, Inc	\$759,421.00
Stacy and Whitbeck, Inc.	\$788,312.00
Engineer's estimate	\$790,320.00

EXECUTIVE DIRECTOR'S RECOMMENDATION

The Executive Director recommends that the following resolutions be adopted:

BE IT RESOLVED, That approval is given to award a construction contract to Nutter Corporation for the replacement of existing undersized rail on concrete ties at Terminal 4, in accordance with its bid; and

BE IT FURTHER RESOLVED, That the Executive Director or his designee is authorized to execute the necessary documents on behalf of the Port of Portland Commission in a form approved by counsel.

SECOND READING AND ENACTMENT – ORDINANCE NO. 440-R TO RELOCATE HARBOR LINES – TRIMET LIGHT RAIL BRIDGE

June 8, 2011

Presented by: Eric Burnette
Senior Waterways Planner**EXECUTIVE SUMMARY**

This agenda item requests a second reading and enactment of proposed Port of Portland (Port) Ordinance No. 440-R regarding the adjustment of harbor lines in the Willamette River in connection with the TriMet Portland-Milwaukie Light Rail Project.

BACKGROUND

On March 31, 2011, the Port received a request for harbor line adjustments from Tri-County Metropolitan Transportation District of Oregon (TriMet). As part of the TriMet Portland-Milwaukie Light Rail Project, TriMet expects to start construction in July 2011 for a light rail bridge over the Willamette River at approximately River Mile 13.8, between the Marquam and Ross Island Bridges. The new bridge's two in-water piers will fall outside the existing harbor lines. TriMet's request to the Port seeks modification of the harbor lines so that both of the bridges' piers will fall completely inside the modified harbor lines.

The Port harbor lines on the Willamette establish the maximum riverward extension for permanent structures. The Port has authority pursuant to its authorizing statute to change harbor lines as part of its authority over harbors, wharf lines and navigation. Harbor lines are changed from time to time to accommodate harbor improvement when it does not have an adverse impact on navigation. The last harbor line relocation, Ordinance 315, was approved by the Board of Commissioners on October 10, 1984.

This change has been reviewed with navigation interests and adjacent property owners. Federal Authority over bridges is exercised by the U.S. Coast Guard, which has held hearings on the bridge location and approved its vertical and horizontal clearances.

Following the first reading of the harbor lines adjustment ordinance, the Port received one written public comment, from Mr. John Weigant, objecting to any permanent obstruction between the shoreline and the proposed bridge pier. While TriMet intends to build a temporary work trestle (on either side of the river) for the duration of the three-year construction project, this trestle will be removed following completion of the bridge. We believe that there are no apparent unresolved public concerns.

Public notice of the proposed change has been posted in accordance with statutory requirements.

SECOND READING AND ENACTMENT – ORDINANCE NO. 440-R TO RELOCATE HARBOR
LINES – TRIMET LIGHT RAIL BRIDGE

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EXECUTIVE DIRECTOR'S RECOMMENDATION

The Executive Director recommends that the following resolutions be adopted:

BE IT RESOLVED, That Port of Portland Ordinance No. 440-R, authorizing the relocation of harbor lines in the Willamette River in connection with the TriMet Portland-Milwaukie Light Rail Project, be given a second reading by title only; and

BE IT FURTHER RESOLVED, That the proposed Ordinance No. 440-R, in the form presented to the Commission, be enacted by a roll call vote.

ORDINANCE NO. 440-R

OF

THE PORT OF PORTLAND

**AN ORDINANCE AUTHORIZING THE PORT OF PORTLAND TO RELOCATE
HARBOR LINES – TRIMET LIGHT RAIL BRIDGE PROJECT**

WHEREAS, the Port of Portland ("Port") has legal authority to establish and change harbor lines on the waterways within the boundaries of the Port pursuant to Oregon Revised Statutes (ORS) 778.085; and

WHEREAS, Tri-County Metropolitan Transportation District of Oregon, a municipal corporation in the State of Oregon, has requested that the Board of Commissioners of The Port of Portland approve the relocation of harbor lines in the Willamette River in order to facilitate the construction of the TriMet Light Rail Bridge Project;

NOW THEREFORE, BE IT ENACTED BY THE PORT OF PORTLAND, AS FOLLOWS:

Section 1: The Harbor Line between existing Harbor Line Point 68 and existing Harbor Line Point 70 is hereby revised and changed as described below and as shown on attached **Exhibit A**:

Beginning at existing Harbor Line Point 68 described as having coordinates of Y=679,807.00 and X=1,443,338.00 based on the Oregon Coordinate System of 1927, north zone, in units of U.S. Survey Feet; and thence proceeding along the existing Harbor Line on a line bearing South 20°17'37" East, a distance of 2,453.70 feet to a new Harbor Line Point 68A having Oregon Coordinate System of 1927, north zone coordinates of Y=677,505.61 and X=1,444,189.02; and thence leaving said existing Harbor Line and proceeding North 69°43'25" East, a distance of 65.48 feet to a new Harbor Line Point 68B having Oregon Coordinate System of 1927, north zone coordinates of Y=677,528.30 and X=1,444,250.45; and thence proceeding North 84°06'27" East, a distance of 344.12 feet to a new Harbor Line Point 68C having Oregon Coordinate System of 1927, north zone coordinates of Y=677,563.63 and X=1,444,592.75; and thence proceeding South 06°03'17" East, a distance of 206.98 feet to a new Harbor Line Point 68D having Oregon Coordinate System of 1927, north zone coordinates of Y=677,357.80 and X=1,444,614.58; and thence proceeding South 69°43'10" West, a distance of 347.88 feet to a new Harbor Line Point 68E on the existing Harbor Line having Oregon Coordinate System of 1927, north zone coordinates of Y=677,237.22 and X=1,444,288.27; and thence proceeding South 20°17'37" East along the existing Harbor Line, a distance of 506.67 feet to existing Harbor Line Point 70 having Oregon Coordinate System of 1927, north zone coordinates of Y=676,762.00 and X=1,444,464.00;

AND the Harbor Line between existing Harbor Line Point 89 and existing Harbor Line Point 91 is hereby revised and changed as described below and as shown on attached **Exhibit A**:

Beginning at existing Harbor Line Point 89 described as having coordinates of Y=678,533.00 and X=1,444,935.00 based on the Oregon Coordinate System of 1927, north zone, in units of

U.S. Survey Feet; and thence proceeding along the existing Harbor Line on a line bearing South 25°43'17" East, a distance of 411.92 feet to a new Harbor Line Point 89A having Oregon Coordinate System of 1927, north zone coordinates of Y=678,161.89 and X=1,445,113.77; and thence leaving said existing Harbor Line and proceeding South 48°57'51" West, a distance of 321.64 feet to a new Harbor Line Point 89B having Oregon Coordinate System of 1927, north zone coordinates of Y=677,950.73 and X=1,444,871.16; and thence proceeding South 40°58'25" East, a distance of 244.29 feet to a new Harbor Line Point 89C having Oregon Coordinate System of 1927, north zone coordinates of Y=677,766.29 and X=1,445,031.35; and thence proceeding North 49°12'25" East, a distance of 254.71 feet to a new Harbor Line Point 89D on the existing Harbor Line having Oregon Coordinate System of 1927, north zone coordinates of Y=677,932.70 and X=1,445,224.18; and thence proceeding South 25°43'17" East along the existing Harbor Line, a distance of 1,490.37 feet to existing Harbor Line Point 91 having Oregon Coordinate System of 1927, north zone coordinates of Y=676,590.00 and X=1,445,871.00.

Section 2: In the event any phrase, clause, sentence, paragraph, or paragraphs of this Ordinance is declared invalid for any reason, the remainder of the sentence, paragraph, or paragraphs of this Ordinance shall not be thereby invalidated, but shall remain in full force and effect, all parts being hereby declared separable and independent of all others.

Section 3: A concise summary of this Ordinance, including the location within the Port where a complete copy of this Ordinance may be obtained without charge, shall be published within five (5) days after passage in a newspaper of general circulation within the boundaries of the Port.

Section 4: This Ordinance will be effective July 8, 2011.

ADOPTED this 8th day of June, 2011, being the date of its second reading before the Board of Commissioners of the Port of Portland.

THE PORT OF PORTLAND

By: _____
Judi Johansen, Commission President

By: _____
Pam Thompson, Assistant Secretary

APPROVED FOR LEGAL SUFFICIENCY
FOR THE PORT:

By: _____
Counsel for Port of Portland

APPROVED BY COMMISSION:

Date: _____

