Agenda Item 246-247

TESTIMONY

6:00 PM

183694

RIVER PLAN / NORTH REACH

IF YOU WISH TO SPEAK TO CITY COUNCIL, **PRINT** YOUR NAME, ADDRESS, AND EMAIL.

NAME (print)	ADDRESS AND ZIP CODE	Email
✓ Alan Sprott	5555 N. CHANNEL AVE 97217	ASPROTT@VIGORINDUSTRIAL.COM
✓ Ann Gardner	200 SW Market	agardner@portlandalliance
✓ Pamela Ake	1839 NW 24th Ave	pake@staff4U.COM
✓ Kent Studebaker	3530 ~~4150~~ NW St Helens Rd	Kestude@comcast.net
✓ Jamie Wilson	PO Box 10047, Portland, OR, 97296	jhwilson@schn.com
✓ Jeff Swanson	PO Box 10047, Portland, OR, 97296	jswanson@schn.com
✓ Jennifer Weahunt	14003 N. Rivergate Blvd. Portland 97203	jennifer.weahunt@simplot.com
✓ GORDON HUNTSMAN	10624 NW 4th ST PORTLAND, OR 97231	GSHUNTSMAN@GMAIL.COM
✓ Ron Gouguet	200 W. MERCER ST, Suite 1540 SEATTLE, WA 98119	RON_G@WINDWARD-ENV.COM
✓ John Mohlis	C/o 3535 SE 36th Ave 97266	774-0546
✓ Marla Hamsan	121 NW Everett 97209	503-944-2033

Date 02-17-10

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	NAME (print)	ADDRESS AND ZIP CODE	Email
✓	Bruce Holte	2435 NW Front Ave, 97209	(503) 224-9310
left	Jim McKenna	121 NW Everett, 97209	(503) 944-7325
✓	Joe Esmonde	15937 NE Airport Way,	(503) 256-4848
✓	David Harvey	4350 NW Front Avenue, Portland, OR	503-819-2449 david.harvey@glarx.com
—	Dan Rohlf	3546 SW Nevada Ct Portland, OR	rohlf@lclark.edu
✓	GLEN GORDON	10450 N. W. 2nd	GGORDONENT@ATT.NET
✓	Art Wagner	12211 NW Newberry, Portland 97231	art@linnton.com
✓	Sue Marshall	Tualatin Riverkeeper	
✓	Mara Gross	Coalition for A Livable Future	
—	Stephen Hatfield	Friends of Forest Park	
—	JIM KYSELA	2323 SE 77TH AV PDX 97215 SIBCG - SWAN ISLAND BIKE COMMUTERS GROUP	james.kysela@daimler.com

Date 02-17-10

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NAME (print)	ADDRESS AND ZIP CODE	Email
✓ Alan Horton	The Freshwater Trust, Portland, OR	alan@thefreshwatertrust.org
✓ CURT SCHNEIDER	np Greenway	dreamcj@comcast.net
~~Brenly Brohin~~	~~River Plan~~ -	~~bookine bookin group.com~~
✓ Molly Jansky	4217 SW ALTADENA	
✓ Andrew Jansky	4217 SW ALTADENA	
✓ Bernie Bottomly	200 SW Market	bbottomly@~~PSA~~ portlandoregon.gov
~~Sue Marshall~~	Tualatin Riverkeepers 12360 SW Main Tigard, OR	~~scemarshall5@hotmail.com~~
✓ Mary Vogel	1024 SW Main St #524 Portland, OR 97205	mary@plangreen.net
✓ ERIK STROMQUIST	7604 SW FULTON PARK BLVD PORTLAND, OR	ESTROMQUIST@CRCOG.COM
✓ Corky Collier	6622 N Willamette Blvd	ccollier@ccawebus
✓ ED JONES	10250 NW 110th PL OR 97231	linntonlanduse@gmail.com

Date 02-17-10

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RIVER PLAN / NORTH REACH

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NAME (print)	ADDRESS AND ZIP CODE	Email
PETER TENEAU	2715 N TERRY 97217	tenewa@jps.net
Ariana Longanecker	3577 SE Woodward St 97202	apterygx1@gmail.com
Krista Koehl	Port of Portland	Krista.Koehl@portofportland.com
JEANNE GALICK	7005 SW VIRGINIA	GALICK@EUROPA.COM
Christe White	1304 NW Everett	christe.white@christewhite.com
Donna Matrazzo	19300 NW Sauvie Island Rd 97231	matrazzo@msn.com
ROB MATHERS	5880 NW ST. HELENS RD. 97201	ROB_MATHERS@KINDERMORGAN.COM
PAMELA NIELSEN	6205 SW HOOD, PORTLAND 97239	
George Webb	9933 NW 107TH PDX 97231	gwebb@harmersteel.com
Lenny Anderson	4567 N. Channel Ave 97217	Sitmo@teleport.com
Phil Grillo	111 SW 5th Ave, PDX 97204	phil.grillo@millernash.com

Date 02-17-10

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RIVER PLAN / NORTH REACH

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NAME (print)	ADDRESS AND ZIP CODE	Email
✓ Michael L. Neale	2509 NE 83rd Way Vancouver, WA 98665	mlneale@pacifier.com
Glenn Dollar	13939 N Rivergate Blvd. 97203	glenn.dollar@ashgrove.com
~~JEANNE GALICK~~	7005 SW Virginia 97005	
✓ ~~Travis Williams~~	1515 SE Water Ave Pdx 97214	travis@willamettemilkcapture.org
✓ Barbara Quinn	7034 N. Charleston pdx 97203	
✓ Pat Wagner	12941 NW Newberry 97231	Pat@Pattor.com
✓ Pam Arden	1817 N. Winchell St. 97217	pam_arden@hotmail.com
✓ Darise Weller	9259 NW Germantown	dweller972@comcast.net
Jan Secunda	10505 NW Saint Helens Rd Portland 97231	tede@stephouse.net
~~Mara Gross~~	~~107 SE Washington St Pdx 97214~~	~~mara@cfuture.org~~
Scott Mizée	7051 N Wellesley Ave 97203	scott.mizee@upgreenway.org

Date 02-17-10

Page 5 of 6

Agenda Item 246-247 TESTIMONY 183694

River Plan / North Reach

IF YOU WISH TO **SPEAK** TO CITY COUNCIL, **PRINT** YOUR **NAME, ADDRESS, AND EMAIL.**

NAME (print)	ADDRESS AND ZIP CODE	Email (optional)
Will Lweson	2746 NE 48th Ave 97213	
Nick Brosan	3720 SE 40th Portland Ave	Nicholion@gmail.com
Veronica Kelly	1221 NW 11th Ave #529	Nikstarter@gmail.com
Nancy Mathson	2509 SW PALATINE ST PDX 97219	SUNNYDAY PDX@COMCAST.NET

Date 2/17/2010

183694

Moore-Love, Karla

From: Steve Engel [tracktiles@gmail.com]

Sent: Wednesday, February 17, 2010 10:22 PM

To: sam.adams@ci.portland.or.us; Commissioner Fritz; Leonard, Randy; Commissioner Saltzman; Commissioner Fish; Moore-Love, Karla

Subject: RE: In Support of Draft of North Reach River Plan

Dear Mayor and City Commissioners,

I am writing to urge you to support the draft of the north reach river plan. this section of the willamette river has been degraded over a period of decades. this is an opportunity to improve its health and increase public opportunity for access to a local natural resource that, with visitude, will have a positive impact on our community that will ripple forward for decades.
steve

--
Steve
Steve Engel
Animal Tracks by Steve
P.O.Box 4164
Portland, OR 97208-4164
503.640.1123
tracktiles@gmail.com
www.animaltracksbysteve.com

183694

Moore-Love, Karla

From: mvogelpnw@gmail.com on behalf of Mary Vogel [mary@plangreen.net]
Sent: Wednesday, February 17, 2010 8:50 PM
To: Moore-Love, Karla
Subject: River Plan Testimony
Attachments: RiverPlanTestimony.doc

Karla,
Looks like I'm not going to get the chance to testify, so please pass this on to Council:

I'm Mary Vogel from PlanGreen, a WBE consulting business based in downtown Portland that helps sustainability leaders in business and government put ecosystem services into their land development plans to achieve prosperity in an era when we are moving into a new economy.

In its Nov 2009 ranking of most toxic U.S. cities by Forbes.com, the Portland-Vancouver-Beaverton metro area ended up 10th.

> *Portlanders might be surprised to hear that their city, often lauded as a beacon of sustainability, ranks higher in toxicity than Rust Belt metropolitan areas like Cincinnati and Pittsburgh, according to Forbes.*

The Willamette River has also been ranked as one of the most polluted rivers in the west.

I do not need to tell you that this is not good for business as global enterprise moves towards measures of sustainability as a fundamental decision-making tool. I believe the River Plan will help us counteract these rankings and should be implemented post haste—though I was impressed by the testimony of Ed Jones that it asks too little.

Economic efficiency is also big in the business decision toolbox! I want to remind the businesses here tonight who are looking at bottom line that Portland's most recent pre-design for green street projects identify design and construction savings of 20% to 63% over traditional storm sewer systems—and these savings are calculated without accounting for ecosystem services benefits.

Toyota found that its restoration of habitat along the river had unintended consequences that were a huge positive for its business. The mother Mallard who used the landscaped area at the factory's front door to hatch and raise her young ducklings became a mascot for the factory workers, improving worker productivity and their interest in coming to work everyday. We all know that employees are generally the biggest expense of industry. Retaining those employees is critical.

THE CITY SHOULD NOT GIVE UP ITS REGULATORY AUTHORITY BELOW ORDINARY HIGH WATER. THE PEOPLE OF PORTLAND HAVE A RIGHT TO HAVE A SAY OVER WHAT INDUSTRY DOES IN OUR RIVER!

North Reach businesses should see the River Plan as part of their path towards driving the new, more resource efficient economy.

Thanks,
Mary

183694

Mary Vogel, CNU-A
PlanGreen, a WBE/ESB in Oregon
Putting Ecosystem Services into Excellent Urban Design
Portland, OR 97205
503-245-7858
http://www.plangreen.net

I'm Mary Vogel from PlanGreen, a WBE consulting business based in downtown Portland that helps sustainability leaders in business and government put ecosystem services into their land development plans to achieve prosperity in an era when we are moving into a new economy.

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183694

Moore-Love, Karla

From: Norman Tolonen [normtolonen@msn.com]

Sent: Wednesday, February 17, 2010 6:20 PM

To: Adams, Sam; Commissioner Fritz; Leonard, Randy; Commissioner Saltzman; Commissioner Fish; Moore-Love, Karla

Subject: Willamette River North Reach Plan

Honorable Mayor Sam Adams:

I am writing to show my support of the Willamette River North Reach Plan. The strides to make and keep Portland green rely heavily on this plan and plans that support restoring habitat for fish, wildlife and for people. I also believe that industry should be held accountable and pay their fair share to mitigate their impacts to the river and help restore it. I feel very strongly that the city should not give up its regulatory authority.

Thank you for your time and consideration.

Sincerely,

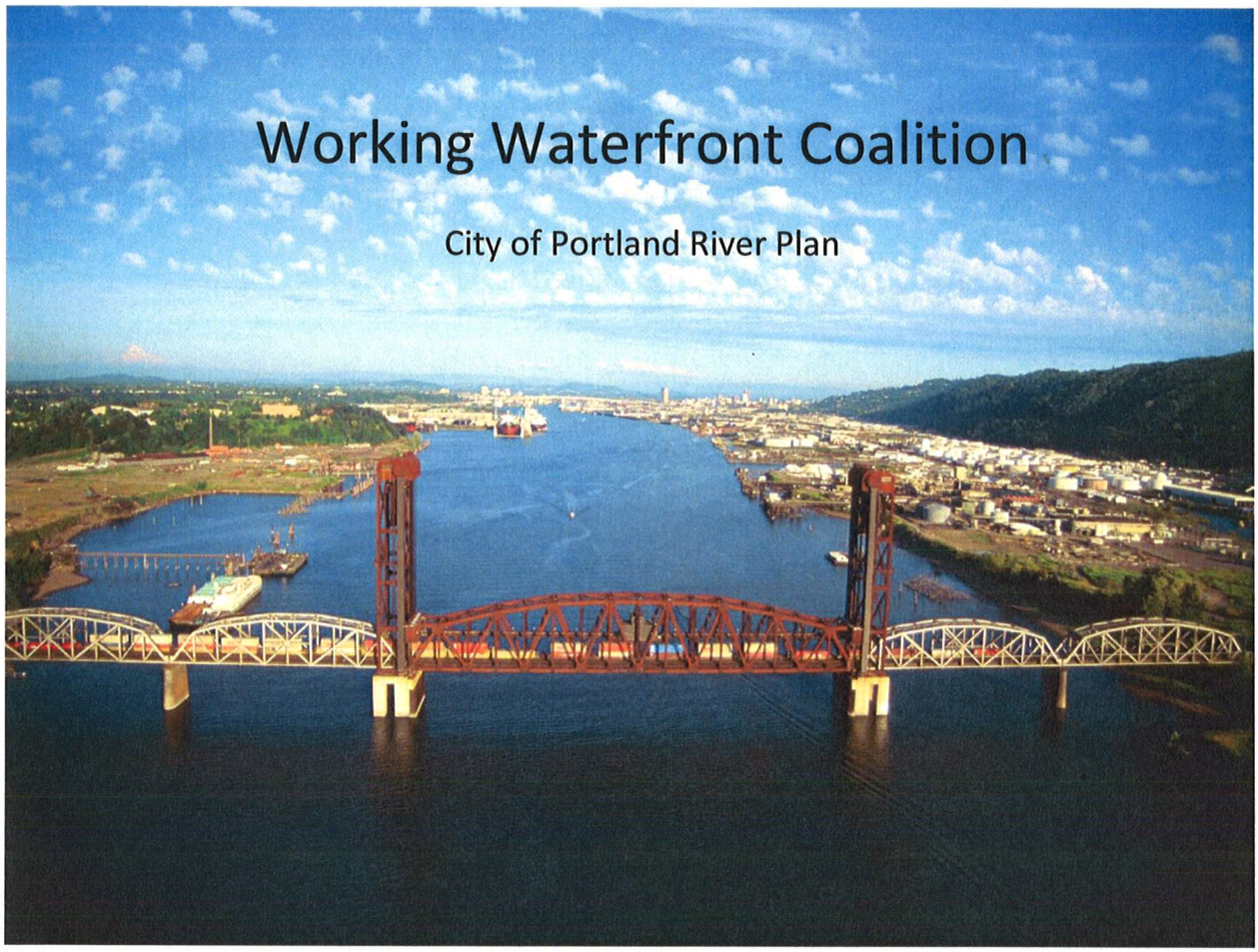
Norman Tolonen
4406 SE Hull Ave
Milwaukie, OR 97267

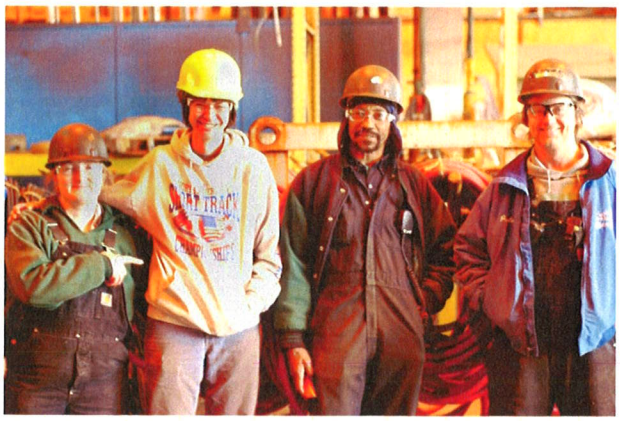
183694

2-17-10

Working Waterfront Coalition

City of Portland River Plan





Working Waterfront
COALITION

183694

200 SW Market St., Suite 150
Portland, OR 97201

February 5, 2010

The Honorable Sam Adams
Mayor, City of Portland
1221 SW Fourth Avenue, Room 340
Portland, OR 97204

Re: North Reach River Plan

Dear Mayor Adams,

The Working Waterfront Coalition (WWC) appreciates all the time and energy you and your staff have devoted to development of the North Reach River Plan. As we approach the first hearing on the River Plan scheduled for February 17, 2010, WWC is still working with your staff to reach an agreement our members would find workable for both environmental and economic sustainability. The WWC supports the goals of the River Plan, and we have a proposed approach to achieve these goals for your consideration.

Introduction
As our members testified at the December 16, 2009 Listening Forum, the businesses in the working harbor care about the environment and habitat, and we want to do our part to improve the river for generations to come. The disagreement is how best to do that.

How do businesses and the City work together to improve the river without sacrificing the City's core manufacturing and job sector? WWC offered to contribute up to 2.5 percent[1] of every project cost into the City's River Restoration Fund *plus* avoid, minimize and mitigate habitat impacts under state and federal environmental laws. The River Restoration Fund could then be used to invest in projects identified by the City, achieving meaningful habitat restoration results. The WWC believes it makes more sense to invest money in habitat, than to spend time and money on paperwork. The WWC's approach would also provide certainty for local permitting, helping to achieve the City's economic goals as well. We still believe that a fee in lieu of River Review would better serve both economic interests and environmental restoration.

However, we understand that this approach does not work for the City because all projects have the potential to bypass river review. The City needs to retain jurisdiction below ordinary high water, ensure businesses compensate for all habitat impacts, and be a local voice at the

[1] This is based on a 1% vegetation standard fee plus a 1.5% mitigation fee based on the natural resource inventory designation, for a total up to 2.5%.

table. While we may not agree with the City, we have worked hard to develop an alternative solution that achieves these City goals while also providing certainty for business.

Rather than providing a blanket bypass of river review, WWC proposes a package of code amendments to fix river review by expanding on existing exemptions and standards, clarifying procedures for map corrections, improving the river review process, and working collaboratively with WWC in development of the mitigation fee in lieu and bank system. Other amendments include providing accountability for the River Restoration Fund and finalizing prior resolutions through code language. We request that you direct staff to work with WWC members to amend the River Plan code as outlined in the proposal below. We understand that further delay is not desirable by the City, and we agree; businesses need certainty too. We recommend that you establish a 60-day period for the amendments to be completed. At the completion of the 60 days, the River Plan would be ready for final adoption by City Council.

Proposal

This proposal is presented as a package. That is, if only some of the elements are accepted, the WWC believes the River Plan will not go far enough toward achieving the economic and environmental goals and we will have no other option but to oppose it. We are hopeful that this proposal is acceptable so that we can move forward on River Plan adoption and implementation. Each component is addressed below.

1. **Amend River Review.**

   Issue: As currently drafted, River Review adds time, cost and uncertainty to local permitting, which is contrary to the stated economic goals. River Review also focuses on process rather than results, reducing opportunities to achieve habitat improvements.

   Solution: Amend River Review in the 7 ways identified in the attached *Table 1*.

   The WWC's major concern has been and continues to be the River Review process because it increases the uncertainty, expense and time for local permitting that, in many cases, exceeds the environmental benefit gained. This will hurt the river-dependent and river-related businesses and jobs that the River Plan is supposed to protect and enhance, and is in direct conflict with the City's stated economic goals (See *Table 2*). The River Review process also creates a risk that the City's habitat goals will not be achieved. Here's why:

   The majority of projects subject to river review will be re-tooling or improving existing waterfront structures and facilities, facilities that have been supporting Portland's economy for decades. For these projects, River Review will result in little to no additional money toward habitat restoration projects under the City's plan. Instead, the City and applicants will spend money on consultants and paperwork. This was demonstrated in two case studies presented by the City on January 28, 2010. By comparison, a simple percentage project fee would yield much greater results for the River Restoration Fund.

Case Study[2]	Construction Cost	Additional Mitigation Fee calculated by City's HEP/HEA above State/Federal Mitigation[3]	1.5% project fee
T6 Honda Dock Expansion	$3.2 million	$2,000	$48,000
BP Wall	$5.2 million	$0	$77,000
Total Amount to City Restoration Fund		**$2,000**	**$125,000**

With that said, these case studies do not represent a new construction project (e.g. a new dock). We understand that for new construction projects, the City may have more at stake in terms of guiding design and ensuring habitat losses are minimized and avoided. While we believe that the state and federal processes are adequate, we are willing to agree to disagree in an effort to move forward on adoption of a River Plan. The key is to ensure that WWC is a partner with the City on the mitigation in lieu fee and credit system, as the outcome of that process will determine whether a new construction project is economically viable or not.

Based on these case studies, we recommend amending River Review to include additional exemptions and standards for projects that occur in areas that are already heavily altered by industrial uses (like the T6 Honda Dock and BP examples above), in combination with a simple mitigation fee (based on percentage of project costs like the WWC fee calculator). This would focus City staff and business resources on habitat improvements rather than paperwork. Projects in areas that are less developed that do not meet the exemptions or standards would be subject to River Review. Under this approach, the City retains its local control and jurisdiction over activities below ordinary high water and habitat improvements can be made.

To address other issues of River Review, we propose map corrections, improvements to the administrative process, involving the WWC with development of the in lieu fee calculator and bank crediting system, streamlining the permit process, and providing flexibility in the code to facilitate mitigation banks. The complete package of 7 key amendments to River

[2] This does not include the Vegetation Standard fee, which could represent an additional 1% of project cost paid into the City's River Restoration Fund, adding $84,000 in total.

[3] City mitigation in lieu fee is required only if City's impact assessment requires more mitigation than state and federal law. Both the BP project and T6 Honda Dock project included habitat improvements already. For example, the T6 Honda Dock project did riparian mitigation pursuant to the state permit, totaling approximately $240,000 in habitat improvement construction costs (not including design and long-term maintenance and monitoring).

Review is described in Table 1. While not ideal, the WWC believes this package is a reasonable middle ground approach to amending River Review in a way that better balances all the River Plan goals.

2. **Ensure Accountability in Code**
   Issue: Vegetation fees and mitigation in-lieu fees are paid into a City-administered River Restoration Fund. In prior conversations, everyone agreed there needs to be transparency and accountability for how those funds are spent. However, the code does not impose any requirements or limitations on the use of those funds. Ultimately, the City will hold industry accountable for improved habitat results; likewise industry must hold the City accountable to use the money contributed into the River Restoration Fund to achieve results. We all want to see success at 2-year, 5-year and 10-year milestones.[4]

   Solution: Create a separate fund with "firewalls" restricting use to habitat improvements (land acquisition, design, construction, and long-term maintenance) at restoration sites in the North Reach; include restrictions in code language.

3. **Finalize Stakeholder Group Resolutions**
   Issue: Much progress was made during the meetings hosted by the Mayor, but WWC, City staff and other stakeholders have not seen the results in the form of final draft code language. Minor language changes may be necessary after WWC review, for example on the Vegetation Standard.

   Solution: Provide draft code language for review to confirm understandings prior to adoption; finalize code language, if necessary, during 60-day period.

The WWC appreciates your consideration of this proposal. We look forward to working with staff over the next 60-days to finalize the River Plan.

Sincerely,

Ann L. Gardner

Ann L. Gardner

Enclosures:
Table 1 and Table 2

[4] It is also important to note that WWC has made other recommendations to ensure habitat goals are achieved. For example, we believe that prioritizing on-site mitigation for all projects is contrary to the City's goal to invest in the habitat restoration sites. This is the way the Greenway Code works today, and based on opinions by stakeholders and the City, the paradigm has to change. We recommended that there not be a prioritization required in the code, but rather a menu of options that the City determines is appropriate based on site circumstances. We recommend that at the 2-year check-in, this issue be evaluated.

Table 2. Mayor's Draft Economic Strategies for the Working Harbor and Recommendations for Success

Economic Strategy/Goal for Working Harbor	Issue under River Plan/River Review	Recommendations for Success[1]
Reaffirmed industrial land policy: strengthened industrial sanctuary retention and improved overlay zoning for river-dependent and river-related uses.	Overlay zoning for river-dependent and river-related uses is more stringent, complex and onerous under new river environmental overlay zone and river review process.	Improve River Review process: • Establish process for map correction outside of river review • Improve administrative process • Streamline Permit Application
Regulatory improvements: increase predictability and flexibility for industrial redevelopment, such as replacing greenway setbacks with environmental overlays	Predictability and flexibility for industrial redevelopment will not increase. New environmental overlays are subject to River Review which is more complex and unpredictable.	Provide predictability and flexibility for projects subject to River Review by: • Add exemptions for activities at existing in-water structures (docks) where state and federal laws are likely adequate to protect habitat and species. • Improve and add standards
A balanced North Reach Plan: an integrated response to the working Harbor's contrasting environmental, access, and economic challenges, providing more certainty for long-term investment	North Reach Plan does not provide more certainty for long-term investment from perspective of Working Harbor businesses.	Provide more certainty under River Review through the following: • Involve WWC in development of HEP/HEA and bring adoption back to city council • Provide flexibility in code in support of Mitigation Bank Markets • Add exemptions • Improve and add standards • Improve administrative process

[1] Recommendations are described in more detail in **Table 1: Specific Recommendations to Improve River Review**

Table 1: Specific Recommendations to Improve River Review

River Review = Cost + Uncertainty + Time = DISINVESTMENT, putting economic strategies at risk (see Table 2).

The WWC has evaluated the River Review process in more detail to identify specific improvements that, *if all are adopted as a package*, could address the major concerns with the River Review process. The specific issues and recommendations are presented below. This package of seven recommendations would retain the City's jurisdiction below ordinary high water and would also ensure local considerations are incorporated into avoid, minimize and mitigate decisions where they make a difference in environmental outcomes.

	Issue/Concern	**Description of Issue/Concern**	**Recommended Solution**
1.	Inaccurate Mapping and Unnecessary Process for Simple Redevelopment projects	River Review is triggered by the river environmental overlay zone. Aerial photography was basis for determining this overlay zone (the NRI), and in some cases it has resulted in misrepresentation of on the ground vegetation and habitat functions. *e.g.* The surface area on piers with no vegetation are identified as high or medium value natural resources and are subject to extensive environmental River Review.	Provide opportunity for **map corrections in two ways**: (1) before adoption/effective date of river plan, and (2) after adoption through an administrative process. Also establish a clear opportunity to ground truth the City NRI during river review.
2.	Complex and Costly City Application	Application requirements for development within River environmental zone have increased.	**Streamline Application**: Use same material from State and Federal applications only; streamline application
3.	Uncertain and Potentially High City Mitigation Costs	HEP/HEA model will determine mitigation in lieu fees paid by development project. HEP/HEA model is complex and still under development by City. No models exist today where HEP combined with HEA have been used in this way. Thus, the economic impact of river review is unknown by staff, WWC and City Council until values are fixed and process is established.	**Involve WWC in development of HEP/HEA and bring adoption back to city council** for approval so that City Council understands economic impact prior to implementation. River Plan is not effective until this Second Check-In with Council.
4.	Expensive Process with little to no Environmental	Where there is already dense existing river-dependent uses and structures, the applicant and City staff will spend time and	**Add exemption** for re-development that occurs at already developed in-water

	Gain Need flexibility to encourage business to redevelop	money on paperwork and transactions with little to no environmental improvement. The T6 Honda Dock and BP Case Studies presented by the City are evidence of this (BP showed no additional mitigation $ required; T6 Honda Dock showed $2,000 in additional mitigation $ owed). As a result, existing businesses have less flexibility in redeveloping their existing facilities for changing market needs.	structures (docks, piers) below ordinary high water that are not adjacent to high or medium value upland resource. Include a fee in lieu based on project cost to put money toward habitat improvement. This is based on the following policies: state and federal agencies require the party to avoid, minimize and mitigate; City workshop examples demonstrated that additional mitigation above state and federal requirements is 0 to minimal where there are already existing highly altered banks and in-water structures; helps meet river plan goal of encouraging business to retrofit existing areas that are already highly altered and strengthen protection of existing industrial land uses; effectuates City's goal to "de-regulate" 4.5 miles of the working harbor.
5.	Predictability for Business to Encourage Redevelopment	Current standards in code are a good start, but they have one fatal flaw: the mitigation component is onerous rendering the utility of the standard meaningless. For example, mitigation is based purely on surface area of project and requires 3:1 mitigation off-site prior to implementation of the development project. There is no option for a fee in lieu. In addition, the list of standards are limited – more than anywhere else in the City.	**Improve and add standards.** Add standards for some uses and modify existing standards to streamline review for certain projects. Improve existing standards by allowing for payment in lieu of mitigation for the projects that go through the "standards track" based on a percentage of project costs. While this will require more upfront work by staff and WWC, WWC believes improved and increased standards would help provide more predictability. Standards can be evaluated

			and improved as necessary based on actual projects at the 2-year review.
6.	Uncertain Process and Potential Delay	The additional process and uncertainty associated with river review adds time, cost and possible delays to projects. It also puts projects at greater risk of appeal.	**Improve administrative process** of river review. (*e.g.* impose time limits on City review, require City to provide option for enhanced permit review for all permit applications, provide option for Type III appeal, etc.)
7.	Code Places Limits on Mitigation Bank Opportunities (e.g. Demands Use of a HEP/HEA combo).	When adopted, an applicant will have two options for River Review: Mitigate On-site (preferred) or Pay Fee in Lieu. Ultimately, a multi-jurisdictional Mitigation Bank is the River Plan's Goal and WWC supports this. However, such a market is not yet established. For a multi-jurisdictional mitigation bank to work, it must be approved by multiple state and federal agencies. The code dictates that all banks use the City's HEP and HEA combined credit system—a combination that has NEVER been used by state and federal agencies for such a purpose. This may limit market opportunities. For example, Senate Bill 513 convened a state-wide Sustainability Board to work toward ecosystem market development, including mitigation and conservation banks. The City should remain open to coordinating with these other state, federal and private market led efforts.	Keep preference for HEP/HEA but **Provide flexibility in code in support of Mitigation Bank Markets** so that City staff can opt to approve a bank in the event other market-driven methodologies are approved by state and federal agencies in coordination with the City. The code could require that this alternative be equivalent to the HEP/HEA methodology. Also provide flexibility in code for City to approve similar methods for calculating in lieu fees.

Working Waterfront

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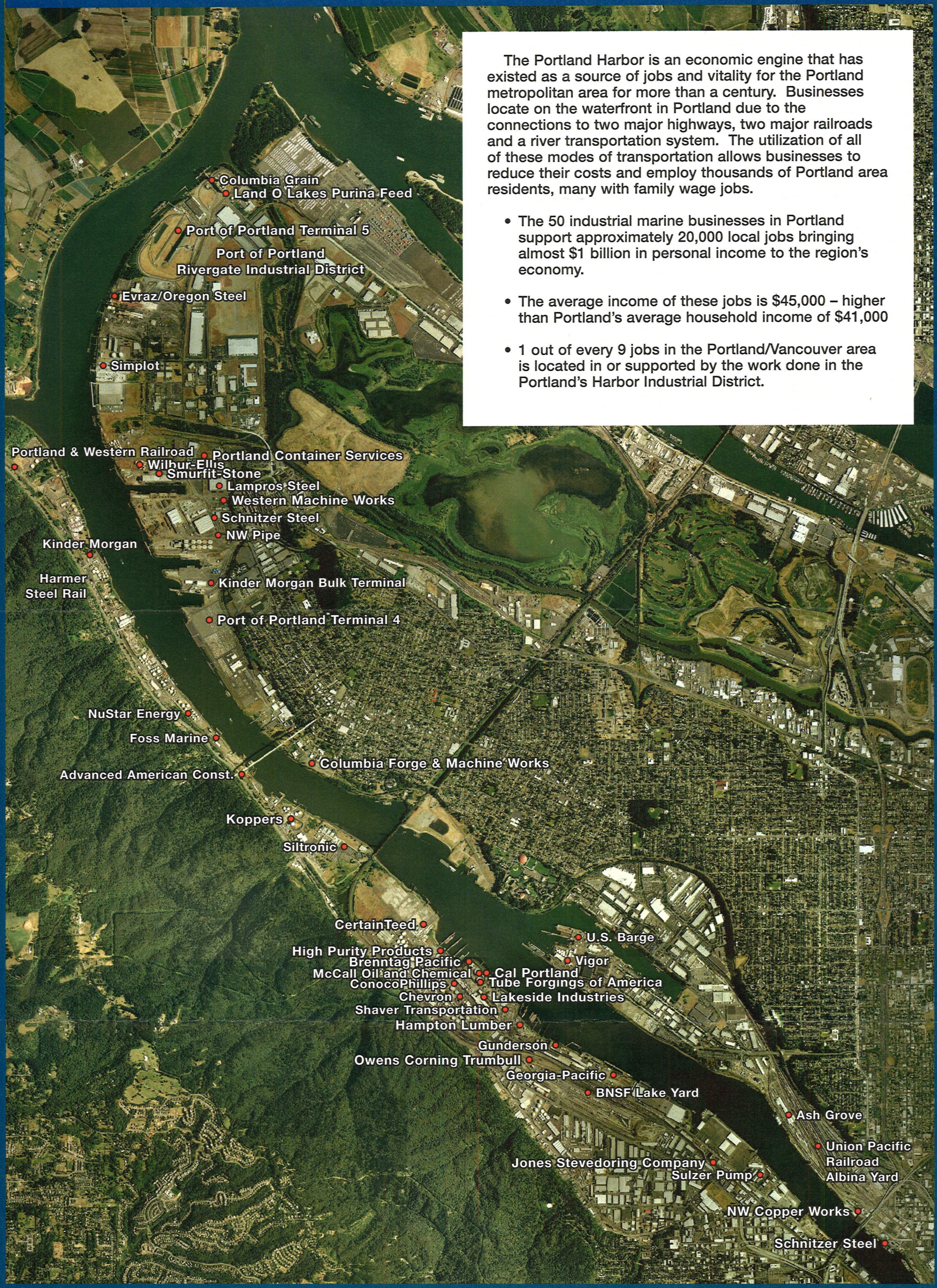


The Portland Harbor is an economic engine that has existed as a source of jobs and vitality for the Portland metropolitan area for more than a century. Businesses locate on the waterfront in Portland due to the connections to two major highways, two major railroads and a river transportation system. The utilization of all of these modes of transportation allows businesses to reduce their costs and employ thousands of Portland area residents, many with family wage jobs.

- The 50 industrial marine businesses in Portland support approximately 20,000 local jobs bringing almost $1 billion in personal income to the region's economy.
- The average income of these jobs is $45,000 – higher than Portland's average household income of $41,000
- 1 out of every 9 jobs in the Portland/Vancouver area is located in or supported by the work done in the Portland's Harbor Industrial District.

Portland's Working Waterfront

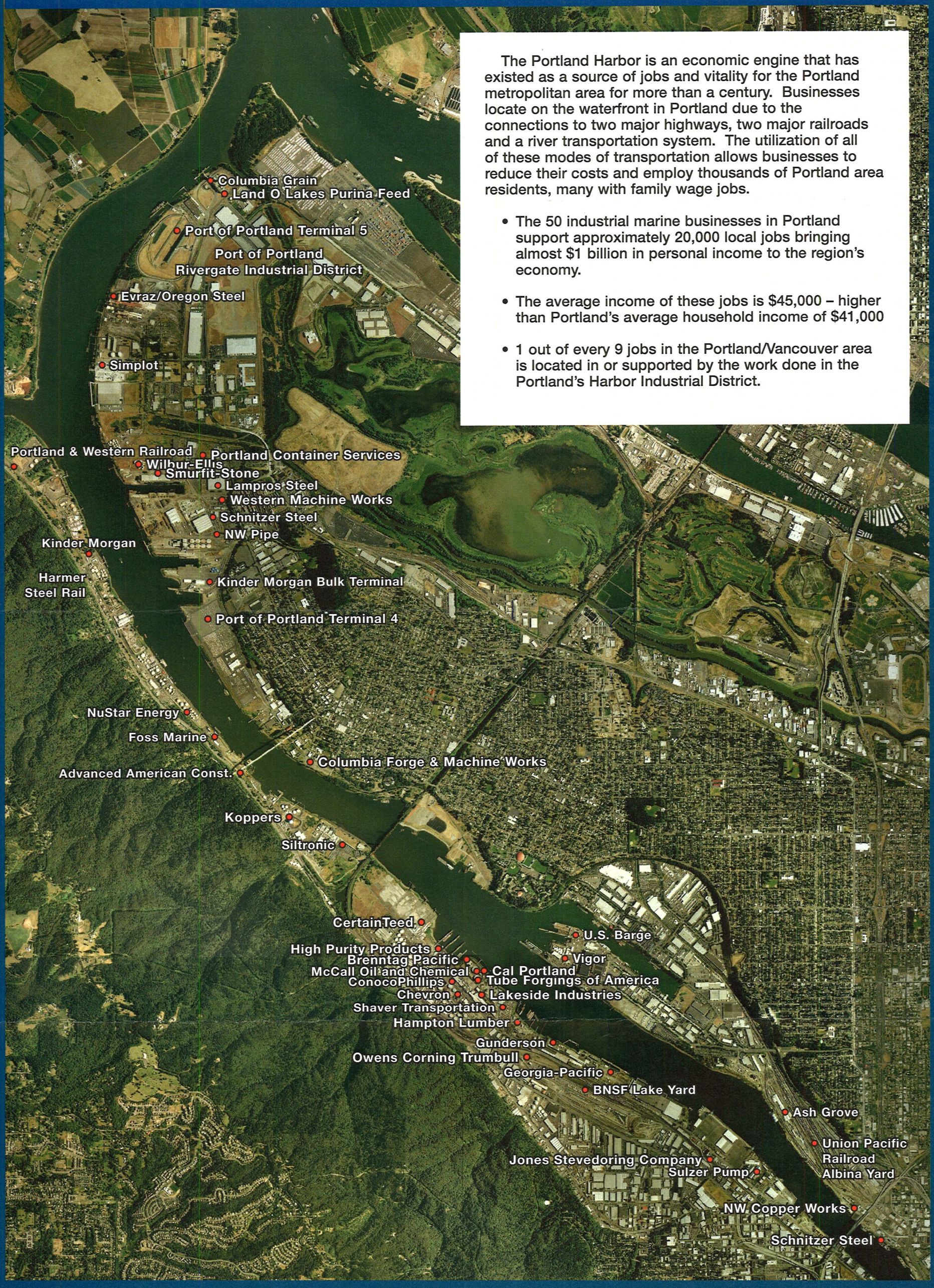
1836994

Working Waterfront

COALITION

The Portland Harbor is an economic engine that has existed as a source of jobs and vitality for the Portland metropolitan area for more than a century. Businesses locate on the waterfront in Portland due to the connections to two major highways, two major railroads and a river transportation system. The utilization of all of these modes of transportation allows businesses to reduce their costs and employ thousands of Portland area residents, many with family wage jobs.

- The 50 industrial marine businesses in Portland support approximately 20,000 local jobs bringing almost $1 billion in personal income to the region's economy.
- The average income of these jobs is $45,000 – higher than Portland's average household income of $41,000
- 1 out of every 9 jobs in the Portland/Vancouver area is located in or supported by the work done in the Portland's Harbor Industrial District.



Portland's Working Waterfront

183694

Working Waterfront
COALITION

Portland Harbor Businesses

Advanced American Construction

Contact

Office: 8444 NW St. Helens Rd, Portland, OR 97231
Phone: (503) 445-9000
Website: www.callaac.com

Company Description

Advanced American Construction, Inc. (AAC) has been serving both private and public sector clients since 1983. AAC provides heavy civil/marine, industrial, and diving services in and around the water throughout the western United States and currently retain 120 full time employees. Its 2008 annual revenues were $45 million. In May 2006, AAC opened its new headquarters located in Portland, Oregon and consolidated its operations on the west bank of the Willamette River under the St. John's Bridge. The new site and facility provide the right location, space, and state-of-the-art equipment to optimally serve clients. The new headquarters occupies over seven acres of land and 1,300 lineal feet of frontage on the Willamette River. The site has been approved for a future rail spur on the Portland and Western line. A recipient of the AGC Build America award for the Portland Development Commission's Eastbank Esplanade project, AAC prides itself on the positive impact its projects have on the environment by improving water quality and fish habitat, and supporting wildlife preservation.

Transportation and Location Requirements

Truck • Ship • Rail

Because of the type of services AAC provides, access to a navigable waterway with good support from rail and road transportation options is critical. The central location to the Portland Metro area is essential to AAC's ability to service client's marine industrial needs.

Community Benefit

Over the past decade, AAC has provided 119 scholarships, valued at over $275,000, to students with a passion for the construction industry.

Sustainable Practices/Recent Investments

In 2006, AAC built a new 40,000 SF office and shop facility for use as its headquarters. This local capital investment project included site redevelopment and cleanup at a cost of $6.5 million, one of the largest Willamette River redevelopment projects to date, and included cleanup of a Superfund site.

183694

Working Waterfront
COALITION

Portland Harbor Businesses

Ash Grove Cement Company

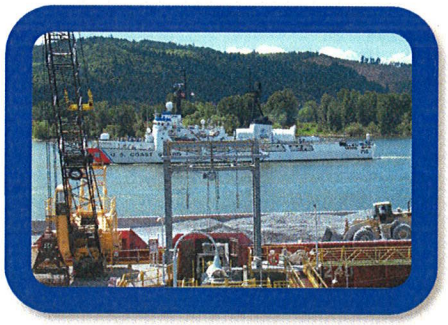
Contact

Offices: 3737 N. Port Center Way
Portland, OR 97217 &
13939 N. Rivergate Blvd.
Portland, OR 97203
Phone: (503) 285-4621
Website: www.ashgrove.com

Company Description

Ash Grove Cement Company (AGC), founded in 1882, is the largest American owned cement company in the United States. In addition to operating cement plants in nine states across the county, AGC operates two water dependent facilities located along the banks of the Willamette River. The cement products shipped from the terminal operation are used in the construction of highways, bridges, commercial and industrial complexes, and single and multi-family homes.

The Rivergate facility, constructed in 1963 and located at river mile 2.9, encompasses 30 acres. Raw materials arrive by barge from quarries located on Texada Island in British Columbia, Canada. Ground products are distributed throughout the region for use in agricultural and industrial applications.



In 1995, AGC constructed a cement terminal along the banks of the Willamette River at river mile 10.1. The terminal receives cement by rail and delivers cement by truck to customers throughout the region. In 2005, AGC purchased an adjacent property, the Goldendale Aluminum Terminal, and modified this facility for the importation of cement from foreign ports. AGC corporate headquarters are located in Overland Park, Kansas, with Western region headquarters located in Portland.

Transportation and Location Requirements

Truck • Ship • Rail

Sustainable Practices/Recent Investments

Unique to its Rivergate limestone and dolomite grinding facility is the utilization of landfill gas from the St. Johns landfill as a source of fuel for drying raw materials. Using the landfill gas to do beneficial work saves energy and reduces emissions.

183694

Working Waterfront COALITION

Portland Harbor Businesses

CalPortland

Contact

Office: 1050 N. River Street
Portland, OR 97227
Phone: (503)335-2600
Website: www.calportland.com

Company Description

CalPortland is the Northwest's largest supplier of ready mixed concrete, sand, gravel, rock and cement. CalPortland's U.S. operations are located in Oregon, Washington and Alaska; Canadian operations are in British Columbia. It has operated in the Portland harbor since the 1940s. There are three facilities in Portland, which include the Lower Albina cement terminal, the Linnton sand yard and the NW Portland ready-mix concrete plant and gravel distribution center.

At its Linnton site, CalPortland receives material dredged from the Columbia River Navigation Channel under maintenance permits from the U.S. Army Corps of Engineers. The material is pumped ashore, de-watered, and sold for use in construction projects. At CalPortland's Front Avenue concrete plant, sand and gravel – the raw materials for concrete – are shipped up the Willamette River from the Santosh aggregate plant in Scappoose, OR. Each barge represents 100 truck-and-trailer loads that are brought to market by water instead of by road.

Transportation and Location Requirements

Truck • Ship • Rail

Community Benefit

CalPortland retains about 1100 employees region-wide, including about 450 employees in the Portland area. Employees are both union and non-union. The average wage is between $18 and $20 per hour with full benefits and retirement. CalPortland's operations in the Portland Harbor allow transport of necessary and widely-used construction materials – cement, sand, and gravel – into the region by barge rather than by truck, alleviating congestion in the transportation network and keeping prices competitive. CalPortland and others are essential suppliers to Portland's construction industry, which is dependent on the products they bring into the market. Customers include the City of Portland, Hoffman Construction, Walsh Construction, and Howard S. Wright Construction.

Sustainable Practices/Recent Investments

CalPortland recently invested in a more efficient ship loader and dock at the Lower Albina cement terminal. The company has invested millions of dollars in stormwater/process water management systems at the Front Avenue concrete plant and other facilities in the region. CalPortland is an industry leader in recycling concrete aggregates. The Lower Albina cement terminal is a City of Portland certified recycler that has reduced its waste stream by more than 100 percent. The program is expanding to other CalPortland facilities in Oregon and Southwest Washington.

Nationally, CalPortland is one of the top five on-site alternate energy users in the U.S. The Mojave cement plant is powered primarily by a wind farm. CalPortland is an Energy Star Partner and has received and Energy Star award from the EPA in each of the last five years.

183694

Working Waterfront COALITION

Portland Harbor Businesses

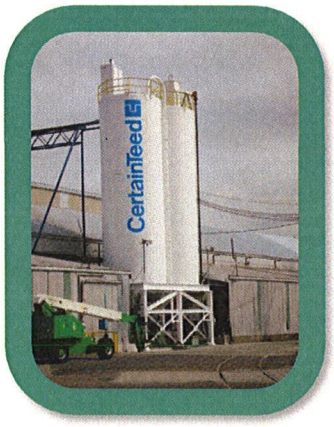
CertainTeed

Contact

Office: 6350 NW Front Ave
Portland, OR 97210
Phone: (503) 222-1307
Website: www.certainteed.com

Company Description

CertainTeed Corporation is a leading North American manufacturer of building materials including roofing, vinyl and fiber cement siding, trim, fence, railing, deck, foundations, insulation, gypsum, ceilings, and pipe products. Headquartered in Valley Forge, Pennsylvania, CertainTeed has approximately 7,000 employees and 70 facilities throughout the United States and Canada. CertainTeed is a subsidiary of Saint-Gobain, one of the top 100 industrial companies in the world. Saint-Gobain employs approximately 22,000 people in North America and more that 206,000 people in 57 countries world-wide. Saint-Gobain's North American companies operate nearly 200 manufacturing facilities in industries as diverse as industrial ceramics and containers, reinforcements and flat glass, abrasives, and building materials. Their Portland facility currently employs approximately 60 people.



Transportation and Location Requirements

Truck • Ship • Rail

CertainTeed brings in raw materials by rail and truck, and ships its products via rail, truck, and container. The majority of products are shipped to the Pacific Northwest; however the company's territory extends into the South Pacific including South Korea, China, Australia, and India. Total shipping volumes are 10,000 trucks per year and 400 railcars per year.

Community Benefit

The manufacturing of asphalt roofing shingles in Portland is supported by capital improvement in excess of $1 million per year. Much of this capital money is spent in the local economy supporting machine shops, HVAC contractors, parts suppliers, trucking companies and local raw material suppliers. These businesses include Gresham Transfer, Ashgrove Cement, Trumball Asphalt, Motion Industries, RH Mechanical, Equipment Repair Services, Precision Repair, CTech Services, Portland Engineering, Versa-Tech and many others.

Sustainable Practices/Recent Investments

The plant won the Diamond Award for Environmental, Health, and Safety Excellence for management practices in environmental awareness as well as a perfect safety record for five years. The Solaris brand of solar reflective shingle is the only Energy Star rated asphalt shingle in Portland. This product reduces the "heat island" effect; homes therefore need less cooling during the summer.

183694

Working Waterfront
COALITION

Portland Harbor Businesses

Columbia Grain

Contact

Office: 15660 N Lombard St
Portland, OR 97203
Phone: (503) 286-9681
Website: www.columbiagrain.com

Company Description

Columbia Grain is one of the most automated and integrated grain export facilities in the world. Columbia Grain is located on 40 acres and has a storage capacity of 109,000 metric tons. A high speed cleaning facility adjacent to the Terminal 5 storage elevator allows for grain cleaning to customer specification, giving Northwest producers access to any market in the world.

Transportation and Location Requirements

Truck • Ship • Rail

Sustainable Practices/Recent Investments

Between 1981 and 1983, Columbia Grain undertook a major expansion of its Terminal 5 operations, including increasing storage capacity from 1.5 to 4.0 million bushels, adding additional rail infrastructure, two additional shipping bins and constructing a new office/control center.

In 1992, Columbia Grain completed a major re-automation program at Terminal 5, making it one of the most advanced export grain facilities in the world. Capabilities include remote control and monitoring of transport systems and storage bins, plus video monitoring of key areas for increased efficiency.

In 1997, Columbia Grain completed a high speed cleaning facility adjacent to its Terminal 5 storage elevators. This allows for grain cleaning to meet any customer specification, giving Pacific Northwest producers competitive access to any market in the world.

Water Quality: Columbia Grain has conducted regular stormwater monitoring and testing for approximately the last 10 years. In addition to regular sampling and laboratory testing of the two Willamette River outfalls, Columbia Grain also makes use of an outside service who regularly sweeps the paved areas to minimize dust accumulation into the property drains that access the river outfalls. Routine cleanout and "diapering" of those same drains is also done regularly to maintain cleanliness and exposure to the river. A number of years ago, Columbia Grain replaced all of the required hydraulic fluids that operate the dock's hydraulic systems located over the river with a non toxic fluid that is not harmful to plants or animals in the event that small discharges were to take place over the water.

Air Quality: In 2007, Columbia Grain completed replacement of five of the eighteen dust collection bag house systems on the site. These new applications replaced technology from the mid 1970s for the original grain elevator. These new systems include more modern technology and efficiencies to minimize the amount of particulate matter generated into the air. Funds have been allocated to make the same investment in an additional two bag house systems, for a total of seven replacement systems. A process change that also reduces dust emission is the application of vegetable oil (fit for human consumption) applied directly to the grain stream.

183694

Working Waterfront
COALITION

Portland Harbor Businesses

Foss Maritime

Contact

Office: 9030 NW St. Helens Rd
Portland, OR 97231
Phone: (503) 286-0631
Website: www.foss.com

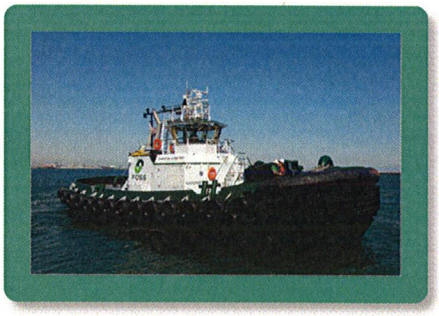
Company Description

Foss Maritime, founded in 1889, provides ship assist and harbor services for the Lower Columbia Region, which includes the Portland/Vancouver Harbors, Port of Kalama, Port of Longview, and the Port of Astoria. Foss Columbia/Snake River also provides ocean towing services throughout the continental United States, Hawaii and Alaska. Foss operates over 90 tugs and 95 barges in North America.

Transportation and Location Requirements

Ship

The waterfront location is required for operational access to its vessels and barges. Foss provides barge transportation services on the Lower Columbia River, ocean barge towing and provides ship assists at all Columbia River Ports.



Sustainable Practices/Recent Investments

Foss employs approximately 100 people at its Portland/Linnton facility. Their ship assists and barging fleet play an important role in the movement of cargo.

Foss Maritime has taken a lead role in the industry in looking at ways to reduce carbon emissions footprints. Foss built the world's first hybrid tugboat, switched its entire fleet to ultra-low sulfur diesel, and uses cold ironing at all of its home docks.

183694

Working Waterfront COALITION

Portland Harbor Businesses

Gunderson

GUNDERSON INC. A GREENBRIER COMPANY

Contact

Office: 4350 NW Front Ave
Portland, OR 97210
Phone: (503) 972-5700
Website: www.gundersoninc.com

Company Description

Gunderson is located at a deep-water port facility on the Willamette River in Portland, Oregon. Gunderson is a unit of The Greenbrier Companies, which is an international leading supplier of transportation equipment and services to the railroad industry. Gunderson's customers include all Class 1 and many short line railroads, shippers, leasing companies, and ocean shipping companies. Since 1984, Gunderson has produced more than 85,000 railcars.

Transportation and Location Requirements

Ship • Rail

The Gunderson Marine yard is fully equipped for constructing all types of river and ocean-going barges. Since WWII, more than 250 ocean-going vessels have been built. Gunderson Marine employment has increased from 80 to 380 people in the last 15 years. It is critical that Gunderson have full access to the river, without potential impairment, to remain competitive. There is no other similar facility on the West Coast that has the same manufacturing capabilities and trained work force.

Community Benefit

Gunderson is the largest manufacturer of double stack intermodal cars and boxcars in North America. Gunderson has on average approximately 1,000 employees at its Portland facility with competitive, family wage salaries. Over 50 percent of Gunderson's materials and services are purchased in the area. Virtually all of Gunderson's sales are outside the region and it is an important contributor to the transportation traded sector. Recent economic studies indicate that Gunderson, and companies like Gunderson, have a multiplier effect of over three times its payroll.

Investments

In the last five years, Gunderson completed $5 million in upgrades to its marine facility.

Sustainable Practices

See additional sheet.

183694

Working Waterfront
COALITION

Portland Harbor Businesses

Kinder Morgan Liquids Terminals LLC & Kinder Morgan Products Pipelines

Contact

Office: 5880 NW Saint Helens Rd
Portland, OR 97210
Phone: (503) 220-1258
Website: www.kindermorgan.com

Company Description

Kinder Morgan is one of the largest pipeline transportation and energy storage companies in North America with approximately 37,000 miles of pipelines and 180 terminals. Kinder Morgan transports, stores and handles various energy products, including: natural gas; refined petroleum products; crude oil; ethanol; coal; and carbon dioxide. These products are essential for generating electricity, heating homes, powering cars and much more. In Portland, Kinder Morgan owns and operates two petroleum terminals and two pipelines, employing 60 people between its bulk terminal operations and the liquids terminals & pipeline group. The employment trend at Kinder Morgan has been countercyclical, therefore, still hiring new employees during the economic downturn.

Transportation and Location Requirements

Truck • Ship • Rail • Pipeline

Pipeline, marine, rail and truck inner-connectivity, and location within the energy cluster, are essential to energy supply to the city, state and region. The terminals regularly interface with transport providers such as shipping and barging companies, piloting and tug services, railroads (long haul and regional), and trucking companies. The terminals also interface with other pipeline and terminalling companies, as well as petroleum suppliers such as refiners, marketers, distributors, etc.

Terminus of Olympic Pipe Line
Origin of Kinder Morgan owned/operated pipeline to Eugene and Kinder Morgan owned/operated pipeline to PDX Airport

Chevron & ConocoPhillips interconnecting pipeline
Modal connections to truck, rail, and marine - Ethanol and biodiesel coming in by rail from the Midwest

Community Benefit

The Kinder Morgan Foundation has supported the Linnton Community Center, and Kinder Morgan is a sponsor of the University of Portland's conference, Confluences: Water and Justice.

Sustainable Practices/Recent Investments

Since 2001, Kinder Morgan has invested over $30 million in its Portland facilities for the handling of renewable fuels, enhancing connectivity to other terminals, as well as safety, security, and environmental projects such as replacing dock lines and a marine vapor recovery system. Most products and services are sourced locally or regionally.

Challenges

Proximity to the Saltzman Creek outfall and its potential designation as a "pearl" under the proposed River Plan would be a source of competitive disadvantage for Kinder Morgan, as it could constrain operations and future development of the Kinder Morgan site. The proposed greenway trail and at-grade railway crossings in Linnton adjacent to the Kinder Morgan/Olympic Pipeline facilities could constrain future efforts towards development and modernization of that site.

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Working Waterfront
COALITION

Portland Harbor Businesses

Kinder Morgan Terminals

Contact

Kinder Morgan Bulk Terminal 4
Location: 11040 N Lombard,
Portland, OR 97283

Kinder Morgan Bulk Terminal 5
Location: Rivergate Industrial District
15550 N. Lombard St.
Portland, OR 97203

Regional Office
Location: 101 E. 8th Street, Suite 260,
Vancouver, WA 98660
Phone: (360) 693-5300
Website: www.kindermorgan.com

Company Description

Kinder Morgan Bulk Terminal 4
- Dual tank car dump station with tank car movers
- Conveyor systems to ship dock and covered storage
- Storage for 300 tank cars

Kinder Morgan Bulk Terminal 5
- 180' long bottom-dump rail car unloading
- Two portal reclaimers in A-frame building
- Conveyor system to storage and ship dock
- Traveling shiploader with cascade spout
- Triple loop track rail system
- On-site locomotives

Transportation and Location Requirements

Truck • Ship • Rail

Excellent rail connectivity and deep-water ship berths enable the company to provide rail to ship modal access for mined minerals.

Community Benefit

The Kinder Morgan Foundation has supported the Linnton Community Center.

Sustainable Practices/Recent Investments

Significant investments have been made locally, totaling over $20 million in the last four years. Most products and services are sourced locally or regionally.

183694

Working Waterfront COALITION

Portland Harbor Businesses

Lampros Steel

LAMPROS STEEL

Contact

Office: 9040 N Burgard Way
Portland, OR 97203
Phone: (503) 285-6667
Website: www.lamprossteel.com

Company Description

For 25 years, Lampros Steel, Inc., a family owned company, has provided structural steel to the Northwest and beyond. Founded by Milt and Marcus Lampros, Lampros Steel was one of the first specialty structural steel warehouses in the Northwest and operates the largest saw shop in the region. The company has more than 40 employees between three subsidiary companies located in St. Johns and Rivergate. Lampros employs an additional ten people dedicated to a special partnership with Evraz Oregon Steel. More than 20 employees have at least 15 years tenure with the company.

Transportation and Location Requirements

Truck • Rail

Lampros Steel runs four trucks along the I-5 corridor and receives more than 400 rail cars per year. Most of Lampros' product, upwards of 20,000 tons, is received via rail from domestic mills located throughout the U.S.

Community Benefit

Lampros Steel supports the following organizations in the community:

- Weekly Meals on Wheels route.
- Annual donations exceeding $20,000 (e.g.: SEI, Meals on Wheels).
- More than $5,000 per year for the St. Mary's Home for Boys.
- More than $1,000 per year to the Doernbecher Children's Hospital, Oregon Food Bank, Mt. Tabor Middle School and the Oregon Museum of Science and Industry (OMSI).
- Others: Roosevelt High School, St. Johns Jazz Festival, Salvation Army, Junior Achievement, Assistance League of Portland, Sunset High School, St. Johns Boosters, St. Johns Farmers Market, Union Gospel Mission.

Sustainable Practices/Recent Investments

With assistance from the Oregon Energy Trust, Lampros Steel reduced lighting energy consumption by 25 percent in its warehouse and offices. Lampros is currently implementing storm water plans and helping Metro with the Greener Trails project, Willamette River redevelopment projects, and included cleanup of a Superfund site.

Working Waterfront
COALITION

Portland Harbor Businesses

NuStar Energy

Contact

Office: 9420 NW St Helens Rd
Portland, OR 97231
Phone: (503) 286-6744
(503) 286-3641
(503) 283-8284
Website: www.nustarenergy.com

Company Description

NuStar Energy L.P. is a publicly traded limited partnership that operates petroleum, storage and distribution facilities. The first two storage tanks were built in at its Portland Facility in 1926. Today, NuStar's petroleum product terminal includes 33 tanks that have 1.2 million barrels of capacity. Ten individuals are employed at the terminal. The terminal is a key link in the region's fuel supply chain, as it supplies Oregon, Idaho, half of the state of Washington, and a portion of Northern California. The partnership's combined system has over 91 million barrels of storage capacity, and includes two asphalt refineries, crude oil and refined product pipelines, refined product terminals, petroleum and specialty liquids storage and terminating business, as well as crude oil storage facilities.

Transportation and Location Requirements

Truck • Ship • Rail • Pipeline

NuStar's waterfront location is critical as it works with shipping and barging companies, piloting and tug services, long-haul and regional railroads and trucking companies.

Community Benefit

In Portland, employees volunteer with the Loaves and Fishes Meals on Wheels, contributed $13,000 and volunteer time to support the Linnton Community Center. They raised more than $6,500 for the Oregon Food Bank and donated funds to purchase calling cards for service members through Operation Call Home. In 2008, NuStar employees contributed $1.2 million with company match to United Way and volunteered 17,000 hours for worthy causes, company-wide.

Sustainable Practices/Recent Investments

Since 2005, the company has spent $10 million in Portland to improve and expand its terminal operations. NuStar was one of the first to invest in a biodiesel system by modifying a tank, retrofitting piping and converting a truck rack. The Portland facility has gone two years without a lost-time injury and eighteen months without an environmental exceedance.

183694

Working Waterfront
COALITION

Portland Harbor Businesses

NW Pipe

Contact

Office: 12005 N. Burgard
Portland, OR 97203
Phone: (503) 285-1400
Website: www.nwpipe.com

Company Description

Headquartered in Vancouver, Washington, NW Pipe operates plants in the U.S., Mexico and a subsidiary in Singapore. It has been in business since 1985. The Rivergate facility includes 300,000 square feet of covered manufacturing facility on 25 acres. NW Pipe is a full-service, welded steel pipe manufacturer offering comprehensive engineering and estimating services. Production capabilities include three spiral-weld mills, complete fabrication, as well as linings and coatings. NW Pipe produces engineered, spiral weld large pipe systems (up to 12' diameter) for water transmission projects (primarily municipalities). It retains about 170 employees at its Portland plant.

Transportation and Location Requirements

Truck • Ship • Rail

NW Pipe and its competitors service geographical sectors from plants strategically located throughout the United States. Access to suitable infrastructure for truck, rail, and waterborne freight services is critical due to the bulky nature of the products. Between 10 and 15 percent of NW Pipe's Portland operations output is sold internationally.

Northwest Pipe Company

Community Benefit

Portland employees are active in supporting community programs both as volunteers and as financial supporters.

Sustainable Practices/Recent Investments

NW Pipe has plans to continue to make substantial investments in the Portland facility. The Portland operation has consistently increased sales and currently purchases goods from over 250 local vendors. NW Pipe purchases or directly influences freight services in excess of $3 million per annum for all modes. Many of the company's products are used in "green" systems: delivery of fresh water to urban areas; irrigation of farm lands; and natural gas production and distribution. NW Pipe also has active recycling and energy conservation programs.

Working Waterfront
COALITION

Portland Harbor Businesses

Port of Portland

PORT OF PORTLAND
Possibility. In every direction.

Contact

Office: 121 NW Everett St
Portland, OR 97209
Phone: (503) 944-7000
Website: www.portofportland.com

Company Description

For more than a century, the Port of Portland has worked with the community to respond to the Pacific Northwest's changing trade and transportation needs. In 1891, the Oregon Legislature created the Port to dredge and maintain a shipping channel from the city of Portland to the Pacific Ocean. Over the next century, the Port acquired Terminals 1, 2, and 4 from the City of Portland Commission of Public Docks, built Portland's first airport, and provided a public use ship repair facility.

Today the Port owns four marine terminals, including Oregon's only deep-draft container port, and three airports: Portland International Airport and general aviation airports in Troutdale and Hillsboro. The industrial development division manages six industrial parks around the metropolitan area. The Port also owns and operates the Dredge *Oregon* to help maintain the navigation channel on the lower Columbia and Willamette rivers.

Transportation and Location Requirements

Truck • Ship • Rail • Barge

Community Benefit

The Port of Portland is an economic engine for the region. The most recent economic impact study shows that the Port generated 32,460 jobs, $1.86 billion in wages, salaries and consumption impacts and nearly $189 million in state and local taxes in 2008. For every one dollar collected in property taxes by the Port, it generates $7.00 in property taxes through business transactions.

Sustainable Practices

Since 2000, the Port has implemented numerous strategies to meet its goal to operate marine and aviation facilities in the most environmentally responsible way and continuously improve environmental performance. Examples from the Port's air, water, energy, and waste minimization programs include:

Reduced Vehicle Idling: At marine Terminal 6, the Port has invested in optical character recognition technology that reduces engine idling by processing up to three trucks per minute. The speedier entry into Terminal 6 reduces emissions of greenhouse gases, particulate matter, and hazardous air pollutants. The Port has also worked with tenants on an idling reduction program during lunches and other scheduled breaks.

Shore-side Power and Renewable Energy: The Port made significant improvements to Terminal 2 so that U.S. Army Corps of Engineers' vessels could access electricity, eliminating the need for the ships to operate its engines while docked. At Terminal 6, the Shaver tug facility is one of the newest shore side power facilities for certain vessels to plug in and shut off their engines while docked, reducing fuel consumption and emissions in the process. Port-wide, the Port purchases 56 percent certified renewable power.

183694

Working Waterfront
COALITION

Portland Harbor Businesses

Portland & Western Railroad

Contact

Location: 523 miles of railroad in Western Oregon
Phone: (503) 365-7717
Website: www.gwrr.com

Company Description

Portland & Western Railroad (PWRR) operates a regional system of 523 miles in northwestern Oregon providing quality railroad service to more than 135 customers. The company's rail lines are concentrated principally in Oregon's Willamette Valley along a 100-mile line southwest of Interstate 5 between Eugene and Portland, and from Portland along the Columbia River to the Pacific Ocean at Astoria. This railroad is a wholly-owned subsidiary of Genesee & Wyoming Inc. (GWI), an operator of regional railroads, switching services and rail car leasing based in Greenwich, Connecticut. GWI's family of companies has extensive operations in the Northeast, the Gulf Coast, Midwest, West and Northwest, and an interest in Canada, Mexico, Bolivia and substantial rail lines in Australia. PWRR has 150 employees in Oregon, handling about 20,000 carloads through Linnton per year, or the equivalent of about 75,000 truckloads of freight.

Transportation and Location Requirements

Rail

Portland & Western Railroad moves more than 90,000 carloads of paper, steels, grains, forest products, chemicals, aggregates, fertilizers, and consumer goods annually. Railroad rights-of-way are strategically located to serve industrial customers and to connect to other modes of transport, including barge and truck. Rail lines were constructed in the mid to late 1800s and cannot be relocated for obvious reasons.

Community Benefit

Portland & Western Railroad serves Oregon businesses that move raw materials and ship finished products. Its customers represent significant employment and payroll throughout the region. PWRR is a member of Operation Lifesaver, reaching nearly 10,000 schoolchildren, school bus drivers and other individuals in 2009 to discuss the importance of rail-crossing safety. Each holiday season, GWI makes donations to charitable organizations selected by its operating regions. Oregon donations in 2008 included the Mid-Valley Cancer Community and Oregon Boys and Girls Club Centers.

183694

Working Waterfront
COALITION

Portland Harbor Businesses

Schnitzer Steel

Contact

Office: 3200 NW Yeon Ave,
Portland, OR 97210
Phone: (503)224-9900
Yard: 12005 N Burgard Rd
Portland, OR 97203
Phone: (503)286-5771
Website: www.schnitzersteel.com

Company Description

Schnitzer Steel was founded in 1906 as a one-man scrap metal operation and today is one of the nation's largest recyclers of scrap metal, a leading provider of used and recycled auto parts and a manufacturer of finished steel products. Schnitzer's corporate headquarters are located in Portland, Oregon. Materials are delivered to its 41 metals recycling facilities daily by ship, barge, rail, truck, car and even individuals on foot.

Transportation and Location Requirements

Truck • Ship • Rail

Sustainable Practices/Recent Investments Schnitzer Steel

Each year, Schnitzer Steel diverts millions of tons of end of life metal from landfills. According to the EPA, recycling scrap metal results in the following environmental benefits:

- 74 percent savings in energy, 90 percent savings in virgin materials use, 40 percent reduction in water use , and 97 percent reduction in mining wastes.

Schnitzer recently completed Phase 1 of its new stormwater system and eliminated eight outfalls to the Willamette River. The system allows Schnitzer to attenuate large storms and store the water onsite for use in either the shredder as process water or to fill its water truck for dust control, thereby reducing discharges to the river.

Schnitzer Steel has also improved its BMP management for stormwater by purchasing its own vac-truck. Two full-time employees are assigned to run the vac-truck, maintain the stormwater systems, and attend to other housekeeping duties (sweeper truck, water truck, etc.)

In the last five years, Schnitzer Steel has also:

- Upgraded its 275,000 SF warehouse to energy efficient lighting.
- Upgraded its non-ferrous system to recover a significantly higher percentage of metal that would have previously been a waste product.
- Completed installation of a new mega shredder. This new shredder received a grant from the Energy Trust of Oregon and a Business Energy Tax Credit due to the reduction in the amount of energy need per ton of output. The system can now double its output with only a 10 percent increase in energy consumption. As part of this project, Schnitzer Steel isolated the footprint of the shredder (approx 5 acres) and created a process water recycling system. This system captures all stormwater from the footprint and runs it through a series of ponds, filters, and tanks to give Schnitzer the ability to reuse this water as cooling water for the shredder. This results in a zero discharge system with the added benefit of not needing city water to use as cooling water.
- Installed a new dock in its slip that replaced an outdated structure. This new dock was fitted with an upgraded stormwater system.

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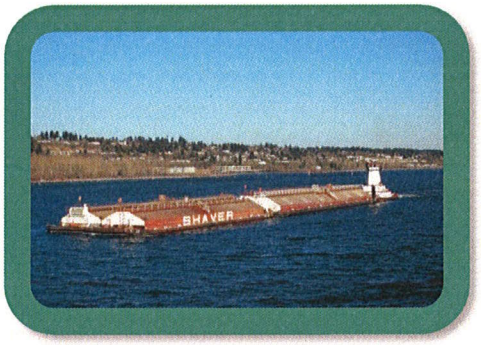
Working Waterfront
COALITION

Portland Harbor Businesses

Shaver Transportation



Contact

Location: 4900 NW Front Ave.
Portland, OR 97210
Phone: (503) 228-8850
E-mail: rdr@shavertransportation.com

Company Description

Shaver Transportation provides ship assist and harbor services in the Port of Portland, Vancouver, Kalama, Longview and Astoria. It also serves the 27 upper Columbia and Snake River grain barge elevators and six deep draft export elevators on the Willamette and lower Columbia Rivers with its fleet of 16 self-unloading dry bulk barges. Shaver handles 50 percent of the ship docking work on the Columbia and 30 percent of the grain barging work on the upper river system. Operations are managed in Portland by the 5th and 6th generation of the Shaver family. There are 90 locally based employees.

Transportation and Location Requirements

Ship Assist/Harbor Services

Shaver Transportation is located in the Portland Harbor due to the significant amounts of ship berthing activity, wheat barging, and other marine activities in Portland/Vancouver harbors. Portland is an industrial hub and thus serves repair and maintenance needs of Shaver's fleet. Shaver's central Portland Harbor location is required for efficient operation and response for tug assist.

Community Benefit

Shaver's annual payroll exceeds $2.5 million. Two-thirds of Shaver's workforce resides in Oregon; the remaining third reside in SW Washington. Shaver's many vendors include fuel suppliers, shipyards, machine shops, rope and cable distributors and steel yards, just to name a few.

Sustainable Practices/Recent Investments

Handling more than 50 percent of the ship assist market and a significant portion of grain barging, Shaver plays a key role in Portland's $12 billion international trade business. Shaver is one of the many companies located in the Portland Harbor that has voluntarily reduced their diesel emissions. Shaver has long provided alternative electrical power to its tugs when they are docked at the head office on the Willamette River. Shaver has invested in a special barge to provide power at Terminal 6, where company tugs spend much of their time. Shaver is investing millions of dollars to replace the aging engines in its tug fleet with new, cleaner models. The new engines are more fuel efficient and produce significantly less emissions.

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Working Waterfront
COALITION

Portland Harbor Businesses

Vigor Industrial LLC

Contact

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Portland, OR 97217
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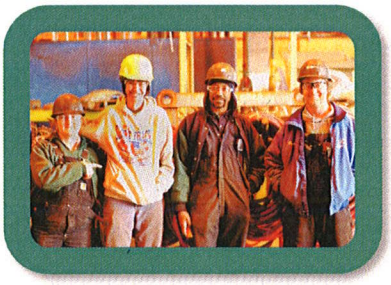
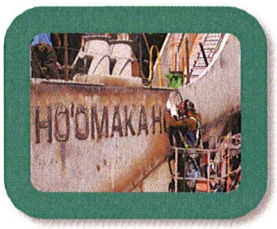
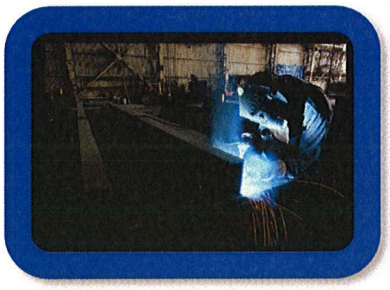
Website: www.vigorindustrial.com



Company Description

Vigor Industrial owns a group of companies offering ship repair services, barge construction, abrasive blasting and coating services, machine shop services, and industrial space leasing. Headquartered in Portland, Vigor Industrial operates a 64-acre facility on Swan Island, and locations in Puget Sound and the San Francisco Bay Area. The company's roots in Portland were established in 1986 as a small ship repair contractor, operating as Cascade General at the Port of Portland's Portland Ship Repair Yard. After purchasing the shipyard from the Port in 2000, Vigor Industrial continued to grow its ship repair business, and expand into new businesses and geographical areas. Today, Vigor Industrial's companies employ over 800 skilled trades people and professionals providing services to a range of public and private customers all over the world. Vigor Industrial's operating companies include:





- Vigor Marine LLC performs vessel repair and construction in Oregon, Washington, and California.
- Washington Marine LLC performs vessel repairs in Portland and Port Angeles.
- Cascade General, Inc. performs vessel repair and contraction services in Portland.
- U.S. Barge LLC constructs ocean-going barges in Portland.
- Specialty Finishes LLC provides surface preparation and coating services on products ranging from precision electronic parts to oversized fabricated steel parts.
- Shipyard Commerce Center LLC owns and manages the Portland Shipyard, and leases industrial space where it provides wastewater treatment and oil reclamation services.

Transportation and Location Requirements

Truck • Rail• Marine

Sustainable Practices/Recent Investments

Vigor Industrial has replaced open air dry abrasive blasting with wet abrasive blasting at its Portland facility in order to reduce particulate matter emissions containing heavy metals. Testing demonstrates that particulate matter emissions have been reduced by nearly 95 percent by this change. In 2002, Vigor Industrial eliminated all direct discharges of treated industrial waters to the Willamette River. Vigor Industrial is currently undertaking a comprehensive study to identify ambient sources of stormwater pollution, and implement corrective measures to improve stormwater quality at its Portland facility.

Working Waterfront
COALITION

Portland Harbor Businesses

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Environmental Initiatives

Portland's Working Harbor

Portland's working harbor is a west coast trade gateway and Oregon's largest seaport, where the state's primary deep draft navigation channel, rail, pipeline, and highway infrastructure come together. It is also the region's largest heavy industrial area and a cluster location for some of the state's most significant industries focusing on metals, equipment manufacturing and fuels.

More than 40,000 jobs are located within the business districts that border the working harbor. Businesses and residents region-wide are dependent on goods and services that are uniquely provided by harbor area industries.

Environmental Contributions

Businesses in the Portland Harbor take their environmental responsibilities seriously. All operate under the oversight of several federal, state and local entities, including the City of Portland, the U.S. Environmental Protection Agency, Oregon Department of Environmental Quality, Oregon Division of State Lands, Oregon Department of Fish and Wildlife, and the National Marine Fisheries Service. Business owners take pride in doing the right thing because they are also invested in this community. Some of the businesses along the river have made exceptional strides in environmental protection and enhancement. The following highlights select environmental initiatives by some harbor businesses.

Advanced American Construction

New investment cleans up Superfund site

In 2006, AAC built their new 40,000 SF office and shop facility for use as its headquarters. This recent local capital investment project included site redevelopment and cleanup at a cost of $6.5 million, which was one of the largest Willamette River redevelopment projects to date and included cleanup of a Superfund site.

Ashgrove Cement

Methane use saves energy

Unique to its Rivergate limestone and dolomite grinding facility, Ashgrove Cement utilizes landfill gas from the St. Johns landfill as a source of fuel for drying their raw materials. Using the landfill gas to do beneficial work saves energy and reduces emissions.

Working Waterfront
COALITION

Portland Harbor Businesses

Environmental Initiatives

BP

New seawall protects water quality

BP spent $4 million on its seawall replacement project in 2007 and $6 million on upgrades in 2008 to store and distribute bio-diesel. BP continues to invest approximately $1 million per year on other, smaller projects to improve the efficiency and performance of the terminal. In the past, BP has done enhancements to containment areas to ensure they are reliable if a spill ever occurs and upgraded stormwater systems to ensure they could handle spills and help prevent product from entering the Willamette River.

CertainTeed

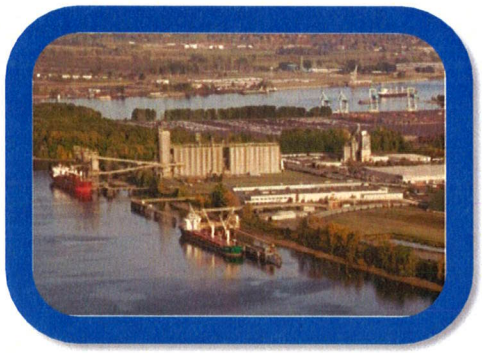
Products help homeowners be more energy efficient

CertainTeed's Portland plant won the Diamond Award for Environmental, Health, and Safety Excellence. Their management practices focus on environmental awareness as well as earning perfect safety records for five years. Their Solaris brand of solar reflective shingle is the only Energy Star rated asphalt shingle in Portland. Its lifetime warranty also makes this a sustainable product. By reducing "heat island" effect, homes need less cooling during the summer, making for a less expensive and more environmentally friendly product.

Columbia Grain

Stormwater and production investments improve water and air quality

Water Quality: Columbia Grain has conducted regular stormwater monitoring and testing for approximately the last 10 years. In addition to regular sampling and laboratory testing of the two Willamette River outfalls, Columbia Grain also makes use of an outside service who regularly sweeps the paved areas to minimize dust accumulation into the property drains that access the river outfalls. Regular cleanout and "diapering" of those same drains is also done regularly to maintain cleanliness and exposure to the river. A number of years ago, Columbia Grain replaced all of the required hydraulic fluids that operate the dock's hydraulic systems located over the river with a non toxic fluid that is not harmful to plants or animals in the event that small discharges were to take place over the water.



Air Quality: Approximately fourteen months ago, Columbia Grain completed replacement of five of the eighteen dust collection bag house systems on the site. These new applications replaced technology from the mid 1970's for the original grain elevator. These new systems include more modern technology and efficiencies to minimize the amount of particulate matter generated into the air. Funds have been allocated to make the same investment in an additional two baghouse systems, for a total of 7 replacement systems. A process change that also reduces dust emission is the application of vegetable oil (fit for human consumption) applied directly to the grain stream.

Working Waterfront
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Portland Harbor Businesses

Environmental Initiatives

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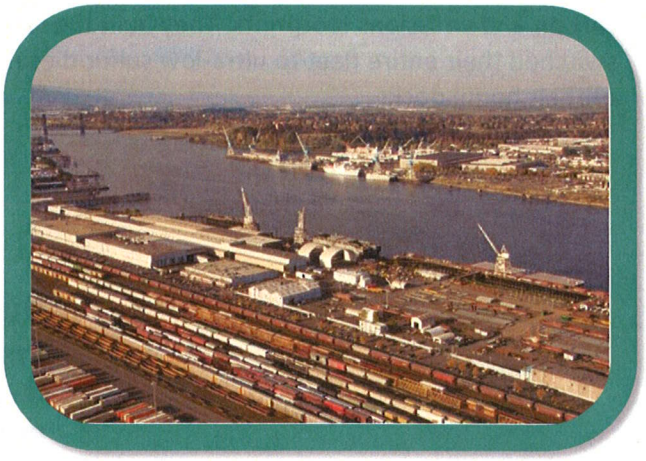
CalPortland

Recycling efforts recognized by City of Portland

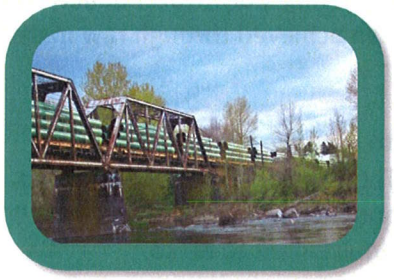
CalPortland recently invested in a more efficient ship loader and dock at the Lower Albina cement terminal. The company has invested millions in stormwater/process water management systems at the Front Avenue concrete plant and other facilities in the region. CalPortland is an industry leader in recycling concrete aggregates. The Lower Albina cement terminal is a City of Portland certified recycler that has reduced its waste stream by more than 100%. The program is expanding to our other facilties in Oregon and Southwest Washington.



Nationally, CalPortland is one of the top 5 on-site alternate energy users in the U.S. The Mojave cement plant is powered primarily by a wind farm. CalPortland is an Energy Star Partner and has received and Energy Star award from the EPA in each of the last 5 years.

Evraz Oregon Steel

Evraz Oregon Steel (EOS) recently invested $3 million to complete a state of the art end-of-pipe storm water treatment facility for its 145 acre manufacturing facility. For more than 40 years EOS has been located in the Rivergate Industrial Area along the banks of the Willamette River. The steel manufacturing company has been providing living wage jobs for thousands of families and steel products for the marketplace for more than 60 years in Portland.



Even though Evraz Oregon Steel made continual improvements over the years to the 40 year old storm water system, recent construction of a new Pipe Mill (another $35 million investment in the Portland Harbor) allowed the Company to take advantage of a reconfigured rail line and install a settlement basin, sand filtration system and grassy swales to treat storm water. Now, all storm water exposed to industrial activity is diverted to treatment systems prior to discharging into the River. The treatment systems have the capacity to treat storms up to a 100 year flood event and will ensure continued protection of the Willamette River from storm water runoff from the site.

In addition, EOS recently participated with the United States Department of Energy to complete an energy audit of its industrial processes and is in the process of implementing the results of that audit.

Working Waterfront
COALITION

Portland Harbor Businesses

Environmental Initiatives

Foss Maritime

The world's first hybrid tugboat

Foss Maritime has taken the lead in their industry in looking at ways to reduce carbon and emissions footprints. They built the world's first hybrid tugboat, switched their entire fleet to ultra-low sulfur diesel, and use cold ironing at all of their home docks.

Gunderson

Improvements towards environmental efficiency

Gunderson provides products to environmentally friendly and sustainable transportation industries; rail and marine. A freight train can move one ton of cargo 425 miles with a gallon of fuel and a barge 575 miles with a gallon of fuel, while a heavy truck will only move that same cargo 155 miles. In addition, Gunderson has a history of making rail cars even more efficient by allowing more cargo aboard a single car.

Environmental performance of Gunderson operations have also improved over time. Pollution prevention practices have led to the environmental footprint of Gunderson operations improving their environmental efficiency by approximately 50%. Water quality of stormwater leaving the Gunderson site is, on average, 75% better than it was. In the summer of 2009, even during an economic downturn and even though not required to by environmental regulations, Gunderson invested approximately $250,000 in improving stormwater quality. Other environmental improvements have been achieved through raw material substitution and reformulation.

Gunderson is actively evaluating had to improve ecosystem environmental performance as well. The company has committed to participate in ecosystem restoration and habitat improvement in advance of any regulations or other requirement to do so.

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Portland Harbor Businesses
Environmental Initiatives

Lampros Steel

Energy consumption down 25%

With assistance from the Oregon Energy Trust, Lampros Steel reduced lighting energy consumption by 25% in their warehouse and offices. They are also in the process of implementing stormwater plans and helping Metro with the Connecting Green trail project.

Port of Portland

Historic public agency implements latest environmental strategies

Since 2000, the Port has implemented numerous strategies to meet its goal to operate marine and aviation facilities in the most environmentally responsible way and continuously improve environmental performance. Highlights from the Port's air, water, energy, waste, and waste minimization programs include:

Cleaner-Burning Equipment, Cleaner Fuels: At Terminal 6, the Port has replaced older equipment with cargo-handling reach stackers that are cleaner-burning and have auto-shut-off features to reduce idling. Other units have been retrofitted to reduce emissions. The entire fleet of non-road equipment at Terminal 6 uses ultra low sulfur diesel (ULSD), which is also used by Port tenants and contractors at T6, T4, and T5.

Protection for Native Species: Port lands are managed with an emphasis on protective native species like western painted turtles and streaked horned larks. A wildlife undercrossing below a busy freight thoroughfare helped to reduce wildlife mortality by offering safe passage for animals between wetland areas. The Port partnered with other local agencies on dedicated land for streaked horned larks, which have specific habitat needs.

Protecting, Conserving Water: at Terminal 6, storm water is managed through 35 acres of porous pavement and bioswales. Treated timber chocks have been replaced with plastic shocks, and decals at catch basins remind employees and tenants about the connection between storm water and river health. Irrigation systems using real-time meteorological data have been installed to determine appropriate water needs at Port industrial parks.

Working Waterfront
COALITION

Portland Harbor Businesses

Environmental Initiatives

Portland and Western Railroad

Utilizing energy efficient rail cars

Upgrading the rail managed by PWRR to 113 lb., continuously welded rail (CWR) enabled PWRR to utilize fewer, more efficient cars. Just one of the more efficient railcars takes 280 truck trips off the road, which is extremely important along Hwy 30 through Linnton. The use of heavier capacity railcars speeds up automobile travel at crossings due to shorter crossing times and thereby eliminates considerable idling by multiple vehicles for anywhere from 15 to 25 minutes at each crossing. Depending upon the specific crossing, the wait time can be reduced to four to eight minutes with the new rail.

Schnitzer Steel

Metal recycler saves energy and reduces waste

Each year, Schnitzer Steel diverts millions of tons of end of life metal from landfills. According to the EPA, recycling scrap metal results in the following environmental benefits:

- 74% savings in energy
- 90% savings in virgin materials use
- 40% reduction in water use
- 97% reduction in mining wastes

Schnitzer recently completed Phase 1 of its new stormwater system and eliminated eight outfalls to the Willamette River. The system allows Schnitzer to attenuate large storms and store the water onsite for use in either the shredder as process water or to fill its water truck for dust control, thereby reducing discharges to the river.

Schnitzer Steel has also improved its BMP management for stormwater by purchasing its own vac-truck. Two full-time employees are assigned to run the vac-truck, maintain the stormwater systems, and attend to other housekeeping duties (sweeper truck, water truck, etc.)

In the last five years, Schnitzer Steel has also:

- Upgraded their 275,000 SF warehouse to energy efficient lighting.
- Upgraded their non-ferrous system to recover a significantly higher percentage of metal that would have previously been a waste product.
- Completed installation of a new mega shredder. This new shredder received a grant from the Energy Trust of Oregon and a Business Energy Tax Credit due to the reduction in the amount of energy need per ton of output. The system can now double its output with only a 10% increase in energy consumption. As part of this project, Schnitzer Steel isolated the footprint of the shredder (approx 5 acres) and created a process water recycling system. This system captures all stormwater from the footprint and runs it through a series of ponds, filters, and tanks to give them the ability to reuse this water as cooling water for the shredder. This results in a zero discharge system with the added benefit of not needing city water to use as cooling water.
- Installed a new dock in its slip that replaced an outdated structure. This new dock was fitted with an upgraded stormwater system.

Working Waterfront
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183694

Portland Harbor Businesses

Environmental Initiatives

Simplot

Ag supplier looks out for birds and the environment

Simplot is sensitive to the needs of wildlife in the North Reach. Ospreys were nesting on a crane, putting them and their hatchlings in harm's way. Simplot built a perch at the end of its dock and the ospreys have successfully relocated their nest. Local wildlife experts do periodic egg counts to ensure the birds are thriving.

Simplot has an active Pollution Prevention Team on-site that guides waste management and energy reduction practices. Simplot is currently in the process of installing energy efficient light bulbs, a $40,000 investment. It is proud to have been the recent recipient of the City of Portland's Recycle at Work

Shaver Transportation

New engines and "cold ironing" save energy and emissions

Shaver Transportation committed $5.5 million to repower four of its busiest tugs in the Columbia River system. Although the replaced engines were 100% functional, this upgrade will reduce fuel consumption by 32% and air emissions by 50%, without reducing operational efficiency. In addition to the retrofitting of their tugs,

Shaver Transportation also recently constructed a "cold ironing" barge at T-6. This allows tugs waiting for assignment to substantially reduce fuel consumption and associated emissions by shutting down the diesel fueled engines, while retaining a power source for essential auxiliary functions.

Vigor Industrial

"Wet blasting" reduces air emissions

Vigor Industrial has replaced open air dry abrasive blasting with wet abrasive blasting at its Portland facility in order to reduce particulate matter emissions containing heavy metals. Testing demonstrates that particulate matter emissions have been reduced by nearly 95 percent by this change. In 2002, Vigor Industrial eliminated all direct discharges of treated industrial waters to the Willamette River. Vigor Industrial is currently undertaking a comprehensive study to identify ambient sources of stormwater pollution, and implement corrective measures to improve stormwater quality at its Portland facility.