

PORT OF SEATTLE

Pier 66/Bell Street - Commission Chambers

AGENDA - Port Commission Meeting, June 26, 1979, 2:00 p.m.

1. Approval of Minutes of Port Commission Meeting of June 12, 1979.
2. Award of Contract - Development Unit No. 1 - Dredging and Berm Construction, Terminal 30. Memo attached.
3. Award of Contract and Execution of Change Order - Rental Car Counters, Passenger Terminal Building, Sea-Tac International Airport. Memo attached.
4. Request for Authorization to Reject Bids and Readvertise - 1979 Electrical Replacement, Piers J, M, P, Q, R and S, Shilshole Bay Marina. Memo attached.
5. Resolution No. 2762, First Reading. To amend Unit 3 of the Port's Comprehensive Scheme of Harbor Improvements and Unit 20 of the Port's Comprehensive Scheme of Harbor Improvements and Lower Duwamish Industrial Development District to add Real Property. Memo attached.
 - (a) PUBLIC HEARING.
 - (b) Request for adoption of Resolution No. 2762.
6. Resolution No. 2763, First Reading. To provide for the Amendment of Unit 18 of the Port's Comprehensive Scheme of Harbor Improvements applicable to Sea-Tac International Airport to add Real Property located at the Westerly Portion of Washington Memorial Park Cemetery. Memo attached.
 - (a) PUBLIC HEARING.
 - (b) Request for adoption of Resolution No. 2763.
7. Resolution No. 2764, Second Reading. To provide for the Issuance and Sale of \$55 Million Port of Seattle Revenue Bonds.
8. Resolution No. 2765, First Reading. To Declare Personal Property Surplus, Advertise and Sell to Highest Bidder. Memo attached.
9. Request for approval to Amend Exhibit A, Salary and Benefit Resolution No. 2754 to add one position of Assistant Director of Accounting. Memo attached.
10. Request for authorization to pay outstanding obligations of salaries and claims against the Port of Seattle for the months of April and May, 1979, and to cancel warrants outstanding one year or more.
11. CIUC recommendation re request for authorization to prepare plans and specifications and advertise for bids for Rehabilitation of Underdock, Apron and Transit Shed, Pier 48. Memo attached.
12. CIUC recommendation re request for authorization to prepare plans and specifications and advertise for bids for the Renovation of Levels 1 and 2-1/2 (North) and the Partial Renovation of Floor Three, Pier 66. Memo attached.

13. CIUC recommendation re request for authorization to increase the scope of work and expenditure for Overlaying Runway 16L-34R, Sea-Tac International Airport. Memo attached.
14. Request for authorization to Accept Contract No. 820-0119, Development Unit No. 3 - Demolition, Paving & Utilities, Terminal 128. Memo attached.
15. Request for authorization to Accept Contract No. 820-0158, Parking Terminal Repairs, Phase II - Sea-Tac International Airport. Memo attached.
16. Request for approval and execution of Lease with Hurlen Construction Company, Terminal 128. Memo attached.
17. Request for approval and execution of Luggage Cart Concession Agreement with R & R International Enterprises, Inc., Sea-Tac International Airport. Memo attached.

Staff Review Session. (Agenda will be available at meeting.)

Date of next regular meeting - July 10, 1979, 2:00 p.m.

Recess or Adjournment.

Executive Session as authorized by R.C.W. 42.30.110 (if required.)

June 12, 1979

PROPOSED MINUTES OF THE
REGULAR MEETING OF THE PORT COMMISSION OF THE PORT OF SEATTLE

The Port Commission met in regular session in the Commission Chambers at 2:00 p.m. on June 12, 1979. Commissioners Adlum, Block, Kotkins, and Simonson were present. Commissioner Friedlander was absent. Among others present who signed the register were: A. L. Watts, Seattle Post-Intelligencer; Glen Carter, The Seattle Times; Darlene Himmelspach, Robinson Newspapers; Rex Lee Carlaw, Daily Shipping News; Scott Handley, Marine Digest; Warren Mantz, Pacific Shipper; Jeff Lucas, Jones Washington Stevedoring; Vitek Siroky, Seacon Terminals; Rick Lucas, American International; Jerry Costacos, American International; Dick Schober, William P. Harper & Son & Co.; Patricia Davis, League of Women Voters; Ray Reinhardt, I.L.W.U. #19; Robert A. Reed; Patricia M. Reed; Paul W. Locke; and Richard D. Ford, James D. Dwyer, James L. Hogan, Carol S. Doherty, Richard A. Jones, Robert F. West, Donald G. Shay, Larry M. Killeen, Jack H. Fox, Art H. Yoshioka, Larry R. Wheeler, David E. Warmuth, Charles Blood, Dave Lefebvre, Frank Clark, Charles Huey, Margaret Spurgeon, Paul Chilcote, Fred Short, Barbara Goen, Ewing Stringfellow, Beryl Barker, Harold Wittren, Ed Noble, James L. Kolb, Patti Burklund, Ted Hutton, Jill Johnson, Jerry Williams, Werner Wilhelm, Al Williamson, Nick Metrokas, Patrick Sullivan, Harry Angelos, Rodger Collins, Eileen Reed, Chris Nash, Stephen Nash, John Dohrmann, Earl Munday, Richard Ottele, Cheryl Steele, Marlys St. Laurent, Dick Petit, Gloria Mattila, and Iola Umphrey of Port Staff.

Moved by Mr. Adlum that the minutes of the regular meeting of May 22, 1979 be approved without reading. Motion unanimously carried.

Pursuant to notice calling for bids for the Crane Monitoring System, plans and specifications for which have been on file in the offices of the Port Commission for public inspection, the following bids for (1) System Design, Equipment, Software, and Maintenance, and (2) System Instrumentation and Installation were opened by staff on April 18, 1979 at the Port of Seattle offices, accompanied by bid proposal deposits in the amount of 5% of the bid:

(1) System Design, Equipment, Software, and Maintenance:

	<u>Basic Bid</u>	<u>Basic Bid with Recommended Options</u>
1. Sangamo-Weston	\$ 277,874.00	\$ 348,218.00
2. The IPAC Group	267,000.00	369,050.00
3. HSQ Technology, Inc.	384,300.00	475,392.00
4. SA Engineering, Ltd.	368,384.00	494,630.00
5. Control Chief	428,023.00	566,862.00
6. Steeck Electric Co.	460,000.00	644,274.00
7. Wismer & Becker	668,456.00	838,388.00
8. Johnson Controls	573,760.00	861,420.00
9. Hitachi-America, Ltd.	1,080,800.00	1,630,100.00

For reasons described in his memorandum dated June 5, 1979, the Chief Engineer recommends that the Sangamo-Weston bid be considered non-responsive and not in the best interests of the Port and be rejected.

In addition to the basic bids for System Design, Equipment, Software, and Maintenance, bids were submitted for a number of options. It is recommended that the following options be accepted:

<u>Option No.</u>	<u>Description</u>
AB-2	Add RTU interfaces, software, and radio for Crane 28.
AB-3	Add RTU interfaces, software, and radio for Crane 29.
AB-5	Local display of parameters at RTU.
AB-6	Furnish central processor capable of addressing 128,000 words of memory.
AB-7	Add logging and report printer.
AB-8	Add program for rate of change checking.
AB-9	Add program for calculated alarm points.
AB-10	Add program for trend analysis and prediction.
AB-11	Add program for run time totalization.
AB-12	Add program for maintenance summaries.

(2) SYSTEM INSTRUMENTATION AND INSTALLATION

	<u>Basic Bid</u>	<u>Basic Bid with Recommended Options</u>
1. Steeck Electric	\$ 68,807.00	\$130,749.00
2. Johnson Controls	85,900.00	160,900.00
3. HSQ Technology, Inc.	149,000.00	242,950.00
4. Hitachi-America, Ltd.	394,000.00	557,200.00

In addition to the basic bids for System Instrumentation and Installation, bids were submitted for two (2) options. It is recommended that these two options be accepted:

<u>Option No.</u>	<u>Description</u>
C1	Instrumentation and installation for Crane 28
C2	Instrumentation and installation for Crane 29

Following the bid opening and reading of said bids, the Engineering Department proceeded to canvass the bids and the same were made available for public inspection by those present, including representatives of the parties bidding. Following a review of the bids, the Chief Engineer recommended that the contract for (1) Systems Design, Equipment, Software, and Maintenance be awarded to The IPAC Group, Inc. in the amount of their bid of \$369,050.00, which includes the basic bid with recommended options and a one-year maintenance service contract at a cost of \$19,900.00. The maintenance service contract is recommended by the Port staff and commences after system acceptance. In addition, following a review of the bids, the Chief Engineer recommended that the contract for (2) System Instrumentation and Installation be awarded to the Steeck Electric Company in the amount of their bid of \$130,749.00, which includes the basic bid with recommended options.

The two contracts will provide a crane monitoring system covering the five container cranes located at Terminal 18 with a central monitoring station located in the Waterfront Maintenance Shop. Further details are contained in memorandum dated June 5, 1979, from the Chief Engineer. Moved by Mr. Block that the contract for System Design, Equipment, Software, and Maintenance be awarded to the IPAC Group, Inc. in the amount of \$369,050.00 to include the basic bid, recommended options, and a one-year maintenance service contract, and that the contract for (2) System Instrumentation and Installation be awarded to Steeck Electric Company in the amount of their bid of \$130,749.00, which includes the basic bid with recommended options, and that work proceed in accordance with plans and specifications. Motion unanimously carried. The completion date for both contracts will be approximately August 25, 1980.

Pursuant to notice calling for bids for a Rental Car Kiosk at the Parking Terminal Building at Sea-Tac International Airport, plans and specifications for which have been on file in the offices of the Port Commission for public inspection, the following bid was opened by staff on June 5, 1979, at 10:00 a.m. in the Port of Seattle offices and was accompanied by a bid proposal deposit for a sum not less than 5% of the bid:

- 1. Payette Industries \$66,504.00

Following the bid opening and reading of said bid, the Engineering Department proceeded to canvass the bid and the same was made available for public inspection by those present, including a representative of the party bidding. Following a review of the bid, the Chief Engineer recommended that the contract be awarded to Payette Industries. Scope of work includes construction of a sixth check-in kiosk in the Parking Terminal. Moved by Mr. Simonson that the contract be awarded to Payette Industries in the amount of their bid of \$66,504.00, and that work proceed in accordance with plans and specifications. Motion unanimously carried. The estimated completion date is August 21, 1979.

Pursuant to notice calling for bids for Rental Car Counters - Passenger Terminal Building, at Sea-Tac International Airport, plans and specifications for which have been on file in the offices of the Port Commission for public inspection, the following bid was opened by staff on June 5, 1979 at 10:00 a.m. at the Port of Seattle offices and was accompanied by a bid proposal deposit for a sum not less than 5% of the bid:

- 1. Payette Industries \$40,933.00

Following the bid opening and the reading of said bid, the Engineering Department proceeded to canvass the bid and the same was made available for public inspection by those present, including a representative of the party bidding. Following a review of the bid, the Chief Engineer recommended that the contract be awarded to Payette Industries. Scope of work includes extending the north and south terminal service counters from 115 to 130 lineal feet, each necessitating relocation of public phones and an advertising hotel display and reconfiguration of the existing service counters. Moved by Mr. Adlum that the contract be awarded to Payette Industries in the amount of their bid of \$40,933.00. Jerry Costacas, of American International, Inc., appeared before the Commission to express his objection to the reduction in counter space apportioned to his firm, explaining that a gate three

feet wide was included in that allotment. The gate includes a fold-up counter and does not provide under-counter storage. Mr. Costacas requested that this reduction in counter space be shared alike by all car rental firms at Sea-Tac. Commissioner Kotkins responded with concern for equality for all successful bidders in allotment of the counter space. In view of the controversy over the counter space allocation, Mr. Simonson moved to table the award of this contract. Motion failed, Mr. Simonson voting "yes", Mr. Kotkins voting "yes", Mr. Block "abstaining", and Mr. Adlum, "abstaining". On call for the question, the original motion to award the contract to Payette Industries, motion failed, Mr. Kotkins voting "No"; Mr. Adlum, "abstain"; Mr. Block, "abstain"; and Mr. Simonson, "abstain".

Meritorious Public Service Awards, given to Port employees in recognition of outstanding public service, were presented by President Henry Kotkins to the following recipients:

Humanitarian Award to Werner Wilhelm and Nicholas Metrokas, Port employees located at the Engineering maintenance shop. This award is presented to each of these employees for their prompt action on December 3, 1978, in administering cardiopulmonary resuscitation to a fellow employee who had suffered a severe heart attack, which resulted in saving his life.

Distinguished Service Award to Eileen Reed, Port employee located at the Sea-Tac Airport parking terminal. This award is presented in recognition of her quick and courageous action on October 31, 1978, in notifying and working with Port police, resulting in the apprehension of two individuals responsible for a serious crime.

Commissioner Kotkins personally commended Ms. Reed and Messrs. Wilhelm and Metrokas on their outstanding actions. Individual engraved plaques commemorating the awards were given to the recipients. The Executive Director displayed the Humanitarian Award and Distinguished Service Award master plaques on which are and will be inscribed the name of today's and future recipients. These plaques will be on display at the Pier 66 office building.

Resolution No. 2761, "A RESOLUTION of the Port Commission of the Port of Seattle to provide for the acquisition of certain real property necessary and related to the operation of Sea-Tac International Airport located at the westerly portion of Washington Memorial Park Cemetery," was introduced. Resolution No. 2761 will authorize the acquisition of a rectangular 12.656 acre tract which lies four blocks west of Pacific Highway South; 600 feet north of South 170th Street; 700 feet south of S. 160th Street and the Host Flight Kitchen; and adjacent to the east right-of-way line of the Airport Perimeter Road. The subject real property is necessary and related to the operation of Sea-Tac International Airport for expansion of facilities incidental to Airport operations such as parking as necessary for passenger traffic and rental agencies and employees; facilities related to the supply, maintenance, and servicing of aircraft and/or airport operations; and/or facilities for the handling, packaging, and transportation of freight. Resolution No. 2761 further authorizes acquisition by condemnation proceedings, failing purchase on the basis of qualified appraisal. A King County Superior Court judgement dated March 28, 1979, removed the premises from dedication for cemetery purposes. The President advised that a telex had been received from Commissioner Paul S. Friedlander, who is unable to attend today's Port Commission meeting. His telex reads as follows:

Port Commission Minutes, June 12, 1979, page 5.

2122880800 TDMT NEW YORK NY 7 06-12 0651A EST
PMS PORT OF SEATTLE, TLX 328058

ATTN DICK FORD, BEFORE 2 PM
TERMINAL 66
SEATTLE WA

BT

I VOTE IN FAVOR OF RESOLUTION 2761
PAUL S. FRIEDLANDER PORT COMMISSIONER

It was thereupon moved by Mr. Adlum to waive first reading and that rules be suspended and Resolution No. 2761 be placed on second reading and final passage. Motion unanimously carried. Mr. Simonson then moved second reading and final passage. Upon call of the roll, the vote was as follows: Mr. Adlum, "aye"; Mr. Block, "aye"; Mr. Kotkins, "aye"; Mr. Simonson, "aye"; and Mr. Friedlander, "absent". Thereupon, Resolution No. 2761 was declared to be passed and the same then duly authenticated in open session by the signatures of the Commissioners voting and the seal of the Commission.

Resolution No. 2764, "A RESOLUTION of the Port Commission of the Port of Seattle, Washington, providing for the issuance and sale of revenue bonds of the port district in the principal amount of \$55,000,000 for the purpose of providing part of the funds required to acquire, construct, install, and make certain improvements to Sea-Tac International Airport and to the port district's harbor facilities; providing the date, form, terms, and maturities of the bonds to be issued; providing that such bonds be issued on a parity with certain outstanding revenue bonds of the port district; providing for the payment of the principal of and interest on said bonds out of the Revenue Bond Redemption Fund of the port district created by Resolution No. 2143 of the Port Commission; creating construction funds; and providing and adopting certain covenants safeguarding the payment of such principal and interest," was introduced, and Mr. Block moved first reading. The proceeds of the revenue bond issue will be used as follows:

Capital Improvements at Sea-Tac	\$24,000,000
Capital Improvements at Marine Terminals	29,000,000
Indirect Costs, Bond Discount and Capitalized Interest	<u>2,000,000</u>
TOTAL	<u>\$55,000,000</u>

Motion unanimously carried.

Request for approval of procedure to receive public testimony at Port Commission meetings and public hearings, was presented. Pursuant to the request of the Port Commission, staff has prepared and recommends a set of public testimony guidelines applicable to registration, time limitation, and recorded statements. Appropriate signs will be posted in the Commission Chambers calling attention to the guidelines. Data on the Port Commission meeting agenda will be available for review by the public from the Friday preceding the Commission meeting at designated

locations at Pier 66 and Sea-Tac International Airport. Moved by Mr. Simonson that the recommended procedure to receive public testimony at Port Commission meetings and public hearings be approved. Motion unanimously carried.

Request for authorization to change the scope of Willamette-Western Corporation Contract No. 820-0166, Terminal 37, Development Unit No. 4, Piers 42-46, Demolition, Fill, Paving, Utilities, and Apron for a credit to the contract amount totaling \$34,054.15, was presented. This change will permit deletion of a fueling island, wash-pad, and associated utilities and revisions to the north end of the apron and northwest corner of the yard. Subsequent to authorization of Contract No. 820-0166, the Commission authorized construction of a new apron and yard facilities at Terminal 46, including demolition of the South Transit Shed and the existing yard area as requested by the tenant, Kerr Steamship Co. The interface of the Terminal 46 project with the Development Unit 4 project will permit the Port to recognize cost savings at the interface of the end of the apron on the Development Unit No. 4 contract. Also, location of facilities in this area can be made at a future date to best serve the anticipated operations of the tenant. The extent of the deleted items will result in significant reductions in certain of the work requirements of the contract. The Engineering Department's staff and contractor have attempted to negotiate a reasonable credit which would provide allowances to the contractor for coverage of fixed costs and appropriate reduction for overhead and profit. Port staff, with the assistance of legal counsel, has developed a position based strictly on the contract specifications. This position is reflected in the change order being prepared to cover the deleted items. The contractor may file a claim for what he believes to be the appropriate allowances for fixed costs coverage. Based on the contractor's latest proposal, this potential claim is estimated to be \$29,358.31. Moved by Mr. Adlum that the Chief Engineer be authorized to change the scope of Willamette-Western Corporation Contract No. 820-0166 in the amount of a credit of \$34,054.15 as requested. Motion unanimously carried.

Request for authorization to enter into negotiations to purchase approximately 4.5 acres of real property at Pier 31, was presented. The improved property is owned by Maritime Service Company and is located on the East Waterway to the west of East Marginal Way and north of South Stacy Street. The property would be acquired for appraised fair market value to provide for future development of marine terminal facilities. In the event that negotiations to purchase are unsuccessful, staff requests the Commission to authorize eminent domain action. If this action is necessary, an appropriate resolution for authorization will be presented at a later date to the Commission. Pier 31 is adjacent to unimproved property at Pier 30 (2241 East Marginal Way S.) which the Port Commission authorized for purchase on April 26, 1977. Pier 30 is owned by Leo Backer and contains approximately 12,950 square feet. If the Commission authorizes the purchase of Pier 31, both properties will be appraised to determine the current fair market value. Moved by Mr. Adlum that the Director of Real Estate be authorized to enter into negotiations to purchase the subject 4.5 acre real property at Pier 31 and further that granting of said authorization include eminent domain action if necessary, said authorization to be confirmed by a subsequent resolution. Motion unanimously carried.

Request for authorization to publish Notice of Public Hearing to consider the advisability of amending Unit 18 (Sea-Tac International Airport) of the Port's Comprehensive Scheme of Harbor Improvements to add a rectangular 12.656 acre tract which is the westerly portion of Washington Memorial Park Cemetery, was presented. It lies 4 blocks west of Pacific Highway South; 600 feet north of S. 170th Street; 700 feet south of S. 160th Street and the Host Flight Kitchen; and adjacent to the east right-of-way line of the Airport Perimeter Road. The property is adjacent to Port-owned property on the north, south, and west. Use of the property has been limited to stockpiling for nursery stock, waste soil, and other miscellaneous items. The amendment to add the property to the Comprehensive Scheme would allow for future purchase of the property through condemnation for expansion of facilities incidental to Airport operations such as parking as necessary for passenger traffic, rental agencies, and employees; facilities related to supply, maintenance, and servicing of aircraft and/or airport operations; and/or facilities for the handling, packaging, and transportation of freight. The tract is available for purchase based on a King County Superior Court judgment dated March 28, 1979, removing the premises from dedication for cemetery purposes. Resolution No. 2761, given first reading at today's Commission meeting, authorizes acquisition or condemnation of the property. The Executive Director told the Commission that a Port staff committee is presently working on a total Comprehensive Scheme for the Port. It will be presented to the Commission at a later date. He added that the Court has ruled the Port does not need a Comprehensive Scheme for the airport; however, this is being accomplished as a matter of internal management. Moved by Mr. Block that authorization be granted to publish Notice of Public Hearing to determine the advisability of amending Unit 18 of the Port's Comprehensive Scheme of Harbor Improvements to add real property located at the westerly portion of Washington Memorial Park Cemetery and that 2:00 p.m. on June 26, 1979, in the Commission Chambers be the time and place set for the Public Hearing. Motion unanimously carried.

Request for authorization to publish Notice of Public Hearing to amend Unit 3 (Fishermen's Terminal) of the Port's Comprehensive Scheme of Harbor Improvements, and Unit 20 of the Port's Comprehensive Scheme of Harbor Improvements and Lower Duwamish Industrial Development District to add real property, was presented as follows:

1. Unit 3 - to add approximately .95 acres of real property at Fishermen's Terminal. When the property was acquired in 1973, the Comprehensive Scheme of Harbor Improvements was not amended to include this parcel.
2. Unit 20 - to add Terminal 107 which was deleted from the Comprehensive Scheme of Harbor Improvements and Lower Duwamish Industrial Development District on May 23, 1978, for possible sale. Through Commission action on October 10, 1978, it was decided to lease Terminal 107.

This action is primarily a housekeeping matter resulting from staff review and update of the Comprehensive Scheme and bond counsel requirements. Moved by Mr. Simonson that authorization be granted to publish Notice of Public Hearing to amend Unit 3 (Fishermen's Terminal) of the Port's Comprehensive Scheme of Harbor Improvements

and Unit 20 of the Port's Comprehensive Scheme of Harbor Improvements and Lower Duwamish Industrial Development District to add real property as described and that 2:00 p.m. on June 26, 1979, in the Commission Chambers be the time and place set for the Public Hearing. Motion unanimously carried.

Request for Execution of a One Year Real Property Lease and Agreement with Seacon Terminals, Inc. at Terminal 42 (and intermittent relocation to Terminal 46), effective July 1, 1979 (pending FMC approval), was presented. Leased area includes approximately 15 acres of blacktop ground area including approximately 720 lineal feet of pier and apron adjacent thereto at Pier 42. Rental provisions are as follows:

For Improved Premises:

Lessee will pay according to Seattle Terminals Tariff 2-F, but not less than \$360,000 per year, nor more than \$435,000 per year. The minimum rental called for shall be prorated and paid at the rate of \$30,000 per month. Any amount due in excess of the minimum shall be payable within 30 days after completion of the 12th month period, or sooner upon billing by Port if excess due has attained maximum rental for end of the 12 month period.

For Equipment Provided on Preferential Use Basis:

One (1) container crane--according to Seattle Terminals Tariff 2-F. In addition to equipment rental, Lessee shall pay maintenance and fueling per Seattle Terminals Tariff 2-F.

Lessee will occupy Terminal 46 until Terminal 42 becomes available for temporary location. Lessee will then occupy Terminal 42 while Terminal 46 is under construction and will move back to Terminal 46 upon completion, at which time a new term lease for Terminal 46 will be negotiated. These moves will be phased to correspond to the Port's construction schedule. Lessee pays own moving costs. Moved by Mr. Adlum that the President and Secretary be, and they are hereby authorized to execute the One-Year Real Property Lease and Agreement with Seacon Terminals, Inc. at Terminal 42 (and intermittent relocation to Terminal 46), subject to receipt of liability insurance verification and proper form of surety. Motion unanimously carried.

Request for Execution of Lease Termination Agreement with Leckenby Company at Terminal 91 effective May 14, 1979, was presented. This lease covers Building No. 47 consisting of 86,400 square feet of warehouse space and 19,000 square feet of open shed area for a six-year term beginning January 1, 1979, and ending December 31, 1984, at a monthly rental of \$10,567.00. It is now requested that this term lease be canceled as the Leckenby Company has had a decline in business due to canceling of the nuclear contracts by the United States government. Schoenfeld Industries, Inc. has agreed to assume the remaining term of the basic lease at the afore-mentioned rental. Moved by Mr. Simonson that the President and Secretary be, and they are hereby authorized to execute on behalf of the Port of Seattle the Lease Termination Agreement with Leckenby Company at Terminal 91. Motion carried. Mr. Kotkins abstained from voting because of a possible conflict of interest.

Request for execution of a lease with Schoenfeld Industries, Inc., Building No. 47, Terminal 91, for a term of five years, 7-1/2 months, beginning May 15, 1979 and ending December 31, 1984, was presented. Leased area includes 86,400 square feet of warehouse space at a monthly rental of \$8,784.00; 19,000 square feet of open shed area at a monthly rental of \$950.00; and monthly crane rental of \$833.33, for a total monthly rental of \$10,567.00. This lease, on its effective date, shall replace the existing lease with the Leckenby Company. Moved by Mr. Adlum that the President and Secretary be, and they are hereby authorized to execute on behalf of the Port of Seattle the lease with Schoenfeld Industries, Inc. at Terminal 91, subject to receipt of liability insurance verification and proper form of surety. Motion carried, Mr. Kotkins abstained from voting because of a possible conflict of interest.

Request for execution of First Amendment to Lease with American President Lines, Ltd., increasing rental of warehouse space at Terminal 102E to \$1,320.00 per month effective March 1, 1979, was presented. Moved by Mr. Simonson that the President and Secretary be, and they are hereby authorized to execute on behalf of the Port of Seattle the First Amendment to lease with American President Lines, Ltd. at Terminal 102E. Motion unanimously carried.

Request for authorization to award contracts for the purchase and removal of 15 surplus houses acquired under the "Extended Clear Zone Land Acquisition Program" at Sea-Tac International Airport (Lists 30, 31, and 32), was presented. Bids were received and opened on Wednesday, May 30, 1979, as follows:

<u>Contractor</u>	<u>List 30 (5 houses)</u>
1. K Korp, Inc	\$ 8,600.00
<u>Contractor</u>	<u>List 31 (5 houses)</u>
1. K Korp, Inc.	\$ 3,200.00
<u>Contractor</u>	<u>List 32 (5 houses)</u>
1. Ohio Company	\$10,000.00
2. K. Korp, Inc.	\$16,200.00

The completion date for the removal of the houses is 180 days from the date of signing of the contract purchase documents, which date would be approximately December 19, 1979. Moved by Mr. Adlum that contracts be awarded to K Korp, Inc. in the amounts of their high bids of \$8,600.00 for List 30, \$3,200.00 for List 31, and \$16,200.00 for List 32. Motion unanimously carried.

There being no further business for the formal meeting, the President called for items for the Staff Review Session.

STAFF REVIEW SESSION

1. The Executive Director advised the Commission that Port staff has completed an in-depth study of the existing telecommunications system with the intent of reducing costs and providing departmental visibility in budget planning. It is the staff's recommendation that the Port convert to SCAN (State Controlled Area Network) and ESS (Electronic Switching System) in a two-phase changeover. Phase 1 would consist of immediate conversion of all toll calls from WATS to SCAN. This will reduce monthly long distance charges by an estimated \$1,200.00 per month. There is no charge to convert to SCAN. Phase 2 would entail subsequent conversion to a shared ESS centrex with other public agencies. This will facilitate utilization of a single line instrument concept. With the elimination of the majority of multi-line sets and subsequent reduced costs for moves and changes, the estimated savings will be \$940.00 per month. In addition to lowering costs, the ESS offers a variety of advanced features. A final decision to convert to ESS will not be made until an in-house study is completed to determine the adaptability of the system. Total estimated annual savings for both phases is \$25,680.00. The one estimated non-recurring charge is \$19,000.00. It is associated with the conversion under Phase 2.

2. Request for Commission concurrence to revise the scope of Manson Construction and Engineering Company's Contract No. 820-0175 and/or Prepakt Concrete Company's Contract No. 820-0181 to accomplish additional repairs to the Terminal 5 apron, was presented. In his memorandum of June 8, 1979, the Chief Engineer explained that Phase 2 of the project is now under way on the north end of Terminal 5. Initial excavation revealed similar damage and deterioration to the sheet pile cap as was found in the Phase 1 portion to the south. In order that further delay to Sea-Land's operation or the contractor's progress not occur, the contractor has been directed to proceed with the repair work on an emergency basis. In addition to the bulkhead damage, inspections indicate that three of the existing concrete deck panels on the apron are cracked. One must be removed and replaced and the other two can be repaired by epoxy injection. To avoid further delay in Sea-Land's operations, the respective contractors have been directed to proceed with the deck panel repairs on an emergency basis, also. The Assistant Chief Engineer advised the Commission that a proposal for repair of the sheet pile cap and replacement of one apron deck panel has been received from the Manson Construction and Engineering Company in the amount of \$142,000.00 maximum, with a 37-day time extension. Prepakt has submitted a firm proposal for the repair of two of the deck panels in the amount of \$8,217.50 requiring no time extension. Moved by Mr. Adlum that the Commission concur to revise the scope of the Manson Construction and Engineering Company's Contract No. 820-0175 in an amount not to exceed \$150,000.00 with a maximum 40-day time extension and to revise the scope of the Prepakt Concrete Company's Contract No. 820-0181 in an amount not to exceed \$8,500.00 and no time extension. Motion unanimously carried.

The President then announced the date of the next regular meeting on June 26, 1979, at 2:00 p.m.

There being no further items for Staff Review, the meeting recessed to the Executive Session.

MEMORANDUM

COMMISSION AGENDA

DATE June 19, 1979

TO Mr. Richard D. Ford, Executive Director

FROM Vernon L. Ljungren, Chief Engineer

SUBJECT Request for Authorization to Award a Contract
Development Unit No. 1 - Dredging and Berm Construction
Terminal 30

The Chief Engineer requests authorization from the Commission to award a contract to the lowest responsible bidder, which will be determined when bids are opened on June 21, 1979 at 2:00 P.M., and which will be reported in a supplemental memo for Development Unit No. 1 - Dredging and Berm Construction at Terminal 30.

A. BACKGROUND

On October 10, 1978 the Commission authorized the demolition of Piers 29 and 30 and the construction of a berm for Terminal 30.

Pier 30 consisted of a timber transit shed partially on a timber apron and partially on fill. All that remained of Pier 29 was the timber apron. The transit shed was demolished in 1976. Most of the timber structures were constructed in 1913 and were in poor condition.

On November 28, 1978 the Commission authorized the award of a contract for the demolition portion of this project to Atlas Building Wreckers in the amount of \$97,420.00. This contract is essentially complete.

This project will be for the construction of a berm across a portion of the slip between Piers 29 and 30. Upon completion of the berm, the Port will be in a position to accept fill from dredging at Piers 30 and 66 and Terminal 46.

The final environmental impact statement, SMA permit and Corps permit have been issued for this project. Corps approval of revisions that were necessary for the berm design is expected by June 22.

B. SCOPE OF WORK

Work consists of construction of a temporary berm, placement of rock riprap and dredging for the construction of the final berm.

C. AUTHORIZATION

1. By Commission	October 10, 1978
2. Construction Amount	\$ 1,372,000.00
3. Engineer's Estimate for this Portion of the Work . . .	626,000.00

COMMISSION AGENDA

Richard D. Ford, Executive Director

June 19, 1979

Page 2

D. BID INFORMATION

Bids will be received and opened on June 21, 1979 at 2:00 P.M. and will be presented to the Commission at its June 26, 1979 meeting. Bids are expected from the following:

1. General Construction
2. Willamette-Western Corporation
3. Manson Construction and Engineering Company

E. COMPLETION DATE

The estimated completion date is September 2, 1979.

F. SOURCE OF FUNDS

Funding for this project will be from the Port's account.

It is necessary to receive Commission authorization to award this project on June 26, 1979 to interface with the dredging portion of Terminal 46.



for VERNON L. LJUNGREN, CHIEF ENGINEER

DQS:cyt

W.O. D-2590

MEMORANDUMCOMMISSION AGENDAITEM NO. 2

DATE June 21, 1979

DATE OF MEETING 6/26/79

TO Mr. Richard D. Ford, Executive Director

FROM Vernon L. Ljungren, Chief Engineer

SUBJECT Request for Authorization to Award a Contract
Development Unit No. 1 - Dredging and Berm
Construction Terminal 30SUPPLEMENTAL INFORMATION

The Commission Memo of June 19, 1979 on the subject project was written to provide as much information as possible for your review prior to the opening of bids. Proposals for the subject project have now been received and the following supplemental information is offered.

Bids were received and opened on June 21, 1979 at 10:00 AM with results as follows:

1. Manson Construction & Engineering Company.....\$511,600.00
2. General Construction Company.....597,300.00
3. Willamette-Western Corporation777,600.00

Manson Construction & Engineering Company has complied with all requirements of the Port of Seattle. It is, therefore, requested that authorization be granted to award a contract to Manson Construction & Engineering Company in the amount of their basic bid of \$511,600.00.



for Chief Engineer

DQS/ts

W.O. D-2590

MEMORANDUMDATE OF MEETING 6-26-79COMMISSION AGENDA

DATE June 19, 1979

TO Mr. Richard D. Ford, Executive Director

FROM Vernon L. Ljungren, Chief Engineer

SUBJECT Request for Authorization to Award a Contract and Execute a Change Order after Entering into Contract
Rental Car Counters - Passenger Terminal Building
Sea-Tac International Airport

The Chief Engineer requests authorization from the Commission to award a contract to Payette Industries in the amount of \$40,933.00 and to execute a change order, after entering into contract, in the amount of \$4,764.00 to extend the counter three feet, for the Rental Car Counters - Passenger Terminal Building at Sea-Tac International Airport.

A. BACKGROUND

The Port Commission, on June 27, 1978, authorized staff to solicit bids for a maximum of nine (9) rental car concessionaires to operate from the Airport Terminal. Airport Real Estate staff held a pre-bidding conference with all interested concessionaires. Following this meeting and a September 26 Staff Review Session deliberation on a draft of the Invitation for Bids, the Staff made a recommendation at the October 10, 1978 Commission Meeting to revise specifications to limit the admittance of car rental firms to six (6) with facilities in the Passenger Terminal and Parking Garage. The Commission agreed to limit the number of rental car concessionaires to six and further agreed that the five (5) year concession agreement proposed by staff be amended granting the Port an option to cancel the concession agreements at the end of the third year after completion of the following work:

As a result of the postponement of the award at the June 12, 1979 Commission Meeting, the Change Order requested herein will provide for additional counter length at both the north and south locations such that each tenant will be provided with the lineal feet of usable counter per lease excluding necessary access entryways. This change has the concurrence of the six (6) rental car companies.

B. SCOPE OF WORK

Extend the North and South Terminal Service Counters from 115 to 130 lineal feet each necessitating relocation of public phones, an advertising hotel display and some reconfiguration of the existing Service Counters.

COMMISSION AGENDA

Richard D. Ford, Executive Director

June 19, 1979

Page 2

C. COMMISSION AUTHORIZATION

- 1. Date April 10, 1979
- 2. Amount \$ 100,000.00
- 3. Engineer's Estimate for this portion of the work . . \$ 40,000.00

D. BID INFORMATION

Bids were received and opened on June 5, 1979 at 10:00 A.M. with results as follows:

- 1. Payette Industries \$ 40,933.00

E. COMPLETION

The completion date will be approximately August 26, 1979.

F. SOURCE OF FUNDS

Funding will be from the Airport Improvement Fund.

Payette Industries has complied with all requirements of the Port of Seattle. It is, therefore, requested that authorization be granted to award a contract to Payette Industries in the amount of \$40,933.00 and execute a Change Order in the amount of \$4,746.00.



For VERNON L. LJUNGREN, CHIEF ENGINEER

DQS:cyt
W.O. C-2185-2

MEMORANDUM

COMMISSION AGENDA

DATE June 19, 1979

TO Mr. Richard D. Ford, Executive Director

FROM Vernon L. Ljungren, Chief Engineer

SUBJECT Request for Authorization to Reject Bids and Readvertise
1979 Electrical Replacement - Piers J,M,P,Q,R and S
Shilshole Bay Marina

The Chief Engineer requests authorization from the Commission to reject the two bids on the 1979 Electrical Replacement - Piers J,L,M,P,Q,R and S at Shilshole Bay Marina and request new bids to accomplish the work.

A. BACKGROUND

The existing electrical systems on Piers J, L, M, P, Q, R and S were installed approximately fifteen (15) years ago and are now inadequate in capacity and maintainability, and do not meet current safety requirements. The piers were designed originally to provide only 500 watts of power to each slip. Current power demands are overloading the existing system. Corrosion has caused deterioration of existing equipment and wiring resulting in high maintenance costs. Current electrical codes require higher power capacities and additional safety devices for marinas.

Construction estimates made in 1975 for replacement of the pier electrical systems were approximately \$415 per boat slip. Inflation has increased the cost to an average of \$600 per slip.

B. SCOPE OF WORK

The work will include complete replacement of transformers, conduit, conductors, and main current breakers serving Piers L, M, P, Q, R and S. The service to Pier J was improved in 1975, and this project will include replacement of conduit, conductors, and outlets on the pier. The power to the piers will be increased approximately 300%. The installation of the system will be redesigned to decrease future maintenance costs, and will comply with current electrical codes.

C. AUTHORIZATION

- 1. By Commission November 28, 1978
- 2. Construction Amount Authorized \$ 251,000.00
 - (a) Pre-Ordered Material \$ 96,399.00
 - (b) Balance Left for this Project \$ 154,601.00

D. BID INFORMATION

Bids were received and opened on June 19, 1979 with results as follows:

	<u>Basic Bid</u>	<u>Alternative "A"</u>
1. Clinton Electric, Inc.	\$ 179,453.00	\$ 179,453.00
2. Industrial Electric	\$ 287,210.00	\$ 282,410.00

Alternative "A" extended the contract completion time from 90 calendar days to 120 calendar days.

The bid of Clinton Electric, Inc. was three minutes late in arriving on time for the bid opening and is considered to be non-responsive for this reason.

E. REASONS FOR REJECTION

The one responsive bid is extremely excessive as evidenced by the price of the late bidder.

The absence of many bidders is due to (a) the short contract duration period and (b) the fact that many electrical contractors are "swamped" with work. The short construction period is due to the necessity to complete the work prior to the winter season. However, due to the present situation, Engineering will increase the construction period to 120 days to invite more bidders' interest.


for VERNON L. LJUNGREN, CHIEF ENGINEER

DQS:cyt
W.O. D-2601

MEMORANDUMCOMMISSION AGENDAITEM NO. 5

DATE June 19, 1979

TO Richard D. Ford, Executive Director

FROM Lawrence M. Killeen, Director of Real Estate

DATE OF MEETING 6/26/79

SUBJECT PUBLIC HEARING:
Resolution No. 2762, First Reading
To Amend Unit 3 of the Port's Comprehensive Scheme of Harbor Improvements and Unit 20 of the Port's Comprehensive Scheme of Harbor Improvements and Lower Duwamish Industrial Development District to Add Real Property

After a Public Hearing, the Real Estate Department recommends adoption of Resolution No. 2762 to amend Unit 3 (Fishermen's Terminal) of the Comprehensive Scheme of Harbor Improvements and Unit 20 of the Comprehensive Scheme of Harbor Improvements and Lower Duwamish Industrial Development District to add two (2) parcels of real property as follows:

1. Unit 3 - to add approximately .95 acres of real property at Fishermen's Terminal. When the property was acquired in 1973, the Comprehensive Scheme of Harbor Improvements was not amended to include this parcel.
2. Unit 20 - to add Terminal 107 which was deleted from the Comprehensive Scheme of Harbor Improvements and Lower Duwamish Industrial Development District on May 23, 1978, for possible sale. Through Commission action on October 10, 1978, it was decided to lease Terminal 107.

The action is primarily a housekeeping matter resulting from staff review and update of the Comprehensive Scheme and bond counsel requirements. A Notice of Public Hearing for both parcels was published on June 15, 1979 in the Daily Journal of Commerce and The Seattle Times as authorized by the Port Commission on June 12, 1979.



BG/D/1

MEMORANDUM

COMMISSION AGENDAITEM NO. 6

DATE June 19, 1979

TO Richard D. Ford, Executive Director

FROM Lawrence M. Killeen, Director of Real Estate

DATE OF MEETING 6/26/79

SUBJECT PUBLIC HEARING:
 Resolution No. 2763, First Reading
 To Provide for the Amendment of Unit 18 of the Port's Comprehensive Scheme of Harbor Improvements Applicable to Sea-Tac International Airport to Add Real Property Located at the Westerly Portion of Washington Memorial Park Cemetery.

After a Public Hearing is held, the Real Estate Department recommends adoption of Resolution No. 2763 to amend Unit 18 (Sea-Tac International Airport) of the Port's Comprehensive Scheme of Harbor Improvements to add real property located at the westerly portion of Washington Memorial Park Cemetery. The amendment would add the property to the Comprehensive Scheme and allow for purchase through condemnation for expansion of facilities incidental to airport operations such as parking as necessary for passenger traffic, rental agencies, and employees; facilities related to supply, maintenance, and servicing of aircraft and/or airport operations; and/or facilities for the handling, packaging, and transportation of freight.

Notice of Public Hearing for Resolution No. 2763 was published on June 15, 1979 in the Daily Journal of Commerce and The Seattle Times as required by statute and authorized on June 12, 1979 by the Port Commission.

The Port Commission authorized purchase or condemnation of the subject property through the adoption of Resolution No. 2761 on June 12, 1979.

DESCRIPTION OF PROPERTY

The property is a rectangular 12.656-acre tract which is the westerly portion of Washington Memorial Park Cemetery. It lies four (4) blocks west of Pacific Highway South; 600 feet north of South 170th Street; 700 feet south of South 160th Street and the Host Flight Kitchen; and adjacent to the east right-of-way line of the Airport Perimeter Road. The property is adjacent to Port-owned property on the north, south, and west. Use of the property has been limited to stockpiling for nursery stock, waste soil, and other miscellaneous items.



BG/D/1

MEMORANDUM

COMMISSION AGENDA

ITEM NO. 8

DATE June 19, 1979

DATE OF MEETING 6/26/79

TO Richard D. Ford, Executive Director

FROM Phyllis A. Sievert, Director, Purchasing and Office Services

SUBJECT Resolution No. 2765 First Reading
To Declare Personal Property Surplus, Advertise, and Sell To Highest Bidder

On the recommendation of various departments, authorization is requested that the following personal property be declared surplus and permission granted to advertise and sell to the highest bidder the following items:

	<u>Estimated Sale Price</u>
A. 104 items of excess plumbing materials. (Items are listed on Exhibit A attached to Resolution No. 2765.)	\$3,500
These items are located at 25 So. Horton St. Maintenance Shop.	
B. Horizontal 250-Ton Hydraulic Wheel Press with 12-inch stroke (Mfg: Keckley of Chicago) Type SLK, Serial #90145.	\$3,000
This item is located in G&S yard at 25 So. Horton St.	
C. Diesel-electric generator unit with complimentary accessories, as follows:	\$2,000
General Motors Diesel Engine, Cleveland Division (Model 8-268A, Serial No. 12659, 350 H.P., 1200 RPM, 8 cylinders)	
Westinghouse A.C. Generator (Serial No. 247S19P525, 200 KW, 250 KVA, 450 Volts, 321 Amps, 80% P.F., 1200 RPM, 3-phase, 60 Hz)	

Richard D. Ford, Executive Director

June 19, 1979

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Accessories consist of: gasoline engine and electric motor for operating an air compressor; an air compressor; two (2) tanks for air-starting; an electrical fuel transfer pump; a manual fuel transfer pump; a 210 gallon fuel tank; a control panel; two (2) boxes of spare parts; tools and cartridge filters.

These items are located at Terminal 91, Building T-38.

Total Estimated Sale Price

_____ \$8,500

PS/D/1
Attachment

Phyllis A. Seibert

MEMORANDUMCOMMISSION AGENDAITEM NO. 9

DATE June 19, 1979

TO Richard D. Ford, Executive Director

DATE 6/26/79

FROM Charles Blood, Director of Personnel

SUBJECT Request for Approval to Amend Exhibit A, Salary and Benefit Resolution No. 2754 to Add One Position of Assistant Director of Accounting


Amendment 3

Approval is requested to increase the authorized number of positions for the job classification of Assistant Director of Accounting from one to two.

Approval of this request will allow a reorganization of the Accounting Department to meet increasing demands for planning new and improved systems and strengthening the functions of customer billing and credit and collections. In addition, two other functions of substantial cost impact, claims and employee benefits, will be transferred to the Accounting Department before year end.

The salary grade and range for the Assistant Director of Accounting position is as follows:

A1-8	\$24,108	\$28,584	\$33,060
	2,009	2,382	2,755



SW/ms

cc: Hogan, James, Rooth, Walz, Weston

MEMORANDUM

COMMISSION AGENDA

CAPITAL INVESTMENT AND UTILIZATION COMMITTEE

ITEM NO. 11

DATE June 14, 1979

DATE OF MEETING 6-26-79TO Capital Investment and Utilization Committee:
Lansing, Umphrey, Hogan, Dwyer, Yoshioka, Killeen

FROM Vernon L. Ljungren, Chief Engineer

SUBJECT Request for Authorization to Prepare Plans and
Specifications and Advertise for Bids for
Rehabilitation of Pier 48 Underdock, Apron and
Transit Shed

The Chief Engineer requests authorization to prepare plans and specifications and to advertise for bids for rehabilitation of the underdock, timber aprons and transit shed at Pier 48. Authorization is also requested for the Chief Engineer to retain engineering firms as necessary to assist staff in the preparation of bid documents. The estimated cost, including consulting fees, is \$1,550,000.

A. BACKGROUND

The original portion of the Pier 48 timber aprons and transit shed were constructed in 1936 by Pacific Coast Company. The rest of the pier was built to its current configuration prior to acquisition by the Port of Seattle in 1950. Since that time, the Port has done reconstruction work on portions of the existing apron and bulkhead, but the remainder of the facility has had no major work performed on it during Port ownership.

The pier is currently leased to Alaska Marine Highways and Calista Corporation. Alaska Marine Highways is leasing office space in the eastern portion of the transit shed, portions of the shed for warehousing, and most of the aprons for berthing purposes. Alaska Marine Highways uses the facility to accommodate their ferry service to Alaska. Calista leases the majority of the transit shed and portions of the apron not required by Alaska Marine Highways. Calista plans to use the area for the development of shops, restaurants, etc.

The intent of this rehabilitation project is to provide a structurally sound facility, but not to develop or add to the existing facility. Calista is responsible for development costs associated with their projected use.

APPROVED & RECOMMENDED	
by	
Capital Investment & Utilization	
Committee	
In Mtg. of	<u>6-18-79</u>
BY	<u>Dolan Umphrey</u>
	CIUC SECRETARY

B. SCOPE OF WORK

The scope of work includes replacement or reconstruction of timber piling, miscellaneous timber repair (including decking), miscellaneous utility renovation, and asphalt paving. Portions of the eastern end of the transit shed (an area that includes some of Alaska Marine Highways' offices) have deteriorated to the point where immediate structural repair is necessary. The scope of work also includes rebuilding the eastern end of the transit shed and relocating the office personnel as necessary to trailers for the construction period.

C. ESTIMATED COST

Estimated costs are as follows:

1. Piling.....	\$ 650,000
2. East end office and transit shed - Renovation.....	557,000
3. Miscellaneous timber repair.....	66,000
4. Mechanical and electrical	<u>70,000</u>
Subtotal.....	1,343,000
Tax (5.4%), Eng., Fees & Superv. (10%).....	<u>207,000</u>
	TOTAL = \$1,550,000

D. SCHEDULE

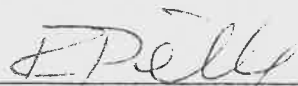
CIUC Approval	June 19, 1979
Commission Authorization	June 26, 1979
Advertisement	August 6, 1979
Bid Opening	September 3, 1979
Notice to Proceed	September 13, 1979
Job Completion (215 day construction period)	April 14, 1980

E. SOURCE OF FUNDING

The funding will be from the Port's General Account.

ROD/pjn

cc: CIUC Listing


for Vernon L. Ljungren, Chief Engineer

MEMORANDUM

COMMISSION AGENDA

CAPITAL INVESTMENT AND UTILIZATION COMMITTEE

ITEM NO. 12

DATE June 14, 1979

DATE OF MEETING 6-26-79TO Capital Investment and Utilization Committee:
Lansing, Umphrey, Hogan, Dwyer, Yoshioka, Killeen

FROM Vernon L. Ljungren, Chief Engineer

SUBJECT Request for Authorization to Prepare Plans and Specifications and to Advertise for Bids for the Renovation of Levels 1 and 2-1/2 (North) and the Partial Renovation of Floor Three at Pier 66.

Authorization is requested for the Chief Engineer to prepare plans and specifications and advertise for bids for the renovation of Levels 1 and 2-1/2 (North) and the partial renovation of Floor Three at Pier 66. Authorization is also requested to retain architectural and engineering consultants to assist staff in accomplishment of the work.

A. BACKGROUND

On August 11, 1975 the Commission authorized the development of a comprehensive program for site development and design to identify improvement phases and schedules, including space allocation and location of the various Port departments by the consultant and Port Staff and was presented to the Commission at the Staff Review Session May 25, 1976.

The present space utilization for most Port departments is inadequate and inefficient and dictates that steps be taken to provide for present and future Port administrative offices at the existing Pier 66 location.

A review and subsequent revision was made to the Master Plan which was presented to the Commission on September 13, 1977, and it was recommended that preparations for Phase II commence. The Commission concurred in the revisions to the Master Plan and with the programming of \$1,500,000 toward implementing Phase II of the remodeling. Phase II Fourth Floor work is presently under construction and will be complete in August of this year. Phase II included the completion of the Fourth Floor and a partial renovation of the Third Floor at a cost of approximately \$250,000.

APPROVED & RECOMMENDED

by

Capital Investment & Utilization
Committee
In Mtg. of 6-18-79BY *Dola Umphrey*

CLUC SECRETARY

CAPITAL INVESTMENT AND UTILIZATION COMMITTEE

Lansing, Umphrey, Hogan, Dwyer, Yoshioka, Killeen

Page 2

A. BACKGROUND (continued)

On May 8, 1979, the Commission signed an agreement with Pier Sixty-Six Corporation for a lease of the majority of the transit shed space and a portion of the first floor of the concrete building for commercial development and sale of the property east of Alaskan Way for construction of a parking garage. The agreement signed with the Pier Sixty-Six Corporation includes commitment by the Port to the removal of the elevated parking apron and vehicles ramp east of the concrete building. (The Port and Pier Sixty-Six Corporation will share equally the cost of this work.) The removal of the ramp dictates that the Print Shop be moved to a new location. Upon studying the operational needs and future growth, the Print Shop needs the majority of Level 2-1/2.

With the Print Shop on Level 2-1/2, the location of the S & DP form storage will have to be relocated. The area is not large enough to accommodate both functions as earlier studies indicated. The only area left for Port expansion (due to present lease commitment) is north of Column Line F on Level 1 and the basement. Also, the Port's general storage area located on the First Floor must be relocated due to the new Pier 66 lease. The implemented Master Plan will have all bulk material entering from the north of the building and dispersed from the north-west elevator (the existing elevator is in disrepair and a cost study is presently underway to repair or replace the elevator.) With this location designated for the movement of bulk material, the requirements of S & DP form storage and the general storage requirements can be met on Level 1 with the minimum of material handling.

B. SCOPE OF WORK

Work included in this project will provide the following:

Level 1. A warehouse level of finish for S & DP form storage (3300 s.f.), Purchasing bulk storage (2900 s.f.), Janitorial storage (350 s.f.) and general circulation area (800 s.f.) This includes all electrical and mechanical work.

CAPITAL INVESTMENT AND UTILIZATION COMMITTEE

Lansing, Umphrey, Hogan, Dwyer, Yoshioka, Killeen

Page 3

B. SCOPE OF WORK (continued)

Level 2-1/2 A working environment will be provided for the Print Shop (4300 s.f.) and the Mail Room (400 s.f.) A combination shower/dressing facility (600 s.f.), a warehouse level of finish for Print Shop/Form storage (1700 s.f.) and a mechanical room (500 s.f.) will also be provided.

3rd Flr A working environment will be provided for the Personnel Department (5400 s.f.), the Credit Union (1100 s.f.), and a Commissioner's Ante Room (550 s.f.) A miscellaneous storage/future expansion area (350 s.f.) and a mechanical room (400 s.f.) will also be provided.

C. COSTS

The estimated costs for this project are as follows:

1. Level 1.....	\$ 150,000
2. Level 2-1/2.....	300,000
3. 3rd Floor.....	<u>310,000</u>
Subtotal	760,000
Estimated A/E Fees, POS Admin., Wash.State Sales Tax (20%)	<u>152,000</u>
ESTIMATED PROJECT COST	\$ 912,000

D. PROJECT SCHEDULE

The schedule for these items has not been determined.

E. SOURCE OF FUNDING

Funding will be from the Port's Account.

CLR/pjn

cc: CIUC Distribution Listing


for Vernon L. Ljunggren, Chief Engineer

MEMORANDUM

ITEM NO. 13DATE OF MEETING 6-26-79

COMMISSION AGENDA

CAPITAL INVESTMENT AND UTILIZATION COMMITTEE

DATE June 12, 1979

TO Capital Investment and Utilization Committee:
Lansing, Umphrey, Hogan, Dwyer, Yoshioka, Killeen

FROM Vernon L. Ljungren, Chief Engineer
Donald G. Shay, Director of Aviation

SUBJECT Request for Authorization to Increase the Scope of Work
and Expenditure for Overlaying Runway 16L-34R
Sea-Tac International Airport

Authorization is requested by the Chief Engineer and the Director of Aviation to increase the scope of work and expenditure for overlaying Runway 16L-34R at Sea-Tac International Airport. The revised estimate would increase the total expenditure from \$1,631,731.00 to \$2,053,879.00.

A. BACKGROUND

Commission action on 10-31-78 authorized "Non-Destructive" testing of all paved areas at Sea-Tac. The testing took place on December 11, 1978. Because it was anticipated that Runway 16L-34R is in need of an overlay we asked our consultant to report on this area first.

Upon receiving the results, analysis, and report from our consultant evaluation of those documents by Port Engineering, indicates that a major overlay is required at the center portion of Runway 16L-34R. Such an overlay will extend the life of the Runway 20 years.

In the past, although the feeling was that an overlay over the center portion of the Runway would be needed, action was delayed. It appears that the time has come that further delay could result in closing down of the Runway at a very sizeable cost.

On February 13, 1979 authorization was granted by the Commission to prepare plans and specifications and advertise for bids for Overlaying Runway 16L-34R at Seat-Tac at an estimated cost of \$1,631,731.00.

B. REASONS FOR INCREASE IN SCOPE AND EXPENDITURE

Upon re-evaluation of the original scope of work, it is recommended that the following changes be considered and implemented.

1. Operations requested that shoulder stabilization at both ends of the runway be accomplished at this time to prevent erosion from aircraft engine exhaust. A 10-foot strip on each side of the runway will be paved with asphaltic concrete.

APPROVED & RECOMMENDED	
by	
Capital Investment & Utilization	
Committee	
In Mtg. of	<u>6-18-79</u>
BY	<u>Donald G. Shay</u>
	CIUC SECRETARY

2. It was the Port's intent to remove paint and rubber from the runway by a high pressure water system to provide a better bond. However, this method is not available to the Port at this time. Removal will be the Contractor's responsibility and a more costly method, by grinding approximately 1/2-inch off the surface, may have to be utilized.
3. Upon completion of the final design, it was determined that a greater number of runway light fixtures and drainage structures would be required.
4. Since the original cost estimate was prepared, there has been substantial cost increase for fuel and asphalt which will have an indeterminate effect on bids.
5. Because of the tight schedule (34 days), the Contractor will be required to perform the work in double shifts thereby adding to the cost.

C. ESTIMATED COST (Revised)

Construction Cost	\$ 1,720,167.00
Washington State Sales Tax (5.4%)	92,889.00
Engineering, Fees, Supervision (14%).	<u>240,823.00</u>
Total Estimated Costs	\$ 2,053,879.00

D. SOURCE OF FUNDS

This project is eligible for F.A.A. participation. Funding of such a project would be allocated as follows:

F.A.A. (75%)	\$1,540,409.25
Port of Seattle (25%).	<u>513,469.75</u>
Total Estimated Project Costs	\$2,053,879.00


R.G. Petit, Asst. Chief Engineer
for Vernon L. Ljungren, Chief Engineer


for Donald G. Shay, Director of Aviation

PORT OF SEATTLE
MEMORANDUM

ITEM NO. 14
DATE OF MEETING 6-26-79

COMMISSION AGENDA

DATE June 4, 1979
TO Mr. Richard D. Ford, Executive Director
FROM Vernon L. Ljungren, Chief Engineer
SUBJECT Request for Authorization to Accept Contract No. 820-0119
Development Unit No. 3 - Demolition, Paving & Utilities
Terminal 128

The Chief Engineer requests authorization from the Commission to accept Untied Contractors Company Contract No.820-0119 for Development Unit No. 3 - Demolition, Paving & Utilities at Terminal 128.

A. BACKGROUND

At the May 25, 1976 Commission Meeting, authorization was given to file application with the Economic Development Administration (EDA) for a grant offer to aid in financing the construction of Terminal 128 expansion. On November 1, 1976 the Port accepted a grant offer from the EDA for \$657,600.00 in EDA funds for the Terminal 128 project.

The dredging portion of this work was awarded by the Commission at their meeting on January 25, 1977 to General Construction Co.

B. SCOPE OF WORK

The work included the demolition of several small buildings and miscellaneous items.

The general yard area was prepared to provide a uniform grade and paved, drained and lighted. Fencing was relocated to separate the Modular Pacific Company area and the rail was removed.

- C. AUTHORIZED BY THE COMMISSION October 26, 1976
- D. BIDS WERE RECEIVED AND OPENED February 24, 1977
- E. CONTRACT AWARDED BY THE COMMISSION March 8, 1977
- F. AMOUNT OF BID \$544,589.00
- G. EXECUTIVE AUTHORIZED REVISIONS WITHIN SCOPE

There were three Executive-authorized revisions within scope to modify the electrical and waterline installations totaling \$6,427.63 or 1% of the contract amount.

COMMISSION AGENDA

Richard D. Ford, Executive Director

June 4, 1979

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H. UNIT COST VARIATIONS

1. SCHEDULE

<u>Item</u>	<u>Proposal Amount</u>	<u>Contract Amount</u>	<u>Increase</u>	<u>Decrease</u>
Item 2-Excavation	56,000.00	59,212.00	3,212.00	
Item 6-4" Conc. Pipe	1,885.00	2,892.75	1,007.75	
Item 7-6" Conc. Pipe	1,980.00	1,485.00		495.00
Item 16-Furn. & Inst. New Fence	9,280.00	8,856.00		424.00
Item 19-6" C.I. Pipe	11,107.00	11,551.28	444.28	
Item 20-8" C.I. Pipe	6,250.00	6,160.00		90.00
Item 26-Asph. Treated Base	200,600.00	189,936.34		10,663.66
 TOTALS			4,664.03	11,672.66

2. Net Decrease in Unit Costs 7,008.63

3. Explanation of Unit Cost Variations

Items 6 and 7 - Locations of pipe were changed to avoid soft areas which increased the 4" concrete pipe and decreased the 6" concrete pipe. The remaining variations are considered to be within the normal tolerance for a project of this size and extent.

I. CLAIMS

On June 25, 1977 the steel legs of a grain elevator, Boulevard Excavating, Inc., a subcontractor on the project, was attempting to remove, buckled causing the entire elevator structure to fall onto the southwest corner of the adjacent steel building owned by the Port of Seattle and occupied by Modular Pacific Corporation. Modular Pacific promptly sued the Port, United and Boulevard.

As a result of the June 25 accident and the ensuing litigation, the Port of Seattle withheld all subsequent progress payments to United Contractors Company. There has been a settlement reached in the litigation whereby the Port will pay United Contractors Company interest at 7½ percent from July 15, 1977 on all monies due the contractor and withheld by the Port. The total interest due is \$36,583.96.

As part of the settlement, the Port has waived liquidated damages on the project.

J. COST SUMMARY

Original Contract Proposal	\$ 544,589.00
Executive Authorized Revisions within Scope	6,427.63

J. COST SUMMARY (continued)

Decrease in Unit Costs	-7,008.63)
Interest Payment	<u>36,583.96</u>
TOTAL	\$ 580,591.96

K. BID COMPARISON

1. United Contractors Co.	\$ 544,589.00
2. Butler-Jarvis	569,925.00
3. R.W. Scott Construction	570,224.00

L. SOURCE OF FUNDS

Approximately \$365,972.03 or 60% of the contract costs will be reimbursed by EDA. The balance, or approximately \$243,985.36, will for the Port's account.

All of the above work has been completed, inspected and approved by the Port of Seattle Engineering Department and EDA and is now ready for acceptance by the Commission.

The Port of Seattle has received a Release of All Claims from the Contractor.

No other claims of any kind have been received against either the Port of Seattle or the Contractor and it is requested that authorized be granted to accept this contract in the amount as follows:

CONTRACT PRICE	\$ 580,591.96
STATE SALES TAX	<u>29,376.43</u>
TOTAL	\$ 609,963.39


for VERNON L. LJUNGREN, CHIEF ENGINEER

MEMORANDUMDATE OF MEETING 6-26-79COMMISSION AGENDA

DATE June 14, 1979

TO Mr. Richard D. Ford, Executive Director

FROM Vernon L. Ljungren, Chief Engineer

SUBJECT Request for Authorization to Accept Contract No. 820-0158
Parking Terminal Repairs - Phase II
Sea-Tac International Airport

The Chief Engineer requests authorization from the Commission to accept Howard S. Lease Construction Company Contract No. 820-0158 for the Parking Terminal Repairs - Phase II at Sea-Tac International Airport.

A. BACKGROUND

Work on Phase I, to replace the expansion joints at the elevator cores, repair the waterproof membrane in the car rental wash area and repair of normal minor shrinkage cracks in the concrete was completed in December of 1977. Also, in December of 1977, the Commission authorized Phase II of the program which would upgrade the eighth floor (top deck) surface.

B. SCOPE OF WORK

The project included the following items of work:

1. Clean and prepare 8th floor deck surfaces (240,000 sq. ft.). Lay new membrane and place protective wearing course of rubber asphalt paving.
2. Install nosings as required along expansion joints to accommodate and protect new paving.
3. Replace/adjust floor drains as required to match elevation of new paved surface.

C. AUTHORIZED BY THE COMMISSION December 13, 1977

D. BIDS WERE RECEIVED AND OPENED May 10, 1978

E. CONTRACT AWARDED BY THE COMMISSION May 23, 1978

F. AMOUNT OF BID \$530,900.00

G. EXECUTIVE-AUTHORIZED REVISION WITHIN SCOPE

There was one executive-authorized revision within scope to repair leaking expansion joints and floor drains. Total cost was \$13,345.00.

H. EXECUTIVE-AUTHORIZED CHANGE IN SCOPE

There was was Executive-authorized change in scope to furnish and install flashing around the bases of the eighth floor elevator cores at the Parking Terminal. Total cost was \$12,576.32.

I. UNIT COST VARIATIONS

There were no unit cost variations.

J. COST SUMMARY

Original contract proposal	\$530,900.00
Executive Authorized Revision within Scope	13,345.00
Executive Authorized Change in Scope	<u>12,576.32</u>
Total	\$556,821.32

K. BID COMPARISON

1. Howard S. Lease Const. Co. & Assoc.	\$530,900.00
2. The George Sollitt Const. Co.	536,000.00
3. Pioneer Masonry Restoration Co.	583,975.00

L. SOURCE OF FUNDS

The source of funding for this work is the Airport Improvement Fund.

All of the above work has been completed, inspected and approved by the Port of Seattle Engineering Department and is now ready for acceptance by the Commission.

The Port of Seattle has received a Release of All Claims from the Contractor.

No other claims of any kind have been received against either the Port of Seattle or the Contractor and it is requested that authorization be granted to accept this contract in the amount as follows:

CONTRACT PRICE	\$ 556,821.32
STATE SALES TAX	<u>30,068.35</u>
TOTAL	\$ 586,889.67



for VERNON L. LJUNGREN, CHIEF ENGINEER

MEMORANDUMCOMMISSION AGENDAITEM NO. 16

DATE June 19, 1979
 TO Richard D. Ford, Executive Director
 FROM Lawrence M. Killeen, Director of Real Estate
 SUBJECT Request for Approval and Execution of a Lease with Hurlen Construction Company at Terminal 128

DATE OF MEETING 6/26/79

For consideration:

It is the recommendation of the Real Estate Department that the attached 47 day lease with Hurlen Construction Company be approved and executed by the Port Commission. This lease has been reviewed and approved by Port counsel, executed by Lessee, and is now ready for execution by the Port Commission.

Lessee: Hurlen Construction Company

Term: 47 days beginning July 15, 1979 and ending August 30, 1979.

Location: Terminal 128

Option: None

Area: 43,560 sq. ft. of land area located in the northwest portion of Terminal 128.

Use: Construction of two (2) U.S. Navy Camels to be used to tie up aircraft carriers at Bremerton, Washington.

Rental: 43,560 sq. ft. of improved land area
 43,560 sq. ft. x 0.035/sq. ft./mo = \$1,524.60/mo.

Surety: One month's rent deposit \$1,524.60

Insurance: General liability--protection and indemnity--\$1,500,000 coverage, Employee Liability and Longshore Harborworkers Compensation Act Coverage

Utilities: Billed separately to Lessee by the Port of Seattle.

Maintenance: Lessee responsible for all maintenance.

Termination: None

Additional Information: Lessee shall also be responsible for charges on the tariff when the Camels are launched and the barge slip is used.



LHS/40/01
 Attachment

MEMORANDUM

COMMISSION AGENDA

ITEM NO. 17

DATE June 14, 1979

TO Richard D. Ford, Executive Director

FROM Lawrence M. Killeen, Director of Real Estate

DATE OF MEETING 6-26-79

SUBJECT Request for Approval and Execution of Luggage Cart Concession Agreement with R & R International Enterprises, Inc. at Sea-Tac International Airport

For consideration:

The Real Estate Department recommends that the attached Luggage Cart Concession Agreement with R & R International Enterprises, Inc., superseding the former agreement, be approved and executed by the Port Commission. This agreement has been reviewed and approved by Port counsel, executed by concessionaire, and subject to receipt of acceptable surety is ready for execution by the Port Commission.

This agreement was presented to the Port Commission on February 27, 1979 and failed to receive the required approval for execution. Commission discussion centered around whether luggage cart service should be provided at no cost to the air traveler at Sea-Tac as provided in many European airports.

Staff has since conferred with the chairman of the airline negotiating committee who believes that luggage cart service should not be provided for free to the traveling public because there would be no incentive to return carts to the vending racks, causing passengers to leave carts at the ticket counter or scattered throughout the Parking Terminal. Additionally, the decreased revenue/increased expense would increase the Passenger Terminal rental rates to the airlines. The 1979 estimated revenue to the Port from this concession is \$10,000 and the expense would be approximately \$43,000 per year (theft of carts - \$6,000, maintenance of carts - \$1,000, wages for three people to retrieve carts - \$36,000 including fringe benefits) plus the capital expense of purchasing luggage cart equipment.

	<u>Former Agreement L-1151, as Amended</u>	<u>New Agreement</u>
Lessee:	R & R International Enterprises, Inc., a Washington corporation	Same
Leased Premises:	Locations within the Main Passenger Terminal as designated by the Port	Same
Use of Premises:	Self-service luggage carts	Same
Term:	Total of approximately 6 years, commencing December 15, 1972	Year to year, commencing January 1, 1979 for a maximum term of 5 years

COMMISSION AGENDA

Richard D. Ford

June 14, 1979

Page 2

	<u>Former Agreement L-1151, as Amended</u>	<u>New Agreement</u>
Concession Fees:	10% of gross revenue on a net cart usage fee of \$.50, \$50.00 per month minimum	15% of gross revenue on a net cart usage fee of \$.75, \$350.00 per month minimum
Rental:	None	\$150.00 per month
Surety:	\$600.00 bond	\$6,000.00 bond
Insurance:	\$100,000/\$300,000/\$100,000	\$500,000 single limit liability
Cancellation:	Upon 30 days' notice in case of default	Upon 30 days' notice in case of default or at the end of any one-year term for any reason
Utilities:	Furnished by Port	Same
Maintenance:	Responsibility of Concessionaire	Same
Other:	Standard provisions	Same
Additional Information:	The net usage fee of \$.75 (\$1.00 to obtain a luggage cart with a \$.25 refund when the cart is returned to a vending rack) is standard at most major U.S. airports and is necessary to offset the increased maintenance and replacement cost of equipment.	



ES/KDM/cg
Attachments