



# *2021 Sustainability Report*

Annual Report of the WE CAN! Sustainability Task Force



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# 2021 SUSTAINABILITY REPORT

## Table of Contents

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I.	INTRODUCTION.....	1
	Purpose of Report.....	1
	Port Background.....	1
II.	SUSTAINABILITY AT THE PORT.....	3
	What Sustainability Means to Us.....	3
	History of the Port’s Sustainability Program.....	3
	Program Scope.....	4
	Sustainability Reporting Framework.....	4
	Goals and Year-End Targets .....	5
	Results Indicators.....	5
III.	2021 SUSTAINABILITY GOALS.....	6
	Economic Sustainability Goals and Year-End Targets .....	6
	Social Sustainability Goals and Year-End Targets.....	21
	Environmental Sustainability Goals and Year-End Targets.....	33
IV.	CONCLUSION.....	49
	Year-End Summary.....	49
	Next Steps.....	49

# I. INTRODUCTION

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## PURPOSE OF REPORT

The purpose of this report is to describe the sustainability efforts of the Port of Vancouver (port, POV) for calendar year 2021 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 109 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 its diversification of cargos continues to position the port well in the global marketplace. In 2021 the port earned \$48 million in total revenue, a 4.7 percent decrease from the previous year, but it increased net profits by 17.7 percent at \$14.4 million, and handled 7.1 million metric tons of cargo.

The Port of Vancouver is primarily an export marine port, posting over 7.5 times more exports than imports in 2021. Grains (wheat, corn and soybeans) continue to be the largest export commodity at the Port of Vancouver by volume. Other exports include scrap metal, copper concentrate, bentonite



clay, and other dry and liquid bulk materials. Top imports include wind energy, steel, dry and liquid bulks and autos.

By diversifying commodities, the port is not reliant on any one industry and is able to enjoy a continuous flow of business even during times of economic disruption. The port weathered the storm of the COVID-19 pandemic in 2021 with its diverse cargo mix, reflecting trends in the national and global market for materials essential to many industries and these are the materials that primarily make up the products that move through the Port of Vancouver. Proficiency in bulk and break-bulk cargoes allowed the port to leverage its best assets, including the ability to handle large-sized shipments, such as wind energy components. This advantage, along with extensive laydown space for storage, a highly-skilled work force and excellent transportation connections including river, road and rail, equipped the port to weather the economic disruption of the COVID-19 pandemic.

The port has over 50 tenants, 5 marine terminals and 13 berths. The port's tenants offer a wide range of products and services, from fruit processing and plastic molding to food transportation and metal and electronics recycling. Industrial occupancy at the port continues to exceed 99 percent, even through the pandemic. 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. 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 2021 incorporate relevant goals and strategies from the Strategic Plan to ensure alignment of port efforts. Strategic Plan initiatives included in the sustainability targets are indicated in this report by the following label: “*(Strategic Plan Initiative)*”. Additionally, in 2021 the port completed its Climate Action Plan, setting greenhouse gas reduction goals and identifying actions the port can take to reduce emissions and meet the reduction goals. Climate Action Plan actions and strategies are indicated in this report by the following label: “*(Climate Action Plan Initiative)*”.

Three publicly elected commissioners represented the interests of the population of the Port District in 2021; Eric LaBrant, Don Orange and Jack Burkman. They worked closely with port staff and stakeholders to ensure the port continued to provide economic benefit to our community by attracting new customers, tenants and cargoes, and retaining and growing current tenant and customer operations, innovating efficient operational practices, and keeping a vigilant eye on the environment. The port is dependent on a healthy environment, dedicated labor force, economic vitality, and sound leadership to ensure it remains a unique and vibrant center of trade.

## II. SUSTAINABILITY AT THE PORT

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### WHAT SUSTAINABILITY MEANS TO US



The port is committed to the health of the economy, our community and environment. The concept of sustainability has been in practice at the port prior to a formalized program. 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 2021 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 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.

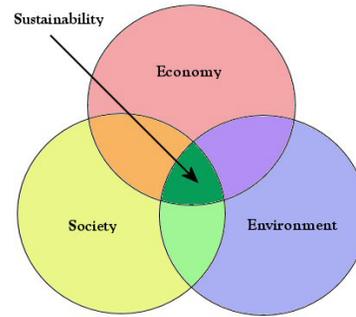
The port believes it is important to reach out to those outside of its organizational boundaries into our community to encourage sustainability among its stakeholders and lead by example. Numerous port publications to the port's voting district, tenants, employees and stakeholders highlight the port's 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 2021.

- **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 2021 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 2022

# III. 2021 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 24 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 Initiative)*

**STATUS:** The port continues to focus on diversification of revenue sources, such as:

- **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 1.0 percent increase to the port's tax levy was successfully approved in 2021. 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. Nineteen percent of revenue generated in 2021 was from collected taxes.
- **Industrial:** Industrial occupancy at the port continues to exceed 99 percent. 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. Nineteen percent of revenue generated in 2021 derived from industrial revenue.
- **Marine:** A diversified portfolio of revenue sources and the exceptional expertise of our maritime partners helped carry the port through a difficult year for everyone working in the supply chain. Exports remained essentially the same as the 2020 numbers at 6.32 million metric tons. Imports dropped slightly from 2020 numbers, likely due to a reduction in steel slab imports, because of tariffs levied against this commodity since March of 2018. Project cargo imports to the



port continue as demand in North America for renewable energy components used to make wind turbines remains high, moving more wind components than in 2020. Perhaps less noted than project cargo, but as emblematic of the port's cargo handling flexibility, aluminum ingots, aluminum billets, and wood pulp traversed the port docks in 2021 after not being handled at the port the prior year as manufactures realized the opportunity to move the product in bulk versus containers. Steel scrap exports were the highest in ten years, led by demand in Asia and ample supply in the United States. A countercyclical cargo, steel scrap helps fortify the port's balance sheet in times of economic distress. Once again, the grain elevator operated by United Grain Corporation facilitated the export of almost 5.5 million metric tons of American-grown food products. Corn, wheat, soybeans, and sorghum make their way from the nation's interior to this grain elevator where vessels are loaded enroute to port destinations in 15 countries across 3 continents. Lastly, the continued stay of the USNS Fisher at Berth 13/14 allowed the port to utilize a previously underused asset and do so with business that is unaffected by economic downturns – further shielding the finances of the organization from recession. Forty-eight percent of 2021 revenue was generated through marine terminal operations.

- Commercial: Progress continues with development of the Terminal 1 waterfront project. Dock work, signed leases, and lease extensions all represent significant progress toward the port's goal to contribute to a destination waterfront in Vancouver.
- Grants: In 2021 POV was awarded a total of \$1,270,000 of grant funding for cyber security, design for SR-501 Trail Segment 4, and demolition at Terminal 1 former Red Lion structure. Since 2007 POV has received over \$75 million in grants and loans for a variety of projects. Five percent of 2021 revenue came from grants.

*TARGET:* Develop and preserve multi-modal transportation access.

*STATUS:* Work in 2021 to preserve a variety of transportation modes in and out of the port included:



- Continued support for the Lower Columbia River Channel maintenance efforts, including taking a lead role in creating and advocating for legislation that streamlines the dredging permitting process to maintain the Columbia River Channel. The legislation passed unanimously and was signed into law in May 2021.
- Continued support for a replacement I-5 bridge with a multimodal approach that would support the region's transportation needs. Port staff served on the Executive Steering Group, the Equity Advisory Group, the Staff Level Group, the Climate Group and the Technical Modeling groups. Staff also served on Interstate

Bridge Replacement Project (IBRP) committees for both the Vancouver Chamber of Commerce and the Columbia River Economic Development Council.

- Partnering with the City of Vancouver in implementing elements of the Westside Freight Mobility plan, including moving forward with planning work on the 32<sup>nd</sup> street extension and restoring funding for the SR-501 pavement rehabilitation project after it was frozen by the Governor due to COVID-19. Also, supported the City of Vancouver in their pursuit of a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant from the US Department of Transportation for road infrastructure improvements.
- Pursued potential grants in 2021 for the extension of the port's multi-use trail northwest of Gateway Avenue along SR-501 to connect with other completed segments. This trail system was awarded grant funding for design of Segment 4 in 2021 and is anticipated to begin construction in 2022.
- Continued construction on the extension of the Renaissance Trail west of the city's waterfront park to include the property between the new AC by Marriot and the port's Vancouver Landing renovation project. This first phase of the Terminal 1 Renaissance Trail is scheduled to be completed in 2022.
- Partnering with others on the Columbia River High, Wide and Heavy Corridor Coalition to establish a transportation corridor that can accommodate high, wide and heavy cargo, such as wind blades, and connect global markets to western North America critical to our regional economy. The coalition is beginning to advocate and identify funding for specific projects to make routes more competitive globally.
- Continued efforts to implement a plan for the port's maritime area, the Terminal Rehabilitation and Improvement Program (TRIP). Advanced design and began permitting efforts to bring Berth 17 (former Alcoa dock) into marketable use including shore power opportunities and other energy efficient measures, such as solar energy, as part of this effort.
- Port staff served as lead in developing the Coalition for America's Gateway and Trade Corridors Association's (CAGTC) five-year strategic plan. CAGTC represents ports, departments of transportation, and planning agencies nationally in supporting adequate funding for freight mobility.
- Coordinated with Washington State Freight Mobility Strategic Investment Board (FMSIB) representatives to raise visibility of key infrastructure projects necessary for future growth and competitiveness.
- Supported planning efforts for C-Tran's new Current service that will expand commuting options to the port in 2022.

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*TARGET:* Support local efforts to maintain an adequate supply of commercial and industrial real estate. *(Strategic Plan Initiative)*

*STATUS:*



- Port staff continued to serve as Lands for Jobs Committee Chair, providing feedback on Comprehensive Planning efforts, tools for development and site readiness, and permitting or other regulatory challenges. Port staff presented the program to statewide economic development partners as a best practice.
- Completed the port's Twenty-Year Employment Land Strategy that includes short/mid/long-term positioning strategies. Incorporated considerations and guidelines into the Employment Land Strategy to consider environmental factors in land use decisions. Results and recommendations will be shared with the port Board of Commissioners in 2022.
- Actively worked to support Washington Public Ports Association (WPPA) and partners in passing statewide legislation to allow for additional resources and appropriate authorities for ports in broadband development and deployment.
- Port staff actively served in key roles with the Washington Economic Development Association, Greater Portland Inc. Board, and other key partner boards and committees.

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*TARGET:* Update port economic spending study.



*STATUS:* While the port performs a study to calculate the economic benefits tied to the port's marine and industrial activities every 4-5 years, which was last performed in 2019, to track some of the port's annual benefits, port staff developed a database tracking the port's spending on goods and services in 2021. The database study found that the port spent just over \$54 million in 2021 on goods and services to maintain its operations. Nearly \$17 million of which was spent in Vancouver or Clark County, another \$10.1 million was spent in the Portland-Vancouver metropolitan area, and \$12.3 million was spent in Washington state. In total \$39 million of the \$54 million the port spent in 2021 was spent in the region or state while \$15 million was spent nationally.



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*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 Initiative)*

*STATUS:* In 2021, the following work was completed to support trade navigation:

- Port staff maintained membership in International Right of Way Association and provided expertise in channel navigation issues on behalf of Washington ports.

- Port staff member served as Southwest Washington Contractors Association (SWCA) board member to educate SWCA about the maritime industry and navigational issues, and the port's role in supporting the regional economy.
- Port Chief Executive Officer served on Board of Directors for American Association of Port Authorities (AAPA), representing the North Pacific ports.
- Port staff attended Pacific Northwest Waterway's (PNWA) Mission to Washington to advocate for ports.
- Port staff attended WPPA's Ports Day and advocated for ports with legislators regarding WPPA priorities for 2021.
- The port conducted port tours for Governor Inslee and Lieutenant Governor Denny Heck, highlighting the importance of navigation to the port's work.
- The port continued to air one thirty-second television spot on TVW, the state's public affairs network in Olympia to build awareness of port projects with elected officials.
- Port staff met with elected officials at the local, state, and federal level to discuss sustainability and environmental elements of our legislative agenda.
- The port continues to take an active role in the Lower Columbia River Channel Maintenance Project (LCRCMP) to ensure maintenance of the channel to facilitate trade. The port took a lead role in creating and advocating for legislation that streamlines the dredging permitting process to maintain the Columbia River Channel. The legislation passed unanimously and was signed into law in May 2021.
- Worked with our state delegation in Olympia requesting funding for the Terminal 1 project.

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*TARGET:* Evaluate and pursue grants and alternative funding opportunities.



*STATUS:* In 2021, the work of the Grant Committee included grant research, administration and management activities for nine active grants totalling \$8,070,030. The port applied for grants totalling \$1,470,000 in 2021. Since 2007, the port has received over \$75 million in grants and loans for port projects. The port identified the need for a Grants Specialist and included funding in the 2022 budget for the position.



*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 Initiative)*

*STATUS:* Examples of tenant outreach and services provided in 2021 include:

- Conducted tenant survey to determine satisfaction with port communications, facility maintenance, business development, and cyber security. Received positive feedback as well as created follow-up action plan to address needs.
- Held two virtual tenant events. Presentations included: C-TRAN transit options at the port, an update from the Port and the City of Vancouver on their respective Climate Action Plans, Clark Public Utilities programs, update on the I-5 Bridge Replacement Program, cyber security updates and more.
- Held a drive-through holiday tenant event in December to greet tenants, discuss business needs, and emphasize the port's continued support of tenants' success and business health.
- Created monthly summary reports to track communications with port tenants and ensure follow-up to maintenance requests, business development, and workforce needs.
- Conducted tenant outreach to determine the potential need for an on-site COVID-19 vaccination site.
- Consolidated port office space to provide important expansion space to a long-term tenant and provide space for those port employees among peers in the main office for greater networking and savings in expenses necessary to operate the separate office spaces such as electricity use, janitorial service, additional garbage/recycling service, and maintenance costs.

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

**STATUS:** In 2021 progress continued with development of the Terminal 1 site:

- Vancouver Landing construction project was brought to 80 percent complete
  - Structural renovation complete
  - Site and infrastructure complete
- Inventoried all surplus furniture and assets in Terminal 1 building.
- Conducted auction of approximately 2,000 surplus individual items or item groupings, in preparation for the deconstruction of Terminal 1 building.
- Coordinated with non-profit organizations (Share, Habitat for Humanity, and Friends of the Carpenter) to provide surplus items to help underserved individuals in Clark County.
- Conducted bid process to engage contractor for the deconstruction of the Terminal 1 building. Began abatement process.
- Provided project coordination for multiple construction projects at Terminal 1 including the Vancouver Landing Structural Renovation, Vancouver Landing Site



& Infrastructure, Terminal 1 Red Lion deconstruction, AC Marriot Hotel, and the connection of the Renaissance Trail.

- Worked with legislative leadership to secure \$1 million in state funding for deconstruction of the Terminal 1 building.
- Collaborated with the Rotary Club of Vancouver to incorporate its 100th anniversary and historical elements into the Vancouver Landing project.
- Worked with partners, including local tribes, to create interpretive panels for Vancouver Landing Project.
- Finalized lease with Lincoln Property Company for the development of Terminal 1 Blocks A, B, and C.
- Began work on the Columbia River Renaissance Trail Connection project, the result of a \$485,000 Regional Transportation Commission grant awarded in 2020.

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.

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



*STATUS:* Grant funding opportunities for port trail systems are evaluated by the port's grant committee annually. The Terminal 1 Renaissance Trail started construction in 2021 with two prior grant funding totaling \$985,00. This first phase of the Terminal 1 Renaissance Trail is scheduled to be completed in 2022. The portside trail system along Lower River Road/SR-501 was awarded grant funding for design of Segment 4 in 2021 and is anticipated to begin construction in 2022. Port trail systems, which are part of the 50-mile Regional Renaissance Trail system, have received to date a total of \$2,035,400 in grant funding. The port will continue to seek funding for remaining port trail segments.

## GOAL: MAXIMIZE OPERATIONAL PROFITABILITY

*TARGET:* Increase marketing efforts to pursue business opportunities that increase cargo volumes, maximize utilization of port assets and achieve revenue goals.

*(Strategic Plan Initiative)*

*STATUS:* In 2021, the port performed the following efforts toward pursuing business opportunities:

- Issued Statement of Interest to solicit proposals regarding potential business opportunities at Berth 7, successfully completed the solicitation process, and selected a new bulk materials operator for Berth 7.
- Implemented repairs to Berths 2 and 3 to maximize use and increase cargo volumes and revenues.
- Initiated the Berth 17 Rehabilitation Project to bring a once unutilized port asset back into useable condition for Vancouver and the entire Columbia River system. The revitalized asset will allow the port to pursue additional maritime business opportunities.
- Actively and successfully marketed port property to major tenant (Western Partitions, Inc.), ensuring a seamless transition into a port building following the moveout of a former tenant, ensuring no loss in lease revenue to the port.
- Successfully negotiated a lease agreement with BOZ/Lincoln Properties Group for the development of Terminal 1 Blocks A, B and C.
- Worked with BOZ/Lincoln Properties Group to successfully secure a major tenant for the waterfront that will keep the employer in Vancouver as well as provide an opportunity for future job growth.
- Successfully completed the United States Coast Guard audit for terminal and marine security, providing assurance to potential marine customers.
- Conducted direct-mail marketing to targeted, potential customers.
- Resumed in-person business visits in alignment with state and federal guidelines and customer COVID-19 policies.



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

*STATUS:* In 2021 the Washington State Auditor's Office had no issues of concern with the port's internal controls to safeguard public assets for the twelfth consecutive clean audit (for audit year 2020). The port maintains excellent credit ratings, and for the preceding year, the port commission elected to take a 1.0 percent tax increase and available banked capacity allowed by Washington State law.



**TARGET:** Increase outreach to vendors, suppliers, consultants, and contractors to encourage participation on our rosters/vendor lists.

**STATUS:** In 2021, the port encouraged participation by:

- Connecting vendors, suppliers, consultants, and contractors to resources outside the port that help guide them and support them with government contracting.
- Maintaining partnerships with agencies like the Southwest Washington Contractors Association (SWCA) and Procurement Technical Assistance Center (PTAC), the Building Industry Association (BIA) and more recent meetings with Northwest Utility Contractors Association (NUCA) have provided opportunities for events, outreach and sharing information about port contracting opportunities.
- The port historically has used newspaper circulations (The Columbian and Daily Journal of Commerce) as well as an online, electronic bidding system (ProcureWare) for solicitations. Port solicitations and invitations to register on ProcureWare are now also being printed in publications reaching minority demographics as well as on social media, expanding our reach to a wider audience for competitive solicitations.
- Conducting specific outreach to disadvantaged business owners (DBE) regarding port contracting opportunities, including advertising in publications targeted to minority-owned businesses.
- Posted bid opportunities on social media sites in order encourage new companies to register on ProcureWare.
- As part of the informal solicitation process, the procurement specialist searches the ProcureWare rosters to ensure that invitations are sent to contractors on the appropriate small works roster who have indicated the capability of performing the kind of work being contracted, in a manner that will equitably distribute the opportunity among the contractors on the appropriate roster.



Due to these efforts, we realized an increased membership in 2021 on the ProcureWare system of 7 percent for a total number of 2,960 contractors and consultants. Of those, 11 percent have a diversity business certification.

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**TARGET:** Increase operating revenue.



**STATUS:** The port had a net revenue of \$47.98 million, demonstrating strong fiscal growth despite continuing challenges from COVID-19. While revenue retracted, our

net profit became record breaking. The port moved over seven million metric tons of commodities, with exports dominating the economic activity of the port in 2021. The port's total tonnage in 2021 dipped a bit from 2020 to 7.12 million metric tons from 7.37 million metric tons. This decrease in tonnage is not due less products crossing the port's docks, but rather the port handling commodities that have less gross weight. This trend is expected to continue into 2022 as manufacturers of these materials choose to diversify the way they move their shipments in light of global shipping challenges using a combination of both container and bulk shipping.

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*TARGET:* Develop a strategy to address debt financing options, including general obligation bonds, revenue bonds and other financing tools. *(Strategic Plan Initiative)*

*STATUS:* In 2021 the port:



- Took a lead role with WPPA to advance successful legislation that allows for tax increment financing. Collaborated with local agencies to coordinate the use of this tool for maximum benefits to all jurisdictions.
  - Selected a consultant through a competitive process to advise the port on the implementation of tax increment financing. Met with the State Treasurer's Office to discuss next steps and prepared a high-level overview for presentation to the Board of Commissioners.
  - Developed a long-term forecasting tool for the use of capital budgeting, bond issuance, and tax increment financing.
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*TARGET:* Migrate essential servers and data to the Cloud.



*STATUS:* The port completed migrating essential servers and data to the Cloud to supplement its disaster recovery plan. Major computer systems are now in a Cloud environment to ensure continuity in emergencies.

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*TARGET:* Support existing tenants as they adapt their businesses to meet the needs of their customers and remain competitive.



*STATUS:* Year-end occupancy rate for 2021 was 99.43 percent. In 2021, the port relocated port staff to provide an expansion opportunity for Trobella Cabinetry, ensuring its ability to enter a renewed lease with the port for future growth. A lease amendment was executed with Trobella for office space expansion and extended the warehouse lease for an additional five years.

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The port was also able to resume some in-person business visits in alignment with state and federal guidelines and customer COVID-19 policies to reconnect with tenants in-person which aided in relationship building and on-site visits.

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

*STATUS:* In 2021, the port:

- Implemented a fully online bidding process for equipment purchases.
- Implemented update of administration building's heating, ventilation, and air conditioning (HVAC) controls to ensure for a more efficient system that can be controlled remotely. The new controls allow for Unoccupied and Holiday schedules to be programmed, saving in utility use.
- Provided equipment necessary to support staff required to work remotely during COVID-19 pandemic.
- Offer ongoing training on IT solutions. OneDrive Training was offered to employees including the settings and features and practical uses of the software. iPhone tips and tricks demonstration was also offered to employees to make the best use of their iPhones for port use.
- Assessed port's security camera system to ensure maximum functionality and compliance with federal security regulations.
- Initiated remote check disbursement to increase security, reduce port costs and paper use/waste, and streamline the process by which vendors and contractors are paid. This is expected to bring cost savings to the port of approximately \$180,000 over a five-year period.
- Purchased lease accounting software to ensure compliance with state audit requirements.
- Reduce paper use/printing through automation of financial transaction materials such as journal entries and invoicing.



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

*STATUS:* In 2021 the IT Department strengthened the port's cyber security efforts:



- Continuing staff education on cyber security awareness including weekly cyber updates to employees about potential threats and mandatory cyber security training for all employees.
- Formed cross-departmental cyber security team.
- Provided cybersecurity updates and facilitated information sharing with other ports and partners. Provided cyber security presentation at summer tenant event.
- Strengthened back-up of all networks and critical operating systems to minimize risks and business interruption from cyber-attacks.
- Successfully applied for and received a FEMA Port Security Grant to provide cyber security training and updates to port tenants.

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*TARGET:* Continue to implement the Business Continuity and Resiliency Plan and other measures necessary to maintain sustainable operations during the COVID-19 pandemic.

*STATUS:* 2021 COVID-19 response included:

- Hosted five vaccination clinics at the port in 2021, with 351 doses given.
- Provided frequent updates to employees regarding vaccination sites and worked in collaboration with Sea Mar to provide an opportunity for port employees to be vaccinated when eligible.
- Connected vaccination organizations with tenants.
- Conducted comprehensive HVAC assessment to ensure that air filtering systems were safe and compliant for COVID-19.
- Continually reviewed and updated safety protocols to align with CDC guidelines.
- Completed a tabletop exercise to discuss and validate continuity capabilities to ensure the readiness of the organization.
- Performed a COVID-19 look back on the port's response to the pandemic.
- Created a flexible work arrangement policy to address hybrid remote work schedules following the COVID-19 pandemic. This supports the port's business continuity, space management and advances commute trip reduction goals.
- Created the COVID Vaccination Incentive (CVI) program that provided eight hours of paid time off to employees that get fully vaccinated by December 31, 2021.



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*TARGET:* Seek ways to improve procurement processes.

*STATUS:* In 2021, the port performed the following to improve procurement processes:



- Completed the development of procedures and contract templates for Unit Price contracting. The legislature updated the small works statute to include this proven practice used at ports for competitively bid maintenance and repair work that is common but unpredictable in its timing and scope. Unit Price contracting allows for efficiency for ports to repair, renovate and maintain essential services, often on short notice or projects requiring urgency without the need for separate bids each time the activity occurs. The work typically includes activities that are not specifically planned and have no set budget. In 2021 the port issued unit price contracts for HVAC maintenance services, paving marking and fire sprinkler testing.
- Worked closely with procurement staff from local and state agencies within Washington as well as using resources like the Municipal Research and Services Center (MRSC) and the National Institute of Government Procurement (NIGP), sharing knowledge and experiences and provide each other with sample policy and templates to assist with developing best practices.
- Implemented a fully online bidding process for equipment purchases.
- Increase outreach to vendors, suppliers, consultants, and contractors to encourage participation on our rosters/vendor lists.
- Expanded the use of ProcureWare’s online electronic bidding system. The port began using the ProcureWare system to receive electronic proposals, quotes and bids minimizing the need for in-person bid openings and streamlining internal processes. In 2021, the team issued 44 solicitations, twelve or 27percent were opened electronically, and the team is continuing to transition projects to this format to make continued progress toward this sustainability target.

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

**STATUS:** This project will span several years. Work that has been completed includes:



- All port buildings have been accessed for roofing, gutters, siding and painting conditions. Replacement systems have been recommended and costs estimated with 5 port buildings receiving siding, painting, roof or gutter replacements in 2021. A long-term replacement plan has been developed based on the condition of the buildings. Created on-call contracts for building envelope consultants who are experts in roofing systems.
- Implemented a Building Inspection program for port-owned properties. Activities include:

- Interviews with building occupants to discuss any items needing attention from a maintenance standpoint
  - Identify any emerging issues that can be addressed pro-actively and budget accordingly
  - Establish a baseline condition assessment of the structure and systems
  - Visit all the buildings on a three-to-five-year cycle. 17 buildings have been inspected to date
  - Completed the implementation of the vehicles and equipment replacement planning tool which is used for current and future budgeting:
    - Water truck replacement received
    - Electric service vans purchased (2), arriving in August 2022
    - Electric Gator ATV replacement received
  - Completed the implementation of the HVAC equipment replacement planning tool which is being used for current and future budgeting.
  - Initiated the development of a fire sprinkler system replacement planning tool.
- 

*TARGET:* Implement necessary procedures and annual progress to digitize all archived documents by December 31, 2023.



*STATUS:* By implementing the State of Washington’s “Scan and Toss” guidelines to eliminate non-archival paper records, the port plans to digitize all documents in our records room by 2023. This work protects the port’s important documents, saves building space, reduces time necessary to locate records and supports remote access. In 2021, the port was able to complete the digitization of over 860 documents and plans into the port’s online Records Center. Researched and developed a recommendation for Records Management software, to be implemented in 2022.

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*TARGET:* Provide security services critical to port operations.



*STATUS:* In 2021 the port’s Security Department; vetted 233,197 Transportation Worker Identification Cards (TWIC), processed 4,569 visitor escorts, handled 4,565 phone calls, dispatched mobile officers 3,391 times, assisted 183 vessels, and submitted 159 incident reports covering non-criminal, criminal and medical incidents.

The annual United States Coast Guard audit/inspection was held on May 6, 2021. At the conclusion of the inspection the Port of Vancouver USA received a ‘No Deficiencies’ report (i.e. passing).

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

**STATUS:** Despite reductions in import volume, export volumes, and vessel calls were steady. The light, but sizeable wind turbine components that traversed port infrastructure in 2021 filled the 85-acres of outdoor laydown storage in Terminal 5. Vessel offload operations continue to be possible due to the of the port's two mobile harbor cranes which in tandem have handled the 77-meter-long wind blades – the largest ever imported via seaport in North America. In addition to the high utilization of the port's outdoor storage capacity at Terminal 5, the port's indoor storage capacity was well utilized in 2021. Due to the lack of availability of ocean containers in 2021, many shippers decided to pivot from containerized to breakbulk handling. Bagged minerals and pulp filled the port's indoor warehouse space to near full capacity and provided an alternative shipping option for international trade entering and leaving the United States throughout the year.



The port continues to host United States government vessels at Berth 13/14 in 2021. The previously underutilized maritime asset has proven valuable in service of our nation's Ready Reserve Force and has seen greater utilization than any single year in the previous decade.

A 3.3 percent decline was measured for combined import and export volumes at the port year-over-year. Much of which was due to lower import volumes. Total export volume at the port in 2021 was 6.3 million metric tons, same as 2020. Vessel calls were also steady at 360 vessels calls in 2021 – same as the prior year.

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## 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 21 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 Initiative)*

**STATUS:** While the usual in-person public port tours and lectures were cancelled due to the COVID-19 pandemic, the port found other ways to engage the community and provide education.



- External Affairs staff continued to attend online neighborhood association meetings to keep neighbors informed of port activities.
- Conducted virtual commission meetings, with public comment accepted at all meetings and providing links to recorded meetings on our website.
- The port's virtual port tour was released in 2021, providing the community a chance to learn about the port, our cargo and projects - without the need to attend an in-person tour.
- Created and delivered first-ever virtual Port RePort in partnership with ILWU-Local 4.
- Staffed port tables and interacted with families attending the Clark County Historical Museum's Friday Night Flicks event and also attended the Parks Foundation's Booville Halloween event.

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**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 Initiative)*



*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, new opportunity evaluation criteria and sustainability planning. Ongoing communications about goal progress have been provided through mid-year and end-of-year report-outs for 2021 at port commission workshops. Workshop presentations are available on the port's website. In 2021 the port added a written summary report for 2020 and mid-year 2021 initiatives are also available on the port's website.

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

*STATUS:* The port utilized a variety of mediums to inform and update stakeholders about port activities. These include:

- Conducted proactive media relations promoting port programs and activities resulting in multiple published articles in print, television, social media and radio.
- Distributed port newsletters including Solstice, Tenant Bulletin and Point of View to key stakeholders. Distributed the Community Report twice a year to 93,000 property owners in the port district to update them on port news and happenings.
- Retooled the former quarterly tenant newsletter (the Portfolio) into an every-other-month Tenant Bulletin, providing brief tenant focused content more often. This format was adjusted based on tenant feedback on helpful format of port information.
- Created active social media engagement across multiple platforms promoting port programs and activities. In 2021, the number of port social followers on LinkedIn increased by 26.6 percent and on Instagram by 33.9 percent, although slightly decreased on Facebook and Twitter.
- Supported Climate Action Plan development efforts through public outreach including neighborhood postcard mailing, creation of webpage, media relations and social media campaign. Produced critical outreach materials and web information in Spanish.
- Created forty environmental-focused social media posts on Instagram, Facebook, LinkedIn and Twitter.
- Annual port electronic holiday card launched in December. This year's card featured a charming snowflake traveling through our community, highlighting many of our great local landmarks. Card was promoted through the port's social



media channels gaining over 44,000 impressions, more than 13,000 video views and distributed to over 4,000 contacts via MailChimp. Port staff also distributed it to their own contact lists via email. Staff received genuinely positive feedback from community members, stakeholders and constituents.

- Placed six different commercials on Comcast for rotation throughout the year in the Vancouver area which resulted in 3,067 showings and more than 11,600,000 impressions.
- One general port advertisement aired on the Washington Public Affairs Network (TVW) 495 times; there was also a :05 logo acknowledgement with link to our website that resulted in 241 clicks to our website. This represents a 1.99 percent click-through-rate.

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

*STATUS:*

- Hosted the Taiwanese Chamber of Commerce visit and tour to discuss port operations.
- Successfully assisted the port's Community Fund recipient Partners in Careers in completing the construction of two Grattix stormwater treatment boxes through the Vancouver iTech Preparatory program. Also assisted Clark College in conducting International Day.
- Assumed a leadership role with Interstate Bridge Replacement Program (IBRP) by having seats on the Executive Steering Group, the Equity Advisory Group, the Staff Level Group, the Climate Group and the Technical Modeling Group. Staff also served on IBRP committees for both the Vancouver Chamber of Commerce and the Columbia River Economic Development Council.
- Partnered with local organizations such as Greater Vancouver Chamber of Commerce, Columbia Springs, Columbia River Economic Development Council and Vancouver's Downtown Association through event sponsorship and other programs.
- Worked with community partners on joint legislative priorities. Partnered with the ports of Ridgefield and Camas-Washougal to advocate on legislative issues critical to the three ports.
- Conducted virtual meetings and tours with elected officials and staff, including an on-site visit by Governor Jay Inslee and Lieutenant Governor Denny Heck.



*TARGET:* Identify ways to improve safety on Lower River Road for pedestrians, bicyclists, and vehicle traffic.

*STATUS:*

- The port requested a speed limit reduction on portions of Lower River Road. This request gained City of Vancouver and WSDOT approvals in December 2020 with key areas of concern lowered to 35mph. These provisions were implemented in 2021 with posted speed limit signage.
- The port's request with the city to stripe ped/bike path crosswalks with green paint across port property intersections have been placed on indefinite hold due to budget. The port will evaluate proceeding with ped/bike safety improvements if determined implementation should occur prior to city implementation.
- The port has submitted a work order to the City of Vancouver regarding the need for lighting improvements at the intersection of the main port entrance (W. 26<sup>th</sup> Ave. and NW Lower River Rd.). The level of illumination was identified as inadequate to ensure safety during night-time operations through safety committee representatives.



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

*STATUS:* The port supported a number of positive interactions with port stakeholders in 2021, including:

- Created and delivered the first-ever virtual Port Report in partnership with ILWU-Local 4.
- Attended approximately four neighborhood association meetings each month (virtually) to update neighbors on port news and milestones and gave port presentations to a variety of civic groups.
- The port's virtual port tour was released in 2021, providing the community a chance to learn about the port, our cargo and projects - without the need to attend an in-person tour. Due to the COVID-19 pandemic, a limited number of small, in-person tours to groups were provided with increased safety measures, including Leadership Clark County, Columbia River Steamship Operators and the Taiwanese Chamber of Commerce of Oregon.
- Staffed a port table at the Parks Foundation of Clark County's Booville event, a family-oriented Halloween event, to share information about the port with approximately 1,500 participants. All three port commissioners assisted with the event.



- Participated in outreach efforts to support Vancouver Public Schools students. The Write from the Start school supply drive was done online in 2021 due to the COVID-19 pandemic with financial donations supporting the purchase of school supplies needed by families during the pandemic. The port supported these efforts with social media posts and by encouraging port staff to donate toward the effort.
- Sponsored a Friday Night Flicks outdoor movie viewing event with proceeds supporting the Clark County Historical Museum. Staffed port table and interacted with families attending the event.
- The port earned three communications awards from the American Association of Port Authorities. Awards were received for the port's digital holiday card, the port's virtual tour video and an Overall Communications Excellence Award.
- The annual Waterfront Appreciation lunch was again retooled due to COVID-19. Staff assembled 250 appreciation bags containing port-branded items for ILWU members, clerks and supervisors. An attached card from CEO Julianna Marler thanked members for their exemplary work and partnership with the port.
- Awarded the port's second \$5,000 Community Fund to three local organizations. Awards went to Vancouver Farmers Market, Columbia Play Project and Clark College Foundation.
- The port continues to support the Fort Vancouver Seafarers Center and visiting seafarers with donations of personal care items, mugs, puzzles and clothing donated by staff as well as community members.

Staff continued to support community organizations that are involved in economic development, job creation and workforce development as these organizations moved annual events to virtual formats during the COVID-19 pandemic.

- The port sponsored the Vancouver's Downtown Association annual Van-Tastic Awards, a virtual event honoring downtown businesses and entrepreneurs. Sponsorship included video footage of the port with a message about the port's local and global economic impact.
- The port was the major sponsor of the Greater Vancouver Chamber's (GVC) annual business and leadership awards event. The virtual event included a recorded message from our CEO and a video showcasing the port's importance to the region.
- The Hooked-on Nature dinner and auction supporting Columbia Springs took place online and included meal boxes. The port provided branded nut and granola packets in keeping with the environmental theme of the event (no plastic). The nut packs were sourced locally and helped a small Ridgefield, Washington company during the COVID-19 slowdown.

- The port was a sponsor of the GVC's online Legislative Outlook event which allowed staff an opportunity to talk with local leaders, executives and state legislators.
  - The port sponsored a table at the Martin Luther King, Jr. breakfast in support of the iUrban Teen program.
  - The port was a sponsor of in-person art days at Evergreen Park (Espacio de Arte en el Parque) as part of the Fourth Plain Forward Multicultural Festival, a celebration of the unique identity of Fourth Plain, Vancouver's International District. Families participated in various art projects while also practicing safe social distancing. The purpose is to provide art activities during the summer and early fall for the youth living in and around the Fourth Plain Corridor.
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## GOAL: SUSTAIN A PRODUCTIVE AND VITAL WORKFORCE

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

*STATUS:* The port strives to promote diversity in the workplace. In 2021 the port:

- Created a Diversity, Equity and Inclusion (DEI) Committee with broad representation of port employees. In 2021, the committee:
  - Developed the committee's purpose and goals.
  - Developed recommended DEI language for incorporation into the port's corporate values.
  - Initiated an employee training plan for 2022.
  - Developed metrics for tracking and action.
  - Incorporated official POV language to incorporate pronouns into e-mail signatures.
- Updated port's website and contract documents to include the process for addressing complaints of discrimination, in alignment with Title XI requirements.
- Continued to advance a diverse workforce through a recruitment process that is objective and provides equal opportunity. Job postings are advertised on diverse job boards, removing barriers to the application process, structured interviews to remove potential bias.
- Partnered with Laborers Local 335 Union to encourage diversity within the union and workplace. Female laborers and operators have been provided exposure to predominantly male-dominated fields through the apprenticeship program.



- Continued to advance an organizational culture that supports diversity and creates an environment that retains employees. Employee turnover remains low at less than ten percent.
  - Compiled and monitored data related to current workforce compared to local community.
  - Delivered on-line diversity and harassment prevention trainings to all employees.
  - Planned work for 2022 includes an update to our Affirmative Action plan.
- 

*TARGET:* Support the development of a skilled workforce to align with regional needs and increase job opportunities across the port district. *(Strategic Plan Initiative)*

*STATUS:* In 2021, support for the development of a skilled workforce included:

- Assisted with specific tenant workforce challenges as part of regular COVID-19 check-ins. We will restart regular, in-person check-in meetings when possible.
- Promoted Washington State University-Vancouver, Clark College, Workforce Southwest Washington, and K12 workforce opportunities and programs with tenants and partners through various channels.
- Partnered with the U.S. Merchant Marine Academy Marine Industry to sponsor an intern at the Port of Vancouver to gain exposure to all commercial and operational aspects of the port. Provided an internship opportunity in economic development for a local high school student.
- Continued to provide feedback to higher education and vocational partners on degree focus areas that are currently and anticipated to be in high demand.
- Presented to Clark College International Business Students on workforce opportunities in the maritime industry.
- Advanced waterfront initiative discussion with Washington State University, Vancouver.
- Continued the port's apprenticeship program in 2021 with three apprentices from the Laborers Union, LiUNA 335.



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

*STATUS:* The port employee-developed Employee Wellness Program continued in 2021. In 2021 the Wellness Committee was able to deliver online wellness trainings, flu shots at the port, and a Heart Walk. Additionally, the port hosted five COVID-19 vaccination clinics at the port in 2021 with 351 doses given, conducted



comprehensive HVAC assessment to ensure air filtering systems were safe for COVID-19 and provided safety supplies and protocols to further protect employees.

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*TARGET:* Recruit and retain valued employees.



*STATUS:* The port's average turnover rate remained low in 2021 at under 10 percent. 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.

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*TARGET:* Work with the International Longshore and Warehouse Union (ILWU)/Pacific Maritime Association (PMA) Joint Accident Prevention Committee and POV Safety Committee to promote safety while performing work on the marine terminals.



*STATUS:* The port worked with the 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. In 2021, rail crossing signal improvements along Harborside Drive near United Grain Corporation were completed to enhance vehicle and pedestrian traffic safety. Audible and visual signals were added, including bells, flashing red lights, and crossing arms, to aid in detecting train movements, especially at night and during periods of low visibility.

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



*STATUS:* Recognition of long-term POV employees was provided through employee service awards. Service awards were given to sixteen employees at the service awards presentation held in 2021 to celebrate their years of service with five, ten, fifteen and 20 years of service to the port through the end of 2020.

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*TARGET:* Increase safety training opportunities and accessibility.

*STATUS:* The port continues to utilize the online safety training program for employees in 2021 utilizing risk management software the port purchased in 2018, providing online, on-demand safety and human resources courses for new hires and existing employees. Integration of additional courses will continue as our workforce transitions to the ease of online training.



To further equip port staff with the knowledge to identify and minimize damages caused by hazardous materials spills, through a Department of Ecology grant, the port was able to train 22 staff members in the facilities and security departments for 24-Hour initial Hazardous Waste Operations and Emergency Response (HAZWOPER) training, 8-Hour refresher training, and spill drills to demonstrate knowledge gained through training. The port was also able to provide 8-Hour refresher training to four additional staff members with 40-Hour HAZWOPER certifications.

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*TARGET:* Host successful Take Your Child to Work event.



*STATUS:* Due to the COVID-19 pandemic, a Take Your Child to Work event was not held in 2021. The event is anticipated to occur again once it is safe to do so.

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*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 Initiative)*



*STATUS:* Employees are encouraged to proactively participate in the above activities. Examples in 2021 include: tuition reimbursement program, annual budgeted business development training, Leadership Clark County participation, student job shadowing and workforce development training. In 2021 two virtual training sessions were provided for managers/supervisors for managing remote employees. Through the employee education assistance program, two port employees successfully obtained higher educational degrees in Business Accounting and Cyber Security. These degrees will directly benefit port operations. Additionally, staff volunteered individually around the community with several groups and efforts.



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*TARGET:* Participate in the Great Washington ShakeOut event on 10/21 at 10:21 a.m. to educate port staff how to prepare to survive and recover from earthquakes.

*STATUS:* Due to the COVID-19 pandemic with port offices remaining closed, the port did not participate in the Great Washington ShakeOut event and earthquake drill.

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

*STATUS:* The POV Safety Committee, made up of staff-elected representatives of each department, continued to meet throughout 2021 virtually following COVID-19 pandemic to provide a venue for identifying and resolving safety issues. Some of the items accomplished under the safety committee in 2021 include:

- Performed additional drinking water sampling at key port buildings above and beyond requirements to ensure safe drinking water.
- Maintain First Aid and CPR training for essential staff physically reporting to work.
- Addressed a portion of a cracked/damaged curb located in the parking lot south of the south admin building.
- Procured, stocked and placed emergency grab/go bags throughout Administration, Facilities, Security, and Terminal Operations buildings to be used during an emergency.
- New speed limit signs were posted to reflect new 35mph speed limit reduction on portions of NW Lower River Road which gained City of Vancouver and Washington State Department of Transportation (WSDOT) approvals in late 2020 following a POV safety committee request.
- Air monitoring was conducted in the north Administration building to determine air quality. Results were considered satisfactory and acceptable for indoor environments to ensure that air filtering systems were safe and compliant for COVID-19.
- Terminal striping completed throughout Terminals 2-4 areas.
- Addition of portable traffic camera positioned mid-span of Gateway Avenue overpass due to reports of speeding vehicles and reckless driving observed on the overpass.
- De-icing supplies of ice melt/shovel located at main gate, security building, and gate 484.
- Additional No Trespassing signs installed along Terminal 5 fence perimeter.
- Communication system improvements in progress include new radio handhelds, repeaters, mobile units, and "Push-to-Talk" application on security cell phones.
- Per the Occupational Safety and Health Administration (OSHA) report for 2021, the port recorded a total incident rate of 0.0.



*TARGET:* Hold an onsite blood drive.



*STATUS:* The port has been partnering with the American Red Cross to provide blood drives onsite for 20 years and 2021 was no exception. Despite the COVID-19 pandemic, the port was able to work with attendees and the American Red Cross to hold two successful blood drives while following all necessary precautions to avoid the spread of COVID-19.

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*TARGET:* Upgrade fire sprinkler alarm system/control panels to increase reliability, communication, and response of fire monitoring systems in selected port buildings.



*STATUS:* The sprinkler control panel/monitoring assessment conducted in 2020 identified the suggested replacement of fire sprinkler alarm panels/monitoring systems in 14 buildings around the port. These 14 building's sprinkler controls were upgraded in 2021. These upgrades make the systems more reliable and reduce the number of false alarms which consume labor and fuel to chase false alarms. The upgrades also allow alerts to be sent via cellular connection vs. telephone lines which often led to disruption in service upon tenant telephone disconnection following tenant move outs.

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



*STATUS:* The 2021 apprenticeship program for the summer/fall season and brought three 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. Two apprentices have been permanently hired from the seasonal program – one in 2019 and one in 2020.

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



*STATUS:* In 2020 it was determined that the port's risk management software did not fit the security department's needs for incident reporting for the wide range of

possible incidents that can occur on port property. The port will continue to search for a program that can meet these needs in 2022. In the meantime, the port has created an electronic form for incident reporting. The port will continue to use the current software for its ability to notify users via 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 few surrounding businesses into this system.

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## 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 26 year-end targets.



### GOAL: MINIMIZE ENVIRONMENTAL IMPACTS

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

*STATUS:* Training for staff was provided in 2021 for critical areas management, stormwater pollution prevention, environmental management system (EMS) awareness, the port's restrictive covenant areas, and wildlife encounter procedures. Six key members of port staff were also Certified Erosion Sediment Control Leads (CESCL) in addition to other internal and external 'awareness level' stormwater training for additional staff members. Four members of port staff kept up Hazardous Waste Operations and Emergency Response (HAZWOPER) 40-hour training certifications with refresher training. The port received grant funding from the Department of Ecology in 2020 to provide HAZWOPER training in 2021 for 22 additional staff to equip port staff with the knowledge to identify and minimize damages caused by hazardous materials spills (HAZWOPR 24-hour training, refresher training, and hands-on skills training).



*TARGET:* Explore water system efficiencies. (*Climate Action Plan Initiative*)

*STATUS:* The port continues to pursue continuous improvement and implement necessary measures to ensure safe drinking water from the port's water system through the implementation and management of the port's Environmental



Management System (EMS). The following was concluded in 2021 as part of the port's EMS:

- New larger awareness signs were placed at the wellhead protection area to alert when entering the zone which was recently expanded, increasing wellhead protection activities to a broader area.
- Five groundwater monitoring wells were decommissioned in the wellhead protection area that were deemed no longer necessary to reduce potential pathways for contamination to reach groundwater.
- A fact sheet on the port's EMS and associated wellhead protection area was created to serve as a resource on our webpage to employees, tenants, customers, contractors, and others who may do work or operate in this sensitive area.
- Staff training and tenant education on our EMS was completed.
- Replaced a major portion of the chlorine gas system to a safer liquid chlorine system. There were no chlorine releases from the system.
- Inspected and replaced as necessary track mats under rail that prevent drips/leaks from reaching the ground surface.
- The port issued its Consumer Confidence water quality report for the water system to inform its water users of its continued compliance with state and federal health standards for safe drinking water. The port went above these requirements and tested for additional parameters.

In 2021 the port also upgraded fire sprinkler alarm system/control panels in 14 buildings following a port-wide systems assessment to increase reliability, communication, and response of fire monitoring systems in selected port buildings.

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

*STATUS:* The port continues to support Lower Columbia Estuary Partnership (LCEP) on educating West Vancouver students about healthy watersheds, plant species and animals at Vancouver Lake. In 2021, LCEP created online learning content when it was not safe for students to gather in person, over 600 Vancouver students received online lessons. Hands on science kits and a park site map were also created. Nine student canoe paddle trips and five community member paddle trips occurred on Vancouver Lake in the Spring/Summer of 2021. To keep water flowing from the Columbia River through the flushing channel culverts and into the lake, port crews removed debris from the culverts and banks of the flushing channel during 2021 cleaning events. All wood debris removed will be ground for mulch to be used around the port. The port also provided flushing channel access to the Friends of



Vancouver Lake to provide treatment to control Eurasian milfoil. Efforts such as these help to keep the lake usable for swimmers, kayakers, windsurfers and others who enjoy this wonderful and popular local attraction.

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**TARGET:** Seek ways to improve the stewardship of our industry and region by sharing knowledge and technology. *(Strategic Plan Initiative)*

**STATUS:** The port routinely shares knowledge and technology information with other ports and partners to improve the stewardship of our industry. Some examples include:

- Provided LEED technical resources and experience to the Port of Edmonds in the development of its new administration building.
- Participated and collaborated with WPPA on environmental topics including climate, stormwater, cleanups, legislation and more. Port environmental staff served in the role of co-chair of the WPPA Technical Committee.
- Shared information on stormwater innovation and technology to advance stormwater quality, both inside and outside the port. Through this outreach, students in Hawaii participating in the City of Honolulu Water Quality Division's SWPPP Internship built and installed a Grattix stormwater treatment box at Waipahu High School.
- Port environmental and external affairs staff worked with Partners in Careers (PIC) as project mentors for iTech Academy students to educate students about stormwater and provide skill development through building Grattix stormwater treatment devices installed around the Washington State University Vancouver campus. This project was funded through the port's Community Fund program.
- Collaborated with agencies on climate issues such as the City of Vancouver's Climate Action Plan Community Roundtable, the Interstate Bridge Replacement Project's Climate Technical Work Group and the Washington Public Ports Association's climate subcommittee.



**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 Initiative)*  
Promote the use of green infrastructure to manage stormwater. *(Climate Action Plan Initiative)*

**STATUS:** Several stormwater strategy elements were implemented in 2021 including:

- Provided ongoing stormwater management and maintenance of stormwater treatment facilities and devices through routine inspection and sampling events.
  - Terminal 2 biofiltration stormwater treatment facility media replacement project began implementation to ensure the system continues to provide effective stormwater treatment. The final phase includes adding stormwater diversion channels, mulch, plants, and temporary irrigation.
  - Participated in tenant trials of a new dust suppression system for bulk material handling operations including spray bars and water cannons.
  - Best Management Practices were developed or updated for several bulk cargos.
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*TARGET:* Reduce paper consumption and office supply use.

*STATUS:* The port saw a decrease in paper and office supply use due to efforts to work efficiently and remotely. Paper purchasing was reduced by 40 percent in 2021 vs. 2020 totaling 28 fewer boxes of paper at a cost savings of over \$2,200.

Efforts to reduce paper and office supply use included:

- Many departments created user-friendly, electronic fillable forms to help reduce the need for printing and to support a paperless process conducive to working remotely.
- Virtual meetings, including commission meetings, eliminated paper associated with sign-in sheets, agendas, presentation materials, etc.
- Reduced paper used in banking transactions through automation improvements including wire transfers. Reduce paper use/printing through automation of financial transaction materials such as journal entries and invoicing.
- Provided documents electronically for state auditor's office through the SharePoint audit site for uploading all requested documents with communication and review occurring online in a fully electronic format for the department.
- Printed fewer numbers of promotional materials for trade shows transitioning materials to predominantly online use.
- Records destruction logs are no longer printed.
- Reduced printed materials in lease files.
- Continued utilizing electronic safety forms for job hazard analysis and incident reporting utilizing iPads now used by field personnel.
- To reduce the need to purchase additional office supplies to support staff in working in a home office environment, Port Administration staff organized a Spring-Cleaning event for unused office supplies to encourage reuse.



**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.

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**TARGET:** Complete the Parcel 3 Berm Project including soil amendments, planting, irrigation well and system.



**STATUS:** The Parcel 3 berm 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. Port crews completed construction of the entire earthen berm structure in 2020. Existing port material was used to construct the structure. The 12-foot tall, approximately 3,500-foot long earthen berm was planted with over 26,000 native plants and trees in 2021, increasing the quality and diversity of vegetation at the site previously. The well and irrigation system were installed in the summer of 2021.

A creative partnership with Clark County to create a water truck fill station at an existing water line near the project site in 2019 continued to save water truck trips during heavy irrigation needs in the unseasonably warm summer of 2021 prior to well and irrigation system development. This saved approximately 168 miles of travel by the water truck to provide the young plants with the necessary water.

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



**STATUS:** 2021 environmental outreach included:

- Conducted bi-lingual engagement for the Climate Action Plan. Launched a new CAP page on the port's website.
- Created and distributed the summer and winter Solstice newsletters dedicated to providing environmental updates and information.

- Created seven blogs on various port environmental topics, such as Field Work with Phil, Environmental Management System, Climate Action Plan information and Parcel 3 Berm updates.
- Generated 40 environmental-focused social media posts on Instagram, Facebook, and Twitter. Created campaign of port posts celebrating environmental holidays and their connection with port activities such as Earth Day, World Water Day, National Audubon Day, National Clean Air Month and others.
- Produced environmental content for newsletters distributed by the port (including community newsletter, tenant newsletter, and Terminal 1 newsletter).
- Shared and forwarded social media posts from partners and stakeholders such as Columbia Springs Earth Day event, Columbia Land Trust's Sandhill Crane information, volunteer opportunities, and the #VancouverMoves Survey.
- Participated in informational meetings with Friends of Vancouver Lake.
- Continued outreach to schools and the community regarding Vancouver Lake through the port's work with the Lower Columbia Estuary Partnership (LCEP). LCEP provided many on-line tools about lake animals and habitat that could be done at home during COVID-19, helping both teachers and parents. The port, the City of Vancouver and Clark County are sponsors for the LCEP Vancouver Lake educational efforts.
- Established communications with tribal entities on environmental topics.

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*TARGET:* Develop port-wide pesticide policy.



*STATUS:* An Integrated Pest Management (IPM) plan has been created aimed at reduction of harmful chemicals from pesticide applications around the port. In 2021, instead of hiring contractors to perform the work, port staff developed equipment and procedures for applying herbicides in compliance with the pesticide policy along port rail infrastructure. Handling the process in-house gives the port more control of the types and quantities of herbicides used around the port. The herbicides used follow the port's IPM plan which are identified as low impact by Oregon State University.



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*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 ten years, the port has partnered with volunteers with the Ridgefield National Wildlife Refuge to provide attractive nesting habitat for the birds. In 2021, 32 nesting gourds were placed on port property, which resulted in 46 successful hatches that were then banded for future tracking. This is almost double the number of hatches from the site in 2020 and an all-time high for the site. The volunteers have documented birds visiting port property that were hatched/banded in other locations including Ridgefield, Washougal, Lane County Oregon, proving the port as a desired destination. Staff raised money to donate to the Ridgefield National Wildlife Refuge through a Purple Martin Derby.

The berm constructed on the port's Parcel 3 property adjacent to the Flushing Channel was planted with over 26,000 native plants and trees in 2021, increasing the quality and diversity of vegetation at the site. The berm will provide a visual and sound buffer to the park and natural areas to the north, including Cranes' Landing from the port's heavy industrial-zoned Parcel 3 property to the south.

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

*STATUS:*



- Entered into a partnership agreement with the Army Corps of Engineers, the National Marine Fisheries Service, and other Columbia River ports to develop a wake stranding agreement. The ports, in cooperation with the federal agencies, will undertake a multiple phased study to gather better data to understand the issue of juvenile fish wake stranding in the Columbia River.
- Successfully worked with the City of Vancouver and the Department of Ecology to update the city's Shoreline Master Program in support of port operations and development to streamline permitting processes.
- Updated the port's Critical Areas Maintenance Permit with cooperation from the City of Vancouver. The permit allows for certain types of maintenance work within designated Critical Areas on a programmatic level without the need to individually permit maintenance actions each time they occur by covering all routine maintenance events under the Critical Areas Maintenance Permit.
- The Parcel 3 Berm project completed final native plantings in 2021, creating habitat diversity on-site and providing a visual and sound barrier to a neighboring vital feeding, foraging and resting site for sandhill cranes and other migratory species.

- Met with and provided port tours to new regulatory agency staff at Washington State Department of Fish and Wildlife (WDFW) and the US Army Corps of Engineers (USACE) to facilitate a better understanding of port operations and assistance with regulatory permit reviews.
  - Hosted early project pre-application meetings with all regulatory agencies applicable to a project's permitting, allowing agencies to provide early input and hear other agency comments.
  - The Columbia River Wetland Mitigation Bank (CRWB), a public/private joint venture between the port and Clark County Mitigation Partners, LLC that was constructed in 2011 has sold over 32 credits (from a total of approximately 50 available). These credits support projects by the Port of Ridgefield, City of Vancouver, Bonneville Power, BNSF Railway, Woodland School District and many others. The port receives 20 percent of revenue credits sold and to date has generated over \$950,000. The port also receives a reduced price on wetland credits from the CRWB to support port projects, such as the Parcel 3 Berm Project.
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*TARGET:* Protect land owned and 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. In 2021, the port worked with the Department of Ecology leadership, including the Attorney General's office, to complete a voluntary pilot project with the Department of Ecology to incorporate Fruit Valley Neighborhood environmental justice evaluation into selection of the final cleanup remedy for the Swan and Cadet cleanup sites. The port also worked with the Department of Ecology and NuStar to ensure the inclusion of environmental justice criteria was contained in the NuStar cleanup proposal. Since its installation, the port's pump and treat system has treated more than 13 billion gallons of contaminated groundwater and removed approximately 1,300 pounds of contaminants. Cleanup work continues, and we will keep monitoring these efforts and working with WA Dept. of Ecology and other partners 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.



In addition, the port finalized its Integrated Pesticide Management policy which is aimed at reduction of harmful chemicals from pesticide applications around the port and protect port property, community and wildlife.

Port rail personnel tested new non-petroleum/synthetic rail switch lubricants for use on port rail infrastructure. The port owns and maintains approximately 42 miles of railroad track and 168 railroad switches. The trial was successful and has replaced

the current petroleum-based lubricant used. The new product does not contain hazardous ingredients and should provide a longer life which means less time and money spent by the port in addition to moving away from a fossil fuel-based product in support of Climate Action Plan goals and property protection.

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## 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 Initiative)*

*STATUS:* Completed the port's Climate Action Plan (CAP) in 2021. Major milestones in this effort in 2021 included:

- Finalized a greenhouse gas (GHG) inventory for port owned and controlled GHG sources (Scope 1 and 2) for calendar year 2019.
- Evaluated port operations and proposed actions or programs that could reduce port GHG emissions.
- Conducted extensive public engagement activities (much of it in Spanish and English), including:
  - Climate Action Plan webpage.
  - On-line community feedback survey.
  - Tenant and customer surveys.
  - Project updates through social media, the website, and e-mail.
  - Dedicated port e-mail address for comments and questions.
  - CAP mailing list to distribute information and project updates to interested parties.
  - FAQs on webpage.
- Conducted workshops and presentations with the Board of Commissioners to discuss the draft CAP and received feedback and direction on CAP finalization. On July 13, 2021, the Board authorized the CEO to develop and implement the CAP based on the information presented to the Board.



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*TARGET:* Promote renewable energy use. *(Climate Action Plan Initiative)*

**STATUS:** Since 2008 the port has been supporting wind energy through the voluntary purchase of renewable energy certificates (RECs). For the 11<sup>th</sup> 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 2008, the port's REC purchases supported wind energy generation that avoided the release of an estimated 50,700 metric tons of carbon dioxide equivalent (CO<sub>2</sub>e) which is equal to the CO<sub>2</sub>e avoided by over 838,000 tree seedlings grown for 10 years or nearly 10,000 homes' annual electricity use. In recognition of its green energy purchases, the port is certified as a member of the Environmental Protection Agency's Green Power Partnership.



By volume wind component imports into Vancouver declined year-over-year, but volumes by weight were still the second highest in the past 5 years. Amongst the over 1,000 wind components handled via the port in 2021 (a record year) included the longest wind turbine blades off-loaded at a North American port in history, at 77-meters the blades require the utmost care and capability to be offloaded from a vessel, stored, and moved out of the port to their final destination to create renewable energy. As a long-standing partner to businesses in the renewable energy sector the port continues to support the transport of oversized wind energy components to meet market demand and the environmental benchmarks set by the governments of both the United States and Canada. The port joined partners on the Columbia River High, Wide and Heavy Corridor Coalition to establish a transportation corridor that can accommodate high, wide and heavy cargo and has begun identifying and advocating funding for specific projects to make routes more competitive globally.

At Terminal 1, the port created the Terminal 1 Design Standards and Guidelines with requirements for new development at Terminal 1 to incorporate renewable energy into each project. At Terminal 5, the port began design and permitting of the rehabilitation of the Terminal 5 dock (Berth 17). This former Alcoa dock is anticipated to host layberth vessels and boast shore power capabilities and solar panels on upland support building for lighting needs. Improvements at Terminal 5 exit were completed to accommodate the movement of the longer blades leaving the terminal by truck.

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**TARGET:** Reduce emissions related to solid waste. *(Climate Action Plan Initiative)*



**STATUS:** Diverting waste from landfills helps reduce greenhouse gas emissions by reducing energy consumption, reducing landfill methane emissions from

decomposing trash, and reducing the need for virgin materials like trees and mined materials.

- Several departments eliminated individual garbage cans from office areas to further encourage waste reduction, using only communal waste stations for any waste generated and making throwing something away less convenient.
- The port provided staff with recycling education and resources for commonly generated items such as paper shredding and recycling events around the county and electronics recycling.
- Port administration staff organized a Spring-Cleaning event for office supplies to encourage reuse of office supplies to avoid throwing away in landfill and also saves money by not buying new supplies needed by others, especially when adding supplies necessary to operate in a home office environment.
- Conducted auction of approximately 2,000 surplus individual items or item groupings, in preparation for the deconstruction of Terminal 1 building. Coordinated with non-profit organizations for remainder of items. POV reusing items such as a podium, sign holders, and rope stanchion.
- Coordinated with non-profit organizations (Share, Habitat for Humanity, and Friends of the Carpenter) to provide surplus Terminal 1 items to help underserved individuals in Clark County.
- The port rented a concrete breaking attachment for our excavator to crush concrete removed during port projects to use as roadway and cargo laydown surfacing. By crushing and retaining concrete for future reuse, the port will avoid future purchase and landfill costs.
- The port recycles scrap metal materials from various projects. In 2021, the port earned over \$43,000 from recycling scrap metals and kept the material out of landfills.
- Successfully implemented electronic system for signing leases and documents to reduce paper and allow for continuity of business in a virtual environment.
- Any unused or out of date electronics equipment was donated to a recycler, keeping it out of landfills. Additionally, port staff were encouraged to bring in electronics from home for recycling instead of throwing them away as trash.
- Replaced seven copy machines throughout the port. The replacement of older equipment with newer technology will allow for less paper jams, energy efficiency and effective use of toners/inks. All empty cartridges are recycled or reused.

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*TARGET:* Reduce emissions from employee commute (*Climate Action Plan Initiative*)

*STATUS:*



- While the COVID-19 pandemic shuttered port administration offices for 2021 with many teams working remotely, security, terminal operations and maintenance teams continued to commute. The port continues to participate in commute trip reduction promotion activities and provides indoor bicycle parking and showers for alternate mode employee commuters and outdoor bike racks in front of port administration office and at Terminal 1 for visitors.
- The port created a program to reimburse staff for bus passes to encourage alternative modes to work and has an Emergency Ride Home program to provide a ride to employees involved in alternative commuting should their alternate mode become unavailable while already at work.
- The port continues to seek funding for additional trail sections of the multi-use bike/pedestrian path that currently connects Gateway Avenue to the Mill Plain and Fourth Plain systems. Future additions are planned to connect the system to Vancouver Lake Park and Frenchman's Bar Park. At Terminal 1, the construction of the Renaissance Trail continues along the waterfront and will eventually connect existing segments of the trail together.
- A new Flexible Work Arrangement policy was created to provide guidelines around telecommuting for port employees. Several upgrades to computer equipment, software and the port's home office reimbursement program, enable effective telecommuting.
- The port worked with C-Tran to support their on-demand connector transit service, named the Current, to the port area and wrote a letter requesting federal funding under the Federal Transit Administration's 2021 No/Low Emission Grant Program to replace three of C-Tran's conventional diesel/gas powered vehicles with five vehicles for their connector fleet that will expand service to the port.

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



*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). While in 2021 the port saw a 1.2 percent

decrease in rail cars handling port-related cargo compared to 2020 due to the COVID-19 pandemic, the port continued its stringent maintenance of its rail system which adds to the system's dependability with no derailments attributed to poor maintenance and an excellent rail audit by the Federal Rail Administration in 2021. The port continues to advance discussions with BNSF Railway on an existing agreement to maximize rail use and ensure competitive rates. On average, the port moves approximately 65 percent of its cargo volume throughput by rail.

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*TARGET:* Replace aging heating, ventilation, and air conditioning (HVAC) units with energy-efficient technology. *(Climate Action Plan Initiative)*



*STATUS:* The port issued a Request for Proposals (RFP) for the replacement of two HVAC units which utilize natural gas in 2021 (buildings 3201F and 3103) to all-electric systems. Replacement of these units and additional units are anticipated to occur in 2022.

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



*STATUS:* The port is redeveloping 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 housed the first port warehouse, Terminal 1. Sustainability was a forethought in planning efforts to ensure the redevelopment 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 redevelopment 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 redevelopment looks to promote clean air and a healthy climate.

- Vertical construction of the first new building utilizing the port's sustainable design standards for Terminal 1 continued in 2021, the AC Hotel by Marriot. The port's T1 design standards require all future buildings to be LEED Gold certified.
- Construction on the Renaissance Trail and Vancouver Landing renovation were in full swing in 2021, incorporating sustainable features such as native vegetation

and energy efficient, bird-safe lighting. Conduits for future Shorepower installation were incorporated into the project design.

- Deconstruction planning and bidding for the existing building (former port warehouse and Red Lion restaurant and event space) occurred in 2021. The deconstruction project will salvage reusable timbers from the existing building to be incorporated into the future market-place building. In preparation for deconstruction, all reusable items were removed and either auctioned or donated to nonprofit charitable organizations.

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*TARGET:* Electrify or hybridize diesel- and gasoline-powered vehicles and equipment. (Climate Action Plan Initiative)

*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. The port began working with Washington State University's Green Transportation Program to assess its vehicle fleet for electrification. In 2021 port purchased two 2022 Ford E-Transit BEV's. These are battery electric vehicles that are anticipated to be delivered in the third quarter of 2022. These will replace two aging Ford cargo vans that operate on unleaded gasoline. The port also purchased a 2021 Polaris Ranger EV. This all electric UTV replaces a John Deere UTV that runs on unleaded gasoline. The Polaris Ranger EV is currently utilized by both Rail and Facilities crews for a wide variety of tasks. Additional electric vehicles are planned for 2022.



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*TARGET:* Expand lighting retrofits program. (Climate Action Plan Initiative)

*STATUS:* Lighting upgrades to more energy efficient systems (LED or energy efficient fluorescent with interior occupancy sensors) were completed at buildings: 2801, 3201-F and 3201-I. These upgrades which included 98 new LED fixtures will save energy in these tenant-leased port buildings. Since program's inception at the port, over a million-kilowatt hours annually have been saved due to lighting efficiency improvements.



The port also replaced outdated appliances in the administration office to more energy efficient models.

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



*STATUS:* Additional “No Idling Zone” signage in front of parking stalls in the screening area and adjacent to the main security building to remind people to turn off vehicles while waiting is scheduled for installation in 2022. Efforts to reduce wait times of vehicles sent to the screening area continue to be a priority.

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*TARGET:* Install occupancy sensors, building controls, programmable thermostats and smart meters. (Climate Action Plan Initiative)



*STATUS:* Implementation of the HVAC digital control system upgrades for the port’s administration building began in 2020 and was completed in 2021. The digital control system saves time and energy by providing real-time information that allows technicians to respond to an issue in a timely manner before they can become bigger issues, allows for precise maintenance schedules based on actual equipment run time, assist with maintaining a steadier temperature in response to environmental changes, allows for alternative weekends and holiday set-back schedules that will shut the HVAC equipment down when the space is unoccupied, and boosts energy efficiency through programmable operations and real-time information such as energy consumption. All these features can now be controlled remotely.

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



*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 two mobile harbor cranes, ample outdoor storage, a skilled workforce, and supply chain flexibility distinguish the port as a premiere West Coast destination for wind components. Amongst those components were the longest wind turbine blades be offloaded at any North American seaport measuring 77-meters (over 250 feet) – breaking the port’s previous record of 76 meters set in 2020. If set on end, the blades would rival the height of national monuments like the State of Liberty.

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*TARGET:* Pursue partnerships, incentives and grant opportunities to support tenant/customer energy efficiency, equipment electrification and other carbon reduction initiatives. *(Climate Action Plan Initiative)*

*STATUS:*

- Participated on the City of Vancouver's Climate Action Plan Community Roundtable; continued to have regular meetings with city climate and policy staff to coordinate climate efforts.
- Participated on the Interstate Bridge Replacement Project's Climate Technical Work Group.
- Took an active role in the Washington Public Ports Association's subcommittee of its Environmental Technical Committee to focus on climate change topic discussion and information-sharing.
- Worked with C-Tran to provide connector transit service to the port, wrote a letter of support of C-TRAN's request for federal funding under the Federal Transit Administration's 2021 No/Low Emission Grant Program to replace three conventional diesel/gas powered vehicles and purchase five additional expansion vehicles for their Current fleet that will expand service to the port.
- Worked with Washington State University's Green Transportation Program to assess the port's vehicle fleet for electrification opportunities and participated in educational meetings with this program.
- Pursued grant opportunities for the port's trail systems which expand alternate commuting options. In 2021 the port's multi-use trail along SR-501 was awarded grant funding for design of Segment 4 (west of Gateway Avenue) with construction anticipated in 2021.



## IV. CONCLUSION

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### YEAR-END SUMMARY

The Port of Vancouver is looking towards the future; the future of generations to come and the future of the port as an important economic engine of our community. By choosing to formalize sustainability efforts already underway and develop a means for continuous improvement and identification of new opportunities through the development of the WE CAN! Task Force, the port is taking positive steps toward becoming a sustainable port. 2021 was the thirteenth year of the port's formal sustainability efforts. In 2021, 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 2021 targets

Overall, the thirteenth 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 71 year-end targets to support the 2021 goals. Overall, the port met 64 (or 90 percent) of its annual targets for 2021. Only seven annual targets were not accomplished by year's-end and postponed until 2022. 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 2022 and beyond. The WE CAN! Task Force will evaluate long-term goals and set new targets for 2022 and continue to make progress for those targets that were deferred from 2021 into 2022. 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 2022. Integrating sustainability into every aspect of the port's operation promotes the port's efforts to become a sustainable port.