



AGENDA  
Regular Commission Meeting  
Port of Portland Headquarters  
7200 N.E. Airport Way, 8<sup>th</sup> Floor  
April 11, 2018  
9:30 a.m.

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**Minutes**

Approval of Minutes: Regular Commission Meeting – March 14, 2018

**Executive Director**

Approval of Executive Director's Report – March 2018

**Public Comments**

**General Discussion**

Overview of the State and Regional Economy

*SCOTT DRUMM  
JOSH LEHNER*

**Consent Item**

1. PORT OF PORTLAND GRANT APPLICATION FOR METRO URBAN GROWTH BOUNDARY EMPLOYMENT LAND SITE READINESS TOOLKIT

*LISE GLANCY*

Requests approval of a resolution from the Commission that it supports the Port of Portland's participation in the Employment Land Site Readiness Toolkit project for which the Port is seeking a Metro 2040 Planning and Development Grant.

**Action Items**

2. PERSONAL SERVICES CONTRACT AMENDMENT – TERMINAL CORE REDEVELOPMENT PROJECT – PORTLAND INTERNATIONAL AIRPORT

*GEORGE SEAMAN*

Requests approval to amend the existing personal services contract with ZGF Architects LLP for the Terminal Core Redevelopment project at Portland International Airport.

3. PUBLIC IMPROVEMENT CONTRACT AMENDMENT – PARKING ADDITIONS AND CONSOLIDATED RENTAL CAR FACILITY – PORTLAND INTERNATIONAL AIRPORT

*ERIC FORSYTH*

Requests approval to amend the design-build public improvement contract with JE Dunn Construction Company.

4. PUBLIC IMPROVEMENT CONTRACT – AIRTRANS WAY  
RECONSTRUCTION – AIRTRANS CENTER

*MARCEL HERMANS*

Requests approval to award a public improvement contract to Goodfellow Bros., Inc. for the Reconstruct Airtrans Way project at the Portland International Airport AirTrans Center.

**PORT OF PORTLAND GRANT APPLICATION FOR METRO URBAN GROWTH BOUNDARY  
EMPLOYMENT LAND SITE READINESS TOOLKIT**

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April 11, 2018

Presented by: Lise B. Glancy  
Manager, Strategic Partnerships**REQUESTED COMMISSION ACTION**

This agenda item requests approval of a resolution from the Commission that it supports the Port of Portland's (Port) participation in the Employment Land Site Readiness Toolkit project for which the Port is seeking a Metro 2040 Planning and Development Grant.

**BACKGROUND**

Metro Regional Government (Metro) manages the 2040 Planning and Development Grant Program funded by regional excise taxes on certain construction projects within Metro's service district. This program has been in place since 2006. Grant applications are solicited by Metro annually and awarded on a competitive basis. Approximately \$2 million in funding is available for the 2018 grant cycle. Twenty-five percent of funds will be targeted for qualified projects to facilitate development in centers, corridors, station areas and employment/industrial areas.

The Port, working in partnership with Greater Portland Inc and 19 regional partners, is submitting a \$170,000 grant application for the 2018 grant cycle (matched by \$23,000 in partner cash and in-kind staff support) to develop a best practices toolkit to help address development challenges on employment sites within the Metro Urban Growth Boundary, and help move these more complex vacant, under-utilized and redevelopment employment sites to market-ready status. Employment land is broadly defined as land that could be used for employment generating activities, including land zoned for industrial and commercial purposes.

The Port has been a significant landowner in the region for over 60 years, and has long played a leadership role in industrial land development. Creating an industrial development strategy and program that leverages the Port's strengths to create a more equitable and prosperous region is a strategic priority of the Port. A robust inventory of market-ready employment land is key to the region's economic competitiveness and prosperity, ensuring all our residents benefit from that prosperity through access to employment.

The grant application to Metro is required to include an approved resolution from the Commission that confirms support for the project and explicitly authorizes budget commitment of in-kind or financial resources to the project. The Port's leadership on this grant is appropriate for this region-wide initiative. The deadline for submission of the grant is April 20, 2018.

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EMPLOYMENT LAND SITE READINESS TOOLKIT

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**EXECUTIVE DIRECTOR'S RECOMMENDATION**

The Executive Director recommends that the following resolutions be adopted:

BE IT RESOLVED, That the Port of Portland Commission supports the Employment Land Site Readiness Toolkit project for which a Metro 2040 Planning and Development Grant is sought and authorizes budget commitment of the necessary in-kind or financial resources to the project; 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 – TERMINAL CORE REDEVELOPMENT PROJECT – PORTLAND INTERNATIONAL AIRPORT**

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April 11, 2018

Presented by: George Seaman  
Engineering Project Manager

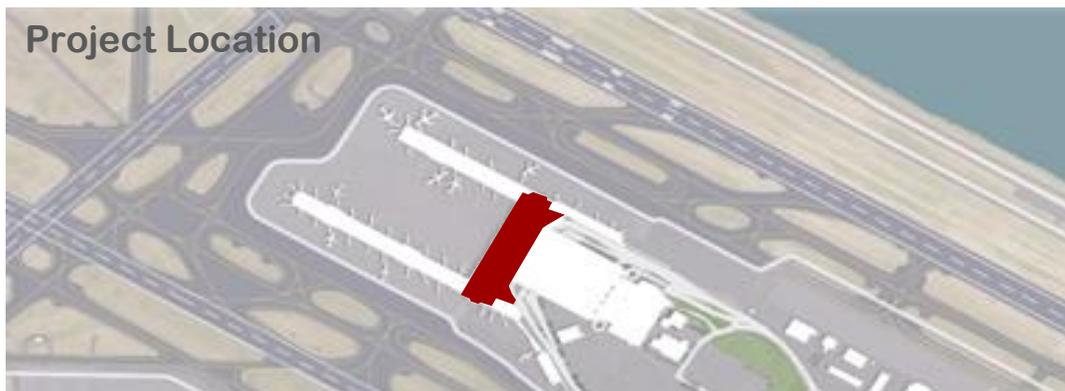
**REQUESTED COMMISSION ACTION**

This agenda item requests approval to amend the existing personal services contract (Design Contract) with ZGF Architects LLP (ZGF) for the Terminal Core Redevelopment (TCORE) project at Portland International Airport (PDX) in the amount of \$6,975,528, to provide for detailed design development services for the extension and redevelopment of Concourse B.

**BACKGROUND**

Beginning with the 2010 PDX Master Plan (Airport Master Plan) and continuing with the 2012 Ticket/Check-In Lobby Concept Plan (Lobby Concept Plan), the Port of Portland (Port) has evaluated the PDX core terminal area and developed a comprehensive strategy to reconfigure the terminal, ensuring: 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.

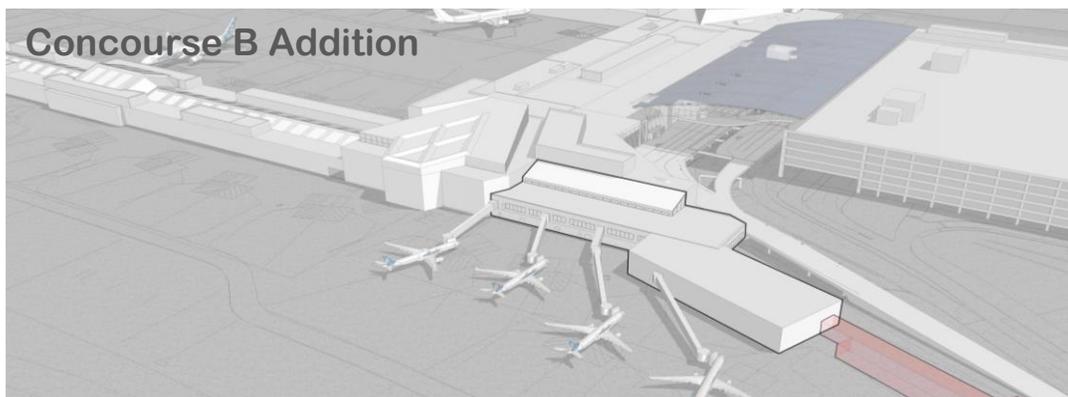
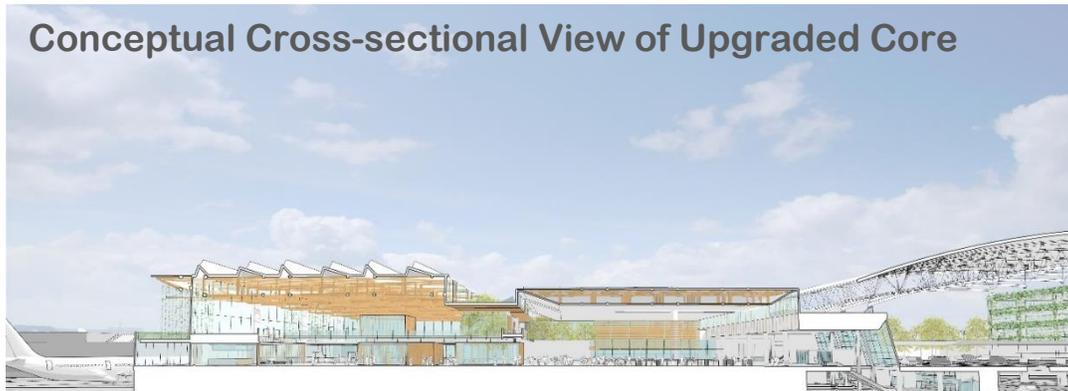
In July 2014, Port staff presented the results of the Lobby Concept Plan to the Commission. In August 2015, the Commission approved the initial award of a personal services contract to ZGF for architectural and engineering design services for the TCORE project, beginning with conceptual planning for the terminal redevelopment. At that time, the Commission also approved the award of a pre-construction support services contract to Turner Construction Company (Turner). In April 2016, the Commission approved amendments to these contracts to proceed with conceptual design of the selected plan for the TCORE project. In December 2017, the Commission approved an amendment to the Design Contract to provide schematic design services for the TCORE project. While schematic design of the entire TCORE project is scheduled to continue throughout 2018, the schematic design of Concourse B is now complete.



PERSONAL SERVICES CONTRACT AMENDMENT – TERMINAL CORE REDEVELOPMENT  
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**SCOPE OF WORK**

The TCORE project includes the following key scopes of work:

- Expanding the terminal core area by constructing a seismically-resilient addition extending the existing building footprint approximately 180 feet to the west.
- Relocating the security checkpoints into the newly-constructed addition.
- Constructing a “clear span” roof structure from the curbside to the westward edge of the existing ticket lobby, spanning the entire terminal building east to west and opening up the building functionally and architecturally.

PERSONAL SERVICES CONTRACT AMENDMENT – TERMINAL CORE REDEVELOPMENT  
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- 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.
- Constructing additional floors on the Parking and Rental Car Center (PACR) customer service building to house functions currently residing in the terminal building mezzanine including the PDX communications center, Port police, Transportation Security Agency administration services and Port security badging office.

**PROPOSED DESIGN CONTRACT AMENDMENT**

As discussed in previous agenda items, the Design Contract was contemplated to be awarded in phases as the project timeline advanced. To date, the scope of work in the Design Contract includes concept selection, conceptual design development and schematic design development. The schematic design of Concourse B was recently completed and staff has now negotiated an amendment to the Design Contract with ZGF to provide final design development for the Concourse B expansion.

Final design development of the remainder of the project will commence at the completion of schematic design, which is scheduled to be completed by the end of 2018. Final design development is anticipated to require three years to complete. To obtain final design development services, the Port intends to engage ZGF under an amendment to the existing Design Contract, as contemplated when the Design Contract was originally awarded. Provided the Port and ZGF can agree on mutually acceptable terms, the Commission will be asked to grant additional contracting authority to award the final design amendment following ZGF's completion of the schematic design work.

The Port also intends to engage ZGF under an additional amendment to the Design Contract to obtain final construction support services. The Design Contract allows the Port to invoke this scope of work at its option. The Port will negotiate an amendment to the Design Contract for construction support services prior to the commencement of construction. Provided the Port and ZGF can agree on mutually acceptable terms, the Commission will be asked to grant additional contracting authority to award the construction support services amendment to the Design Contract.

As discussed in previous agenda items, the Design Contract provides for payment on an hourly basis at negotiated rates, plus expenses. The small business participation goal for the design contract is 10.3%.

PERSONAL SERVICES CONTRACT AMENDMENT – TERMINAL CORE REDEVELOPMENT  
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To date, the Design Contract has been amended as follows:

Original contract amount	\$2,760,936
Concept design amendment	\$7,804,530
Rate adjustment*	\$102,297
Ticket lobby simulations	\$28,000
Terminal expansion evaluation	\$830,131
Simulations funded by the PDX Terminal Balancing (TBAL) project	\$20,000
Extend conceptual design	\$483,597
AAAC ballot support/option development	\$495,767
Schematic design	\$33,782,595
<b>This amendment</b>	<b>\$6,975,528</b>
New total contract amount	\$53,273,393

\*The Design Contract allows ZGF to request a rate adjustment annually, to reflect actual increases in the cost of performing the services.

**SCHEDULE**

Preliminary planning	November 2014 – December 2014
Consultant selection	January 2015 – July 2015
Commission action (approve award of personal services and preconstruction support services contracts)	August 2015
Conceptual plan selection phase	September 2015 – February 2016
Commission action (approve 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 public improvement contract from competitive bidding)	December 2017
Contractor selection (public improvement contract)	December 2017 – February 2018

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**SCHEDULE** (continued)

Schematic design development phase	January 2018 – September 2018
<b>Commission action (approve Design Contract amendment)</b>	<b>April 2018</b>
Commission action (approve award of public improvement CM/GC Contract)	May 2018 – June 2018
Detailed design development phase	October 2018 – November 2021
Construction	December 2018 – October 2024

**PROJECT RISKS**

Risk: Adverse impacts to stakeholders.

Mitigation Strategies:

- The Port brought construction expertise (Turner) into the TCORE project during the conceptual plan selection phase to assist with constructability analysis.
- Develop phasing plans early in the TCORE project to determine potential impacts.
- Develop phasing plans that allow relocation of a large portion of ticketing and security functions at PDX in a single move.
- Communicate TCORE project goals, directions and plans to the various stakeholders affected by the TCORE project throughout the planning and design phases.
- Select a Construction Manager/General Contractor (CM/GC) contractor during the schematic design phase to develop construction plans and complete constructability analysis.

Risk: Construction cost greater than anticipated.

Mitigation Strategies:

- Have independent estimates performed by ZGF, Turner and a CM/GC contractor during the conceptual design development and final design development phases.
- Develop the construction schedule and approach during the conceptual plan selection phase and update it throughout the TCORE project design phase.
- Engage a CM/GC contractor as soon as possible after the conceptual design phase is complete and the TCORE project is approved.
- Utilize GMP compensation methodology in the CM/GC contract to enhance cost certainty.

PERSONAL SERVICES CONTRACT AMENDMENT – TERMINAL CORE REDEVELOPMENT  
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Risk: Changing conditions of the global aviation industry.

Mitigation Strategies:

- Phased approach allows the Port to delay TCORE project phases in response to external conditions.
- Design the PDX terminal modifications to allow for flexibility as future passenger processing options evolve.
- Coordinate TCORE project concept activities with airline technical representative (J. A. Watts, Inc.).

**BUDGET**

At this time, the Airport and Airline Affairs Committee approval for the TCORE project includes only the initial phase shown below. In the future, staff anticipates engaging the airlines to request approval for the remainder of the total TCORE project, including the PDX ticket lobby remodel, reconstruction of the existing north and south post-security concession nodes and the baggage claim area.

	Initial Phase	Remainder of Project	Total Project
Consultant design services	\$109,000,000	\$10,000,000	\$119,000,000
CM/GC services (including construction)	\$582,000,000	\$361,000,000	\$943,000,000
Procurements/equipment	\$31,000,000	\$14,000,000	\$45,000,000
Port staff/contracted services	\$50,000,000	\$14,000,000	\$64,000,000
Permits	\$10,000,000	\$6,000,000	\$16,000,000
Contingency	\$170,000,000	\$51,000,000	\$221,000,000
<b>Total Project</b>	<b>\$950,000,000</b>	<b>\$458,000,000</b>	<b>\$1,408,000,000</b>

The overall TCORE project contingency, representing 22% of the current project cost estimate, 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 will be funded by the Airline Cost Center, comprised primarily of revenues from the Port's commercial airline service business lines.

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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 Design Contract with ZGF Architects LLP to provide for detailed design development services for the Concourse B portion of 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 AMENDMENT – PARKING ADDITIONS AND CONSOLIDATED RENTAL CAR FACILITY – PORTLAND INTERNATIONAL AIRPORT**

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April 11, 2018

Presented by: Eric Forsyth  
Engineering Project Manager**REQUESTED COMMISSION ACTION**

This agenda item requests approval to amend the design-build public improvement contract (Design-Build Contract) with JE Dunn Construction Company (JE Dunn), in the amount of \$2,303,721. Under this phase of the Design-Build Contract, JE Dunn will perform final design for the core and shell of the top three floors of the proposed Rental Car Center (RCC) as a part of the Parking Additions and Consolidated Rental Car (PACR) project that will serve the Terminal Core Redevelopment (TCORE) project at Portland International Airport (PDX).

**BACKGROUND**

This agenda item is for an amendment to the Design-Build Contract to accommodate a design change to the PACR project and RCC design that will provide space above the RCC for the relocation of the PDX communications center, Port police, Transportation Security Agency administration services, and Port security badging office (Airport Operations Offices) from their current location in the PDX terminal's mezzanine – all part of the TCORE project.

Rental cars and public parking at PDX have long been significant sources of revenue and a source of high customer satisfaction due to the proximity of the facilities to the terminal. Supporting these successful operations will be a new PACR facility to be located immediately south of the Port of Portland (Port) headquarters and long-term parking structure.

In June 2016, the Commission approved an exemption from competitive bidding, enabling the Port to use a competitive request for proposals (RFP) process to procure the public improvement contract for the PACR project's design and construction. In January 2017, the Commission approved the award of Phase 1, schematic design services to JE Dunn under the Design-Build Contract. In October 2017, the Commission approved the award of final design and early construction work packages for the PACR project. At that time, the RCC was planned as a single-story structure to house rental car customer service operations.

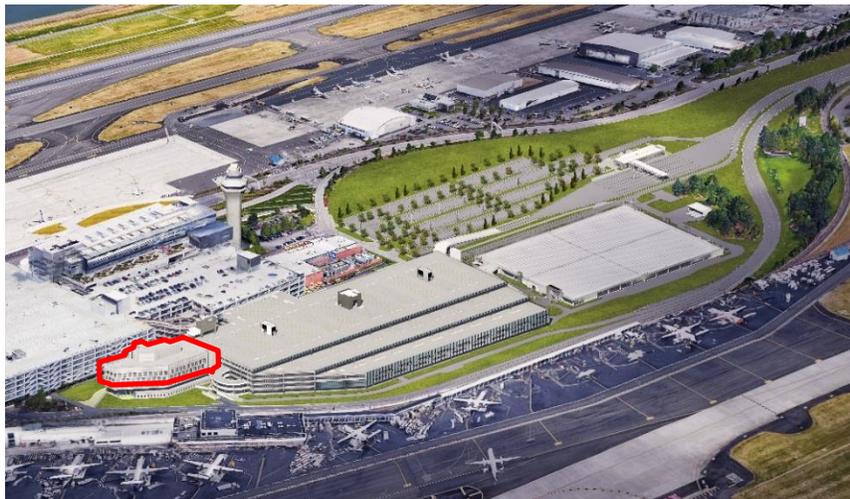
The TCORE project will require the removal of the existing terminal mezzanine, necessitating the relocation of the Airport Operations Offices. As the TCORE project and PACR project designs have progressed, the Port has decided to expand the RCC by three floors and permanently relocate the Airport Operations Offices from their current location in the PDX terminal's mezzanine to the RCC. This will avoid multiple interim moves to temporary and permanent locations for these services during the construction of the TCORE project, keep vital services close to the PDX terminal building and provide greater flexibility for the programming in the PDX terminal building.

PUBLIC IMPROVEMENT CONTRACT AMENDMENT – PARKING ADDITIONS AND  
CONSOLIDATED RENTAL CAR FACILITY – PORTLAND INTERNATIONAL AIRPORT  
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The RCC building will be constructed by the PACR project. Schematic design for the core and shell of the RCC began earlier this year when an amendment was issued to JE Dunn under the Executive Director's authority. Authorization for the remainder of the design modifications to the RCC is being sought pursuant to this agenda item.

Design for the fit-up of the space of the top three floors of the RCC is contained in the ZGF Architects LLP (ZGF) contract amendment previously approved by Commission in December 2017 under the TCORE project. Commission approval of construction of the core and shell, and fit-up of the RCC will be requested later this September when the final PACR construction contract will be presented to the Commission for approval.

The increased costs of the work to be performed under the amendment to the Design-Build Contract described in this agenda item will be paid by the TCORE project. The work for the amendment, however, will be performed by JE Dunn as part of its work on the PACR project. The arrangement is recommended because JE Dunn's existing scope of work under the Design-Build Contract already includes designing the core and shell of the RCC. Because including this additional in-scope work under the Design-Build Contract will result in greater design and construction efficiencies, JE Dunn and the PACR project are best-suited to deliver this work. Below is a rendering of the PACR project with the top three floors of the RCC outlined in red:



### **SCOPE OF WORK**

The work covered by this amendment to the Design-Build Contract includes design development, as well as the procurement of subcontractors necessary to reach final design of three additional floors on top of the customer service lobby in the RCC to house the Airport Operations Offices, currently located in the PDX terminal's mezzanine. Design development of the core and shell of the RCC will commence upon execution of this amendment. The small business participation goal for design services for this contract is 10%.

To date, the JE Dunn contract has been amended as follows:

Original contract amount	\$4,194,826
Final design and enabling amendment	\$83,949,616
Schematic design	\$483,029
<b>This amendment</b>	<b>\$2,303,721</b>
New total contract amount	\$90,931,192

**SCHEDULE**

Commission action (grant exemption from competitive bidding for public improvement contract)	June 2016
Contractor selection process	June 2016 – Nov 2016
Commission action (award schematic design services phase of Design-Build Contract )	January 2017
Schematic design services	Feb 2017 – Oct 2017
Commission Action – approve Early Work amendment	October 2017
<b>Commission Action – approve RCC Final Design amendment</b>	<b>April 2018</b>
Commission action (approve Guaranteed Maximum Price [GMP] for the complete scope of services)	September 2018
Design and permits	Oct 2017 – Nov 2018
Construction	Apr 2018 – Jun 2021

**PROJECT RISKS**

Risk: Adverse impacts to stakeholders.

Mitigation Strategies:

- Develop phasing plans early in the program to determine potential impacts.
- Communicate program goals, directions and plans to the various stakeholders affected by the program throughout the planning and design phases.

Risk: Construction cost greater than anticipated.

Mitigation Strategies:

- Develop the construction schedule and approach during the conceptual plan selection phase and update it throughout the program design phase.

- Engage the Design-Build Contract team as soon as possible after the schematic design phase is complete to review construction cost and align this cost with the budget
- Utilize GMP compensation methodology to enhance cost certainty.

Risk: Core and shell work does not integrate with the interior work correctly.

Mitigation Strategies:

- Continue to coordinate the efforts of the two design teams to ensure all scope is captured in the respective design documents and interface points are designed correctly.
- Utilize clash detection capabilities in the team’s respective building models to verify the accuracy of pipe penetrations, raceway alignments, door swings, and other building components.

**BUDGET (TCORE)**

While the implementation of the additional floors for the RCC will be accomplished by JE Dunn under the Design-Build Contract for the PACR project, the funding for this work will be provided by the TCORE project. This scope is contained within the TCORE budget as a planned expenditure.

At this time, the Airport and Airline Affairs Committee approval for the TCORE project includes only the initial phase shown below. In the future, staff anticipates engaging the airlines to request approval for the remainder of the total project, including the ticket lobby remodel, reconstruction of the existing north and south post-security concession nodes and the baggage claim area.

	Initial Phase	Total Project
Consultant design services	\$109,000,000	\$119,000,000
CM/GC services (including construction)	\$582,000,000	\$943,000,000
Procurements/equipment	\$31,000,000	\$45,000,000
Port staff/contracted services	\$50,000,000	\$64,000,000
Permits	\$10,000,000	\$16,000,000
Contingency	\$170,000,000	\$221,000,000
<b>Total Program</b>	<b>\$950,000,000</b>	<b>\$1,408,000,000</b>

The overall program contingency for the TCORE project, representing 22% of the current program cost estimate, is considered reasonable given its current stage, the nature of the work, and the risk profile of the project.

Program funding and contract costs will be funded by the Airline Cost Center, comprised 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 award an amendment to the Design-Build Contract for final design services associated with the Parking Additions and Consolidated Rental Car project and the Terminal Core Redevelopment project at Portland International Airport to JE Dunn Construction Company, 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 – AIRTRANS WAY RECONSTRUCTION – AIRTRANS CENTER**

April 11, 2018

Presented by: Marcel Hermans  
Engineering Project Manager

**REQUESTED COMMISSION ACTION**

This agenda item requests approval to award a public improvement contract to Goodfellow Bros., Inc. (Goodfellow) for the Reconstruct Airtrans Way project at the Portland International Airport (PDX) AirTrans Center in the amount of \$3,131,491.15.

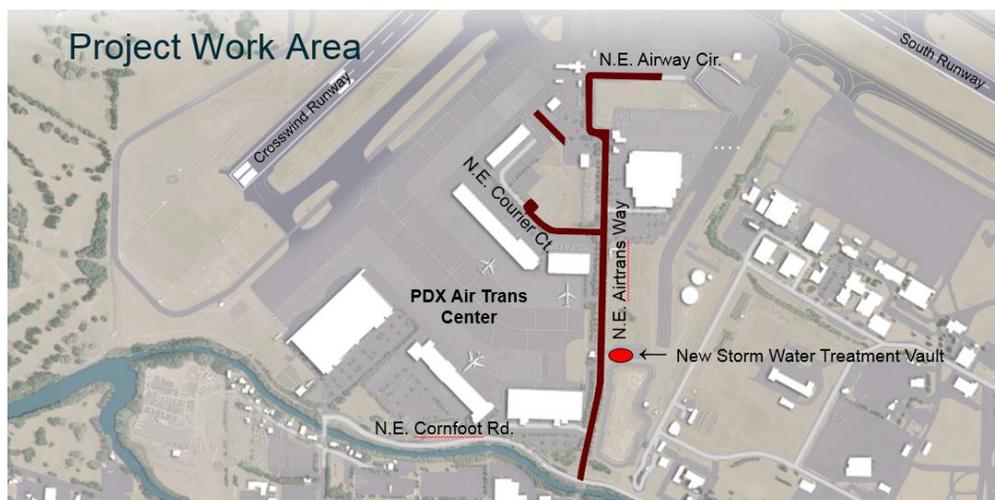
**BACKGROUND**

AirTrans Center is a Port of Portland (Port) owned and managed business area with access to the airfield on the south side of the PDX airfield and public road access through NE Airtrans Way from NE Cornfoot Road. The pavement on NE Airtrans Way, NE Courier Court, Aircraft Services International Group (ASIG) Access Road and NE Airway Circle has degraded to the degree that rehabilitation is required.

**SCOPE OF WORK**

Based on a pavement assessment study, full pavement reconstruction was deemed necessary in NE Airtrans Way, ASIG Access Road and NE Airway Circle, while mill-and-inlay rehabilitation will suffice for NE Courier Court. The project includes those key scopes of work. Sections of concrete sidewalk in the areas that were found to be broken or out of grade will also be replaced.

As required for most pavement rehabilitation projects, storm water treatment improvements will be constructed. In addition to a bio-retention swale and several storm water treatment catch basins, this project will construct a new dual-pump storm water treatment vault for storm water from the project area and future developments in the area.



**SCHEDULE**

Preliminary design	March 2017 – July 2017
Design	August 2017 – February 2018
<b>Commission approval (award public improvement contract)</b>	<b>April 11, 2018</b>
Construction	July 2018 – October 2018

**CONTRACT AWARD**

Project Bid 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 20, 2018, and bids were opened on March 20, 2018. Goodfellow submitted the lowest responsive bid.

The bids were as follows:

Goodfellow Bros., Inc.	\$3,131,491.15
Catworks Construction	\$3,168,888.00
McDonald Excavating, Inc.	\$3,189,481.25
K&E Excavating, Inc.	\$3,400,851.03
Kerr Contractors Oregon, Inc.	\$3,404,883.00
Nutter Corporation	\$3,426,613.22
Kodiak Pacific Construction	\$3,585,585.00
Corpac Construction Company	\$3,587,789.86
Engineer's Estimate	\$3,526,418.25

Small Business Participation

Based on an availability analysis, the Port's small business enterprise (SBE) program participation goal for this contract was 16% of the total amount bid. The lowest responsive bid identified an 18% participation level. SBE includes firms certified by Oregon or Washington as minority, women, or service disabled veteran-owned, or as an emerging small business.

**PROJECT RISK**

Risk: Access disruptions to Port tenants in the area

Mitigation Strategies:

- Detailed phasing and traffic control plan and measures
- Early and frequent communication and coordination with tenants

**BUDGET**

<b>Public improvement contract (construction)</b>	<b>\$3,132,000</b>
Personal services contracts (design)	\$350,000
Other contracted services and Port staff	\$825,000
Contingency	\$693,000
Total project budget	\$5,000,000

The contingency, representing 13.8% 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 comprised 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 Reconstruct Airtrans Way project at the Portland International Airport AirTrans Center to Goodfellow Bros., 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.