

PORT OF LONGVIEW | WINTER 2025

PORT TALK

PORT WINS NATIONAL AWARD FOR DOCUMENTARY

PLUS: PORT RELEASES NEW ECONOMIC IMPACT ANALYSIS RESULTS FOR 2024



LEARN HOW PORTS WERE CREATED



STAY INFORMED ON 2025 PORT PROJECTS



SEE WHAT OUR ENVIRO TEAM IS UP TO



1911 PORT DISTRICT ACT BUILDS THE FOUNDATION FOR THE PORT OF LONGVIEW

In the late 1800s, private railroad companies began taking control of docks and harbors that were critical to Washington State’s trade economy.

Unhappy with how it was playing out, Marion Hay, Washington State Governor, urged legislators to move the docks into public control. Legislators heard Governor Hay’s message and the House and Senate passed the Port District Act. On March 14, 1911, Hay signed the measure into law, allowing citizens to establish public port districts and take back control of the waterfront from the private railroad companies.

Soon after, the ports of Seattle and Grays Harbor were formed as the two first public port districts in Washington State.

In 1921, a decade after the Port District Act was signed, a port was formed by a vote of the citizens of Cowlitz County. The Port was first named the Port of Kelso and was established on the Cowlitz River. Newly formed ports were typically named after the largest city in the district, which was Kelso at the time.

The City of Longview was later established in 1923 and the Port was in its beginning stages

of becoming a successful port. In 1925, citizens realized the potential for growth at the Port and voted to move the Port of Kelso to the deeper and more accessible Columbia River. After a few years of successful Port operations at the new location, and with Longview now an official city, citizens voted to rename the Port of Kelso to the Port of Longview in 1929 to avoid confusion.

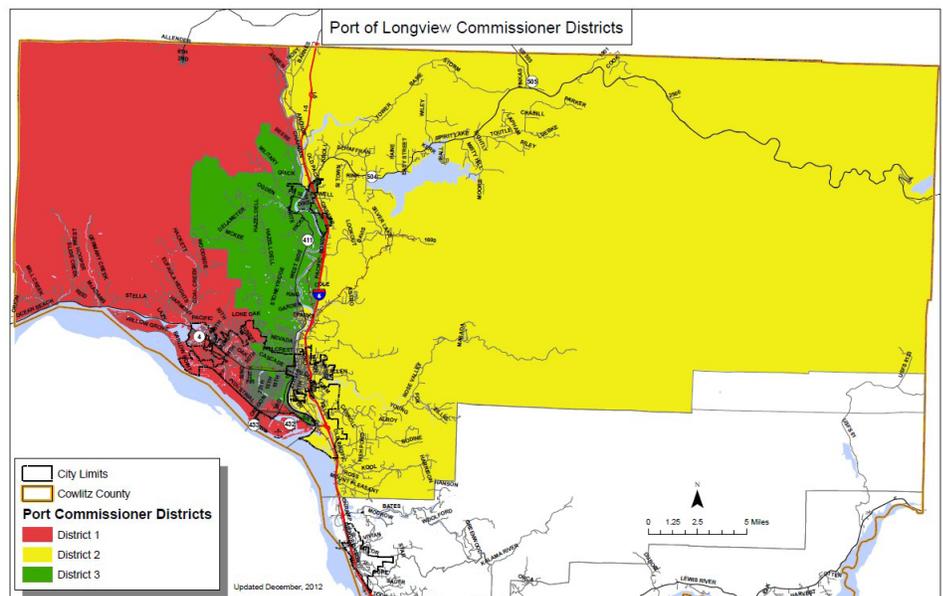
Since the Port District Act was passed, 75 public port districts have formed throughout the state. While each port is unique in its own way, they are all responsible for generating economic growth and promoting trade in their communities.

YOUR VOICE HELPS GUIDE THE PORT

Did you know you own the Port? As citizens of the public port district, your voice is working to guide the Port of Longview. Your interests are represented through elected officials that serve on the Port’s Board of Commissioners.

The Port of Longview’s port district is separated into three sub-districts, each represented by an elected Commissioner responsible for setting policy for the Port. Implementation of policies is done by the Commission through the development of the annual budget and strategic plan. Both efforts drive the Port toward economic success for the community.

While many Commissioners across the country are appointed by their Governor, all of Washington’s 75 ports are led by an elected Board of Commissioners tasked with similar duties.



DISTRICT 1: JEFF WILSON | DISTRICT 2: EVAN JONES | DISTRICT 3: ALLAN ERICKSON

PORT OF LONGVIEW SUPPORTS NEARLY 13,500 JOBS THROUGHOUT THE REGION

The Port of Longview recently completed a study to determine its economic impacts in Southwest Washington. The results of the study, conducted by Martin & Associates, showed that cargo and vessel activity at the Port supports 13,482 jobs. The findings from the report highlight the Port's commitment to generating economic benefits and supporting the livelihood of working families in the community.

To determine the total number of jobs the Port supports, Martin & Associates added the number of jobs directly created by Port activities to the

jobs that exist to support those same workers. The study found that the Port supports 1,811 indirect jobs, which are jobs created by local purchases of workers who depend on Port activities. In addition, the Port supports 8,193 related jobs generated by regional and national businesses that utilize the Port's marine terminals.

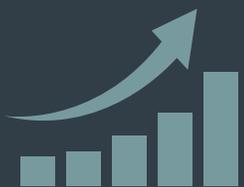
The jobs that the Port supports are not limited to waterfront jobs. In fact, jobs across multiple industries are supported by Port activities. Everyone from railroad and trucking companies to tug boat and vessel crews, government agencies

and local vendors are on the receiving end of the benefits provided by a healthy Port.

The results from the economic impact study show that your Port is an employment generator, contributing to thousands of people's livelihoods each day. While maybe you don't work directly for the Port, there's a good chance someone you know has a job that can be linked to your Port of Longview! To read the Port's entire economic impact study, visit www.portoflongview.com.

UNDERSTANDING THE PORT'S ECONOMIC IMPACT IN SOUTHWEST WASHINGTON

THE PORT HAS BEEN ANCHORING OUR LOCAL ECONOMY AND CREATING JOBS FOR OVER 100 YEARS



\$2.6 BILLION

1 in 14 LOCAL JOBS

IN 2023, CARGO ACTIVITY GENERATED A TOTAL OF \$2.6 BILLION OF THE REGION'S ECONOMIC ACTIVITY AND CREATED OVER 13,000 RELATED JOBS.

THE PORT CONTRIBUTES MILLIONS OF DOLLARS ANNUALLY FOR LOCALLY-OWNED BUSINESSES



\$651 MILLION

USING DATA FROM A RECENT ECONOMIC IMPACT STUDY, THE PORT IDENTIFIED IT HAS CONTRIBUTED \$651 MILLION IN DIRECT BUSINESS REVENUE. THE PORT BOOSTS LOCAL BUSINESS, CREATES STABILITY AND ECONOMIC OPPORTUNITIES THROUGHOUT THE REGION.

THE PORT CREATES THOUSANDS OF JOBS FOR LOCAL WORKERS



3,478 JOBS

1,247 LOCAL JOBS

OVER 1,200 OF THE JOBS CREATED ARE CONSIDERED DIRECT JOBS. THESE TYPES OF JOBS ARE DIRECTLY GENERATED BY ACTIVITIES DEPENDENT ON VESSEL AND CARGO ACTIVITY.

\$32.9 MILLION IN STATE/LOCAL TAXES

SINCE 1990, THE PORT HAS INCREASED ITS TAX CONTRIBUTIONS TO THE COMMUNITY BY MORE THAN 1,000%. TAX REVENUES FROM YOUR PORT GO TOWARD FUNDING PROGRAMS AND SERVICES SUCH AS COUNTY ROAD REPAIRS, LOCAL SCHOOLS AND EMERGENCY SERVICES.



*Data is collected from the Port's 2024 Economic Impact Analysis conducted by Martin & Associates.

2025

INVESTMENTS & MAINTENANCE PROJECTS

In order to edge out competitors and bring economic benefits to the community, the Port of Longview must make continuous improvements to its facilities. These are some of the maintenance and investment projects the Port has planned in 2025:

INTERNAL RAIL PROJECTS

In 2025, the Port plans to improve its internal rail system with rail projects that aim to accommodate leased berth export growth.

EQUIPMENT & FLEET MANAGEMENT

For cargo operations and facilities maintenance, planned fleet additions this year include: replacement fleet pick-ups, a road grader and fuel truck upgrades.

FENDER SYSTEM UPGRADES & DOCK MAINTENANCE

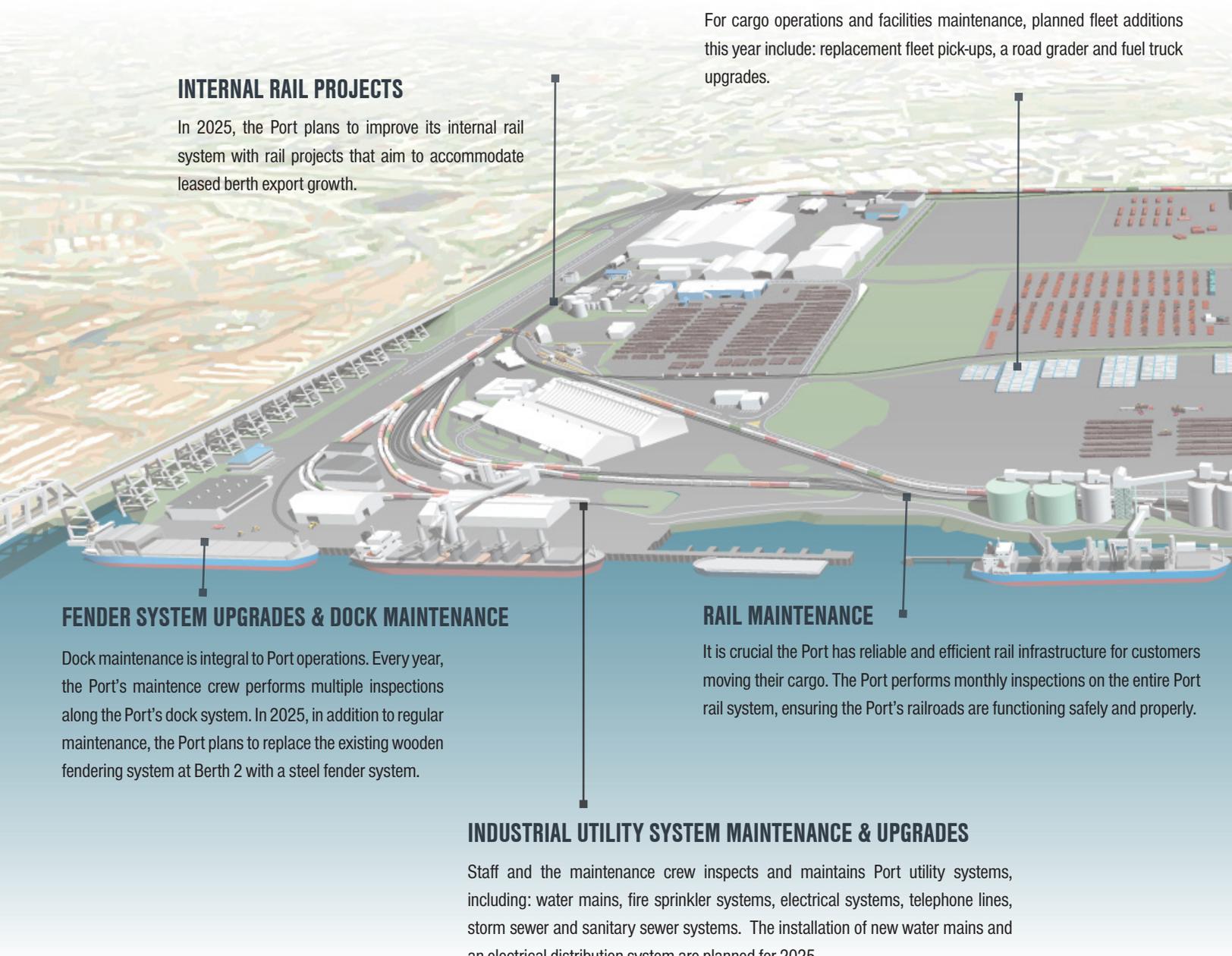
Dock maintenance is integral to Port operations. Every year, the Port's maintenance crew performs multiple inspections along the Port's dock system. In 2025, in addition to regular maintenance, the Port plans to replace the existing wooden fendering system at Berth 2 with a steel fender system.

RAIL MAINTENANCE

It is crucial the Port has reliable and efficient rail infrastructure for customers moving their cargo. The Port performs monthly inspections on the entire Port rail system, ensuring the Port's railroads are functioning safely and properly.

INDUSTRIAL UTILITY SYSTEM MAINTENANCE & UPGRADES

Staff and the maintenance crew inspects and maintains Port utility systems, including: water mains, fire sprinkler systems, electrical systems, telephone lines, storm sewer and sanitary sewer systems. The installation of new water mains and an electrical distribution system are planned for 2025.



FIBER OPTICS & SOFTWARE UPGRADES

In 2025, the Port will install conduit, fiber optic cable and network hardware to improve connectivity throughout the Port. In addition the Port plans to implement a new financial software to replace old and outdated programs.

INDUSTRIAL RAIL CORRIDOR EXPANSION

The Industrial Rail Corridor Expansion (IRCE) project is set to begin Phase I construction in 2025. This project is the largest capital project at the Port to date and will double the Port's rail capacity, creating more economic activity for the region.

LIGHTING PROJECTS

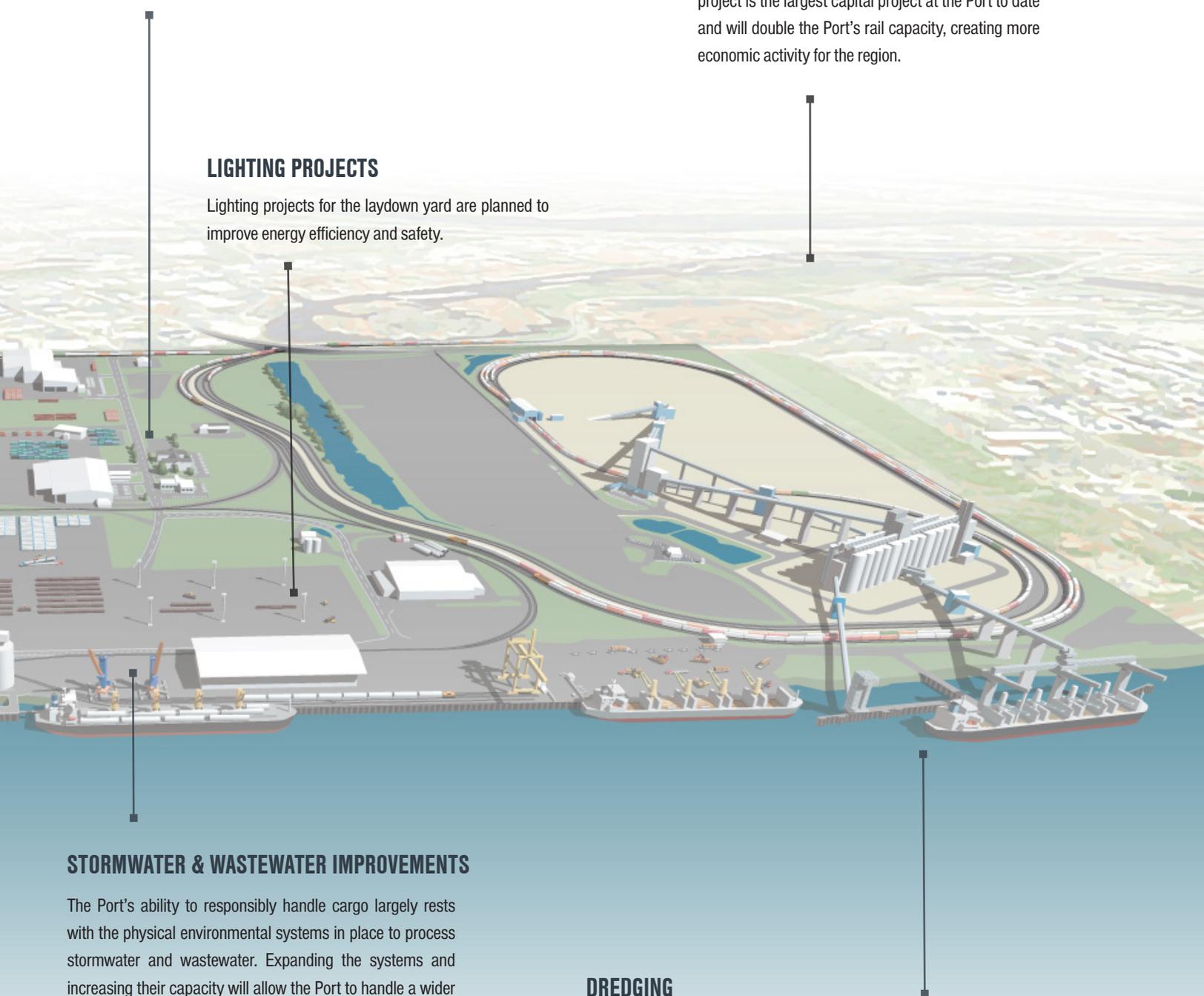
Lighting projects for the laydown yard are planned to improve energy efficiency and safety.

STORMWATER & WASTEWATER IMPROVEMENTS

The Port's ability to responsibly handle cargo largely rests with the physical environmental systems in place to process stormwater and wastewater. Expanding the systems and increasing their capacity will allow the Port to handle a wider range of cargo.

DREDGING

It is extremely critical the Port maintains the depth at its berths on the Columbia River in order for vessels to dock. Once a quarter, the Port assesses the draft depth at each berth and dredges as necessary. The Columbia River navigation channel is 43-feet-deep and if the draft depth is not sufficient, river pilots will not bring vessels to the Port.



BENEFITS OF A LOCALLY-CONTROLLED PORT

RELATIONSHIPS: At the Port of Longview, cargo is consistently moving through our docks. Our strong relationships we develop with our customers and stakeholders allows us to have steady cargo operations, which in return supports the local economy.

TOOLS + EQUIPMENT: The Port owns and maintains over 200 pieces of equipment and manages its own fleet of vehicles. Any repairs or maintenance is done through the Port. Most ports rely on third-party operators to supply equipment.

FLEXIBILITY: By owning the equipment and having on-site capabilities, we offer our customers a variety of cargo handling abilities. We can accommodate special requests, oversized cargo, specific conveyor configurations and much more. This makes us a competitive port on the Columbia River.

ON-SITE SPECIALTIES: The Port has teams of on-site millwrights, mechanics and other steadies to create a custom cargo handling experience for customers. This allows us to reduce potential delays and save our customers money.

CARGO DIVERSITY: The Port sees many different types of cargo cross our docks. This is because of our unique ability to handle multiple kinds of cargo including bulk, breakbulk and project cargo. More opportunity for business, means more economic opportunities for the community.

COMMITTED TO OUR COMMUNITY

All 75 public port districts in Washington are active in different areas of economic development. While some ports are smaller than others, each port has its own special operating model that provides jobs and economic activity for their communities.

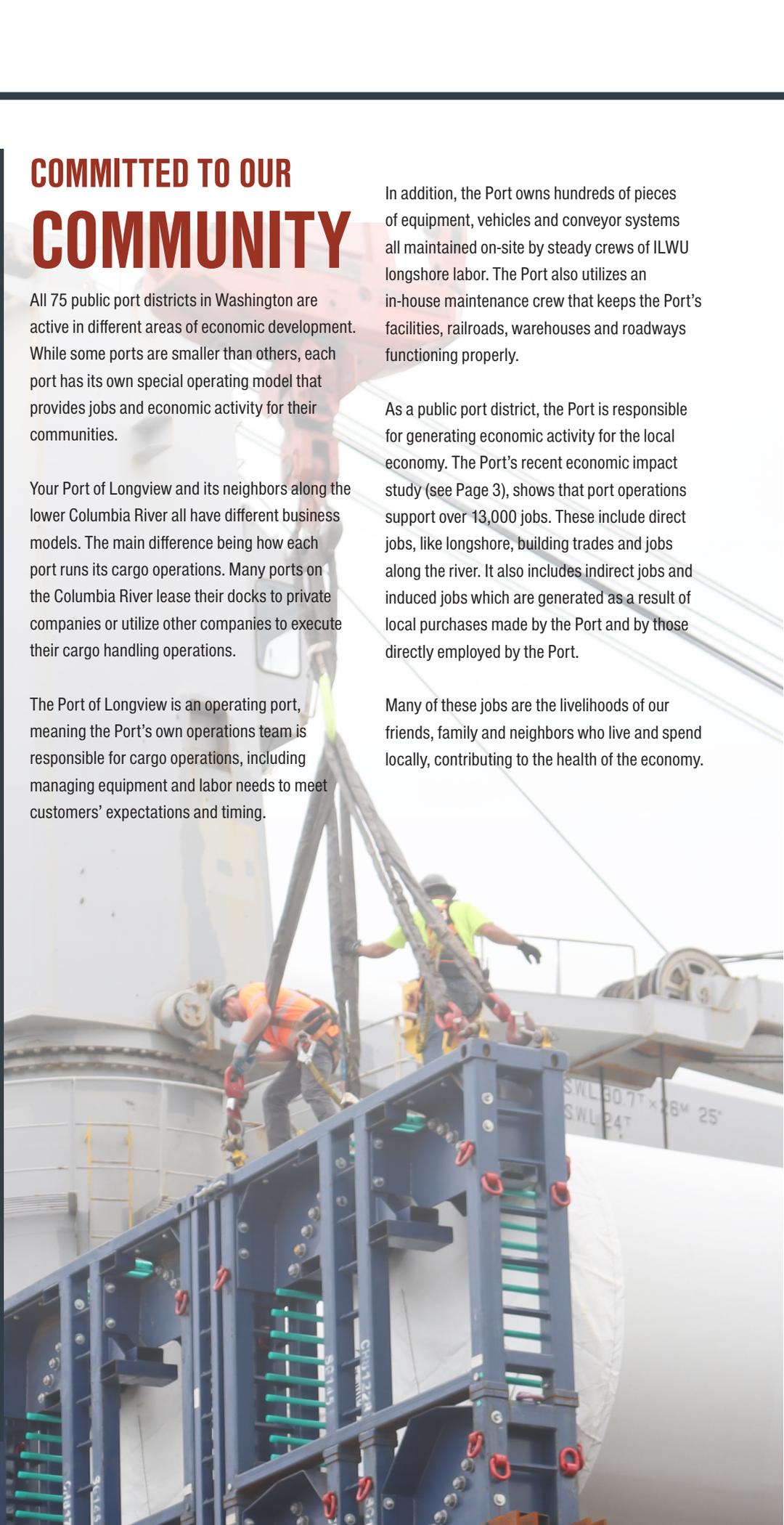
Your Port of Longview and its neighbors along the lower Columbia River all have different business models. The main difference being how each port runs its cargo operations. Many ports on the Columbia River lease their docks to private companies or utilize other companies to execute their cargo handling operations.

The Port of Longview is an operating port, meaning the Port's own operations team is responsible for cargo operations, including managing equipment and labor needs to meet customers' expectations and timing.

In addition, the Port owns hundreds of pieces of equipment, vehicles and conveyor systems all maintained on-site by steady crews of ILWU longshore labor. The Port also utilizes an in-house maintenance crew that keeps the Port's facilities, railroads, warehouses and roadways functioning properly.

As a public port district, the Port is responsible for generating economic activity for the local economy. The Port's recent economic impact study (see Page 3), shows that port operations support over 13,000 jobs. These include direct jobs, like longshore, building trades and jobs along the river. It also includes indirect jobs and induced jobs which are generated as a result of local purchases made by the Port and by those directly employed by the Port.

Many of these jobs are the livelihoods of our friends, family and neighbors who live and spend locally, contributing to the health of the economy.



KEEPING THE PORT IN *SHIP-SHAPE!*

The Port of Longview is committed to environmental stewardship and ensuring cargo operations are not negatively impacting the Columbia River. To ensure the Port is following local, state and federal regulations, the Port relies on its team of environmental and planning professionals.

With multiple cargo operations happening daily, the Port utilizes dust collection systems to ensure its air quality is meeting government standards. In addition, the Port manages a series of pipes and treatment structures that filter stormwater and wastewater, so only clean water is leaving the Port.

While overseeing environmental practices, the team also manages the Port's planning efforts. This involves laying the groundwork for projects that bring economic opportunities to the region such as facilitating studies, reporting for grants and completing the permitting work necessary to launch projects.

When a project has landed, the planning team coordinates with external agencies to receive the permits that authorize project construction. Meanwhile, the environmental team continues the regular monitoring that keeps the Port in compliance with its government agency issued permits.

The team must understand and apply environmental laws to Port projects and look at how moving cargo and building new structures could affect the Port's strategic goals, or things like noise, air, water quality and cultural resources. The Port's team engages in many different tasks that help keep cargo operations running and creating economic benefits for the community.



Sean Kelly, Environmental Field Manager, tests water for pollutants.



The Port uses a wastewater treatment pond to treat water collected from cargo operations.

CHECK IT OUT: The Port's planning and environmental team has a selection of videos that detail what they do. Scan the QR code to watch and learn more!



ECO-FRIENDLY PRACTICES AT THE PORT



WETLAND PRESERVATION:

The Port monitors a wetland mitigation site out at Willow Grove to combat the growth of invasive species and mitigate for future Port development projects. Thousands of willow trees have been planted to date.



STORMWATER FILTRATION:

The Port utilizes bioretention gardens to further treat stormwater at Port facilities. These gardens mimic nature to help filter water and are highly effective in removing pollutants and recharging the groundwater below.



CLEANING & WASHING:

Paved surfaces, vehicles and equipment may have potential pollutants on their surfaces. The Port employs source control and sweeps and cleans at our facility to reduce fugitive pollutants.

YOUR BOARD OF COMMISSIONERS



JEFF WILSON
DISTRICT 1



EVAN JONES
DISTRICT 2



ALLAN ERICKSON
DISTRICT 3

Regular commission meetings are held on the 2nd and 4th Wednesday of the month. Visit www.portoflongview.com for more information.

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PORT WINS TOP NATIONAL AWARD FOR DOCUMENTARY

The American Association of Port Authorities (AAPA) recently honored the Port of Longview with an Award of Excellence in Print and Digital Media Communications for its documentary titled “Reberth: Life and Legacy of a Historic Grain Terminal”. AAPA’s annual awards program evaluates projects from ports across the United States. Submissions are judged by a panel of independent communications professionals in Washington D.C.

The Port of Longview debuted the documentary last year, which focused on the significance of the old Continental Grain terminal that was demolished in early 2024. Originally constructed in 1927 as one of the first facilities at the Port, the grain terminal generated economic activity in the region for over 60 years until the facility closed in 1989.

The grain facility was designated a historic property and required mitigation prior to its demolition. Because of this historic significance, the Port secured numerous permits relative to the project. One of which was a US Army Corps of Engineers (USACE) Section 408 permit, which involved collaboration with the Washington State Department of Archaeology and Historic Preservation to properly document the historic use and nature of the old grain complex. As a result, the Port created several historic preservation materials including the documentary and a short booklet.

To watch the Port’s documentary, scan the QR code with your mobile device or visit www.portoflongview.com



TRIVIA: GET TO KNOW YOUR PORT

QUESTION 1:

What year was the Port of Longview founded?

- A. 1921 B. 1932 C. 1911 D. 1940

QUESTION 2:

What was the Port first known as?

- A. Port of Longview B. Port Longview C. Port of Kelso D. Port of Cowlitz County

QUESTION 3:

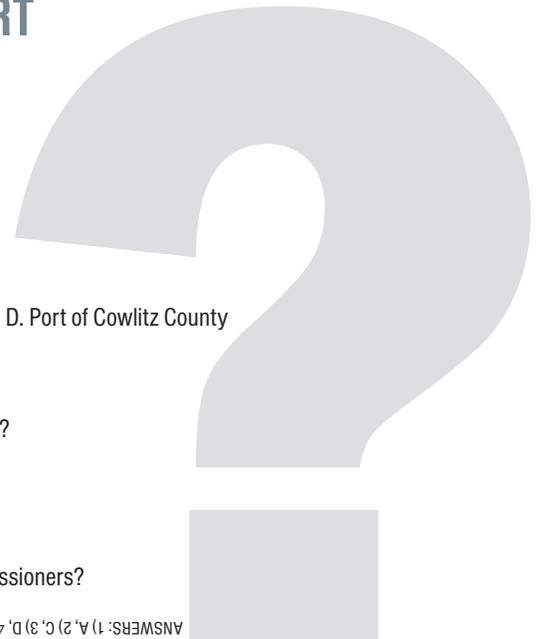
How many marine terminals does the Port of Longview operate?

- A. 11 B. 9 C. 5 D. 8

QUESTION 4:

How many elected officials serve on the Port’s Board of Commissioners?

- A. 6 B. 4 C. 3 D. 5



ANSWERS: 1) A, 2) C, 3) C, 4) D



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