



2019 Sustainability Report

Annual Report of the WE CAN! Sustainability Task Force



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2019 SUSTAINABILITY REPORT

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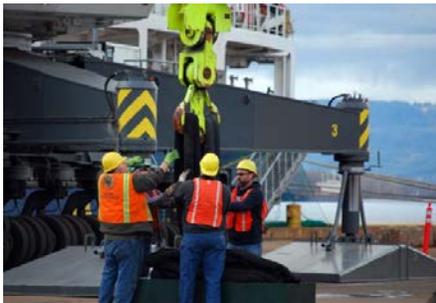
I. INTRODUCTION

PURPOSE OF REPORT

The purpose of this document is to describe the sustainability efforts of the Port of Vancouver (port, POV) for calendar year 2019 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 was undertaken during our 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 107 years after its inception, the Port of Vancouver's marine trade and industrial business operations continue to grow. The port's strategic location along the Columbia River at the nexus of river, road and rail, as well as its unique ability to handle break bulk and heavy lift cargo, and diversification of cargoes continues to position the port well in the global marketplace. In 2019 the port earned \$43.78 million in operating revenue (\$8.8 million net profit) and handled 8.3 million metric tons of cargo, making 2019 the best tonnage year in its 107-year history.



The Port of Vancouver is primarily an export marine port posting 83% exports and 17% imports. Gains in both overall export and import tonnage contributed to the port posting its sixth consecutive record-tonnage year in 2019. Grains – wheat, corn and soybeans – continues to be the largest export commodity at the Port of Vancouver by volume, followed by copper concentrate, scrap metal, bentonite clay, and other bulk materials. Top imports include steel, wind energy, dry and liquid bulks and autos.

The port has over 50 tenants, 5 marine terminals and 13 berths. The port's 50-plus tenants offer a wide range of products and services, from fruit processing and aluminum extrusion to food transportation and metal recycling. Industrial occupancy at the port continues to exceed 99%. According to the most recent economic impact study (Martin Associates, 2018) nearly 4,000 jobs are directly generated by marine and industrial activities at the port with business activities contributing \$132.4 million in state and local taxes, which support public services such as schools, police and fire protection.

In 2018 the port updated its Strategic Plan, the first comprehensive plan update undertaken in 10 years. Throughout the Strategic Plan process, the port reached out to more than 100 stakeholder groups, including business and labor partners, tenants, staff and community organizations; convened four advisory panels; interviewed a broad cross-section of our community; held seven public workshops and two public open houses; and reviewed hundreds of public comments. The plan balances the core work and purpose of a port – providing sustainable economic benefit to the community – with the vital need for a healthy environment. The goals and strategies developed in the strategic planning process guide the focus and direction of the port's work. The sustainability targets developed for 2019 incorporate relevant goals and strategies from the Strategic Plan to ensure alignment of port efforts. Targets taken from the Strategic Plan are indicated by the following label: "*(Strategic Plan Strategy/Goal)*".

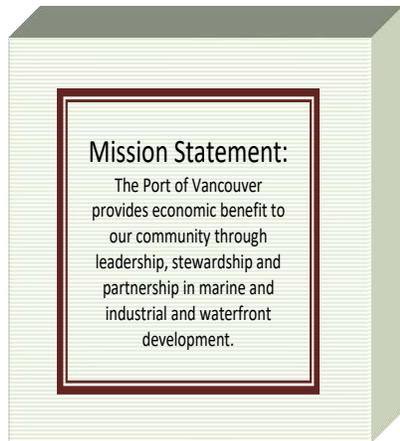
Three publicly elected commissioners represented the interests of the population of the Port District in 2019; Eric LaBrant, Jerry Oliver and Don Orange. They worked closely with port employees and stakeholders to ensure the port continued to provide economic benefit to our community by attracting new 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.

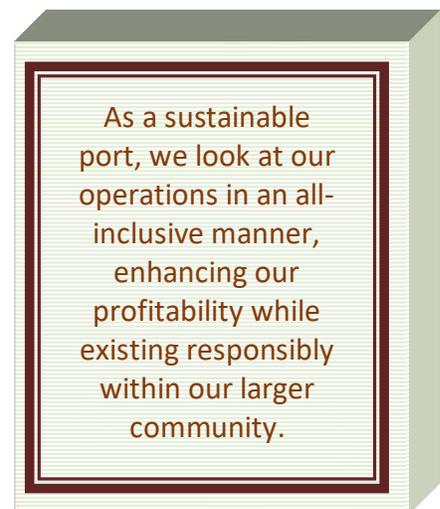
HISTORY OF THE PORT'S SUSTAINABILITY PROGRAM

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 2019 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 Strategic Plan, Mission, 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.

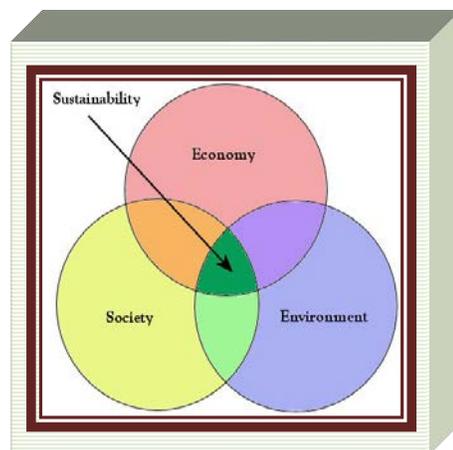
The port believes it is important to reach out to those outside of its organizational boundaries into our community to encourage sustainability among its stakeholders and lead by example. Numerous port publications to the port's voting district, tenants, employees and stakeholders highlight the port's 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 2019.

- **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 2019 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 2020



III. 2019 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 30 year-end targets.

GOAL: DIVERSIFY REVENUE SOURCES

TARGET: Support a diverse revenue base through tax, industrial, marine, commercial, and grants, when strategically appropriate. *(Strategic Plan Strategy)*

STATUS: The port continues to focus on diversification of revenue sources.

- **Tax:** Direct jobs at the port and tenant facilities total nearly 4,000 people and contribute \$132.4 million in state and local taxes, which support public services such as schools, police and fire protection. A 1% increase to the port’s tax levy was successfully approved in 2019. Property tax funds are used exclusively for payment of debt service, environmental remediation and capital projects, such as rail and dock improvements. No tax dollars are used to pay staff salaries or salaries and expenses associated with our Board of Commissioners.
- **Industrial:** Industrial occupancy at the port continues to exceed 99%. The port’s 50-plus tenants offer a wide range of products and services, from fruit processing and aluminum extrusion to food transportation and metal recycling.
- **Marine:** Gains in both overall export and import tonnage contributed to the port posting its sixth consecutive record-tonnage year in 2019. Increases in both vessel calls and rail cars contributed to the port moving 8.3 million metric tons of cargo for a value of approximately \$5 billion. The port’s strategic location along the Columbia River at the nexus of river, road and rail, as well as its unique ability to handle break bulk and heavy lift cargo, and diversification of cargos continues to position the port well in the global marketplace. The Port of Vancouver is primarily an
- export port posting 83% exports and 17% imports. Gains in both overall export and import tonnage contributed to the port’s record-tonnage year.



- Commercial: Progress continues with development of the Terminal 1 waterfront project. Ground stabilization needed to provide structural support to minimize impacts of a possible seismic event was completed for the future AC Hotel by Marriott, a portion of the Renaissance Trail, the Vancouver Landing project and future dock work.
- Grants: The port was the recipient of \$4.7 million from the State of Washington capital budget to help fund next phases of the Terminal 1 development. Since 2007, the port has received \$71.989 million in grants and loans for port projects.

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 development through marine and industrial business. Steps taken in 2019 to ensure necessary velocity and capacity for cargo transportation include:

- Support for the Columbia River channel maintenance efforts,
- Support for a replacement I-5 bridge with a multimodal approach that would support the region's transportation needs,
- Partnering with the City of Vancouver in implementing elements of the Westside Freight Mobility plan,
- Completion of Trail Segment 2 (the bike/pedestrian trail segment along Lower River Road along the Parcel 1A wetland and Boise Cascade), and beginning the design for the multi-use path at Terminal 1,
- 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
- Finalization a report of total vehicle and truck visits to port and adjacent properties to better understand transit movements and volumes.
- Began implementation of a plan for the port's maritime area, the Terminal Rehabilitation and Improvement Program (TRIP).



TARGET: Scope and complete truck study for the port and its tenants.

STATUS: Study was used to develop a baseline of truck activity at the port of Vancouver identifying not only how many trucks were coming to and leaving from the port on a daily basis, but which direction those vehicles took when leaving the port (north/south) on I-5. Data will be used to inform traffic planners of activities at the port and the impacts on Mill Plain and the I-5 bridge related to movement of goods to and from the port. The



goal of study was to provide information to support funding for maintenance of SR-501 (Mill Plain) as a key transportation corridor while re-emphasizing the need to replace the I-5 bridge due to its impacts on port freight mobility. Efficient corridors also allow for better movement of goods and less idling time for trucks coming to and leaving from the port, reducing emissions.

TARGET: Work with industry associations, policy makers, and elected officials at the local, state and federal levels to continue supporting the critical role of navigation for international trade and the regional economy. *(Strategic Plan Strategy)*

STATUS: In 2019, the following work was completed:

- Port staff traveled to Washington D.C. four times to advocate for ports: once with POV-only staff; and three times with PNWA.
- Port staff traveled to Olympia to advocate for ports: once with POV-only staff; once for WPPA Ports Day; once with the Greater Vancouver Chamber of Commerce and once with Vancouver Public Schools iTech students.
- Working with our state delegation in Olympia last year, the port secured \$4.7 million in funding for the Terminal 1 project.
- The port conducted 10 port tours with a variety of state and local elected officials and several media representatives.
- As a new effort in 2019, the port aired 400 thirty-second television spots on TVW, the state's public affairs network in Olympia. Spots were an overview of the port and Terminal 1 to try to build awareness of this important project with elected officials.
- The port shared our Strategic Plan, including sustainability goals with our key industry organizations (CREDC, GVCC, GPI, WPPA, PNWA, etc.). We also met with elected officials at the local, state, and federal level to discuss sustainability and environmental elements of our legislative agenda.



TARGET: Develop tools to analyze and report the financial viability of the movement of individual commodities. *(Strategic Plan Strategy)*

STATUS: The port used tools it created to evaluate the financial viability of nineteen different business opportunities to inform decision-making.

TARGET: Act as a resource and regularly reach out to existing tenants to assess business, workforce, and facility needs, and to provide support for opportunities. *(Strategic Plan Strategy)*



STATUS: The port routinely highlights our tenants in our newsletters, blogs, social media to support tenant outreach. As a landlord, the port is focused on growth and success of its tenants. Over the years many tenants have grown in partnership with the Port of Vancouver. In 2019 many port tenants grew. One tenant in particular has grown their business's footprint at the port more than 100%. "It's incredible – the business has taken on its own rhythm and we've seen 25-35% growth year over year," said Jarrod Wickum owner and founder. "The company has now grown to 36 full-time employees and the orders keep rolling in."

TARGET: Implement the vision of a destination waterfront at Terminal 1. (*Strategic Plan Goal*)

STATUS: In 2019 progress continued with development of the Terminal 1 site:



- The AC Hotel by Marriot broke ground with ground stabilization improvements also serving the Renaissance Trail and Vancouver Landing.
- Planning for the Vancouver Landing former amphitheater was completed.
- A landscape architect was selected for the waterfront development: Greenworks, PC.
- A design for the mixed-use development on northern portion of the site was released by LPC West who was selected as the port's development partner on blocks A and C.
- Parking lot preparations were performed including resurfacing, installation of parking meters and removal and storage of a diseased walnut tree for future reuse.
- Amendment of the City of Vancouver's Shoreline Master Program to allow for future construction of the public marketplace to be over the water (on pier) as envisioned.
- Design began on a dedicated website for Terminal 1 that will be launched in early 2020. The website's initial focus will provide background information and status updates on the development's progress. New signage on the sight incorporated the logo and branding developed for the site.
- The port's lease with Warehouse '23 restaurant and event space was extended to 2021. The night market held successful events and continued its growth at the site in 2019.
- The port renewed the contract for continued docking of the American Empress river cruise vessel at Terminal 1.
- LEED Gold Neighborhood designation for the Terminal 1 development plan was awarded by the United States Green Building Council.
- The project received \$4.7 million in the 2019 state capital budget and the announcement of the Vancouver Rotary to support design and construction of common areas such as the Vancouver Landing with a \$500,000 pledge.

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.

TARGET: Seek funding opportunities to expand the Renaissance Trail as well as the portside trail system. *(Strategic Plan Strategy)*



STATUS: Grant funding opportunities for POV trail projects are evaluated by the port's grant committee. A half-mile section of the portside multiuse path along State Route 501 was completed in 2019. The project received \$500,000 in federal transportation funds through the Transportation Alternatives Program administered through the SW Washington Regional Transportation Council. When fully completed, the trail will extend 4.5 miles and connect with other regional trails.

TARGET: Develop a process for the evaluation of grants and alternative funding opportunities.



STATUS: In 2019 the port finalized development of a Grant Committee, including defining roles and responsibilities and creating a Grant Funding Opportunity Analysis process for research, review, submittal and management of grant funds. In 2019, three Grant Committee meetings were held, one Funding Opportunity Analysis was completed which resulted in grant submittal. Six other significant grants were considered for 2019, but not submitted for due to various reasons.

A total of one new grant was awarded in 2019 totaling 4,700,000 for Terminal 1 project from the State of Washington. Since 2007, the port has received over \$71 million in grants and loans for port projects.

TARGET: Extend contracts with existing customers and tenants. *(Strategic Plan Strategy)*



STATUS: Maintained occupancy rate by extending current customer contracts: Trobella Cabinetry, Vanport Trucking, Wickum Weld, Fabricated Products, Warehouse '23. In addition, we attracted new tenant Boeki.

GOAL: MAXIMIZE OPERATIONAL PROFITABILITY

TARGET: Maintain clean audits and strong financial health.



STATUS: In 2020 the Washington State Auditor's Office had no issues of concern with the port's internal controls to safeguard public assets for the tenth consecutive clean audit (for audit year 2019). The port maintains excellent credit ratings, and for the preceding year, the port commission elected to take a 1% tax increase and available banked capacity allowed by Washington State law.

TARGET: Implement new program to manage port travel and expenses to replace manual system.



STATUS: The Concur Travel & Expense program was selected in 2018 to provide the port with end-to-end insight and control of employee-initiated spending as well as efficiencies in automating an outdated and time-consuming manual process. Training of employees and implementation was completed in 2019, including in-person training and online custom guides for users of the system. The program saves employee time, paper use and streamlines processing.

TARGET: Increase operating revenue.



STATUS: Fluctuations in currency and the global economy had an impact in 2019, but the port's continued tonnage growth contributed to a 15.2% increase in operating revenue from \$37.997 million in 2018 to \$43.784 million in 2019.

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



STATUS: Refunding of the port's limited tax general obligation 2009 bonds, which lowered the interest rate and resulted in a \$530,000 savings to taxpayers.

Successfully negotiated with KeyBank to modify the terms of the ports \$35,000,000 Credit Facility Agreement which extended the maturity date to September 2021, maintained the maximum commitment of \$35mm, decreased the applicable interest rate from 62 basis points to 57 basis points and decreased the unused commitment fee from 25 points to 20 points saving the port \$17,500 annually.

TARGET: Complete upgrade of 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 safeguarding and it was installed in late 2009. A multi-departmental team was created to evaluate continuing with the on-premise version or to go with SharePoint hosted in the Cloud. The port upgraded to the newest version of SharePoint and completed the reorganization of file structures and data transfers to the new site in 2019.

TARGET: Continually improve the precision of the port's ten-year operating and capital forecast with key informative metrics. *(Strategic Plan Strategy)*



STATUS: The port's ten-year operating and capital forecasting tool changes frequently based on opportunities the port is analyzing. Significant changes to the capital program model have allowed for better communication to all levels of management for better decisioning and day to day operations.

TARGET: Continue to expand uses of technology to develop tools to support maintenance and management of port assets. *(Strategic Plan Strategy)*

STATUS:



- After a successful test group of technicians began the use of iPads in the field in 2018, the entire maintenance department has now adopted the use of mobile data devices in the field (iPad and similar). The implementation of these devices department-wide is projected to increase workplace efficiency by 25%.
 - Additionally, three new workstations have been added to the maintenance shop where employees can check emails, access safety training, complete incident reports, and other tasks that help keep them connected and efficient.
 - Mechanics began utilizing the Apollo D8 intelligent diagnostic platform to aid in vehicle diagnostics, repair and maintenance. The platform provides easy access to technical information which saves time and money.
-

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



STATUS: In 2019 the IT department conducted its annual commissioner Cybersecurity workshop on how to detect phishing messages as well as staying vigilant when using email. The Department of Homeland Security conducted a cyber security penetration

both from outside and from within the port to document the strengths and weakness of the IT electronic defenses. IT has implemented mandatory screen locking and have improved passwords by requiring them to be at least 12 alphanumeric in length.

TARGET: Seek ways to improve procurement processes within the contracts department and with other departments.

STATUS: Each contracts department member is responsible for updating checklists and templates within their area of expertise. With the SharePoint migration in 2019, the team reviewed all SharePoint libraries to consolidate procedure documents, reduce reduction in file structure and closeout/clean up data stored in SharePoint.



In 2019, the team began review of IT procurement at the port, the applicable statutes, policies and the application of procurement processes. The port has submitted a memo to WPPA and POV lobbyist with regards to IT Procurement, Cybersecurity and the vulnerabilities procurement processes create and/or shed light on through the competitive processes required by statute.

In addition, the contracts department has been working with the operations team to discuss and review the various project management methods and processes, to investigate a consistent procedure to be developed, and training provided for all project managers at the port.



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 test weights with scrap and surplus materials is currently stopped due to cost and design feasibility.

TARGET: Integrate the goals of the port's Sustainability Program into other planning documents, such as the Annual Budget and Comprehensive Scheme of Harbor Improvements. *(Strategic Plan Strategy)*



STATUS: The port incorporated goals and strategies from the Strategic Plan into sustainability planning in 2019 to better align the port's efforts with strategic direction of the port. These aligned Sustainability and Strategic Plan goals/strategies are discussed in each action item presented to commission. They are also included in department goal

setting. Language was added to the port's Budget Book to reflect the triple bottom line approach to the port's budget process for prioritizing and implementing projects and spending.

TARGET: Identify a tax strategy that addresses long term use of taxes. (*Strategic Plan Strategy*)



STATUS: Provided leadership in the successful development and communication of a long-term tax Strategy and maintenance of debt financing tools. The budget team created multiple options for increasing the port's tax levy to assist our leadership and commissioners. Provided guidance in the recommended capital expenditures that aligned with our strategic initiatives that the port would fund based on the level of the tax levy increases. Developed the narrative and several graphs which showed how the tax levy increases would impact our millage rate, the average homeowners tax bill and the effect of inflation on keeping our tax levy flat since 2013. The team's efforts culminated in the successful approval by our commission to increase our tax levy by 1% plus new construction plus 100% of banked capacity increasing our tax levy by almost \$2M. This will enable to port to accelerate the advancement of many of its strategic initiatives.

TARGET: Continue implementation of the new computerized maintenance management system (CMMS) to include use by port tenants.



STATUS: Implementation of the CMMS continued in 2019. The integration of the port's fuel delivery system into the CMMS was completed in 2019. The fuel system integration with CMMS allows for real-time vehicle and equipment use hours to be transferred to the CMMS allowing preventative maintenance work order generation that is accurate. This integration saves mechanic and administrative labor time/costs. The port's CMMS system is being used by all port departments and tenants to request maintenance and repair tasks performed by the Facilities Department. Maintenance crews have been issued iPads for integration with CMMS which allows for a paperless process of issuing work orders and daily time sheets.

TARGET: Upgrade port cell phone security and allow for reuse of port cell phones.



STATUS: The port installed software on all port cell phones that allows the port's IT department to wipe (erase) a lost phone to protect port data. The software will also provide for repurposing phones of former employees by allowing for unlocking a password protected phone and returning it to factory setting for a new user. Previously, locked phones were not able to be reused and were recycled.

TARGET: Develop and implement a proactive ten to twenty-year repair and replacement plan for building, fleet, rail, and infrastructure assets. *(Strategic Plan Strategy)*



STATUS: All port buildings have been accessed for roofing and siding conditions. Replacement systems have been recommended and costs estimated. A long-term replacement plan has been developed based on the condition of the buildings. Fleet repair /replacement plan is being developed and is approximately 80% complete.

TARGET: Complete telephone system upgrade, including installation and training.



STATUS: In 2018, a new telephone system was selected by a multi-departmental team created to replace the outdated system installed in 2002. The new phone system, which creates numerous efficiencies due to advanced features and offsite Cloud hosting, was successfully installed and staff training completed in 2019. New speakerphones were also added to conference rooms in 2019 to facilitate group conference calling. Outdated equipment was recycled.

TARGET: Complete upgrade of 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 add increased security features.



STATUS: The port completed an upgrade to the Wonderware software used at the port to operate, monitor and alarm its groundwater pump systems. The software upgrade completed in 2019 increases security of the system and reduces vulnerabilities in the old software.

TARGET: Develop a plan to address risk and ensure community safety and business continuity. *(Strategic Plan Strategy)*



STATUS: The port has a responsibility to the community to respond to disasters and emergencies within its jurisdiction. The port is committed to being prepared to quickly recover and resume operations in the event of a significant disruption. In 2018, the port was awarded a Federal Emergency Management Agency (FEMA) grant to develop a Business Continuity and Resiliency Plan. In 2019, the port concluded a port-wide effort to develop, test and implement the Business Continuity and Resiliency Plan for the port.

TARGET: Provide security services critical to port operations.



STATUS: The port was awarded a third consecutive clean audit for the Port Facility Security Plan and Port Operations (no citations, findings or notes) from the United States Coast Guard. In 2019 the port's Security Department: vetted 244,441 Transportation Worker Identification Cards (TWIC), processed 7,400 visitor escorts, handled 6,092 phone calls, dispatched mobile officers 4,024 times and assisted with the berthing of 194 vessels.

TARGET: Pursue business opportunities that increase cargo volumes, maximize utilization of port assets, and achieve revenue goals. (*Strategic Plan Strategy*)



STATUS: Imports increased nearly 8 percent in 2019 compared to 2018. Exports maintained near-record highs – approaching nearly 7 million metric tons of throughput 2019. Twenty unique cargo types traversed the port wharves in 2019. Total cargo volumes at the Port of Vancouver USA were 8.2 million metric tons (MMT) in 2019 – compared to 2015 volumes of 6.9 MMT the port continues to successfully attract more cargo.

High cargo volumes translate into additional revenue, high utilization of port assets and more economic benefit for the region. The impact of cargo increases can be measured by their associated impact on the growth in rail traffic and longshore activity. In 2019 nearly 1,900 more rail cars carried cargo to and from the port. Longshore labor hours increased over 12 percent in 2019 compared to 2018. It was the fourth most hours worked by longshoremen at the port in two decades. All those hours represented a total of over \$27 million in wages – the highest on record in the Port of Vancouver's history.

SOCIAL SUSTAINABILITY GOALS AND YEAR-END TARGETS



The social dimension of our sustainability deals with the impacts the Port of Vancouver has on the social systems within which it operates. We strive to be good citizens locally and globally, exhibiting ethical integrity in the global marketplace. This section on social sustainability is divided into two goals and 24 year-end targets.

GOAL: FOSTER POSITIVE AND PRODUCTIVE RELATIONSHIPS WITH STAKEHOLDERS

TARGET: Increase opportunities to engage the community in mutual discussions and provide education about port activities, including port tours and the lecture series.

(Strategic Plan Strategy)

STATUS: The port organized the following in 2019:

- The Terminal 1 project team met four times with the project's public advisory committee; including one meeting organized to get feedback from younger community members (Millennials). Two project public open houses were held at Warehouse '23 to share project drawings and landscape plans and to get public feedback with approximately 50 citizens attending each open house. A public market feasibility analysis was conducted that included a public survey that generated just over 1,000 responses from the public.
- Staff conducted 10 public tours with a total of 450 attendees. Additional tours were organized for Partners in Careers students, Oregon Board of Marine Pilots, Wahkiakum High School and a variety of senior citizen groups.
- Staff organized four public lectures at Warehouse '23 (the last one being Port Report) that drew a total of 433 attendees.
- Staff conducted two evening Coffees with Commissioners, attracting approximately 30 citizens, to provide additional opportunities for the public to interact one-on-one with commissioners.
- Aired two TV spots on Comcast, one called "The Innovators" featuring the Grattix (an environmental initiative) and one called "Let's Have a Beer" featuring port tenant Great Western Malting.



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



STATUS: Port staff participated in the Write from the Start school supply drive supporting local students. A total of 81 pounds of school supplies was donated by port staff. The school supply drive benefits children in Vancouver, Evergreen, Battle Ground and Camas school districts.

TARGET: Incorporate goals of the strategic plan into the port's operations and develop ongoing communications about staff's role in measuring progress. (*Strategic Plan Strategy*)



STATUS: The port concluded the process of updating its Strategic Plan and it was formally adopted by the port's commission in September 2018. Since its adoption, port staff have been incorporating the goals and strategies of the Strategic Plan into the port's operations, such as the port's budget, department goals and sustainability planning. Ongoing communications about goal progress have been provided through quarterly report-outs for 2019 at port commission workshops. Workshop presentations are also available on the port's website.

TARGET: Use a wide variety of mediums, including social media, to reach a wide and diverse audience about port programs and activities. (*Strategic Plan Strategy*)

STATUS: The port continued to increase its followers on all social media platforms. From 2018-19 Twitter followers were 3,604, an increase of 13%; Facebook followers were 5,802, an increase of 9.6%; and LinkedIn followers were 2003, an increase of 43.2%.



The port utilized a variety of port-generated publications to inform and update stakeholders about port activities. These include:

- Community Report newsletter, distributed twice a year to 93,746 residents of the port district.
- Waterfront Views, distributed twice yearly to 1,000 stakeholders.
- Point of View, distributed eight times a year to 1,300 stakeholders.
- Solstice, distributed twice yearly to 800 stakeholders.
- Portfolio, distributed twice yearly to 130 port tenant contacts.
- Maritime Market Brief, distributed three times yearly to 315 maritime stakeholders.
- Ran paid advertising on Facebook including posts and videos. Results were: 511,000 impressions; 12,227 clicks; 233,000 video views.
- Five videos ran on the port's YouTube channel: The Innovators, Let's Have a Beer, Port and the Environment, Port Jobs and Economic Impact. Results were: 403,000 impressions; 151,000 views.

TARGET: Pursue opportunities to share port knowledge and resources with community partners to advance shared goals. (*Strategic Plan Strategy*)

STATUS: The Economic Development department is meeting with all port tenants to discuss a variety of business resources available as well as to learn about (and track) what measures our tenants are taking to reduce their impact on the environment and to maximize energy efficiency.



Continuing the partnership with Oregon State University to assist Ecological Engineering students understand the importance of water treatment and management, port environmental staff traveled to OSU to serve on a group of panelists to evaluate student's final water treatment designs and presentations. The partnership with OSU provided valuable feedback for the port as well, with data on different student designs the port can use for future adjustments to our own Grattix box designs.

TARGET: Update port economic benefits study.

STATUS: The study calculated the economic benefits tied to the port's marine and industrial activities and was an update to the analysis conducted by the firm in 2014. The information is used to communicate the economic benefits of the port with the community. The study found that 24,068 total jobs were supported by the port in 2018, including 3,910 direct jobs at port facilities, making the port, along with its tenants, the second largest employer in Clark County. \$753.3 million in wages, salaries and local consumption generated by the port, average annual salary of \$56,415 for each port-generated direct job, \$132.4 million in state and local taxes, which support public services such as schools, police and fire protection, \$386.2 million in local purchases.



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

STATUS: The port organized the following in 2019:



- Opening of the newest section of bike/ped path which attracted 150 cyclists, walkers and dignitaries to the ribbon cutting
- Groundbreaking for T-1 hotel which attracted 300 people to the waterfront for this project celebration
- Reactivation of the Waterfront Appreciation lunch which served 200 meals and celebrated the ILWU and all our marine customers

Social Sustainability Goals (cont.)

- Christmas ships event that attracted 300 families and individuals to view the ships and enjoy snacks, music, face painting, balloon animals, magic, holiday alpaca reindeer, and free children's books
- Port supported Fire in the Park event by working with the Esther Short Neighborhood Association to hand out bike safety lights to children at the event
- Staffing the port booth at National Night Out with the Fircrest Neighborhood Association.
- Staffing a table at all monthly Night Market Vancouver events to talk with citizens about Terminal 1.
- Staff organized the economic development session for Leadership Clark County which included touring the class (33 participants) through the port and speaking on various panels.
- Conducted community survey of 600 port district residents to better understand their knowledge of the port, its activities and programs and how to best focus outreach efforts.
- In response to public feedback and at the direction of port commissioners, moved start time of board meetings from 9:30 a.m. to 8:30 a.m. with a goal of increasing accessibility and public engagement.

Staff also participated in sponsorship events to support organizations that are involved in economic development, workforce development and tourism. Many of these events offer an opportunity for port leaders to speak or participate on panel discussions. These included:

- Vancouver Downtown Association's Game Changer awards celebrating individuals and businesses making a difference downtown (150 attendees)
- CREDC Think Global luncheon (250 attendees)
- Greater Vancouver Chamber of Commerce (GVCC) annual business and leadership awards event (300 attendees)
- Hooked on Nature dinner and auction supporting Columbia Springs (200 attendees)
- Clark County Historical Society exhibit on ports and featuring all three ports in Clark County (75 at grand opening)
- 4th Plain Multicultural Festival (500 attending)
- Legislative Review and Outlook events with the GVCC (300 attending)
- Partnered with CTRAN to sponsor free bus rides to the Clark County Fair, on New Year's Eve and July 4th. This included an online, social media and Comcast television campaign featuring port CEO to reach as many people as possible and express the port's commitment to the safety of our community.
- Staff also worked with a variety of stakeholders including PGE, Vestas, marine partners and media representatives on a large event celebrating the arrival of the

largest shipment of wind blades in Vestas history. This event earned the port \$12,000 in free “earned” media exposure.

TARGET: Upgrade commission room audiovisual equipment.



STATUS: The port went out for solicitation to upgrade the commission room audiovisual equipment. The work is intended to enhance communication and improve audio-visual capabilities. Work will include the installation of workstation monitors, microphones, wall speakers, a new flat panel display, an ADA compliant assistive listening system and integration of the audio-visual system with the City of Vancouver (CVTV) equipment. Work is anticipated to occur in 2020.

GOAL: SUSTAIN A PRODUCTIVE AND VITAL WORKFORCE

TARGET: Actively promote employee diversity. *(Strategic Plan Strategy)*



STATUS: The port strives to promote diversity in the workplace. In 2019 the port partnered with Laborers Local 335 and Operators Local 701 to encourage diversity within the union and workplace. Two female laborers, and a female operator were brought onboard in 2019 in the facilities department in what are predominantly male-dominated fields.

TARGET: Evaluate effectiveness of the port’s Wellness Program while providing cost effective wellness initiatives for employees.



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. Quarterly newsletters from our insurance providers are distributed to staff and topics are discussed at staff meetings as appropriate. The port assembled a Wellness Committee and circulated a survey to collect input on tailoring activities to encourage employee participation. The committee will launch additional wellness activities in 2020 utilizing information gathered in the survey.

TARGET: Recruit and retain valued employees.



STATUS: The port's average turnover rate remained low in 2019 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 promotes a work-life balance with flexible schedules for compatible employees and remote access for working from home when appropriate. Opportunities for growth and education are provided as well as staff appreciation activities.

TARGET: Work with ILWU/PMA Joint Accident Prevention Committee and POV Safety Committee to promote safety on the marine terminals.



STATUS: The port worked with safety committees and coordinated with POV maintenance department to address safety concerns and ideas, such as repair and maintenance of grounds and structures and posting of safety flyers in restrooms and public areas.

TARGET: Develop staff recognition program. *(Strategic Plan Strategy)*



STATUS: Recognition of long-term POV employees was provided through employee service awards. Service awards were given to nineteen employees at the service awards presentation held in 2019 to celebrate their years of service with five, twenty and thirty years of service to the port through the end of 2018.

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



STATUS: In 2019 the port rolled out the risk management software purchased in 2018 and implemented several online, on-demand safety and human resources courses for new hires and existing employees. For new hires, the following courses were implemented: Defensive Driving, Workplace Violence, Drug Free Workplace, Sexual Harassment and Workplace Diversity. Annual online courses include: Sexual Harassment, Workplace Diversity, Bloodborne Pathogens, Ladder and Scaffolding Safety. Continued integration of additional courses will continue as our workforce transitions to the ease of online training.

TARGET: Host successful Take Your Child to Work event.



STATUS: Forty-three children of port employees enjoyed learning about the port, the work of our tenants and the environment. The 2019 event featured a port tour, hanging Purple Martin nesting gourds at the port's wetland mitigation bank, a heavy equipment demonstration, making handprints in concrete and a tour of port tenant Hawthorne Hydroponics.

TARGET: Research and select ergonomically supportive chairs and tables for the Commission Room and smaller conference rooms.



STATUS: The port purchased 24 conference table task chairs for the smaller conference rooms, 60 stacking chairs and 12 tables for the Commission Room in November of 2019. The furniture was delivered in January 2020. Each item was selected using ergonomic sustainability guidelines supplied by the port's safety manager. The old chairs and tables were relocated to other places at the port or donated to a local homeless shelter, the Vancouver Navigation Center.

TARGET: Develop a program in which port employees proactively participate in environmental stewardship programs, business development activities, education and workforce development, and other volunteer activities. (*Strategic Plan Strategy*)



STATUS: Employees are encouraged to proactively participate in the above activities. Examples in 2019 include: Vancouver Lake Trail maintenance volunteers in cooperation with Clark County, San Diego Bay cleanup volunteer with AAPA event resulting in over 900 lbs. of debris removal, tuition reimbursement program, annual budgeted business development training, Leadership Clark County participation, student job shadowing and, planning for workforce development onsite training series for 2020. Additionally, staff volunteered individually around the community with other groups and efforts.

TARGET: Participate in the Great Washington ShakeOut event on 10/17 at 10:17am 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 10/17 at 10:17am utilizing the drop, cover, hold-on, and evacuation methods highlighted by Washington State agencies to practice for earthquake safety action.

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, as part of the port's continued efforts on emergency preparedness and notifications, the port added the capability to send text messages to individuals should there be an emergency event as part of a mass notification system. The port has imported employees, tenants, and a couple of surrounding businesses into this system and is currently working on organizing how our system will notify imported contacts based on location and type of incident. We are also in the process of producing a training guide for users of this system so we can provide the right information to the right people during an event.

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



STATUS: The POV Safety Committee, made up of elected representatives of each department, continued to meet monthly throughout 2019 to provide a venue for identifying and resolution of safety issues. Some of the items accomplished under the safety committee in 2019 include: Performed additional drinking water sampling at key port buildings above-and-beyond requirements to ensure safe drinking water; Great Shake Out earthquake drill participation 10/17 at 10:17; Maintain First Aid and CPR training for staff; Completed Spill Response Trailers; Updated and organized safety boards; Updated port safety map to include new buildings and gate numbers; Improved pedestrian access to safely access alternate parking locations at POV Administration; Improved sight distance for vehicles exiting NW Gateway onto SR501; Improved traffic safety at Old Lower River Road by clearing tree limbs for sight distance and adding a stop sign just north of Waste Connections facility; In process of creating grab/go bags for building wardens; In process of adding additional building numbers to all sides of larger buildings.

TARGET: Identify all perimeter gates, create new gate numbering system and install new gate number signs.



STATUS: Efficient gate numbering/identification assists staff, mariners, longshore and visitors in reducing travel time by locating the correct gate. Assists with the safety and health of port occupants by quickly identify their location if they call for EMS, Fire or Police services. Assists in the efficiency of communicating requests to Security Dispatch to unlock a gate due to an operational need.

TARGET: Purchase and implement staff scheduling software for the security department to create efficiencies in the scheduling of security staff.



STATUS: The port purchased and implemented automated staff scheduling software in 2019. The Schedule Anywhere software allows supervisors and officers access to work schedules from anywhere (via phone, tablet, computer). Creation of work schedules through the software saves valuable time for supervisors. Communication between supervisors and officers is simplified and streamlined through the software providing for requests for leave and assignments as well as requests for backfill shift assignments to be communicated through the software remotely in real time. The software also saves on paper use as schedules no longer need to be printed for security staff to have access to schedules while not at work.

TARGET: Fit all vehicles and heavy equipment with lighting options for improved safety visibility.



STATUS: Yellow strobe lights were added to all field vehicles and LED lights were added on all heavy equipment to ensure increased visibility when in the field.

TARGET: Establish an apprenticeship program for port trade employees. (*Strategic Plan Strategy*)



STATUS: The 2019 apprenticeship program ran from June 10 through October 31 and brought two apprentices from the Laborers Union, LiUNA 335, on board. The port's use of the apprenticeship program is an outstanding way for younger generations of union workers and journeymen to gain knowledge and experience at the port. Apprentices have assisted with paving, gutter repair/installation, landscaping, and roof repairs to name just a few tasks.

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 24 year-end targets.



GOAL: MINIMIZE ENVIRONMENTAL IMPACTS

TARGET: Reduce printing of paper for backup documentation of contract files.



STATUS: eRequester is an online tool that provides employees the ability to enter a request for the purchase of any equipment, material, good, or service to the contract team. The system is set up with an approval flow that notifies budget owners of purchases that will impact their budget. Upon approval by departments, a purchase order is requested. In 2019, the procurement specialist began adding required quote documentation to the system as electronic attachments to the request versus hard-copies. The entire process can now be paperless, which is the goal for 2020.

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



STATUS: Training for staff was provided in 2019 for critical areas management, stormwater pollution prevention, environmental management system (EMS) awareness, the port's restrictive covenant areas, and wildlife encounter procedures. Five key members of port staff are also Certified Erosion Sediment Control Leads (CESCL) in addition to other internal and external 'awareness level' stormwater training for additional staff members. Six members of port staff keep up Hazardous Waste Operations and Emergency Response (HAZWOPR) 40-hour training certifications.

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



STATUS: The port completed a table-top exercise of the internal water system emergency response plan to test plan components in the case of an actual emergency. The EMS manual was updated to new ISO 14001 standards in 2019. The port issued its Consumer Confidence report for the water system in 2019 and had zero chlorine releases from the system. Design continues to replace the chlorine gas system to a safer liquid chlorine system. Four monitoring wells located in the wellhead protection area were decommissioned that were deemed no longer necessary in order to reduce potential pathways for contamination to reach groundwater.

TARGET: Identify opportunities to support the health of Vancouver Lake.



STATUS: The port continues to 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, including LCEP-led field trips to the lake and in-classroom instruction for local elementary school students. In order to keep water flowing through the flushing channel culverts, crews removed over 8,000 pounds of debris from the culverts and banks of the flushing channel in 2019 cleaning events. Divers inspected all hardware and cable beneath the water in the culvert structure. Repairs were made to the cable and pulley system. The port also approved a contribution of \$50,000 to the Friends of Vancouver Lake to control Eurasian milfoil in the lake. Efforts such as these help to keep the lake usable for swimmers, kayakers, windsurfers and others who enjoy this wonderful and popular local attraction.

TARGET: Implement stormwater management practices that include innovative strategies to protect water quality, such as targeted treatment media, enhanced Grattix boxes, and floating treatment wetlands. (*Strategic Plan Strategy*)



STATUS: Stormwater strategy elements implemented in 2019 included:

- Terminal 3 stormwater system deep-cleaning work including: jet-cleaning inspection of 13,315 linear feet of stormwater lines, video inspection of 11,839 linear feet of stormwater lines, and cleaning of: 23 manholes, 23 catch basins and 20 trench drains.
- Thirteen additional Grattix treatment boxes to reduce roof runoff pollutants in stormwater were added in 2019 (40 total Grattix boxes installed).
- An effectiveness study on the floating treatment wetlands installed in the Terminal 4 stormwater pond was conducted to determine if increasing the number of wetlands

can further reduce metals in stormwater discharges from the pond. This study is anticipated to be completed in 2020.

- Design and permitting for decant facility expansion completed.
- Continued with stormwater education outreach with tenants through newsletter updates and environmental walkthrough program. A vehicle wrap was added to the field van including messages of 'only rain down the drain' to serve as a visual reminder while working on the port property.
- Added biochar treatment media to key catch basins to assist with metals removal from stormwater. Approximately 1.5 tons of biochar was put into service in 2019.
- Stormwater sample results taken in 2019 indicate that the stormwater strategy elements are markedly reducing copper and zinc concentrations at the Terminal 4 stormwater pond.

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 added additional spill response equipment to the port's eight spill equipment storage sheds. The added supplies nearly double the amount of spill response equipment available to the port, its tenants, customers and first responders in quickly responding to spills to minimize impacts on the natural environment.

TARGET: Develop an electronic application for automation of drone use approval on the POV website.



STATUS: A multi-department team was assembled to create a comprehensive and consistent policy for drone use at the port in 2018. The port has benefitted from drone use to show port project progress, surveys (topographical, natural inventory), promotional videos, sales and marketing of port properties and facilities. 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: Finalize permitting efforts for Parcel 3 Berm with the goal of beginning construction in 2019. Include sustainable features in design where feasible.



STATUS: The port completed permitting efforts and began construction in 2019 on Phase I of an earthen berm at the port's Parcel 3 property that is intended to create a buffer and transition from the industrial areas to the south to the park, open space and

natural areas to the north, including over 500 acres of Sandhill Crane habitat. In 2019, port crews completed construction of the pad necessary to bring the ground surface above flood elevation for Phase I of the project. Existing port material was used to construct this feature.

Additionally, 22,000 cubic yards of topsoil, 500 cubic yards of mulch and 250 cubic yards of brush off port property were repurposed to the berm project. To save truck trips for erosion control water, the port partnered with the Clark County to create a water truck fill station at an existing water line near the project site. This saved approximately 360 miles of travel by the water truck necessary to provide dust control water in 2019 and will continue to reduce miles traveled through completion of the berm.

TARGET: Develop an outreach program to discuss environmental stewardship at the port. *(Strategic Plan Strategy)*



STATUS: The port continues with its environmental outreach tools which include newsletters, blogs, speaking engagements, commission workshops, tours and social media. In order to reach a broader audience, the port made a video in 2018 highlighting the innovation happening 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 began being shared on Comcast and YouTube campaigns in 2019. Comcast ran the Grattix video and a video highlighting port tenant, Great Western Malting (“Let’s Have a Beer”) a combined total of 4,245 times and provided over 2 million impressions.



TARGET: Develop port-wide pesticide policy.

STATUS: A draft policy has been created aimed at reduction of harmful chemicals from pesticide applications. In 2020, the port will work to finalize the policy.

TARGET: Work with partners to create ecological benefit and improved operating and permitting efficiencies. *(Strategic Plan Strategy)*



STATUS: The port worked with agency partners to receive approval of a 10-year dredge program which provided a longer, nearly twice as long, in-water work window in which to perform the work. The permits ensure appropriate environmental protections while providing for a more favorable bidding condition for contractors performing the work.

The port also worked with the City of Vancouver to allow port to obtain tree credits for future mitigation needs for the vegetation planted at the Parcel 3 berm which will save the port approximately \$250,000 in future mitigation costs while providing advanced mitigation to provide increased benefit to the environment.

TARGET: Encourage wildlife success and diversity at natural areas in and around the port.

STATUS: Efforts to encourage wildlife success and diversity at natural areas in and around the port included additional efforts to increase purple martin populations in Southwest Washington, where they are rare. For the past eight years, the port has partnered with volunteers with the Ridgefield National Wildlife Refuge to provide attractive nesting habitat for the birds. In 2019, eight additional nesting gourds were installed to provide 32 total nesting gourds to port property. Volunteers with the Ridgefield National Wildlife Refuge banded the 20 hatches of 2019 (up from nine hatches in 2018) so their location can be tracked. Staff raised money to donate to the Ridgefield National Wildlife Refuge through a Purple Martin Derby.



The port made progress on the construction of an earthen vegetated berm being constructed on the port's Parcel 3 property adjacent to the Flushing Channel. When complete, the berm will provide a visual and sound buffer to the park and natural areas to the north of the port's heavy industrial-zoned Parcel 3 property.

TARGET: Protect land managed by the port.

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 13 billion gallons of contaminated groundwater. The results have been so successful that the port was able to decommission a soil vapor extraction system that is no longer necessary. The removal of the system freed up sixty feet of parking area on port property. Cleanup work continues, and we will keep monitoring these efforts and working with WA Dept. of Ecology to ensure our groundwater and nearby aquifers are protected now and in the future. The port has successfully put over 250 acres of brownfield property back into productive use.



GOAL: ENCOURAGE A HEALTHY CLIMATE AND CLEAN AIR

TARGET: Develop a Climate Action Plan through analysis of internal programs and policies, regulatory and voluntary emission programs, and best practices, consistent with the port's commitment to sustainability. *(Strategic Plan Strategy)*

STATUS: Climate Action planning began in 2019 with research and fact-finding. The port reached out to local governments, other West Coast ports, and consultants with climate plan experience to gather on other's information on experience of successful climate planning. Consultant assistance was utilized for compilation of the port's clean air efforts and evaluation of GHG regulatory frameworks and initiatives. The port, Vancouver Public Schools and Southwest Washington Air Agency (SWCAA) began discussions of local air quality monitoring stations at area schools. The port's Board of Commissioners passed the Clean Energy Resolution and Policy supporting global transition to renewable, clean energy sources and not pursue new bulk fossil fuel terminals. In 2020 the port plans to select a consultant to provide independent third-party analysis of GHG reduction opportunities at the port to inform next steps.



TARGET: Support renewable energy.

STATUS: Since 2008 the port has been supporting wind energy through the voluntary purchase of renewable energy certificates (RECs). For the ninth year, the port has purchased RECs equivalent to 100 percent of its estimated annual electrical usage for the buildings in which it controls the utilities. Since beginning REC purchases, the port's purchases supported wind energy generation that avoided the release of over 44,000 metric tons of carbon dioxide equivalent (CO₂e) which is equal to the CO₂e reduction of growing over 848,000 tree seedlings or nearly 2 million incandescent lamps switched to LEDs. The port's expertise in handling wind components across our docks attracted 384 wind blades in 2019, including the largest shipment of wind blades in the industry's history, 198 on a single ship.



TARGET: Reduce waste sent to landfills.

STATUS: Diverting waste from landfills helps reduce greenhouse gas emissions by reducing energy consumption, reducing landfill methane emissions from decomposing trash, reduces need for virgin materials like trees and mined materials. In 2019 the port provided staff with recycling education and awareness through cooperation with Waste Connections educators to bring site-specific training to port staff. Updates to garbage and recycling stations throughout port buildings are planned for 2020, including easy-to-understand signage and color-coded containers.



By crushing and retaining for future reuse approximately 2,000 cubic yards of asphalt from port construction projects, the port will save approximately \$80,000 in avoided future purchase and landfill costs. Working with the Department of Ecology, approximately 7,600 cubic yards of material at Terminal 5 (the former Alcoa/Evergreen Aluminum property) was able to be relocated at the base of the Gateway overpass structure as an alternative to offsite landfilling. This saved the port approximately \$478,000 in disposal costs.

Any unused or out of date electronics equipment was donated to a recycler for recycling, such as the port's outdate phone system. Additionally, port staff were encouraged to bring in electronics from home for recycling instead of throwing them away as trash.

Port employees participated in the Camas Lions Club Styrofoam recycling project by bringing in Styrofoam generated over the holidays. Environmental protection is one of Lions International focus areas. Although it is difficult to estimate the amount provided by port employees, the overall collection effort by the Lions was approximately 500 pounds kept out of the landfill.

TARGET: Promote alternative modes to commute to work through the championing of the port's Commute Trip Reduction program.



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. In 2019, the port rolled out to staff Washington State's new commute trip reduction website, GetThereSWWashington.org to staff and port tenants. The new one-stop shop website allows users to find a carpool partner and track commute trips. The port also completed a new section of the multi-use bike/pedestrian path that connects Gateway Avenue to the Mill Plain and Fourth Plain systems.

TARGET: Maximize utilization of rail infrastructure to support the efficient movement of commodities. (*Strategic Plan Strategy*)



STATUS: The port's strategic location along the Columbia River at the nexus of river, road and rail, as well as its unique ability to handle break bulk and heavy lift cargo, and diversification of cargos continues to position the port well in the global marketplace. The port has invested in maximizing its rail infrastructure to move freight through the West Vancouver Freight Access project, completed in 2018. According to the Association of American Railroads, trains are three to four times more fuel efficient than trucks on

average, reducing harmful emissions (greenhouse gas emissions are lowered by up to 75 percent) and highway gridlock (a single freight train can replace several hundred trucks) In 2019 the port saw a 2.8 percent increase in rail cars handling port cargo compared to 2018. The port moves approximately 65 percent of its cargo volume throughput by rail. Terminal 5 rail infrastructure was utilized to load 920 railcars as part of a new project in 2019. The port's exemplary maintenance of its rail system adds to its dependability with no derailments attributed to poor maintenance and an excellent rail audit by the Federal Rail Administration in 2019.

TARGET: Incorporate sustainable development and construction strategies in 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 River which 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 developed design and sustainability standards to guide the project with sustainable development in mind. The port received LEED Gold certification from the United States Green Building Council for its development plan for Terminal 1. Through robust energy efficiency requirements of all buildings, thoughtful waste management, reduction of single occupancy vehicles and promotion of electric vehicles, reduced travel for services, increase in native plantings, and providing a walkable community, the Terminal 1 development looks to promote clean air and a healthy climate.



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's Sustainable Fuels policy requires the port to consider if alternative fuels and vehicles are available to meet the port's needs prior to purchase. Fleet upgrades to the newest technology continue to be an important tool in reducing port emissions. One piece of equipment purchased in 2019 is a new sweeper that has a single engine vs. dual engines to power the chassis engine and the auxiliary engine, reducing noise and vibration, reducing maintenance costs and downtime, and offering better fuel economy and fewer emissions. All newly purchased vehicles and equipment engines are Tier 4 compliant, increasing efficiencies and reducing emissions compared to older models. Since 2018 the port has upgraded sixteen vehicles and equipment.

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: 2801B and 3102B, C, G, H. These upgrades will save approximately 84,802 kWh per year which is approximately \$6,468 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.

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 2020. Efforts to reduce wait times of vehicles sent to the screening area continues to be a priority.

TARGET: Prepare specifications and scope of work for initial phase of HVAC control system upgrades. DDC automated system. Ability to schedule modes remotely. Will save energy. Energy monitoring is an add alternate to the bid specifications.



STATUS: Specifications and scope of work for initial phase have been prepared for future implementation with approved budget process.

TARGET: Emphasize and increase marketing efforts to pursue innovative business opportunities and renewable, clean energy projects. *(Strategic Plan Strategy)*



STATUS: The port strategically positioned itself to handle large project cargo components over a decade ago when in 2009 it purchased a second Liebherr mobile harbor crane. The commercial department markets the distinct cargo handling capabilities provided by the two mobile harbor cranes, as well as other competitive advantages like outdoor storage space, and connections to other critical transportation networks: highways, rail lines, and the Columbia-Snake river barge system. Paired with the operational expertise and logistical support capabilities the port successfully attracted 384 wind blades in 2019. This included offload of the single largest shipment of wind blades in the industry's history. As a premier gateway for wind components in North America, we expect continued success in 2020.

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. 2019 was the eleventh year of the port's formal sustainability efforts. In 2019, 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
- Tracked progress and identified challenges
- Communicated the port's sustainability initiatives
- Maintained a sustainability page on the port's website
- Measured year-end progress of 2019 targets

Overall, the eleventh 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 78 year-end targets to support the 2019 goals. Overall, the port met 70 (or 88.6%) of its annual targets for 2019. Only seven annual targets were not accomplished by year's-end and postponed until 2020. One target was determined to be not feasible and abandoned. 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 2020 and beyond. The WE CAN! Task Force will evaluate long-term goals and set new targets for 2020 and continue to make progress for those targets that were deferred from 2019 into 2020. Sustainability efforts will continue to be aligned with the port's Strategic Plan, mission, vision and values and will be included in department/individual goals for 2020. Integrating sustainability into every aspect of the port's operation promotes the port's efforts to become a sustainable port.