

# PORTSIDE

SPRING 2007

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



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TRANSPORTATION GIANTS**

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"Port" Land:  
Always a Trading Center

JIM CHURCH



# TITANS OF TRADE

Our Port has existed for 116 years and names of Port luminaries are sometimes forgotten, sometimes spoken about with reverence and sometimes referred to with a grin. The Port has been home to rogues, wise leaders and many former sea captains that fit into one or both categories. Few Oregonians realize that prominent Portland landmarks are named for Port leaders such as John Ainsworth, John Couch, Henry Failing, John Couch Flanders and Dennis Lindsay.

In the Port's recent past, the Port Commission has boasted stellar business leaders who have been honored to serve on the illustrious board. But for Port employees, there are three former staffers who are referred to with special respect and pride. Each of these individuals has created a singular legacy for today's Port – as well as the region it serves – and some would argue, the global economy.

## OGDEN BEEMAN

An articulate man with a commanding presence, Mr. Beeman has been recruited to work on maritime projects in more than 30 countries including the recent decision to expand the Panama Canal. The world-class engineering consultant originally moved from the U.S. Army Corps of Engineers to the Port of Portland where he served as marketing director and then became marine director until leaving the Port to move to Korea in 1975.

"I am a hydraulic engineer by training and have always been fascinated by channel design and the criteria for moving large ships on the Columbia River. My first engineering work on the river was in 1958, and in later years, I was privileged to work with channel experts Bob Hickson (deceased; Corps of Engineers) and Adam Heineman (deceased; Port and Corps of Engineers) who were mentors to me and who confirmed my belief that this was professional work worth undertaking."

Mr. Beeman performed technical engineering work on the 40-foot and 43-foot channel deepening projects and, as a consultant to the Port, has studied ship behavior on the bar and river channels. One

result is the LOADMAX computer program that equips pilots and ship captains with information allowing for deeper draft ships with heavier loads to safely traverse the river.

He recalled as his crowning achievement, "In the mid-1970s, the Port Commission mandated that we build a new terminal to compete with subsidized grain facilities constructed in Tacoma and Seattle. I was told to provide whatever subsidy was required to build it, and I conducted extensive research, created marketing materials, and took the offer on the road. We soon had three interested parties, including Cook Grain, with whom we entered into an agreement for the land, financing and construction of the facility. With the able assistance of then chief financial officer, the late Marion Siedow, we came up with a proposal to give the grain company the land free of rent in exchange for collecting ship dockage payments. We concluded the project without subsidy and – because dockage grows with ship calls – the annual revenue has paid great dividends. Since then, Columbia Grain has stepped in and taken over the terminal."

Although Mr. Beeman has an impressive resume, he still has the humility to fess up to an educational moment. "Once, in Tokyo, we (the Port) had gone to great lengths to stage a fancy lunch with a senior prospective client. A very young gentleman came to lunch and, midway through the meal, observed, "I really think you wanted to invite my colleague with whom I share a name instead of me today." "What could we do but chuckle and pick up the expensive tab?" said Beeman.

Intelligent and tenacious, Mr. Beeman is a local talent who has shared his charm and wisdom around the globe.

## JIM CHURCH

Following a 26-year career in the U.S. Air Force where he was instrumental in planning, constructing and operating some of this country's most important military airports, Mr. Church was a critical leader in the development of Portland International Airport and helped craft the Port's — and nation's — first airline agreement. The airline operating agreement provided a relationship with the airlines so they had a say and "buy in" for common-use areas of the airport.

"But my first few days back in 1968 with the Port were a shock. I was given a closet as an office in the former Lindsay Building (the

## DICK MONTGOMERY



OGDEN BEEMAN



# THE PRIDE OF THE PORT OF PORTLAND

Port's headquarters on Swan Island had burned, causing it to be temporarily relocated), which was a bit of a jolt after having enjoyed some of the benefits as an Air Force officer. My first charge, by former Port Executive Director George Baldwin, was to analyze cash flow and strategic planning," said Church.

After leading the engineering, planning and research teams, Mr. Church became the aviation director, overseeing operations, construction, planning and negotiations. He recalled, "George Baldwin and I took a helicopter down to the St. Paul area in the Willamette Valley to look for possible areas to relocate PDX. We realized that making such a move would tear the heart out of the rich valley and should not be considered."

His drive to do what was in the best interest of locals resounded when Port staff responded to the eruption of Mount St. Helen's. "Cleanup efforts were coordinated by the U.S. Army Corps of Engineers, with the Port's dredge, the Oregon, playing a significant role. The movement of commerce was re-established in record time and terminals were maintained during the ash fall to keep marine traffic and cargo moving. All areas of the Port contributed to the extraordinary efforts. That had to be one of my proudest recollections of my Port tenure."

In 1975, Church served as Port deputy executive director until his departure in 1984. When Lloyd Anderson became Port executive director, he assumed the role of "Mr. Outside," and Church became "Mr. Inside." The roles allowed Anderson to use his political skills on behalf of the Port and serve as the president for the American Association of Port Authorities. Church "ran the store" and was very popular with staff. Mr. Church is regarded as instrumental in shaping today's Port – from the dry dock to scrutinized budget and timekeeping practices, he is still regarded as "demanding, but fair."

## DICK MONTGOMERY

Always a storyteller, Mr. Montgomery has captured, edited and told the Port's story for more than 50 years. A bit of a renegade with a twinkle in his eye, he revels in telling about his days representing the Dock Commission from 1957 to 1971, serving as editor of the La Grande Observer and as a member of Port staff from 1976 to 1995.

Today he shares stories about his love for model railroading. Port employees enjoy his company when he stops in to attend Commission meetings and tell Port friends about upgrades being made to the steamer Portland. He serves as president of the Oregon Maritime Museum, which owns the steamer. The Portland was the recent recipient of a Port challenge grant to help return her to service.

"Working on behalf of the Citizens Committee that benefited the Commission of Public Docks, I am particularly proud of helping to pass two general obligation bond measures. The two-to-one voter margin raised \$22 million for Portland's first container cranes and other harbor improvements."

Mr. Montgomery was on hand for the dedication of Terminal 6 in 1975. "Having read most of my life about the need for an 'open river to the sea,' it was a dream come true to behold the growth of container-on-barge volumes and wheat movements from Lewiston, Idaho, and other upriver ports to Portland."

Voters approved an \$84 million bond to expand the Portland Ship Yard and install the largest floating dry dock in North America. Dick recalls a Port commissioner who suggested that the dry dock be cut in half, offering two small dry docks that could be joined when needed. "I remember Jim Church insisting that he knew the integrity of this huge tool would be compromised if such a plan were followed. Jim's decision led to the successful dry docking of more than 500 large vessels, including naval ships and more than half a billion dollars worth of ship repair contracts and payrolls."

With a love of the river and the state, Dick takes pride in his work and that of the Port, never missing the opportunity to share a bit of history, a signature story, or impart a word of "Old Salt" wisdom. ☒

by Susan Bladholm

## CELEBRATING SPRING WITH MUSIC, FUN, DELTA TICKETS

Music is once again filling the air for Portland International Airport Spring Break travelers, while shops and restaurants are featuring in-store specials, demonstrations, and food and wine samplings.

Concessionaires are participating in the airport's Spring Fling event, spanning March 19-April 8, with specials and sales on food and merchandise in many stores throughout the airport. Violinists, harpists, singers, guitarists, pianists, a trumpet and piano duo, and even a roaming concertina performer will entertain airport visitors.

In a drawing tied to the event, Delta Air Lines is celebrating its new nonstop service to New York's Kennedy Airport by giving away a pair of tickets to a lucky shopper or traveler. (Port of Portland and Delta Air Lines employees are not eligible to enter.)



## PDX SETS ALL-TIME PASSENGER RECORD IN 2006

Portland International Airport served more than 14 million passengers in 2006 – an all-time record.

New air service options, tempered by leveling economic growth and airline capacity in the market, resulted in 1.2 percent growth over the previous year.

### Significant air service enhancements included:

- Alaska Airlines launched nonstop, seasonal service in October between PDX and Mexico. Flights link PDX and Los Cabos four days each week; connect PDX and Puerto Vallarta three days a week, and run through April.
- Lufthansa expanded its winter schedule from

three days per week to five days per week from the end of October through the end of February. Lufthansa provides daily flights the rest of the year linking PDX to Europe via Frankfurt, Germany.

- US Airways gave PDX travelers a new opportunity to fly nonstop between Portland and Philadelphia, launching the service June 1. The daily flights are timed to allow for a full day of business or leisure in Philadelphia.
- Big Sky Airlines first launched weekend nonstop service connecting PDX and Missoula, Mont. on June 24, and then expanded that service to daily on Aug. 7. The flight also offers same-plane service to Helena, Mont.



## SHIP ITEMS EASILY FROM PDX CHECKPOINTS

Newly installed "Mailsafe Express" shipping stations at PDX security checkpoints are making it easier for passengers to ship a prohibited item to themselves.

When passengers discover they have accidentally approached the checkpoints with items such as an expensive bottle of perfume, heirloom lighter or a favorite all-purpose tool, they can now easily ship the items on the spot.

"All of us here at the airport are delighted to launch this new service, which will make life easier for our customers," said Suzanne Miller, Port of Portland general manager of customer relations. Bringing Mailsafe stations to PDX resulted from a partnership involving the Port, the Transportation Security Administration, Smarte Carte, and Return Key Systems, Inc.

Now, when prohibited items are identified, TSA staff gives the passenger the option of surrendering the items, leaving the line to deal with the items, or using Mailsafe and continuing on through security.

There is one Mailsafe Express machine at each security checkpoint at PDX. Cost for the service starts at \$8.95 plus postage.



## PDX POLICE SALUTE HISTORY AND OFFICERS OF THE YEAR

From a humble beginning with three officers and one patrol car in 1956, times have changed for the Port of Portland Police Department, which recently celebrated its 50th anniversary of protecting travelers at Portland International Airport.

Port police now patrol and protect the airport properties with a 53-member force working around-the-clock with state-of-the-art equipment and four explosives detection dog/handler teams.

During a recent ceremony to celebrate the milestone anniversary, Chief Phil Klahn presented department members with new 50th anniversary commemorative badges. In addition, he performed the swearing-in ceremony of the force's newest member, Officer Tim Osorio.

A highlight of the event was recognition of the police department's employees of the year, Officers John Richards and Joanne Steffey. Richards and Steffey were chosen by their peers for their high level of professionalism, performance and many contributions to the workplace.



**PDX police officers of the year John Richards and Joanne Steffey.**

Officer Steffey joined the force in 1998. She is recognized for her work as a field training officer, for her proactive work as a patrol officer, and for setting a good example. Officer Richards joined the department in 2002 after retiring from the Portland Police Bureau. He is honored in part for skillfully upgrading the department's firearms training and armory.

## HORIZON AIR IS 2007 REGIONAL AIRLINE OF THE YEAR

Horizon Air was named Regional Airline of the Year in February by editors of Air Transport World magazine, chosen from among all regional airlines worldwide.

"Reflecting its founders' philosophy, (Horizon) remains committed to its local communities and to delivering a safe, reliable and friendly product," ATW noted. "Eschewing the no-frills model, it offers complimentary regional wines and microbrews to the more than 6.5 million passengers carried last year and provides free Starbucks coffee and copies of the Wall Street Journal in its boarding areas."

ATW also recognized Horizon's technical leadership in developing and implementing state-of-the-art onboard navigational equipment to help increase reliability in poor weather, as well as its introduction of the Q400 and CRJ-700 aircraft to U.S. markets. Editors noted Horizon also sustained profitability during some of the most challenging times for the airline industry.

"This honor is a recognition of Horizon's people, both past and present, and the very special culture of resourcefulness, skill, professionalism and caring teamwork that they've built over the years," said Jeff Pinneo, Horizon president and CEO. "I believe it's been the many expressions of this culture, and the positive impressions they've left on our customers over the years, that have set us apart."

Horizon serves nearly 2.5 million passengers annually at PDX.



**Enjoying the Air Transport World magazine award presented to Horizon Air are Mary Maxwell, Port aviation director; Andy Schneider, senior vice-president of customer services with Horizon; and Bill Wyatt, Port executive director.**

## FROMMER'S GUIDE RATES PORTLAND HIGH ON LIST

The votes are tallied, and Portland is one of this year's top 12 recommended destinations to visit in the entire world, as outlined by the editors at Frommer's Travel Guides and Frommers.com.

Frommer's editors described Portland as follows:

"Situated one hour from the Cascade Mountains and one hour from the Pacific coast, Portland serves as a convenient hub for the area's excellent outdoor adventure opportunities – from summer hiking and mountain biking to winter snowboarding and downhill skiing on Mt. Hood, and kayaking and fishing on the nearby Columbia River.

"Portland, an environmentally friendly town, has revitalized its waterfront along the Willamette River as part of an overall commitment to responsible urban development. Here is one of only three U.S.-based sake manufacturers, where you can tour the facility and participate in a sake tasting.

"Foodies are starting to recognize Portland for its flourishing restaurant scene, especially in the Pearl warehouse/loft neighborhood. There is also nearby Willamette Valley, a wine region touted for its up-and-coming Pinot Noirs. For a unique place to stay, check out one of the several hotels run by the McMenemy family ([www.mcmemey.com](http://www.mcmemey.com)) – our favorite is the Kennedy School Hotel."

## DELTA OFFERS NEW NONSTOP TO BIG APPLE

Delta Air Lines customers can enjoy new nonstop service between Portland International Airport and New York's Kennedy Airport beginning April 19.

The service provides a new option to the local region's 350,000 passengers who travel each year from PDX to the New York City area. Flights will depart PDX at 10:55 p.m. and arrive in New York at 7:14 a.m. Eastern time. Return flights will depart at 6:50 p.m. Eastern time and arrive at PDX at 10:28 p.m.

"As part of Delta's continued expansion at our New York hub, we're offering customers the convenience of nonstop service to key transcontinental destinations, including Portland," said Bob Cortelyou, vice president of network planning at Delta.

Delta's new service between New York and Portland will operate with the 150-passenger Boeing 737-800 aircraft offering a two-class cabin and in-flight entertainment.

Delta's new nonstop service between New York and Portland is the latest in a series of new routes for Delta – it now operates the most departures to the most destinations from New York-JFK.





## NEW STUDY FINDS PORTLAND/VANCOUVER TRADE VOLUMES PROJECTED TO INCREASE

Adding to the growing body of evidence about the need for transportation infrastructure planning and investment in our region, a recently completed study forecasts a doubling of trade volume by 2035 in the Portland/Vancouver region.

Funded by the Port of Portland and a consortium of agencies including the Metro Council, Portland Development Commission, the Port of Vancouver in Washington and the Oregon Department of Transportation, the study indicates the need for a heightened focus on planning and infrastructure investment to increase the capacity of trade and transportation support infrastructure while reducing the negative impacts on the region's livability.

"The projected growth in freight volumes places new urgency behind planning and investing in our transportation infrastructure," said Port Executive Director Bill Wyatt. "We have a choice today in how we'll prepare for this growth. We can be proactive and take advantage of opportunities while preserving the quality of life we all enjoy, or we can wait until problems start to develop, opportunities begin passing us by, and the costs increase. The second option is not tremendously appealing in my book."

According to the study, the rapidly growing Asian economies, as well as our own region's growth, will have significant impact on the demand for trade access into and out of the United States. The Portland/Vancouver region is one of four primary international trade gateways on the U.S. West Coast (Southern California, Bay Area, Columbia River and Puget Sound). Portland serves as a gateway to domestic and international markets for business located throughout Oregon, southwest Washington, Idaho and farther east. As the local population increases, so does the consumption of domestic and imported goods.

At the same time, the ability of the highway and rail system to handle the additional freight volume and the supply of industrial land to accommodate support

services is strained. Without strategic investments, it is likely that there will be implications for the Portland/Vancouver region.

The Metro Council is currently undertaking a process called the "New Look" to identify and implement financial and planning strategies to fulfill the region's long-range vision of how to manage about a million more people living in the region in the next 25 years. Because transportation funding and infrastructure is an integral part of that, Metro is producing a regional freight plan, in conjunction with the Regional Transportation Plan, to be completed by the end of next year.

"As we continue planning for about a million new residents in our region, it is important for us to have a clear understanding of the implications of trade activity on people's lives and how businesses will operate," said David Bragdon, Metro Council president. "The information about real-world market economics in this study will inform our regional planning efforts, and ultimately benefit the entire state of Oregon as well as southwest Washington and Idaho."

Among the study's key findings:

- In addition to overall trade growth, trucking will continue to be the dominant mode of freight transport.
- Marine freight volumes will increase by 67 percent with substantial increases projected for autos, bulks and containerized freight – auto volumes are forecast to triple by 2035.
- Trade-related logistics jobs provide living wages and a career path for workers without college educations. The industry generally has few entry barriers to employment and offers an average annual income of about \$47,000.
- These opportunities depend on the availability of adequate infrastructure including a 43-foot-deep Columbia River navigation channel, the Columbia-Snake barge system, the rail and road networks and the

availability of marine industrial land.

- The road system provides key access to markets for certain types of marine cargo such as containers and regional-market autos.
- The rail system provides linkage to bring all types of marine cargo to and from market.
- Air cargo service, critical to local business moving high-value, time-sensitive products, is only as good as the local road access to the airport.

Key implications of the study include:

- Both rail and road systems will need to be enhanced in order to meet the volumes forecast.
- Rail short lines are likely to need additional land for new facilities in order to perform the transloading function.
- Investment in the road network will be critical in maintaining freight access and Portland's position as a Pacific gateway in the future.
- There is an increased need for industrial waterfront land to help retain existing businesses and attract new businesses and living-wage jobs.

"This study reinforces the key conclusions of the Cost of Congestion study," said Sandra McDonough, president and CEO of the Portland Business Alliance. "Investments in our transportation infrastructure are critical to continuing the region's role as an international trade gateway. Investments in transportation will aid in business productivity here as well as businesses statewide that rely on this region as the gateway to external markets."

A full copy of the Portland Vancouver International and Domestic Trade Capacity Study can be viewed at [www.portofportland.com](http://www.portofportland.com); search on Trade and Transportation Studies. Hard copies of the complete report are available by request. Contact Martha Richmond, Port corporate media manager, at 503.944.7061.

## NETWORKING IS FOCUS AT "LOGISTICS 2007"

Port of Portland real estate and marine marketing personnel attended this year's Retail Industry Leaders Association "Logistics 2007" conference in San Diego. One of the nation's largest gatherings of major players in the retail industry, the show provides Port staff with excellent access to decision-makers in companies we want to recruit to do business in our region and through our Port. Attendees also include logistics professionals, warehousing and distribution operations and shipping companies.

This year's conference drew about 900 attendees and about 170 exhibitors. In addition to the trade show floor exhibits, the conference offered a wealth of helpful seminars and presentations on topics ranging from "Supply Chain Best Practices" to "The Future of U.S. Infrastructure."



The Port of Portland's dredge, the Oregon, at work on the Columbia River.

## BUDGET CONTINUES TO FUND CHANNEL IMPROVEMENT

President Bush sent his 2008 fiscal year budget proposal to Congress recently, asking for another \$15 million for the Columbia River Improvement Project. The Columbia River Channel Coalition and the Port of Portland will work to increase that amount during the congressional appropriations process.

To date, the U.S. Army Corps of Engineers has completed 37 miles of deepening work. Federal funds have already been appropriated for 2007. Over the course of this year, the Corps will work to deepen another major section of the river, miles 71 to 91, from 40 to 43 feet.

In other federal budget news, the president also requested \$3.2 million for the Dredged Material Management Plan for the lower Willamette River. The plan is a comprehensive 20-year outline for managing the sediments the Corps needs to remove in order to maintain a 40-foot navigation channel. The president's request ensures that the Corps will have enough funding to complete the crucial project.

## PORT ACTIVITIES PACK AN ECONOMIC IMPACT WALLOP

The Port of Portland generated 30,436 jobs, \$1.75 billion in wages, salaries and consumption impacts and nearly \$180 million in state and local taxes in 2006, according to findings of a new economic impact study conducted for the Port.

The study, conducted by John C. Martin Associates, LLC, of Lancaster, Pa., concluded that Multnomah County residents filled 41.6 percent of those direct jobs, and Clackamas County residents filled 24.6 percent. Clark, Washington and Skamania counties and other regional residents filled the remaining direct jobs.

Aviation activities at Portland International Airport and Hillsboro and Troutdale airports generated 18,712 jobs, \$899 million in personal income and more than \$90 million in state and local taxes. When the visitor industry impact of those airports is added, the study concluded that 58,872 regional jobs, a total of more than \$1.8 billion in personal income and more than \$179 million in taxes were in some way related to activity at the airports.

Port marine operations at its four terminals generated 11,724 jobs, nearly \$871 million in personal

income and close to \$89 million in state and local taxes. In addition, this year the Port took a separate, broader look at marine impacts and included public and private terminals in both the Portland and Vancouver harbors. Those activities combined to account for more than 22,000 local jobs, \$1.7 billion in personal income and about \$176 million in state and local taxes.

"It is significant to note that overall the region's maritime and aviation activities support more than 81,000 jobs, provide \$3.5 billion in personal income for local workers and generate \$355 million in state and local taxes," said Bill Wyatt, Port of Portland executive director. "This industry definitely plays a critical role in improving our regional economy and quality of life."

The Port's seven business and industrial parks contribute to the region's economic vitality as well. The activity of more than 300 firms in the Port's business parks generates 35,000 jobs and contributes more than \$180 million in state and local taxes across the region.

A full copy of the report can be viewed at [www.portofportland.com](http://www.portofportland.com); search on Trade and Transportation Studies.

Port of Portland			
	Maritime	Aviation	Total
Jobs	11,724	18,712	30,436
Personal Income	\$870,788,000	\$898,983,000	\$1,769,771,000
State/Local Taxes	\$88,831,000	\$90,839,000	\$179,670,000
Maritime: Includes Terminal 2, Terminal 4, Terminal 5 and Terminal 6. Aviation: Includes Portland International Airport, Hillsboro Airport and Troutdale Airport.			
Regional			
	Maritime	Aviation	Total
Jobs	22,443	58,872	81,315
Personal Income	\$1,711,852,000	\$1,823,273,000	\$3,535,125,000
State/Local Taxes	\$176,325,000	\$179,005,000	\$355,330,000
Maritime: Includes public and private terminals in both Portland and Vancouver harbors. Aviation: Includes Port of Portland airports plus the visitor industry impact of those airports.			

## LONGSHOREMAN BECOMES NEWEST COMMISSIONER

Gov. Ted Kulongoski announced his appointment of Bruce A. Holte as the newest member of the Port of Portland Commission. The governor also reappointed current Commissioner Mary Olson to another four-year term. Both appointees were confirmed by the Oregon Senate in February.

"Bruce's experience working on the waterfront for more than 19 years and in leadership positions will greatly benefit the Commission and the community," said Kulongoski.

Holte has been a longshoreman with the International Longshore and Warehouse Union since 1988 and also currently serves as planning commissioner with the city of Canby. During his tenure with the ILWU Local 8, he filled a number of management positions including president, vice president and secretary-treasurer. Holte also served in the United States Air Force.

"The Port has very exciting plans for its growth and development," said Holte. "My experience with the Canby Planning Commission has broadened my interests in business and community growth, and I look forward to applying that interest, along with my

perspective as a longshoreman, to the Port."

Holte resides in Clackamas County. He replaces Commissioner Tom Imeson who left the Commission in November to join Port leadership as public affairs director. Holte will actively join the Port's Commission in March.

Mary Olson was first appointed to the Commission in 2001. She is president of Norris, Olson and Associates and previously served as vice president of corporate banking for U.S. National Bank of Oregon.

The nine-member Port of Portland Commission sets Port policy during its monthly meetings. At least two commissioners must each live in one of the three counties in the Port district (Multnomah, Washington and Clackamas counties). The remaining members may live in any part of the state. Commissioners are unpaid volunteers who are appointed by the governor and confirmed by the Senate. They serve four-year terms and can be reappointed. The Commission appoints the Port's executive director.



## BIG CHANGES IN STORE FOR PORT'S SMALLEST AIRPORT

Port of Portland Commissioners approved in January a management transfer agreement for Mulino Airport with the Oregon Department of Aviation. Commission approval included the potential transfer of airport ownership to the state if certain financial targets are met.

"The Oregon Department of Aviation's ability to combine their management team and operating resources from nearby Aurora Airport with Mulino makes this a win for everyone," said Port Aviation Director Mary Maxwell. "Mulino is a better fit with the state's portfolio of airports."

Under the new management, Mulino Airport will soon sell fuel for piston aircraft at the airport, have more hangar space for aircraft storage and have an updated master plan that will help guide the airport's development during the coming years.

All of these changes are expected to enhance Mulino Airport's continued service as a reliever for the greater Portland metro area aviation community.

Since acquiring Mulino Airport in 1988, the Port has constructed a 3,425-foot paved runway, a parallel taxiway, and paved aircraft parking ramps. There were approximately 22,000 aircraft operations in 2005, and there are 43 aircraft based at the airport.



Teresa Carr, Port outreach and tour program manager.

## PORT SPEAKERS REACH OUT TO COMMUNITY

Need a speaker for your next neighborhood or business group meeting? The Port of Portland offers a series of informative presentations to help the community better understand how the Port functions and the role it plays in the regional economy.

The Port of Portland Speaker's Bureau brings Port representatives to the community to discuss marine activities, regional aviation, environmental programs and other initiatives that affect virtually every aspect of our region. Our staff members have presented to neighborhood groups, business associations, schools and other community organizations.

Scheduling a Port of Portland speaker or tour is easy. Simply write, email, fax or call Abby Mullins with the following information: name of the organization; name and phone number of a contact person; date and time of the event; location; length and desired topic of the speech; and audience size and description.

Write: Port of Portland, Attn: Abby Mullins,  
PO BOX 3529, Portland, OR 97208  
Email: [abby.mullins@portofportland.com](mailto:abby.mullins@portofportland.com)  
Call: 503.944.7051

## AIRPORT FUTURES: CHARTING A COURSE FOR PDX

Providing great transportation resources today requires a big-picture, long-range view of tomorrow. What the airport will look like in the future is the kind of question best answered with robust community input.

The Port kicked off this discussion at two public meetings held in early February in Portland and Vancouver. Attendees learned about a variety of current and upcoming airport projects, including airplane deicing, a new baggage screening system, and proposals to extend the north runway and build new Port office space at PDX. They were also asked to rank their concerns and opinions about the airport.

At the center of the discussion was the upcoming airport master plan titled "Airport Futures: Charting a Course for PDX." The project is a collaborative effort between the city of Portland, Port of Portland, and the Portland-Vancouver metropolitan community to create an integrated long-range development plan for PDX. The project begins in spring 2007.

More than 100 people attended the two meetings – good turnouts for public meetings, but only a fraction of the number of people who will be involved in the Airport Futures project and other airport activities. Port staff will reach out to airport stakeholders in a variety of ways, including regular Project Advisory Group meetings and open houses, Web surveys, direct mail, neighborhood meetings, and small-group presentations.

To learn more about public involvement opportunities related to Port projects and plans, please visit [www.portofportland.com](http://www.portofportland.com).



Duane Decker, Port of Portland planner, right, discusses long-range airport development with interested citizen.

## PORT AD HIGHLIGHTS SPORTS APPAREL INDUSTRY

In partnership with adidas, Columbia Sportswear and Nike, the Port of Portland produced the fourth ad for its corporate advertising campaign focusing on the sports apparel industry – a key Oregon cluster industry. Industry clusters are groups of firms located in a defined area that share common markets, technologies, worker skill needs, and which are often linked by buyer-seller relationships.

With the headquarters of three industry heavyweights located in the Northwest, the sports apparel industry has a strong economic and social impact on the region. The presence of these companies encourages the quality of life that locals value and inspires the creative direction for the ad depicting the iconic Mount Hood dressed in the finest sports apparel that the world has to offer.

Produced in collaboration with Cole and Weber United, the ad highlights the Port's role as a gateway for these visionary companies, providing the transportation infrastructure necessary for many local companies to operate in today's global economy, whether it be a flight for company executives to Amsterdam, Frankfurt or Tokyo, or a shipping service that transports goods to and from distant markets such as China and Indonesia.







Scott Carter, property manager, monitors wildlife at the Leadbetter site in the heart of the Rivergate Industrial District.

## RIVERGATE RESTORATION PROJECT RECOGNIZED

In 2001, an area adjacent to Smith and Bybee Lakes in the Rivergate Industrial District was little more than sparsely vegetated dredged material. Today the restored site is a vibrant ecosystem teeming with wildlife, providing habitat for state and federally listed species, thanks to the Rivergate Industrial District Habitat Restoration Project. The project earned one of six “Grand” awards from the American Council of Engineering Companies at its annual Engineering Excellence Awards ceremony. The council recognized the Port and David Evans and Associates Inc., the Port’s primary consultant, for completing one of the largest restoration projects undertaken in the Portland

metropolitan area to date.

The Port was required to perform a restoration project as a result of litigation regarding wetlands filling in the 1990s. This provided the Port with an opportunity to accomplish a project of regional significance. Located next to what is now the Wapato Corrections Facility, the 40-acre site features restored riparian habitat, wetlands and 4,000 feet of off-channel salmonid habitat as well as a new 8,000-foot segment of the 40-Mile Loop Trail.

The site improves ecological function and connectivity along the Columbia Slough, Smith and Bybee Lakes Natural Area and Kelly Point Park while also providing benefits to the community.



## “SLUGS” GO TO WORK AT TERMINAL 5

At the Portland Bulk Terminals facility at Terminal 5, a string of 124 Canpotex rail cars, each carrying 102 metric tons of potash, winds around the third loop track installed by the Port of Portland this year. After a long inland journey from Saskatchewan, Canada, the potash in these rail cars will be loaded to a ship for delivery to any number of markets in Asia, Latin America and Oceania.

Canpotex is the world’s largest exporter of potash, an international marketing and distribution company wholly owned by the Saskatchewan potash producers. Potash is used mainly as fertilizer, increasing agricultural productivity for farmers around the world. Potash is also used in industrial value-added processes, such as glass making and the manufacture of computer and television screens.

A Union Pacific or Burlington Northern locomotive delivers the string of rail cars, disconnects the locomotive power, and then departs. Under the direction of Kinder Morgan Energy Partners, International Longshore and Warehouse Union longshoremen connect terminal locomotive power to the rail car string from what looks like two locomotives with cabs and two without cabs, to enable the cars to

move through the facility. But the two locomotives without cabs seem strangely quiet and are producing no emissions. That’s because they are “slugs”, the railroader’s nickname for a weighted unit equipped with electric traction motors to move rail cars.

Each slug is powered by electricity from its “mother,” a standard diesel-electric locomotive fitted with cable connections to feed electrical current to power the slug’s traction motors. These two “slugs” are anything but. They perform the work of a standard diesel locomotive. Replacing two diesel-electric locomotives with two slugs allows Portland Bulk Terminals to cut the number of diesel locomotives, and the diesel fuel to power them, in half. Using the slugs and ultralow sulfur diesel to power the mother locomotives helps reduce diesel particulate emissions at the terminal.

“Reducing emissions and reducing fuel consumption is the right thing to do for Canpotex, Kinder Morgan, Port of Portland, and the surrounding areas within this air shed. We will continue to look for other opportunities like this,” said Gene Ellis, Kinder Morgan’s manager for Portland Bulk Terminals.

## PORT’S RENEWABLE ENERGY COMMITMENT DOUBLES

“It’s an exciting time,” said Greg Sparks, Port project engineer and manager of the Port’s energy program, as he described the Port’s commitment to renewable energy. “We recently doubled our renewable energy purchases, buying 10 percent of all electric power for PDX, Terminal 6 and the Port building from the most cost-effective source of renewable energy.”

The Port now buys 512,800 kilowatt-hours of renewable power each month through PacifiCorp’s Blue Sky Program. “That renewable power purchase means 6,153 tons of carbon dioxide was not emitted into the atmosphere each month and is the amount of carbon dioxide that would be captured by planting 2,400 trees,” Sparks said. “Our first goal is to reduce energy consumption. Coupled with that is a goal to purchase our energy from renewable sources to minimize our impact on the environment and do so in a sustainable manner.”

The Port’s energy program is one of 10 environmental programs that provides a context for coordinating and accomplishing the Port’s environmental work. The program manages energy use at Port facilities through support of energy efficient building design, energy contracting, fuel options for fleet vehicles, energy incentive and business energy tax credit programs for energy improvements, renewable energy and on-site generation options, tenant design, and energy code compliance. It serves as a resource to advise senior management on energy-related issues in order to help the Port optimize energy use and efficiency. It is through the energy program that the Port continues to increase its renewable energy purchases.



## FOOD WASTE TO COMPOST: PROGRAM AT PDX GROWS

More than 155 tons of food waste from PDX alone – enough waste to fill the Rose Garden’s basketball court more than 3 feet deep – were diverted from area landfills in 2006 through the PDX Food Waste Diversion Program. All that waste – food scraps, meats, wax coated cardboard, food-soiled napkins and coffee grounds – added up to 48 percent more waste diverted compared to 2005. It was transported to a Washington facility where it becomes a valuable soil amendment, nutrient-rich compost.

“We’ve built a successful program that is the result of a collaborative effort of the PDX concessionaires and businesses near PDX,” said Roy Weedman, PDX’s waste minimization and remediation specialist. “The program includes collection of food waste from PDX as well as waste from Gate Gourmet, Holiday Inn, LSG SkyChefs, Radisson Hotel and Sheraton Hotel,” Weedman said.

Radisson Hotel joined in December 2006. “Joining the PDX partner business program gives us a great opportunity to do our part for the environment by significantly reducing the amount of waste that goes to the landfill. The end product – compost – supplements local farms and gardens, which improves soil quality and contributes to healthier food,” said Dean Haggerty, food and beverage manager for Radisson Hotel.

When the food waste diverted by nearby businesses is added to the diverted waste from PDX, it amounts to 295 tons or enough material to fill the Rose Garden’s basketball court more than 5 feet 6 inches deep.

# Portland



## ALWAYS A TRADING CENTER

**L**ong before the white man arrived, the mid-Columbia River was one of the world's great market places. Celilo Falls, reputed to be the supreme fishing site on earth, spawned a culture centered on the salmon where American Indian tribes gathered to fish and trade seashells, buffalo robes and volcanic glass called obsidian. It is said economics caused this site to be a trading hub for nearly 11,000 years.

In 1824, the Hudson Bay Company established Fort Vancouver on the Columbia near the mouth of the Willamette River. Theirs was a trading center bent on the collection of furs, primarily beaver. For the next two decades, Hudson Bay Company ruled from Alaska to the Rockies to California.

### **FLOURISHING WHEAT FIELDS**

Chief factor Dr. John McLoughlin sent to York Factory on Hudson Bay for wheat seeds and seedlings. Soon wheat fields were sprouting, first at French Prairie up the Willamette and then throughout the Willamette and Tualatin valleys, as thousands braved the Oregon Trail and headed west, destined for what was being called the land at Eden's Gate. As these determined pioneers settled western Oregon, they turned to the soil. Instead of the salmon, the new culture featured wheat. For a time wheat was even used as a medium of exchange.

Portland soon beat out its early rivals, Oregon City, Milwaukie and St. Helens, to become the regional hub of commerce. Portland was at the head of navigation, and windjammers from around the world could transit the river to the city but no farther, as only Portland had access through a cut in the west hills to the rich Willamette and Tualatin valleys.

### **RIVER TRADE**

This new marketplace attracted enterprising merchants and tradesmen – many

from New England – who were destined to make their fortunes in Oregon. Based on per capita income, Portland became one of the richest cities in America. Necessities of life – farm tools, clothing, foodstuffs, and yes, whiskey – came by sail around Cape Horn and up the Columbia and Willamette rivers to Portland.

The river system made Portland. The rivers, including the Tualatin and Yamhill, fed into the Willamette and served as a water highway flowing north to Portland. In the early days, long boats and barges powered by sail and Indian craft called "pull sweeps" moved all farm commodities and lumber to market, a slow, backbreaking process.

In 1848, when gold was discovered in California, the need for Oregon lumber, wheat and flour became urgent. It was this demand that sparked development of steamboats on the Columbia and Willamette rivers. The 90-foot Columbia took shape at Astoria in 1850, followed by many steamboats built along northwest rivers – 500 of them by the turn of the century. Many Oregon miners returned from the Gold Rush with money in their pockets and invested in the growing towns of Eugene, Salem, Albany, Hillsboro, McMinnville, Forest Grove, Dayton, Lafayette, Milwaukie and St. Helens.

### **INTERNATIONAL TRADE**

At the same time that Oregon was gaining statehood in 1859, the Columbia and Willamette rivers were providing Portland merchants a life line and window to the world. Steamboats hauled wheat cargoes to Portland from nearly 100 Willamette River landings. In 1868, the first overseas shipment of wheat from Portland sailed to Liverpool, England, commencing Portland's robust international trade.

Sternwheelers also towed sailing vessels from the mouth of the Columbia upriver to Portland docks where they loaded wheat bound for ports throughout the world. Soon gigantic wheat fleets began calling, with annual visits that grew to more than 100 sailing ships and

lasted 40 years until tramp steamers took over the trade. By the 1880s, the volume of wheat destined for Portland from upriver Columbia ports gradually exceeded wheat drawn from the Willamette and Tualatin valleys, with the railroads hauling more than the boats.

By now serious shoaling plagued the river, making passage to Portland more and more hazardous. Portland merchants feared for their livelihood and appealed for relief to the Oregon Legislature.

### **A CHANNEL TO THE SEA**

The Port of Portland was chartered in 1891, the second oldest port authority created on the West Coast. Its charge was to dredge a 25-foot navigation channel in what was then a 17-foot Columbia River from Portland to the sea. Today, with a partnership between the Port and the U.S. Army Corps of Engineers, the navigation channel is nearing a depth of 43 feet.

In 1903, to encourage shipping, the Port installed a dry dock at a cove on the east bank of the Willamette near St. Johns. Ship repair grew at this site for 50 years until the shipyard was moved to Swan Island in 1953.

Over the next half century, the Port became the leading commercial ship repair center on the West Coast, providing cutting-edge ship repair facilities and serving as landlord for private ship repair contractors who leased these facilities. The Port left the ship repair industry in 1995, when most of the work migrated to Asia.

### **COMMISSION OF PUBLIC DOCKS**

A turn of events occurred in 1910 with establishment of the Commission of Public Docks. For the next 60 years, the Dock Commission built docks – Terminal 1 in 1914, Terminal 2 in 1915 and Terminal 4 in 1919 – and upgraded those facilities through the years. It helped grow Portland into the nation's 10th ranked seaport, the largest wheat port in the U.S. and, in 1926, the largest lumber port and manufacturing center in the country.

Particularly important was the Dock Commission's development of the largest grain elevator on tidewater west of the Mississippi



Clockwise from left:  
Mt. St. Helens and Portland from River View Cemetery, 1894;  
Native Americans spearing fish at Celilo Falls on the Columbia River  
(Courtesy of Northwest Museum of Arts & Culture, Spokane, Washington, L84-426);  
Dockworkers unload crude Singapore rubber at Terminal 4, 1920; unidentified delegation at Portland-Columbia Airport, 1954.

River at Terminal 4. It was said “this put the lock on Portland” as the West Coast’s major grain distribution center. When this designation was again threatened in the 1970s, the Port attracted Cook Grain, today Columbia Grain, which developed yet another modern grain elevator at what is now Terminal 5. These and private elevators are a major reason Portland retains its premier wheat port status.

In the 1930s, the Dock Commission installed a heavy lift shear leg crane at Terminal 1 to handle the arrival of huge navigation lock gates to be installed in Bonneville Dam. This crane proved enormously useful lifting military cargoes that kept Russia alive during World War II and made Portland a major U.S. lend lease cargo export port.

By now Portland was the largest dry cargo port on the U.S. West Coast and was one of the first ports to pursue handling and distribution of import autos. Other ports were investing millions in expensive container terminals – millions the Dock Commission didn’t have.

#### PORT AND DOCK COMMISSION MERGER

From 1910, until its merger into the Port of Portland in 1971, voters approved more than a dozen Dock Commission-sponsored bond issues that raised money for docks development. But investment in container facilities was beyond the Dock Commission’s reach, and this led to its merger with the Port. The Port was able to finance a modern container complex that was completed at Terminal 6 in 1974, has expanded twice, and still offers room to grow.

#### DEVELOPMENT AT RIVERGATE

In 1962, the Port began assembling land parcels totaling some 3,000 acres, using fill from the 40-foot channel project to create the Rivergate Industrial District. Rivergate is now the home of the Port’s major container complex, intermodal rail yard and two of Portland’s three auto terminals. Several dozen companies employing close to 6,000 workers are located at Rivergate. It is ideally situated with easy access to river, rail, road and runway, and is positioned to make Portland a larger niche market container gateway.

In addition to containers and autos, Portland is the largest wheat port in the U.S. and leads the West Coast in the export of mineral bulk cargoes.

#### PORTLAND’S FIRST AIRPORT

The Port of Portland’s land development activities started in the mid-1920s with the dredging of the west channel of the Willamette River to benefit shipping. Materials dredged from the river helped fill Guild’s Lake and Swan Island. Guild’s Lake became one of Portland’s productive industrial and rail centers while Swan Island became Portland’s first municipal airport. It was dedicated by Col. Charles A. Lindbergh who landed his Spirit of St. Louis on Swan Island in 1927. However, the days were numbered for the airport on Swan Island. In 1935, the Port was notified that the area was too small to handle larger planes coming into service, and planning began for a new super airport off the Columbia River in northeast Portland.

A \$300,000 bond measure passed in 1936, and Columbia Bottoms land was purchased for what would become Portland-Columbia Airport, just north of today’s Portland International Airport. It was completed at a cost of \$3 million – one of the largest Works Projects Administration endeavors in the country. Operational in 1940, the Portland-Columbia Airport served the region until 1957 when the current airport was dedicated.

In 1966 the Port acquired Hillsboro Airport from the city of Hillsboro, and today that facility is Oregon’s second busiest airport.

#### PDX TODAY

In 1977, the PDX terminal was doubled in size, and the south runway was extended to 11,000 feet to accommodate larger aircraft. The first noise abatement plan was launched in 1983, and is updated regularly with assistance from the PDX Citizens Noise Advisory Committee.

In addition to offering new air service options for travelers, PDX saw \$1 billion in expansion in the 1980s and 1990s, improving the terminal building concourses, ticket lobby, baggage claim and concessions; roadways, parking facilities and public transportation; and the airfield and cargo facilities. Today PDX serves more than 14 million passengers and offers international passenger service and air cargo service to Europe, Mexico, Canada and Asia.

In 2006, Condé Nast Traveler magazine polled their readers – specifically their savvy business travelers – and named PDX the best airport in the U.S. Known for its stunning location on the banks of the Columbia River, for its open glass ceilings, statuesque beam structure and investment in public art, PDX strives to offer the best customer experience for its traveling public.

#### THE “PORT” IN PORTLAND

Graced with natural beauty and an abundance of recreational opportunities, the Columbia has been a working river for thousands of years. Celilo Falls gave way to the immigration of white settlers who turned a Willamette River clearing into a port that spawned a city – Portland. The influence of the Port of Portland is apparent locally on the city of Portland, and regionally, on the entire Northwest. ☘

by Dick Montgomery

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