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Community Report

A NEWS UPDATE FROM THE  Port of Vancouver USA

NOVEMBER 2018



Julianna Marler
CEO

New Strategic Plan reflects continued commitment to community

One year ago, we began the process of developing our new Strategic Plan, the document that guides our work and budget from top to bottom and across our organization. Our existing plan had been in place for about 10 years, and by 2017, we'd grown and changed a great deal while completing many of the key initiatives in the plan. It was time for an overhaul.

Over the course of this past year, we went through a thorough and thoughtful process to create a new Strategic Plan, all the time with an eye on balancing economic, environmental and community interests. We reached out to more than 100 stakeholder groups, including business and labor partners, customers, tenants, staff and community organizations; convened four advisory panels; interviewed a broad cross-section of our community; held seven public workshops and two public open houses; and reviewed hundreds of public comments.

On Sept. 11 our commission unanimously approved the 2018 Strategic Plan. It identifies six goal areas and 66 strategies that will guide us for the next decade and help us continue maintaining the balance between the core work and purpose of a port – providing sustainable economic benefit to the community – with the vital need for a healthy environment.

Our 2018 Strategic Plan demonstrates our continued dedication to leadership, stewardship and partnership while reflecting the input and expectations of our community and customers. Its intent is perhaps best captured in our new vision statement: "Our port

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L to R: Port Commissioner Jerry Oliver; Gov. Jay Inslee; U.S. Rep. Jaime Herrera Beutler; Port Commissioner Eric LaBrant; Port Commissioner Don Orange; Port CEO Julianna Marler

Port, partners dedicate \$251 million West Vancouver Freight Access Project

On July 31 the Port of Vancouver USA and our partners dedicated a \$251 million rail project that is bringing congestion relief and efficiency to port and regional businesses as well as rail users and communities across the Western U.S.

The West Vancouver Freight Access Project (WVFA) is a concerted, decade-long effort by

the port to create jobs and generate economic benefit by investing in freight rail infrastructure. WVFA improves freight rail movement through the port and along the BNSF Railway and Union Pacific Railroad mainlines connecting the Pacific Northwest to major rail hubs in Chicago and Houston, and from Canada to Mexico.

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Centennial Industrial Building doesn't wait long for new tenant

In March 2018 the Port of Vancouver USA officially opened its Centennial Industrial Building (CIB), a 125,000-square-foot light manufacturing facility envisioned by the port commission as a way to bring new jobs to Vancouver and the port district.

The port had been at 99 percent industrial occupancy for three years, with tenants poised to grow and businesses interested in available land and facilities. The port invested \$12 million in the design and construction of CIB as a sustainable, state-of-the-industry facility ideal for advanced manufacturing, warehousing and distribution.

Construction was complete in early 2018, and once open, the new building didn't sit long. By mid-June the port had signed a five-year lease with Hawthorne Hydroponics, a subsidiary of Hawthorne Gardening Company and ScottsMiracle-Gro, a publicly traded company that sells lawn and garden products in the consumer market.

Hawthorne Gardening is a leading provider of nutrients, lighting and other materials used in hydroponic gardening. At CIB, Hawthorne will mold plastic containers and air filters used in a variety of industries, including indoor and urban gardening. Workers will also

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United Grain Corp. Chief Operating Officer Augusto Bassanini (right) talks with Sec. Sonny Perdue about grains that move through their terminal at the Port of Vancouver while port Commissioner Jerry Oliver (center) looks on.

Dignitaries visit to talk trade, river issues and more

Several federal and state dignitaries visited the Port of Vancouver USA this summer to discuss topics as diverse as trade, agricultural products, Columbia River navigation, rail mobility and more.

The port welcomed U.S. Secretary of Agriculture Sonny Perdue on July 4 during his "Back to Our Roots" tour of the Pacific Northwest. Sec. Perdue heard from maritime industry leaders and farmers during a roundtable and then toured the United Grain Corp. and Washington State Department of Agriculture lab facilities on the port's marine terminal. He also learned about the unique way grain is transported on the Columbia River and saw a Tidewater barge tied up at one of the port's floating docks.

Columbia River Treaty Lead Negotiator Jill Smail visited the port July 24 with representatives from the Pacific Northwest Waterways Association to learn about port operations on the Lower Columbia River. The U.S. and Canada are negotiating the 57-year-old treaty that stipulates how the countries manage the Columbia River, which originates in British Columbia. Ms. Smail toured the port's marine terminals to learn more about the many facets of transportation on the river, which supports the movement of more than 50 million tons of cargo each year as well as

jobs, hydropower, irrigation, recreation and much more for Pacific Northwest communities.

On July 31, the port and its partners celebrated completion of the \$251 million West Vancouver Freight Access (WVFA) project. The decade-long project was funded through port dollars as well as state, federal and partnership dollars. Featured speakers at the celebration event included U.S. Representative Jaime Herrera Beutler and Washington State Governor Jay Inslee.

U.S. Senator Patty Murray visited Aug. 8 to talk with the port and labor partners about international trade. Port CEO Julianna Marler and Commissioner Eric LaBrant shared with the Senator their thoughts about the potential impacts of trade issues on the port and local economy. Sen. Murray also spoke with representatives from the International Longshore and Warehouse Union (ILWU) Local 4. ILWU provides skilled labor at the port's terminals, loading and unloading the grain, fertilizer, steel products, Subaru vehicles and other cargoes that move across our docks. While the Senator was visiting, a nearby Subaru ship unloaded nearly 2,000 vehicles that will be processed by workers at the port and shipped out to buyers across the Pacific Northwest and Mountain states, and as far east as Chicago.

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Local port, global reach

If you drive a Subaru and live anywhere from Seattle to Salt Lake to Chicago, your car probably came through the Port of Vancouver USA. We and Subaru of America Inc. import more than 88,000 vehicles from Japan each year. They're unloaded by the International Longshore and Warehouse Union Local 4, processed at the port by Auto Warehousing Company workers and shipped to buyers across the Northwest, Plains, Mountain and Great Lakes states.



Fixing leaks and helping fish

Port of Vancouver USA staff and tenants participated in the inaugural Don't Drip and Drive campaign this summer to combat vehicle fluid leaks and water pollution. The port joined with Stormwater Partners Southwest Washington, a coalition of jurisdictions, agencies and non-profit organizations, to improve water quality by performing leak checks on port- and public-owned vehicles.

On June 20, port staff and volunteers with the Watershed Alliance for Southwest Washington checked 13 vehicles with odometers reading anywhere from 30,000 to 200,000 miles. None of the vehicles showed signs of drips. For participating, vehicle owners received a discount for repairs at participating Clark County auto shops.



According to Stormwater Partners, an estimated 600,000 quarts of oil leak from vehicles in Clark County each year. When it rains, runoff picks up leaked fluids and carries it to storm drains and into streams, river and lakes, which can harm fish, wildlife and habitat. Motor oil is one of the most toxic components of stormwater runoff; even brief exposure can cause heart problems in developing fish.

Preventing vehicle leaks is just one way we can be good environmental stewards in our community. There's lots you can do, too! For more information on fixing leaks, maintaining stormwater facilities and other activities to help protect our watersheds, visit stormwaterpartners.com.



Terminal 1 rendering looking southwest at the public marketplace and public amphitheater. Credit: GreenWorks

Excitement grows for vision at Terminal 1

The Port of Vancouver USA's vision for the Terminal 1 waterfront development came into focus this spring and summer as the project team refined the design that will reinvent the port's birthplace on the Columbia River for a new century.

Staff and consultants Graham Baba and GreenWorks presented initial conceptual designs for the public marketplace and landscape design at a May 22 Board of Commissioners workshop, and later that day at a public open house at Warehouse '23. Port staff also met with arts advocates in July to gather their input about incorporating art and performance space in the project.

With feedback from the port's commission and staff, the project advisory committee and the public, consultants continued to refine designs and returned in late

summer with a preferred-alternative conceptual design for the overall landscape architecture and the public marketplace.

The project team shared renderings and a walk-through video at a Sept. 11 public workshop, project advisory committee meeting and a second public open house at Warehouse '23. Staff also shared these visuals with shoppers at the Night Market Vancouver, held at Terminal 1 on Sept. 14, and received enthusiastic feedback from hundreds of attendees from across the community.

The preferred alternative includes multi-story office and mixed-use buildings; the 160-room AC by Marriott hotel planned for construction in 2019; the Renaissance Trail extension and beautifully landscaped public spaces; public and cruise ship docks; and a public marketplace on the dock over the Columbia River.

The public marketplace design evokes Terminal 1's industrial history, with reclaimed wood from the original structure, a basilica roof, corrugated metal siding and garage doors that can be rolled up to provide indoor/outdoor space. It is intended to complement Vancouver's existing Farmers Market, with vendors and restaurants selling local food and drink, crafts, art and more.

NEXT STEPS

With a preferred alternative in hand, staff can begin developing cost estimates and plans for project phasing and funding. Ground stabilization, which is necessary for development of the new hotel and expansion of the Renaissance Trail, is expected to be under construction in 2019.

DIGNITARIES VISIT

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On Sept. 26, Senators Annette Cleveland and David Frockt visited the port's Terminal 1 waterfront development. Sen. Cleveland represents Washington's 49th District and is a longtime supporter of the port and Terminal 1. Sen. Frockt, Vice-Chair of the Senate Ways & Means Committee and capital budget writer, was interested in the port's plans for its historic site, which include a new hotel and public marketplace as well as connection to the Renaissance Trail, a revamped public amphitheater and more.

NEW TENANT

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manufacture and assemble products that were previously supplied from Holland and China.

Hawthorne consolidated operations in Vancouver by combining operations from locations in Canada and Arizona. The company expects to see significant efficiencies from the consolidation of its operations and plans to employ about 50 full-time workers once fully operational.

Beyond its five-year lease term with the port, Hawthorne has the option to extend for two additional three-year terms.



Hawthorne Hydroponics Director of Operations Mike Gorton gives a tour of the up and coming manufacturing/distribution facility at the port's Centennial Industrial Building



WEST VANCOUVER FREIGHT ACCESS PROJECT

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The July 31 dedication event featured several key partners in the funding, design and construction of this regional infrastructure project, including U.S. Representative Jaime Herrera Beutler and Governor Jay Inslee. Other partners who shared remarks at the event included the offices of U.S. Senators Patty Murray and Maria Cantwell; United Grain Corp.; International Longshore and Warehouse Union Local 4; BNSF Railway; HDR and Rotschy Inc.

“The Port of Vancouver is one of our region’s most critical gateways for commerce,” said U.S. Rep. Herrera Beutler. “I applaud the leadership and tenacity of those who have worked on the West Vancouver Freight Access project; its completion has been a long time coming. I’m honored to have played a role in its success by helping secure important federal funding, and look forward to the jobs and expanded economic activity it will support.”

“It is a thrill to celebrate the West Vancouver Freight Access Project and the jobs it will bring. This project shows that the Port of Vancouver USA and the region is open for business as WVFA improves freight mobility dramatically and opens Southwest Washington to more trade opportunities,” Gov. Inslee said.

“It’s hard to overstate the importance of this project,” said port CEO Julianna Marler. “Whether we’re talking about how WVFA reduces rail congestion on the mainline and expands our capacity to 400,000 rail cars per year, or how it supported thousands of family-wage jobs during design, engineering and construction – as well as jobs for the future –

this has been a critical project with far-reaching benefits for our community, region and nation.”

Funded through port dollars and federal and state grants, WVFA will help lower costs for U.S. manufacturers and farmers, making them more competitive in global markets.

The project is also spurring private investment in and near the port. 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 rail capacity.

NEW STRATEGIC PLAN

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builds a community connected to a world of economic opportunity that supports a healthy environment, trade and living-wage jobs.”

We’ve been part of this community for 106 years, through natural disasters, economic crises and wars as well as peace, prosperity and growth—a constant presence working tirelessly to support trade, businesses, workers and families. Our commitment to the health of Vancouver, Clark County and the region has never wavered, and we look forward to continuing to work with residents, businesses and partners to support our shared vitality for another century.

By the Numbers

West Vancouver Freight Access

PROJECT COST

 **\$251 million**

PRIVATE INVESTMENT

 **\$160 million**



190 TOTAL CONTRACTORS



42 MILES OF NEW TRACK INSTALLED



350,000 ANNUAL RAILCAR CAPACITY INCREASE

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.

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 Port of Vancouver USA