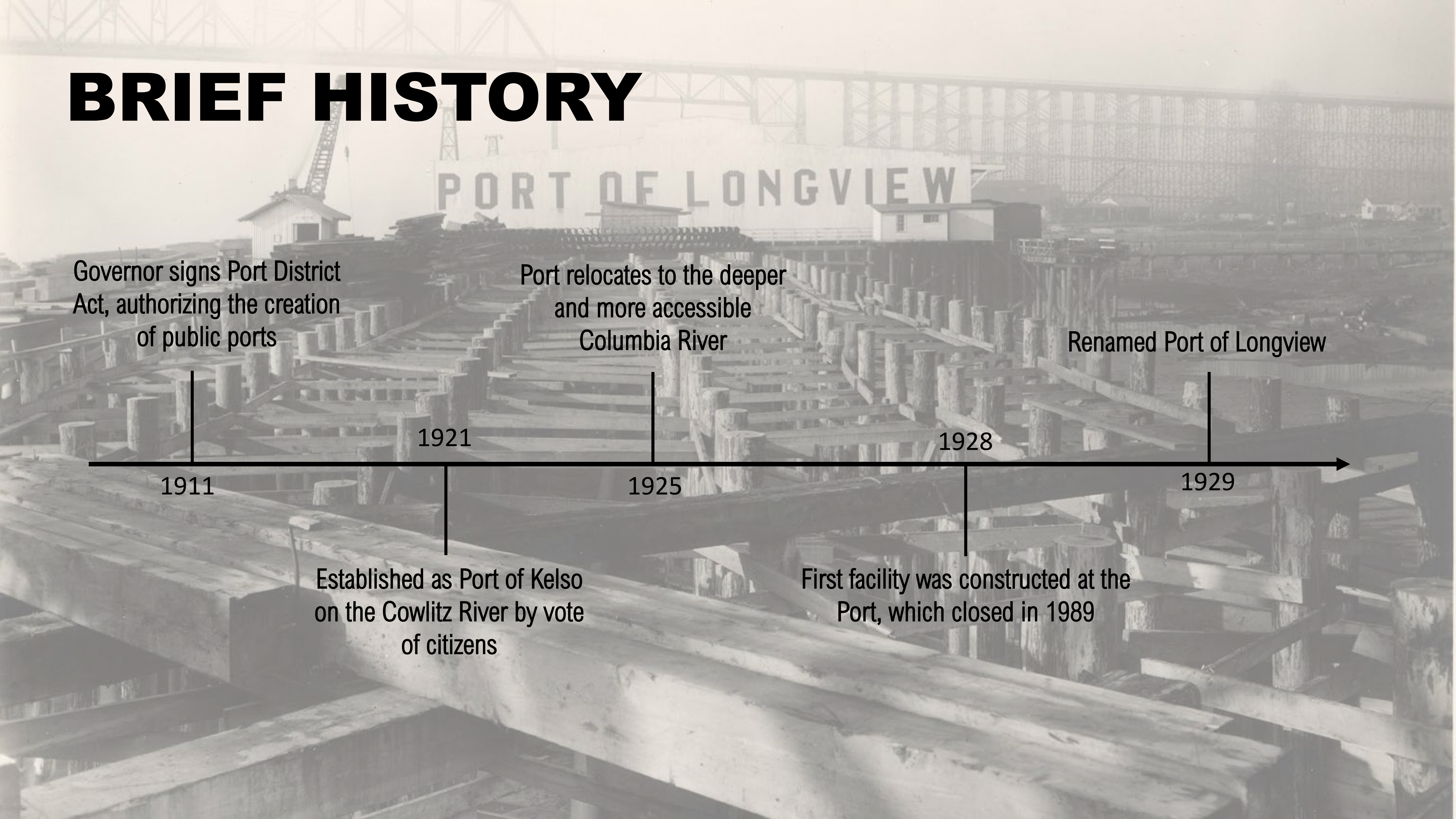
PORT OF LONGVIEW
EST. 1921

OCTOBER 25, 2024| COBALT

PORT OF LONGVIEW

BRIEF HISTORY



- **1911** – Governor signs Port District Act, authorizing the creation of public ports
- **1921** – Established as Port of Kelso on the Cowlitz River by vote of citizens
- **1925** – Port relocates to the deeper and more accessible Columbia River
- **1928** – First facility was constructed at the Port, which closed in 1989
- **1929** – Renamed Port of Longview

BOARD OF COMMISSIONERS

JEFF WILSON

DISTRICT 1
TERM: 2022- 2027

EVAN JONES

DISTRICT 2
TERM: 2024 - 2029

ALLAN ERICKSON

DISTRICT 3
TERM: 2020 - 2025

A LITTLE ABOUT US

A WORKING WATERFRONT: 1,093 ACRES

First full-service operating port on the deep-draft Columbia River, 66 miles from the Pacific Ocean

Eight marine terminals, over 478 acres of adjacent upland property

Barlow Point, 301 acres of potential development

Willow Grove Wetland Mitigation Site, 92-acre area retained for mitigation needs of future development

Willow Grove Park, 75-acre community park and boat launch


WILLOW GROVE PARK - PORT
WILLOW GROVE WETLANDS - PORT
BARLOW POINT - PORT
NORTHWEST ALLOYS - PRIVATE
WEYERHAUSER/NIPPON PRIVATE
TEEVIN BROS - PRIVATE
PORT OF LONGVIEW
WEST ROCK - PRIVATE

PORT FACILITIES & INDUSTRIAL TENANTS

2: IRM (International Raw Materials)

4: Redevelopment

5: BP

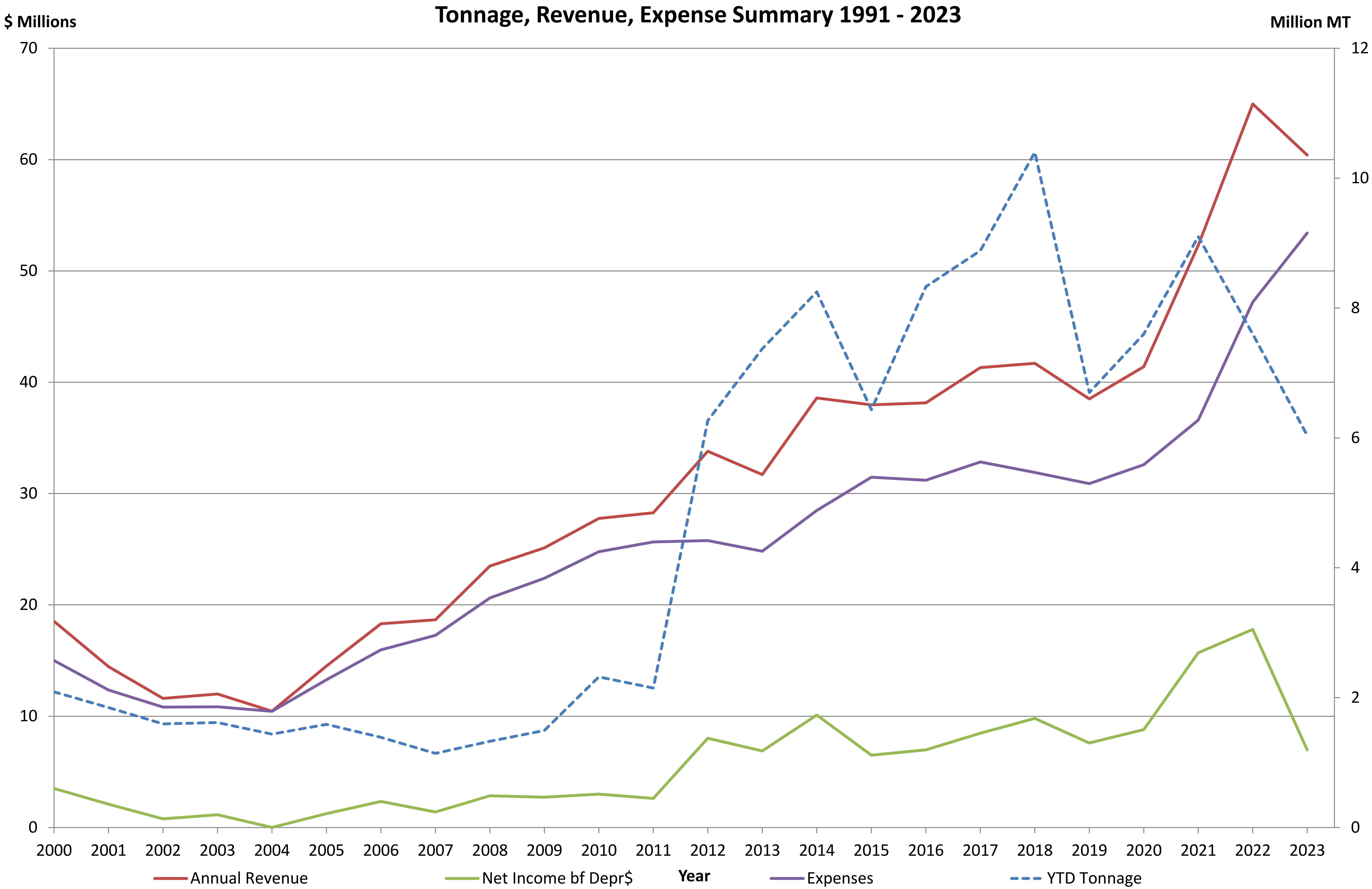
6, 7 & 8: General Cargo Docks

9: EGT (Export Grain Terminal)

IN: Industrial Property Tenants:

- Brown Strauss Steel
- Skyline Steel
- NAP Steel
- PNW Metals
- Seaport Steel

PROJECT CARGO.
BULK.
BREAKBULK.



* Does not include non-operating revenue or expense

A HYBRID PORT

OPERATING PORT & LANDLORD PORT

200+ vehicles & equipment

Port operations are managed by staff and performed by longshore

The Port employs over 30 maintenance crew members from several trades unions who maintain facilities, roadways, rail and dock structures

Owned & leased marine terminals

Increased expenses due to operating model

COMPLETED PROJECT: BERTH 4 DEMOLITION

REDEVELOPMENT & REVITILIZATION

Originally built in 1927, with additions in 1945 and 1951

Continental Grain leased the facility from the 1930s to 1989

2014: Removed the old dock structure, 1,000 creosote pilings

2015: Construction of a layberth

July 2023: Demolition began

February 2024: Demolition complete

ONGOING PROJECT:
INDUSTRIAL RAIL CORRIDOR EXPANSION

INDUSTRIAL RAIL CORRIDOR EXPANSION

STAYING ON TRACK

Originally constructed in 2004, connecting the Port to mainline rail service

As intended, the new rail link spurred exponential growth

Major expansion is necessary to keep up with customer and market demands and future plans for Port growth

BY THE NUMBERS

Expended to Date: $5,082,629

Total Project Cost: $104.6 million

2024 Capital Budget Expenditures: $26,702,827

(permitting/engineering, land acquisition and construction)

INDUSTRIAL RAIL CORRIDOR EXPANSION

AWARDED ASSISTANCE TO DATE

RAISE: $16 million

Congressionally Directed Spending: $2.5 million

NHFP: $2 million

Cowlitz County Rural Development Grant: $2 million

FRAP: $2 million

CURRENT FUNDING BREAKDOWN

Port Revenue: 16%

Bonds/Loans: 57%

Federal Grants: 23%

State/Local Grants: 4%

WETLAND MITIGATION

PRESERVATION THROUGH PARTNERSHIP

~300 acres of advanced wetland mitigation site for impacts from Port projects

GOAL: To improve the wetland through management, enhancement and invasive species reduction in partnership with Columbia Land Trust

As of 2023, 218,370 willows have been planted

ECONOMIC IMPACT IN SW WASHINGTON

1 IN 11 LOCAL JOBS

The Port creates thousands of jobs for local workers. Nearly 20,000 jobs are related to marine terminal activity on Port docks.

$679 MILLION FOR LOCAL BUSINESSES

The Port contributes $679 million for local businesses through local consumption and re-spending of earned income from related jobs within the community.

$9.5 MILLION IN TAX REVENUE

Tax revenue from the Port and Port tenants helps fund schools, emergency services and other agencies county-wide.

$2.8 BILLION FOR SW WASHINGTON'S ECONOMY

Cargo activity at the Port generates a total of $2.8 billion of the region's economic activity.

THANK YOU