



2023 Sustainability Report

Annual Report of the WE CAN! Sustainability Task Force



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I. INTRODUCTION

Purpose of Report

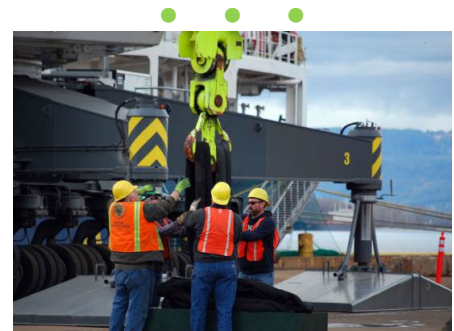
The purpose of this report is to describe the sustainability efforts of the Port of Vancouver (port, POV) for calendar year 2023 as part of the port's commitment to developing and operating a sustainable port. This report includes a description of the port's approach towards sustainability, how sustainability 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 2023 the port earned approximately \$53 million in total revenue and handled 6.13 million metric tons of cargo.

The Port of Vancouver is primarily an export marine port, over 88 percent of our 2023 cargo tonnage was exports. Grains (wheat, corn and soybeans) continue to be the largest export commodity at the Port of Vancouver by volume, over 4.6 million metric tons. 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. While our focus is primarily on exports, imports also played a substantial role, with 694 thousand metric tons imported in 2023. Notably, we maintained our position as the leading gateway for wind energy infrastructure imports on the North American West Coast, moving nearly 61,000 metric tons of components. Additionally, we handled a record number of Subarus, exceeding 98,000 vehicles. Other top imports include steel, dry and liquid bulks.

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 has weathered the economic storms of pandemics and recessions with its diverse cargo mix, reflecting trends in the national and global market for materials essential to many industries that move through the port. Proficiency in bulk and break-bulk cargoes has 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, has equipped the port to weather economic disruptions.

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. These businesses are vital contributors to the local economy, providing employment opportunities and bolstering the tax base. Industrial and commercial occupancy at the port remained strong at 88 percent at the end of 2023. According to the most recent economic impact study (Martin Associates, 2022) nearly 4,000 jobs are directly generated by marine and industrial activities at the port with business activities contributing \$134.4 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 2023 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 2023; 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

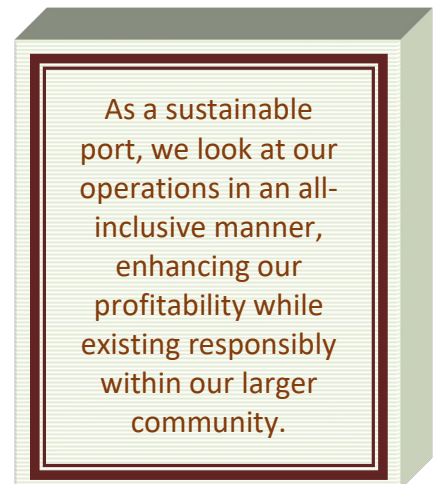
What Sustainability Means to Us



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 2023 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.

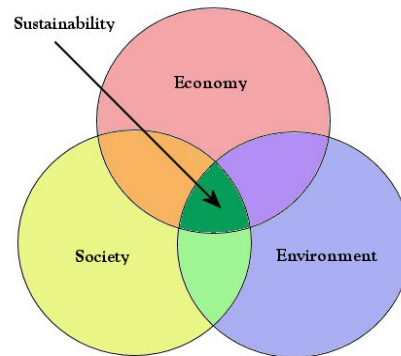
The port believes it is important to reach out to those outside of its organizational boundaries into our community to encourage sustainability among its stakeholders and lead by example. Numerous port publications to the port's voting district, tenants, employees and stakeholders highlight the port's 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 2023.

- **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 2024

III. 2023 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 23 year-end targets.

GOAL: DIVERSIFY REVENUE SOURCES

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



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

- **Tax:** Direct jobs at the port and tenant facilities total nearly 4,000 people and contribute \$134.4 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 for 2023. 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. Sixteen percent of revenue generated in 2023 was from collected taxes.
- **Industrial:** Industrial interest continues at the port. There was a small dip in occupancy with the relocation of a couple tenants but the spaces were quickly backfilled. The port's 50-plus tenants offer a wide range of products and services, from fruit processing, welding and fabrication, lumber distribution to metal recycling. Several existing leases were extended in 2023 and lease template language regarding the port's climate action plan were included in the leases. Many tenant upgrades included new LED lighting or converting HVAC systems from natural gas to electric. Twenty-seven percent of revenue generated in 2023 derived from industrial and commercial revenue.
- **Marine:** A diversified portfolio of revenue sources and the exceptional expertise of our maritime partners helped carry the port through an uncertain year for the

maritime supply chains and the global economy. Despite volume declines across much of the port’s maritime cargo portfolio, a new cargo – Potash - was handled at the port for the first time in 2023 at Berth 7. Project cargo imports to the port continued to show strength as demand for wind turbines in North America for renewable energy generation remains high. By weight, the port handled nearly 61,000 metric tons of wind components in 2023 – about 6 percent more than the previous year. Subaru of America imported over 98,000 vehicles via their Terminal 4 facility at the port in 2023 – the highest annual sum achieved in the 30+ year partnership. Dealers and buyers from the Pacific Northwest to the Midwest United States are supplied by imports via the POV terminal. The grain elevator operated by United Grain Corporation facilitated the export of almost 4.5 million metric tons of American-grown food products in 2023. 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. United States whole grain and oilseed exports declined almost 19 percent from 2022 to 2023. Despite the year-over-year volume decline of 14 percent, grain exports from POV outperformed much of the competition in the United States by increasing its overall market share for like agricultural exports to 4.3 percent. Lastly, the arrival of the SS Curtiss at Berth 17 allowed the port to utilize a previously unused asset and do so with business that is unaffected by economic downturns – further shielding the finances of the port from recession. While alongside Berth 17 in Vancouver the SS Curtiss is connected to a newly installed shorepower system which provides electricity instead running the ship’s engines to provide power. Forty-three percent of the port’s revenues were generated through marine terminal operations in 2023.

- Commercial: Progress continues with the development of the Terminal 1 waterfront project. Dock work, signed leases, and active business operations all represent significant progress toward the port’s goal to contribute to a destination waterfront in Vancouver.
- Grants: In 2023, the port submitted more than \$45M in funding requests through grants and federal earmarks. Of the nine requests, three were awarded nearly \$1M in funding each. Each grant opportunity is evaluated to determine the cost benefit impact for the port and the potential to provide the necessary matching funds. Since 2007 POV has received over \$88 million in grants and loans for a variety of projects. Four percent of 2023 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

for 2022 calendar year, to track some of the port's annual benefits, port staff developed a database tracking the port's spending on goods and services in 2023. The database study found that the port spent just over \$72 million in 2023 on goods and services to maintain its operations. Approximately \$18.5 million of which was spent in Vancouver or Clark County, another \$20 million was spent in the Portland-Vancouver metropolitan area, and \$15.6 million was spent in Washington state. In total \$54.2 million of the \$72 million the port spent in 2022 was spent in the region or state while \$17.8 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 2023 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, Equity Advisory Group, Freight Working Group, and Climate Technical Working Group. Staff also began work with the Interstate Bridge Replacement Project (IBRP) technical group to ensure that design elements of the new bridge would be compatible with the design of the future Terminal 1 dock and marketplace. Staff served on IBRP committees for both the Vancouver Chamber of Commerce and the Columbia River Economic Development Council.
- Continued to take an active leadership role in 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 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 served on the Board for the Coalition of America's Gateways and Trade Corridors (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.

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



STATUS:

- The port's Twenty-Year Employment Land Strategy includes short/mid/long-term positioning strategies. Incorporated considerations and guidelines into the Employment Land Strategy to consider environmental factors in land use decisions. The Port will be refreshing the project list and confirming the priorities late spring 2024.
- Actively worked to support Washington Public Ports Association (WPPA) and partners to protect the Tax Increment Financing (TIF) tool which was passed into legislation in 2022. The port is utilizing TIF to build accessible and affordable infrastructure at Terminal 1.
- Port staff served actively in key leadership roles with the Washington Economic Development Association, the Greater Vancouver Chamber Board, the Greater Portland Inc. WPPA Board and co-chaired the Economic Development Committee and Environmental Technical Committee.
- Port CEO Marler and Commissioner LaBrant served on the Columbia River Economic Development Council's (CREDC) Executive Committee and Board to guide the CREDC's work and support the implementation of its strategic plan goals.
- Worked with City of Vancouver and business community to provide feedback for the city's large warehouse moratorium and code changes. The port advocated for appropriate codes in heavy and light industrial zones associated to support critical port activities.
- Worked with partners to update the port's Economic Impact Report to better reflect changing market conditions and provide more timely dashboard reports.

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 2023, 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 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 leaders were featured as presenters and trainers at the Washington Public Ports Association (WPPA) Spring and Annual Conferences. Topics included Tax Increment Financing, Small Works Legislation, and Community Outreach.
- Port leadership met on a regular basis with members of the International Longshore and Warehouse Union (ILWU) to provide project and commercial updates and solicit feedback.
- Participated in the Women's Transportation Seminar to share information about the Port of Vancouver and promote leadership in the industry.
- Port staff took a leadership role in relaying cyber information and alerts to the Washington Public Ports Association, The Columbia River Steamship Operators' Association, and the Pacific Northwest Waterways Association.
- Port Chief Executive Officer served on Board of Directors for American Association of Port Authorities (AAPA), representing the North Pacific ports.
- Worked with Rotary, Association of Washington Businesses, Washington State University, American Association of Port Authorities, Greater Portland Inc., Visit Vancouver, Interstate Bridge Replacement Program and Merchants Exchange.
- 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 2023.
- 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 to successfully secure \$3.5 million in funding for the Terminal 1 project.
- 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 POV Grant Committee supported the port's overall goal to seek and secure grants for port projects. Staff throughout the port supported the work of the Grant Committee by helping identify fundable projects and funding opportunities. In 2023, the port submitted nine funding requests, including five grant applications and four federal earmark requests. Three projects were awarded including EV chargers, EV forklift and Terminal 1 projects, totaling \$998,273 in grants awarded in 2024. The port submitted a \$25 million request to DOT MARAD's Port Infrastructure Development Program, which scored highly. This is the port's first grant request to a federal Department of Transportation grant program in over ten years. Since 2007, the port has received \$88,262,860 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 which has increased the port's capacity to process effective grant submittals.

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



STATUS: Examples of tenant outreach and services in 2023 include:

- Continued to recruit port tenants to join the port 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' needs.
- Conducted three tenant events with informational speakers and opportunities for networking. Topics included: Terminal 1 update, Environmental Program updates, stormwater Q&A, Southwest Washington Workforce Program and resources, grant opportunities, I-5 Bridge Replacement Project update, project updates and terminal security updates.
- Hosted Tenant Holiday Social Networking event with attendance numbers that exceeded those of pre-pandemic.
- Hosted the summer Waterfront Appreciation event for port tenants, stevedores, and longshore labor union partners.

- Continued port outreach to keep tenants informed about resources, updates, and relevant information, including topics on workforce development, grant opportunities, environmental updates, and I-5 bridge replacement updates.
-

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



STATUS: When fully developed, the T1 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. In 2023 progress continued on the development of the Terminal 1 site:

- Successfully secured environmental permits for the T1 dock replacement that allowed the port to begin work in a timely way within the in-water work window.
- Managed the demolition of the 112-year-old existing Terminal 1 dock and the removal of nearly 1,000 old wooden piling with expected completion in Q1 2024.
- Worked with state legislative leaders to secure a capital budget appropriation of \$3.5 million for the T1 dock, the largest capital appropriation in the state for the 2023 legislative budget.
- Began preliminary work in exploring options for creating a foundation as well as a non-profit entity to help fund and operate the Terminal 1 Marketplace
- Participated in the celebration of the "top out" construction milestone of the LPC buildings on Blocks A and C (also known as Lots 7-9).
- Worked with the City of Vancouver, Visit Vancouver, and other partners to create a tourism master plan which includes a shared vision for river cruises in Vancouver. Created a scope of work for conducting an economic impact study regarding this line of business, to be administered by Port of Vancouver and Visit Vancouver in 2024.
- Assisted Lincoln Property Company (LCP) in distributing its public art RFP to art organizations in OR and WA.
- Partnered with the City of Vancouver to provide support events such as fun runs and outdoor concerts on the waterfront.

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 \$280,000 grant for design of segment 4 in 2021 and 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. The construction of Renaissance Trail segment 4 and 5 has been earmarked for bond funding for this public project.

GOAL: MAXIMIZE OPERATIONAL PROFITABILITY

TARGET: Maintain clean audits and strong financial health.



STATUS: The Washington State Auditor's Office had no issues of concern with the port's internal controls to safeguard public assets for the fourteenth consecutive clean audit performed in 2023 (for audit year 2022). 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:

- Increased the number of company records to 3,117 by the end of 2023 from 2,999 the previous year. Of those, 17 percent have a diversity business certification through the Office of Minority and Women's Business Enterprises (OMWBE), an increase of 2 percent from 2022. This lines up well for upcoming changes in direct contracting and rotation of small business enterprises. The port is already seeing increased engagement with diverse firms resulting in

successfully contracts with five registered minority and women-owned businesses.

- Proactively fostering collaboration with organizations such as APEX, SWCA, and OMWBE to support DEI in contracting and small business inclusion efforts.

TARGET: Increase operating revenue.



STATUS: The Port of Vancouver reported total operating revenue of \$52.734 million in 2023, generated primarily from its maritime terminal operations and its industrial/commercial property leases for businesses located within the port. Steel import and agricultural export volumes were lower for ports throughout the U.S. last year due to tariffs, geopolitical conflicts, and other global market factors. While Port of Vancouver volumes reflected these impacts in 2023, its strategic diversification of cargo and business lines, investments in infrastructure, transportation connections and highly skilled workforce helped stabilize operating revenues and even contributed to record and near-record years in other products it handles. In total, more than 6.13 million metric tons of commodities moved through the port. Exports accounted for 5.44 million metric tons of that volume, including potash – a critical ingredient in fertilizer and a brand-new commodity to the port in 2023.

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



STATUS: In 2021, the Washington State Legislature passed House Bill 1189, allowing certain municipalities to establish Tax Increment Areas (TIAs) to finance public improvements that spur new private development. TIAs redirect some property taxes to fund specific projects within their boundaries, without raising taxes. The Port of Vancouver USA established a TIA at Terminal 1, aiming to transform the industrial site into a vibrant waterfront destination. The port will complete several public projects using tax allocation revenues, attracting private developers to invest in the area. These projects are expected to cost over \$36 million (\$50.2 million adjusted for future inflation), with tax allocation revenues forecasted to be \$49.1 million over 25 years. The TIA will receive taxes from certain levies while exempting others. The economic impact includes thousands of temporary and permanent jobs and substantial annual tax revenues. A legislative fix in 2023 (House Bill 1527) addressed issues with Tax Increment Financing, ensuring that privately owned improvements in TIAs are included in increment value calculations, thus enabling the port's TIA proposal to generate tax increment revenue. In the coming year, the

designated TIA encompassing Terminal 1 will take effect. The port worked in collaboration with the City of Vancouver and Clark County to implement and refine this tool to help finance the Terminal 1 redevelopment. The port continues to look for other resources to leverage its own investment in this effort that promises to return economic benefit to the entire community. The Terminal 1 dock removal process and ecological upgrades benefited from a \$3.5 million state capital budget allocation in 2023. The port anticipates receiving its first TIA allocated revenues in 2024.

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 on average, each rail car carries 3 semi-truck loads of cargo). The port experienced a 14% decrease in 2023 of rail cars handling port-related cargo compared to 2022 due to global trade impacts. The port continued stringent maintenance of its rail system which adds to the system's reliability with no service interruptions attributed to infrastructure failure. Mid 2023, the Federal Railroad Administration (FRA) spent 5.5 hours performing a walking inspection of the port's railroad infrastructure resulting in an excellent rail audit in 2023. Several times throughout 2023, the Washington Utilities and Transportation Commission (WUTC) arrived at the port unannounced to perform infrastructure and rolling stock inspections. These audits resulting on zero violations. 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 2023 was 88 percent, slightly below average due to the relocation of a few tenants but the spaces were quickly backfilled with new and current tenants with occupancy expected in early 2024. In 2023, the port worked with current port tenant Boise Cascade's alterations plans to include additional space for diversification of product and service offerings.

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 in-house to control cost, quality and schedule:
 - A box brake machine was added to the shop for bending custom metal pieces for in-house fabrication, controlling schedule and quality. By creating custom metal fabrication projects in-house, the port is able to control production schedule and quality compared to outsourcing. Example: staff created a custom box to mount the fittings for a water tank to a port truck for quick dispatching of the equipment to port projects.
 - A metal puncher/shear machine was added for punching holes in metal for in-house fabrication projects. This allows repairs to be completed in a more timely manner and avoids unnecessary markups that would be accrued using contracted fabricators.
 - A new, multi-function drill press/milling machine was purchased to replace the old, single-function drill press. This new combo unit can also perform accurate, heavy pressure milling/cutting tasks in addition to drilling tasks.
- The port's information technology team has made the following process improvements to support this target:
 - Migrated the port's computerized maintenance management system (CMMS) to the cloud for better functionality, service and recovery from a disaster event. This program is the primary way that the Facilities teams initiate, track, and execute work orders, as well as manages its preventative building and equipment maintenance program.
 - Provided ongoing training on IT solutions and equipment necessary to support staff, especially those utilizing a hybrid work arrangement.
 - Significantly expanded information technology storage and segmentation for stronger performance and to ensure restoration of data under emergency situations.
 - Strengthened the port employee cybersecurity training program.

- Began the migration of the port's internal SharePoint site for enhanced records management and retention. Final migration is anticipated in 2024.
- Upgraded the port's video management.

TARGET: Seek ways to improve procurement processes.



STATUS: In 2023, the port performed the following to improve procurement processes:

- Port staff maintained a lead role with the state's Capital Projects Advisory Review Board (CPARB) Small Works Committee as the representative for all Washington state ports. Worked and prepared to implement the new legislation passed in 2023 for more small and disadvantaged business opportunities. This included developing training sessions with various agencies, speaking at events, and helping to train the new code for small works procedures state-wide to help ensure equity in contracting.
- Creation and implementation of port-wide procurement training. Continuous training for all port staff regarding their roles in the procurement process to enhance the efficiency of the contacts team in meeting the needs of all departments. This also included the development and presentation of a workshop at a Board of Commission meeting focusing on updated procurement thresholds and legislative changes.
- Successful implementation of the "Direct Contracting" method for contracts estimated under \$40K. This simplifies small works processes under this threshold and the time necessary between identification of a need to having a contractor working on site.
- Introduction of a new approach to issuance of solicitation to resolve scheduling conflicts, leading to a smoother evaluation process and commission approvals ahead of the start of contract work. This provided streamlining of the solicitation and evaluation process, allowing consultants extended response time, and empowering port staff with improved scheduling flexibility. Additionally, training the administrative team, improving operational efficiency, and positively impacting consultants in a high-demand environment.

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: The port completed another year of implementing the repair and replacement plan for port assets. The annual work items are identified as part of the budget process and included as separate capital projects in the port's annual budget. 2023 work included:

- BL2851 – Replaced gas HVAC units with electric
- Major Terminal 3 paving replacement
- Replacing aging fire sprinkler system riser valves
- Completed 12 building inspections
- Successfully completed the list of requirements from the City Fire Marshal's office, ensuring full compliance with all fire safety standards in port buildings.
- Replaced vehicles and equipment
 - Replaced 2002 Hitachi excavator with 2023 CAT excavator
 - Received new, efficient zero turn mower
 - Received 4 Ford F-150 Lighting electric trucks, replacing gasoline-fueled trucks
 - Received Ford Mach-e electric vehicle, replacing gasoline-fueled Ford Escape
- Due to on-going and regular maintenance of the port's rail line, experienced no maintenance related derailments and successfully received clean rail federal audit.

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 planned 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 2023, the port was able to complete the digitization of over 868 archival records, including documents and plans, into the port's online Records Center. New records management software is anticipated to be implemented in 2024 which will aid in the port's efforts. Efforts will continue to digitize all archived documents.

TARGET: Improve internal processes to promote efficiency.



STATUS: Several examples of improving port processes in 2023 include:

- Created numerous electronic forms to replace traditionally hard copy forms.

- Implemented a new method of gathering information and revising the Annual Strategic Plan PowerPoint and Report – sending documents to each department separately, ensuring information is captured accurately, duplicate work is avoided, and data is transparent to all.
 - Created checklists, manuals and tutorials that enabled staff to independently manage tasks or processes.
-

TARGET: Provide security services critical to port operations.



STATUS: In 2023 the port's Security Department vetted 195,091 Transportation Worker Identification Cards (TWIC), processed 2,312 visitor escorts, handled 42,457 phone calls, dispatched mobile officers 2,010 times, assisted 176 vessels and submitted 151 incident reports covering non-criminal, criminal, medical incidents, and emergency events.

The annual United States Coast Guard audit/inspection was held on June 22, 2023. At the conclusion of the inspection the Port of Vancouver received a 'No Deficiencies' report, passing the inspection.

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



STATUS: Despite an overall decline in cargo volumes and vessel traffic, the port and its partners worked together to pursue creative ways to leverage public assets and attract new business lines to the port considering the challenging economy in 2023. In an evolving global market, the port adapted and successfully pursued new, unique opportunities which supported the achievement of our goals of economic sustainability through continued cargo diversification and the reactivation of previously unutilized of port assets. Individual cargo segments performed well and led to another year where annual revenues surpassed the port's estimated outlook/goals.

- 2023 marked a record year for vehicle imports at the Port of Vancouver. Over 98,000 Subarus destined for United States customers traversed Berth 10 in Vancouver after their transit from Japan.
- The light, but sizeable wind turbine components that traversed port infrastructure in 2023 filled the 85-acres of outdoor laydown storage in Terminal 5. By volume, imports of wind turbine components increased almost 6 percent year over year.

- 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.
- A new cargo notably was exported via the port 's Berth 7 – Potash. Potash is a globally demanded mineral fertilizer of which North America is a chief supplier.
- Planning began on the rehabilitation of the bulk terminal at Berth 7 to handle Soda Ash in cooperation with Vancouver Bulk Terminals.
- In 2023, shortly after its completed refurbishment, Berth 17 welcomed a Maritime Administration (MARAD) logistics support vessel, the SS Curtiss, beginning its long-term layberth at the port. Prior to the dock's rehabilitation and usage as a layberth in service of our nation's Ready Reserve Force in 2023, the deep-water berth at Terminal 5 had been an underutilized asset in the port's portfolio.
- Developed an additional 11 acres of leasable land at Parcel 1A. Executed a lease with Kelly Pipe for five acres of laydown.
- Filled vacancy in Centennial Industrial Building with two new tenants.
- Renewed leases with current tenants United Road and Plastics NW.
- Leased an underutilized rail track to Food Express for additional cargo capacity.

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



STATUS: In 2023, the IT Department strengthened the port's cyber security efforts:

- Successfully completed the United States Coast Guard security audit, including the first-ever cybersecurity audit, providing additional assurance to potential marine customers.
- 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. 2023 efforts were implemented to grow this information and network.
- Provided cyber security presentation at a Board of Commissioner's meeting in May 2023.
- Strengthened back-up of all networks and critical operating systems to minimize risks and safeguard against 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 board member of MTS-ISAC.

- Conducted two cyber security tabletop exercises mimicking a major cyber security breach to test and strengthen the ability to protect the port from a cyber security incident.
 - Developed detailed cyber security incident response plan.
 - Use of AI to assist with cyber response
-

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 19 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 Initiative)*



STATUS: The port concluded the process of updating its Strategic Plan and it was formally adopted by the port's commission in September 2018. Since its adoption, port staff have been incorporating the goals and strategies of the Strategic Plan into the port's operations, such as the port's budget, department goals, new opportunity evaluation criteria, grant evaluation criteria and sustainability planning. Ongoing communications about Strategic Plan goal progress have been provided through mid-year and end-of-year report-outs for 2023 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 Initiative)*



STATUS: The port previously enhanced public space at the Terminal 1 Vancouver Landing which is an ideal gathering spot for recreation, cultural and community events in Vancouver. Additionally, in 2023 the port:

- Worked with the City of Vancouver, Visit Vancouver, and other partners to create a tourism master plan which includes a shared vision for river cruises in Vancouver. Created a scope of work for conducting an economic impact study regarding this line of business, to be administered by Port of Vancouver and Visit Vancouver in 2024.

- Began development of the river cruise policy to guide the port's requirements for river cruise operators at Terminal 1 following completion of the Terminal 1 dock replacement.
- Coordinated with AC Hotel by Marriott and a local marathon organization to ensure both occupants were able to operate successfully.
- Supported The Couve Clover Run race which enjoyed Terminal 1 and the city's adjacent Vancouver Waterfront Park as key locations on its route.

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 efforts include:

- Conducted proactive media relations by promoting port programs and activities resulting in multiple published articles in print, digital, television, social media and radio broadcasts.
- Distributed port newsletters including Solstice, Tenant Bulletin and Point of View to key stakeholders. Distributed the twice-yearly Community Report to over 102,000 property owners in the port district to update them on port news and happenings. Reestablished quarterly POV e-newsletter to community officials and stakeholders.
- Conducted a community ad campaign with print ad in the Vancouver Business Journal, and a digital ad campaign producing 1.4 million views that resulted in 6,500 new website visits – a 46% increase in site traffic from the previous year.
- Through active engagement and strategic audience-building efforts, the port increased activity and followers across multiple social media platforms in 2023. LinkedIn audience grew by 49.5 percent, Instagram grew by 31.4 percent and Facebook grew by 7 percent. This growth enabled the port to promote port activities, benefits and developments to key community audiences.
- The port increased marketing and outreach to key business-focused audiences specifically on LinkedIn with both a paid ad campaign targeting industry decision makers and a non-paid “organic” social thought leadership strategy from individual port executives and leaders.
- The annual port electronic holiday card launched in November 2023 and highlighted the Port of Vancouver's role in helping feed the world, where 13% of the nation's wheat is handled by the port's longest-tenured business, United Grain Corporation. The animated card detailed the journey of wheat from a midwestern farm to the table of a family across the ocean. The card was promoted through the port's social media channels, resulting in over 26,000 views and distributed to over 4,000 contacts via email outreach utilizing

MailChimp and individual outreach by port staff. Staff received genuinely positive feedback from community members, stakeholders and constituents.

- Worked proactively to maintain good relations with print, broadcast and digital media resulting in fair, positive coverage of commercial successes, community outreach efforts, environmental stewardship, Terminal 1 developments, state legislative funding and more:
 - TIF legislation press conference generated two print stories and a TV segment that reran seven times; audience reach was 1,873,483 and publicity value was \$17,329.
 - C-TRAN Campaigns: Partnership with C-TRAN on programs aimed at keeping people safe by offering free use of public transit to/from the fair and during the New Year holiday. The New Year's Eve free rides campaign received 39,437 video views, with a 97% rate of complete viewings. Clark County Fair received 38,900 video views with a 97% rate of complete viewings. Audio streaming spots for both campaigns resulted in more than 99,600 views.
 - Ran a thirty second commercial with website promotion to build awareness of the port projects on TVW Public Affairs TV in Olympia which resulted in 486 showings and 10,161 pre-video website acknowledgements.
-

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.
- Port staff served in leadership positions in the Washington Public Ports Association (WPPA) and the Pacific Northwest Waterways Association (PNWA) in areas of Environmental, Finance, Governmental Affairs, Economic Development and Public Outreach.
- Partnered with local organizations such as Greater Vancouver Chamber of Commerce, Columbia Springs, Columbia River Economic Development Council, Washington State University Vancouver, 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.
- Terminal 1 team met with the Port of Kalama regarding development of their public market to learn best practices for the market planned at Terminal 1. Staff also attended the grand opening of the Kalama public market.

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 an estimated 3,000 internal and external port stakeholders in 2023, including:

- Hosted three in-person port lectures at the historic Kiggins Theater. Lectures highlighted the work of the Columbia River Bar Pilots; a POV Marine and Commercial outlook; and an overview of trade with the Washington Council on International Trade. Overall, the lecture series drew an attendance of approximately 500 people.
- Attended an average of four neighborhood association meetings each month (virtually and in-person) to update neighbors on port news and milestones and gave port presentations to a variety of civic groups.
- Conducted ten public tours in 2023 totaling 450 participants. Additional tours were provided to groups such as Leadership Clark County, cub scouts, Partners in Careers, WSUV Chancellor's Cabinet, Oregon Public Broadcasting staff, All Ports (freight forwarders), WPPA commissioners, Revitalize Washington conference attendees, COBALT/USACE, Freight Mobility Strategic Investment Board, Washington Council on International Trade, and ten elected officials.
- We held an in-person Port Report event at the AC Marriott to premier the annual video. The event also included a display of tenant products including items from Wickum Weld, Commodities Plus, and Trobella Cabinets. Boeki Trucks also parked one of their vehicles outside the conference room for people to experience. The Port Report video featured Chief Executive Officer Julianna Marler, Chief Commercial Officer Alex Strogen, the owner of Trobella Cabinets and an ILWU/Local 4 union member. The Port Report video, which highlighted port activities and accomplishments for 2022, was shared across all social media channels and through an email outreach campaign to neighborhood association leaders. In a first-time partnership with the Greater Vancouver Chamber, we

shared the video with Chamber members through a separate email outreach campaign and in the Chamber’s online newsletter—resulting in over 21,000 video views.

- 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’ Write from the Start school supply drive. The port supported these efforts with social media posts and by encouraging port staff to donate cash and/or school supplies. Thanks to staff generosity, over \$600 in school supplies was donated to Vancouver school students.
- Participated with the city in the Fruit Valley Movie Night in Fruit Valley Park. As part of our diversity, equity and inclusion efforts, the port handed out free paletas (ice creams) to families visiting the port’s information booth. Roughly 300 people attended the event. An invitation card to the event was written, printed (in both English and Spanish) and distributed to every residential address in Fruit Valley. Port staff hand delivered cards to the multi-family and tiny home projects in the neighborhood to make sure they knew about and were invited to the event.
- The annual Waterfront Appreciation lunch was held in-person and featured a barbeque for our ILWU workforce (Locals 4, 40 and 92), and all port marine customers. Approximately 200 people attended the lunch which took place on the port’s marine terminal.
- Conducted the third year of the Community Fund program, providing funding to three recipients:
 - Vancouver Farmers Market - \$2,500 to continue its Market Assistance program for free booth space and training to non-traditional and marginalized entrepreneurs. In 2023, the program served 10 emerging businesses that generated \$43,000 in revenue during 28 selling days.
 - WHY Community - \$2,500 to support approximately 100 free registrations for a variety of community runs and fitness events held during the year. These events brought 15,000 people to the Vancouver community and generated over \$5 million in local economic activity. Port funds were used to provide free registrations for children, veterans, cancer survivors and other at-risk groups.
 - Foundation for Vancouver Public Schools –\$5,000 for Career and Technical Education at Hudson’s Bay High School. Students worked with industry professionals to build a chicken coop and construct a tiny home, learning all aspects of construction including electrical, plumbing, and HVAC. Port tenant CalPortland donated concrete for use in the project.

- The port continues to support the Fort Vancouver Seafarers Center. During the port's lecture series, the Kiggins Theater donated a portion of food sales to the Seafarers Center, totaling \$110. Port staff also participated in stuffing over 250 holiday gift bags for visiting seafarers filled with personal care items, mugs, candies puzzles, hats and gloves donated by staff as well as community members.
- Port employees were invited to make a presentation about the port and Terminal 1 at the Columbia River Maritime Museum. There were about 25 in attendance at the talk.
- We participated with the Fircrest Neighborhood Association in their annual National Night Out event in LeRoy Haagen Park. This important event attracts hundreds and allows us to share port information with individuals and families on the east side of the port district.
- The port continued to support and sponsor community organizations involved in economic development, job creation and workforce development, including:
 - The port sponsored the Vancouver's Downtown Association's First Friday events which brings hundreds to downtown to shop, visit art galleries, and enjoy food and drink. Downtown businesses stay open late and report the event is a huge economic boost to them.
 - The port was a sponsor of the annual Columbia Springs Hooked-on Nature dinner and auction. As a sponsor, the port provided attendees a cotton mesh port logo'ed shopping bag- in keeping with Columbia Springs' request that gift items be consumable or biodegradable.
 - The port was a sponsor of the GVC's Legislative Outlook and Review events which allowed staff an opportunity to interact with and hear from local leaders and state legislators. During the Outlook event a short port video was shown with port staff also having a speaking role. Approximately 300 attended both events.
 - The port sponsored the Historic Trust's Picnic in the Park to increase visibility of the port and its role in the history and heritage of Vancouver.
 - The port signed on as a sponsor of three East Vancouver Business Association meetings in the spring to better share port news with these port district residents and businesses. Staff attended these meetings and also gave a port presentation at one meeting. Approximately 25-50 people attend each meeting.
 - Port commissioners presented port summaries at approximately 24 (twice monthly) Labor Roundtable meetings. The summaries update Roundtable members on port contracting opportunities, job openings and terminal activity.
- 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. Staff, guests and one commissioner attended.
- The port welcomed a Cowlitz tribe member to speak at our Terminal 1 presentation to visitors attending the state historic preservation conference known as Revitalize WA. Approximately 25 people attended the presentation.
- The port hosted an annual meeting with the Cowlitz Indian Tribe where the attendees provided an annual update on key initiatives.
- Engaged the new ArtsWA tribal liaison (also a Cowlitz Indian Tribe member) in public art plans at Terminal 1 and provided a tour around the project.
- Sponsored a table for the first time at the Hispanic Heritage Dinner organized by the Metropolitan Hispanic Chamber of Commerce. The dinner had 600 in attendance, including the port's Chief Executive Officer, a port commissioner, staff and Latino guests.
- Sponsored a celebration for Hispanic business entrepreneurs – a first-time event with the Hispanic Chamber of Commerce. Approximately 80 attended at the 4th Plain Community Commons.
- Organized and participated in the Women in Maritime Operators Lunch and Learn program to share information about the Port of Vancouver and the opportunities for women in the maritime industry. Participants toured the port and tenant Vancouver Bulk Terminals.
- Attended the Vancouver Chinese Lunar New Year Celebration Gala, at Skyview High School to celebrate Chinese culture.

TARGET: Pursue opportunities that utilize the port's property and infrastructure to create jobs and support the economy. *(Strategic Plan Initiative)*



STATUS: In 2023, the port performed the following efforts toward pursuing business opportunities:

- In partnership with Vancouver Bulk Terminal, the port made final arrangements to begin reconstruction of the Berth 7 bulk facility to support the movement of soda ash produced by global market leader, Solvay.
- Expanded the First Place of Rest providing 550 additional parking spaces for new passenger vehicles at Terminal 4. The extra 9 acres of parking was critical to Subaru of America's record year of imports via the Port of Vancouver.
- Completed the development of an additional 11 acres of cargo area in Parcel 1A.
- The Berth 17 Rehabilitation Project was completed in the last quarter of 2023. Shortly after its completion the SS Curtiss arrived for long-term layberth. Bringing a once underutilized port asset back into useable condition for Vancouver and the entire Columbia River system.

- Continued working with long-term developer to develop ground-up innovative concepts for new light industrial development on port lands. Development will include sustainability design standards to align with the port's Climate Action Plan.
 - Secured new tenants for port buildings to include Axiom Packaging and Fazio Farms. Facilitated lease extension amendments and expansion of lease premises for the growth of existing tenants including United Road, Plastics NW, NuStar, Food Express. Executed mooring permit with Shaver Transport.
 - Formed a cross-department team to investigate the potential of developing Parcel 10.
 - Successfully completed the United States Coast Guard audit for terminal and marine security, including cyber security, providing assurance to potential and current marine customers.
 - Conducted direct-mail marketing to targeted, potential customers.
-

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.

- Worked with the port's diversity, equity, and inclusion (DEI) consultant to conduct a port-wide survey regarding diversity, equity and inclusion. The results will help guide work in 2024 and beyond to inform ongoing efforts to build a positive and supportive organizational culture. One example is a sub-committee was formed to develop corporate DEI goals.
- A DEI Strengths, Weaknesses, Opportunities, and Threats (SWOT) analysis was performed by the port's DEI consultant to inform future port initiatives to support an inclusive work environment.
- The port's DEI committee and port staff received training and is evaluating future additional DEI training that can be implement for all port employees in 2024/2025.
- 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.

- The port saw an increase in the hiring of staff who are bi-lingual in languages used within communities of the port district.
 - 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.
 - Advancing diversity, equity, and inclusion goals at a statewide level through strengthening outreach and training for diverse and small contractors and vendors. The port began planning and budgeting for an outreach marketing plan for port ads in digital and print publications (El Latino del Hoy, The Asian Reporter and others) targeted to reach small and diverse business audiences to increase registrations and encourage equity in port contracting in 2024.
-

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 2023 support for the development of a skilled workforce included:

- Port staff represented all Washington state ports on a committee that created groundbreaking, consensus-based legislation to revise state law regarding small works rosters. This legislation streamlined the contracting process for agencies and made it easier for smaller businesses to bid on projects. The legislation also established additional training and access programs for diverse and disadvantaged businesses.
- Worked with a statewide coalition to help shape legislation for apprentices on public works projects. This effort will continue into 2024.
- Increased training through supporting internships and apprenticeship programs at the port:
 - In collaboration with WPPA, nonprofit Municipal Research and Services Center (MRSC) and Washington Labor and Industries, developed a state-wide training in alignment with the new Apprenticeship Utilization law taking effect July 1, 2024.
 - Promoted Washington State University-Vancouver, Clark College, Workforce Southwest Washington, and K12 workforce opportunities and programs with tenants and partners through various channels.

- 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.
- Continued involvement in the Future Leaders Project, mentoring for the Carson College of Business, DECA Program Judging, hosting VSD interns, and providing tours and shadowing opportunities for students and groups.
- Created a comprehensive internship program with partners from WSU-Vancouver, Clark College, Texas A&M Maritime Academy, SUNY Maritime College, and Massachusetts Maritime Academy. In 2023, the port hosted:
 - Three Maritime interns
 - Economic Development intern
 - Human Resources intern
 - Information Technology intern
- To support training for labor trades, the port brought on brought two apprentices from the Laborers Union (Local 335) and one from the Operating Engineers Union (Local 701) for seasonal support. Since the program began, the port has hired two laborers and one operating engineer in the Facilities department through the port's summer apprenticeship program.
- Implemented the third year of the port's apprenticeship incentive program for port public works projects greater than \$500,000 that provides financial incentives to contractors utilizing the minimum criteria set for apprenticeship labor utilization. Since the inception of the program in 2021, the port has issued 11 project solicitations that have met the criteria of the Apprenticeship Utilization Program (projects over \$500,000). Of these:
 - 7 projects are complete
 - 4 projects are in the close-out stage, pending verification of labor hours
 - 6 projects have apprenticeship hours reported through the Department of Labor and Industries but did not meet the project goal set
 - 2 projects met or exceeded the project goal setPOV is seeing more subcontractors reporting the utilization of apprentices in projects and at times reporting these numbers to L&I, even when a prime contractor has submitted no apprentice hours for the project. The port began assessment of a 2023 state legislation's impact to the POV Apprenticeship Utilization Program. The new legislation takes effect in 2024 and requires a certain percentage of apprentices are utilized meeting minimum project cost triggers.
- Hosted a hybrid in-person/virtual session at the port on Small Works legislation for ports. We saw 101 people registered for the event with 21 of them in-person attendees. Forty-one ports and one law firm were represented.

- 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. Three mechanics completed the training program in 2022, followed by two mechanics in 2023. One additional mechanic is anticipated to complete the training program in 2024.
 - Advanced waterfront initiative discussion with Washington State University, Vancouver.
 - Successfully restarted the tenant outreach program, focusing in part on assisting with workforce development needs.
 - Toured the Clark College Cybersecurity Program and began discussions on potential port partnerships.
 - Advanced waterfront initiative discussion with Washington State University, Vancouver.
 - 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 2023. In 2023 the Wellness Committee was able to deliver an onsite flu shot clinic for staff. The Wellness Committee is currently reevaluating the program structure for 2024.

TARGET: Recruit and retain valued employees.



STATUS: The port's average turnover rate remained low in 2023 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.
- The Berth 17 Rehabilitation Project was completed in 2023 and included numerous structural upgrades. A site visit with the ILWU and Portland Lines Bureau, Inc. was held to identify any potential safety concerns prior to arrival of the United States Department of Transportation Maritime Administration (MARAD) vessel SS Curtiss for long-term layberth. Of particular concern was the ability to safely run the vessel's mooring lines to the upland mooring dolphins. Prior to the vessel's arrival, port maintenance crews were able to create safe access for line handlers to pass mooring lines from the tugboat up to the mooring dolphin. This allowed for successful and efficient securing of the vessel when it arrived on December 5, 2023.

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



STATUS: Recognition of long-term POV employees was provided through employee service awards. In 2023 service awards were given to twenty-five employees at service awards presentations to celebrate their years of service with five, ten, fifteen and twenty-five years of service to the port through the end of 2023.

TARGET: Increase safety training opportunities and accessibility.



STATUS: The following items were implemented in 2023:

- The port continues to utilize the online safety training programs for employees in 2023 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 continues to provide 8-Hour refresher Hazardous Waste Operations and Emergency Response (HAZWOPER) training for 22 staff members, along with training 49 staff members navigating the Emergency Response Guidebook.

- Port staff achieved an overall 0.0 injury rate for the year 2023, continuing a strong safety trend since 2019. Additionally, the Facilities and Security Departments have had no time loss or restricted duty claims since 2020.
-

TARGET: Host successful Take Your Child to Work event.



STATUS: Hosted the port's largest ever Take Your Child to Work Day event, with over 50 children and grandchildren of port employees getting a close-up view and hands-on experience of the multiple trades and career paths at the port and in the maritime industry. Activities included a tour of the Port Terminal, assisting with the purple martin nesting habitat improvements, rail rides, creating handprints in concrete blocks, viewing the wind energy components, and heavy equipment demonstrations.

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 target activities. Examples in 2023 include: tuition reimbursement program, annual budgeted business development training, Leadership Clark County participation, student job shadowing and workforce development training, Vancouver Public School's school supply drive and Fort Vancouver Seafarers Center donation drive. 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 2023 to provide a venue for identifying and resolving safety issues. Some of the items accomplished under the safety committee in 2023 include:

- Developed and implemented Safety Recognition & Incentive Program for port staff.

- Implemented a new mass notification system, Everbridge, allowing security personnel to efficiently notify port staff and tenants on emergency events.
- Replacement of headlights for improved visibility in security vehicles.
- Performed additional drinking water sampling at key port buildings above and beyond requirements to ensure safe drinking water.
- Replaced 4 aging AED units with 4 new units that can be used on both adults and children and can switch between English and Spanish instructions.
- Ninety-five port staff went through First Aid/CPR/AED training.
- Addressed fire hydrant identification and curbing/no parking area at Terminal 1, west of the AC Marriott hotel.
- Added ADA accessible doors for the north Administration and Security buildings.
- Distribution of NW Natural gas safety pamphlets to port tenants.
- Sections of raised sidewalk at the north Administration building were ground down to eliminate tripping hazards.
- A second monitor for wildfire smoke detection was installed for air quality issues.
- Ask Rail App was installed on security and rail crew staff cell phones for hazardous materials identification in rail cars for emergency response situations.
- Monthly safety topic email being distributed to port staff covering work/home risks.

TARGET: Hold an onsite blood drive.



STATUS: Blood drives at the port in partnership with the American Red Cross have been a longstanding tradition, with the port hosting these events for 21 years through 2022. However, the planned blood drive for 2023 was cancelled due to a lack of donor participation in relation to Red Cross staffing policies. The Red Cross representatives have indicated they can no longer staff drives with less than 20 confirmed donors. The organization found they need to prioritize their impact and resources, and smaller events do not align with their criteria for effectiveness. The port has decided the best strategy to move our partnership forward with the Red Cross is to participate as a “feeder” blood drive to another larger organization’s drive in 2024 and beyond. The port will work with the Red Cross and other organizations to determine when larger drives are being held and push that information out to port employees and others interested in participating.

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



STATUS: The 2023 trade apprenticeship program brought two apprentices from the Laborers Union (Local 335) and one from the Operating Engineers Union (Local 701) on board for seasonal support. 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. Three mechanics completed the training program in 2022, followed by two mechanics in 2023. One additional mechanic is anticipated to complete the training program in 2024.

TARGET: Develop and implement electronic incident reporting process.



STATUS: The port has determined that the current risk management software used for incident reporting does 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 actively look for a program that can meet these needs in 2024. In the meantime, the port has been utilizing an electronic form for incident reporting. The port will continue to use Everbridge for notifying users via text messages as part of a mass notification system should there be an emergency event. The port has imported employees, tenants, and a few surrounding businesses into the Everbridge 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 23 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. The combined efforts have been so successful to increase purple martin populations in the region that in 2023 it was determined that banding was no longer necessary to track individual birds. 2023 was another record nesting season at the port nesting gourds with an estimated 60 successful hatches (up from 43 in 2022). Staff raised money to donate to the Ridgefield National Wildlife Refuge through a Purple Martin Derby.

The port is also implementing a pilot project to expand pollinator habitat at the mitigation bank in partnership with the Vancouver Bee Project. Site preparations began in 2023 with planting planned for fall of 2024.

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 2023 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 five Tenant Environmental Management Program walkthroughs of tenant facilities in 2023 to ensure port tenants continue to be good stewards of port property and operate in a way that is protective of the port's water system.
- 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.
- Maintained zero chlorine release on water system.
- Polyfluoroalkyl substances (PFAS) sampling and analysis plan developed for use in 2024.

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



STATUS: The port is involved in efforts to help to keep the lake usable for swimmers, kayakers, windsurfers and others who enjoy this wonderful and popular local attraction and for several fish and wildlife species that depend on the health of the lake for survival.

- The port continues to support the 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.
- The port participates as active members of the Vancouver Lake Technical Advisory Group.
- 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 2023 cleaning events. All wood debris removed is ground for mulch to be used around the port.

- Divers completed an inspection and performed maintenance on the Flushing Channel hydraulics to ensure proper function.
 - During 2023, 10,900 cubic yards of material was dredged from the bottom of the Flushing Channel. Some minor work will continue into 2024.
 - Participated in informational meetings with citizen group, Friends of Vancouver Lake. Flushing channel access was provided to the Friends of Vancouver Lake to perform treatment to control Eurasian milfoil.
-

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:

- Participated and collaborated with Washington Public Ports Association's (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 and the role of co-chair of the WPPA Stormwater Work Group.
 - 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 Framework team, the Interstate Bridge Replacement Project's Climate Technical Work Group and the WPPA decarbonization subcommittee.
 - Created improved nesting areas and habitat for purple martins. A total of 32 nesting gourds were provided, resulting in 60 birds successfully hatching at the port in 2023, an all-time record on port property. This information was shared in stories on the port's website, commission project updates, newsletters and social media.
 - The port participated as active members of the Vancouver Lake Technical Advisory Group and the Steering Committee.
 - The port's Climate Action Plan efforts were shared broadly. Some examples include: provided an update on our Climate Action Plan at the 3 ports meeting in November 2023, several updates on climate initiatives were included on the ports website and shared through newsletters and social media, commission public updates were provided in a workshop, strategic plan reports and project updates.
-

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 2023 including:

- Port staff's ongoing programs and efforts in stormwater management resulted in particulate levels that were well below the Department of Ecology permitted benchmarks.
- Design work started in late 2023 for Terminal 3 and 4 Stormwater Improvement Projects with the Department of Ecology grant funding of \$601,375. These projects are targeted to improve water quality leaving the ports Terminal 4 stormwater pond that discharges to the Columbia River.
- Improved upon the successful Terminal 4 stormwater project by testing three different media types in a treatability study completed by a third party on port stormwater before selecting the top performing blend for use. In addition to the new media, new bag filter housings and 5,000-pound vessels were purchased, all of which will be implemented into the system in early 2024.

TARGET: Reduce paper consumption and office supply use.



STATUS: The port saw a decrease in paper and office supply use due to efforts to work efficiently and remotely. Paper purchasing was reduced by 16 percent in 2023 vs. 2022 totaling 20 fewer boxes of paper at a cost savings of over \$1,000. Efforts to reduce paper and office supply use included:

- 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 hybrid work arrangements following the COVID-19 pandemic.
- Provided documents electronically versus previously printed documents 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.
- 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.

- Used DocuSign for multiple signatures on large Business Continuity and Resiliency Program (BCRP) for electronic version of the documents instead of printed ones.

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



STATUS: 2023 environmental outreach initiatives included the following:

- Created and distributed the summer and winter Solstice newsletters dedicated to providing environmental updates and information to newsletter subscribers. The newsletters were also shared to social media and the port's website.
- Wrote ten stories to educate and increase awareness among community members and media on various port environmental topics, such as Grattix and other stormwater outreach, T1 dock demolition procedures, purple martin updates, Climate Action Plan initiatives such as the addition of shore power to Berth 17, and more. Stories were posted on the port's website and shared on social platforms and newsletters.
- Generated 30 environmental-focused social media posts on Instagram, Facebook and LinkedIn.
- Produced environmental content for the Community Report newsletter including stories about the port's assistance to Lower Columbia Estuary Partnership's grant to build and deliver Grattix boxes to industrial businesses along the Columbia River, the port's increasing role as a renewable energy gateway, and more.
- Continued outreach to schools and the community regarding Vancouver Lake through programming provided by the Lower Columbia Estuary Partnership (LCEP) through joint funding by the port, the City of Vancouver, and Clark County. LCEP resumed its popular student field trips to Vancouver Lake following the COVID shutdown. Through an interlocal agreement, port staff met twice in 2023 with city and county partners to review and coordinate this work.
- Established routine meetings with tribal entities on environmental topics.

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 is the supported vision which 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:

- Continued work in partnership with the Army Corps of Engineers, the National Marine Fisheries Service, and other Columbia River ports to study the issue of Wake Stranding. The ports, in cooperation with the federal agencies, are undertaking a multi-phased study to gather better data to understand the issue of juvenile fish wake stranding in the Columbia River.
 - Hosted early project pre-application meetings with all regulatory agencies applicable to project permitting, allowing agencies to provide early input and hear other agency comments.
 - Completed work 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.
 - 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 15 billion gallons of contaminated groundwater and removed approximately 1,300 pounds of contaminants. The groundwater cleanup work conducted by the pump and treat system is nearing completion and the port is working with the Washington Department of Ecology and other partners to shut down the pump and treat system in mid-2024. The port will continue monitoring groundwater and the pump and treat system will be maintained in reserve-ready condition 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 13th 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. The port’s REC purchases have supported wind energy generation that avoided the release of an estimated 61,084 metric tons of carbon dioxide equivalent (CO₂e) which is equal to the CO₂e avoided by over 1 million tree seedlings grown for 10 years or over 12 thousand homes’ annual electricity use. In recognition of its green energy purchases, the port is certified as a member of the Environmental Protection Agency’s (EPA) Green Power Partnership.
 - Wind Energy Cargo: Wind component imports into Vancouver increased substantially year-over-year. Over 1,100 wind components were handled via the port in 2023. 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. Additionally, the port assisted our wind energy customers with the recycling of various transport equipment, sending over 130,000 pounds of steel components to local recycling companies.
- Solar:
 - Terminal 5: The port completed construction for Phases 1-3 of the rehabilitation of the Terminal 5 dock (Berth 17). This former Alcoa dock is hosting a layberth vessel (can host up to two vessels) which boasts shore power capabilities. Solar panels are planned on the upland support building for lighting needs when constructed.
 - Waterfront Development: At Terminal 1, new buildings are required to be solar-ready as required by the port’s sustainable design standards. 2023 saw the LEED-Gold certification of the AC Hotel by Marriott and the continued construction of Lots 7, 8 and 9 by LPC. In addition, the port-owned Blocks 1 and 2 leases at the waterfront development are also required to have solar-ready construction at build-out. Block 1 began permitting in 2023.

- Centennial Industrial Building: At the Centennial Industrial Park, the port-built warehouse was constructed to support up to 100kw of future solar. The port began the design of solar for this building in 2023.
- Renewable Fuel:
 - Renewable Diesel: After a successful trial of renewable diesel in a few pieces of port equipment in 2022, the port switched its entire fleet of port-operated diesel equipment to renewable diesel in 2023. Renewable diesel (R99) has an average of 65% lower greenhouse gas emissions than diesel derived from fossil fuel.

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.

- At public tours we have eliminated using plastic silverware and water bottles. All food provided is now easily eaten by hand and eliminates the need to throw away any plastic silverware. Water is provided in large glass dispensers available to tour attendees, eliminating over 1,000 plastic water bottles in 2023. 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.
- At in-person staff meetings, using only disposable tableware that is eco-friendly and compostable.
- Several departments continue to eliminate 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.
- Donated an old port-owned IBM Selectric typewriter to Washington State University Vancouver for display in their technology museum versus throwing it away.
- Staff recycled approximately 100 plastic bags left over from toys purchased for the Booville event at Vancouver Mall. Staff recycled all the plastic at a local recycled bag collection area.
- Staff placed a food waste composting collection bin at the annual Waterfront Appreciation BBQ event. Signs on tables encouraged all guests to help keep bones and food scraps out of the landfill by using the composting bin.
- Surplus useable property for which the cost of maintenance and/or storage is not justified was donated to various organizations (Habitat for Humanity, Fruit

Valley Community Center, Seafarers Center). Some examples of these items included large aerial port photography, furniture, holiday decorations, easels, sign holders, artwork, tablecloths, typewriter, etc.

- Staff recycled many boxes of used office holiday decorations no longer in use by the port by donating them to Evergreen Habitat for Humanity. The decorations will be used by Habitat families who cannot always afford to purchase holiday decorations.
- Staff donated a used artificial Christmas tree to the Fruit Valley Family Resource Center. Many lights were not working but ILWU members removed them and placed new lights on the tree, and it was a very welcome addition to the Resource Center and the families that use the center.
- 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.
- All woody debris associated with port maintenance projects is chipped and reused as mulch for landscaping purposes.
- 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.
- The port also recycles scrap metal materials from various projects. In 2023, the port earned over \$13,181 from recycling scrap metals and keeping the material out of landfills.
- Demolition of the former Terminal 1 dock incorporated sustainability of removed building materials where possible. Concrete from the deck removal was stockpiled for future crushing/reuse and 90 percent of wood stringers, purlins and pile caps were recycled through a broker.
- 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:

- The port continues to participate in commute trip reduction promotion activities and provides indoor bicycle parking and showers for alternate mode employee commuters and outdoor bike racks in front of port administration office and at Terminal 1 for visitors.
- The port's Flexible Work Arrangement 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. Most the port's administrative staff now commute to port offices twice per week versus five days per week prior to the policy's creation.

- The port continues to make progress on 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.

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



STATUS: The port has converted nine natural gas-powered Heating, Ventilation, and Air Conditioning (HVAC) units to electric and has plans to replace 14 additional units through 2025 to reduce fossil fuel use and associated greenhouse gas emissions. The port replaced three HVAC units in building 3201 and one unit in building 2480 which utilized natural gas with high-efficient, electric units in 2023, eliminating more than 240,000 btu/h of natural gas-fired equipment with equivalent electric units.

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. As required by the port's standards, all buildings constructed at Terminal 1 must be certified a minimum of LEED Gold (or equivalent rating system).

The following were accomplished in 2023:

- Began design review for the Terminal 1 Block 1 LPC lease anticipated to break ground in 2024. Some features of the building include:
 - Mixed use residential and retail building (approximately 125,00 SF)
 - LEED Gold design
 - Structured parking with over 20% EV or EV ready parking
 - Bicycle parking (approximately 125)
 - Bird-safe glass and lighting features
- Construction continued on Terminal 1 Blocks A and C (Lots 7, 8 and 9) at the LPC leasehold. Some features of the building include:
 - Mixed use office and retail building (approximately 712,000 SF)
 - LEED Gold Certified
 - 25% of roof space to be green roofing to reduce urban heat island effects
 - Public outdoor space between buildings, elevated for views of downtown and the Columbia River.
 - Structured parking with indoor electric charging stations
 - Easily accessible bike parking stations
 - Bird-safe glass and lighting features
- Terminal 1 Dock replacement project design is 60% complete. Replacement dock is anticipated to be complete in 2027. New design will incorporate the following elements:
 - Remove over 1000 creosote piles and replace with approximately 200 steel piles.
 - Reduced piles will allow more daylight to penetrate under the dock and lessen shading impacts on aquatic life.
 - Fish-friendly gravel will be placed under the new dock to improve fish habitat for protection and foraging.
- Design of the Terminal 1 Marketplace building began. Incorporate sustainable design strategies including:
 - Creating the flexible space for immediate use and future use (utilities, flexible space, revenue, etc.)
 - 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. The design team is looking for ways to include these and old Standiford Shipyard pilings removed during site work activities.
 - Identified the location for the first public art piece at the Marketplace with a plinth in the Vancouver Landing. Solicitation for artists is set to begin in 2024, with work anticipated to begin in 2025.

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



STATUS:

- To advance the port's Climate Action Plan goals, the port continued its progress to electrify its fleet of vehicles and equipment. Fleet upgrades to the newest technology continue to be an important tool in reducing port emissions. In 2023 the port took delivery of one Ford Mach-E sedan and four Ford F-150 Lighting electric trucks. In addition, the port ordered one Hyster J70XN Electric Forklift. This forklift is anticipated to be helpful in moving materials and smaller pieces of equipment into the port's facilities yard. These vehicles will replace aging fleet vehicles which operate on unleaded gasoline and diesel. Additional electric vehicles are planned for purchase in 2024.
- The port is working to electrify its industrial equipment when possible. The port applied for a grant from the Washington State Department of Ecology to fund the purchase of an additional electric forklift. If awarded, the port intends to secure a Toyota THDE3000-24 30,000 lb. capacity electric forklift to replace a current 1978 diesel-powered forklift. Grant award is anticipated in early 2024.
- To support the installation of additional vehicle charging infrastructure to support the increase of electric vehicles and equipment, the port is planning to install ten additional electric vehicle charging stations, with design work occurring in 2023. The port applied for a grant as part of the Washington Department of Commerce Electric Vehicle Charging Program to fund the additional charging stations in 2023. Grant award is anticipated in early 2024.
- Port facilities crew designed and constructed a protective cage around the port's vehicle charging station at its Administration Office to protect against future vandalism and ensure future accessibility following a theft of the charging cords that left the system unusable for several months.

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



STATUS: The following actions were taken in 2023:

- Planning for lighting upgrades to more energy efficient LEDs was initiated at building 2851. These upgrades will include 233 new LED fixtures that will result in an estimated 55% energy savings 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.

- To reduce energy use associated with terminal lighting, the port is underway in planning terminal lighting improvements at Terminals 2, 3 and 4 with anticipated installation in 2025. The project will replace metal halide and high-pressure sodium lights with energy efficient LEDs, including dimmers and motion sensors to reduce energy use when terminals are not in use.
-

TARGET: Reduce idling of POV fleet vehicles and equipment.



STATUS: Implemented regular communication with Facilities crew meetings to share the need to reduce idle time on POV vehicles and equipment. Crew members have been supportive of this departmental goal as demonstrated in the EJ Ward fuel system Idle Time Reports which indicate a reduction of 7,766.81 idling hours in 2023 compared to 2022 by simply communicating and encouraging the goal to reduce idling. This reduction in idling equates to saving the port approximately 15,533.62 gallons of fuel purchases and associated greenhouse gas emissions reduction in 2023.

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 2023, wind component volumes increased almost 6 percent compared to 2022. 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 2023, over 1,100 individual wind energy components were processed through the port's 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.

- Welcomed tenant Axium Packaging into Centennial Industrial Building. Axium recycles plastics into new pellets and uses 30% recycled pellets to manufacture new bottles.

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:

- Held routine meetings with city climate and policy staff to coordinate climate efforts between the agencies.
- 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 and the Port Decarbonization Workgroup to focus on climate change topic discussion and information-sharing.
- Participated in Washington State University's Green Transportation Program's educational meetings to connect on opportunities for fleet decarbonization.
- Pursued grant opportunities for the funding of carbon reduction projects including: building electrification (WA Dept. Commerce), EV charging stations (WA Dept. Ecology) and an electric forklift (WA Dept. Commerce) in 2023.
- The port routinely works with Clark Public Utilities (CPU) to assess partnerships and incentives on energy efficiency projects and electrification efforts which reduce carbon emissions. In 2023 the port partnered with Clark Public Utilities to perform a building assessment on building 2851 for energy efficiency opportunities with CPU's Commercial Lighting Incentive Program (CLIP). Also, CPU assisted the port with solar opportunity analysis, infrastructure planning and support for EV charging stations and shorepower.

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



STATUS:

- The Berth 17 Rehabilitation Project was completed in 2023 and included the addition of shore power to eliminate the need for visiting vessels to run their engines to maintain power while docked at Terminal 5 Berth 17 (former Alcoa

dock). This allows visiting vessels to use the electrical grid instead of running ship auxiliary engines at berth, avoiding the use of fossil fuels and lowering associated GHG emissions. The SS Curtiss arrived at the port in 2023 and is utilizing the newly installed infrastructure while at layberth.

- 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:
 - Sustainability standards were drafted for new pending developments at the port's Parcels 7 and 10. Standards will be finalized prior to final tenant agreements, design and construction.
 - 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. Block 1 began design and permitting in 2023 with construction anticipated to begin in 2024.
 - Energy efficiency improvements in lighting and HVAC equipment incorporated into tenant expansion agreement and lease agreements.
 - Language was added to new leases 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 2023:

- While in-person port 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 CTVV to televise all workshops in addition to commission meetings so all parts of a meeting can be viewed remotely.
 - Carpooled for off-site meetings.
 - Promote remote business meetings with support of IT tools.
-

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



STATUS: Renewable diesel is a drop-in replacement for traditional diesel that is made from vegetable oils and animal fats and produces up to 65% less greenhouse gas emissions compared to traditional diesel fuel's life cycle. After a successful trial

of renewable diesel in a few pieces of port equipment in 2022, the port switched its entire fleet of port-operated diesel equipment to renewable diesel 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. 2023 was the fifteenth year of the port's formal sustainability reporting. In 2023, 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 2023 targets

Overall, the fifteenth 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 65 year-end targets to support the 2023 goals. Overall, the port met 60 (or 92 percent) of its annual targets for 2023. Only four annual targets were not accomplished by year's-end and postponed until 2024, and one cancelled due to lack of availability of the Red Cross to continue port blood drives. 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 2024 and beyond. The WE CAN! Task Force will evaluate long-term goals and set new targets for 2024 and continue to make progress for those targets that were deferred from 2023 into 2024. 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 2024. Integrating sustainability into every aspect of the port's operation promotes the port's efforts to become a sustainable port.