

A MESSAGE FROM JEFF WILSON, PORT COMMISSION SECRETARY



Jeff represents Commission District 1.

The Port of Longview has been making history since it first debuted as the Port of Kelso all the way back in 1921. In good times and bad, the Port has consistently lived up to its promise of community benefit by improving the lives of generations of local families and driving the area economy.

As we enter into this historic centennial year, we'll be looking back at how we began, where we've been and where we're

headed. You can help the Port plan its future by signing up for our master planning process (follow the URL link near the bottom of this page to learn more). Participants will have the opportunity to take part in one of twelve monthly planning sessions this year which will ultimately produce our Master Plan and other documents that shape our next 100 years.

The old adage goes, "You're only as good as the company you keep" and that has never been more true when it comes to our exceptional staff. That said, I'd like to thank ours—both past and present—for their tireless commitment to the Port. Labor relations have also been an important component to our success and we have literally thousands of skilled ILWU members to whom we owe a debt of gratitude, as well.

Lastly, I want to thank our customers and you—our stakeholders—for your confidence in the Port of Longview and its ability to deliver on the promises made by our founders. We may be 100 years old, but we're just getting started. Happy Centennial, everyone! 🎉



Your Board of Commissioners.

JEFF WILSON WAS FIRST ELECTED TO THE PORT'S BOARD OF COMMISSIONERS IN 2016.

JEFF'S TERM RUNS FROM 2016-2021.

YOUR BOARD OF COMMISSIONERS

- JEFF WILSON, DISTRICT 1
- DOUG AVERETT, DISTRICT 2
- ALLAN ERICKSON, DISTRICT 3

COMMISSION MEETINGS

Regular meetings are held on the 2nd and 4th Wednesday of every month at 10:00 am and are temporarily only accessible to view by visiting KLTV.org. Questions may be submitted in advance to publiccomment@portoflongview.com.

For more details, visit www.PortofLongview.com

100 YEARS OF VERSATILITY: CARGOES OF ALL TYPES HAVE CROSSED THE PORT'S DOCKS



1926: Automobiles



1927: Sugar



1930: Passenger Ferries



1944: Wartime Supplies



1953: Firebrick



1964: Lumber



1961: Containerized Freight



1972: Trojan Power Plant Tanks



1987: Calcined Coke



1999: Logs



2014: Proppants

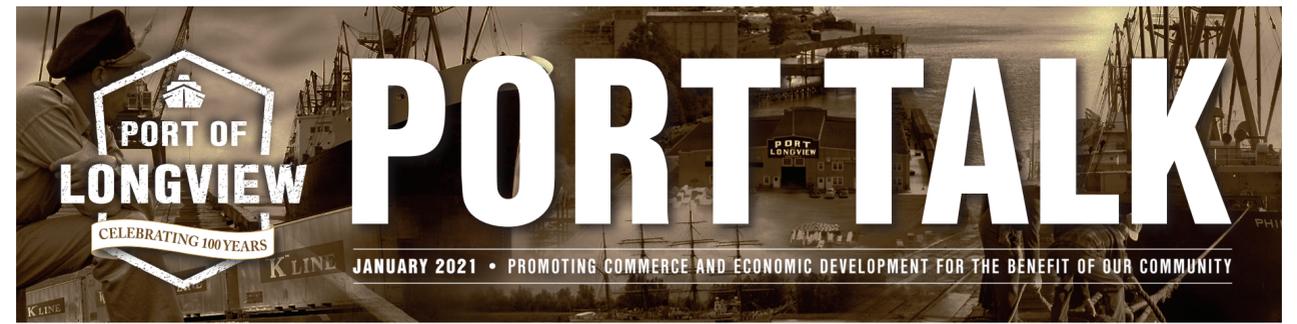


2020: Wind Energy

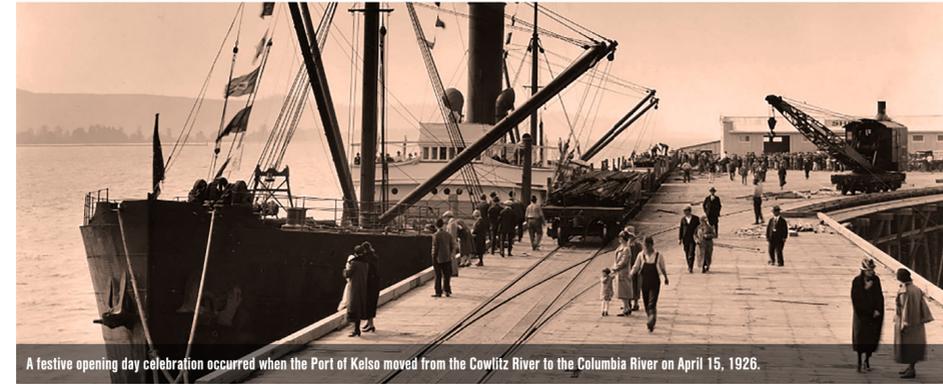
YOU CAN HELP US PLAN THE PORT'S NEXT 100 YEARS!

MAKE YOUR VOICE HEARD AT ONE OF SEVERAL PLANNING WORKSHOPS IN 2021. LEARN HOW YOU CAN PARTICIPATE AT:

www.PORTOFLONGVIEW.com/PLANNING



HISTORY MADE: PORT REACHES MILESTONE CENTENNIAL BIRTHDAY



A festive opening day celebration occurred when the Port of Kelso moved from the Cowlitz River to the Columbia River on April 15, 1926.

One hundred years ago, local citizens made a crucial vote to form a port district in Cowlitz County following the creation of the Port District Act (see related story below). This fateful move would see the Port of Kelso established on the banks of the Cowlitz River in 1921. Little did civic leaders know their humble Port would grow into the third largest in the state, encompassing over 800 acres and sparking unparalleled economic growth throughout the region.

The Port District Act required ports to be named after the largest city in the district, which was Kelso at the time. Upon Longview's establishment as an official city in 1923, and after some controversy, voters approved moving the Port of Kelso to the more accessible Columbia River in 1925.

Port officials would soon put forth two other critical votes: one to expand the boundaries of the Port District to include the entire developing city of Longview, and another in 1929 to rename the Port of Kelso to the Port of Longview.



New public dock recently completed at Longview, Wash., by Port of Kelso at a cost of approximately \$200,000, to serve a port district comprised of 850 square miles. The dock has a berthing length of 1,600 feet and two transit sheds. Here the Columbia River forms a harbor which engineers declare is one of the finest fresh water port locations in the world. Here the river is from 2,500 to 3,500 feet wide with a channel depth from 30 to 65 feet, requiring no dredging, and has a natural turning basin of quiet water approximately 10,000 feet long, permitting ocean vessels to come and go without the aid of tugs.

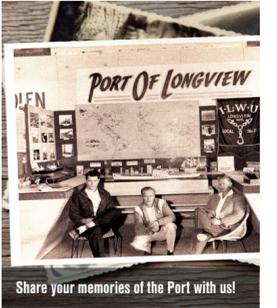
Early Port of Kelso ad.

The Port's first decade saw 130,000 tons of cargo moved on a modest 40 acres of land. Fortunes changed quickly as the Great Depression set in, but World War II brought new prosperity as the Port began moving war equipment overseas. With war declared over in 1945, the Port began marketing itself in earnest.

Finally, under the direction of Manager Harvey Hart, the Port of Longview achieved status as a U.S. Customs Port of Entry in the 1950's. This important event allowed the Port to compete with other large West Coast ports and ushered in a new era of expansion.

As decades passed and new docks were built, cargoes diversified and thousands of jobs were created. Today, the Port of Longview is a thriving, locally-governed asset bringing benefits home to families in our Port district and improving the economic health of our entire region. From the banks of the Cowlitz River to the

Columbia and beyond, your Port is poised to continue its role as the region's premiere job creator. 🎉



Share your memories of the Port with us!

SHARE YOUR PORT STORY WITH US!

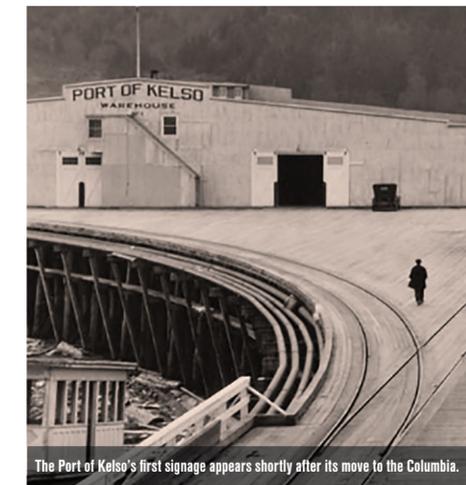
All year long we'll be looking back at our first 100 years, but the story wouldn't be complete without hearing from you. Did you, a family member, or someone you know ever work for the Port or one of its tenants? What's YOUR Port of Longview story?

HOW TO SUBMIT YOUR PORT STORY

• We invite you to share your unique connection to the Port of Longview all year long by uploading photographs, personal memories and news clippings to our Facebook page using the hash tag #MYPOLSTORY.

• If you do not have access to social media, please email your stories and photographs to info@portoflongview.com. All persons submitting with this method will receive a release form that must be filled out and returned to the Port prior to publication of any loaned media.

PORT DISTRICT ACT OF 1911 PAVED THE WAY FOR PORT SUCCESS



The Port of Kelso's first signage appears shortly after its move to the Columbia.

Decades before the Port of Longview came into being, the Columbia and Cowlitz rivers were crisscrossed by steamboats. As the fastest and most reliable means of river travel at the time, they were a critical means of transporting essential goods, mail and passengers across the region. However, it wouldn't be long until the Northern Pacific Railway laid its first tracks between Tacoma and Kalama in the 1870's and opened up the State of Washington for development in ways steamboats never could. Many would benefit from the rapid development that followed, but it came at a steep price as civic leaders gave up large areas of valuable waterfront real estate to the increasingly powerful railroads—all in the name of growth.

Realizing the tremendous economic impact their waterways brought to the region, and seeing their lands slowly being monopolized by railroads, state legislators had the foresight to pass the game-changing Port District Act in 1911.

This historic piece of legislation placed waterfront property back into the hands of local communities by empowering citizens to form port districts, eventually creating jobs and fueling the economy. Now, 100 years later, the Port of Longview stands proudly as one of the most successful among the 75 port districts in Washington. 🎉

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PORT OF LONGVIEW
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PORT OF LONGVIEW: 100 YEARS OF PROGRESS

1921 • Following the creation of the 1911 Port District Act, civic leaders held an election on March 19 to approve the new Port of Kelso on the Cowlitz River and elect commissioners.

Port leaders knew their fortunes depended on the deeper, wider Columbia River so they moved the Port to its current location on the Columbia and held a grand opening celebration on April 15, 1926 (pictured below). Voters finally approved the renaming of the Port of Kelso to the Port of Longview in 1929. The rest is history.



1921

1930



1930 • The Lewis and Clark Bridge was completed and tolls were instituted to pay for its construction.

The iconic bridge would forever become synonymous with the Port of Longview, welcoming an untold number of vessels and crews from around the world to the lower Columbia River valley.

1943 • Harvey Hart (1906-1993) was the longest-serving General Manager of the Port. Originally hired in 1930 as an accountant, Hart succeeded Frank Gowdy as GM in 1943.

Harvey's impressive 43-year run would see the Port through many important milestones, including the boom years of World War II. His leadership ultimately positioned the Port as one of the most successful ports in the state.



1943

1950



1950 • The Port became the first Pacific Coast small port to receive "Terminal Port" status. This important designation meant the Port could compete for cargoes on the global stage.

By 1951, the Port was handling a new record of 2.3 million tons of cargo, including firebrick and foodstuffs. Later in the decade, the growing Port would acquire a new gantry crane (pictured above), doubling its capacity for handling bulk and heavy-lift cargoes.

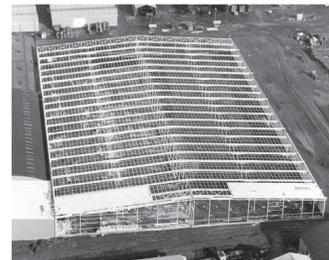
1961 • As the Port of Longview continued to grow, the need for a modern office space became a priority.

Finally, a proper office building was constructed in 1961 at the end of Port Way. The new office would serve as the Port's home for nearly 60 years.



1961

1974



1974 • Handling close to six million tons of cargo annually, the Port became the third largest port in Washington State. During this period, a large percentage of Port operations involved warehousing and the distribution of goods.

To accommodate this growing need and its new customer S.S. Kresge (later known around the world as K-Mart) the Port constructed the massive 200,000 square foot Warehouse 18.

1983 • Arco Products Company—later British Petroleum—rebuilt the former alumina unloading facility at Berth 5 as a new export terminal for calcined coke.

After 38 years, BP is among the most successful and long-standing tenants sited at the Port.



1983

1989



1989 • The Port began its largest development project in 20 years, spending \$5.2 million at Berth 2 to create an environmentally sound bulk cargo export facility.

Now leased by International Raw Materials, Berth 2 exports more than 500,000 metric tons of dry bulks (like soda ash and potash) each year.

1999 • By the end of the nineties, the Port had purchased nearly 350 acres of property from International Paper (IP) to develop an industrial park. The land was formerly the home of the massive Long-Bell Lumber Company and contained their former office, the White House.

More importantly, the newly acquired land included valuable waterfront property which would be transformed that same year into the Port's newest dock in 30 years, Berth 8.



1999

2009



2009 • Port officials held a groundbreaking ceremony for its eagerly anticipated Export Grain Terminal, the first of its kind to be built in the U.S. in 25 years.

Revenue from the \$200 million dollar, state-of-the-art facility would drive economic growth in the region to new heights and enrich the community by providing millions of dollars in property taxes.

2014 • In an effort to increase waterfront access for citizens of the port district, the Port of Longview purchased Willow Grove Park and Boat Launch from Cowlitz County. This marked the first time in its long history the Port has owned and operated a public park.

Since 2014, the Port has invested millions of dollars in upgrading its features, including the boat launch. The once defunct county park is now one of the community's most popular, hosting tens of thousands of visitors each year.



2014

2020



2020 • For the third time in its 100 year history the Port moved its admin offices; this time into the renovated Long-Bell Lumber Company 'White House'.

Modern touches blended with rustic interior finishes make the Port's new home unique to say the least, and have given staff plenty of room to grow into our next 100 years.

