



COMMUNITY REPORT

SPRING 2015



Launching a New Legacy on Vancouver's Waterfront

"We have 13 acres at the entrance to our state and community, and a once-in-a-century opportunity to contribute something great and historic to America's Vancouver." - Commissioner Nancy Baker

There are many ways to interpret the word **"legacy"**: birthright, endowment, heritage.

A gift given from one generation to the next as something to treasure and keep safe. The Port of Vancouver USA, with its long history and distinctive role, has contributed much to the legacy of our great community. But perhaps no contribution over the past 103 years is as central to our heritage as a strategic piece of property on the Columbia River just west of the Interstate 5 Bridge.

"We have 13 acres at the entrance to our state and community, and a once-in-a-century opportunity to contribute something great and historic to America's Vancouver," said port commission President Nancy Baker.

This unique property – known as Terminal 1 – is where the port started, with a wooden dock and warehouse, in 1912. Today it's home to the Red Lion Hotel Vancouver at the Quay and The Quay Restaurant, two longtime port tenants and fixtures in our community since the 1960s.

Next door to Terminal 1 is a 35-acre development under construction by the City of Vancouver and Columbia Waterfront LLC. The port has been working with both organizations for a decade to lay the groundwork – parcels, roads, rail lines and utilities – for a vibrant new community on the waterfront. The development will soon be home to jobs, restaurants, shops, housing, a hotel, and a 7-acre public park.

The port's development at Terminal 1 will complement efforts by our partners at the city and Columbia Waterfront LLC.

The port is currently working with two consultants to ensure it develops feasible, fitting plans for its 13 waterfront acres.

"We know how important this property is to the citizens of Vancouver," said Baker. "We want to make sure what we build fits with the existing community, honors our collective past and supports our bright future."

Though construction on infrastructure at the waterfront has been ongoing since fall 2014, the port's project is still in its early stages. We'll be asking for input along the way, all the while keeping in view five guiding principles from our elected commission:

- Provide public access to the Columbia River waterfront
- Develop public assets in a financially responsible manner

CONTINUED ON PAGE 2

Healthy Port

HEALTHY FUTURE

Since 1912, the Port of Vancouver USA has served as an engine of economic growth in our community by moving cargo through Vancouver and supporting industry and jobs.



TODD COLEMAN, CEO

Like any other organization with a long and productive history, we've had plenty of ups and downs. For the last 10 years we've been on a generally upward swing, and in 2014 we recorded our best year ever for revenue and cargo tonnage. Thanks to strategic investments and the hard work of our staff, customers and tenants, we moved 6.6 million metric tons of cargo and saw a 25 percent revenue increase in 2014. Our operating revenue was \$37.5 million, making 2014 the best year we've had in our 103-year history.

You might be thinking: Why do the port's finances matter to me? Successful ports are an important part of healthy communities. Dollars and investments from port activity move in a cycle: More cargo moving through the port means more people have jobs and the port can invest more in public assets, like docks, equipment and land. Modern public assets attract more commerce and encourage employers to locate in Clark County, bringing more jobs, investments and taxes into the community.

We're very proud of the economic opportunities we help support and our many accomplishments in 2014. Among other things, our staff brought new customers to the port; developed relationships with key trade partners in the U.S. and abroad; kept industrial occupancy at 99 percent and worked toward completion of one of the largest infrastructure projects we've ever undertaken: the decade-long West Vancouver Freight Access project. The project reduces rail traffic delays on the BNSF Railway and Union Pacific mainlines by as much as 40 percent and significantly increases our capacity to handle rail cars, helping U.S. businesses remain competitive in the global marketplace.

It's incredible what we've achieved, and 2015 is looking very bright, too. We have new projects on the horizon, a historic waterfront effort and many opportunities to offer our unique assets to employers and continue bringing jobs and economic development to Clark County. We're excited about what's happening today and for all the future holds for our community. From where we stand, the possibilities are endless. ✦



WATERFRONT LEGACY CONTINUED

- Utilize sustainable development practices
- Interpret the port's history as an economic engine for Southwest Washington
- Create a development that supports the community through economic growth and job creation

We're currently exploring the possibility of a mixed-use building and new hotel at Terminal 1. We're hoping that new hotel will be a Red Lion; the company has been a tenant and partner for more than 40 years, and we have a unique opportunity to continue working with them as we shape a new waterfront legacy on the Columbia River. ✦

The port's development at Terminal 1 will complement efforts by our partners at the city and Columbia Waterfront LLC.

New section of multi-use path under construction



The Port of Vancouver USA is honored to be located in a unique and beautiful spot in west Vancouver. From the mighty Columbia River to rolling green landscapes, our home is quite a sight to behold. Recently, the port began construction on a project that will make it easier to share these incredible views with outdoor enthusiasts: an extension of our multi-use path along Northwest Lower River Road.



Lane, Fourth Plain Boulevard and Mill Plain Road to just past the port's administrative offices at 3103 Northwest Lower River Road.

In the near future, we hope to connect this section of trail to an existing section near Farwest Steel, and eventually all the way to Frenchman's Bar. We're in the process of applying for grants that will cover the cost of design and construction.

Enjoying the great outdoors is one of the things we love most about working and living in Southwest Washington, and we're excited for the opportunity to make it more accessible to the community. ✨



Floating wetlands help clean water, **save money**

Last fall, Matt Graves and Phillip Martello of the Port of Vancouver USA environmental team brought an innovative new tool to the port's Terminal 4 stormwater retention pond: floating treatment wetlands (FTWs).

FTWs are essentially floating planters that consist of wood, foam and wetland plants. They're made of individual cells that allow roots from planted vegetation to grow into the water. The roots can attract and absorb suspended sediments and metals, particularly copper and zinc.

The port first looked at purchasing pre-made cells at a cost of about \$550,000, but Matt and Phil had a better plan. They studied construction of FTWs, rolled up their sleeves, and built the cells themselves for a fraction of that amount. They used local products and delivered the same product faster than if the port had ordered pre-made FTWs.

Since fall, Matt and Phil have built an additional 100 cells using local cedar boards, insulation foam and plants like common rush (*Juncus effusus*), a

North American wetland plant. All 126 cells are currently floating in the port's Terminal 4 stormwater retention pond. The port environmental team will test the pond next year to compare copper levels before and after the FTWs were installed.

The Port of Vancouver is proud to have innovative employees who are dedicated to a healthy environment and financial responsibility! ✨

DECADE-LONG PROJECT TO IMPROVE RAIL SAFETY AND CONGESTION NEARLY COMPLETE

The final elements in a decade-long, \$275 million effort to improve rail movement at the Port of Vancouver USA are now under construction.

Railworks Track Systems of Chehalis, Washington, is currently working to tie together several parts of the port's West Vancouver Freight Access Project (WVFA), including the "trench." This watertight, concrete superstructure provides the foundation for the port's new grade-separated rail entrance.

Designed to bring trains into the port by traveling under the existing BNSF Railway bridge, the trench sits atop more than 410 pilings, each made of U.S. steel and embedded 80 to 90 feet into the Columbia River's northern bank. The trench is engineered to withstand hydraulic forces from the river and ensure safe and efficient movement of freight into and out of the port. The trench is expected to be complete this spring.

PROJECT BACKGROUND

The WVFA began in the early 2000s as a \$57 million project to address rail congestion by creating a new rail entrance for the Port of Vancouver. As the port improved its rail system, port tenants began investing in their facilities to take advantage of added capacity. Since its inception, 20 projects have been added to the original WVFA, taking the overall improvements to an estimated \$275 million with a completion date of 2017.

Thanks to careful planning and competitive bids during the recent recession, the port now expects to deliver this critical infrastructure early and several million dollars under the estimated cost.



NEW JOBS & NEW
BUSINESS

WVFA SPURS PRIVATE INVESTMENT

Port tenants and neighbors, including United Grain Corp., Great Western Malting and Farwest Steel, have already invested more than \$200 million in private funds to upgrade facilities and equipment and take advantage of increased capacity.

The port's expanding rail facilities are also attracting the promise of new private investments. Mega projects and new commodities are betting on the Port of Vancouver's superb access to river, road and rail, as well as its prime location on the very active trade route between the Midcontinent and the Pacific Rim.

The Port of Vancouver is grateful to its partners, including federal and state agencies, tenants, and BNSF Railway, for their contributions toward funding and constructing the WVFA. The project's benefits – improved safety and a 40 percent reduction in rail congestion – stretch far beyond the Port of Vancouver's boundaries, helping businesses remain competitive and ensuring goods move through Vancouver efficiently.

The project has also driven job creation, keeping hundreds of workers employed through the Great Recession. By the time it's complete, the WVFA will create an estimated 4,000 construction jobs and between 1,000 and 2,000 permanent new jobs. ✂



Delivering on the promise of jobs at

CENTENNIAL INDUSTRIAL PARK

“Location, location, location.”

This well-known adage certainly rings true at the Port of Vancouver USA’s Centennial Industrial Park (CIP). Located on Northwest Lower River Road across from the port’s administrative building, CIP offers 58 ready-to-build acres and 50 adjacent acres for future development. The site is close to ocean-bound and river shipping lanes, two national rail lines and major interstate highways.

tenant plans to invest \$23 million and build a 285,000 square foot facility at CIP. The facility will be the company’s corporate headquarters, with a mix of manufacturing, warehouse and office space.

The new facility will allow the company to consolidate its operations from five separate locations to one and retain 253 jobs. It will also give Sunlight room to grow.



The Portland/Vancouver metropolitan area is experiencing a shortage of large, developable industrial parcels, making CIP an extremely important tool to attract employers to Vancouver and retain existing businesses.

The port took a giant step forward in realizing CIP’s important role in February, when the port’s Board of Commissioners unanimously approved selling 18.9 acres to Sunlight Supply Inc./National Garden Wholesale. The Vancouver-based company and port

“Our company grew 21 percent last year,” said founder/owner Craig Hargreaves, **“and in the month of January we were up 28 percent over January of ’14.”** Hargreaves anticipates continued growth in 2015.

CIP was made possible by a \$5.7 million grant from the Washington State Department of Commerce’s Jobs Now Act 2012, allowing the Port of Vancouver to move forward with infrastructure improvements. ✦✦

Record revenue, tonnage make 2014 **BIGGEST** year in port's 103-year history

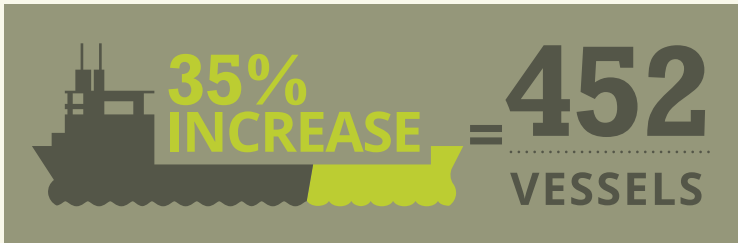
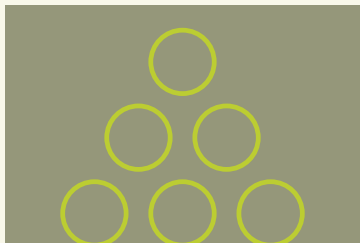
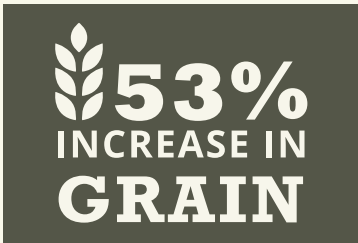
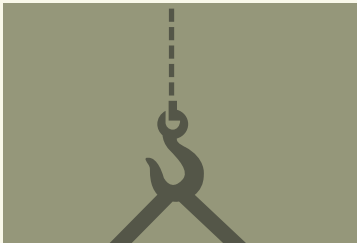
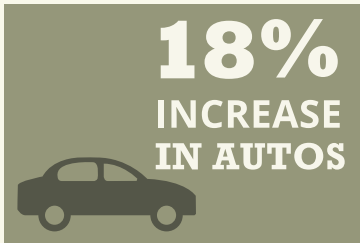
The Port of Vancouver USA has been on a general upward trend in revenue for the last decade. In 2014, we saw a 25 percent increase in operating income over 2013. Operating income rose from \$29.8 to \$37.5 million, making 2014 the best revenue year in our 103-year history.

Total tonnage – the sum of imports and exports – reached 6.6 million metric tons in 2014, an increase of 47 percent and another record-setting number for the port. Huge increases in grain exports and steel and wind energy imports pushed tonnage to impressive levels. Thirty-five percent more vessels and 23 percent more rail cars moved cargo to and from the port in 2014.

Ports are excellent indicators of general economic health on all levels. This banner year in revenue and cargo at the Port of Vancouver reflects global and regional economic growth – and some of that growth is landing right here in our community.

A busy port means more local jobs, industry and buying power. It's a ripple effect: someone works at the port, and they buy lunch or get their hair cut or purchase a refrigerator. Those purchases help support other people's jobs, and those people can now buy sandwiches or haircuts or appliances. Likewise, products flowing in and out of the port mean people in the agricultural, wind energy, automobile and other industries also have jobs and buying power. ✂✂

..... 2014 / BY THE NUMBERS





Q&A CRUDE OIL AT THE PORT OF VANCOUVER

Two Port of Vancouver USA tenants – Tesoro and NuStar – are pursuing projects to bring North American crude oil through the port. Though crude oil would be a new commodity at the Port of Vancouver, the port, Tesoro and NuStar have decades of experience handling petroleum products, including jet fuel and diesel fuel.

What are the proposals?

Vancouver Energy is a joint venture of Tesoro Refining and Marketing Company LLC and Savage Services. Tesoro, a port tenant since 1985, has proposed leasing 42 acres at the port for a crude oil distribution facility that would include a rail unloading facility, storage tanks, and a vessel loading area. The project would bring up to 360,000 barrels of North American crude oil by rail to the port daily, where it would then be loaded onto U.S.-built, U.S.-flagged, and U.S.-staffed marine vessels for shipment to refineries in Alaska, California and Washington. The project is subject to approval by the Washington state Energy Facility Site Evaluation Council (EFSEC) and Governor Inslee.

NuStar Energy LP has been a port tenant since 1998, handling petrochemicals, petroleum fuels and

dry bulk products. The company has proposed converting two of its existing methanol storage tanks to process up to 30,000 barrels of domestic crude oil per day. The oil will come into the port by rail and move out to domestic refineries via U.S.-built, U.S.-flagged, and U.S.-staffed marine vessels. The project is not large enough to trigger EFSEC review; it's subject to approval by the city of Vancouver.

Why the Port of Vancouver USA?

The Port of Vancouver offers the most efficient trade route between the emerging U.S. oil fields and rail-inaccessible U.S. West Coast refineries. With the farthest inland deep-water port, improving railways, and land designated heavy industrial, the port is ideally positioned to transfer oil from railcars to ships.

Can we safely handle crude by rail?

The port's largest rail partner, BNSF Railway, has invested \$41 billion since 2000 in infrastructure, equipment and technology, including \$4.3 billion in 2013. Federal authorities are continuing to work with the rail industry to make additional improvements in rail safety, including the adoption of stronger and safer rail cars. The port fully supports these efforts and stands ready to incorporate necessary improvements. Tesoro and NuStar have excellent safety records at the port, and both companies are required to meet respective jurisdictional and port requirements for safety and environmental protection. The port has also stipulated that trains move no faster than 10 miles an hour on port property. ✂

HOW CAN I SHARE MY FEEDBACK?

You are welcome to contact us anytime at 360-693-3611 or info@portvanusa.com. We hold Board of Commissioner meetings on the second and fourth Tuesdays of each month, during which there is an open forum for public comment on any item that's not on the agenda. Vancouver Energy also welcomes comments via its website, www.vancouverenergyus.com.

Find more answers about the port, its operations and its tenants at www.portvanusa.com/about/frequently-asked-questions.



WHAT'S INSIDE...

- *Waterfront Legacy Project*
- *New multi-use path construction*
- *Delivering on the promise of jobs*
- *2014 biggest year in port's history*



Port of Vancouver USA
 3103 NW Lower River Road
 Vancouver, WA 98660
www.portvanusa.com

It's Your Port. Get to Know Us Better.

ATTEND A MEETING

Port commission meetings are open to the public and are held on the second and fourth Tuesday of each month, 9:30 a.m., at the Port of Vancouver administrative office at 3103 NW Lower River Road, Vancouver, WA 98660.

Commission meetings are broadcast on Clark Vancouver Television (CVTV) cable channels 21 and 23. Air times can be found at www.cvtv.org.

VISIT US ON THE WEB

Find the latest news and events, get your questions answered, learn about industry at the port and more at www.portvanusa.com.

TOUR YOUR PORT

The port provides public tours of its marine and industrial facilities.

Our free, 2-hour tours are held several times a year and are family friendly.

For information on how to join a tour, please call 360-693-3611 or email RSVP@portvanusa.com.

These popular tours fill up fast, so reserve your spot today!

OUR MISSION

The port's mission is to provide economic benefit to our community through leadership, stewardship and partnership in marine and industrial development.

Phone: 360-693-3611
 Email: info@portvanusa.com
 Online: www.portvanusa.com
 Twitter: [@portvanusa](https://twitter.com/portvanusa)

