



AGENDA\*  
 Regular Commission Meeting  
 Port of Portland Headquarters  
 7200 N.E. Airport Way, 8<sup>th</sup> Floor  
 March 10, 2021  
 9:30 a.m.

Due to the COVID-19 pandemic, the Commission will meet virtually.  
 The meeting will be streamed live on the Port’s website and YouTube channel.

Written public comments can be submitted via email at [testimony@portofportland.com](mailto:testimony@portofportland.com).

If you wish to provide live testimony, please send an email with your first and last name to [testimony@portofportland.com](mailto:testimony@portofportland.com) and you will be provided with a link to testify via MS Teams.

The deadline to sign up for live testimony is noon on the day prior to the Port of Portland Commission Meeting.

**Minutes**

Approval of Minutes: Regular Commission Meeting – February 10, 2021

**Executive Director**

Approval of Executive Director’s Report – February 2021

**Public Comments**

**General Discussion**

|   |   |
|---|---|
| Interstate Bridge Update                  | <i>GREG JOHNSON<br/>KRISTEN LEONARD</i> |
| Vaccine Point of Dispensing Update        | <i>STEVE NAGY<br/>NORA YOTSOV</i>       |
| Owner Controlled Insurance Program Update | <i>DYLAN LAUZON</i>                     |

**Consent Item**

- 2021 PORT OF PORTLAND TRANSPORTATION IMPROVEMENT PLAN *LEWIS LEM*  
 Requests approval of the 2021 Port of Portland Transportation Improvement Plan.

\*Certain discussion, consent and agenda items may contain forecasts/estimates. Actual results may differ.

**Action Items**

2. PUBLIC IMPROVEMENT CONTRACT AMENDMENT – TERMINAL CORE REDEVELOPMENT PROJECT – PORTLAND INTERNATIONAL AIRPORT *GEORGE SEAMAN*

Requests approval to amend the existing public improvement contract with Hoffman Skanska LLC for the Terminal Core Redevelopment project at Portland International Airport.

3. PUBLIC IMPROVEMENT CONTRACT – PARKING GARAGES P1 AND P2 WAYFINDING SIGNAGE REPLACEMENT – PORTLAND INTERNATIONAL AIRPORT *ALAN DAKESSIAN*

Requests approval to award a public improvement contract to High Point Construction Services, LLC, for the Parking Garages P1 and P2 Wayfinding Signage Replacement project at Portland International Airport.

**2021 PORT OF PORTLAND TRANSPORTATION IMPROVEMENT PLAN**

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March 10, 2021

Presented by: Lewis Lem  
Senior Transportation Planner**REQUESTED COMMISSION ACTION**

This agenda item requests approval of the Port of Portland's (Port) Transportation Improvement Plan (PTIP) 2021. As a transportation agency reliant on elements of the transportation system developed and managed by others to support our mission, the Port must carefully plan, consider funding initiatives, and support projects that will enhance access for Port customers, businesses, passengers and employees, both in this region and throughout the state. The Port Commission considers the PTIP annually as the basis for charting our transportation improvement needs and funding requirements.

**BACKGROUND**

Transportation continues to be both a strategic advantage for this region and a potential vulnerability. We are a small market and good access to markets beyond our region is critical for the businesses that locate here, but it is also crucial that the businesses that rely on products from others in this region can receive them in a timely manner. That means making strategic investments in all parts of the transportation system to diminish choke points, excessive congestion and poor connections.

This year's PTIP is a compilation of more than 80 marine, aviation, road, rail, transit and waterway improvements that address Port facility, property access and freight mobility needs. Some of the projects in the PTIP are primarily the Port's responsibility; others are critical for Port customers' market access on systems owned and operated by others. The projects on systems owned and operated by other governments or private rail carriers are primarily the responsibility of those entities, but due to competing priorities and capital constraints, they require some amount of Port focus and/or financial participation to create the impetus for the responsible entity to pursue the project.

The Port's industrial lands initiative, our efforts to retain and grow service, and portions of our federal and state strategy link back to the PTIP. It is our blueprint to ensure that we are strategic about investing in the system to meet our customers' market access needs and for the region to remain attractive for business expansion and job growth.

As a result of increased competition for fewer federal and state transportation dollars, increasing congestion, the need for global market access, and the impact of inflation and fuel efficiency on the purchasing power of local and state gas taxes, the demand for transportation improvements continues to far exceed existing funding sources. In order to address business and passenger transportation market access and freight bottlenecks, needed improvements must be included in regional, state and federal transportation planning documents and funding strategies. Since transportation funds are not adequate to meet most of the region's capital and maintenance

## 2021 PORT OF PORTLAND TRANSPORTATION IMPROVEMENT PLAN

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needs, the Port must consider prioritizing our customers' most critical transportation access needs, as well as look to other governments and the private sector for funding Port transportation maintenance and major capital investments.

For these reasons and others, it is prudent to review our transportation needs with the Commission annually. In addition, federal and state regulations require that all transportation funding requests include public review of project lists and funding strategies. Regulations further require inclusion of projects in regional transportation plans to be considered for air quality assessment and funding. To meet state and federal public process requirements established in 1991, the Commission must formally authorize submission of the PTIP to Metro and the Oregon Department of Transportation when there are changes to projects or funding priorities. Project funding priorities are reconsidered annually when PTIP projects and costs are updated.

The projects identified in the PTIP were developed with full opportunity for public review and input. The PTIP was placed on the Port's website and notice of the PTIP's public hearing was published. A public hearing was held as part of the PTIP discussion at the February 2021 Commission meeting. Port staff intends to work with Metro, state and local transportation planners to include the projects in the PTIP in the local Transportation System Plans, the Regional Transportation Plan, and funding programs at various levels of government.

### **EXECUTIVE DIRECTOR'S RECOMMENDATION**

The Executive Director recommends that the following resolutions be adopted:

BE IT RESOLVED, That approval is given to the Port of Portland's Transportation Improvement Plan, and approval is given to submit it to Metro and the Oregon Department of Transportation for inclusion in the Regional Transportation Plan to be eligible for future state, regional and federal funding; and

BE IT FURTHER RESOLVED, That approval is given to seek federal, state and regional transportation funds for the list of projects identified in the Port Transportation Improvement Plan.

**PUBLIC IMPROVEMENT CONTRACT AMENDMENT – TERMINAL CORE REDEVELOPMENT PROJECT – PORTLAND INTERNATIONAL AIRPORT**

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March 10, 2021

Presented by: George Seaman  
Engineering Project Manager**REQUESTED COMMISSION ACTION**

This agenda item requests approval to amend the existing public improvement contract with Hoffman Skanska LLC (Hoffman Skanska) for the Terminal Core Redevelopment (TCORE) project at Portland International Airport (PDX) in the amount of \$9,000,000. The increase included in this amendment will provide for early procurement of building vertical transportation components.

**BACKGROUND**

In 2010, the Port of Portland (Port) began developing a comprehensive strategy to reconfigure the core terminal at PDX. Based on thorough, ongoing planning and analysis, the Port developed the TCORE project, which is intended to ensure: 1) the most effective and efficient passenger processing possible; 2) the best possible passenger experience; 3) the maximization of concession revenues; and 4) a long-range plan that is sustainable, affordable, and adaptable. As detailed in earlier Commission agenda items, TCORE project work includes the following:

- Expanding the terminal core area by constructing a seismically-resilient addition extending the existing building footprint approximately 180 feet to the west (the Western Expansion).
- Relocating the security checkpoints into the newly-constructed addition.
- Constructing a seismically-resilient “clear span” roof structure from the curbside to the westward edge of the expanded ticket lobby, spanning the entire terminal building east to west and opening up the building functionally and architecturally.
- Removing the existing roof and mezzanine over the terminal building.
- Relocating and reconstructing the post-security concession nodes further to the west to better align passenger flow with the newly-constructed addition.
- Extending Concourse B and demolishing Concourse A to improve passenger experience and seismic resiliency of the ground-load facility at PDX.
- Remodeling the ticket lobby by removing existing ticket counters and reorienting them 90 degrees into a flow-through design.

TCORE project contracts the Port Commission has approved to date include:

- September 2015 – Design services contract with ZGF (the Design Contract).
- September 2015 – Pre-construction support services contract with Turner Construction Company.

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- May 2018 – Construction Manager/General Contractor (CM/GC) public improvement contract with Hoffman Skanska (the Construction Contract).
- April 2019 – Personal services contract amendment for commissioning services with Burns & McDonnell (the Commissioning Services Contract).
- August 2020 – Personal services contract amendment for testing and special inspection services with Intertek – Professional Service Industries, Inc. (the Testing and Inspection Contract).

The Commission has also approved various amendments to the Design Contract, the Construction Contract, and the Commissioning Services Contract. Certain Commission-approved amendments are described below.

In November 2017, the airlines serving PDX approved \$950,000,000 in funding for Phase 1 of the TCORE project, which included the Western Expansion construction, the new roof over the terminal building, and the Concourse B extension. In August 2019, the airlines approved an additional \$700,000,000 in funding for Phase 2 of the project to complete the renovation of the ticket lobby and the post-security concession nodes.



### **CONSTRUCTION CONTRACT – AMENDMENTS TO DATE**

The Port Commission has approved the following amendments to the Construction Contract since its award:

- March 2019 – In the amount of \$38,336,191, to facilitate certain enabling work for the redevelopment of Concourse B, deliver the passenger boarding bridge replacement project, and secure design-related assistance from key subcontractors. That work is ongoing.
- July 2019 – In the amount of \$8,092,413, to facilitate the delivery of the terminal re-lamp project, extend pre-construction services during the design development phase of that project, and obtain additional design assistance and professional services during its preconstruction phase.

- September 2019 – In the amount of \$75,915,156, for work associated with construction activities for the Concourse B extension, the pre-purchase of roof materials, and other early-work activities for the TCORE project. (This amount has been reduced by \$16,166,501 from the previously-reported amount, to correct an inadvertent error in the September 2019 Commission agenda item, which overstated these amounts by including the cost of already-approved Concourse B enabling work scope activities.)
- December 2019 – In the amount of \$2,043,059, for work associated with procuring job-site trailers, installing the trailers, and remodeling Building 5420 to provide for construction logistical support.
- January 2020 – In the amount of \$2,912,668, for miscellaneous construction-related scopes of work, including the development of the Occupant Safety Plan required by Oregon building codes.
- February 2020 – In the amount of \$71,267,772, for construction of a pre-fabrication facility and logistics center next to the Airport Rescue and Fire Fighting facility, and enabling work associated with the installation of new building support columns.
- March 2020 – In the amount of \$72,000,000, for relocation of utilities residing within the footprint of the Western Expansion, installation of new utilities, and piling work relating to the new building column foundations.
- April 2020 – In the amount of \$31,000,000, for interim work scopes associated with ticket lobby modifications, security checkpoint relocations, and logistical services to provide support for overall project construction.
- August 2020 – In the amount of \$230,000,000, for construction of building structural steel, roof component pre-fabrication, roof transportation to terminal and final installation, curtain wall installation, seismic isolation componentry and project logistical support.
- December 2020 – In the amount of \$248,220,000, for demolition of the existing building, temporary installation of enplaning level waterproofing, structural supports, construction barriers and mechanical air-handlers, and construction staffing and logistical support for the demolition phase of the project.

### **NEW CONSTRUCTION CONTRACT AMENDMENT – SCOPE OF WORK**

The Port now wishes to amend the Construction Contract to include procurement of building escalators and elevators to allow final coordination of these elements with the design; development of component shop drawings; and procurement of long-lead materials.

### **COMPENSATION**

Port staff have negotiated with Hoffman Skanska to increase the Guaranteed Maximum Price (GMP) of the Construction Contract by \$9,000,000 to facilitate the work contemplated by this amendment. This amount was developed in accordance with the contract's established compensation mechanism, which generally includes reimbursing the cost of the work plus a 2.97% fixed fee, subject to the GMP. The 20% small business participation goal established for this contract will remain the same for the work covered by this amendment.

To date, the Construction Contract value is summarized as follows:

|                           | <b>Total<br/>Contract Value</b> | <b>TCORE-Funded<br/>Portion of Contract</b> |
|---------------------------|---------------------------------|---|
| Original contract amount  | \$5,637,076                     | \$5,637,076                                 |
| Amendments to date        | \$779,787,579                   | \$760,141,473                               |
| <b>This amendment</b>     | \$9,000,000                     | \$9,000,000                                 |
| New total contract amount | \$794,424,655                   | \$774,778,549                               |

Awarding this amendment is consistent with the Construction Contract’s terms, which allow the Port to amend the contract to accommodate additional phases of work as the project progresses, if performance to date is satisfactory. Commission approval is required to grant the necessary contracting authority based on the dollar amount of the amendment.

**SCHEDULE**

|   |                                |
|---|--------------------------------|
| Preliminary planning  | November 2014 – December 2014  |
| Consultant selection  | January 2015 – July 2015       |
| Commission action (approve award of Design Contract and pre-construction support services contract)   | August 2015                    |
| Conceptual plan selection phase   | September 2015 – February 2016 |
| Commission action (approve Design Contract amendments for conceptual design and pre-construction support services)  | April 2016                     |
| Conceptual design development phase   | April 2016 – April 2017        |
| Commission action (approve Design Contract amendment, exempt Construction Contract from competitive bidding)  | December 2017                  |
| Contractor selection (Construction Contract)  | December 2017 – February 2018  |
| Schematic design development phase  | January 2018 – December 2018   |
| Commission actions (approve amendments to the Design Contract, Commissioning Services Contract, Construction Contract, and Testing and Inspection Contract) | April 2018 – December 2020     |
| <b>Commission action (approve Construction Contract Amendment)</b>  | <b>March 2021</b>              |
| Detailed design development phase   | February 2019 – September 2021 |
| Construction  | April 2019 – May 2025          |



**BUDGET**

|  |                        |
|--|------------------------|
| <b>CM/GC services (including construction)</b> | <b>\$1,191,000,000</b> |
| Consultant design services                     | \$162,000,000          |
| Procurements/equipment                         | \$55,000,000           |
| Port staff/contracted services                 | \$75,000,000           |
| Permits  | \$17,000,000           |
| Contingency                                    | \$150,000,000          |
| Total Project                                  | <u>\$1,650,000,000</u> |

The project contingency shown above represents the Port-controlled contingency at 10% of the current project costs. Under this project delivery model, risk is shared and transparent; therefore, contingency at the contracting phase is also shared. The CM/GC services cost shown above also includes a contractor-controlled contingency of 5% of the current project costs. Total contingency, representing 15% of the project cost, is considered reasonable given the stage of the TCORE project, the nature of the work, and the risk profile for the project.

TCORE project funding and contract costs are funded by the Airline Cost Center, which is composed primarily of revenues from the Port's commercial airline service business lines.

**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 public improvement contract with Hoffman Skanska LLC for the Terminal Core Redevelopment 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.

**PUBLIC IMPROVEMENT CONTRACT – PARKING GARAGES P1 AND P2 WAYFINDING SIGNAGE REPLACEMENT – PORTLAND INTERNATIONAL AIRPORT**

March 10, 2021

Presented by: Alan Dakessian  
Engineering Project Manager

**REQUESTED COMMISSION ACTION**

This agenda item requests approval to award a public improvement contract to High Point Construction Services, LLC (HPCS), for the Parking Garages P1 and P2 Wayfinding Signage Replacement project at Portland International Airport (PDX) in the amount of \$998,634.18.

**BACKGROUND**

This project has two drivers. First, the Port of Portland (Port) created a Wayfinding Signage Master Plan (SMP) in 2019. The SMP is a comprehensive document that updates the design of wayfinding signage throughout PDX. This project will bring several areas of the airport into compliance with these new standards.

Second, the Port is nearing completion of the Parking Additions and Consolidated Rental Car facility (PACR) project, which includes two major components: the new P3 Long Term Garage, which also houses rental car operations, and a new Rental Car Center (RCC). The addition of these two buildings to the PDX campus, and their impacts to pedestrian circulation to and from the terminal, require the update of the wayfinding signage in the existing north and south pedestrian tunnels, as well as in the existing P1 (Short Term) and P2 (Long Term) garages. A schematic of the new facilities and customer pathways is shown below in Figure 1.

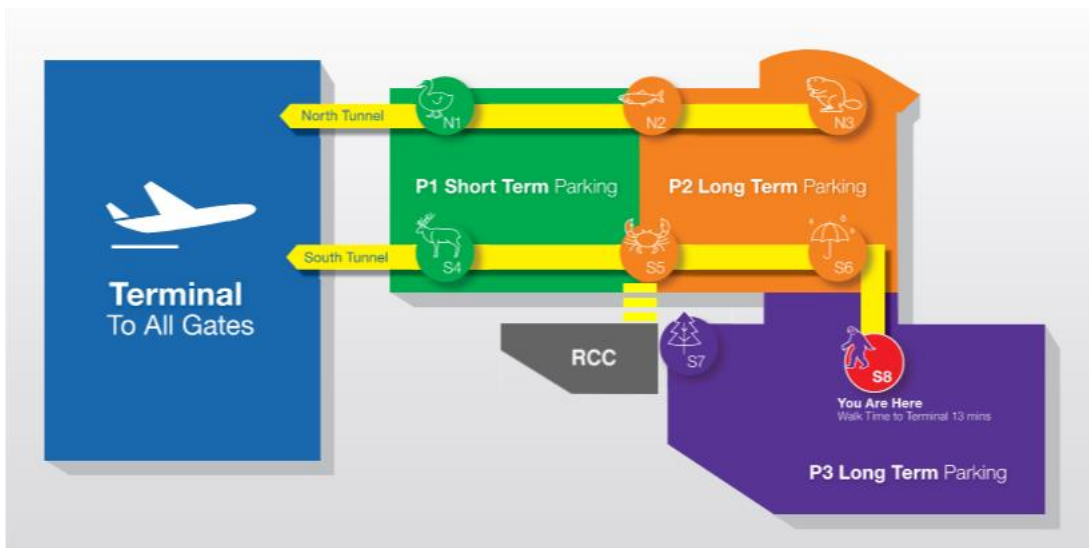


Figure 1: New P3 Long Term Garage and Rental Car Center Pathways

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To help pedestrians navigate to and from their vehicles and the new rental car facilities, the SMP calls for new wayfinding signage in the pedestrian tunnels and parking garage elevator cores to provide better location informational cues. Figure 2 below shows the color coding of the garages, and the new elevator core names and icons. Finally, Figure 3 shows a typical elevator core in the P2 garage.












|  | Graphic   | Code      | Written Form     |
|--|---|-----------|------------------|
|  <b>P1</b><br>Short Term  |    | <b>N1</b> | <i>Duck</i>      |
|  |    | <b>N2</b> | <i>Salmon</i>    |
|  |    | <b>N3</b> | <i>Beaver</i>    |
|  <b>P2</b><br>Long Term   |    | <b>N4</b> | <i>Elk</i>       |
|  |    | <b>S5</b> | <i>Crab</i>      |
|  |  | <b>S6</b> | <i>Umbrella</i>  |
|  <b>P3</b><br>Long Term |  | <b>S7</b> | <i>Fir Tree</i>  |
|  |  | <b>S8</b> | <i>Sasquatch</i> |

Figure 2: Garage Colors, Elevator Core Names and Icons

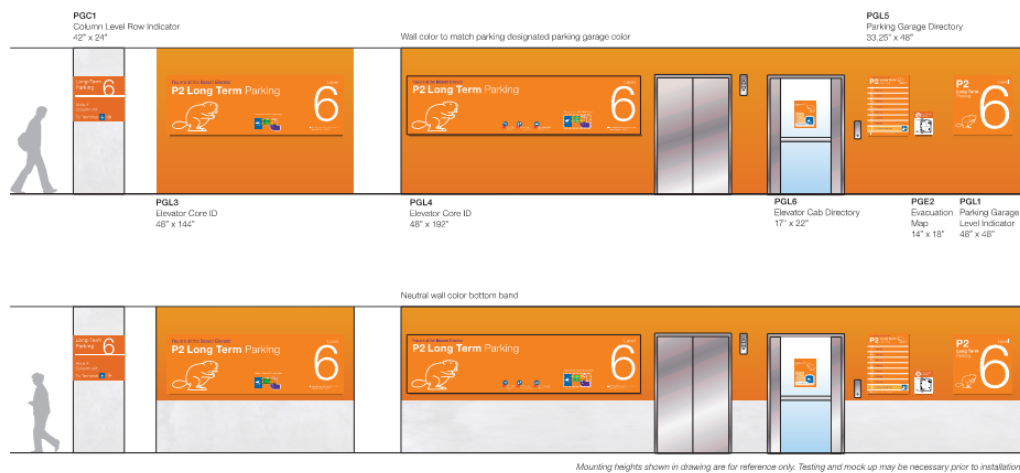


Figure 3: Typical Elevator Core Signage; P2 Garage, Beaver Elevators, Level 6

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SIGNAGE REPLACEMENT – PORTLAND INTERNATIONAL AIRPORT

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**CONTRACT SCOPE OF WORK**

This project includes the following key scopes of work:

- Replace wayfinding signage and wall markings in the North and South pedestrian tunnels.
- Replace wayfinding signage and wall markings and add new paint colors in six elevator cores and elevator cabs in the P1 and P2 garages.
- Replace wayfinding signage in the two elevator cores and elevator cabs in the terminal serving the pedestrian tunnels.

**SCHEDULE**

|  |                           |
|--|---------------------------|
| Preliminary design   | July 2019 – May 2020      |
| Design   | June 2020 – March 2021    |
| <b>Commission approval (award public improvement contract)</b> | <b>March 10, 2021</b>     |
| Construction   | April 2021 – January 2022 |

**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 February 1, 2021 and bids were opened on February 23, 2021. HPCS submitted the lowest responsive bid.

The bids were as follows:

|                                       |                |
|---------------------------------------|----------------|
| Forge Graphics Works                  | \$410,962.13*  |
| High Point Construction Services, LLC | \$998,634.18   |
| Ramsay Signs                          | \$1,153,580.88 |
| Asa Construction                      | \$1,156,284.00 |
| O'Neill Electric, Inc.                | \$1,262,067.00 |
| Engineer's Estimate                   | \$1,360,000.00 |

\*Bid was deemed non-responsive because the bidder did not submit their bid on the Port's bid form and no First-Tier Subcontractor Disclosure or Small Business Compliance Report/Confirmation of Participation letters were submitted.

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**Small Business Participation**

Based on an availability analysis, the Port's small business enterprise (SBE) program participation goal for this contract was 20% of the total amount bid. The lowest responsive bid identified a 30% participation level.

SBE includes firms certified by Oregon or Washington as minority, women, or service disabled veteran-owned, or as an emerging small business.

**RISKS**

Risk: Safety risks associated with working in active garages and other public spaces.

Mitigation Strategies:

- All work in the garages will require pre-approved traffic control and safety plans.
- All work in public areas will require safety plans detailing methods for separating the public from active work areas.

**BUDGET**

|   |                    |
|---|--------------------|
| <b>Public improvement contract (construction)</b> | <b>\$1,000,000</b> |
| Personal services contract (design)               | \$260,000          |
| Port staff and contracted services                | \$475,000          |
| Contingency                                       | \$173,500          |
| Total budget                                      | \$1,908,500        |

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 the airport.

**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 P1 and P2 Parking Garage Wayfinding Signage Replacement project at Portland International Airport to High Point Construction Services, 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.