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# 2016 Sustainability Report

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Port of Vancouver USA

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Annual Report  
WE CAN! Task Force

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## 2016 SUSTAINABILITY REPORT

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# I. INTRODUCTION

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## PURPOSE OF REPORT

The purpose of this document is to describe the sustainability efforts of the Port of Vancouver (port, POV) for calendar year 2016 as part of the port's commitment to developing a sustainable port. This report includes a description of the port's approach towards sustainability, how sustainability management activities were undertaken during our formal sustainability efforts, and the progress made towards accomplishing our sustainability goals. The port is dedicated to sharing information about its sustainability priorities, goals, initiatives and performance. This report illustrates our commitment to good governance, transparency and responsibility to our community, employees, stakeholders and the environment.

## PORT BACKGROUND

The Port of Vancouver was created in 1912 by the people of Vancouver. Back then, many businesses were located on the waterfront for easy access to the ships that plied the waters of the Columbia; but these were private businesses. Public ownership of the waterfront became imperative so that all citizens would reap the benefits of access to waterborne trade across the public shoreline. On April 6, 1912, a special election established the Port of Vancouver. There are now 75 port districts in the state of Washington with the Port of Vancouver being the third oldest port in the state.



Now, over 100 years after its inception, the Port of Vancouver's marine trade and industrial business operations continue to grow. The port is nearly complete in delivering the West Vancouver Freight Access Project, a dedicated dual rail carrier access unit train facility that will result in increased efficiency of rail service, with an estimated forty percent reduction in mainline congestion and delays by the project's anticipated completion in 2017, lowering costs for U.S. manufacturers and farmers, and freeing up tracks for both passenger and freight rail movements. The WVFA project will



help unclog a bottleneck caused by trains coming into the port and alleviates the stalling of national rail lines to the west coast. An important piece of the project is the completed loop track at Terminal 5 that enables the port to stage 100-plus rail car unit trains within the interior of the port without blocking the mainlines. Other important features of the project include a new rail grade-separated entrance into the port that avoids bisecting mainline traffic, expanding the rail corridor throughout port property, and a grade-separated access road into Terminal 5.

The port collaborated with other river ports and federal and state agencies to complete the Columbia River Channel Deepening Project. This 20-plus year project makes the port more accessible for larger ships with greater cargo capacity, creating an opportunity for new maritime business. The parties are now working towards effective maintenance of the channel at its new depth.

The port has approximately 50 tenants, five marine terminals and 13 berths. According to the most recent economic impact study (Martin Associates, 2014) approximately 3,237 jobs are directly generated by marine and industrial activities at the port with business activities contributing \$102.7 million in state and local taxes. In 2016 the port earned \$35.9 million in operating revenue and handled 7.49 million metric tons of cargo, making 2016 the best tonnage year in its 104-year history.

Three publicly-elected commissioners represented the interests of the population of the Port District in 2016; Eric LaBrant, Jerry Oliver and Brian Wolfe. They worked closely

with port employees and stakeholders to ensure the port continued to provide economic benefit to our community by attracting new customers, tenants and cargos, and retaining and growing current tenant and customer operations, innovating efficient operational practices, and keeping a vigilant eye on the environment of both the land and the river that serves it.

The port is dependent on a healthy environment, dedicated labor force, economic vitality, and sound leadership to ensure it remains a unique and vibrant center of trade.

## II. SUSTAINABILITY AT THE PORT

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### WHAT SUSTAINABILITY MEANS TO US

The port is committed to the health of the economy, our community and environment. The concept of sustainability is not new to the port. While terms may evolve, our commitment to responsible resource use, protection of the environment, and making business decisions that recognize the balance between the decisions we make today and the consequences those decisions will have on the future have been in place for years.



While there are several definitions of sustainability, the simplest way of thinking about sustainability is to think of future generations, and make them a pledge that they will have all the freedoms and luxuries we had in our lifetimes. It means we find alternative ways of doing the same things we do now without creating harmful effects to the environment. The Port of Vancouver strives to meet this definition through our short and long-term sustainability efforts.

#### Mission Statement:

The Port of Vancouver provides economic benefit to our community through leadership, partnership and stewardship in marine and industrial development.

We define sustainability through our values which give rise to our policies, our ethics and our port culture. They commit us to environmental stewardship, safe work environments, and socially-responsible behavior in our workplaces and our community.

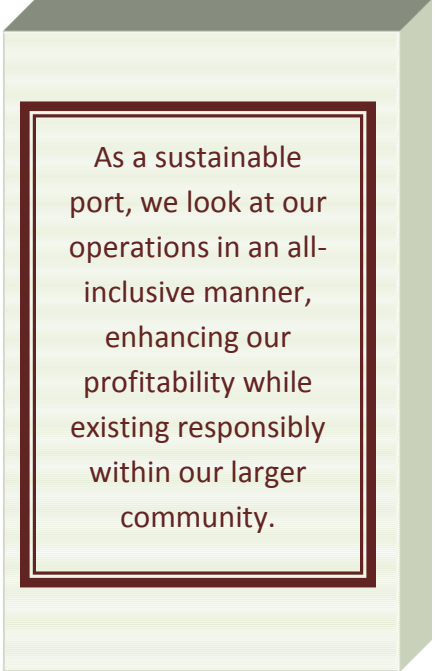
Sustainability ties into our core values. The port's mission statement is to provide economic benefit to our community through leadership, stewardship and partnership in marine, industrial and waterfront development. Leadership means looking ahead for land and transportation opportunities and making sure our community's industry and waterfront property is protected for our future. Stewardship means taking care of the public's investment, being good stewards of our environment. Partnership is working with others to ensure continued success and viability.

## HISTORY OF THE PORT'S SUSTAINABILITY PROGRAM

In 2008, the port initiated the "We Can!" project. Through this project, the port inventoried previous sustainable efforts and accomplishments and began working toward measurable, consistent changes to improve upon the programs already in place and identify opportunities for future growth.

The port's effort began by forming a cross-departmental task force, the We Can! Task Force, to be the champions of the port's sustainability initiatives. Each department at the port designated an appointee to represent the unique needs and opportunities of their respective departments. The task force members, along with their departments, developed the 2016 sustainability goals and targets for the Port of Vancouver. The task force set goals with the following guidelines in mind. Goals must:

- Support the port's Mission Statement, Goals and Values
- Be Reasonable
- Be Achievable
- Have Measurable Benefits (where practical)
- Consider the triple bottom line



As a sustainable port, we look at our operations in an all-inclusive manner, enhancing our profitability while existing responsibly within our larger community.

## PROGRAM SCOPE

As a public port, our tenants, customers, users, and stakeholders are numerous. It was important for the port to define the scope and boundaries of the sustainability program. The port's program covers those operations that the port has actual power of control over. Organizational boundaries are defined by operational control; therefore, facilities or operations meeting any of the following criteria were included:



- wholly owned and operated/controlled by the Port of Vancouver;
- the Port of Vancouver has full authority to introduce and implement operating policies (i.e., holds the operating license);
- the Port of Vancouver has full authority to implement operational and health, safety and environmental policies.

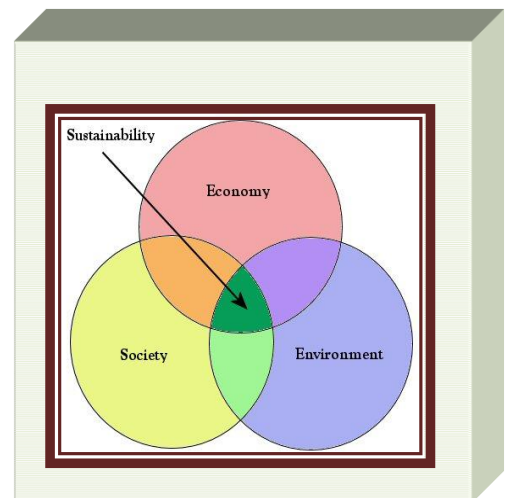
The port believes it is important to reach out to those outside of its organizational boundaries into our community to encourage sustainability among its stakeholders and lead by example. Numerous port publications to the port's voting district, tenants, employees and stakeholders highlight the port's sustainability efforts and project updates to encourage others to begin thinking sustainably.

## SUSTAINABILITY REPORTING FRAMEWORK

The port's task force chose the globally recognized and respected Global Reporting Initiative's G3 Guidelines reporting framework to guide them through the process of goal setting and sustainability reporting. Over the years, the team has adapted the framework to meet the port's specific needs.

The framework divides sustainability into three dimensions of sustainability:

- Economic
- Environmental
- Social



## GOALS AND YEAR-END TARGETS

In order to achieve sustainability goals, attainable and measureable steps, called year-end targets, were established for each goal for 2016.

- **Goals** – Identify the “big picture” of what the port is trying to achieve
- **Targets** – Attainable and measureable steps that can be taken by the end of the calendar year to achieve the ultimate goal

After setting the 2016 goals and targets, the We Can! Task Force tracked the progress to measure the port's sustainability success.

## RESULTS INDICATORS

The following Results Indicators, which symbolize performance towards year-end targets, have been selected to provide the reader with an easy-to-read format when viewing Section III of this report.



**Target Achieved**



**Target Not Met**



**Target Carried Over to 2017**





### III. 2016 SUSTAINABILITY GOALS

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#### ECONOMIC SUSTAINABILITY GOALS AND YEAR-END TARGETS



The Port of Vancouver is an economic engine to the southwest Washington region. The port provides economic stability to our region by producing revenue to our state and local services. The port's strategy to ensure economic sustainability strives to provide longevity of economic diversity and funding through a sustainable, healthy mix of cargo, tenants and revenue generation. The efforts toward economic sustainability were divided into two goals and twenty-five year-end targets.

#### GOAL: DIVERSIFY REVENUE SOURCES

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*TARGET:* Pursue redevelopment opportunities at Terminal 1 for a vibrant waterfront.



*STATUS:* The port is undertaking a historic development, the Terminal 1 Waterfront Project, at its birthplace on the Columbia River. In 2016, the port submitted the preferred concept for City of Vancouver approval with expected approval mid-2017. The port is utilizing existing facilities by leasing them to a new port tenant (Warehouse 23) and utilizing conference/ball rooms to support meeting and event needs of the community. Hotelier and mixed use developers were selected in 2016.

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*TARGET:* Truck loading tracking and metric development.



*STATUS:* Provide better labor quotes and reduce cost by tracking the time and costs required to load trucks with different types of cargo. The method of tracking is still under development, and is also part of the

## Economic Sustainability Goals (cont.)

installation of upgraded terminal software system, which has been delayed until 2017.

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*TARGET:* Support the development of renewable energy projects.



*STATUS:* Through the port's ongoing wind energy cargo expertise, the port offers customers with the innovation of efficient logistics necessary to develop renewable energy projects. The wind energy market has been cyclical, rising and falling as tax credits renew and expire, the port continues to support tax credits to encourage wind energy growth. In addition, the port purchased 5,931 renewable energy certificates for 2016 from wind energy sources, equivalent to 100% of the port energy use for 2015. Since 2008, the port has purchased 47,697 renewable energy certificates which is equivalent to avoiding over 31,000 metric tons of carbon dioxide emissions.

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*TARGET:* Complete critical elements of the West Vancouver Freight Access (WVFA) Project to ensure cargos can efficiently utilize the transportation systems at the port and not bisect the mainline rail traffic.



*STATUS:* Construction progress of the WVFA project continued in 2016, with the final two contracts for slated for completion by 2018. The 'grain train track unit train improvements, Phase B' (Project 11B) project element was put out to bid in December 2016.

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*TARGET:* Evaluate grant and alternative funding opportunities.



*STATUS:* The port was awarded a \$347,272.50 grant from FEMA for a security camera update project in 2016. The port also submitted for a FMSIB grant in 2016 for completion of an access road project but was not successful. The port will perform a cost analysis of improvements to Berth 1 in 2017 for inclusion in future grant applications. Since 2007, the port has received over \$65 million in grants and loans for port projects.

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## Economic Sustainability Goals (cont.)

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*TARGET:* Implement new requisition system with the budget approval process occurring prior to purchase approval, allowing departments to better manage budget dollars.

*STATUS:* Implementation of e-Requester system is complete. Training will continue until all end users are utilizing the requisition system. Mobile approval coming soon.

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*TARGET:* Maximize job and revenue generating activities.

*STATUS:* The port consistently seeks out opportunities to partner with businesses that will join in our goal to be a source of economic strength for the region. In 2016 the port signed several new contracts with international carriers, leases with new tenants, as well as extended leases with existing tenants and renewed contracts with carriers.

2016 ranked as the fourth highest total of longshore hours paid since 1995. 2015 and 2016 are currently the third and fourth highest total of longshore hours paid on record.



Job growth for industrial tenants at the port has increased 11 percent since the beginning of 2015. Five-year cumulative growth totaled 81 percent – pushing total occupancy of the port’s industrial buildings to over 99 percent.

To account for rising demand for industrial space, in 2016, the port broke ground on a new 125,000 square foot industrial warehouse (the Centennial Industrial Building) at Centennial Industrial Park. Right next door to the port’s new warehouse, longtime tenant Sunlight Supply broke ground on their own 300,000 square foot warehouse. These new developments will generate additional job growth to Vancouver, and the greater Clark County, Washington region.

In 2016 a new restaurant, Warehouse 23, moved into the Terminal 1 building (former Red Lion Inn at the Quay). The restaurant has thrived

## Economic Sustainability Goals (cont.)

and revitalized the existing space which has provided community members an opportunity to connect with the waterfront again.

The port issued a request for Statements of Interest from firms interested in designing, permitting, constructing and operating a high-volume marine terminal facility on approximately 40 underutilized acres at the port's Terminal 5.

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*TARGET:* Develop and execute strategy to ensure future truck access to/from I-5.



*STATUS:* Ensuring access to the port from all available modes and efficient route alternatives for transportation allows for diversification of cargos and is essential to all movements of people, vehicles and freight. In 2016, efforts around the West Side Mobility Strategy in collaboration with the City of Vancouver continued. The Westside Mobile Strategy Final Report was unanimously adopted by the City of Vancouver (July 18, 2016) after years of study and community engagement. The study details project priorities and implementation strategy that will allow for continued job growth in Vancouver's western industrial area while maximizing the livability of neighborhoods along travel corridors.

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*TARGET:* Engage in opportunities to learn/provide information on dangerous cargo.



*STATUS:* In 2016, terminal operations staff completed Awareness Level training on Dangerous Goods. To date, the port has reviewed several commodities where the training received has been put to good use in helping make sound decisions regarding proposed commodities.

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*TARGET:* Participate in 2016 Clark County Hazard Mitigation Plan update.



*STATUS:* The port participated with the update of the 2016 Clark County Hazard Mitigation Plan (HMP) as a steering committee member and planning partner with Clark Regional Emergency Services Agency and 16

## Economic Sustainability Goals (cont.)

other municipalities and special purpose districts. Through the combined efforts, the updated HMP aims to reduce disaster losses caused by natural hazards such as earthquakes, floods, storms and wildfires.

### GOAL: MAXIMIZE OPERATIONAL PROFITABILITY

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*TARGET:* Microsoft Dynamics SL Web Apps will replace Solomon Portal and is designed to decrease the amount of work on expense reports and tracking expenses on projects.



*STATUS:* By using the new web application, port employees can now view project related expenses, time and approvals virtually anytime, and anywhere. Project Analyst feature provides financial overview and ability to drill to the details.

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*TARGET:* Investigate the repurposing of scrap and surplus items on hand to make into test weights used for crane and equipment testing in order to streamline cost and efficiency of testing procedures.



*STATUS:* Making of test weights with scrap and surplus materials is still under investigation, and has been delayed due to malfunction of the port's truck scale which is needed to weigh components that will make up the test weights.



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*TARGET:* Assess vehicles and equipment for upgrades and replacements to ensure safety and increased efficiency. Evaluations will consider improved safety features, lowered maintenance costs, increased useable production time/less time spent on maintenance, improved dependability, benefits to air quality and improved moral.

## Economic Sustainability Goals (cont.)

*STATUS:* Vehicles and equipment continue to be assessed for upgrades and replacement opportunities in 2016. It was determined that a lift truck with 125- foot extension capability (vs. existing equipment with a 110-foot extension) was necessary to perform key maintenance tasks in a safe and efficient manner, eliminating the need for full extension of existing boom which created a potential for unsafe conditions.

The rail truck was also evaluated for upgrade/replacement in 2016. Instead of replacement, it was determined that the vehicle could be refurbished with new paint, box, and seats. Components that were determined to be in good condition were retained (chassis, engine).

35 pieces of equipment were modified to accommodate lockout/tagout procedures to safeguard workers from unexpected startup or release of stored energy during servicing and maintenance activities.

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*TARGET:* Evaluate effectiveness of cloud-based email for the organization.



*STATUS:* The evaluation started in 2014 with a small test group assembled to assess the value for the port (security, usability, cost, etc.). Since then, after addressing technology issues, all applicable employees have been converted to cloud-based email. This has resulted in reduced server needs on-site as well as increased email storage capacity for staff and increased file sizes allowed to be sent via email resulting in increased efficiency and productivity.

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*TARGET:* Evaluate office supplies and change to more economical brands where appropriate.



*STATUS:* Office supply evaluation conducted and economical brands chosen as appropriate. For example, previous brand-name pens were \$9.50/dozen, new store-brand pens ordered are \$4.59/dozen.



*STRATEGY:* Complete staffing requirements of Sales and Marketing Department reorganization.



## Economic Sustainability Goals (cont.)

*STATUS:* Staffing completed for the Sales & Marketing team in 2016. A third Sales Director was added and a Commercial and Industrial Sales Manager position was created to complete staffing for the team.

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*TARGET:* Source available non-OEM, compatible parts for equipment.



*STATUS:* By sourcing OEM or compatible parts from sources other than the original crane supplier, we are able to save money. For example, we are able to save 45% off the cost of a typical crane engine service. In addition, these other vendors accept credit card so these expenses are eligible for rebates under the port's purchasing card system.

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*TARGET:* Complete the video monitor station to provide early detection capability for security with the potential to reduce/stop theft and property damage, etc.

*STATUS:* The completion of the monitoring station is an ongoing effort and will continue into 2017 with additional resources.

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*TARGET:* Continue implementation of the new computerized maintenance management system (CMMS) including integration with the port's fuel delivery system and payroll (eliminating need for paper time cards), as well as use by port tenants.



*STATUS:* Implementation of the CMMS continued in 2016. The integration of the port's fuel delivery system into the CMMS was approximately 50 percent completed in 2016. Time card integration implementation is scheduled to begin in 2017. Port tenants are now able to place repair requests directly through the online CMMS portal, eliminating multiple communication steps and allowing effective scheduling of the work. The Port's CMMS system is now being used by all port departments to capture maintenance and repair tasks performed by the Facilities Department.

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## Economic Sustainability Goals (cont.)

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*TARGET:* Maintain clean financial audits and strong financial health.



*STATUS:* In 2016 the Washington State Auditor's Office had no issues of concern with the ports internal controls to safeguard public assets. Other indicators of strong financial health: the port maintains excellent credit ratings and for the fifth year in a row the port commission elected not to take a one percent tax increase allowed by Washington state law.

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*TARGET:* Invest in personnel and resources to ensure the port remains globally competitive.



*STATUS:* In 2016 wind turbines returned to the port. The port handled 354 blades, 25 nacelles, 50 hubs, and 31 towers destined for wind farms throughout western United States. Without the investment in our two Liebherr mobile harbor cranes, and the highly skilled workforce to move these wind components, the port would not have this business.

The Sales and Marketing department added two new positions in 2016 -- a Commercial and Industrial Sales Manager and a Sales Director to attract marine cargo to the port. These two positions represent over three decades of professional expertise.

The Sales & Marketing department continued to adapt and utilize Microsoft customer relationship management (CRM) software to manage, and remain knowledgeable on all the port's various business opportunities.

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*TARGET:* Share in the costs of producing printed materials for joint-ports effort (Camas, Washougal and Ridgefield).

*STATUS:* This year, POV was responsible for printing the legislative agenda and Port of Ridgefield reprinted the trifold brochure that the three ports used to promote industrial properties.

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## Economic Sustainability Goals (cont.)

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*TARGET:* Issue debt at the lowest possible rate for financial stability.



*STATUS:* In 2016 the port issued \$40MM of revenue bonds with a 30 year term at an average interest rate of 3.71%. The port had assumed an average interest rate of 4.25% prior to issuance, saving the port \$4.5MM in interest expense over the life of the loan. This equates to an annual savings of \$150,000 which can be used for other operational needs of the port.

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*TARGET:* Reduce costs for the employee and employer while giving the best return on investments to employees by changing 401A provider.



*STATUS:* The port has contacted a third-party consultant to help make an educated decision on what company to use to help reduce the costs for the employees and the employer with the 401A account. A committee charter has been established that includes the third-party consultant and port staff that analyses the options of 401A providers to determine if there is a benefit to changing companies.

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*TARGET:* Partner with Greater Vancouver Chamber of Commerce (GVCC), Columbia River Economic Development Council (CREDC), SW Washington Contractors on membership and community events to stretch port dollars further.



*STATUS:* In 2016 we participated with the GVCC on their Digital Technology Expo - presenting information on early stages of the biotech center at Terminal 1. Approximately 200 attended. Later in the year we were the presenting sponsor of the GVCC's Business and Leadership Awards dinner with 350 attendees. We were the presenting sponsor of CREDC's "Hutch Lunch" featuring a speaker from the Fred Hutchinson Cancer Research Center, with 300 attendees. The port was a major sponsor of the SW Washington Contractors Association golf tournament and luncheon with 300 golfers. At all these events the port was allowed a speaker who delivered port messages to the audiences.

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## SOCIAL SUSTAINABILITY GOALS AND YEAR-END TARGETS



The social dimension of sustainability deals with the impacts the Port of Vancouver has on the social systems within which it operates. This section on the social sustainability is divided into two goals and twenty-three year-end targets.

### GOAL: FOSTER POSITIVE AND PRODUCTIVE RELATIONSHIPS WITH STAKEHOLDERS



*TARGET:* Hold at least one public coffee event for each commissioner in 2016 to meet citizens, listen to their feedback and share happenings of the port.

*STATUS:* Commissioner coffees for each of the commissioners were completed in November at local venues in commissioner districts. The commissioners spoke with a total of 30 citizens.



*TARGET:* Increase the number of positive interactions with port stakeholders via events, sponsorships, social media and outreach efforts.

*STATUS:* In 2016, the port increased the number of public tours to eight, up from six tours in 2015, reaching 400 citizens. A community-wide Waterfront Open House and Christmas ship viewing event at Terminal 1 was hosted by the port in December with 250-300 citizens attending. Also participated in the Fruit Valley Foundation Golf Tournament and worked with them to develop a food and clothing drive in conjunction with the port's Christmas ships event. The food and clothing drive has been tremendously successful. The port partnered with Columbia Springs and SW Washington Contractors Association to provide new sponsorships in 2016.

## Social Sustainability Goals (cont.)

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*TARGET:* Integrate safety walk-throughs with tenants to provide added service/support to tenants thus strengthening existing business partnerships and improve overall port safety.

*STATUS:* Tenant integrated safety walk-throughs are scheduled to begin in 2017.

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*TARGET:* Hold at least one tour for a non-traditional audience.

*STATUS:* Tours were completed with non-traditional groups including Smith Tower residents, Joyo Sister City delegates, EFSEC Council, PNWA conference attendees and several senior centers. Julie Rawls met with the head of the Portland Metropolitan Hispanic Chamber of Commerce to build inroads with this group.

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*TARGET:* Increase the number of individuals who receive information about the port through digital communication platforms to better engage the public.

*STATUS:* The port had 535 LinkedIn followers in 2015 and that increased to 700 followers in 2016 which was a 30.9% increase. The port had 1,277 Twitter followers in 2015 and that increased to 2,217 in 2016 which was a 73.6% increase in followers. The port also launched its Facebook site in December of 2015 which saw a total of 741 followers by the end of 2016.

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## Social Sustainability Goals (cont.)

### GOAL: SUSTAIN A PRODUCTIVE AND VITAL WORKFORCE

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*TARGET:* Enhance diversity, opportunities in the workplace.



*STATUS:* Provided staff with diversity training. Partnered with Trillium Employment Services to offer developmentally disabled adult employment. Human Resources department attended a Veterans' Job Fair for recruitment.

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*TARGET:* Successfully negotiate contract with the Office and Professional Employees International Union (OPEIU).



*STATUS:* Started the negotiations for the Security Union Contract in November 2016, negotiations will continue into 2017.

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*TARGET:* Promote employee retention.



*STATUS:* Recognition of long-term POV employees was provided through an employee service award presentation. Service awards were given to ten employees with five, ten, fifteen and twenty-five years of service to the port. The port also promotes a work-life balance with flexible schedules for compatible employees and remote access for working from home when appropriate.

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*TARGET:* Create a streamlined and centralized method for requesting, evaluating, fulfilling and tracking the port's catering needs.



*STATUS:* The administration services team created a new form and process for streamlining the catering request process. The new process provides a consistent and clear process for requesting catering needs that provides for careful planning, evaluating and tracking of catering needs.

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## Social Sustainability Goals (cont.)

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*TARGET:* Update and renew employee manual.



*STATUS:* Key sections were updated in 2016 and further updates will continue into 2017.

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*TARGET:* Work with the ILWU/PMA Joint Accident Prevention Committee (JAPC) and POV safety committees to collaborate on key safety projects.



*STATUS:* The committees worked together to find solutions to safety concerns in 2016. It was identified in the JAPC that Harborside Drive through Terminal 2 was in bad repair. Temporary patches had been made, and the original plan was to repair this section of road as part of WVFA project 11B. Recognizing the fact that repairs could not wait, port personnel from the Facilities Department completed drainage and subgrade preparations in advance to make the road safe for all traffic. The advanced work will also reduce time and cost required to complete this portion of project 11B.

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*TARGET:* Review and update POV Safety Manual training programs. Following an update to the Emergency Response Plan (ERP) for the port's drinking water system, conduct a table top exercise to test emergency capabilities and train employees.



*STATUS:* Safety Manual training programs have been going through updates and will continue to go through updates. Some programs that have gone through updates include: Confined Spaces training, Confined Spaces inventory list, Lockout / Tagout, Bloodborne Pathogens. Following an ERP update, a table top drill was conducted to test the plan in the scenario of a potential compromise to the water system.

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## Social Sustainability Goals (cont.)

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*TARGET:* Seek local opportunities for professional trainings and hosting trainings for POV employees.

*STATUS:* The contracts department held a cross-departmental training on the topic of insurance. Conflict resolution training was provided to POV security department. Future opportunities have been identified for 2017 with two trainings already scheduled.

---



*TARGET:* Install port coffee machine at Terminal 1 for use during large meetings held in the conference rooms to minimize time and inconvenience of hauling coffee from main administration office.

*STATUS:* This target was achieved, saving staff time by providing coffee service on site rather than transporting coffee from main administration office.

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*TARGET:* Foster employee knowledge for continued ingenuity and skills growth.

*STATUS:* Encouraged sharing of new ideas on existing practices from current employees and new hires. Mechanics and rail operators were sent to training for a key piece of rail equipment.

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*TARGET:* Provide on-site wellness care-gap check-ins for POV employees through health insurance provider to support preventative care.

*STATUS:* Held at POV offices - medical assistant on-site helped blood pressure checks, schedule medical appointments and check results online, provided info on free classes, programs, and health coaching.

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## Social Sustainability Goals (cont.)

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*TARGET:* Develop individual safety training requirements for each POV position.



*STATUS:* The required safety training for POV employees are based on their position and job functions. While our employees are current and up-to-date with their required trainings, the port is still in the process of considering other non-required trainings should be added to other port positions.

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*TARGET:* Provide a venue and attention for safety initiatives brought through the Safety Committee.



*STATUS:* The Safety Committee, made up of elected representatives of port departments, continued to meet monthly throughout 2016 to provide a venue for identifying and resolving safety issues. Some of the items accomplished under the safety committee in 2016 include: AED placed in the Construction Project Office, procedures for handling syringes and sharps program, integration of internal safety audit, painting of jersey barriers west of Trimac property for better visibility and the relocation of US mail and UPS drop box from the west of the north administration building to the east side of the building to improve safe access.

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*TARGET:* To promote a healthy work/life balance, implement more one-on-one or small group training options (video based) to reduce the need for security officers to come in on days off for training.



*STATUS:* Working in conjunction with the Safety/Risk/Emergency Department and Human Resources Department to utilize video based training options whenever feasible. Adjusted monthly Security Department training and general business meetings to allow officers to attend trainings during their normal work days/hours, which helps reduce over-time costs.

## Social Sustainability Goals (cont.)

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*TARGET:* Develop and implement electronic incident reporting process.



*STATUS:* This is a work-in-progress and currently working with IT and Security to come up with forms that will work for both functions, safety and security. IT purchased the software necessary to complete and support electronic incident reporting during the first quarter of 2017.

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*TARGET:* Seek opportunities to provide employees with safety information to be safe at work.



*STATUS:* During the 4th quarter of 2016, rolled out the information to download the e-binder application for POV smartphones for 24/7 access to Safety Data Sheets (SDS). During a staff meeting, a demonstration was also covered on how this application works.

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*TARGET:* Develop a 2016 POV Benefits Committee.



*STATUS:* A new benefits team is anticipated to be assembled in 2017 to evaluate health care insurance options for POV employees.

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*TARGET:* Develop safety value in our mission, vision, value statement in Strategic Plan.



*STATUS:* During the revision of our Strategic Plan 2016-2025, safety was removed from the corporate values page and is now a standalone page, Culture of Safety.

## ENVIRONMENTAL SUSTAINABILITY GOALS AND YEAR-END TARGETS

The port's environmental values demonstrate our commitment to environmental sustainability:

- Integrated Decision Making
- Sustainability
- Pollution Prevention
- Compliance

When developing the goals and objectives for environmental sustainability, the port considered impacts to, land, air and water. This section on the environmental sustainability is divided into two goals and twenty-four year-end targets.



### GOAL: PROMOTE POLLUTION PREVENTION



*TARGET:* Incorporate language into public works contracts encourage/require contractors to use clean construction practices; i.e. recycled materials specifications, anti-idling, etc.

*STATUS:* Recycled material specifications were added to contracts language. In addition, anti-idling language, limiting unnecessary idling by port contractors, was also added to contract specifications in 2016.



*TARGET:* Replace paper coffee cups with recycled content cups that are compatible with the port's composting collection.

*STATUS:* In situations where the use of reusable coffee mugs is not possible, the port has switched to coffee cups made from 90% plant-based renewable resources and a minimum of 10% post-consumer recycled fiber.

## Environmental Sustainability Goals (cont.)

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*TARGET:* Reduce energy use.



*STATUS:* Lighting upgrades to more energy efficient systems (LED or energy efficient fluorescent with interior occupancy sensors) were completed at buildings 2185 (warehouse), 3201 (Trobella Cabinets), 2025 (UGC gear locker). These upgrades will save approximately 86,905 kWh per year which is approximately \$4,258 of savings per year. Since program's inception at the port, over a million kilowatt hours annually have been saved due to lighting efficiency improvements.

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*TARGET:* Implement port-wide stormwater strategy.



*STATUS:* Stormwater strategy elements implemented in 2016 included jet-cleaning and video inspection of stormwater lines at Terminal 3 and 4, additional Grattix treatment boxes installed to reduce roof runoff pollutants in stormwater, signage provided for all stormwater facilities to provide awareness, and beginning construction on WVFA Project 7 which will construct a new indoor rail dry bulk unloading facility (replacing an outdoor facility) which will contain air-borne particles generated during the unloading process.

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*TARGET:* Reduce paper consumption.



*STATUS:* Building off of previously initiated and ongoing paper-saving initiatives, further opportunities implemented in 2016 included adding collection box for single-sided copies to encourage the use of the paper for scratch paper and providing electronic budget books to staff instead of printing as was previously done.



## Environmental Sustainability Goals (cont.)

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*TARGET:* Participate on committee created to evaluate oil spill preparedness on the Columbia River.



*STATUS:* The port representative continues to attend and provide a port's perspective on the Washington State Department of Ecology Columbia River Vessel Traffic Evaluation and Safety Risk Assessment (CRVTSA) committee. The committee is working to complete an evaluation and assessment of vessel traffic management and vessel traffic safety within, and near the mouth, of the Columbia River. The work of the committee and resulting recommendations for vessel traffic management and safety on the river are expected to conclude in 2017-2018.

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*TARGET:* Evaluate the port's drinking water system based on results from water system evaluation and chemical safety/reduction goals.



*STATUS:* The port evaluated and designed improvements to the port's water system including provisions for replacement of an existing water tank, additional storage capacity, increased booster pumping capacity, a backup power generator, replacement of the existing telemetry and control system with a proposed supervisory control and data acquisition (SCADA) system, relocation of security and communications equipment, and a future liquid chlorine system to replace the existing gas chlorination system. Work is expected to occur in three phases beginning in 2017.

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*TARGET:* Reduce order frequency of supplies to reduce unnecessary delivery trips.



*STATUS:* The port reduced the number of coffee vendor trips to the port by reducing delivery from once weekly to twice weekly. Office supply orders are also bundled to eliminate single item purchases.

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## Environmental Sustainability Goals (cont.)

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*TARGET:* Develop port-wide pesticide policy.



*STATUS:* A draft policy has been created aimed at reduction of harmful chemicals from pesticide applications. In 2017, the port will work to finalize the policy.

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*TARGET:* Install rail track mats in the port's well head protection area to provide an absorbent and containment layer for protection of the ports drinking water system.



*STATUS:* Further protection of the port's drinking water system was provided in 2016 with the addition of railroad track mats in areas determined to be high-risk areas of the well head protection area such as locomotive parking, fueling, and maintenance areas. These impermeable-backed mats provide a layer of absorbent which prevents fuel, oils and other hydrocarbon-based fluids from leaks, drips or spills from leeching into the soil and ballast.

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*TARGET:* Evaluate waste-reduction strategies.



*STATUS:* The port's own recycling efforts continue for items not recycled by Waste Connections curbside service such as film plastics from the maintenance shop, electronics, and block foam. A large (100,000+ sq. ft.) warehouse was demolished in 2016 (Bldg. 3125). One hundred and fifty structural poles were salvaged from the building and reused for cargo laydown supports. All equipment in the riser room (sprinkler equip) was also salvaged for reuse. The contract for the replacement building requires reporting of recycled content and encourages the use of recycled materials in its construction.

## Environmental Sustainability Goals (cont.)

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*TARGET:* Acquire water right necessary to meet the port's long-range water demand.



*STATUS:* As a water provider, the port is responsible for ensuring that both existing and future tenants and customers have an adequate water supply. In 2016, the port applied for a water right from the Department of Ecology that meets the projected current and projected water supply needs of the port. The water right is expected to be secured in 2017 following Ecology review.

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*TARGET:* Communicate the port's commitment to sustainability through tours, by posting six environmentally-focused social media posts in 2016, and through sponsorship of Columbia Springs annual auction and dinner.



*STATUS:* Examples of the port's sustainability efforts are built into every public tour. At least six environmentally-focused tweets occurred in 2016. On each tour, attendees also view examples such as the water treatment ponds and Grattix systems. The port was the major sponsor of the 2016 Columbia Springs auction with 250 attending.

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*TARGET:* Reduce the quantity of all port printed outreach pieces against previous orders. Thus reducing waste and/or recycling of left over materials.



*STATUS:* Newer, digital presses lower printing costs on small quantity print runs. With this in mind, the port started printing lower quantities of our brochures. This helps to reduce waste if a piece become out of date. It also allows us to print additional runs at a lower cost and update our materials more often.

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## Environmental Sustainability Goals (cont.)

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*TARGET:* Incorporate process to identify known areas of contamination on Job Hazard Analysis.

*STATUS:* The addition of identifying contaminated soils on the Job Hazard Analysis has been completed and is in use. In addition, environmental services provided training with facilities and project staff on the location of known contaminated soils on POV property.

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*TARGET:* Develop a rail car inventory system to track every rail car on port rail infrastructure.

*STATUS:* A system was developed to provide real time data sets geared toward rail car arrival, dwell time, and departure. With this information, the port can more accurately manage rail, including billings and maintenance needs.

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## GOAL: ENCOURAGE THOUGHTFUL NATURAL RESOURCE MANAGEMENT

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*TARGET:* Provide training to staff on relevant environmental issues.

*STATUS:* Training for staff was provided for critical areas management, stormwater pollution prevention, environmental management system awareness, recycling, State Environmental Policy Act, and Model Toxics Control Act, and the port's Restrictive Covenant Master Plan in 2016.

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*TARGET:* Include pervious pavement in Terminal 4 improvement project specifications.

*STATUS:* Terminal 4 improvements included 6 acres of new pervious pavement, reducing the need for traditional stormwater infrastructure

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## Environmental Sustainability Goals (cont.)

while allowing stormwater to mimic more natural infiltration patterns of undeveloped sites.

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*TARGET:* Consider sustainable development and construction strategies in POV development projects.

*STATUS:* The port has made a commitment to incorporate sustainability standards into development projects in 2016.



At the port's Centennial Industrial Park, the port has incorporated sustainability requirements into deed restrictions that will apply to all buildings in the park. The port plans to construct a speculative industrial building at the park in 2017 with the goal of it obtaining a Green Globes certification (2 green globes – comparable to LEED Silver). The building is planned to support future solar energy and EV charging, native vegetation, energy efficient and bird-safe lighting and windows, and enhanced stormwater treatment.

At Terminal 1, the port plans to redevelop approximately 10 acres at the foot of the Interstate 5 Bridge on the shores of the Columbia River. Sustainability is forethought in the redesign planning to ensure the development reflects the port's values. The port has submitted its development plan to the city which incorporates various sustainability elements, including LEED Gold or equivalent certification for future buildings at Terminal 1. Useable items left behind in the Red Lion Hotel buildings were donated to charities or otherwise reused where possible to limit waste.

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*TARGET:* Responsibly manage natural resource areas and industrial properties.

*STATUS:* Several efforts occurred in 2016 to support this target, including:



- Wildlife monitoring and mitigation site monitoring on port properties, above and beyond regulatory requirements.

## Environmental Sustainability Goals (cont.)

- The port's Tenant Environmental Management Program (TEMP) continues to provide a framework for responsible management of port properties through tenant oversight and education, before, during and after tenancy.
- The port's invasive weed eradication program continues against invasive vegetation species in natural areas.
- In 2016 the port removed approximately 12,500 lbs. of wood debris and 200 pounds of plastic, Styrofoam and glass from the Vancouver Lake flushing channel. The port also prepared an informational flyer about the flushing channel for educational purposes.
- Responsible management of industrial properties includes best management practices and policies, innovative stormwater management practices, proactive maintenance/replacement of assets.

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*TARGET:* Participate in the Clark County Canines for Clean Water at the port's Centennial Industrial Park to protect waterways from pet waste.



*STATUS:* The port has observed an increase in dog walking within our Centennial Industrial Park and along adjacent trails and roadways. In an effort to encourage dog-owners to clean-up pet waste to avoid impacts to nearby waterways, the port participated in the Canines for Clean Water Program. The program provides educational posters, signage and waste disposal bags. The port intends to incorporate this target into our Municipal Stormwater Plan as well and work with Clark Co. and Vancouver Watershed Alliance on future signage and outreach.

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*TARGET:* Back environmental initiatives to support Vancouver Lake. Hold Vancouver Lake open house with assistance from the Lower Columbia Estuary Partnership (LCEP).



*STATUS:* The POV, City of Vancouver and Clark County partnered with the LCEP to provide funding to connect local residents and students to Vancouver Lake. Through this partnership, LCEP's "Experience



## Environmental Sustainability Goals (cont.)

Vancouver Lake” program was expanded to host community paddles in big canoes, volunteer plantings, beach clean-up, Eco-Blitz species inventory, and provide hands-on learning experiences for hundreds of students from five local schools. The first Vancouver Lake open house was held in 2016 with approximately 150 attending and more than 15 organizations on hand (including the port) with information about the lake. The port also conducted routine cleanout of the Vancouver Lake flushing channel in 2016.

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*TARGET:* Reduce vehicle idle time.



*STATUS:* Vehicle anti-idling language was included in contractor specifications, limiting unnecessary idling on port property by POV contractors. In addition, security made an adjustment to the vetting of non-TWIC card holders procedures at the Main Gate during early morning day shift hours which has helped reduce the waiting time. These efforts are in addition to ongoing anti-idling initiatives at the port.

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*TARGET:* Upgrade nesting gourds at the Columbia River Wetland Mitigation Bank to encourage successful Purple Martin nesting.



*STATUS:* Two dozen nesting gourds were replaced in the Columbia River Wetland Mitigation Bank with gourds that are specifically designed and placed to provide habitat for purple martins versus other bird species which had previously used the gourds. Monitoring will continue in 2017.

## OTHER SUSTAINABILITY SUCCESS STORIES

The port experienced other successes in sustainability that were not captured in the above goals. Some of these successes result from ongoing projects from previous years from which the port continues to gain benefit. In addition, other projects contributed to the port's sustainability efforts that were unplanned at the time of 2016 goal setting. Below are several examples of these successes.

- **Lighting System Upgrades:** As a result of the port's efforts to upgrade lighting systems throughout the port's property, the port conserves approximately one million kilowatt hours annually, an annual average savings of approximately \$100,000 for the port, port tenants and customers. This ongoing project will continue upgrading efforts and will work in collaboration with Clark Public Utilities.
- **TCE Treatment System:** Working with the Washington State Department of Ecology, the port continues to clean up solvent contamination left from a previous owner. The port has treated more than eight billion gallons of groundwater using a pump and treat system which has helped decrease solvent concentrations in the shallow aquifer by 95 percent and is now generally only located on a small portion of POV-owned property. The decrease has enabled the removal of treatment systems in the Fruit Valley neighborhood. Frequent monitoring continues to track the cleanup progress. Further improvements to the maintenance and operation of the pump and treat system concluded in 2014 resulted in an ongoing reduction of chemical usage of 97% and chemical costs of 91%.
- **Trails:** The POV is honored to be located in a unique and beautiful location in West Vancouver. The port has been working to provide extensions of our multi-use path to accommodate bicycles, pedestrians and others that will make it easier to share the incredible views of the Vancouver Lake Lowlands with outdoor enthusiasts. The port completed a 2,700-foot section of trail along SR-501 in front of Parcel 1A and another section between Mill Plain Road to the port's

administrative offices on Lower River Road. One additional pending trail segment will connect these existing trail segments along SR-501 to provide safe pedestrian and bicycle access from Gateway Avenue to the Mill Plain sidewalk system (corner of Mill Plain and SR-501). Centennial Industrial Park also provides a trail along the mitigation bank which has become a favorite place for many dog walkers.



## IV. CONCLUSION

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### YEAR-END SUMMARY

The Port of Vancouver is looking towards the future; the future of generations to come and the future of the port as an important economic engine of our community. By choosing to formalize sustainability efforts already underway and develop a means for continuous improvement and identification of new opportunities through the development of the WE CAN! Task Force, the port is taking positive steps toward becoming a sustainable port. 2016 was the eighth year of the port's formal sustainability efforts. In 2016, the port:

- took stock of current sustainability actions
- continued to rely on a cross-departmental sustainability task force (the WE CAN! Task Force)
- set goals and year-end targets
- held task force meetings to track progress and identify challenges
- communicated the port's sustainability initiatives
- maintained a sustainability page on the port's website
- measured year-end progress of 2016 targets

Overall, the eighth year of the formalized efforts was successful. The WE CAN! Task Force, together with the departments they represent, set 6 long-term port sustainability goals and identified 72 year-end targets to achieve in 2016 to support the goals.

Overall, the port met 59 (or 82 percent) of its annual targets for 2016. Only 13 annual targets were not accomplished and are postponed until 2017. The benefits to the port for achieving such a high percentage of the sustainability targets are apparent, with many targets resulting in a measurable or material benefit. An unexpected benefit of developing a formal sustainability program continues to be the change in culture and behavior surrounding sustainable actions, with many inspired efforts beyond what were identified as formal goals and targets.

### NEXT STEPS

The port plans on continuing the effort started in 2008 into 2017 and beyond. The WE CAN! Task Force will evaluate long-term goals and set new targets for 2017 and

continue to make progress for those targets that were deferred from 2016 into 2017. Sustainability efforts will be included into department/individual goals for 2017. Integrating sustainability into every aspect of the port's operation promotes the port's efforts to become a sustainable port.

