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# Community Report

A NEWS UPDATE FROM THE



NOVEMBER 2019



Julianna Marler  
CEO

## Smart Investments Benefit the Port and our Community

Every four years, the Port of Vancouver commissions an independent study to calculate the economic benefits tied to the port's marine and industrial activities. The most recent study in 2018 found that the port supported 24,068 jobs and nearly \$3.8 billion in economic benefits to the region. The positive impacts of these benefits ripple throughout Southwest Washington and demonstrate the Port of Vancouver's power as an economic engine in our community.

**24,068**

**REGIONAL JOBS  
GENERATED BY POV**

A **16.6% INCREASE**  
SINCE 2014

**3,910** **DIRECT JOBS AT PORT AND TENANT FACILITIES**  
2ND LARGEST EMPLOYEE BASE IN CLARK COUNTY

**\$56,415** **AVERAGE ANNUAL SALARY**

**3,220**

**INDIRECT JOBS**  
SUPPORTED BY  
PORT INDUSTRIES

**3,209**

**INDUCED JOBS**  
TIED TO PURCHASES  
BY PORT EMPLOYEES

**13,729**

**RELATED JOBS**  
TIED TO USERS  
OF THE PORT

**\$3.8** **BILLION**  
**ECONOMIC VALUE  
TO THE REGION**

A **\$900 MILLION**  
**INCREASE** OVER 2014

DRIVEN BY STEEL AND AG  
PRODUCTS

**\$753.3** **MILLION**  
IN PERSONAL WAGES AND LOCAL CONSUMPTION RELATED  
TO JOBS GENERATED BY THE PORT

**\$132.4** **MILLION**  
STATE AND LOCAL TAXES, WHICH SUPPORT PUBLIC SERVICES  
SUCH AS SCHOOLS, POLICE AND FIRE PROTECTION

**\$386.2** **MILLION**  
IN LOCAL PURCHASES BY PORT AND TENANT EMPLOYEES

Our port team works hard every day to create economic opportunities in our community. I am so proud of these efforts and even more proud that they are paying off! A recent economic impact study shows that over 24,000 jobs were supported by the Port of Vancouver in 2018. 3,910 of those are direct family wage jobs driven by our tenant operations and port facilities and make us the second largest employee base in Clark County.

As the port thinks about how to continue these trends, much of our focus is on making strategic and targeted investments to attract new and innovative business opportunities. We are extremely thoughtful in our approach to ensure that your hard-earned tax dollars continue to be put to good use.

Each year, tax dollars paid to the port are used exclusively for environmental remediation, repayment of general obligation bonds and to build and improve port facilities. In 2018, we saw a 13 to 1 return on investment. This means that for every tax dollar paid to the port, 13 dollars is generated to support the public services that our taxpayers depend on, from roads and schools to parks, police and fire services.

The remainder of the port's expenses, including operations and staff salaries, are funded by our marine and industrial activities. In 2018, these business lines supported nearly \$3.8 billion in economic value to the region, a \$900 million increase since 2014. Port investments in infrastructure like the West Vancouver Freight Access project,

Centennial Industrial Park and our marine facilities laid the foundation for this growth. They supported significant increases in steel imports for U.S. manufacturing, grain exports for U.S. farmers and shippers, and attracted new tenants here to our local community.

As I look ahead to 2020 and beyond, I am excited about the possibilities for the port. We continue to move our Terminal 1 waterfront vision forward, are actively seeking new commercial and industrial business opportunities, and are planning significant maintenance activities to protect our port infrastructure. We love being part of this community and know that making these smart and impactful investments today will bring jobs and economic vitality to Southwest Washington well into the future.



Terminal 1 rendering

## Terminal 1's Momentum Continues

This has been a big year for the Port of Vancouver's Terminal 1. In May, the project received \$4.7 million from the State of Washington to move the next phase of development forward, and improvements are already underway.

For the past few months, Greenworks, PC has been working with the port on design and renovation of Vancouver Landing. This will transform the amphitheater area into an inviting "front porch" for Vancouver and provide a beautiful gathering place for our community. We're also in the process of

designing the East Portal, a stormwater collection and management facility which will serve as a rain garden area along the Renaissance Trail.

Initial construction activities for Vesta Hospitality's new seven-story, 150-room AC Hotel by Marriott are also underway. The hotel will be located at the corner of Daniels Way and Columbia Way, and construction is expected to be complete in mid-2021. This will be the first completed project at the port's Terminal 1 development and will be LEED Gold certified – one of the highest green building standards

available. Ground stabilization is a critical component of construction that will strengthen the foundation of the development and will be completed by the end of this year.

We are also pleased to announce that we are in the beginning stages of designing the Terminal 1 website, DiscoverTerminal1.com! The site will be active mid-December with project updates, Terminal 1 news, upcoming events and more.

The port and our partners are excited to see continued progress at Terminal 1 and look forward to sharing updates with the community as they are available.

## Public Tour Series Brings Over 400 People to Port Facilities

The Port of Vancouver's popular tour season wrapped up in August with just over 400 attendees this summer. These events have grown in popularity over the last few years, with buses filled to capacity and a wait list of people eager to see the interesting work underway at port facilities first-hand.

The events of Sept. 11, 2001 resulted in tighter security at U.S. domestic ports. The U.S. Department of Homeland Security and the U.S. Coast Guard oversee security at the port, and often a public tour with staff is the only way for citizens to experience the important trade and international commerce taking place at our facilities.

A typical public tour starts with a presentation about the port, including its leadership, size, and commodities that are imported and exported. The group then boards a bus

for a guided tour of the port's marine, rail and industrial operations. These events will continue in 2020, with dates announced early

next year. To learn more and to sign up for early notification, visit [www.portvanusa.com/community/know-your-port](http://www.portvanusa.com/community/know-your-port).



Attendees are all smiles before boarding the bus for a port tour



*Combi Dock carrying 198 wind blades*

## Wind Blade Shipments Continue to Generate Business at the Port of Vancouver

On June 26, the Port of Vancouver received a record-breaking shipment of 198 wind turbine blades, each measuring 49 meters in length. The unprecedented delivery was a joint effort between blade manufacturer Vestas and project owner PacifiCorp and will be used to “repower” the Marengo Wind Project near Dayton, Washington. The blades are 35% more efficient and will help supply an additional 20,000 homes with wind power once the repowering project is complete.

Additional blade shipments came to the port in April, May and August, bringing the total handled by the port this year to 381. The blades are manufactured and shipped from Italy, then unloaded and moved to laydown

space at the port’s Terminal 5. Ultimately, they are transported to the Marengo project via truck over a period of several months. The skilled labor, talent and expertise of the ILWU, Jones Stevedoring, Transmarine steamship agents and Combi Dock vessel crew were critical to moving the blades safely and efficiently through the port.

The Port of Vancouver has long been a leader in the port industry in supporting renewable energy projects and is a West Coast leader in the movement of wind energy components. As the next generation of turbines are built, we continue efforts to increase our business in this area and bring additional wind energy cargoes across our docks.

## New Section of Pathway Opens

Over the last few years, the Port of Vancouver has been constructing bicycle/pedestrian pathways parallel to Northwest Lower River Road. The newest section of the trail was completed and dedicated to the public on July 2, 2019.

This section of the project, titled Trail Segment 2, began in 2018, and provides a connection between two existing sections starting at the port administrative offices and ending near Farwest Steel.

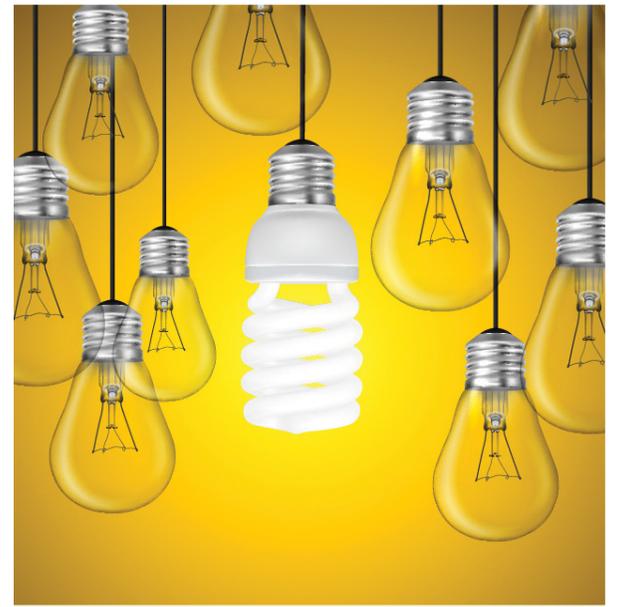
Almost half a mile long, Trail Segment 2 was a joint project between the port and the Southwest Washington Regional Transportation Council (RTC). The project received \$500,000 in federal transportation funds through the Transportation Alternatives Program administered locally through the RTC.

The overall trail is being completed in segments in order to coincide with funding opportunities

and to meet unique design needs. The port is currently planning future stages of trail development and looks forward to sharing updates as progress continues.



*Community members celebrate opening of Trail Segment 2*



## Commercial Lighting Upgrade Program Reduces Energy Usage at port

At the Port of Vancouver, our smart growth philosophy means we strive to be responsible stewards of the environment and public resources. A recent partnership with Clark Public Utilities (CPU) has helped us achieve these goals by working with our tenants to upgrade existing lighting to energy-efficient LED fixtures and bulbs.

The upgrades include everything from fluorescent tubes and desk lamps to exit signs. In addition to saving energy, changing the outdated equipment also minimizes labor and material costs and reduces waste due to the longer life span of LEDs. Once the fixtures are upgraded, rebates are provided to both the port and our tenants through CPU’s Commercial Lighting Upgrade Program (CLIP). Over 1 million-kilowatt hours are saved each year at our facilities due to the program’s success.



## Tenant Spotlight: Boeki USA

The port welcomed Boeki USA LLC as one of our newest tenants earlier this year. Boeki specializes in importing Japanese mini trucks, as well as other vehicles into the United States. The company started in Paterson, NJ and has grown from a two-person operation into a successful business that has expanded to the west coast.

Popularity for mini trucks in our region has increased significantly in the past few years in part due to the Pacific Northwest's pull for outdoor activities such as hiking and camping. The fuel efficient all-wheel drive trucks and vans can reach 60MPH and are ideal for those who spend time outdoors. The mini truck beds can hold up to 1,000 pounds and are only 4-feet wide, allowing the vehicles to transit areas where traditional trucks cannot. Other uses for the vehicles range from farming, ranching and off-roading to transportation at golf courses and college campuses.

Boeki's products are shipped in containers from Japan to the Port of Tacoma, which are then trucked to our facility in Vancouver. The company imports 300-420 vehicles each year. To learn more visit [www.nwminitrucks.com](http://www.nwminitrucks.com).



*Boeki owner Atif Awan showcases one of the company's mini-trucks*



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

### ATTEND A MEETING

Port commission meetings are open to the public. Meetings are held at 8:30 a.m. on the second and fourth Tuesday of each month at the port's administrative offices, 3103 NW Lower River Road, Vancouver, WA, 98660.

### OUR MISSION

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

### VISIT US ON THE WEB

Learn more about the port at [portvanusa.com](http://portvanusa.com), and follow us on Twitter (@portvanusa), LinkedIn, and Facebook.

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