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# Community Report

A NEWS UPDATE FROM THE



Port of Vancouver USA

SUMMER 2017



Julianna Marler,  
CEO/Executive Director

## COLUMBIA RIVER VITAL TO A FLOURISHING REGION

Vancouver has a long history and tradition of trade, deeply influenced by the Columbia River. From inter-tribal trade to the Hudson's Bay Co., and the Kaiser Shipyards to modern industry, the river has always been key to the success of our community and region. Though we may look at it differently today, this is still true: The beauty of our river and its ability to move goods safely and efficiently brings businesses here, attracts recreationists and helps drive our economy.

When the Port of Vancouver USA joined our sister ports and the U.S. Army Corps of Engineers in deepening the river's shipping channel to 43 feet, businesses along the river started to invest, expand and add jobs. Since completion of the deepening project in 2010, our region has seen more than \$1 billion in private investment in facilities and transportation capabilities that depend on river commerce. At the Port of Vancouver, our largest tenant by volume - United Grain Corp. - invested \$80 million in facilities and equipment and hired more people to keep wheat, corn and soybeans moving from Washington, Oregon, Montana and the Dakotas to Asia and South America.

There's still a lot of industrial property available along both sides of the Columbia River, and companies continue to see our region as a great place to call home - both for their business and their employees. This kind of growth and investment adds value to our region. Salaries and tax dollars mean more economic activity and funds to support roads, schools, emergency services and other public needs. Revenue and taxes to the port allow us to sustainably develop property, invest in infrastructure and give back to our community through projects like our waterfront development at Terminal 1.

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## CLEARING THE WAY FOR WATERFRONT REDEVELOPMENT

On March 16, the walls came tumbling down.

The walls that tumbled were the north and west wings of the former Red Lion Hotel Vancouver at the Quay, an institution in our community since the 1960s. The property is owned by the port, and this March crews demolished sections of the hotel as the first big, tangible step in efforts to revamp the port's original marine terminal - Terminal 1 - into a new, mixed-use, waterfront development.

Redevelopment was set into motion after the port took possession of the Red Lion in October 2015. Since that time the port has been in the planning phase, working with Seattle-based architecture firm NBBJ to develop a master plan that features a public marketplace at Terminal 1. The site is the port's original marine facility, a 1920s warehouse that supported trade and industry until it was transformed into The Quay Restaurant in the late 1950s.

The facility currently houses one of Vancouver's hottest restaurants, WareHouse '23. The port inked a lease with Mark Matthias, owner of Beaches Restaurant, who renovated the restaurant and opened it for business in July 2016. Matthias plans to operate WareHouse '23

until at least 2020, while the planning and development of other properties at Terminal 1 are underway.

Demolition of the old hotel wings was the next step in that effort for the port; removal of those structures makes way for the construction of a new hotel just to the west of the former Red Lion property. The port is currently in negotiations with Vancouver-based Vesta Hospitality to develop and construct an AC by Marriot Hotel. Construction of the new hotel could begin late this year or early next year.

In the interim, the port has submitted its Concept Development Plan (CDP) application to the City of Vancouver. The CDP was recommended for approval by the Hearing Examiner and goes before City Council on June 19. If approved, the CDP will provide permitting for the hotel and other mixed-use development to begin.





The flushing channel connects Vancouver Lake (left) and the Columbia River (right)

## MAINTAINING A UNIQUE CONNECTION FOR VANCOUVER LAKE

You may have driven, biked or walked past it a hundred times, but you may not be familiar with a unique feature we call the flushing channel.

Built in 1983 by the U.S. Army Corps of Engineers as part of Vancouver Lake restoration efforts, the channel runs along the western edge of the port's Columbia Gateway property. It connects the Columbia River to Vancouver Lake, funneling fresh water from the river to help improve circulation in the lake.

The massive culverts inside the channel are protected by metal grates that keep debris and large marine life from entering the lake. The grates often collect wood and other debris from

the fast-flowing Columbia River, so each year port crews use boats and heavy equipment to clear the culverts and keep water flowing into the lake.

This year crews removed about 27,000 pounds of debris from the culverts and banks. A team of professional divers also inspected the culverts and grates, installed concrete anchors on the riverside grates and placed marker buoys to help locate the grates for future maintenance.

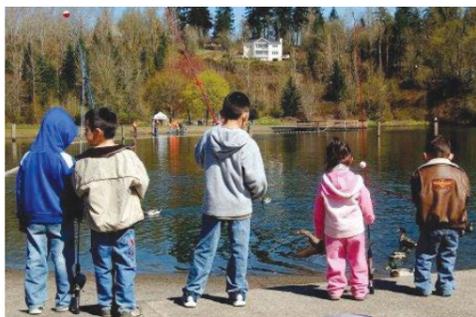
The Port of Vancouver is proud to do its part to help keep Vancouver Lake useable for swimmers, kayakers, windsurfers and others who enjoy this popular regional amenity.

## NEW TENANT KLINELINE KIDS FISHING HAS ANOTHER SUCCESSFUL EVENT

Over two blustery days in April, kids fished, prizes were won, and families went home with a freshly caught dinner, cleaned and ready to be cooked.

It was the annual Kline Kids Fishing event, held April 7 and 8 at Kline Pond and hosted by non-profit Kline Kids Fishing. The group hosted nearly 3,200 participants at this year's event, which gives local children the opportunity to catch a fish, play outdoors and learn about water safety.

Kline Kids Fishing partners with several local organizations, including the Washington Department of Fish and Wildlife,



Clark Public Utilities and Columbia Springs to help children learn more about natural resources and the outdoors. Its annual event is supported by the hard work and commitment of hundreds of volunteers who ensure every child gets to cast out onto Kline Pond for the chance to catch a fish.

The Port of Vancouver USA welcomed Kline Kids Fishing as a tenant earlier this year. Our family of tenants includes organizations of all sizes, from international corporations to local, small businesses and non-profit organizations. Several of our tenants and staff stepped up this year to help Kline Kids Fishing make its 2017 fishing event a success, and we thank them for their commitment to our community!

## TONNAGE BREAKS THE 7 MILLION MARK IN 2016

For the first time in our 105-year history, the Port of Vancouver USA recorded more than 7 million metric tons of cargo across our docks.

More than 7.49 million metric tons of autos, minerals, grain, steel and other cargoes moved in and out of the port in 2016, nearly eight percent more than the 2015 record of 6.95 million metric tons.

"In nine years at the Port of Vancouver, I've never seen tonnage like this," said CEO Julianna Marler. "It's a testament to the investments we and our partners have made to provide world-class rail and marine services, access to efficient transportation and excellent customer service."



Longshore workers move steel pipe on the port's docks

Last year was also great for exports, which increased 14 percent, climbing from 5.54 million metric tons in 2015 to 6.32 million metric tons in 2016. Grain continues to be our largest export by volume, and in 2016 grain cargoes increased 17.8 percent over 2015.

By leveraging revenue, grant funds and tax dollars, the port continues to invest in critical infrastructure and assets, including rail, buildings, dock improvements and skilled staff.

"These are the type of improvements that attract businesses to the port and help create jobs for the residents of Southwest Washington," said Marler. "We continue to find cost-effective ways to invest in your public port, planning for the future and working with our customers and partners to make sure those jobs and economic benefit are here for the long-term."

Planning for the 2018 event is already underway, and Kline Kids Fishing is always looking for help with this popular event. To volunteer or learn more, please visit [www.kline-kf.org](http://www.kline-kf.org) or call 360-604-7973.

# DECADE-LONG RAIL IMPROVEMENT PROJECT NEARING COMPLETION

The Port of Vancouver USA's West Vancouver Freight Access project (WVFA) is a decade-long, \$250 million effort by the port to create jobs and generate economic benefit by investing in freight rail infrastructure.

The overall project consists of 21 individual projects to improve 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.

After several years of construction, the port and its contractors are building the final two contracts for WVFA, which are slated to be complete by 2018.

## PROJECT 7: KINDER MORGAN BULK UNLOADING FACILITY

Kinder Morgan moves a variety of dry bulks at the Port of Vancouver, including copper and bentonite clay. Project 7 demolishes Kinder Morgan's existing facility and builds a larger facility in a new location, with a new conveyor system connecting to the existing storage building. Constructing Kinder Morgan's bulk unloading facility in a new location allows the port to add more tracks to its rail corridor, including the pieces necessary to complete the next project in the WVFA series.



Crews are building the last two WVFA contracts, including a new bulk unloading facility for customer Kinder Morgan

Kinder Morgan's new, larger facility will allow the company to unload its products in a covered, enclosed area. This helps minimize dust from copper and other minerals during the transfer process. Project 7 is scheduled for completion late this year.

## PROJECT 11B: GRAIN TRACK UNIT TRAIN IMPROVEMENTS

The port has many tenants and customers who move bulk products such as grain, fertilizer, minerals and steel. Efficiency is critical for bulk businesses, and one of the ways to improve this is through efficient loading and unloading of products and the use of unit trains, which are freight trains carrying the

same cars loaded with the same commodity with the same origin and destination. That's where Project 11B comes in. By constructing a new lead track from our south entrance and additional load tracks for grain trains, this project increases the port's rail capacity, specifically for our biggest customer by volume – United Grain Corp. – which moved more than 5 million metric tons of grain in 2016. Project 11B is expected to be complete by 2018.

Investing in projects like WVFA is one way the port leverages revenue, tax dollars and grants to support businesses and commerce, attract world-class industries to Vancouver and create jobs for our region.

# 2017 LECTURE SERIES SHARES PORT'S WORLD WITH COMMUNITY

More than 250 community members took a deep dive into port industry topics this spring as the Port of Vancouver USA presented free lectures on Columbia River commerce, railroad operations, port partnerships and the world of longshore workers.

On Feb. 13, Kristin Meira, Executive Director of the Pacific Northwest Waterways Association, and Capt. Paul Amos of the Columbia River Pilots took attendees on a journey along the Great River of the West. Using firsthand experiences and interesting visuals, Meira and Capt. Amos illustrated the Columbia River's importance to our region and the challenges

and excitement of piloting cargo ships and barges in the river's shipping channel.

Later that month, port Director of Operations Todd Krout and Rail Manager Wayne Harner gave their audience a detailed look at how trains operate, how railroads safely and efficiently move goods across the nation and which products move in and out of the Port of Vancouver by rail.

On April 27, leaders from Clark County's three public ports - Vancouver, Ridgefield and Camas-Washougal – detailed initiatives underway at each port, ranging from Ridgefield's Discovery Corridor to waterfront

projects in Camas-Washougal and Vancouver, and industrial development across the region. They also discussed how the ports combine their voices and influence to market our region to businesses and share legislative priorities with elected officials in Olympia and Washington, D.C.

Longshore workers from three local unions took the stage in May to showcase their fascinating and critical work moving products to and from ships, trains and trucks. Their hard work and skills ensure grain, automobiles, wind energy components, steel, fertilizer and many other commodities can move from source to market, supporting commerce and vitality in our community.



Lecture attendees hear from a panel of longshore workers during the May 3 lecture

# COLUMBIA RIVER VITAL TO A FLOURISHING REGION

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We are always working to keep the cycle of benefit going through further investment in the safety, navigability and ecological health of the Columbia River. The river ports and the U.S. Army Corps of Engineers are continuing to devote time and funding to maintain the channel depth, protect and augment ecological sites and keep the river's benefits flowing for the future of our region.

# 105 YEARS

OF CONTRIBUTING TO OUR REGION

**\$2.9 BILLION**

TOTAL ANNUAL ECONOMIC VALUE TO OUR REGION

A NEARLY  
**40% INCREASE**

IN JOBS AT THE PORT  
**900 NEW JOBS** since 2010

**155+ ACRES**

OF WETLAND & HABITAT PROTECTION through the port's Mitigation Bank

**10% OF ALL WHEAT**

EXPORTED FROM THE U.S. TRAVELS THROUGH OUR PORT



## WATERFRONT DESTINATION

TRANSFORMING **10 ACRES** ALONG THE COLUMBIA RIVER FOR RESIDENTS & VISITORS

- Retail
- Public market
- Community space & more!

**2,000+ jobs** projected to be created during construction, including **800 permanent jobs** with more than \$200 million in private investment

**\$400 MILLION**

IN LOCAL PURCHASES EVERY YEAR

- Over **\$100 million** in state & local taxes supporting public services

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

### ATTEND A MEETING

Port commission meetings are open to the public. Meetings are held at 9:30 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.

### VISIT US ON THE WEB

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

### 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