



2022 Sustainability Report

Annual Report of the WE CAN! Sustainability Task Force



Port of Vancouver USA
3103 NW Lower River Road
Vancouver, WA 98660

360-693-3611
info@portvanusa.com



2022 SUSTAINABILITY REPORT

Table of Contents

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.	2022 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.....	47
	Year-End Summary.....	47
	Next Steps.....	47

I. INTRODUCTION

PURPOSE OF REPORT

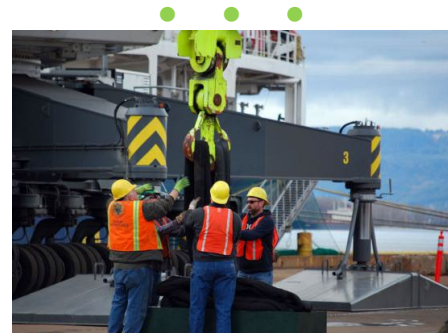
The purpose of this report is to describe the sustainability efforts of the Port of Vancouver (port, POV) for calendar year 2022 as part of the port's commitment to developing and operating a sustainable port. This report includes a description of the port's approach towards sustainability, how sustainability 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 110 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 2022 the port earned \$58.8 million in total revenue, a 22 percent increase from the previous year and handled 7.37 million metric tons of cargo.

The Port of Vancouver is primarily an export marine port, over 86 percent of our 2022 cargo tonnage was exports. Grains (wheat, corn and soybeans) continue to be the largest export commodity at the Port of Vancouver by volume, over 5.5 million metric tons (enough to fill more than 2,000 Olympic-sized swimming pools). Approximately 60 percent of our nation's wheat flows down the Columbia



River for export and the port handles 13 percent of that 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 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 2022 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 2022; 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

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 2022 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.

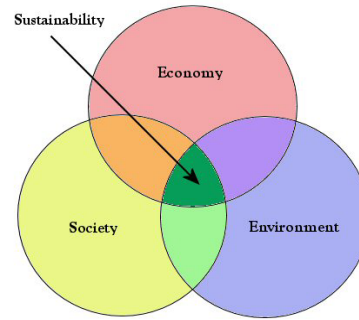
The port believes it is important to reach out to those outside of its organizational boundaries into our community to encourage sustainability among its stakeholders and lead by example. Numerous port publications to the port's voting district, tenants, employees and stakeholders highlight the port's 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 2022.

- **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.

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 2023

III. 2022 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 Strategy)*

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 2022. 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. Fifteen percent of revenue generated in 2022 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. Twenty percent of revenue generated in 2022 derived from industrial revenue.
- **Marine:** A diversified portfolio of revenue sources and the exceptional expertise of our maritime partners helped carry the port through another difficult year for everyone working in the supply chain. Exports experienced a slight increase compared to the 2021 numbers at 6.4 million metric tons. Led by increased volumes of finished vehicles, wind components, aluminum, and steel products imports increased over 15 percent in 2022 compared to 2021. Project cargo imports to the port continued to show strength as demand for wind turbines in



North America for renewable energy generation remains high. More than double the wind components were handled at the Port in 2022 compared to 2021. Subaru of America imported over 84,000 vehicles via their Terminal 4 facility at the Port. After a challenging production year for the entire automobile industry, the increased volumes were a welcome site for dealers and buyers from the Pacific Northwest all the way to the Midwest United States that are supplied by the Vancouver terminal. 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 2022 at increased volumes compared to the previous year as shippers continued to ship products as breakbulk instead of in containers due to their unavailability and high cost. Steel scrap exports exhibited continued strength in 2022, exceeding 400,000 metric tons for just the third time in the past ten years. A countercyclical cargo, steel scrap helps fortify the port's balance sheet in times of economic distress. The grain elevator operated by United Grain Corporation facilitated the export over 5.5 million metric tons of American-grown food products in 2022. 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. Fifty-three percent of the port's revenues were generated through marine terminal operations in 2022.

- Commercial: Progress continues with the 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 2022 the port was awarded a total of \$1,863,120 grant funding for Terminal 1 dock design and permitting from state budget appropriations and for Renaissance Trail segment 5 design from the Regional Transportation Council. Since 2007 POV has received over \$85 million in grants and loans for a variety of projects. Three percent of 2022 revenue came from grants.

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 2022. The database study found that the port spent just over \$69 million in 2022 on goods and services to

maintain its operations. Just over \$26 million of which was spent in Vancouver or Clark County, another \$9.8 million was spent in the Portland-Vancouver metropolitan area, and \$15.9 million was spent in Washington state. In total \$51.8 million of the \$69 million the port spent in 2022 was spent in the region or state while \$17.4 million was spent nationally.

TARGET: Develop and preserve multi-modal transportation access.

STATUS: The Port of Vancouver's unique location in proximity to river, road and rail transportation has been, and remains, vital to supporting efficient economic development through marine and industrial business. Steps taken in 2022 to ensure efficient cargo transportation include:

- Continued support for the Lower Columbia River Channel maintenance efforts, including working with other LCR ports on drafting state and national environmental policy act (SEPA and NEPA) documents for the USACE's new 20-year dredge materials management plan (DMMP). This project is critical for the future of vessel traffic navigating the Columbia River.
- 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. 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 improvements on 32nd Avenue.
- Continued to advocate for the extension of the port's multi-use trail along SR-501 to connect with other completed segments. This trail system was awarded grant funding for design of segment 5 in 2022. Segment 5 stretches approximately 2,600 feet and is located southeast of the south Old Lower River Road intersection with SR-501.
- Completed construction on the extension of the Renaissance Trail west of the City of Vancouver's waterfront park to include the property between the new AC Hotel by Marriot and the port's Vancouver Landing Renovation project. This first phase of the trail celebrated its grand opening 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 currently studying economic impacts of the corridor in order to better advocate for expenditures that make the corridor better suited for high, wide and heavy cargo.

- Continued efforts to implement a plan for the port's maritime area, the Terminal Rehabilitation and Improvement Program (TRIP). Completed design and permitting efforts and began construction to bring Berth 17 (former Alcoa dock) into marketable use including shore power opportunities and other energy efficient and solar energy elements as part of this effort.
- Port staff were named to the board of the Coalition for America's Gateway and Trade Corridors Association's (CAGTC). 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.
- Represented the port on the Regional Freight Mobility Advisory Committee convened by Metro to discuss freight mobility throughout the Portland Metropolitan Statistical Area.
- Worked with other Lower Columbia River ports to install a depth gauge at Kalama to provide safer transit of the river to the Port of Vancouver.

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 Columbia River Economic Development Council's Lands for Jobs Committee Chair, providing feedback on Comprehensive Planning efforts, tools for development and site readiness, and permitting or other regulatory challenges to identify infrastructure gaps for key sites in the port district and region.
- 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 were presented to the port Board of Commissioners in an administrative work session.
- Actively worked to support Washington Public Ports Association (WPPA) and partners in passing statewide legislation to allow for Tax Increment Financing



which will assist in developing the infrastructure necessary to develop industrial and commercial lands.

- Port staff actively served in key roles with the Washington Economic Development Association, Greater Portland Inc. Board, the Coalition for America's Gateways and Trade Corridors Board and other key partner boards and committees.

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 2022, 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 2022.
- 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.
- Worked with our state delegation in Olympia requesting funding for the Terminal 1 project.
- Ran one thirty-second commercial with website promotion on TVW Public Affairs TV in Olympia to build awareness of the port projects with elected officials which resulted in 480 showings and 7,900 website acknowledgements.
- Where possible, all trips to Olympia and meetings with elected officials were done by carpooling in the port van and hybrid/electric vehicle to cut down on individual vehicle emissions. The Greater Vancouver Chamber of Commerce held a lobbying day in Olympia and the port van was used to transport 10 people on that trip.



TARGET: Evaluate and pursue grants and alternative funding opportunities.



STATUS: The Grant Committee supported the port's overall goal to seek and secure grants. Staff throughout the port supported the work of the Grant Committee by helping identify fundable projects and funding opportunities. The Grant Committee used this information to research, compile and submit grant requests. In 2022, the port applied for four grants, totaling \$2,496,375 in requested funds. Two grants totaling \$1,863,120 in funding were awarded in 2022. Since 2007, the port has received \$85,461,163 in grants and loans for port projects. The port added a Grants Specialist position in 2022 to help leverage state and federal grant opportunities for transportation, infrastructure, commerce, clean energy, and environmental stewardship opportunities.

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

STATUS: Examples of tenant outreach and services in 2022 include:



- Invited port tenants to join the newly formed port tenant cybersecurity network, the Maritime Transportation System Information Sharing and Analysis Center (MTS-ISAC).
- Continued contact with tenants to review current and future plans to ensure port's expansion efforts are in line with growing tenants.
- Distributed communications regarding potential impacts to tenant operations: WSDOT and City of Vancouver construction projects, Terminal 1 development, new city ordinance affecting transition and development of renewable fuel facilities, and public events hosted in proximity to tenant properties.
- Communicated dates and details to tenants for COVID-19 vaccination clinics held at the port.
- Held Spring virtual tenant event to provide Terminal 1 updates, City of Vancouver Pollution Prevention Assistance Program, NW Natural renewable energy opportunities, Northwest Trade Adjustment Assistance Center organization introduction and C-TRAN provided information on "The Current" commute option at the port.
- Hosted an in-person holiday event in December to interact with tenants, discuss business needs, and convey the Port's partnership with their continued development and success.

- Created monthly status reports outlining outreach and communications with tenants and their development, employment needs, and impacts from projects or facility maintenance.
 - Coordinated with AC Hotel by Marriott and a local marathon organization to ensure irrigation system scheduling operated outside of race times for their event.
 - Disseminated communication to tenants about an opportunity to participate in a discussion around the I-5 Bridge Development Committee to offer concerns/opinions.
-

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

STATUS: In 2022 progress continued on the development of the Terminal 1 site:

- Vancouver Landing construction project completed in 2022, on time and on budget. Celebrated the completion of the project with a ceremony that recognized tribal partners, the Rotary Club of Vancouver, elected officials and community partners.
- Completed the deconstruction and demolition of the former Red Lion hotel, salvaging reusable items for future reuse, including the preservation of old timbers that will be used as part of the future marketplace at Terminal 1.
- Celebrated the ribbon cutting with Lincoln Property Company for the kick-off of development of Blocks A and C at the waterfront.
- Completed the design and engineering components for the Terminal 1 dock removal with the assistance of over \$1.5 million in state capital budget appropriations. Applied for all necessary permits, anticipated to be received in early 2023 with construction to anticipated later in the year.
- Completed construction of the Cascade Wall project on the northeast portion of Terminal 1 to facilitate the development of Blocks A and C.
- Completed segment 1 of the Columbia River Renaissance Trail project.



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, providing incredible benefit to residents, visitors and local businesses.

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 awards totaling \$985,00. This first phase (segment 1) of the Terminal 1 Renaissance Trail was completed in 2022. The portside trail system along Lower River Road/SR-501 was awarded a \$315,000 grant for design of segment 5 in 2022 from FHWA administered through the Southwest Washington Regional Transportation Council. Port trail systems, which are part of the 50-mile Regional Renaissance Trail system, have received a total of over \$2.4 million 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 2022, the port performed the following efforts toward pursuing business opportunities:



- The port selected a new operator of Berth 7 mineral bulk facility in 2021. The Metropolitan Stevedoring Company began operations of the facility on January 1, 2022, making several improvements to the facility in 2022.
- Completed design and permitting for development of additional 11 acres in Parcel 1A.
- Continued to make progress on 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.

- First official trip by Port of Vancouver delegation to the Philippines – a growing customer for agricultural products like wheat, grown domestically in the United States.
 - Continued working with long-term developer to develop ground-up innovative concepts for new light industrial development on port lands.
 - Submitted two successful bids to the United States Maritime Administration to provide layberth facilities for three Read Reserve Force vessels. Vessels are expected in Vancouver by the end of 2023. Secured new tenants for port lands including West Coast Sand and Gravel and Kelly Pipe. Facilitated lease amendment and expansion of lease premises for the growth of existing tenants, Trobella Cabinetry and Glen Dimplex. Completed lease extension of several port tenants: Vancouver Warehouse, Boeki USA, Sigma DG, Klineline Kids, and Marks Design and Metal Works.
 - 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.
-

TARGET: Maintain clean audits and strong financial health.



STATUS: In 2022 the Washington State Auditor's Office had no issues of concern with the port's internal controls to safeguard public assets for the thirteenth consecutive clean audit (for audit year 2021). 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 2022, the port encouraged participation by:



- Serving as the voting member for WA ports on the Small Works Roster Subcommittee. This work was vital to learning about challenges, needs, diversity, policy impacts and more by our vendors, suppliers, consultants and contractors as they seek work with public agencies. This work will translate into incorporating best practices for supporting and promoting the utilization of small and diverse businesses.
- Cleaning up registrations in the ProcureWare system to identify duplicate and inactive registrations (merged files, combed company data where appropriate, ensured data is accurate and consistent). We continue to monitor account

registrations for complete records which has helped improve efficiency and reduce errors in the system. Even with consolidation of accounts, we realized an increased membership in 2022 on the ProcureWare system of one percent for a total number of 2,999 contractors and consultants. Of those, 15 percent have a diversity business certification through the Office of Minority and Women's Business Enterprises (OMWBE), an increase of 4 percent from 2021.

TARGET: Increase operating revenue.



STATUS: The port had its highest net revenue in port history of \$58.83 million, as it facilitated business for employers throughout the Southwest Washington region and beyond. This record year was driven by a continued focus on a diversified portfolio of commodities, proactive asset management and strategic investments. Although vessel calls only increased by one to 361 for 2022, the tonnage of commodities flowing through the port increased by more than 200 thousand metric tons over the prior year, resulting in marine revenues totaling \$43.5 million, an increase of 39.64 percent or \$12 million over 2021. While other revenue sources combined, including leases, experienced a decrease of \$879 thousand or 2.20 percent from the previous year, the port experienced overall record revenues and profitability in 2022.

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

STATUS: In 2022 the port:



- Took a lead role with Washington Public Ports Association (WPPA) to pass 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.
- Successfully developed a project analysis report of the port's Tax Increment Area (TIA) for Terminal 1 that was approved by the Washington State Office of the Treasurer and the Board of Commissioners in May 2022. The port is only the second municipality in the state to have an approved TIA. This TIA will help support the development of a new dock at Terminal 1 and other public amenities.
- Successfully conducted Long Term General Obligation Bond (LTGO) issuance of \$27.22 million, the first new LTGO issuance since 2009, creating funding for Berth 17 improvements and modernization, Terminal 4 bank rehabilitation, and Renaissance Trail segments 4 and 5.

- Received favorable Standard & Poor's (S&P) financial global rating and report, noting the port's strong financial governance and management.

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

STATUS: The port's strategic location along the Columbia River at the nexus of river, road and rail, as well as its unique ability to handle break bulk and heavy lift cargo, and diversification of cargos continues to position the port well in the global marketplace. The port has invested in maximizing its rail infrastructure to move freight through the West Vancouver Freight Access project, completed in 2018. According to the Association of American Railroads, trains are three to four times more fuel efficient than trucks on average, reducing harmful emissions (greenhouse gas emissions are lowered by up to 75 percent) and highway gridlock (a single freight train can replace several hundred trucks). The port gained a 1.09 increase in 2022 of rail cars handling port-related cargo compared to 2021. The port continued stringent maintenance of its rail system which adds to the system's dependability with no service interruptions attributed to infrastructure failure. The port received two excellent rail audits in 2022. One by the Federal Rail Administration (FRA) and a second by the Washington Utilities and Transportation Commission (WUTC). The port continues to develop rail related opportunities via infrastructure improvements, marketing efforts, and advocating for and providing competitive rates for existing and future rail served tenants. On average, the port moves approximately 65 percent of its cargo volume throughput by rail.



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 2022 was 99.43 percent. In 2022, the port completed conceptual design of expansion plans for Glen Dimplex/Cadet that will increase their manufacturing and distribution capacity and accommodate future growth at Parcel 10. 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.



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

STATUS:



- At the port's maintenance shop, key pieces of equipment were added to limit previously outsourced work to support the port's ability to perform work inhouse to control cost, quality and schedule. The port purchased a tire machine, allowing the port to change and balance their own tires inhouse versus an outside vendor. The tire machine's expected return on investment is approximately four months, saving vendor markup, reducing the time that equipment is out of service (sometimes several days compared to a few hours) and allowing the port to control scheduling. The port also purchased a used oil filter crusher which separates the oil from the metal of a used oil filter, turning it into two recyclable products. The oil filter crusher has an expected return on investment of approximately one and a half years, reducing trips and costs from waste haulers and providing a revenue-generating metal recycling stream. An aluminum TIG welder was also added to produce inhouse high-quality welds on aluminum and other metals.
- Upgraded current computerized maintenance management system (CMMS) to new web-based version for maximum functionality and efficiency. The user-friendly technology upgrade works better with the facilities department's iPads that are used out in the field for greater efficiencies and additional features.
- Began the development of a remote check disbursement system to increase security, reduce port costs, paper use/waste, and streamline the process by which vendors and contractors are paid. This is expected to bring about cost savings to the port of approximately \$180,000 over a five-year period.
- Reduce paper use/printing of financial transaction materials (journal entries, invoicing) through automation.
- Provided ongoing training on IT solutions and equipment necessary to support staff, especially through the transition to hybrid work arrangements following the COVID-19 pandemic.

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



STATUS: In 2022 the IT Department strengthened the port's cyber security efforts:

- Strengthened 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 across a regional information sharing network.
 - Provided cyber security presentation at a Board of Commissioner's meeting in September 2022.
 - Strengthened back-up of all networks and critical operating systems to minimize risks and business interruption from cyber-attacks.
 - Invited port tenants to join the Maritime Transportation System Information Sharing and Analysis Center (MTS-ISAC), sharing industry cybersecurity information to protect port assets and minimize risks. Seven tenants and industry partners are currently members. The port is a founding board member of MTS-ISAC.
-

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

STATUS: 2022 COVID-19 response included:



- Hosted three vaccination clinics at the port.
 - Provided updates to employees, tenants, marine business partners, and community partners regarding vaccination sites.
 - 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.
 - Continue to provide 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.
-

TARGET: Seek ways to improve procurement processes.

STATUS: In 2022, the port performed the following to improve procurement processes:



- Port staff took a lead role with the state's Capital Projects Advisory Review Board (CPARB) Small Works Committee as the representative for all WA state ports. The role of the committee was to re-write the state code relating to small works roster contract procedures for consistency state-wide, as well as to promote equity in contracting and promote opportunities for small and disadvantaged business. The new legislation will be introduced in the 2023 session.

- Improve and expand the use of open purchase orders, by developing a master spreadsheet providing a list of all the current open purchase orders for use by port staff. Utilizing open purchase orders allow port staff to order goods and services without the need to create a new purchase order for each transaction, providing greater flexibility and efficiency in managing procurement and streamlining the purchasing process. In many cases, cost savings result with the ability to negotiate better pricing and terms with suppliers as they receive volume orders and a steady stream of business, especially great for local partners and small businesses.

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: Repair and replacement plans have been completed for building, fleet, rail and infrastructure assets. These plans aid in the forecasting of anticipated resources required to provide for the repair and replacement needs of port assets.

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 the end of 2023. This work protects the port’s important documents, saves building space, reduces time necessary to locate records and supports remote access. In 2022, the port was able to complete the digitization of over 1,700 archival records, including documents and plans, into the port’s online Records Center. New records management software is anticipated to be implemented in 2024.

TARGET: Provide security services critical to port operations.



STATUS: In 2022 the port’s Security Department; vetted 216,998 Transportation Worker Identification Cards (TWIC), processed 5,106 visitor escorts, handled 3,520 phone calls, dispatched mobile officers 3,010 times, assisted 195 vessels, and

submitted 165 incident reports covering non-criminal, criminal, medical incidents, and emergency events.

The annual United States Coast Guard audit/inspection was held on May 12, 2022. At the conclusion of the inspection the Port of Vancouver received a 'No Deficiencies' report, i.e., passing.

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

STATUS: Import and export volumes increased in 2022 compared to 2021. Export volumes and vessel calls increased marginally. Import volumes increased over 15 percent. The light, but sizeable wind turbine components that traversed port infrastructure in 2022 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 2022. Cargoes such as aluminum, pulp, and bagged minerals that transitioned to breakbulk handling from containers in 2020/2021 continued to utilize the Port of Vancouver. Import aluminum volumes almost doubled compared to last year. 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 2022. 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 3.5 percent increase in cargo throughput was measured for combined import and export volumes at the port year-over-year. Much of which was due to higher import volumes. Total export volume at the port in 2022 was 6.4 million metric tons. Vessel calls were also steady at 361 vessels calls in 2022 – one more compared to the prior year.

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 20 year-end targets.

GOAL: FOSTER POSITIVE AND PRODUCTIVE RELATIONSHIPS WITH STAKEHOLDERS

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



STATUS: The port concluded the process of updating its Strategic Plan and it was formally adopted by the port's commission in September 2018. Since its adoption, port staff have been incorporating the goals and strategies of the Strategic Plan into the port's operations, such as the port's budget, department goals, 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 2022 at port commission workshops and written summary reports. Workshop presentations and reports are available on the port's website.

TARGET: Support public enjoyment and tourism through activities such as river cruises and events at Terminal 1. (*Strategic Plan Goal*)

STATUS: In 2022 the port:



- Enhanced public space on port property at the Vancouver Landing for recreation, cultural and community events.
- Celebrated the Rotary Club of Vancouver's 100th anniversary at the Vancouver Landing, launching the space for public enjoyment and recreation.
- Supported port tenant AC Hotel by Marriot in the completion and opening of its hotel at Terminal 1.
- Sponsored the Pacific Northwest Waterways Association (PNWA) Annual Convention at the AC Marriot Hotel at Terminal 1 (165 attendees).

- Assisted Vancouver Business Journal by providing access and onsite assistance with their yearly construction project award ceremony hosted at the Terminal 1 Vancouver Landing.
 - Coordinated with AC Hotel by Marriott and a local marathon organization to ensure both occupants were able to operate successfully.
-

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 twice-yearly Community Report to 102,000 property owners in the port district to update them on port news and happenings.
- Created active social media engagement across multiple platforms promoting port programs and activities. In 2022, the number of port social followers on LinkedIn increased by 21 percent and on Instagram by 17 percent. Facebook saw a modest increase of about seven percent from the previous year. The number of followers on Twitter has decreased by two percent. This can be attributed to the instability of the platform under new ownership. We have shifted our outreach efforts away from Twitter in response.
- Annual port electronic holiday card launched in December. The 2022 holiday card featured an advent style calendar that provided a behind-the-scenes peek at port activities and cargo. The card was promoted through the port's social media channels 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.
- Generated broad coverage in print, radio, and TV.
 - Red Lion sign demolition generated 14 stories reaching an audience of 225,600; publicity value of \$13,400
 - Vancouver Landing opening generated 40 stories reaching an audience of 2.1 million; publicity value of \$80,350
 - Placed six different commercials on Comcast for rotation throughout the year in the Vancouver area which resulted in more than 3,400 showings and more than 3,650,000 impressions.



- Ran one :30 second commercial with website promotion on TVW Public Affairs TV in Olympia which resulted in 480 showings and 7,900 website acknowledgements.
- Successfully placed port marine interns and Chief Commercial Officer on multiple episodes of Freight Waves' "What the Truck" podcast to promote port business and activities.
- Created paid advertising in trade and local publications (Journal of Commerce, Heavy Lift, North American Clean Energy, Freight Waves, Vancouver Business Journal e-newsletter, TVW, Comcast, LinkedIn, Google).

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

STATUS:



- 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, Metropolitan Hispanic Chamber of Commerce, 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 community survey to better gauge levels of understanding about port activities and priorities. Surveyed 450 residents in the port district.

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



STATUS: Previous efforts to have a speed limit reduction implemented on portions of Lower River Road were successful and have provided slower traffic. To further safety improvements on Lower River Road, the port was able to stripe pedestrian/bike path crosswalks with green paint across the following port property intersections: west of W. 26th Avenue overpass, entrance to the port administrative

building, and the entrance to Parcel 1A (east of Farwest Steel). The crosswalk at W. 26th Avenue overpass was done during the city/state paving and striping project.

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: The port supported a number of positive interactions with port stakeholders in 2022, including:

- Attended approximately six 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 was able to resume public tours as COVID-19 retreated and the port's administrative office reopened. We conducted eight public tours in 2022 totaling 360 participants. Additional tours were provided to groups such as Leadership Clark County, iUrban Teen, Friends of BNSF, ESD112, Clark College international students, Eastern Oregon Agricultural College, and numerous elected officials.
- Created and delivered a virtual Port Report video prior to the retreat of COVID-19 featuring CEO Julianna Marler, Commissioner Jack Burkman, Chief Commercial Officer Alex Stroger, two ILWU representatives and Alex Stroger. Port Report was shared across all social media channels, through a Mail Chimp campaign to neighborhood association leaders, and on the port's website.
- 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 2022 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 at the Port of Ridgefield with proceeds supporting the Clark County Historical Museum. Staffed port table and interacted with families attending the event.
- Provided a variety of family-friendly activities and free popsicles at the City of Vancouver movie night at Fruit Valley Neighborhood Park. Roughly 500 people attended the event.
- The annual Waterfront Appreciation lunch was held in-person and featured a BBQ appreciation lunch for our ILWU workforce (Locals 4, 40 and 92), and for our



marine customers. Approximately 250 people attended the lunch which took place on the marine terminal.

- Completed the port's second round of funding for the Community Fund to three organizations. Awards went to Vancouver Farmers Market (minority vendor assistance program), Columbia Play Project (water quality kits) and Clark College Foundation (International Day).
- 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 involved in economic development, job creation and workforce development, including:

- The port sponsored the Vancouver's Downtown Association's annual VanTastic Awards, a virtual event celebrating downtown businesses and entrepreneurs that are working to make downtown attractive and safe. 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 2022 event featured a small in-person event with all the award recipients and sponsors – and the port was invited to give remarks at the event. Afterward the award video went live to all GVC members and the public.
- The Hooked-on Nature dinner and auction supporting Columbia Springs took place in person in October. As a sponsor, the port provided attendees a cookie (made by a local baker) in the shape of colorful fall leaves - in keeping with Columbia Springs' request that gift items be consumable or biodegradable.
- The port was a sponsor of the GVC's online Legislative Outlook and Review events which allowed staff an opportunity to hear from local leaders, executives and state legislators.

The port sponsored and provided support to organizations in support of diversity, equity and inclusion work:

- The port sponsored a table at the Martin Luther King, Jr. breakfast in support of the iUrban Teen program. As part of our support of the iUrban Teen program we hosted a group of BIPOC students at the port. The group had lunch at the port and met with a dozen port staff members who described their jobs to the teens. The teens also walked to the bike/ped path wetland bridge to hear from engineering staff about the process of building that structure.
- 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.

- The port sponsored the graduation ceremony for the Hispanic Metropolitan Chamber of Commerce's (HMCC) leadership academy and brought that event to Vancouver for the first time. The event was held at the AC Marriott and Commissioner Jack Burkman welcomed everyone to Terminal 1 and congratulated all the graduates. The event also offered an opportunity for port economic development staff to meet Hispanic business leaders, HMCC staff and all the graduates.
 - The port purchased a table for the first time at the Hispanic Metropolitan Chamber of Commerce Hispanic Heritage Celebration dinner. Nearly 500 people attended this dinner which celebrated the many accomplishments of local Latinos. The port's table included our Latina intern who worked over the summer with our economic development team.
 - The grand opening of Vancouver Landing at Terminal 1 featured the following tribal elements:
 - Event blessing by a Cowlitz Indian Tribal leader. The tribe presented the port with a flag that now hangs outside the CEO's office. Members of the Confederated Tribes and Bands of the Yakima Nation and the Confederated Tribes of Grande Ronde also attended the event.
 - Viewing of interpretive panels at Vancouver Landing that celebrate tribal uses of the river and canoes as transport on the river.
-

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 2022 the port's Diversity, Equity and Inclusion (DEI) Committee hired a DEI consultant and accomplished the following:
 - Defined and articulated a DEI vision for the port.
 - Created a plan and schedule for employee training for 2023.
- 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 online diversity and harassment prevention trainings to all employees.

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 2022 support for the development of a skilled workforce included:

- Connected tenants with workforce development connection opportunities through educational partnerships and intern referrals.
- Promoted Washington State University-Vancouver, Clark College, Workforce Southwest Washington, and K12 workforce opportunities and programs with tenants and partners through various channels.
- Increased training through supporting internships and apprenticeship programs at the port:
 - Sponsored two interns at the port through the Future Leaders Project, a partnership with Washington State University, the Columbia River Economic Development Council, and Workforce SW Washington, to give first generation and underrepresented students exposure to maritime job opportunities and to network with high level decision makers.
 - Hosted two paid interns from maritime programs at Texas A&M and California State University to gain exposure to maritime commercial and operational aspects of the port.
 - To support training for labor trades, the port brought on one apprentice from the Laborers Union (Local 335) and one from the Operating Engineers Union (Local 701).
 - Issued eight construction bids that met the threshold for eligibility for the port's apprenticeship incentive program. The Berth 17 Dock Fender Replacement Project, exceeded the three percent apprenticeship goal with an overall 32 percent apprenticeship usage of equipment operators, carpenters, and pile drivers. Finalized a small works project for energy-



efficient HVAC installation in which the contractor achieved a 58 percent apprenticeship usage.

- Continued to provide feedback to higher education and vocational partners on degree focus areas that are currently and anticipated to be in high demand.
- A Crane Mechanic Training Program was implemented to ensure an adequate supply of qualified International Longshore and Warehouse Union (ILWU) crane mechanics.
- Toured the Clark College Cybersecurity Program and began discussions on potential port partnerships.
- Advanced waterfront initiative discussion with Washington State University, Vancouver.
- Worked with port tenants and C-Tran to launch “The Connector” service to Lower River Road to provide an additional transportation option to the employees of the port, our tenants and other businesses around port property.
- Port commissioners regularly attend twice-monthly Labor Round Table meetings to provide updates about port projects and job opportunities.

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 2022. In 2022 the Wellness Committee was able to deliver online wellness trainings, flu shots at the port, and a Heart Walk. Additionally, the port hosted three COVID-19 vaccination clinics at the port in 2022 and continually reviewed and updated port safety protocols to align with Centers for Disease Control (CDC) guidelines for COVID-19.

TARGET: Recruit and retain valued employees.



STATUS: The port’s average turnover rate remained low in 2022 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.

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 facilities department to address safety concerns and ideas, such as repair and maintenance of grounds and structures. Examples include addressing areas of broken asphalt along the rail tracks by the Berth 9 lunchroom that had created tripping hazards, as well as adjusting lighting to enhance safety in low-light work areas.

TARGET: Implement the Government Emergency Telecommunications Service (GETS) and Wireless Priority Service (WPS) to help maintain operational resiliency by maintaining the ability to complete phone calls when normal telecommunications become overwhelmed during emergency events.



STATUS: GETS is a national security and emergency preparedness service provided by the federal government. WPS is a federal program that authorizes cellular communications service providers to prioritize calls over wireless networks. GETS and WPS can be used by authorized federal, state, and local government authorized personnel when they are unable to complete emergency calls through normal telecommunication means using the public telephone network. Forty-five employees have access to utilize GETS and WPS services.

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



STATUS: Recognition of long-term POV employees was provided through employee service awards. In 2022 service awards were given to twenty employees at service awards presentations to celebrate their years of service with five, ten, fifteen and twenty years of service to the port through the end of 2022.

TARGET: Increase safety training opportunities and accessibility.



STATUS: The port continues to utilize the online safety training program for employees in 2022 utilizing risk management software and in-person training to maximize the retention of material for new hires and existing employees. The

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, the port was able to provide 8-Hour refresher Hazardous Waste Operations and Emergency Response (HAZWOPER) training for 20 staff members. The port also participated in the WA State Great Shakeout 2022, which included a drop, cover, and hold exercise followed by an evacuation drill and a spill drill simulating a fuel spill at our fueling station.

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 2022. The event is anticipated to occur again in 2023.

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. Additionally, staff volunteered individually around the community with several groups and efforts.

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 2022 to provide a venue for identifying and resolving safety issues. Some of the items accomplished under the safety committee in 2022 include:

- Security patrol vehicles equipped with portable spill packs.
- 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 staff.

- Illumination in N. Administration parking lot (southside) improved due to removal of trees impeding light levels and replacement of LED building lights.
 - Jersey barriers were installed to the south of Gate 484 for additional protection for security personnel assigned to this gate.
 - Mobile handheld radios, mobile radios, and repeaters were upgraded to digital frequency for improved communication reliability when in use throughout port property.
 - Terminal striping completed throughout Terminals 2-4 areas.
 - Budget approval for the installation of permanent traffic cameras to be installed and positioned on Gateway Avenue overpass to monitor and deter speeding vehicles and reckless driving on the overpass.
 - Portable air purifiers provided at the main gate, security building, and Gate 484 for use during poor air quality events.
 - Additional fencing installed along Terminal 1 fence perimeter to deter illegal overnight camping and/or activities.
-

TARGET: Hold an onsite blood drive.



STATUS: The port has been partnering with the American Red Cross to provide blood drives onsite for 21 years. 2022 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, with 40 individuals donating 31 units of blood, all while following all necessary precautions to avoid the spread of COVID-19.

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



STATUS: The 2022 trade apprenticeship program brought one apprentice from the Laborers Union (Local 335) and one from the Operating Engineers Union (Local 701) 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. A Crane Mechanic Training Program was implemented to ensure an adequate supply of qualified International Longshore and Warehouse Union (ILWU) crane mechanics are available to support demands for crane use by wind energy, project, and steel cargo vessels calling the port. Three mechanics have completed the training, with three more anticipated to complete training in the next year.

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 2023. 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.

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 25 year-end targets.



GOAL: MINIMIZE ENVIRONMENTAL IMPACTS

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 the birds are rare. For the past eleven years, the port has partnered with volunteers that also work for the Ridgefield Wildlife Refuge, Steigerwald Wildlife Refuge and Julia Butler Hansen Wildlife Refuge to provide attractive nesting habitat for the birds and track and band the birds hatched from our site. In 2022, 32 nesting gourds were placed on port property, which resulted in 43 successful hatches that were then banded for future tracking. 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.



Wildlife success and diversity were considered in construction projects at the port in 2022, such as native and adaptive plantings and low lumen lighting at the Terminal 1 trail and Vancouver Landing Rehabilitation projects, enhancing beach habitat and native plantings at the Terminal 4 Bank Rehabilitation project and increasing the diversity and volume of vegetation at the Parcel 3 Berm project.

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 2022 as part of the port's EMS:



- The port issued its annual Consumer Confidence Water Quality Report for the water system to inform users of the system 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.
- The port completed four Tenant Environmental Management Program walkthroughs of tenant facilities in 2022.
- Completed port staff training and tenant education on the port's EMS.
- Biannual inspections of track mats along rail lines in wellhead area completed. Track mats are designed to capture and prevent rail operations' oil and fuel leaks from reaching the ground surface.
- One hundred and thirty-seven groundwater monitoring wells were decommissioned in the wellhead protection area that were deemed no longer necessary to reduce potential pathways to groundwater.
- Developed specifications for a backup emergency generator to serve the port's water system in case of power or pump failure.

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

STATUS: The port continues to support Lower Columbia Estuary Partnership (LCEP) on educating Vancouver students about healthy watersheds, plant species and animals at Vancouver Lake. The port, the City of Vancouver and Clark County are sponsors for the LCEP Vancouver Lake educational efforts. 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 2022 cleaning events. All wood debris removed is ground for mulch to be used around the port. The port also provides 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. The port participates as active members of the Vancouver Lake Technical Advisory Group.



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:



- Shared knowledge with the Lower Columbia Estuary Partnership (LCEP) and the Environmental Protection Agency (EPA) to support an EPA grant for Grattix units that LCEP will build and distribute to industry in the watershed. Oregon State University provided 10 Grattix units for this effort that were delivered to the port for rehabilitation and distribution.
- Hosted tour with Port of Longview safety and environmental personnel to share knowledge and best practices. Environmental department employees from the Port of Vancouver also attended a tour of the Port of Longview in return.
- Participated as active members of the Vancouver Lake Technical Advisory Group
- 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.
- 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 2022 including:

- Provided ongoing stormwater management and maintenance of stormwater treatment facilities and devices through routine inspection and sampling events.
- Terminal 2 biofiltration stormwater treatment media replacement project was completed.
- Applied for a Stormwater Quality Grant through the WA Department of Ecology in the amount of \$601,375 to implement stormwater improvements at the port. Grant award announcement is anticipated in 2023.

- Replaced a water check valve in the Terminal 4 stormwater pond discharge pipe to the Columbia River to prevent river water from entering the stormwater pond and potentially resuspending material settled material. Installed beaver proofing to inlets and outlets for the pond to avoid future beaver damage to stormwater facilities.
 - Developed a pilot stormwater treatment system at the Terminal 4 pond to provide additional treatment.
-

TARGET: Reduce paper consumption and office supply use.

STATUS: While the port saw an increase in paper use due to administrative employees returning to the office following the COVID-19 pandemic, efforts to work efficiently with the new hybrid-remote schedule continued. 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 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.
 - Printed fewer numbers of promotional materials 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.
-

TARGET: Complete an Operations and Maintenance Manual for the Parcel 3 Berm Project including plant care, invasive species control, irrigation well and system maintenance.



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. 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. In 2022, an O&M Plan was created to ensure the berm continues to meet the long-term objectives of the project. As part of ongoing maintenance, 16 native species of 1,950 trees and 6,500 plants were planted in 2022 to ensure the continued visual and acoustical goals of the berm are met.

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

STATUS: 2022 environmental outreach included:

- Created and distributed the summer and winter Solstice newsletters dedicated to providing environmental updates and information.
- Wrote ten stories on various port environmental topics, such as decommissioning wells, Grattix outreach, Purple Martin updates and more.
- Generated 20 environmental-focused social media posts on Instagram, Facebook, LinkedIn, and Twitter.
- Produced environmental content for Community Report newsletter.
- 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 resumed its popular field trips to Vancouver Lake for students.
- Established routine meetings with tribal entities on environmental topics.
- Celebrated the Vancouver Landing Project completion with a ceremony that recognized tribal and community partners and the green building concepts integrated into the Terminal 1 development.



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

STATUS: The port has created and continues to refine a comprehensive and consistent policy for drone use at the port. The port has benefitted from drone use to show port project progress, surveys (topographical, natural inventory), promotional videos, sales and marketing of port properties and facilities. An electronic application process will be added to the port's website to automate the application and approval process, and further policy training will be conducted.



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

STATUS:

- Began work under a wake stranding agreement developed in partnership with the Army Corps of Engineers, the National Marine Fisheries Service, and other Columbia River ports to develop. The ports, in cooperation with the federal agencies, are undertaking the first phase (creating a map of potential stranding areas along the river) of a multiple-phased study to gather better data to understand the issue of juvenile fish wake stranding in the Columbia River.
- Met with and provided port tours to regulatory agency staff at Washington State Department of Fish and Wildlife (WDFW) Southwest Washington habitat group 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.
- Worked with Lower Columbia Estuary Partnership (LCEP) on a Grattix build project funded through a grant with EPA to build Grattix units for businesses along the Columbia River. Representatives from EPA along with a member from the Congressional Appropriations Committee (which provides the Columbia River grant funding to the EPA) met at the port to discuss future funding opportunities and see the port's Grattix units.
- In partnership with the Washington Public Ports Association (WPPA) and other Washington State ports, provided funding for a National Marine Fisheries Service Liaison position.



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. Since its installation, the port's pump and treat system has treated more than 14 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.



GOAL: ENCOURAGE A HEALTHY CLIMATE AND CLEAN AIR

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

STATUS: The port supported renewable energy in the following ways:

- Wind:
 - Renewable Energy Certificates (RECs): Since 2008 the port has been supporting wind energy through the voluntary purchase of renewable energy certificates (RECs). For the 12th 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 55,600 metric tons of carbon dioxide equivalent (CO₂e) which is equal to the CO₂e avoided by over 919,000 tree seedlings grown for 10 years or over 10,800 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.
 - Wind Energy Cargo: Wind component imports into Vancouver increased substantially year-over-year. Over 2,000 wind components were handled via the port in 2022, some of which included the longest wind turbine blades off-loaded at a North American port in history. At over 250 feet in length, the blades require the utmost care and capability to be offloaded from a vessel, stored, and moved out of the port to the project site for final assembly. 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.
- Solar:
 - Terminal 5: At Terminal 5, the port completed 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 the upland support building for lighting needs.
 - Waterfront Development: At Terminal 1, new buildings are required to be solar-ready as required by the port's sustainable design standards. 2022 saw the completion of the AC Hotel by Marriott and the construction kickoff of Lots 7, 8 and 9. In addition, Blocks 1 and 2 leases at the waterfront development signed in 2022 also required to have solar-ready construction at build-out.
- Renewable Fuels:
 - Policy: Provided testimony to the City of Vancouver in 2022 regarding the impacts of its fuel ordinance affecting transition and development of



renewable fuel facilities and the inconsistencies with the port's Renewable Energy Policy/Resolution and Climate Action Plan initiatives which seek to encourage a transition to renewable fuels.

- Renewable Diesel: The port trialed renewable diesel in several pieces of port equipment in 2022. The trial was successful and renewable diesel is planned to fuel all qualified diesel equipment in the POV fleet in 2023.

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.

- In 2022 the port Board of Commissioners changed the twice monthly board meetings to a 9:30 a.m. start time. Rather than reprint thousands of brochures that had an 8:30 a.m. start time, we produced a sticker to go over the brochures – thus saving these from ending up recycled or in the landfill and needing to be reprinted.
- At public tours we have eliminated using plastic silverware. All food provided is now easily eaten by hand and eliminates the need to throw away any plastic silverware. In addition, all food ordered for the tours is from a local company that provides all food in paper containers with serving utensils made of wood and easily biodegradable.
- 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.
- The port stockpiles for future reuse crushed concrete and ground asphalt from various construction projects throughout the port. By crushing, grinding and retaining these materials for future reuse, the port will avoid future purchase and landfill costs.
- In 2022, the port purchased equipment to crush and extract remaining oil left in oil filters following oil changes on port vehicles and equipment. The machine reduces filters to 20-25% of their original size. Filters and oil are then sent for offsite recycling. Reducing the filter volume, reduces the number of waste pickups, reducing cost and greenhouse gases related to the trips. The port also recycles scrap metal materials from various projects. In 2022, the port earned



over \$21,600 from recycling scrap metals and keeping the material out of landfills.

- Reusable items from the demolition of the former Red Lion were salvaged for future use, including original timbers from the 1926 structure, exterior windows, metal paneling, neon sign letters and timbers from the entrance rotunda. Interior handrails were donated to the non-profit Friends of the Carpenter.
- 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.

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

STATUS:

- While the COVID-19 pandemic shuttered port administration offices for a portion of 2022 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 new Flexible Work Arrangement policy guided the port's transition back to in-office work following the COVID-19 pandemic in 2022. The policy provides guidelines around telecommuting for port employees, allowing for overall reduction of commute trips generated from port employees and provides for effective tools for virtual offices.
- 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 along the waterfront and will eventually connect existing segments of the trail together.
- The port worked with C-Tran to support the launch of their on-demand connector transit service, named the "The Current", to serve the port area and provide transit service to the port and its tenants.



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

STATUS: The port replaced three HVAC units in building 3201F and one unit in building 2601 which utilized natural gas in with high-efficient, electric units in 2022,



eliminating more than 240,000 btu/h of natural gas-fired equipment with equivalent electric units. The port installed one new electric HVAC unit in building 3103 to provide adequate ventilation for additional computer server equipment installed.

TARGET: Apply sustainability standards to new construction projects on port property. *(Climate Action Plan Initiative)*

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.



The following were accomplished in 2022:

- Climate considerations were added as a review criterion to the port's Continuous Operational Assessment and Response (COAR) process to evaluate climate impacts during the initial stages of project decision making and design.
- 2022 marked a special milestone for Terminal 1 with the first completed building and its receipt of LEED Gold certification, the AC Hotel by Marriot.
- Vertical construction of the second new building utilizing the port's sustainable design standards for Terminal 1 began in 2022 by LPC.
- In addition to the port's robust T1 design standard requirements, all buildings at Terminal 1 are required to be a minimum of LEED Gold certified (or equivalent rating system).
- As part of the deconstruction of the former Red Lion buildings in 2022, reusable items were salvaged for future use, including the preservation of old timbers that will be used as part of the future marketplace at Terminal 1.
- Completed segment 1 of the Columbia River Renaissance Trail Connection project and the Vancouver Landing Rehabilitation project. The projects complied with the Terminal 1 sustainability design standards which include native and adaptive plants to reduce water use, green stormwater management infrastructure with planters, low lumen lighting elements and sustainable

maintenance requirements such as green cleaning and pesticide management procedures.

- Incorporate sustainable language waterfront Blocks 1 and 2 leases including LEED Gold or better certification, EV charging stations, light pollution reduction measures, solar-ready design, and overhead weather protection along sidewalks.

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. In 2022 the port took delivery of two Ford E-Transit electric vans and ordered three Ford F-150 Lighting electric trucks. These are battery electric trucks that are anticipated to be delivered in 2023. These trucks will replace aging fleet vehicles which operate on unleaded gasoline. The port also took delivery of a Polaris Ranger EV ordered in 2021. 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 purchase in 2023.



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

STATUS: Lighting upgrades to more energy efficient LEDs were completed at building 2801. These upgrades which included eight new LED fixtures will reduce the lighting wattage from 3200 watts to 560 watts, saving energy in tenant-leased port buildings. Since the program's inception at the port, over two million-kilowatt hours annually are saved due to lighting efficiency improvements. Building evaluations for future upgrades were performed on seven buildings in 2022 with Clark Public Utilities.



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

STATUS: Additional "No Idling Zone" signage was installed in front of parking stalls in the screening area to remind people to turn off vehicles while waiting. Efforts to reduce wait times of vehicles sent to the screening area continue to be a priority.



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



STATUS: Building evaluations for future upgrades were performed in 2022 with Clark Public Utilities for buildings: 2835, 2845, 2851, 3103, 3120, 3203 and 3205 and boosts energy efficiency through programmable operations and real-time information such as energy consumption. All these features can now be controlled remotely.

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 almost fifteen years ago 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). If set on end, the blades would rival the height of national monuments like the State of Liberty. In 2022, wind component volumes increased nearly 2-fold compared to 2021. The port is a leading import gateway for wind components – both in its capability to handle large components as well as the large volume of components that traverse the port.

In 2022, over 1,500 individual wind energy components were processed through the port's newly activated Foreign Trade Zone before further transport to Canadian wind farms. 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.

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 and 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.
- Participated in Washington State University’s Green Transportation Program’s educational meetings to connect on opportunities for fleet decarbonization.
- Pursued grant opportunities for the port’s trail systems which expand alternate commuting options. In 2022 the port’s multi-use trail along SR-501 was awarded grant funding for design of segment 5 (west of Gateway Avenue).
- To facilitate the upgrade of a rail locomotive operating on port property, the port worked with the owner to provide a location for dismantling of the old locomotive to remove it from service.
- The port routinely works with Clark Public Utilities to assess partnerships and incentives on energy efficiency projects, such as the Commercial Lighting Incentive Program (CLIP). In 2022 the port partnered with Clark Public Utilities to perform building assessments on seven port buildings for energy efficiency opportunities.

TARGET: Explore carbon reduction in collaborations on agreements with tenants/customers. *(Climate Action Plan Initiative)*

STATUS: In 2022 the port added climate considerations to its Continuous Operational Assessment and Response (COAR) process to assess upcoming leases and projects. Climate actions were negotiated into agreements in the following ways:



- An upgrade to an existing locomotive was negotiated into a marine tenant lease and was replaced with locomotive nearly 50 years newer.
- Sustainability requirements were negotiated into waterfront development Block 1 and 2 leases, including LEED Gold/equivalent or better certification, solar-ready construction, low lumen lighting and EV charging.
- The AC Hotel by Marriott at Terminal 1 celebrated its grand opening in 2022 and received certification as a LEED Gold building as required by the port’s sustainable design standards for Terminal 1.
- Energy efficiency improvements in lighting and HVAC equipment incorporated into tenant expansion agreement and lease agreements.

- Language was added to new lease templates to include sharing energy use information from tenant-controlled buildings with the port to assist with collaborations on greenhouse gas emission reduction planning.
-

TARGET: Reduce business travel emissions. *(Climate Action Plan Initiative)*

STATUS: The following reduced business travel emissions in 2022:



- Reduced number of trips by staff to take outgoing mail to the post office by an average of 65%, saving over 180 pounds of carbon dioxide and nearly 17 hours of staff time per year.
 - Eliminated trips to deliver printed commission meeting packets to the port's legal counsel in advance of commission meetings. Commission packets are now delivered electronically to counsel, saving the port an average of 84 pounds carbon dioxide, 14 hours of staff time, and over 1,500 pieces of printed paper per year.
 - Reduced trips to purchase catering supplies for meetings. More purchases are made in bulk and combined purchase of items with other office supply needs.
 - While in-person Board of Commission meetings resumed following COVID-19 pandemic, the port still maintains the option to provide public testimony virtually, eliminating the requirement to commute to the port to provide testimony. The port has worked with CVTV to televise all workshops in addition to commission meetings so all parts of a meeting can be viewed remotely.
-

TARGET: Replace use of diesel with low-carbon fuels, such as biodiesel, renewable diesel and hydrogen. *(Climate Action Plan Initiative)*



STATUS: The port purchased 500 gallons of renewable diesel to trial in several pieces of port equipment in 2022. Renewable diesel is a drop-in replacement for traditional diesel that is made from vegetable oils and animal fats and produces up to 75% less greenhouse gas emissions compared to traditional diesel fuel's life cycle. The trial was successful and renewable diesel is planned to fuel all qualified diesel equipment in the POV fleet in 2023.

IV. CONCLUSION

YEAR-END SUMMARY

The Port of Vancouver is looking towards the future; the future of generations to come and the future of the port as an important economic engine of our community. By choosing to formalize sustainability efforts already underway and develop a means for continuous improvement and identification of new opportunities through the development of the WE CAN! Task Force, the port is taking positive steps toward becoming a sustainable port. 2022 was the fourteenth year of the port's formal sustainability reporting. In 2022, 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 2022 targets

Overall, the fourteenth 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 69 year-end targets to support the 2022 goals. Overall, the port met 64 (or 93 percent) of its annual targets for 2022. Only five annual targets were not accomplished by year's-end and postponed until 2023. 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 2023 and beyond. The WE CAN! Task Force will evaluate long-term goals and set new targets for 2023 and continue to make progress for those targets that were deferred from 2022 into 2023. Sustainability efforts will continue to be aligned with the port's Strategic Plan, Climate Action Plan, mission, vision and values and will be included in department/individual goals for 2023. Integrating sustainability into every aspect of the port's operation promotes the port's efforts to become a sustainable port.