



2018 Sustainability Report

Annual Report of the WE CAN! Sustainability Task Force



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2018 SUSTAINABILITY REPORT

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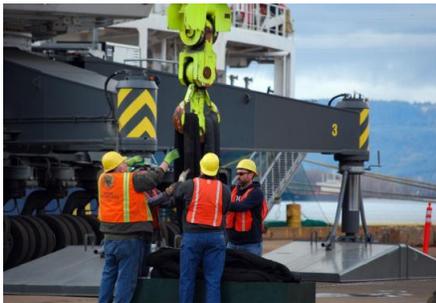
I. INTRODUCTION

PURPOSE OF REPORT

The purpose of this document is to describe the sustainability efforts of the Port of Vancouver (port, POV) for calendar year 2018 as part of the port's commitment to developing and operating 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 River; 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 106 years after its inception, the Port of Vancouver's marine trade and industrial business operations continue to grow. The port completed the West Vancouver Freight Access (WVFA) Project in 2018, a dedicated dual rail carrier access unit train facility that has resulted in increased efficiency of rail service, with an estimated 40% reduction in mainline congestion and delays, lowering costs for U.S. manufacturers and farmers, and freeing up tracks for both passenger and freight rail movements. The WVFA project helps unclog a bottleneck caused by trains coming into the port and alleviates the stalling of national rail lines to the west coast. The project has also contributed to a 93% increase in net asset value since the project began to a current value of \$467 million.

The port collaborated with other river ports and federal and state agencies to complete the Columbia River Channel Deepening Project to deepen the channel to 43 feet. 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 over 50 tenants, 5 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 2018 the port earned \$37.9 million in operating revenue (\$8.4 million net profit) and handled 8.1 million metric tons of cargo, making 2018 the best tonnage year in its 106-year history.

Three publicly-elected commissioners represented the interests of the population of the Port District in 2018; Eric LaBrant, Jerry Oliver and Don Orange. 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

WHAT SUSTAINABILITY MEANS TO US

The port is committed to the health of the economy, our community and environment. The concept of sustainability has been in practice at the port prior to our formalized efforts. While terms may evolve, our commitment to responsible resource use, protection of the environment, and making business decisions that recognize the balance between the actions we take 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 economy or the community. The Port of Vancouver strives to meet this definition through our short- and long-term sustainability efforts. We define sustainability through our values which give rise to our policies, our ethics and our port culture. Those values 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. The vision of the port is to build a community connected to a world of economic opportunity that supports a healthy environment, trade and living-wage jobs.

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 2018 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

PROGRAM SCOPE

As a public port, we have numerous tenants, customers, users, and stakeholders. It was important for the port to define the scope and boundaries of the sustainability program. The port's program covers those operations the port has operational 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.

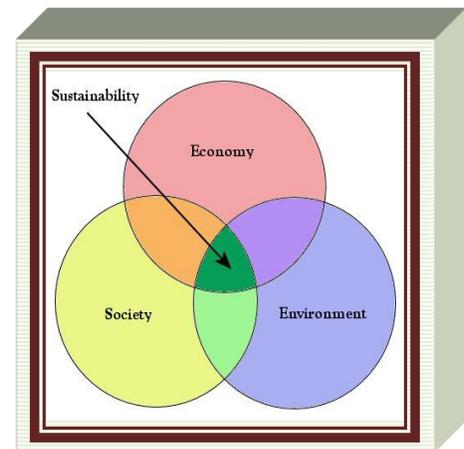
The port believes it is important to reach out to those outside of its organizational boundaries into our community to encourage sustainability among its stakeholders and lead by example. Numerous port publications to the port's voting district, tenants, employees and stakeholders highlight the port's 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 our sustainability goals, attainable and measurable steps, called year-end targets, were established for each goal for 2018.

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

After setting the 2018 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 2019



III. 2018 SUSTAINABILITY GOALS

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

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

STATUS: Staff at the Port of Vancouver worked to establish the organization as an approved Foreign Trade Zone (FTZ) grantee and offer this beneficial service to the whole of Clark County as a tool to boost commerce in the region. Many companies consider moving to foreign facilities to reduce costs. FTZs bring benefits that may be the competitive advantage companies need to remain in the U.S. and employ American workers. In 2018, the port continued to inform potential business partners and respond to interest for this new service the port provided. Port staff participate in ongoing educating to ensure we act as an efficient and responsible steward of the county-wide FTZ service. According to the most recent report by the Foreign Trade Zones Board, over 420,000 people are employed at approximately 3,300 firms that used FTZs in the United States.



TARGET: Develop truck-loading tracking and metrics. This information will provide for better labor quotes and reduce costs by tracking the time and costs required to load trucks with different types of cargo.



STATUS: The information required to provide better labor quotes is now gathered through the upgraded DockWorks software (terminal operating software system) which was installed in 2018.

Economic Sustainability Goals (cont.)

TARGET: Evaluate grant and alternative funding opportunities.

STATUS: In 2018, the port initiated the development of a Grant Committee, including defining roles and responsibilities and creating a grant funding opportunity analysis for research, review, submittal and management of grant funds.



A total of five new grants were awarded in 2018 totaling \$1,803,750. Grants awarded include: Department of Ecology for Spill Trailers, Department of Commerce for Terminal 1 Soil Stabilization, Department of Transportation for Terminal 1 Trail, Federal Emergency Management Agency (FEMA) for security upgrades and continuity/resiliency planning. Since 2007, the port has received over \$67 million in grants and loans for port projects.

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



STATUS: The final WVFA project element, the 'Grain Train Track Unit Train improvements – Phase B' (Project 11B) was complete in 2018. The entire WVFA project is now complete and realizing its full efficiencies. The port held an event to celebrate the completion of the \$251MM project and to thank those who were involved.

TARGET: Cultivate new customer relationships and build upon existing relationships.



STATUS: The port hosted its annual Tenant Breakfast and Tenant Holiday events to express appreciation to business partners and share information on port activities. The breakfast included topics on safety, security, environmental, economic development, Foreign Trade Zone benefits and business updates.

TARGET: Develop and preserve multi-modal transportation access.



STATUS: The Port of Vancouver's unique location in proximity to river, road and rail transportation has been, and remains, vital to supporting economic

Economic Sustainability Goals (cont.)

development through marine and industrial business. Steps taken in 2018 to ensure necessary velocity and capacity for cargo transportation include:

- Supporting Columbia River channel maintenance efforts,
- Signing a resolution with the ports of Camas-Washougal and Ridgefield to support a replacement I-5 bridge and a multimodal approach that would support the region's transportation needs,
- Completing the West Vancouver Freight Access project,
- Partnering with the city of Vancouver in implementing elements of the Westside Freight Mobility plan,
- Beginning work on the bike/pedestrian trail segment along Lower River Road along the Parcel 1A wetland and Boise Cascade, and began the design for the multi-use path at Terminal 1 trail,
- Partnering with others to establish a high, wide and heavy transportation corridor connecting global markets to western North America critical to our regional economy,
- Participation on the Clark County Freight Rail Dependent Uses Advisory Committee, and
- Performed vehicle counts for a study of total vehicle and truck visits to port and adjacent properties to understand transit movements and volumes. Final report to be completed in first quarter 2019.

TARGET: Effectively market port infrastructure, equipment to attract new business and build existing business.

 **STATUS:** For the sixth consecutive year, marine cargo volumes have grown year-over-year at the Port of Vancouver. In 2018, over 8.1 million metric tons of cargo traversed the port's marine terminals—an 8.3% increase compared to the 2017 record of 7.5 million metric tons, and an 81% increase compared to 2013.

For the fourth consecutive year, rail car counts increased year-over-year at the port. An additional 2,336 cars of cargo traversed port infrastructure in 2018 compared to 2017.

TARGET: Maximize job and revenue generating activities.

 **STATUS:** The Port of Vancouver consistently seeks out opportunities to partner with businesses that will join in our goal to be a source of economic strength for this region. In 2018 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.

Economic Sustainability Goals (cont.)

- The port and Vesta Hospitality built-upon an original August 2017 lease with conditions and amendments that provide a foundation for the 160-room “T1 Hotel” to commence construction beginning in 2019. T1 Hotel estimates it will employ more than 80 people to support its hotel, retail, event and restaurant activities at Terminal 1.
 - In June 2018, the Port and Hawthorne Hydroponics entered into a lease agreement for the entire 125,000SF of warehouse space within the newly constructed Centennial Industrial Building. Hawthorne has estimated the facility will employ about 50 people. The Centennial Industrial Building’s sustainable design is Green Globes Certified and was built to be energy efficient and environmentally friendly.
 - The port celebrated 25 years of tenancy with Subaru in 2018. Accommodating the growth and success of port tenants to retain valuable businesses and jobs in our community.
-

GOAL: MAXIMIZE OPERATIONAL PROFITABILITY

TARGET: Reorganized departments to streamline financial information to easily understand the inflows and outflows for all departments.



STATUS: The finance and accounting department operates in a continuous improvement environment for financial reporting and providing meaningful information to the decision makers at the port. In 2018, the port recognized that as the port continues to grow and develop its customer lease base, two distinct business segments have evolved over time; Industrial Tenants and Commercial Tenants. By formalizing the creation of these two new departments, the port now has the capability of monitoring performance results and setting specific performance benchmarks to work towards, ultimately providing improved business-specific information to make better decisions.



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

Economic Sustainability Goals (cont.)

STATUS: Making test weights with scrap and surplus materials is still under investigation and has been delayed pending further design and implementation requirements.

TARGET: Complete the security video monitor room/station to provide early detection capability by port security personnel. Potential to reduce/stop theft and/or property damage.



STATUS: The video monitoring station, termed the Security Dispatch Center, was completed and activated in 2018, allowing a station for dedicated security monitoring of the port's camera network. Having a dedicated station and officer allows main gate personnel to focus on efficient and focused operation and traffic flow at the main gate. The Dispatch Center continues to expand the number of monitors, software and hardware for the systems due to the increase of video cameras in use throughout the port.

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 2018. The integration of the port's fuel delivery system into the CMMS was not completed in 2018 and will become a 2019 year-end target. Time card integration implementation with ADP was determined to not be feasible due to the ADP and CMMS systems inability to integrate. 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 being used by all port departments to request maintenance and repair tasks performed by the Facilities Department.

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



STATUS: In 2018 the port issued \$19.345 million of revenue bonds with a 30-year term at a true interest cost of 4.26%. The port had assumed an average interest rate of 5.00% prior to issuance, saving the port \$3.2 million in interest expense over the life of the loan. This equates to an annual savings of \$107,000/year which can be used for other operational needs of the port.

Economic Sustainability Goals (cont.)

TARGET: Communicate and raise awareness among internal and external stakeholders regarding issues that create a material impact to contracts.

STATUS:

- Partnered with Economic Development Department to host the Procurement Technical Assistance Center (PTAC) “Meet the Ports” Event for small businesses interested in working with public agencies.
- Procurement/contracts department facilitated a panel discussion (including law firm, Schwabe, Port of Vancouver Contract Manager, Department of Labor and Industries Industrial Relations Specialist and Rotschy Inc. Contractor Project Manager) presenting a Prevailing Wage discussion at the Southwest Washington Contractor's Association First Annual Construction Executive Summit.
- Ongoing – The procurement/contract team members attended various department and project meetings to ensure communication and information sharing between all affected departments and individuals. This results in solicitation packages with contract specifications that are clear and fewer project change orders due to items missed during development of projects.



TARGET: Actively pursue and track efficiencies, opportunities and achievements through continuous improvement.

STATUS:

- Reviewed and updated the structure and processes for Interlocal/Intergovernmental Agreement tracking and improved public access to documents. Consolidated Interlocal/ Intergovernmental Agreements and Amendments are now listed on the port’s website for ease of public access.
- Reduced legal fees by internally drafting documents when able, applicable. One example: On the High-Wide-Heavy project, contracts, consultant and commercial teams worked to produce documents for review by the legal team rather than having the legal team draft, route and finalize them. This resulted in an 80% reduction in legal fees for this project alone.



TARGET: Implement new online solicitation system to realize efficiencies versus previous system.

Economic Sustainability Goals (cont.)



STATUS: Replaced existing eBid solicitation system with new ProcureWare system. Extensive training, collaborating and implementation of the new ProcureWare system was conducted. The upgrade was seamless due to the dedicated team working on the implementation.

TARGET: Form team to research and select new program to manage port travel and expenses to replace manual system.



STATUS: Formed team to select, purchase and plan implementation of the Concur Travel & Expense program which will provide end-to-end insight and control of employee-initiated spending as well as efficiencies in automating an outdated and time-consuming manual process. Implementation is expected in 2019.

TARGET: Maintain clean audits and strong financial health.



STATUS: In 2018 the Washington State Auditor's Office had no issues of concern with the port's internal controls to safeguard public assets for the eighth consecutive clean audit. Other indicators of the port's strong financial health: the port maintains excellent credit ratings, and for the seventh year in a row the port commission elected not to take a 1% tax increase allowed by Washington state law. The port also recently passed a review related to a 2016 FEMA grant. The review looked for compliance in internal controls, grants and payment management, budget and procurement. This was an independent review unrelated to the port's annual financial and accountability audit.

TARGET: Upgrade the port's Terminal Operating Software to allow continued interface with clerks, agents and customers for vessel data, cargo receipt and delivery operations, berth utilization, terminal/warehouse space planning and invoicing.



STATUS: New DockWorks Terminal Operating System software was purchased and installed in 2018. By upgrading the current platform, the port was able to realize a shorter implementation schedule, reduced impacts to existing users, allows retention of historical operations data. The new system also reduces paper use and waste by replacing the old 4-part, pre-printed form with 3-part blank forms that are printed only as needed.

Economic Sustainability Goals (cont.)

TARGET: Complete solicitation and required network cable upgrades for a new phone system.



STATUS: The port's existing telephone system was installed in 2002 and replacement parts were hard to find. A multi-departmental team was created to evaluate the latest telephone systems and to establish desired features through a solicitation process. Upgrading the network cabling within the administration and maintenance offices was completed. This was required as a prerequisite to implementing a new phone system. Old network cables were removed in the process. The phone system upgrade, including installation and training, will be completed in 2019.

TARGET: Begin process to upgrade the port's SharePoint site to ensure the latest security and user features are available to the port.



STATUS: SharePoint is the application where all port documents are saved for retention and safe guarding and was installed in late 2009. A team was created to evaluate the continuing with the on-premise version or to go with SharePoint in the Cloud. Current design and layout were evaluated to determine where efficiencies could be found. By the end of 2018, all departments started moving old documents into the Records Center for archiving. Final upgrade is expected in 2019.

TARGET: Complete the transition from existing Exchange Server for Outlook and Office Suite applications to Office 365, Microsoft-hosted Cloud services that includes Microsoft Office Suite, Project, CRM and SharePoint.



STATUS: Completed the implementation of Office 365 which began in 2017. Upgraded the Office 365 subscription to include Microsoft newest cybersecurity tools. Microsoft Office suite is also included in Office 365 so upgrades to software no longer needs to be managed by port IT staff.

TARGET: Continue with development and implementation of the cyber security program to safeguard the port's technology and information assets.



STATUS: A Technology and Cyber Security Policy was drafted in 2018 to inform port employees, contractors and other authorized users of their obligations and responsibilities for the use and protection of technology and

Economic Sustainability Goals (cont.)

information assets of the port. The policy also describes the procedures for responding to incidents that threaten the security of the port computer systems and network. The IT department conducted various trainings in 2018 related to cyber security and provided a commission workshop on the subject to increase awareness. To test the training, random phishing tests are conducted by the IT department to simulate emails that may be harmful.

TARGET: Increase operating revenue.



STATUS: Fluctuations in currency and the global economy had an impact in 2018, but the port's continued tonnage growth contributed to an increase in operating revenue from \$36 million to nearly \$38 million in 2018.

TARGET: Begin upgrade the software which monitors the port's groundwater pump and treatment system to allow the use of the software for the new domestic water pump system and increased security features.



STATUS: The port currently utilizes Wonderware software to manage and operate the water pumping station monitoring the TCE cleanup process. The port is also bringing a domestic water pump system on line and intends to link the pump systems together using the Wonderware software to monitor, alarm and operate the water system. To provide functionality an upgrade to existing the software is necessary. Upgrading of Wonderware software to the latest version will also reduce the ports vulnerability to cyberattacks due to Wonderware running on an old operating system version.

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-four year-end targets.

GOAL: FOSTER POSITIVE AND PRODUCTIVE RELATIONSHIPS WITH STAKEHOLDERS

TARGET: Complete process for updating the port's strategic plan to provide port vision and direction involving stakeholders.



STATUS: In 2018, the port concluded the process of updating its strategic plan, engaging commissioners, staff, tenants, citizens, stakeholders and community partners with help from consultants. The developed plan reflects the values and livability of our community; considers the needs of thousands of people who make their living through the port; emphasizes an ever-changing economic climate and local and international market opportunities; and observes the highest levels of environmental stewardship.

TARGET: Select a preferred alternative for the Terminal 1 Market Place and public space design with input from public.



STATUS: With assistance from the public through a series of surveys, open houses, workshops, advisory council meetings and other opportunities for input, the design concept for Terminal 1 was selected and developed to the 30% level in 2018. With this level of design, the port was able to assess necessary funding for the project and begin financial opportunities. The port was able to secure grants for the public trail and soil stabilization portions of the project from the Washington State Department of Commerce and the Washington State Department of Transportation totaling \$1.324 million. When fully developed, the project will provide office, retail and commercial space; a public marketplace; hotel; residential apartments; low- and high-dock access; restaurants; and connection to the city's popular Renaissance Trail. At full build out, Terminal 1 is expected to create 800 new jobs to support commercial activity and generate nearly \$93 million in state and local taxes over a 25-year period.

Social Sustainability Goals (cont.)

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

STATUS: The port coordinated:

- A "coffee with the Commissioners" in October 2018 with a focus on the possibility of moving to a five-member board. Many citizens who attended said they also appreciated the opportunity to talk with commissioners about any topic on their minds. Approximately 25 citizens attended this new outreach opportunity.
- Three public open houses to share progress at Terminal 1.
- Outreach to families at the popular Booville and St. Patrick's Day events organized by the Parks Foundation.
- New this year was our participation in National Night Out with the Fircrest Neighborhood where the port staffed a booth and engaged with east county citizens.
- Outreach events with the Vancouver Chamber of Commerce, CREDC, SW Washington Contractors Assoc., and Vancouver Downtown Association.
- Donation of 34 life jackets to Vancouver Parks to be added to the loaner station at Marine Park.
- Sponsorship of free bus rides to the public on New Year's Eve by joining forces with C-Tran.
- Starting commission meetings at 8:30am from 9:30am to allow for greater public participation at commission meetings.
- Continuing with popular events such as port tours and the lecture series with updated topics.



TARGET: Participate in school supply drive aimed at helping Vancouver students.

STATUS: Port staff participated in the Write from the Start citywide school supply drive supporting local students. A total of 70 pounds of school supplies was donated by port staff. The school supply drive benefits children in Vancouver, Evergreen, Battle Ground and Camas school districts. Port staff also volunteered in other events in the community:

- Assisted with turkey lunches for Fruit Valley Elementary School students in November.
- Donated items to fill personal care gift bags for visiting mariners with the Seafarers Center.
- Trail and mitigation site restoration with Clark County.



Social Sustainability Goals (cont.)

- Blood Drive – hosting over 18 years for American Red Cross.
 - Used our social media platform to drive others to volunteer opportunities, like the Kline Kids Fishing Day.
-

TARGET: Organize a successful community-wide Christmas Ships viewing at Terminal 1.



STATUS: The port's annual Christmas Ships viewing event at Warehouse '23 was the largest yet with an estimated 500-800 attending in 2018. With the opening of the new Waterfront Vancouver, a large crowd lined the riverfront walkway between Warehouse '23 and the new suspended pier to the west. Participants enjoyed free music, cookies, hot cocoa and coffee, free books underwritten by three port tenants, face painting, balloon creations and a magician. In the hotel lobby, the port displayed Terminal 1 Waterfront Project boards and staff answered questions about the project. Staff from Vesta Hospitality (T1 Hotel developer) also participated. The port's logo and holiday message were projected inside the grand ballroom to eliminate the need to purchase and print a vinyl banner.

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 932 LinkedIn followers by the end of 2017 and that increased to 1,399 followers in 2018, which was a 50.1% increase. On Twitter, followers increased from 2,814 in 2017 to 3,189 in 2018, or a 13.3% increase in followers. The port also saw growth on its Facebook page, increasing followers from 3,568 in 2017 to 5,293 in 2018 or a 48.3% increase.

TARGET: Lead successful outreach efforts to effectively communicate about the port with the public and maritime industry.



STATUS: At PNWA's 2018 summer conference, our External Affairs representatives were asked to give a presentation on our very successful lecture series. The port launched the "Let's Have a Beer" thirty-second video featuring tenant Great Western Malting in October 2018 on YouTube and Comcast Cable. The YouTube video drove 33,009 views (almost three times the typical average view rate of 42.86%, exceeding the benchmark of 15%). Comcast ran the video 415 times and aired on 16 channels in 2018.

Social Sustainability Goals (cont.)

The port also completed a video titled "The Innovators" featuring the Grattix stormwater treatment device which will run on the same channels in 2019. The port also received four awards from AAPA for: 1) our annual electronic holiday card; 2) our twice annual Community Report mailer; 3) the Connect the Community social media campaign and 4) the Jobs and Economic Impact video.

TARGET: Sponsor and participate in environmental activities aimed at teaching children the importance of clean water.

STATUS: In 2018 the port was the major sponsor of Columbia Springs' annual fundraising auction. Columbia Springs is an environmental education center whose mission is to offer a unique setting where educational experiences foster greater awareness of the natural world, inspiring stewardship. The port's sponsorship helped Columbia Springs raise \$50K to continue their important mission with primarily school children. The port also continued our work with the city, county and Lower Columbia Estuary Partnership on educating west Vancouver students about healthy watersheds, plant species and animals at Vancouver Lake. In 2018, 300 students from four elementary schools participated in an LCEP-led field trip to the lake and LCEP also provided 2100 hours of classroom instruction in preparation for the field trips. The port also provided a tour of port stormwater management devices to Oregon State University ecological engineering students who were tasked with building their own stormwater/wastewater management devices. Port employees traveled to OSU to evaluate and score the students' designs.



GOAL: SUSTAIN A PRODUCTIVE AND VITAL WORKFORCE

TARGET: Remodel and reorganize administration building to accommodate growing staff and meeting room needs.



STATUS: Coordinated a successful office update/move including moves for 2 established employees, 2 new employees, storage room, basement reconfiguration, a new conference room, renovation of the front office area and central conference room.

Social Sustainability Goals (cont.)



TARGET: Increase diversity in the workplace.

STATUS: Partnered with Laborers Local 335 to encourage diversity within the union and workplace. Two female laborers were brought onboard in 2018 in the facilities department in what is predominantly a male-dominated field.



TARGET: Provide cost-effective wellness initiatives into Wellness Program.

STATUS: The port is partnering with our health insurance provider to provide employees onsite: flu shots, preventative screenings, schedule medical appointments, reorder prescriptions, access to health coaching and free resource classes. This Care Gap Plus program is provided free of charge to employees.



TARGET: Implement safety and efficiency improvements to the Auto Yard's south traffic lane to increase clearance from light poles and increase yard capacity.

STATUS: Following the Auto Yard reconfiguration as part of the WVFA rail project, more extensive use of the traffic route restricted by light poles was identified as a potential safety concern by the ILWU/PMA Joint Accident Prevention Committee. Working with the Project Delivery Team, the south fence was moved 10 feet to the south, creating a safer traffic lane, while at the same time expanding yard efficiency.



TARGET: Retain valued employees.

STATUS: Recognition of long-term POV employees was provided through an employee service award presentation. Service awards were given to seventeen employees in 2018 to celebrate their years of service with five, ten, fifteen and thirty years of service to the port through the end of 2017. The port's average turnover rate remained low in 2018 at under 10%. The port's turnover rate is less than the average turnover rates for private, public, for-profit and not-for-profit institutions. The port also promotes a work-life balance with flexible schedules for compatible employees and remote access for working from home when appropriate. POV and OPEIU Local 11 finalized a Memorandum of Understanding in 2018 to create opportunities for flexibility of shifts for security officers.

Social Sustainability Goals (cont.)

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



STATUS: The committees worked together through POV representation on each committee to find solutions to safety concerns in 2018 which mainly focused on maintenance items that arose through the course of the year such as pothole repair and safe lighting of operations areas. New lighting was added by port electricians in Lot 27 to increase visibility for tenant and union personnel traveling to Kinder Morgan and the recently relocated Ports America office and gear locker.

TARGET: Reorganize the management structure of the Facilities Department for increased efficiency.



STATUS: A Facilities Program Coordinator was added in 2018 in order to streamline facilities operations, mainly utilizing the port's CMMS. Emphasis is placed on scheduling of in-house port projects using MS Project.

TARGET: Participate in the Great Washington ShakeOut event on 10/18 at 10:18am to educate port staff how to prepare to survive and recover from earthquakes.



STATUS: The port participated in the Great Washington ShakeOut event and enacted an earthquake drill on 10/18 at 10:18am utilizing the drop, cover, hold-on, and evacuation methods highlighted by Washington State agencies to practice for earthquake safety action. In addition, five port employees went through training for the *Applied Technology Council's* ATC-20 Post-earthquake Building Safety Evaluation Procedures, Safety Assessment Program (SAP) Evaluator and Coordinator Training for evaluating earthquake-damaged buildings for re-entry.

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 craft and security employees are current and up-to-date with their required trainings, the port is in the process

Social Sustainability Goals (cont.)

of integrating safety training for administrative employees into the risk management software purchased in 2018 with implementation in 2019.

TARGET: Upgrade all port desktop computers.



STATUS: Current desktops were installed in 2011 and frequency of failures were increasing. New computers were installed in 2018 while retaining existing monitors. Additionally, fifteen desktops were replaced with portable devices for enhanced options for flexible work arrangements such as seamless transition from desk to field work, travel and work-from-home. Portable devices also reduce paper use and increase productivity at meetings for note taking and projecting agendas and support materials wirelessly on meeting room projectors versus printing.

TARGET: Develop and implement electronic incident reporting process.



STATUS: In 2018, the port purchased risk management software necessary to complete and support electronic tracking and reporting of safety incidents, audits, inspections and trainings. In 2019, the port plans to roll-out this program to all port employees.

TARGET: Implement opportunities for port safety improvements identified in the Clark County Natural Hazards Mitigation Plan aimed at reducing losses caused by natural hazards such as earthquakes, floods, storms and wildfires.



STATUS: The port participated in 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 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. In 2018, the port continued the efforts of its five-year HMP action plan commitments:

- Where appropriate, support retrofitting, purchase or relocation of structures located in high hazard areas and prioritize those structures that have experienced repetitive losses.
- Perform assessments of non-structural items (bookcases/racking, etc.) and ensure secured to fixed structure.
- Develop a Business Continuity and Disaster Recovery plan, involving key stakeholders.

Social Sustainability Goals (cont.)

- Assess property elevations to ensure the floodplain is considered in existing and future developments.
 - Develop volcanic emergency action plan; identify resources that may be negatively impacted; and educate employees on impacts and emergency plans.
-

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

STATUS: The Safety Committee, made up of elected representatives of each department, continued to meet monthly throughout 2018 to provide a venue for identifying and resolution of safety issues. Some of the items accomplished under the safety committee in 2018 include:

- Worked with City of Vancouver to provide green safety paint at the bike/pedestrian crossings at port entrances for enhanced visibility of these important crossings. Anticipated application is 2019.
- Began updating of port safety map to include new buildings and gate numbers.
- Ice stops have been added to the roofs of some of our buildings above entrances to prevent ice from falling on people entering/leaving buildings.
- Improved the lighting at Terminal 1, specifically the patio area of the south wing, the north area of the south wing (gravel parking area) and to the west of the south wing which leads to the amphitheater area.
- Continued to support and participate in the annual JAPC Safety Day.
- Improved sight visibility for drivers leaving the port terminal by having the limbs of the trees along the bike/ped trail trimmed back.
- Improved the traffic flow of NW Old Lower River Road by Waste Connections Transfer Station by limbing back tree branches and adding a stop sign/bar for west bound traffic at the intersection.
- Created inspection checklist for life rings being inspected on a regular basis.



TARGET: Develop drone policy to guide the safe and secure use of drones on port property.



STATUS: A multi-department team was assembled to create a comprehensive and consistent policy for drone use at the port. The port has benefitted from drone use to show port project progress, surveys (topographical, natural inventory), promotional videos, sales and marketing

Social Sustainability Goals (cont.)

of port properties and facilities. In 2019, an electronic application process will be added to the port's website to automate the application and approval process, and further policy training will be conducted.

TARGET: Evaluate technology to assist Facilities Department technicians with daily tasks.



STATUS: A test group of technicians began testing the use of iPads in the field. Technicians can enter pertinent information (task completion information, job notes) into CMMS electronically in real time versus writing the information on paper and having foreman then enter the information. Additionally, technicians received cell phones and received email addresses as more effective ways to communicate with others at the port. The goal is to have a paperless work order system. The implementation of iPads is projected to increase work place efficiency by 25%. The iPads will be used in place of other paper documentation such as backflow testing, fire system trip testing, and catch basin inspection reports.

TARGET: Perform job safety analysis on positions and duties to assess and address hazards.



STATUS: Arc Flash Risk Assessments were completed on 3 port facilities to identify arc flash boundary distances, arc flash incident energy at typical work distances and level of Personal Protective Equipment required when working on the electrical systems in these buildings.

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-three year-end targets.



GOAL: PROMOTE POLLUTION PREVENTION

TARGET: Complete construction of the Centennial Industrial Building incorporating sustainable building elements into construction with the goal of obtaining a Green Globe certification (2 Green Globes-level) from the Green Building Initiative (GBI).



STATUS: Construction of the Centennial Industrial Building was completed in 2018. The building was built to support future solar energy and Electric Vehicle (EV) charging, native vegetation has been planted, energy efficient and bird-safe lighting and windows were incorporated, and enhanced stormwater treatment was installed to protect Vancouver Lake. The building received 2 Green Globes from the GBI and was the first core and shell building on the west coast to receive this level of certification. The port held a grand opening of the building for the public and highlighted the building's sustainable features during presentations, green tours and a specially created flyer explaining the green globe certification.

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: 2801C, 2501 and 2480. These upgrades will save approximately 83,758 kWh per year which is approximately \$6,134 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.

Environmental Sustainability Goals (cont.)

TARGET: Encourage alternate modes of transportation for commuting to reduce single occupancy vehicle trips.

STATUS: The port continues to participate in commute trip reduction promotion activities such as ride match information, bike to work week, commuting challenges, etc. The port provides indoor bicycle parking and showers for alternate mode commuters and an outdoor bike rack in front of its administration office for visitors. Alternate commute accommodations are included in the Design Standards developed for Terminal 1 redevelopment including bike, pedestrian and bus friendly design. At the Centennial Industrial Building completed in 2018 alternate commute supporting items were incorporated into the design, including EV station-ready infrastructure, covered awnings for those waiting for a lift, and car/van pool preferred parking. Completion of trail segments along SR501 now connect the POV administration office to Mill Plain and Fourth Plain bike and sidewalk systems. With the completion of the newest trail segment set to be completed in 2019, the multi-use bike/pedestrian path will connect Gateway Avenue to the Mill Plain and Fourth Plain systems.



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

STATUS: The port created a Sustainable Fuels policy in 2018 which requires the port to consider if alternative fuels and vehicles are available to meet the port's needs. Three pieces of equipment and eight vehicles were purchased for upgrades/replacements in 2018. Three of the new 1-ton service trucks were fitted with a quick-connect for propane should the port decide to retrofit in the future. The new lift is dual-fuel (propane/gas).



TARGET: Reduce idling by vehicles that are waiting at the security screening parking area adjacent to the main gate.

STATUS: Additional "No Idling Zone" signage in front of parking stalls in the screening area to remind people to turn off vehicles while waiting is scheduled for installation in 2019. Efforts to reduce wait times of vehicles sent to the screening area continues to be a priority.



Environmental Sustainability Goals (cont.)

TARGET: Evaluate available spill response supplies and locations for improved response time for hazardous materials spills.

STATUS: In an effort to provide expanded emergency spill response supplies and reduce response time to respond to spills, the port assessed the need to provide mobile spill response trailers that house spill equipment/supplies to the port's fleet. The port applied for and received a Spill Prevention, Preparedness, and Response Grant from the Washington State Department of Ecology to fully fund the purchase of two mobile emergency response trailers. The mobile emergency response trailers were purchased in 2018 and began renovations. When finished and commissioned in 2019, the trailers will be an additional asset to the local community and other first responders and will further reduce response time to get equipment onsite where it is needed promptly.



The port participated in the Columbia River Large-scale Equipment Deployment Drill organized by the Washington State Department of Ecology with participation by multiple companies involved in petroleum product shipping, their spill response contractors, state and federal agencies and tribes in a single drill to demonstrate how all can work together on simultaneous deployments and tactics. The drill focused on safety, spill tracking, skimming, use of geographic response plans, vessels of opportunity (volunteer vessel operators), and equipment to respond to non-floating oils.

TARGET: Develop port-wide pesticide policy.



STATUS: A draft policy has been created aimed at reduction of harmful chemicals from pesticide applications. In 2019, the port will work to finalize the policy.

TARGET: Install electric vehicle charging station at the POV administration office.



STATUS: A two-position electric vehicle charging station was installed at the administration office in 2018. In addition to the port's own electric vehicle use, with staff and visitor use, the station sees nearly constant use during business hours. The station was wired to be expandable to eight total charging spaces in the future should use warrant expansion.

Environmental Sustainability Goals (cont.)

TARGET: Partner with other agencies and stakeholders to protect water quality.



STATUS: The port joined the Stormwater Partners of SW Washington, an independent coalition of jurisdictions, agencies, tribes and non-profit organizations working together to protect water quality and watersheds in SW Washington. In June, the port hosted a Clark County's first "Don't Drip and Drive" campaign, checking for leaks in port employee and tenant vehicles at no charge. In addition to getting a free check-up for their vehicle, participants also received a coupon for a 10% discount for repairs, up to \$50, to be used at participating maintenance shops throughout Clark County.

TARGET: Hold a Swap 'n Shop event for POV employees to encourage reuse and reduce waste.



STATUS: A Swap 'n Shop event was held to celebrate Earth Day and encourage reuse by bringing in unwanted, gently used/new items from home and offering them up for re-use by port employees. No money changed hands. All items not claimed by the end of the event were donated to Open House Ministries, a local shelter for families located in Vancouver.

TARGET: Support wind energy.



STATUS: Since 2008 the port has been supporting wind energy through the voluntary purchase of renewable energy certificates (RECs). For the eighth consecutive year, the port has purchased RECs equivalent to 100% of its estimated annual electrical usage for the buildings in which it controls the utilities. Since beginning REC purchases, the port has purchased more than 59,000 RECs and supported generation that prevented the release of over 39,000 metric tons of carbon dioxide.

Environmental Sustainability Goals (cont.)

GOAL: ENCOURAGE THOUGHTFUL NATURAL RESOURCE MANAGEMENT

TARGET: Complete identified improvements to the port's water supply system scheduled to occur in 2018.



STATUS: Water system improvements have been scheduled to occur in four phases. The second phase of work was completed in 2018 which entailed construction of a new 250,000-gallon ground-level storage tank to replace an aging high-tank. In 2020/2021 the final phase of the upgrades is scheduled to occur which will install a backup generator and replacing the existing gas chlorination system with a liquid chlorine system.

TARGET: Host successful Take Your Child to Work event which incorporates environmental education.



STATUS: Thirty-three children related to port employees enjoyed learning about the port, the work of our tenants and the environment programs at the port. A presentation and tour of the port was given to the children which included information about the port's sustainability initiatives. The children then learned about purple martin bird species and helped hang nesting gourds at the Columbia River Wetland Mitigation bank. The gourds provided a successful nesting habitat for the birds, resulting in nine hatchlings in 2018.

TARGET: Back initiatives to support the health of Vancouver Lake.



STATUS: The Port of Vancouver is proud to do its part to help keep Vancouver Lake usable for swimmers, kayakers, windsurfers and others who enjoy this wonderful and popular local attraction. The port continues to work with the city, county and Lower Columbia Estuary Partnership (LCEP) on educating West Vancouver students about healthy watersheds, plant species and animals at Vancouver Lake. In 2018, 300 students from 4 elementary schools participated in LCEP-led field trip to the lake and LCEP also provided 2100 hours of classroom instruction in preparation for the field trips. The port joined leaders from other agencies, tribes and nonprofits to paddle Lake River to recognize this waterbody's importance to recreation and wildlife. Lake River is a vital source of water for Vancouver Lake. In 2018, crews removed almost 9,000 pounds of debris from the culverts and banks of the flushing channel and performed routine maintenance necessary for its continued operation.

Environmental Sustainability Goals (cont.)

TARGET: Responsibly manage natural resource areas and industrial properties.

STATUS: The port is making significant progress in the cleanup of pollution released decades ago by a company that once occupied what is now port property. Since its installation, the port's pump and treat system has treated more than 12 billion gallons of contaminated groundwater. The results have been so successful that the port was able to remove treatment systems in the Fruit Valley neighborhood ahead of schedule, and in 2018, crews were also able to remove 35 observation wells used for groundwater monitoring. Cleanup work continues, and we will keep monitoring these efforts and working with Washington State Department of Ecology to ensure our groundwater and nearby aquifers are protected now and in the future.



Efforts to encourage wildlife success and diversity at natural areas in and around the port included our first success of purple martin nesting with three nesting pairs of purple martins producing nine successful hatches. Expert volunteers banded the nine chicks so their location can be tracked. Efforts to expand the number of nesting gourds at the port are planned for 2019. Staff raised money to donate to the Friends of Ridgefield National Wildlife Refuge through a Purple Martin Derby. The port has also installed bat boxes at Frenchman's Bar and all 10 are seeing use.

After several years working with Bonneville Power Administration (BPA) to determine appropriate methods to avoid bird strikes with power lines, BPA installed bird-collision deterrents to thousands of feet of transmission lines crossing the Columbia River Wetland Mitigation Bank at Parcel 6 where bird collisions with power lines had been documented. Three different types of deterrents were installed. Ongoing monitoring will determine effectiveness.

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

STATUS: Training for staff was provided in 2018 for critical areas management, stormwater pollution prevention, Environmental Management System (EMS) awareness, the port's restrictive covenant areas, and wildlife encounter procedures. The port has also partnered with local environmental training companies to train six key members of port staff to be Certified Erosion Sediment Control Leads (CESCL) in addition to other internal and external 'awareness level' stormwater training for additional staff members.



Environmental Sustainability Goals (cont.)

TARGET: Perform analysis of the Environmental Management System for the port's water system and implement necessary measures to ensure safe drinking water.



STATUS: The port coordinated the removal of three monitoring wells located in the groundwater protection area as the wells were no longer necessary. New track mats were purchased for installation in the rail corridor to capture small leaks from locomotives operating in the groundwater protection area. Track mats can absorb nearly three gallons of oil or other petroleum products per square yard.

TARGET: Evaluate the port's stormwater strategy elements and implement necessary measures to protect water quality.



STATUS: Additional stormwater strategy elements implemented in 2018 included jet-cleaning and video inspection of stormwater lines at Terminal 2 and installing seven additional Grattix treatment boxes to reduce roof runoff pollutants in stormwater, bringing the total around the port at 27. Results of stormwater samples taken in 2018 indicate that the stormwater strategy elements are markedly reducing copper and zinc concentrations at the Terminal 4 stormwater pond.

TARGET: Implement and encourage bird-safe building practices.



STATUS: The port completed construction on the Centennial Industrial Building in 2018. Bird-safe lighting and windows were incorporated into the final construction. Design standards for the Terminal 1 redevelopment were finalized in 2018 and incorporate bird-safe elements. Bird-safe building design information is available at the front desk of the port's administration building and on the port's website in an effort to make the information widely available for implementation.

TARGET: Incorporate sustainable development and construction strategies in the Terminal 1 redevelopment.



STATUS: The port has a unique opportunity to redevelop approximately 10 acres at the foot of the Interstate 5 Bridge on the shores of the Columbia

Environmental Sustainability Goals (cont.)

River. This is considered the birthplace of the port and still houses the first port warehouse which has been converted to a restaurant and meeting rooms. Sustainability is a forethought in planning efforts to ensure the development reflects the port's values. The port finalized design and sustainability standards to guide the project with sustainable development in mind. The approved Concept Development Plan requires various sustainability elements, including LEED Gold or equivalent certification for future buildings at Terminal 1. The port is preparing application materials for LEED Neighborhood Gold certification anticipated in 2019.

TARGET: Reach and educate stakeholders on the port's environmental initiatives.



STATUS: In order to reach a broader audience, the port made a video highlighting ongoing innovation at the port, focusing on the Grattix stormwater treatment system. The video explains the way port staff developed the successful, sustainable and low-cost system from the conception of the idea to the creation of the system. The short video format is readily shared online and is easily digestible for the viewer. The video will be shared on Comcast and YouTube campaigns in 2019. The port continues with its other environmental outreach tools which include newsletters, blogs, speaking engagements and social media.

TARGET: Finalize permitting efforts for Parcel 3 Berm with the goal to begin construction in 2019. Include sustainable features in design where feasible.



STATUS: The port continued permitting efforts for an earthen berm at the port's Parcel 3 property as detailed in a Restrictive Covenant. The berm is intended to create a buffer and transition from the industrial areas south of the Vancouver Lake flushing channel to the park, open space and natural areas to the north of the Vancouver Lake flushing channel, including over 500 acres of Sandhill Crane habitat. Permitting will continue into 2019. The port will reuse existing excess materials at the port for berm construction and is also evaluating plant selection to provide optimal habitat and food sources for wildlife.

Environmental Sustainability Goals (cont.)

TARGET: Reduce waste sent to landfills.



STATUS: Electronic waste from port-wide computer upgrades was recycled versus landfilled. The port's IT Department encouraged employee electronics recycling by offering to take personal items to recycling facilities. The port has also reduced paper consumption through technology upgrades such as iPads for Facilities Department technicians, and with migration to portable tablet/laptop computers for ease of use in meetings. In 2018, the port was able to reuse 45,000 feet of rail and ties, 20 rail turnouts and recycle 1,200 tons of steel in our construction projects. Additionally, by crushing and retaining for future reuse approximately 11,000 cubic yards of concrete and asphalt from port construction projects, the port will save approximately \$500,000 in avoided future purchase and landfill costs.

OTHER SUSTAINABILITY SUCCESS STORIES

The port experienced other successes in sustainability that were not captured in the above goals. Some of these successes resulted from ongoing projects 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 2018 goal setting. Below are several examples of these successes:

- **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 12 billion gallons of groundwater using a pump and treat system which has helped decrease solvent concentrations in the shallow aquifer by 95% and is now generally only located on a small portion of port-owned property. The decrease has enabled the removal of treatment and related 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 Port of Vancouver is honored to be in a unique and beautiful location in west Vancouver. The port has been working to complete extensions of our multi-use path along SR-501 to accommodate bicycles, pedestrians and other recreational users that will make it easier to share the incredible views and recreation 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 and the port's administrative offices on Lower River Road. One additional trail segment began construction in 2018 and will connect these existing trail segments to provide safe pedestrian and bicycle access from Gateway Avenue to the Mill Plain sidewalk system (corner of Mill Plain and Fourth Plain Boulevards). Centennial Industrial Park also provides a trail along the mitigation bank which has become a favorite place for many dog walkers.



IV. CONCLUSION

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. 2018 was the tenth year of the port's formal sustainability efforts. In 2018, 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 2018 targets

Overall, the tenth year of the formalized efforts was successful. The WE CAN! Task Force, together with the departments they represent, set six long-term port sustainability goals and identified 72 year-end targets to achieve in 2018 to support the goals. Overall, the port met 65 (or 90%) of its annual targets for 2018. Only seven annual targets were not accomplished by year's-end and postponed until 2019. 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 behaviors 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 2019 and beyond. The WE CAN! Task Force will evaluate long-term goals and set new targets for 2019 and continue to make progress for those targets that were deferred from 2018 into 2019. Sustainability efforts will be included in department/individual goals for 2019. Integrating sustainability into every aspect of the port's operation promotes the port's efforts to become a sustainable port.