



AGENDA*
Regular Commission Meeting
February 12, 2025
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 the day prior to the Port of Portland Commission Meeting.

Minutes

Approval of Minutes: Regular Commission Meeting – January 8, 2025

Executive Director

Approval of Executive Director's Report – January 2025

Public Comments

General Discussion

Black History Month

*ISMAIL WARSAME
CHERANDA CURTIS*

Capital Improvement Program Overview

*SEAN LOUGHRAN
TRAVIS GEORGE*

Action Items

1. PUBLIC IMPROVEMENT CONTRACT – TAXIWAY A WEST REHABILITATION – PORTLAND INTERNATIONAL AIRPORT

*JENNIFER RABBY
CHRIS EDWARDS*

Requests approval to award a public improvement contract to Tapani, Inc., for the Taxiway A West Rehabilitation project at Portland International Airport.

2. PUBLIC IMPROVEMENT CONTRACT – TAXIWAY K CONSTRUCTION, TAXIWAY B RECONSTRUCTION AND EXITS A5 AND B2 RUNWAY GUARD LIGHTS INSTALLATION – HILLSBORO AIRPORT

*JENNIFER RABBY
GRANT EVENHUS*

Requests approval to award a public improvement contract to K&E Excavating, Inc. (K&E Excavating), for the Taxiway K Construction, Taxiway B Reconstruction and Exits A5 and B2 Runway Guard Lights Installation at Hillsboro Airport.

3. EQUIPMENT PROCUREMENT CONTRACT – ECONOMY AND EMPLOYEE LOTS SHUTTLE BUS REPLACEMENT – PORTLAND INTERNATIONAL AIRPORT

*SARAH SOWDERS
BRIAN FREEMAN*

Requests approval to award an equipment procurement contract to purchase 18 shuttle buses from Gillig LLC for the Economy and Employee Lots Shuttle Bus Replacement project at Portland International Airport.

PUBLIC IMPROVEMENT CONTRACT – TAXIWAY A WEST REHABILITATION – PORTLAND INTERNATIONAL AIRPORT

February 12, 2025

Presented by: Jennifer Rabby
Development Manager
Chris Edwards
Engineering Project Manager

REQUESTED COMMISSION ACTION

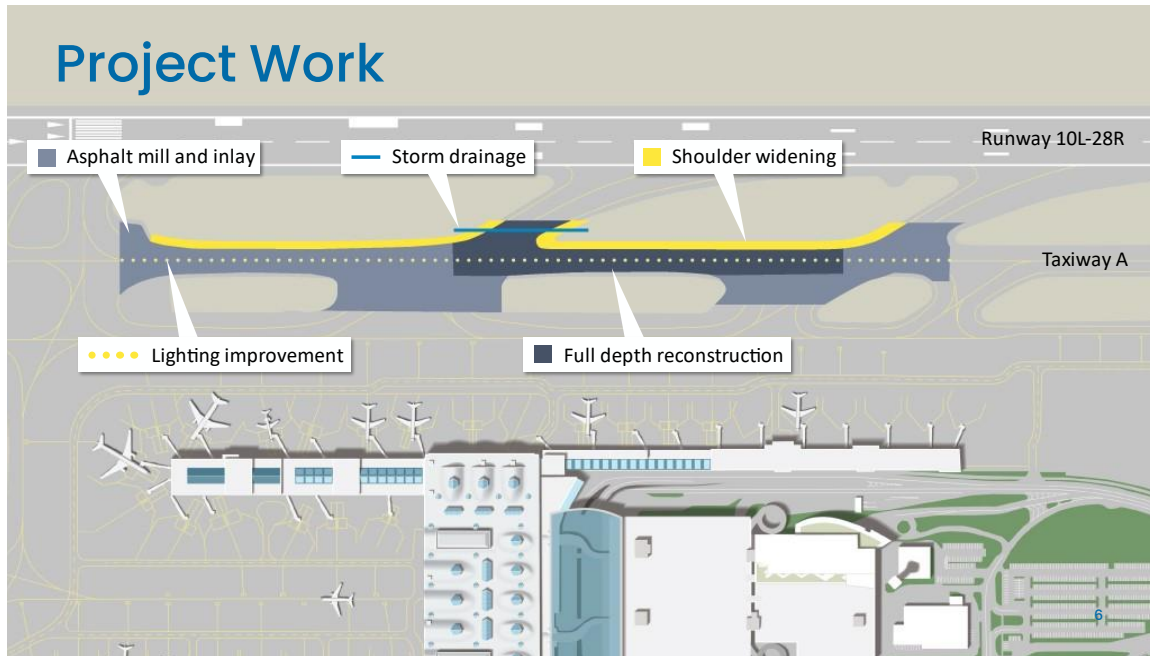
This agenda item requests approval to award a public improvement contract to Tapani Inc. (Tapani), for the Taxiway A West Rehabilitation project at Portland International Airport (PDX) in the amount of \$9,419,765.

BACKGROUND

There are nearly 1,000 acres of pavement at PDX. Each year the Port of Portland (Port) inspects one-third of the pavement on a three-year rotation. This inspection data informs the Port's Pavement Management Program (PMP) to maximize the life of pavement assets at the lowest cost, construct the right project at the right time and minimize impacts to operations. Rehabilitations (i.e., asphalt mill and inlay) are carried out to prevent premature pavement deterioration or to slow the rate of deterioration. Asphalt airfield pavement is typically constructed (or reconstructed) with a 20-year design life. At the 10-year mark, the PMP team begins to monitor the pavement to identify when the aviation industry standard pavement condition index (PCI) will approach 70 out of 100, usually between 12-15 years. The pavement is then rehabilitated to restore the pavement to a 20-year condition.

Taxiway A (between Taxiway T and exit A5) pavement was last rehabilitated with a mill and inlay in 2010. A geotechnical analysis performed in 2023 identified the portions of Taxiway A pavement that need to be rehabilitated with a mill and inlay and the portions that require a full reconstruction. PCIs on the western extent of Taxiway A range between 44 and 73, with pavement on Exits A5 and A6 ranging between 67 and 76. A PCI below 70 generally indicates that a pavement is "at risk" or in a "degraded" condition, meaning it requires attention and potential maintenance or rehabilitation soon, as it is nearing the point of significant deterioration.

In addition to the pavement work on Taxiway A, the project will make electrical improvements including replacement of centerline and edge light cans, conduits and conductors. Other elements include storm drainage improvements, utility adjustments and pavement marking. This project is included in the Port's five-year capital improvement plan for federal funding through the Federal Aviation Administration's Airport Capital Improvement Program.



CONTRACT SCOPE OF WORK

This project includes the following key scopes of work:

- Reconstruct and/or rehabilitate existing asphalt concrete pavement to provide a 20-year design life.
- Widen northern shoulder to 30 feet.
- Replace or remove and reset lighting system.
- Install storm drainage and adjust utilities.
- Restore pavement markings.

SCHEDULE

Preliminary design	November 2023 – March 2024
Design	April 2024 – December 2024
Commission approval (award public improvement contract)	February 12, 2025
Construction	June 2025 – September 2025

CONTRACT SOLICITATION

Solicitation Results

The Port procured this public improvement contract utilizing a competitive sealed bidding solicitation under Oregon Revised Statutes, Chapter 279C. The solicitation was advertised on December 12, 2024 and bids were opened on January 14, 2025. Tapani Inc., submitted the lowest responsive bid.

The bids were as follows:

Tapani Inc.	\$9,419,765.00
Kerr Contractors Oregon, LLC	\$9,622,950.90
K&E Excavating, Inc.	\$10,015,432.05
Coffman Excavation	\$10,027,274.25
Granite Construction Company	\$10,695,258.72
Engineer's Estimate	\$11,693,605.75

Disadvantaged Business Enterprise Participation

Because the Port received some federal funding for the project, the Port set a disadvantaged business enterprise (DBE) program participation goal for this contract. Based on an availability analysis, the DBE participation goal was 16% of the total amount bid. The lowest responsive bid met this goal, with an identified 16.1% participation level. DBE includes firms certified by Oregon or Washington as socially or economically disadvantaged in accordance with U.S. Department of Transportation regulations.

BUDGET

Public improvement contract (construction)	\$9,420,000
Personal services contract (design)	\$1,255,000
Electrical pre-purchase	\$175,000
Port staff and contracted services	\$2,225,000
Contingency	\$1,308,000
Total budget	\$14,383,000

The contingency, representing 10% of the project cost, is considered reasonable given the risk profile for the project and the complexity of the work site.

PUBLIC IMPROVEMENT CONTRACT – TAXIWAY A WEST REHABILITATION – PORTLAND
INTERNATIONAL AIRPORT

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The project costs will be funded by the Airline Cost Center, which is composed primarily of revenues from the Port's commercial airline service business lines. The Port also expects 54% of the project costs to be funded by an FAA Airport Improvement Program grant.

EXECUTIVE DIRECTOR'S RECOMMENDATION

The Executive Director recommends that the following resolutions be adopted:

BE IT RESOLVED, That approval is given to award a public improvement contract for the Taxiway A West Rehabilitation project at Portland International Airport to Tapani 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.

PUBLIC IMPROVEMENT CONTRACT – TAXIWAY K CONSTRUCTION, TAXIWAY B RECONSTRUCTION, AND EXITS A5 AND B2 RUNWAY GUARD LIGHTS INSTALLATION – HILLSBORO AIRPORT

February 12, 2025

Presented by: Jennifer Rabby
Development Manager
Grant Evenhus
Engineering Project Manager

REQUESTED COMMISSION ACTION

This agenda item requests approval to award a public improvement contract to K&E Excavating, Inc. (K&E Excavating), for the Taxiway K Construction, Taxiway B Reconstruction, and Exits A5 and B2 Runway Guard Lights Installation at Hillsboro Airport in the amount of \$11,239,643.75.

BACKGROUND

This project includes three distinct components at Hillsboro Airport: (1) a new cross-field taxiway; (2) reconstruction of an existing taxiway; and (3) installation of new safety lighting. These three airfield elements were bundled together as a single project so they can be managed by a single contractor to minimize operational impacts to the airfield during construction.

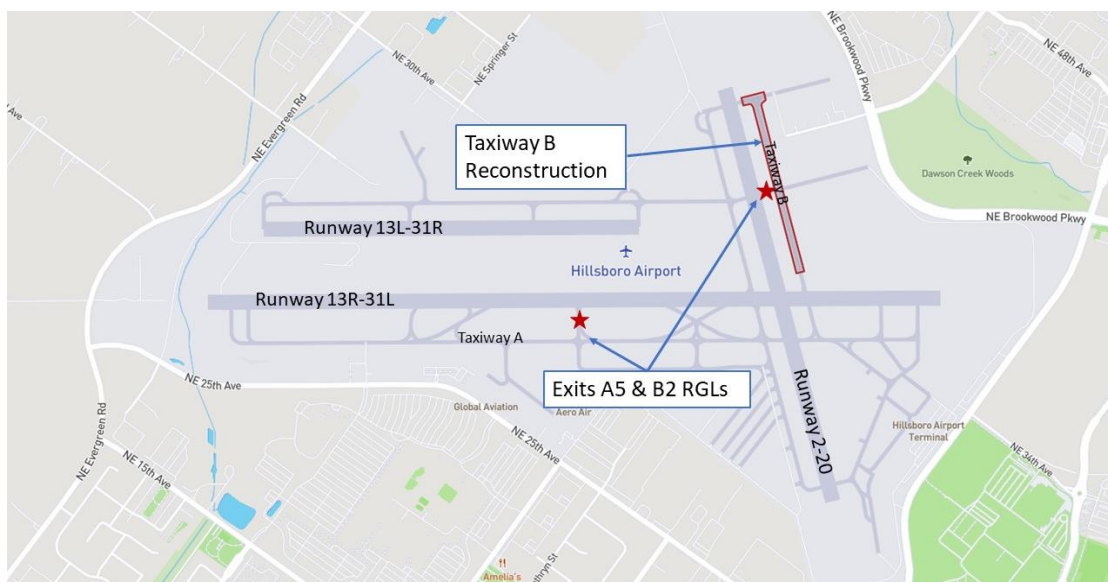
The first component of this project is construction of a new cross-field taxiway, Taxiway K. The plan for this new taxiway was a key outcome of the 2018 Hillsboro Airport Master Plan Update. This new taxiway will provide a safer and more efficient taxi route across the northern end of the airfield, providing a connection between Taxiways A and D, as well as better access to Runway 13L-31R. Existing Exits A3 and D2 will be removed with this work.

The second component of this project is reconstruction of Taxiway B, an existing parallel taxiway east of Runway 2-20. Taxiway B was constructed in 1993 and had an overlay in 2003. A geotechnical analysis to determine the aviation industry standard pavement condition index (PCI) of Taxiway B was prepared in 2023 and found low PCI values that indicate the pavement is failing and requires full reconstruction to bring it back to a 20-year design life. Taxiway B pavement will be reconstructed to current Federal Aviation Administration (FAA) standards. Project elements for both Taxiway K and Taxiway B will include pavement work and electrical improvements, including replacement of centerline and edge light cans, conduits and conductors. Other elements include storm drainage improvements, utility adjustments, signage and pavement marking.

The third component of this project is installation of new safety lighting. Exit A5 currently allows direct access from a fixed-base operator apron area to Runway 13R-31L. Similarly, Exit B2 allows direct access from a group of hangars to Runway 2-20. To improve pilot awareness and safety, the project will install Runway Guard Lights (RGLs) at these locations.

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Taxiway K Construction



PUBLIC IMPROVEMENT CONTRACT – TAXIWAY K CONSTRUCTION, TAXIWAY B
RECONSTRUCTION AND EXITS A5 AND B2 RUNWAY GUARD LIGHTS INSTALLATION –
HILLSBORO AIRPORT

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CONTRACT SCOPE OF WORK

This project includes the following key scopes of work:

- Construct new cross-field Taxiway K between Taxiway A and Taxiway D to improve circulation between east and west sides of the airfield.
- Reconstruct and/or rehabilitate existing asphalt concrete pavement on Taxiway B to provide a 20-year design life.
- Install RGLs at A5 and B2.
- Replace or remove and reset lighting system.
- Install storm drainage and adjust utilities.
- Restore pavement markings.

SCHEDULE

Preliminary design	February 2023 – April 2024
Design	April 2024 – December 2024
Commission approval (award public improvement contract)	February 12, 2025
Construction	May 2025 – September 2025

CONTRACT SOLICITATION

Solicitation Results

The Port procured this public improvement contract utilizing a competitive sealed bidding solicitation under Oregon Revised Statutes, Chapter 279C. The solicitation was advertised on December 12, 2024, and bids were opened on January 16, 2025. K&E Excavating, Inc. submitted the lowest responsive bid.

The bids were as follows:

K&E Excavating Incorporated	\$11,239,643.75
Kerr Contractors Oregon, LLC	\$11,933,919.00
Lawson Corp. Excavation	\$13,166,187.00
Engineer's Estimate	\$10,618,839.98

PUBLIC IMPROVEMENT CONTRACT – TAXIWAY K CONSTRUCTION, TAXIWAY B
RECONSTRUCTION AND EXITS A5 AND B2 RUNWAY GUARD LIGHTS INSTALLATION –
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Disadvantaged Business Enterprise Participation

Because the Port received some federal funding for the project, the Port set a disadvantaged business enterprise (DBE) program participation goal for this contract. Based on an availability analysis, the DBE participation goal was 15% of the total amount bid. The lowest responsive bid identified a 15.12% participation level. DBE includes firms certified by Oregon or Washington as socially or economically disadvantaged in accordance with U.S. Department of Transportation regulations.

BUDGET

Public improvement contract (construction)	\$11,240,000
Personal services contract (design)	\$1,250,000
Port staff and contracted services	\$3,091,000
Electrical pre-purchase	\$190,000
Contingency	\$1,580,000
Total budget	\$17,351,000

The contingency, representing 10% of the project cost, is considered reasonable given the risk profile for the project and the complexity of the work site.

The project costs will be funded by the Port Cost Center, which is composed primarily of revenues from the Port's public parking, rental car and ground transportation operations at Portland International Airport. The Port also expects 60% of the project costs to be funded by an FAA Airport Improvement Program grant.

EXECUTIVE DIRECTOR'S RECOMMENDATION

The Executive Director recommends that the following resolutions be adopted:

BE IT RESOLVED, That approval is given to award a public improvement contract for the Taxiway K Construction, Taxiway B Reconstruction and Exits A5 and B2 Runway Guard Lights Installation project at Hillsboro Airport to K&E Excavating, 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.

EQUIPMENT PROCUREMENT CONTRACT – ECONOMY AND EMPLOYEE LOTS SHUTTLE BUS REPLACEMENT – PORTLAND INTERNATIONAL AIRPORT

February 12, 2025

Presented by: Sarah Sowders
Development Manager
Aviation Planning & Dev.

Brian Freeman
Sr. Manager, Project Delivery

REQUESTED COMMISSION ACTION

This agenda item requests approval to award an equipment procurement contract to purchase 18 shuttle buses from Gillig LLC for the Economy and Employee Lots Shuttle Bus Replacement project at Portland International Airport (PDX) in the amount of \$12,188,000.

BACKGROUND

The existing shuttle bus fleet at PDX consists of 24 EIDorado buses. These shuttle buses are used to move people between the terminal and the economy and employee parking lots, which is critical to airport operations. The Port of Portland (Port) has implemented an ongoing bus replacement program to systematically identify and replace shuttle buses with high mileage (over 500,000 miles), as these vehicles contribute to higher maintenance and operating costs. The program ensures that the shuttle bus fleet will continue to provide the highest level of customer service and incorporate the newest passenger technology. Due to the pandemic, two rounds of shuttle bus replacements were delayed (the 2011 and 2014 models). This procurement will replace six 2011, six 2014, and six 2016 model EIDorado shuttle buses with 18 new 2026 model Gillig shuttle buses.

The existing EIDorado shuttle buses are powered by compressed natural gas (CNG). The 18 new Gillig buses will be powered by renewable diesel (R99). Switching a portion of the fleet to buses powered by renewable diesel will directly advance the Port's goal to achieve net zero carbon emissions by 2050. Burning R99 is better for the environment than burning CNG because renewable diesel produces significantly lower greenhouse gas emissions across its lifecycle, making it a cleaner fuel option. In addition, renewable diesel provides operational resilience by having more than one fuel source for the bus fleet. Port staff will continue to evaluate the most resilient and environmentally responsible options for future fleet management.



EQUIPMENT PROCUREMENT CONTRACT – ECONOMY AND EMPLOYEE LOTS SHUTTLE BUS REPLACEMENT – PORTLAND INTERNATIONAL AIRPORT

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CONTRACT SCOPE OF WORK

This project includes the following key scopes of work:

- Fabricate, factory inspect and deliver 18 shuttle buses.
- Provide onsite training for maintenance and operator personnel

SCHEDULE

Design	July 2024 – December 2024
Commission approval (award equipment procurement contract)	February 12, 2025
Equipment manufacture and delivery	March 2025 – May 2026
Prepare buses for service (cameras, logos, radios, gate sensor) and place into service	May 2026 – August 2026

CONTRACTING

Two vendors were identified as potential suppliers for the buses. However, after analysis Gillig LLC was the only vendor that could meet the Port's requirements and schedule. The Port will contract directly with Gillig LLC to acquire the shuttle buses by issuing a purchase order against the State of Washington's existing cooperative purchasing contract. The State of Washington conducted a competitive process for purchasing shuttle buses, contracting with various vendors including Gillig LLC. Those contracts allow "cooperative" purchasing by participating public contracting agencies, using established terms including pricing. The Port has the authority to utilize these cooperative contracts under Oregon's public contracting laws. The Port gave public notice of its intent to establish this contract through an interstate cooperative procurement, and received no adverse comments from the vendor community.

Small Business Participation (SBE)

Cooperative purchasing requires the use of pre-established terms and conditions established by the lead agency, which cannot be significantly modified by participating entities such as the Port. Therefore, the Port's normal process for establishing SBE participation goals was not applied to this equipment procurement contract. However, Gillig LLC has documented its Disadvantaged Business Enterprise (DBE) participation and goals in accordance with regulations of the U.S. Department of Transportation. Gillig LLC has provided documentation to the Port showing that its current DBE participation goal is 0.8%.

EQUIPMENT PROCUREMENT CONTRACT – ECONOMY AND EMPLOYEE LOTS SHUTTLE
BUS REPLACEMENT – PORTLAND INTERNATIONAL AIRPORT

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BUDGET

Equipment procurement contract	\$12,188,000
Port staff and contracted services	\$200,000
Install Port-provided equipment and provide training	\$150,000
Contingency	\$812,000
Total budget	\$13,350,000

The contingency, representing 6.4% of the project cost, is considered reasonable given the risk profile for the procurement.

The project costs will be funded by the Port Cost Center, which is composed primarily of revenues from the Port's public parking, rental car and ground transportation operations at PDX.

EXECUTIVE DIRECTOR'S RECOMMENDATION

The Executive Director recommends that the following resolutions be adopted:

BE IT RESOLVED, That approval is given to award an equipment procurement contract for 18 shuttle buses for the Economy and Employee Lots Shuttle Bus Replacement project at Portland International Airport to Gillig LLC, 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.