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Environmental and Community News

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## Where in the World Do You Learn about Ports? Right Here.



The Port of Portland's community affairs department focuses on connecting with Port neighbors, community partners and project stakeholders. Much of this work includes tours, which provide visual understanding of how we do our job. We also take our education program to schools and talk with students about our presence in the community.

Over the past year, the education program has grown and now includes initiatives for kids of all ages, including the toughest, most discriminating audience of all: teenagers. Brooke Berglund, tour and outreach program manager at the Port, explains, "A lot of younger people don't know what the Port does or our role and history in the region. These programs are designed to help people understand how we move people and cargo and influence jobs, trade and local businesses."

This past summer, Berglund coordinated Port participation in Youth Corps, a joint project between Multnomah County and Portland Mayor Sam Adams's office. The program reaches out to kids entering high school who are at-risk for not graduating. By exposing them to different career opportunities, the program hopes to broaden their understanding of the types of careers they might want to pursue after high school.

The Port was asked to participate because of the many types of jobs necessary to operate a busy airport – jobs that don't necessarily require a college degree. Approximately 50 students from high schools around the area participated. Students were presented with an emergency scenario – a winter storm at the airport – and worked side-by-side with Port staff to solve numerous operational, logistical and environmental issues. Participant feedback was positive, and Port staff had fun, too.

## Air National Guard and Volunteer Committee Work Towards Common Goal

The Port of Portland's noise management department has a mission to minimize aircraft noise impacts while encouraging cooperation and collaboration with internal and external partners. This goal is only successful if we build effective working relationships with all our stakeholders, including airlines, the military, the traveling public, airport neighbors, and the Citizen Noise Advisory Committee, an independent 16-member group that advises the Port on aircraft noise-related issues.

At the same time, these stakeholders build relationships with one another. Nowhere was this more evident than the recent consideration of a new arrival procedure proposed by the Oregon Air National Guard. The "continuous descent overhead approach" was designed by the Guard exclusively for use at PDX. It's similar to a procedure required for U.S. military pilots worldwide that minimizes risk to pilots who must land in hostile areas.

Due to potential impacts to surrounding neighborhoods and air traffic control, there was much discussion among the Port, the Federal Aviation Administration, the Oregon Air National Guard, the Citizen Noise Advisory Committee, and the broader community on whether or not to support the landing procedure. Over the course of nearly 19 months, stakeholders participated in flight testing and noise monitoring, more than 15 neighborhood presentations, seven noise committee meetings, and numerous meetings with elected officials and local residents. This September, the Citizen Noise Advisory Committee submitted its recommendation in support of the continuous descent overhead approach procedure. The project was long, complex and sometimes controversial, but the committee approached it with enthusiasm, even leading a comprehensive neighborhood outreach effort to ensure the community's voice was part of the process.

So why did the committee support the new procedure? Jason Schwartz, Port noise manager, explains, "This decision was explored in a thoughtful way. Stakeholders were able to take time to learn about the issues, observe the procedure first-hand, and consider the potential impacts." Although typical military jet operations are noisy, the noise impacts associated with this procedure were found to be minimal, while enabling the Guard to meet its training requirements. Schwartz is pleased with the outcome. "By supporting numerous forums and the collection and exchange of data and information, we helped our stakeholders work together to meet their goals. I am hopeful this experience will encourage our partners to collaborate on future noise program efforts."



*Military jet on runway at Portland International Airport*

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For younger audiences, Port staff created “Where in the World?,” an entertaining, interactive presentation that encourages third, fourth and fifth graders to think about how the products they wear, use, play with and eat end up in Portland, and how products grown and produced regionally end up in other parts of the world.

Results from the first full school year ending last spring were encouraging. Staff held a focus group with teachers this summer to refine the presentation; the program relies heavily on geography and reading, and changes include new writing and math components. “The input was crucial,” said Berglund. “Teachers are the experts, so knowing what works in the classroom to educate their students helps make the program more meaningful.”

This year, we’re offering the program to 65 schools in five school districts within a 10-mile radius of Port properties, and program materials are available to Port staff members to present to their kids’ classrooms.

Last but not least, the Port’s tour and outreach program has a college outreach arm. We’ve partnered with George Fox, Linfield and Portland State and are expanding outreach to business, environmental, and planning students. Presentations are tailored to the curriculum being taught and, when possible, include tours of Port facilities. “These are tomorrow’s leaders,” Berglund explains. “Since many students are new to the area, this is a great introduction to the Port of Portland and a stepping stone to larger conversations about trade and transportation.”

For more information about the program, contact Brooke Berglund at 503.944.7532.

## PORT SHORTS



### On the Ground at West Hayden Island

Members of the public got the chance to explore the western half of Hayden Island on two tours sponsored by the Port of Portland in late September. The Port-owned property, not normally open to the public, is the subject of a City of Portland planning process looking at possible annexation. We scheduled the tours in response to citizen interest in learning more about the island, and tour guides focused on answering questions on the current and historic uses of the island.

Chris White, community affairs manager with the Port, said, “The tours are an opportunity for the public to experience West Hayden Island in a way that’s more

tangible than simply looking at aerial photographs.” Tour highlights included discussion of regional trade and transportation, traveling to the tip of the island to view the working waterfronts at the ports of Portland and Vancouver, visiting a Port mitigation site, and learning about the overall attributes of the property.

Future tours will be scheduled as needed. Contact tour manager Brooke Berglund at [brooke.berglund@portofportland.com](mailto:brooke.berglund@portofportland.com) or 503.944.7532. For more information about the city’s process, visit [www.portlandonline.com](http://www.portlandonline.com).

## Public, Private Partners Affirm Commitment to Clean Air

On July 21, approximately 50 representatives of organizations involved with the Columbia River Clean Diesel Project gathered at Terminal 6 for a "Declaration of Cooperation" ceremony. The project is a bi-state effort to reduce diesel engine emissions from freight transportation in the Columbia River and Interstate 5 corridors.

Last year, Oregon Gov. Ted Kulongoski and Washington Gov. Christine Gregoire designated the Columbia River Clean Diesel Project a priority, and they appointed Jim Jacks, a Washington state legislator, and Jay Waldron, an environmental attorney at Schwabe, Williamson & Wyatt and former Port commissioner, as co-conveners of the group. Collaborators on the project include a mix of agencies, freight transportation companies and local ports.

Team members signed a Declaration of Cooperation outlining emission reduction strategies specific to their respective areas of purview. The Port's commitments included:

- Retrofit exhaust controls on select pieces of non-road, Port-owned cargo-handling equipment at the Port's Terminal 6 (contingent on grant funding).
- Set ongoing air quality targets through the Port's environmental management system to minimize or reduce impacts to air quality.
- Cooperate with Cascade Sierra Solutions to develop educational and outreach programs to reduce emissions from trucks serving the Port.
- Investigate the feasibility of a lunch hour anti-idling program.

- Continue to participate in and provide meeting facility resources to the Columbia River Clean Diesel Project, Phase II meetings.

"This is an important step in our efforts to improve air quality for neighbors around our facilities," said Bill Wyatt, executive director for the Port. These efforts are in addition to strategies that have been implemented through the Port's Air Quality Program; read more at [www.portofportland.com](http://www.portofportland.com).



## Open House to Focus on Hillsboro Airport Runway Environmental Assessment

The Port of Portland is nearing completion of an environmental assessment of a proposed new runway at Hillsboro Airport. The project would construct a new runway east of and parallel to the main runway at Hillsboro. A draft environmental assessment of the project was released for public review and comment Oct. 8, and comments will be accepted until Nov. 20, 2009. Environmental assessments consider issues like air quality, noise, water quality, compatible land uses and wildlife.

Information about the draft environmental assessment and the project overall will be available at an open house and public hearing scheduled for Tuesday, Nov. 10, 5:30 to 7:30 p.m., at Washington County's Charles D. Cameron Public Services Building, 155 North First Avenue in Hillsboro, Room 120. Written and verbal comments on the project are encouraged.

The project has also been discussed at previous Hillsboro Airport Issues Roundtable meetings and was highlighted at the Hillsboro Airport Open House on Oct. 24, where tours of the proposed runway area were conducted.

The draft environmental assessment is available on the Port Web site and at Hillsboro libraries, the Hillsboro Civic Center, and Port headquarters. For more information or to submit comments on the project, contact Renee Dowlin, aviation environmental program manager, at [renee.dowlin@portofportland.com](mailto:renee.dowlin@portofportland.com) or 503.460.4566.

## THE GREEN SIDE:

### Getting Results: The Port's annual environmental objectives and targets encourage employee creativity

Port of Portland employees are encouraged to look for ways to continuously improve environmental performance in operating areas and administrative offices. In 2008, the Port set 21 goals to reduce environmental impacts associated with our work. We completed 13 of these targets by our June 30, 2009, deadline, with progress made on the remaining eight.

For the 2009-2010 fiscal year, the Port has developed 13 new targets focused on air and water quality, natural resources, energy, and waste minimization. In this 10th year of implementing annual environmental targets, the Port selected some ambitious goals to reduce the footprint and increase the efficiency of our work. Here are a few highlights; a complete list and results from the 2008-2009 program year are available at [www.portofportland.com](http://www.portofportland.com).

#### **Waste Minimization Program: Recycling All Plastics**

Though the recent economic downturn has affected the recycling industry, there are signs it's on the mend, including a new initiative to establish a local plastics-to-oil facility. The Port currently diverts as much as possible from the landfill, including myriad types of plastic. If such a facility gains hold in the Portland area, it would allow the Port to dramatically increase the amount of recycled materials by implementing a Portwide recycling program for *all* plastics.

#### **Natural Resources Program: Supporting the Urban Tree Canopy**

For the third year in a row, the Port will sponsor tree planting projects in partnership with local nonprofit Friends of Trees. The plantings will occur in neighborhoods around Portland International Airport. The airport has restrictions on the number and types of trees allowed near runways and taxiways; partnering with Friends of Trees helps the Port support an expanded urban tree canopy while helping residents buy large trees at reduced prices.

#### **Air Quality Program: Reducing Greenhouse Gas Emissions**

The Port's target to reduce direct and indirect greenhouse gas emissions 15 percent below 1990 levels by 2020 is more ambitious than the current state of Oregon goal. While there are numerous routes that can help us achieve this target, staff will focus on emission reduction strategies for our largest sources of emissions first. Portwide, electrical energy consumption is the largest source of emissions under direct Port control.

#### **Energy Management Program: Purchasing Renewable Energy**

The target above is directly dependent on the purchase of clean, renewable energy. The Port began purchasing 10 percent renewable energy several years ago and quickly decided to move toward 100 percent. With increasing pressures on budgets, we did not reach this goal as quickly as originally hoped, but program staff is confident that this year, we will be able to negotiate purchasing agreements on the open Renewable Energy Credit markets to meet our goal while continuing to be good stewards of public funds.

#### **Water Resources Program: Conserving Water**

The Port has implemented dozens of water conservation strategies throughout our facilities. The latest example of this is the new Living Machine, a wastewater treatment system in our new headquarters building. But more mundane solutions yield big results, too, and the Port will continue to replace toilets with dual-flush, low-flow toilet valves, which reduce water usage by one to three gallons per flush.



Volunteers braved the cool weather to plant trees last year

Read *Port Currents* online!  
Visit the Community Outreach section of  
[www.portofportland.com](http://www.portofportland.com).

To update your mailing address,  
or to share comments and  
questions, please contact:

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## HEADS UP

**November 10 • 5 p.m. – 5:30 p.m.**

Hillsboro Airport Issues Roundtable Meeting  
155 N. First Avenue, Hillsboro

**November 10 • 5:30 p.m. – 7:30 p.m.**

Hillsboro Airport Parallel Runway Environmental  
Assessment Open House  
155 N. First Avenue, Hillsboro

**November 12 • 6 p.m. – 8 p.m.**

PDX Citizen Noise Advisory Committee Meeting  
Portland International Airport, St. Helens B  
7000 N.E. Airport Way, Portland

**November 17 • 9:30 a.m. – 12:30 p.m.**

West Hayden Island  
Community Working Group Meeting  
City of Portland, 1900 Building, 7th Floor  
1900 S.W. 4th Ave., Portland

**December 9 • 9 a.m. – 11 a.m.**

Port of Portland Commission Meeting  
Port of Portland Commission Room  
121 N.W. Everett, Portland

**December 15 • 9:30 a.m. – 12:30 p.m.**

West Hayden Island  
Community Working Group Meeting  
City of Portland, 1900 Building, 7th Floor  
1900 S.W. 4th Ave., Portland

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