

SPRING 2014

PORTSIDE

PORT OF PORTLAND

A Port of Portland publication featuring news and information about airports, marine terminals, industrial parks and environmental programs.



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Rich Past,
Positive Future

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HILLSBORO AIRPORT RICH PAST, POSITIVE FUTURE 85 YEARS OF SERVICE TO THE COMMUNITY

The year was 1927. A young aviator by the name of Charles Lindbergh made an extraordinary, nonstop, solo flight from New York to Paris. The transatlantic journey took more than 33 hours and captured the imagination of the world.

Upon his return to the States, Lindbergh embarked on a nation-wide tour in the *Spirit of St. Louis*. This cross-country circuit signaled to Americans that air travel was not just possible, it was practical. When Lindbergh accepted the invitation to Portland for the dedication of the Swan Island Airport, he was affectionately greeted. Within a week of his visit, officials announced that the airfield would be renamed Port of Portland Airport.

With excitement brewing in the state, other municipalities were anxious to be part of this new era of transport. After all, Oregon was a pioneer in championing aviation advancement. The first government aviation agency

in the nation was established in Oregon in the early 1920s. The state was even becoming a refuge for homebuilt airplane communities comprised of designers, experimenters and enthusiasts.

By 1928, the United States Department of Commerce recognized 21 airports and landing fields in Oregon. As new cities joined the movement, Hillsboro leaders coveted an airport to propel the region forward, but they were struggling to find a way to fund the endeavor. That is, until Dr. Elmer H. Smith took action.

Smith was a prominent physician and surgeon beloved by Hillsboro residents. The doctor had a passion for aviation, personally and professionally. He was particularly intrigued by the notion that he could make a house call to an outlying community in minutes rather than several hours. At a time when many in the valley were just beginning to afford automobiles, Smith purchased an airplane.

Courtesy of Washington County Historical Society



Of course, the good doctor needed somewhere to land his new investment. When Smith purchased a 100-acre swath of land east of Hillsboro, it was the first step in setting the stage for what is now the busiest airport in Oregon.

THE SKY'S THE LIMIT

When Smith announced he would open an airport and flying school, *The Oregonian* proclaimed that "the Hillsboro airport problem was solved." For months, the chamber of commerce and the American Legion had been advocating for a municipal airport, and that dream was finally becoming a reality. In reaction to the good news, the American Legion announced it would sponsor Hillsboro's first air carnival, to both honor Dr. Smith and help finance the project. Work began without delay in preparing two 3,000-foot runways on the relatively flat tract of land.

Anticipation for the air carnival spread quickly throughout the region. Races, stunts, and even parachute jumping were on the docket. Pioneers were invited to witness the modern era of aviation and marvel at the speed at which the Tualatin Mountains could now be traversed. On Aug. 26, 1928, the first incarnation of what would one day become the Oregon International Air Show took place. The event was wildly popular, with an estimated 10,000 spectators in attendance. The show's coordinators knew that there was something special in such a gathering and intended to make the event an annual occurrence. Unfortunately, that plan would not come to fruition for more than two decades.

TURBULENCE AHEAD

The Great Depression hit hard the following year, sending the nation into economic turmoil. In 1930, Smith passed away unexpectedly, adding to the valley's heartache. In response, Smith's family put the airfield up for sale with an asking price of \$7,500. The city of Hillsboro took possession of the land, promising to make good on the sale and pay at a later date. In the mid-1930s, the city applied for Works Progress

Administration funds in order to improve the runways and help the local economy. The WPA was a federal agency born out of the New Deal, engaging unemployed citizens in public works projects. With government funding, workers drained and leveled the muddy runways by hand.

By 1938, the city followed through with its purchase of the property and continued development. "People saw the airport as an important economic driver," says local historian Dana McCullough.

The dark skies were beginning to part, even if only momentarily.

SPROUTING WINGS

Ed Ball and Swede Ralston, two gentlemen who had an immeasurable impact on the history of the airport, were independently using the property to instruct new students. Following the purchase of the land, the city gave Ball a lease of the field and appointed him the first manager of the Hillsboro Airport.

As the Depression was officially winding down, World War II began ramping up. Wanting to ensure military preparedness, the federal government sponsored the Civilian Pilot Training Program. As a result,

Hillsboro Airport started to flourish once more. By 1940, hangars sprang up around the airfield and business began picking up steam.

In the blink of an eye, as the government prepared for war, all civilian flights west of the Cascades were grounded indefinitely. Ball and Ralston, as well as countless other valley airmen, moved shop to California and instructed on behalf of the military.

When WWII ended in 1945, area pilots returned home to find a new airport, enhanced during the war. The Civil Aeronautics Administration and the city of Hillsboro had paved the runways, created access roads, installed a rotating beacon and telephone service, and acquired an additional 280 acres. Taking advantage



Courtesy of Swede Ralston Archives



Courtesy of Washington County Historical Society

of these improvements, four fixed-based operators built new and larger hangars. The fixed-base operators – Inman's Flying Service, Wik's Air Service, Oslund Airways and Ball-Ralston Flying Service – began offering flight training under the GI Bill of Rights. The *Hillsboro Argus* reported, "Hillsboro is sprouting wings."

Ball-Ralston was promoted as the oldest flying school in Washington County. Airplane rides over the valley were advertised for \$2.50. By the end of the decade, they had trained more than 500 pilots and performed in 96 airshows throughout the Northwest promoting aviation. Ball-Ralston Flying Service was heralded as a significant factor in the airport's growth.

COME FLY WITH ME

The 1950s brought new operations to the developing airport. In response to a call from state and federal forest agencies, Ball-Ralston devised a unique method of combating a massive budworm epidemic affecting northwest spruce trees. Modifying decommissioned WWII planes for spraying, the team cleverly converted TBMs – ex-Navy torpedo bombers – for peacetime use. As the largest single-engine airplanes at the time, these repurposed fighters could hold and deploy vast quantities of pesticides. This revolutionized the industry; TBMs are still used for spraying forests in Canada today. "This area needs to get a tremendous amount of credit for its innovation," says McCullough.

UP, UP AND AWAY

Over the years, the airport experienced prosperity that continues to this day. Flight schools continued training new aviators and air shows re-emerged to re-ignite the valley's curiosity. On January 13, 1966, Hillsboro Mayor Lloyd Anderson signed an agreement transferring ownership of the Hillsboro Airport to the Port of Portland.

CRUISING ALTITUDE

Hillsboro Airport has undergone many improvements during the Port's stewardship, including increased runway length and installation of an Instrument Landing System, as well as construction and operation of a Federal Aviation Administration air traffic control tower. Today, the airport is a full-service general aviation facility operating on approximately 900 acres.



Twenty-five businesses are located at the airport, generating millions of dollars in revenue for the region. As has been the case for many years, Hillsboro Airport and Washington County are leaders in technology and general aviation. A close look reveals the threads of the past interwoven into the existing fabric of the airport.

The long tradition of instructing pilots that began in the 1920s and 1930s continues at Hillsboro Aviation, as prospective helicopter and airplane pilots from more than 75 different countries trek to the valley to learn.

The conversion of airplanes that took place in the 1950s is akin to present operations: Aero Air is involved in the retrofitting of retired passenger aircraft for firefighting. The



airport also supports the community with aeromedical flight service, harkening back to Dr. Smith's vision of reaching patients without delay.

People gathered from far and wide to watch revolutionary planes cross the West Hills more than 85 years ago. To this day, crowds return annually to

experience the present iteration – the Oregon International Air Show.

And, as early pioneers flocked to witness the latest technology, current businesses continue to seek out Washington County. Large area employers, such as Nike and Intel rely on Hillsboro Airport frequently.

Hillsboro Airport continues to reflect its heritage as it evolves to accommodate growing demand. As the Port continues with efforts to construct a parallel runway, a new milestone is on the horizon. In 2016, the Port will proudly celebrate 50 years of stewardship.

Since its inception, the Hillsboro Airport has brought forth both inspiration and economic prosperity to the community. The story will continue to be written, leaving behind an indelible mark on the future leaders, pilots and pioneers of this area.

by Jayson Shanafelt

HILLSBORO AIRPORT IMPACTS LOCAL LIVES

As the busiest airport in the state by virtue of takeoffs and landings, Hillsboro Airport is an integral part of the region's transportation system, providing first-class general aviation facilities to businesses and residents of Washington County and beyond. In addition, airport activities contribute to the local economy. The most recent economic impact study shows that the Hillsboro Airport generates more than 930 jobs, \$54.7 million in personal income, and \$66.4 million in business revenue.

Hillsboro Airport is home to local corporate flight departments and a corporate air shuttle service, aircraft charter services for business travel, air ambulance services, flight schools, and aircraft maintenance and repair operations. In all, more than 25 businesses operate on-airport.

The airport's location, in the heart of Washington County, welcomes local, national and international flight training students who will become the next generation of commercial pilots. It also provides a convenient business travel option for employees and executives who access air shuttle and air taxi services from the city's West Metro area, making the commute for a business trip shorter and saving valuable time.

6 Snapshot of Hillsboro Airport

Businesses Located at HIO:

Aero Air, Global Aviation, Hillsboro Aviation, Premier Jet Center, B & E Aviation, Center for Airways Sciences, Direct Avia, Northwest Aircraft Maintenance, Northwest Insurance Group, Premier Jets, Tualatin Valley Avionics, Classic Aircraft Aviation Museum, Fliteline Condo Hangars Association, Storage Management Systems, Tower Park Condo Association, Avis Rent A Car, Hertz, Above All Accounting, Dolphin Communications, and Oregon International Air Show.

2013 Statistics:

Takeoffs and landings:

215,861

Business revenue generated:

\$75.7 million

Personal income generated:

\$60.9 million

Jobs created:

1,199 (605 direct)

Tax revenue for community:

\$5.6 million

"I am no longer homeless."

Airlift rescue dog
Wings of Rescue



"I'm learning to fly."

Student pilot Jason Mazur



"I save lives."

Air ambulance pilot
Nathan Cox



"I fly for pleasure."

Hillsboro Flying Club pilot
Shannon Miller



"I launched my aviation career at the Hillsboro Airport."

Airbus Captain Jeff Welty



"I keep aircraft flying."

Mechanic Christina Niemi



"I stay connected to my business network."

Businessman Brian Lockhart





ALASKA PLANS SALT LAKE CITY, KALISPELL, MONT. NONSTOPS

Portland International Airport passengers will soon have more ways to fly nonstop to Salt Lake City, and a new way to visit the natural beauty of northwest Montana.

Alaska Airlines will launch two daily nonstop flights June 9 linking PDX with Salt Lake City International Airport. Alaska will offer seasonal, daily nonstop flights connecting PDX with Glacier Park International Airport from June 9 to Aug. 23.

Salt Lake City flights will depart PDX at 9:50 a.m. and 3:10 p.m., arriving in Salt Lake City at 12:45 p.m. and 6 p.m., respectively. Flights depart Salt Lake City at 8:05 a.m. and 6:50 p.m. and arrive at PDX at 9:05 a.m. and 7:45 p.m., respectively.

Kalispell flights will depart PDX at 3:55 p.m. and arrive in Kalispell at 6:20 p.m. Flights depart Kalispell at 6:50 p.m. and arrive in Portland at 7:25 p.m.

"Salt Lake City has long been a top-requested market by our customers," said Joe Sprague, Alaska Airlines vice president of marketing. "We're also pleased to connect Portland residents with one of Big Sky County's most popular destinations." Last year, Alaska Air Group served 5.9 million PDX travelers.

SOUTHWEST ADDS MORE NONSTOPS

Southwest Airlines will offer new nonstop service connecting Portland International Airport with San Diego, Baltimore and Houston, and return nonstop service to Austin, Texas beginning June 8.

Southwest will provide two daily flights to San Diego International Airport. Flights depart PDX at 8:55 a.m. and 4:30 p.m. and arrive in San Diego at 11:15 a.m. and 6:50 p.m., respectively. Flights leave San Diego at 8:55 a.m. and 6:05 p.m. and arrive at PDX at 11:20 a.m. and 8:25 p.m., respectively.

Daily seasonal flights serving Baltimore/Washington International Airport leave PDX at 1:05 p.m. and arrive in Baltimore at 9:05 p.m. Flights leave Baltimore at 9:45 a.m. and arrive at PDX at 12:30 p.m.

Daily seasonal flights to Houston's William P. Hobby Airport depart PDX at 9:50 a.m. and arrive in Houston at 4 p.m.

Flights leave Houston at 3:45 p.m. and arrive at PDX at 6 p.m.

Austin-Bergstrom International Airport flights return daily on a seasonal basis. Flights leave PDX at 10:40 a.m. and arrive in Austin at 4:30 p.m. Austin flights depart at 12:55 p.m. and arrive at PDX at 2:55 p.m.

All flights will operate with Boeing 737-700 aircraft with 143 seats.

US AIRWAYS NOW FLIES YEAR-ROUND TO CHARLOTTE

Like the convenience of a nonstop flight to Charlotte, N.C., but can't find one all year-round?

US Airways now offers year-round nonstop service connecting Portland International Airport and Charlotte/Douglas International Airport. The flights expand the popular seasonal service that US Airways launched in 2007. The year-round service operates daily during peak travel times, and weekly during off-peak travel months. More than 69,000 passengers fly annually between PDX and Charlotte, N.C.

Flights are scheduled to arrive in time for a full day of business or leisure in Charlotte, N.C. Flights depart PDX at 10:25 p.m. and arrive in Charlotte at 6:20 a.m. Flights depart Charlotte at 6:15 p.m. and arrive at PDX at 9 p.m. During peak times, flights operate with an Airbus 321, which has more than 180 seats. At other times, flights operate with an Airbus A320 with 150 seats.

Travelers can connect from Charlotte/Douglas, US Airways' largest hub, to other US Airways destinations throughout the eastern U.S., Central America, the Caribbean and Europe. The expanded service also provides North Carolina-area customers better nonstop access to Portland.



SPIRIT ADDS WINDY CITY SERVICE

Portland International Airport is adding a fourth Spirit Airlines destination – Chicago.

The seasonal, daily nonstop flight launches May 22 and operates through Nov. 1.

Flights will depart Portland at 12:10 a.m. and arrive at Chicago O'Hare International Airport at 6 a.m. Flights will depart Chicago at 8:45 p.m. and arrive in Portland at 11:25 p.m.

"Spirit Airlines now offers PDX travelers more ways to reach the Windy City," said David Zielke, general manager of air service development at the Port of Portland. Chicago is one of our key destinations with more than 300,000 travelers flying each year between PDX and the Chicago region."

At PDX, Spirit Airlines already offers nonstop routes to Las Vegas, San Diego and Dallas/Fort Worth. Spirit's all-Airbus fleet currently operates more than 250 daily flights to more than 50 destinations within the U.S., Latin America and the Caribbean.



HELPING MOTORISTS FIND PARKING HELPS THE ENVIRONMENT

A new automated parking guidance system at Portland International Airport is helping both motorists and the environment.

The system makes it easier for motorists to find parking spaces in the long-term parking garage. By minimizing hunting for parking spaces, it also reduces vehicle emissions.

Similar to the system already operating in the short-term parking garage, the new parking guidance system provides an ultrasonic detector over each parking stall, connected via computer to a series of variable message signs. As motorists approach each level of the garage, variable message signs indicate the exact number and location of vacant spaces available on the floor. Once on the floor, a green light overhead indicates the space is empty, a red light indicates the space is full.

Another PDX initiative improving customer service and reducing emissions is the Quick Pay parking system. When walking back to their cars to leave the airport, visitors are encouraged to pay for parking at Quick Pay kiosks. The kiosks are conveniently located in the short-term garage and both pedestrian tunnels under the garage. Quick Pay reduces

average motorist idling times at the exit plaza from a minute-and-a-half to just 15 seconds, thus reducing vehicle carbon monoxide emissions by more than two tons per year.

AEDs KEEP TRAVELERS PREPARED

Portland International Airport cares about the health and well-being of travelers. That's why a number of Automated External Defibrillators are on-site to help in the event of a potentially life-threatening emergency at PDX.

According to the American Heart Association, a person has roughly 3-5 minutes to save someone's life when their heart stops beating. The portable devices at PDX are designed to detect irregular heart rhythms and shock or, in some cases, restart the heart, if necessary.

AEDs are conveniently located in the airport's terminal with a red heart symbol above each white case. They can be easily found throughout each concourse and in the concourse connector, in the baggage claim area, the conference center, the rental car center, the Federal Inspection Station and throughout the Port of Portland Headquarters building.

"It's good to be prepared to use an AED, although the device is made simple to operate so that most anyone can use it," says Steve Eversmeyer, Port safety and loss control manager. "In the event of an emergency, we always recommend travelers dial 9 from any of the white paging phones located throughout the terminal, or call 9-1-1."

The devices at PDX use simple audio and visual commands to instruct both trained and less-trained users. When traveling through the airport, remember to look around and notice the white cases marked with a red heart symbol – it could help save a life.

THANKS AGAIN® NOW OFFERS RAPID REWARDS® POINTS

Thanks Again®, the airport loyalty program, now offers travelers the ability to earn Southwest Airlines Rapid Rewards® Points with airport parking, shopping or dining purchases nationwide, including at Portland International Airport.

Southwest Airlines Rapid Rewards Members can participate in the Thanks Again® program to earn valuable points with qualifying airport purchases. Consumers conveniently enroll in the program for free at www.thanksagain.com/southwest and earn an additional 1 point per \$1 spent at a rapidly expanding number of airports, including PDX. In all, seven frequent flyer programs for airlines serving PDX are part of Thanks Again®.



PDX CARPET FINDS A UNIQUE FOLLOWING IN PORTLAND

What makes the homecoming experience so unique at Portland International Airport? The carpet. This 20-year-old flooring has become an object of affection and has obtained a unique cult following in the community.

Local travelers take photos of their feet on the airport's signature carpet and post them on social media with taglines, "home sweet home" and "I missed this raggedy old carpet" to document their arrival at PDX.

Unfortunately, the carpet is showing its more-than-two-decades of age and heavy use, and will soon be replaced. A few years ago, the Port of Portland teamed up with ZGF Architects to develop fundamentals for a new pattern. The Port is now working with Hennebery Eddy, another local architecture firm, to replace the 14 acres of carpet in its airport terminal and rental car facilities starting late next year.

As the project went viral, followers on social media expressed the deep connection travelers have to the carpet. The airport carpet even has its own Facebook page. Thousands of photos were posted to Twitter and Instagram with the hashtag, #pdxcarpet.

The Port recognizes the emotional attachment travelers have to the existing carpet, and has designed the new carpet with originality, sustainability and local appeal, in hopes that travelers will grow to appreciate it, just as much as the old.

PDX SETS NEW PASSENGER RECORD

It's official! There's a new, all-time passenger record for Portland International Airport.

PDX served 15 million travelers in 2013, surpassing the former record of 14.7 million passengers in 2007.

Impacted by the global recession, PDX air travel fell to 12.9 million travelers in 2009, and has gradually grown since that time. Improvements in the economy, an unprecedented increase in December travel, and expanded route choices for passengers, all contributed to last year's passenger record. Meanwhile, PDX air freight remained steady at 212,414 tons for 2013, up .03 percent from 2012.

December 2013 was the busiest December ever at PDX. Travel grew 10 percent over December 2012. In December 2013 alone, PDX served 1.3 million passengers. Growth was influenced by Thanksgiving occurring late in the month, causing some holiday travelers to return home in December; and by travel for football bowl games for both Oregon State University and University of Oregon fans. Helping boost travel throughout the year were nearly two dozen PDX nonstop route improvements; further, flight frequencies increased on many PDX routes.

With more new routes on the way this year, PDX is looking at continued growth and perhaps even a new passenger record.

Marine and Properties

PORT TAKES A POSITION ON CRUDE OIL BY RAIL

Over the course of the last year, the Port of Portland has received numerous inquiries about its interest and capability to host facilities related to the storage and/or transfer of U.S.- and Canadian-produced crude oil arriving by rail. Interest in Port facilities is understandable given the Port's considerable property ownership at the nexus of two transcontinental railroads and a deep-water navigation channel.

Transport of crude oil by rail is key to a discussion about energy market transformation because the U.S. refining capacity was historically developed to receive crude oil by ocean-going vessels. Transport capacity from production regions to refineries via pipeline is seriously constrained or non-existent, creating both demand and opportunity for large quantities of crude oil to move by rail.

The Port is interested in being part of an American energy renaissance brought on by the remarkable domestic oil transformation. However, the Port does not believe that there are sufficient answers to the important questions regarding environmental and physical safety to proceed with any type of development at this time.

Like the rest of those monitoring this energy transformation – which includes our state, city, and local communities – the Port is following developments with interest and, where appropriate, will engage with policy makers, the community, and the transportation industry to ensure that the important issues surrounding the safe and secure transportation of these products are fully addressed.

To read the Port's full statement go to www.portofportland.com

WEST HAYDEN ISLAND: NOT NO, JUST NOT NOW

A lengthy and complex process to annex West Hayden Island for a future marine terminal, habitat preservation and recreational amenities came to an end on Jan. 8 when the Port of Portland withdrew its consent to annex the property into the city of Portland.

"The terms under which annexation has been proposed by the city would simply render a future development on the property impossible," said Bill Wyatt, executive director for the Port. "We understand from the Mayor that Portland City Council is unwilling to take action to modify these proposals at this time, so we cannot justify the investment of more time and money into the process."

The Port owns more than 800 acres of



property on the island that is currently part of unincorporated Multnomah County and lacks the appropriate zoning and city services needed for marine terminal development. Starting in 2009, the Port began a process at the request of then City Commissioner Sam Adams to pursue annexation. A proposal emerged through a series of studies, meetings and hearings that would have preserved 500 acres as open space and 300 acres for future marine industrial development.

While the Portland Planning and Sustainability Commission recommended annexing the property in July 2013, the recommendation included new forms of mitigation not required for any other developer, at a level not required for any other project and beyond actual impacts. With an estimated \$30 million to \$40 million in added costs, this would have priced the developable land at double the cost of industrial land in the region, while still lacking appropriate zoning to ensure that future development could actually occur. Without willingness by the city to amend these terms, annexation proved impractical for the Port to proceed.

"This is a disappointing and unfortunate outcome on several levels including lost economic opportunity for our region, implications for current and future land use planning, and lost social and environmental benefits," said Wyatt. "Despite this action, I believe that West Hayden Island remains viable for the future as an ideal place to grow the city's tax base and family jobs while providing space for public recreation and wildlife habitat."

The Port is currently reassessing short- and long-term future plans for West Hayden Island, and does not count out future annexation and development prospects.

PORTLAND COUNCIL APPROVES ENTERPRISE ZONE EXPANSION

On December 18, Portland City Council unanimously approved an enterprise zone modification to include the Port of Portland's Terminal 5. The zone is designed to spur private investment and job creation by allowing tax breaks and other incentives; the new designation will help Canpotex expand its potash export facility in Rivergate Industrial District.

Potash, or potassium salt, helps increase crop yields worldwide as a mineral nutrient used in the production of fertilizer. Potash is mined 3,000 feet underground in Canada from naturally occurring deposits in Saskatoon, Saskatchewan, where there are estimated reserves of 10 billion tons – about sixty percent of potash reserves worldwide.

Canpotex, Canadian potash exporters, is a joint venture among three Saskatchewan potash producers. The marketing and logistics company transports potash from its mine sites by long unit trains to its 100-acre Portland Bulk Terminal leasehold at Terminal 5 and to another terminal in Vancouver, British Columbia.

A Port tenant since 1997, Portland Bulk Terminal exports more than 2 million tons of potash annually to international markets including: Australia, Brazil, China, India, Indonesia, Japan, Korea and Malaysia. The Portland terminal is already home to the largest wooden structure west of the Mississippi. Canpotex has not yet finalized plans for the terminal and decided whether it will proceed with expansion of the facility.

Potash and grain exports at Terminal 5 support an estimated 500 permanent high-paying transportation jobs throughout the metropolitan area and the state of Oregon.

FORD EXPORT GATEWAY GROWING

Already the second largest auto import gateway on the U.S. West Coast, and fifth largest in the nation, Portland has seen rapid growth in exports of Ford vehicles to China and Korea.

Ford Motor Company began exporting vehicles to Korea through Auto Warehousing Company's 130-acre facility at Terminal 6 in January 2012. They were the first auto exports through Portland since 1988.

Following inspections and approval by Chinese government auditors, AWC started handling vehicles for export to China sourced from several plants in the U.S., Canada and Mexico in November 2013. With initial volumes planned to be 30,000 in the first year and growing to 40,000 per year thereafter, the company announced plans to hire up to 50 people to process vehicles and prepare them for the Chinese market.

With expectation for continued growth of both import and export volumes, AWC recently completed a \$2.8 million project to expand its processing building by 27,000 square feet and increase capacity to more than 110,000 vehicles annually. The expansion was financed by ConnectOregon IV state grant funding and a \$560,000 investment by AWC.

"There is great potential to grow this business as our expertise and available capacity matches growing demand for Ford vehicles in China," said Ben Seher, president, Auto Warehousing Company. "By better utilizing transpacific car carriers returning to Asia, this will be good news for everyone involved."



An enterprise zone approved for Terminal 5 will aid expansion.



DAIMLER TRUCKS NORTH AMERICA BUILDING PORTLAND HQ

Last September, Oregon Gov. John Kitzhaber and Portland Mayor Charlie Hales joined Martin Daum, Daimler Trucks North America president and CEO, for the announcement of a significant expansion of the company's footprint on Swan Island. Construction on a nine-level, 270,000-square-foot headquarters building and a four-level parking structure will begin this year with a targeted 2016 completion.

The Port of Portland is amending a lease with DTNA, has negotiated a sale agreement and worked closely with Business Oregon and Portland Development Commission to help land the new headquarters project on Swan Island. It will house up to 1,200 employees and prompt an estimated \$150 million in private investment to construct the building. The project will bring at least 350 new high salary jobs.

"Daimler Trucks North America is a longtime partner of the Port, and a long-term lessee of Port-owned property on Swan

Island," said Keith Leavitt, general manager business development and properties. "This commitment underscores the importance of having available land to support commercial and industrial growth in our region, and we're excited that Daimler is deepening its roots here in Portland with this world-class project."

Besides the company's positive employment impacts, DTNA supports Portland International Airport direct connections and air service, air cargo, rail service and some maritime shipping through the region.

HANJIN SHIPPING DELIVERS GOOD NEWS FOR LOCAL SHIPPERS

In early March, Hanjin Shipping announced that it would continue its weekly transpacific vessel call in Portland.

The announcement is welcome news to the hundreds of shippers who depend on the carrier and its alliance partners to get cargo to and from international markets in Asia. According to Hanjin's notification to the Port of Portland, the company will be reviewing operational performance on a quarterly basis.

"Hanjin has been a valued customer of the Port for 20 years, and they have an important shipping franchise in this market," said Sam Ruda, chief commercial officer. "We will continue to work closely with all stakeholders to ensure that the case remains for Hanjin and all carriers to keep cargo moving through Portland's Terminal 6."

In October 2013, Hanjin officials indicated to the Port and terminal operator ICTSI Oregon, Inc. that low productivity and escalating costs needed to be addressed at the container terminal in order for the company to remain in the local market. Even with the decision to stay, operational conditions and labor productivity will need to stabilize and improve for container services calling T-6 to be successful.

Hanjin is the largest container carrier calling Portland's T-6. The service represents nearly 80 percent of container throughput at the terminal. The Hanjin service supports an estimated 657 direct jobs and \$33 million in personal wages annually.

Business and Environmental

IMESON LEAVES PORT TO JOIN NW NATURAL

After more than a decade of service, Tom Imeson has left the Port of Portland to serve as vice president of public affairs at Northwest Natural.

Gov. Ted Kulongoski appointed Imeson to the Port Commission in 2003. In 2006, Imeson joined the Port staff as public affairs director.

"Tom has made significant contributions to the Port of Portland, first as a Commissioner and then as public affairs director," said Port Executive Director Bill Wyatt. "Under Tom's leadership, the Public Affairs division has obtained funding for Port priority projects,



sought public policies that support Port objectives, supported our business lines with high quality communications and marketing services, and managed the myriad of public issues that come our way. Specifically, he spearheaded our new strategic planning process and helped move the

complex Superfund project to the forefront for local, state and national policy makers."

"In addition," Wyatt adds, "Tom provided leadership to our sustainability, environmental and transportation policies and programs. His vision and deep commitment to Oregon will be missed at the Port, but I wish him every success in this next chapter of his career." In the interim, the Port's new Deputy Executive Director, Curtis Robinhold, has assumed the public affairs director responsibilities and will make decisions regarding the succession plan.

ROBINHOLD JOINS PORT AS DEPUTY EXECUTIVE DIRECTOR

Curtis Robinhold, former chief of staff to Gov. John Kitzhaber, has joined the Port of Portland's management team as deputy executive director.

Initial responsibilities include overseeing the Superfund project and filling the vacancy when Port Public Affairs Director Tom Imeson left the Port to serve as vice president of public affairs at Northwest Natural.

This position reflects similar organizational models in the port industry and allows for smooth leadership transitions.

"While I have no immediate plans to retire, I want to build my bench, internally, to allow for that eventuality," said Port Executive Director Bill Wyatt. "Curtis brings a wealth of international business experience and an outsider's perspective to my team.

With Curtis' background in both public policy and the private sector, I couldn't ask for a better deputy."

Robinhold was a natural resources aide during Gov. Kitzhaber's first term, and managed his re-election campaign in 1998.

Robinhold later moved to the private sector with a focus on energy, finance and international business. He spent the better part of the next decade working for BP (formerly British Petroleum) where he helped launch a new

renewable energy division and became the CEO of BP's natural gas-fired power business. He worked in businesses in Europe, Asia, Africa, the Caribbean and the U.S.

Before joining the governor's current administration, Robinhold led an Oregon company, EnergyRM, a financial services firm focused on providing financial solutions for energy-related investments. He has also served on the board of the Oregon Business Association.

Robinhold hails from Eugene, and has a master's degree in environmental management and an MBA from Yale University.

BLAUFUS NAMED GENERAL COUNSEL

Daniel Blaufus has joined the Port of Portland as general counsel. Blaufus most recently served as senior vice president and general counsel at Borden Dairy Company in Dallas, TX. From 2000 to 2010, he served in various legal capacities at Nike, including emerging markets counsel, Americas regional counsel and assistant general counsel.

"Dan has the depth of experience and private sector perspective that position him well to serve the diverse needs of the Port's business lines and activities," said Port Executive Director Bill Wyatt. "His managerial and leadership skills will ensure our 15-member legal team maintains its high-levels of strategic advice and counsel."

Blaufus began his legal career in 1993 at Tonkon Torp, LLP in Portland. Prior to attaining his JD from Lewis and Clark Law School, Blaufus taught high school and middle school English and Social Studies in Oregon and coached basketball and track. He received

a Masters of Arts in Teaching from Lewis and Clark College and a BS in Education from Western Oregon University.

Active in the community, Blaufus is a founder and partner of Marathon Education Partners, a college scholarship organization focused on early intervention for children with significant financial need and academic potential. He has also received the Nike Community Involvement Award and the Bank of America Local Hero Award.

COMMISSION APPROVES TRANSPORTATION IMPROVEMENT PLAN

The Port of Portland Commission recently approved the 2014 Port Transportation Improvement Plan. Updated annually, the plan helps rank funding requests by identifying 5-, 10- and 20-year marine, air, road, rail, transit, bicycle and pedestrian transportation improvement projects that support Port customer needs and regional priorities.

For the year 2014, the plan identified 106 projects including the Rivergate Blvd. grade separation, Troutdale interchange improvements at I-84 and 257th, the Columbia River Crossing, and Troutdale Reynolds Industrial Park road improvements. In addition, the plan notes policy and funding priorities, includes future statewide transportation funding for another round of Connect Oregon funds, suggests support for the Federal Transportation Reauthorization bill, and supports working with Metro and businesses for increased allocation to regional freight needs.

The Port will provide the plan to Metro and the Oregon Department of Transportation for inclusion in the Regional Transportation Plan. Projects will then be considered for outside funding through federal, state and metropolitan transportation planning processes.

Copies of the plan can be accessed via the Port website.



The PDX Food Donation Program provided 43,837 pounds of high-quality, nutritional food to local meal service providers through St. Vincent de Paul of Portland in 2013. The donations equate to almost 30,000 meals.

PORT JOINS SOLVE/FRIENDS OF TREES IN PLANTINGS

No matter the season, Port of Portland employees love an excuse to get out and get their hands dirty.

In the fall, Port staff and their friends and families spent a sunny Saturday morning volunteering alongside SOLVE, Friends of Baltimore Woods and St. Johns neighborhood residents. The group of 50 volunteers planted 500 native tree and plant species at the gateway to the Baltimore Woods Connectivity Corridor. The corridor is located in North Portland and stretches between Pier Park and Cathedral Park, in the shadow of the St. Johns Bridge. In addition to the ecological and recreational benefits the site provides, it also serves as a buffer between industrial land uses along the Willamette River, including the Port's marine Terminal 4, and nearby St. Johns residential neighborhoods.

Port staff rang in 2014 by sponsoring two Friends of Trees plantings. In January, 15 Port staff and family members helped plant about 300 native plants and shrubs at the Portland Children's Arboretum in Northeast Portland. Staff volunteers worked with youth from the Portland Opportunities Industrialization Center, a program that provides development opportunities for at-risk youth and young adults. In February, Port staff crossed the river to help with the West Vancouver neighborhood tree planting. The planting event involved 12 different neighborhoods in Vancouver and resulted in more than 160 new urban trees.

STORMWATER MANAGEMENT PROTECTS LOCAL WATERWAYS

The enhanced deicing treatment system at Portland International Airport has now been fully operational for just shy of two years. With a mild 2012-2013 winter season, the multi-million dollar facility barely got its feet wet. This winter, early season cold and snowy weather in November and significant snow and ice in February provided conditions that are a bit more typical of what the system is designed to handle.

Airlines apply deicing material to aircraft at the pilot's discretion, typically when temperatures are below 40 degrees. The Port of Portland applies deicing material to airport pavements when freezing temperatures are occurring or imminent. Collecting and treating stormwater runoff that has mixed with deicing material helps break down non-toxic substances which can deplete oxygen if released into waterways.

Two newly purchased glycol recovery vehicles vacuum up concentrated deicing solution from the ground beneath aircraft and transport it to storage tanks that feed the on-site anaerobic biological treatment plant, where the deicing solution is broken down before it is released.



Storage tanks are part of PDX's enhanced deicing treatment system.

This summer, the Port installed another new feature of the deicing stormwater runoff collection system. Total Organic Carbon meters use best-available technology to continuously monitor stormwater runoff and determine whether it needs to be diverted to storage or the deicing treatment plant.

This year, Port staff completed substantial work on a Stormwater Master Plan, which will assist the Port in keeping its facilities operational, while protecting local waterways and continuing to meet stormwater permit requirements. The effort involves compiling and modeling information about the Port's stormwater infrastructure to aid in future system

management decisions. It has also led to the development of the Port's own stormwater design standards manual, which better reflects the unique opportunities and constraints of the properties the Port owns. The Port's design standards manual is now being applied at PDX. For the time being, other Port facilities, within Portland city limits, such as the Port's marine terminals, will continue to use the city's manual.

PLAN UPDATE AIMS TO MAKE BIKING TO PDX EVEN EASIER

As one of the largest employment areas in the region and the primary gateway for bicycle tourism, there are plenty of great reasons to make Portland International Airport more bicycle- and pedestrian-friendly.

The Port of Portland recently completed an update to its 2003 PDX Bicycle and Pedestrian Master Plan. The original plan was the first bicycle and pedestrian plan in the nation specific to a commercial airport, and guided the facility improvements that are part of the excellent active transportation system now in place at PDX.

The 2013 plan update focuses on remaining gaps in the bicycle and pedestrian network and possibilities for end-of-trip facilities and programs.

Some highlights from the report's recommendations include:

- Enhanced connectivity or safety improvements at intersections of NE Cully Blvd. and NE Alderwood Rd. and at NE 82nd Ave. and NE Airport Way and some segments of roadway along NE Alderwood Rd., NE 82nd Ave. and NE Cornfoot Rd.
- End-of-trip facilities such as bike parking capacity, signage, locker rooms or bicycle services.
- Adjustments to signage or new signage to improve safety and user experience through better wayfinding.
- Programs for enhancing communications about bicycle commuting or incentives for bicycle commuting.
- Exploring the potential for a Transportation Management Agency for PDX and areas surrounding the airport. A TMA is a membership-based organization that works within a defined geographic area to reduce vehicle congestion from commuting.

To view the full 2013 PDX Bike and Pedestrian Master Plan Update report, visit www.portofportland.com.



AMERICA'S BEST AIRPORT

And the winner is ... Portland International Airport!

PDX currently holds the title as the best U.S. airport, based on *Travel+Leisure* magazine's 2013 World's Best Awards. The magazine announced awards in October after readers completed a survey rating travel experiences at airports and hotels, on cruises, and in cities.

Readers rated 68 domestic airports by casting votes in six categories: location/access, check-in/security, food/restaurants, shopping, design, and flight delays. PDX ranked first overall, second for design and shopping, and third for food. PDX also won high marks in optional response categories for business and family travel, and for its 87.5 percent on-time departure record.

Whether you participated in the survey or simply use PDX as your home airport, thank you! Reflecting on survey categories, here's what to expect when you fly PDX:

Location, Location, Location

Just minutes from downtown Portland, or downtown Vancouver, Wash., PDX provides easy access to regional business centers and attractions. If you're renting a car, most are located onsite – purposefully. Onsite car rentals make it easier for you. If you're driving your car, both parking garages now have parking guidance systems to swiftly steer you to the nearest available parking space.

If driving's not your thing, TriMet MAX Red Line light rail trains stop next to baggage claim. The ride downtown takes about 38 minutes and costs just \$2.50. Trains depart PDX approximately every 20 minutes.

Some locals even ride their bikes to the airport. This is Portland, after all. If you're flying in with your bike, there are handy bike assembly stations, and an airport bike trail connecting you to a regional system of bike trails and lanes.

Check Out the Check-in Process

You can't see it, but it makes checking luggage at PDX more comfortable and convenient. The checked baggage screening



system is now housed in the basement, which frees up ticket lobby space and lets you check your bag conveniently at the ticket counter.

You will see Transportation Security Administration Pre✓™ lanes at both security checkpoints, expediting your screening, if eligible. You'll probably notice something else at the checkpoints, too. TSA Team Oregon is currently the most-awarded field operation in the nation, recognized for their helpfulness and professionalism.

If you're arriving on an international flight, U.S. Customs and Border Protection expedites your experience with Global Entry, if enrolled. There's even a Global Entry enrollment center at PDX.

Steaks to Suds

Whether it's a hearty meal you desire, or just a comfortable watering hole – PDX has you covered. In all, 31 food and beverage locations provide a uniquely Northwest flavor, plus popular national options. From steaks to sushi; sauerbraten to soups from scratch; you'll find everything you're looking for – and more – at PDX.



Consider topping off your meal with a decadent dessert from newly opened Petite Provence, or a cup of coffee from any of Starbucks' five locations. Looking for something stronger? PDX merchants serve more craft beer varieties than any airport in the world. Or check out Sandoval's Tequila Grill, offering 200 types of tequila – more than at any other U.S. airport.

And don't forget, it's nice to share. Bring a friend a bottle of Oregon pinot noir

from Made in Oregon, or some award-winning Aviation American Gin from House Spirits Distillery.

Shop 'til You Drop

Nike, Columbia Sportswear, Powell's Books, and Pendleton: They're a few of the home-grown favorites with retail outlets at PDX. Joining with other brands, 29 shopping locations await you. Some locals even head to the airport to shop. No kidding. Plus, these shops never charge more than at their off-airport locations; there's never a sales tax, and shops are open 365 days a year.

The latest Your Northwest TravelMart's opening completed a multi-million dollar redevelopment of PDX news and gift stores. TravelMart offers products from local favorites like Boyd's Coffee, Columbia Empire Farms, and The Pear Bureau Northwest. Other news and gift merchants include Kiehls, Rich's News, The Market, and *The Oregonian News*.



Err... Umm... Flight Delays

No one likes to hear about flight delays at PDX, or anywhere for that matter. The fact is, though, you'll consistently find more on-time departures at PDX

than just about any other U.S. airport. Thanks to a lot of hard work by a lot of people, 87.5 percent of PDX flights depart on time, according to U.S. Department of Transportation statistics. On occasion, when a flight is delayed late-night, a new notification system asks adjacent restaurants and shops to remain open longer to serve delayed travelers.

Designed for Comfort

Comfort, convenience and functionality aren't by chance at PDX. The airport is actually designed that way, and much has improved since 2000.

Outside, there's an expanded airport roadway, covered by a 2.7-acre glass and steel canopy to keep you dry when your friend drops you off for a flight. Nearby, two parking garages provide 6,300 parking spaces, and light rail trains stop just steps from baggage claim.



Inside, you'll experience the expanded ticket lobby, security checkpoints, south lobby and concourse C. Behind the scenes, the new checked baggage screening system simplifies check-in; both primary runways are reconstructed and serving PDX flights, and the state-of-the-art deicing treatment system is helping protect local waterways.

Business or Pleasure

Whether you're traveling for business or traveling with the family, PDX strives to meet and exceed your expectations. There's free Wi-Fi, a full-service conference center, and nonstop flights to both Europe and Asia. Enjoy free art and musical entertainment while you wait for your flight. And, if you need help, please just ask. PDX applauds excellent customer service, and airport workers are eager to help. Plus, the 125-member PDX Volunteer Information Program team is ready to answer questions or point you in the right direction. Just look for their blue sweaters.

Hope to see you soon!

by Steve Johnson





PORTEVENTS

April

2

PDX Community Advisory Committee Meeting
2:30 – 5:30 p.m. • Chinook Room, Port of Portland headquarters

9

Port of Portland Commission Meeting
9:30 – 11:30 a.m. • Chinook Room, Port of Portland headquarters

May

1

Oregon Historical Society History of Dredging Exhibit
May 1 – Oct. 30 • 1200 SW Park Avenue, Portland

7

Hillsboro Airport Roundtable Exchange
5:30 – 7:30 p.m. • Hillsboro Civic Center, Rooms 113 B & C, 150 E. Main St., Hillsboro

10

St. Johns Bizarre
10:00 a.m. – 7:00 p.m. • N. Philadelphia Avenue at N. Lombard St.

14

Port of Portland Commission Meeting
9:30 – 11:30 a.m. • Chinook Room, Port of Portland headquarters

18-24

International Trade Week

June

11

Port of Portland Commission Meeting
9:30 – 11:30 a.m. • Chinook Room, Port of Portland headquarters

25

PDX Community Advisory Committee Meeting
2:30 – 5:30 p.m. • Chinook Room, Port of Portland headquarters

Read more about the Port of Portland at www.portofportland.com. Online newsletters are located in the publications section of our web site:

Port Currents – Community and Environmental news: www.portofportland.com/publications/PortCurrents/

Port Dispatch – Marine Marketing news: www.portofportland.com/publications/PortDispatch/

or follow the Port on:  