AGENDA*
Regular Commission Meeting
August 12, 2026
9:30 a.m.

The Board of Commissioners of the Port of Portland will hold its monthly meeting in the Chinook Room on the 8th floor of the Port of Portland Headquarters Building, located at 7200 N.E. Airport Way in Portland, Oregon 97218.

Subject to successful streaming, the Board of Commissioners also plans to provide access to the meeting virtually on the Port's website and YouTube channel for those Commissioners, members of the public, presenters and staff unable to attend in person.

Written public comments can be submitted via email at testimony@portofportland.com. If you submit comments in writing, they will be distributed to all Commissioners for their review. If you wish to provide live testimony, you may do so in person, or you may send an email with your first and last name to testimony@portofportland.com and you will be provided with a link to testify via MS Teams. Please limit your comments to two minutes. The deadline to sign up for live testimony via MS Teams is noon on August 11.

Minutes

Approval of Minutes: Regular Commission Meeting – July 8, 2026

Executive Director

Approval of Executive Director's Report – July 2026

Action Items

1. EXECUTIVE DIRECTOR'S FY26-27 PERFORMANCE GOALS AND OBJECTIVES — *COMMISSIONER KATY COBA*

2. KINDER MORGAN SECOND AMENDED AND RESTATED GROUND LEASE — *MAGGIE UNDERWOOD*

3. FIRST CONTRACT FOR MAINTENANCE OPERATIONS CENTER EMPLOYEES — *REGINA LAGGING*

4. SERVICE CONTRACT – CUSTOMER SERVICE AND OPERATIONAL SUPPORT– PORTLAND INTERNATIONAL AIRPORT — *MEG RARICK*

Public Comment

Port of Portland

Agenda Item No. 1

ADOPTION OF FISCAL YEAR 2026-2027 EXECUTIVE DIRECTOR PERFORMANCE OBJECTIVES

August 12, 2026

Presented by: Katy Coba
Commission President

REQUESTED COMMISSION ACTION

Attached is the proposed Fiscal Year 2026-2027 Executive Director Performance Objectives.

It is recommended that the Commission review and establish Fiscal Year 2026-2027 Executive Director Performance Objectives.

COMMISSION PRESIDENT'S RECOMMENDATION

The Commission President recommends that the following resolution be adopted:

> BE IT RESOLVED, That the Port of Portland Commission adopt the Executive Director Performance Objectives to be used for Fiscal Year 2026-2027.

Executive Director Curtis Robinhold
Performance Goals and Objectives for Fiscal Year 2026-2027

1. Increase container volumes by implementing a focused business development campaign in partnership with Harbor Industrial for the Oregon Container Terminal, while increasing capacity for future marine cargo growth through either a lease extension with Kinder Morgan or an expanded leasehold for AWC by June 2027.

2. Secure at least one new direct air service route to Asia or Mexico by May 2027 through strategic negotiations and partnership development.

3. Formalize and advance Port-wide economic development priorities and align them with the updated State of Oregon international trade strategy, Prosperity Council recommendations for the 2027 legislative session, and the new regional Comprehensive Economic Development Strategy.

4. Advance the Airport Way & 82nd Ave intersection improvement project—Bid out Phase 1 project improvements, advance Phase 2 operational planning elements, and achieve 75% final design of Phase 2 intersection improvements by June 27.

5. Manage PDX terminal projects to ensure projects are coordinated and delivered in a way that maintains capacity and minimizes impacts to passengers & tenants; ensure return of aircraft gates on schedule; complete Baggage Handling System (BHS) project on time and on budget and develop and procure BHS operational monitoring capability; complete and commission the ground source heating system consistent with all project performance goals.

6. Negotiate and secure acceptable settlement terms for Portland Harbor liability while advancing remedial designs in three key project areas, conduct quarterly community engagement activities, and advance a strategic vision for the future of the Willamette River with coalition partners.

7. Secure State funding and Federal legislative reforms for the Lower Columbia Federal Navigation channel projects to reduce the Port's cost-share and enable movement of goods.

8. Implement the Port Forward initiative to modernize and unify core business processes, align operations and business line needs, and strengthen the enterprise systems that support Port-wide decision-making and service delivery; specifically, document 90% of the critical Phase 1 workflows in this initiative.

9. Increase participation in professional development programs for employees that optimize individual contributions and cultivate healthy teams, and invest in leadership development to foster an inclusive culture of learning, transparency and collaboration.

10. Fully implement the FAA required Safety Management System (SMS) and advance business line safety plans and complete the full PDX passenger terminal employee screening program to improve the safety and security of PDX workers and travelers.

Port of Portland

Agenda Item No. __2__

KINDER MORGAN SECOND AMENDED AND RESTATED GROUND LEASE

August 12, 2026

Presented by: Maggie Underwood
Marine Real Estate Development & Strategy Manager

REQUESTED COMMISSION ACTION

This agenda item requests approval to enter into a second amended and restated ground lease with Kinder Morgan to secure a long-term lease at Terminal 4 (T4).

BACKGROUND

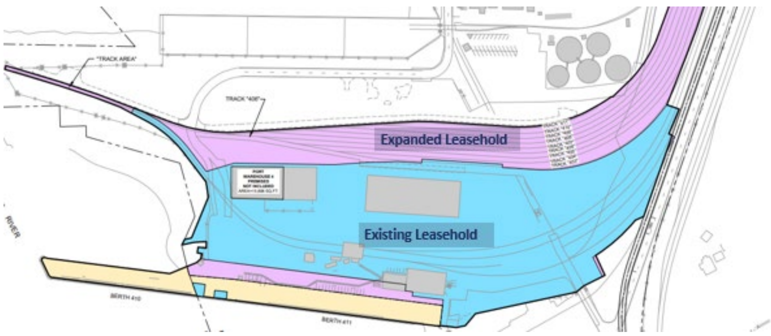
The T4 lease was originally executed with Hall-Buck Marine in 1987 and has continued under Kinder Morgan, making it one of the Port of Portland's longest-standing tenant relationships. T4 is a 262-acre marine terminal with a diverse mix of tenants and capable of handling a variety of cargoes, including autos, dry bulk, liquid bulks, breakbulk, and high-and-heavy cargo. Headquartered in Houston Texas, Kinder Morgan operates a network of 136 terminals that handle liquid bulk and dry bulk cargo. Their current lease generates about half of the terminal's annual revenue.

Kinder Morgan currently leases 11.77 acres on T4 and operates the terminal's dry bulk export facilities. These facilities handle and export soda ash, a naturally occurring industrial mineral used in products ranging from glass manufacturing and detergents to healthcare products and batteries for hybrid and electric vehicles. The material is delivered to T4 by rail, stored on site, and then loaded onto oceangoing vessels for international export. Kinder Morgan's current lease expires on January 31, 2027, and includes one five-year renewal option.

Port of Portland staff and Kinder Morgan began discussions regarding the proposed lease extension and expansion in 2025, following WE Soda's acquisition of Genesis Alkali, including ANSAC (American Natural Soda Ash Corporation), which markets and exports U.S. natural soda ash and utilizes the Terminal 4 export facility. Following the acquisition, WE Soda began evaluating its long-term North American export network, creating an opportunity for Kinder Morgan to align the lease with the customer's future business and investment planning.

For the Port, the negotiations represented an opportunity to retain a long-standing marine tenant, preserve and increase cargo volume and revenue that support the Port's marine business, and secure private investment in terminal infrastructure. The proposed lease extension also helps maintain the competitiveness of Terminal 4 for soda ash exports at a time when other Columbia River and West Coast ports are actively competing for this business.

The lease amendment provides Kinder Morgan with an expanded leasehold at T4 for an initial term of twenty-seven years, with two ten-year renewal options, subject to Kinder Morgan making a binding commitment during the initial term to invest $50 million in site improvements.



Under the current lease, the Port is financially responsible for all operations and maintenance costs and uses lease revenue and dockage fees to cover costs like berth maintenance and dredging as well as all common area property management costs. Kinder Morgan is responsible for an annual security fee that covers a portion of security costs at T4.

Within the amended lease, Kinder Morgan will take on all berth maintenance responsibilities; continue to pay an annual fee tied to T4 security costs; and start to pay an annual fee tied to other common area maintenance costs. The Port will remain responsible for berth dredging activities. As consideration for that change in allocation of costs and risk, the Port has agreed to a rent credit for dockage revenue of up to $27M via a berth maintenance credit (representing approximately 33% of forecasted dockage revenue over the initial 27-year term of the lease.) This agreement reduces O&M and capital exposure for the Port while helping to offset the financial impact of the new costs for Kinder Morgan. The estimated net present value to the Port of the amended lease is $68 million over the full 47-year term and extensions.

<u>KEY BUSINESS TERMS</u>

Term / Extension Options: An initial term of twenty-seven years, with two ten-year renewal options.

To access the extension options, Kinder Morgan must commit to invest at least a $50 million dollars

Leased Premises: 18.56 acres

Financials: Existing Leasehold: $4.80/sf

Expansion Area: Years: 1-7: $1.25/sf w/ CPI annual increase

Expansion Area: Years: 8-47: ~$5.90 per sf

Supplemental Dockage Fee at Berth 410-411:

The Port will establish a supplemental dockage fee, which will be based on actual berth dredging costs, costs of berth maintenance credit, and other operational costs and considerations.

Berth Maintenance Credit:	Up to total of $27M Port contribution to Tenant's Berth 410-411 maintenance and repair obligations. This rent credit is calculated based on the following equation: annual base dockage plus supplemental dockage (if needed) less prior year deficit, Port's berth dredging expenses, and minimum annual credit (if any).
Maintenance:	Tenant: responsible for the maintenance and repair of all Premises improvements, including Berth 410-411
	Tenant**:** Begins paying Common Areas Maintenance (CAM) fees annually and continues to pay a facility security fee annually.
	Port: responsible for full dredging costs to maintain Berth 410-411 river depth
Environmental Liability:	Tenant remains fully responsible for any environmental liability associated with its historical and ongoing operations.

EXECUTIVE DIRECTOR'S RECOMMENDATION

The Executive Director recommends that the following resolutions be adopted:

> BE IT FURTHER RESOLVED, approval is given to enter into a second amended and restated ground lease with Kinder Morgan consistent with the terms presented to the Commission; and
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> BE IT FURTHER RESOLVED, 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.

Port of Portland

Agenda Item No. 3

COLLECTIVE BARGAINING AGREEMENT – MAINTENANCE OPERATIONS CENTER EMPLOYEES (TEAMSTERS) – PORTLAND INTERNATIONAL AIRPORT

August 12, 2026

Presented by: Regina Lagging
Labor Relations Manager

REQUESTED COMMISSION ACTION

This agenda item requests the approval of a three-year initial collective bargaining agreement (CBA or Agreement) between the Port of Portland (Port) and TEAMSTERS, LOCAL 223 (Union), representing the six Maintenance Operations Center employees, a vital role that utilizes broad knowledge and proactive communication to dispatch critical staff, interpret leases and contracts for responses, create reactive-maintenance work orders, and coordinate fire, heating, and electrical shutdowns for a wide range of stakeholders.

BACKGROUND

After nearly two years of negotiations and one session of mediation, the Port and the Union reached a tentative agreement on a mediation proposal of an initial three-year CBA that expires on June 30, 2029. On July 29, 2026, the Union will vote on the tentative agreement for a three-year CBA.

Key terms of the CBA are listed below:

Term of Agreement: July 29, 2026 through June 30, 2028.

The initial Agreement's intent is to provide sound and mutually beneficial working relationships between the parties: to provide an orderly and peaceful means of resolving any misunderstandings or differences which may arise; and to set forth the basic and full Agreement between the parties concerning rates of pay, wages, hours, and other conditions of employment.

Wages: Effective the first full pay period following Port Commission approval. A new wage scale will be implemented.

Effective on July 8, 2027, the regular hourly wage for each step will increase across the board within a range of a minimum of two percent (2%) to a maximum of four percent (4%) using CPI-W West Size Class A Cities Second Half 2026 as reported by BLS in January 2027.

Effective on July 6, 2028, the regular hourly wage for each step will increase across the board within a range of a minimum of two percent (2%) to a maximum of four percent (4%) using CPI-W West Size Class A Cities Second Half 2027 as reported by BLS in January 2028.

Differentials: Employees shall receive an additional five percent (5%) of their regular base hourly wage for majority of hours worked between 15:00 hours and 04:00 hours.

Leads shall receive a differential consisting of an additional five percent (5%) of regular base hourly wage.

Employees designated as trainers shall receive an additional five percent (5%) of their regular base hourly wage while engaged in training.

Benefits: This agreement continues to provide status quo benefits such as medical, sick leave, vacation, life, disability, and various other conditions of employment.

Zero cost for dental and vision, unless they buy-up, then the difference is paid.

Impact (new dollars): The estimated annual increase over the last year of the bargaining group's wages attributable to the terms of the new three-year CBA, as well as the anticipated aggregate total in new dollars over the life of the new CBA, are as follows:

Contract Year	Fiscal Year	Yearly Increase	Cumulative Increase
Year 1	FY 26/27	$74,341	$74,341
Year 2	FY 27/28	$77,576	$151,917
Year 3	FY 28/29	$84,683	$462,859

The increase in new money over the life of the CBA is projected to be $462,859 or an 8.50% Compound Annual Growth Rate over three years.

EXECUTIVE DIRECTOR'S RECOMMENDATION

The Executive Director recommends that the following resolutions be adopted:

> BE IT RESOLVED, That approval is given to enter into a collective bargaining agreement for an initial three years, setting forth wages, fringe benefits and working conditions for the Maintenance Operations Center workers at Portland International Airport, consistent with the terms presented to the Port of Portland 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.

Port of Portland

Agenda Item No. 4

SERVICE CONTRACT – CUSTOMER SERVICE AND OPERATIONAL SUPPORT– PORTLAND INTERNATIONAL AIRPORT

August 12, 2026

Presented by: Meg Rarick
Manager, Customer Experience

REQUESTED COMMISSION ACTION

This agenda item requests approval to award an up to seven-year contract to VIP Hospitality to provide customer service and operational support at Portland International Airport (PDX) at an estimated annual cost of $1.7 million.

BACKGROUND

ABM has provided customer service and wayfinding for our PDX customers over the past eight years. In 2018, the contract cost began at $965,535. Since then, the cost has increased due to additional scope of work such as international flights, the PDX Next Program, heavy volume of rental car customer lines, the Transportation Security Administration (TSA) Touchless Program, and more. The cost of the contract in Fiscal Year 2025-2026 was$1,747,860.

Beginning in June 2026, the Port of Portland (Port) conducted competitive procurement using a Request for Proposals (RFP) to select the contractor for this work, moving the contract to an On-Call Service project. As discussed below, under the RFP the Port evaluated not only the contract cost, but also each proposer's ability to deliver the best value overall. The RFP is complete and the Port is ready to award the contract.

SCOPE

The contract is for up to a seven-year term. The contract contains specific service areas and other performance measures.

Service is required 24 hours per day, 7 days per week, 365 days per year. Customer Service Representatives (CSRs) would perform customer service and operational support functions across multiple airport locations, potentially including the Federal Inspection Station, International Arrivals Hall, terminal areas, TSA checkpoints, the conference center, emergency or irregular operations, and other duties as needed. The selected provider would be responsible for staffing, scheduling, training, supervision, and ensuring continuous coverage while meeting the Port's standards for customer service and safety expectations.

The intent of this contract is to provide the highest level of customer service for all travelers and guests who visit our airport.

SCHEDULE

Service coverage typically begins at 3:30 a.m. and concludes at 10:30 p.m.

REQUEST FOR PROPOSALS

For each proposer, the Port evaluated shared prosperity initiative, qualifications, price, project team, project management, experience, staff availability, references, quality of response, and the extent to which technology would be used to help successfully complete the work.

Proposals submitted were as follows*:

Proposer	Total Annual Cost*	Ranking
VIP Hospitality	$1,652,588	1
ABM Aviation, Inc.**	$1,751,348	2
Sunshine Enterprise	$1,364,237	3
Boly:Welch	$1,666,043	4

*As an on-call service contract, the actual cost would be higher or lower depending on usage. Total projected annual cost was estimated using the non-overtime hours and roles worked in FY25-26 (July & August estimated), at the new hourly rates specified in the proposals.

**Estimated cost due to lack of specificity for all hourly rates.

BUDGET

Annual costs would begin as stated above, with possible annual increases (subject to the Port's approval) limited to the percentage change allowed under a stated consumer price index, to be established in the contract. Funding would be provided by various business lines depending on location.

EXECUTIVE DIRECTOR'S RECOMMENDATION

The Executive Director recommends that the following resolutions be adopted:

> BE IT RESOLVED, That approval is given to award an up to seven-year contract at an estimated annual cost of $1.7 million to VIP Hospitality to provide customer service and operational support at Portland International Airport; 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.